



Stoneridge Commerce Center Specific Plan (SP No. 239, A1) TRAFFIC IMPACT ANALYSIS COUNTY OF RIVERSIDE

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
DIF	Development Impact Fee
EAP	Existing Plus Ambient Growth Plus Project
EAPC	Existing Plus Ambient Growth Plus Project Plus Cumulative
HCM	Highway Capacity Manual
HOV	High-Occupancy Vehicle
ITE	Institute of Transportation Engineers
LOS	Level of Service
MCP	Mid-County Parkway
NCHRP	National Cooperative Highway Research Program
OPR	Office of Planning and Research
PCE	Passenger Car Equivalents
PeMS	Performance Measurement System
PHF	Peak Hour Factor
Project	Stoneridge Commerce Center Specific Plan
RCTC	Riverside County Transportation Commission
RivTAM	Riverside County Transportation Analysis Model
RTA	Riverside Transit Authority
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB 743	Senate Bill 743
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SHS	State Highway System
TAZ	Transportation Analysis Zone
TIA	Traffic Impact Analysis
TUMF	Transportation Uniform Mitigation Fee
WRCOG	Western Riverside Council of Governments
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled

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1 INTRODUCTION

This report presents the results of the traffic impact analysis (TIA) for the proposed Stoneridge Commerce Center Specific Plan (Specific Plan No. 239, Amendment No. 1) development (“Project”), which is located on a 582.6 acre site west of Lakeview Avenue between Ramona Expressway and Nuevo Road in the County of Riverside, as shown on Exhibits 1-1 and 1-2.

The purpose of this TIA is to evaluate the potential deficiencies related to traffic and circulation system deficiencies that may result from the development of the proposed Project, and to recommend improvements to resolve identified deficiencies and to achieve acceptable circulation system operational conditions. This traffic study has been prepared in accordance with the County of Riverside’s Traffic Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020) and through consultation with County of Riverside staff during the scoping process. (1) The approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TIA. As part of the scoping process, the County of Riverside has shared the scoping agreement with various commenting agencies and received comments from the City of Perris, City of Riverside, and Riverside County Transportation Commission (RCTC).

1.1 SUMMARY OF FINDINGS

The Project is proposing to construct the following improvements as design features in conjunction with development of the site:

- For Without Mid-County Parkway (MCP) alternative, Project to construct Antelope Road from Ramona Expressway to the Project’s southern boundary at its ultimate full-section width as a Major Highway (118-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element. For With MCP, the Project would construct Antelope Road from the Project’s southern boundary to the right-of-way for the future MCP interchange at Ramona Expressway. Project to construct Antelope Road from the Project’s southern boundary to Nuevo Road with 32-feet of pavement on the east and west sides to facilitate site access in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.
- For Without MCP alternative only, Project to construct Ramona Expressway from Antelope Road to the Project’s eastern boundary at its ultimate half-section width as an Expressway (184-foot to 220-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.
- Project to construct Orange Avenue from the Project’s western boundary to the Project’s eastern boundary at its ultimate full-section width as an Arterial Highway (128-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.
- Project to construct Street A from Ramona Expressway to Orange Avenue at its ultimate full-section width as a Local Street (60-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element. This improvement is applicable for the Without MCP alternative only.

EXHIBIT 1-1: PRELIMINARY LAND USE PLAN WITHOUT MID-COUNTY PARKWAY

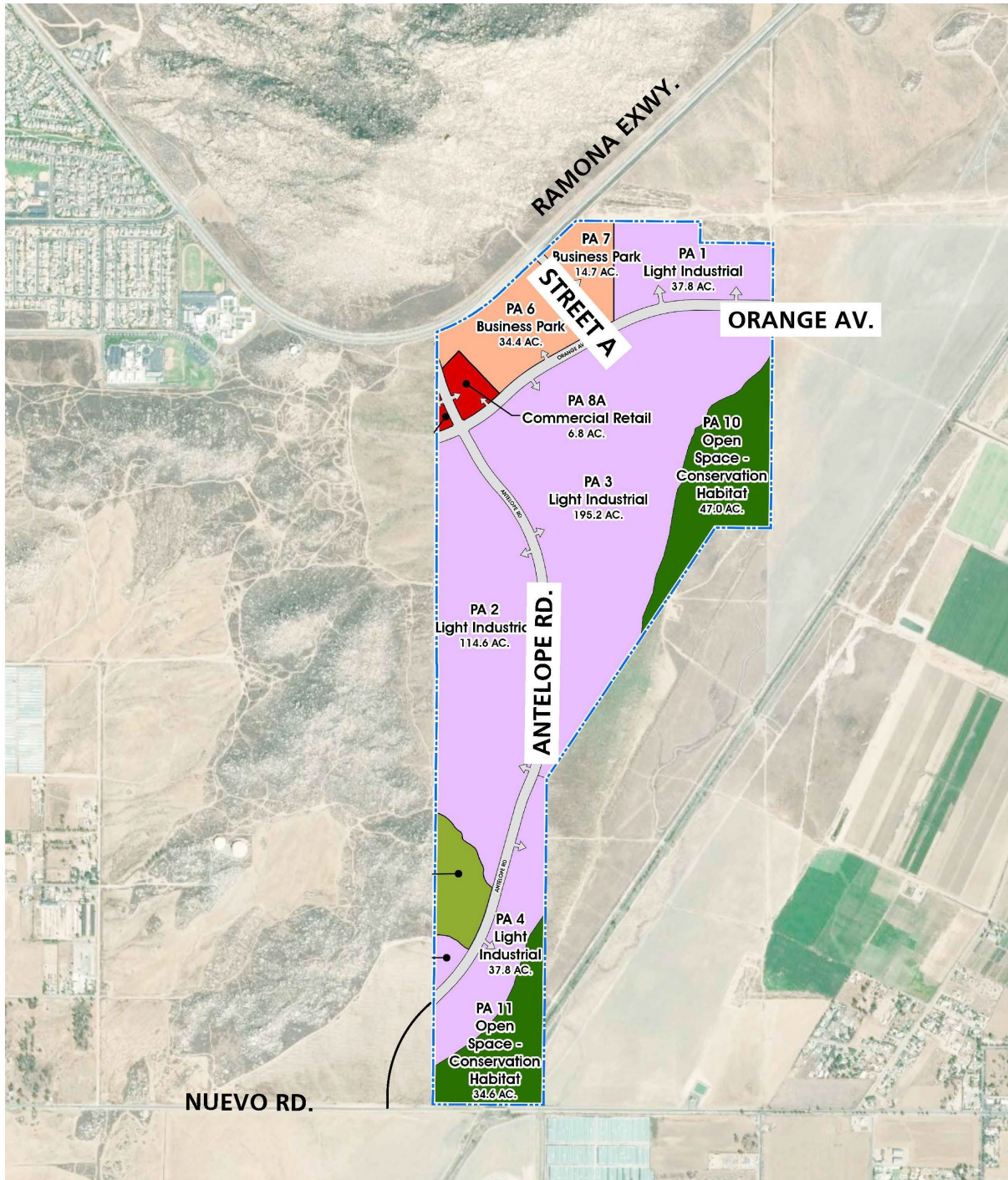
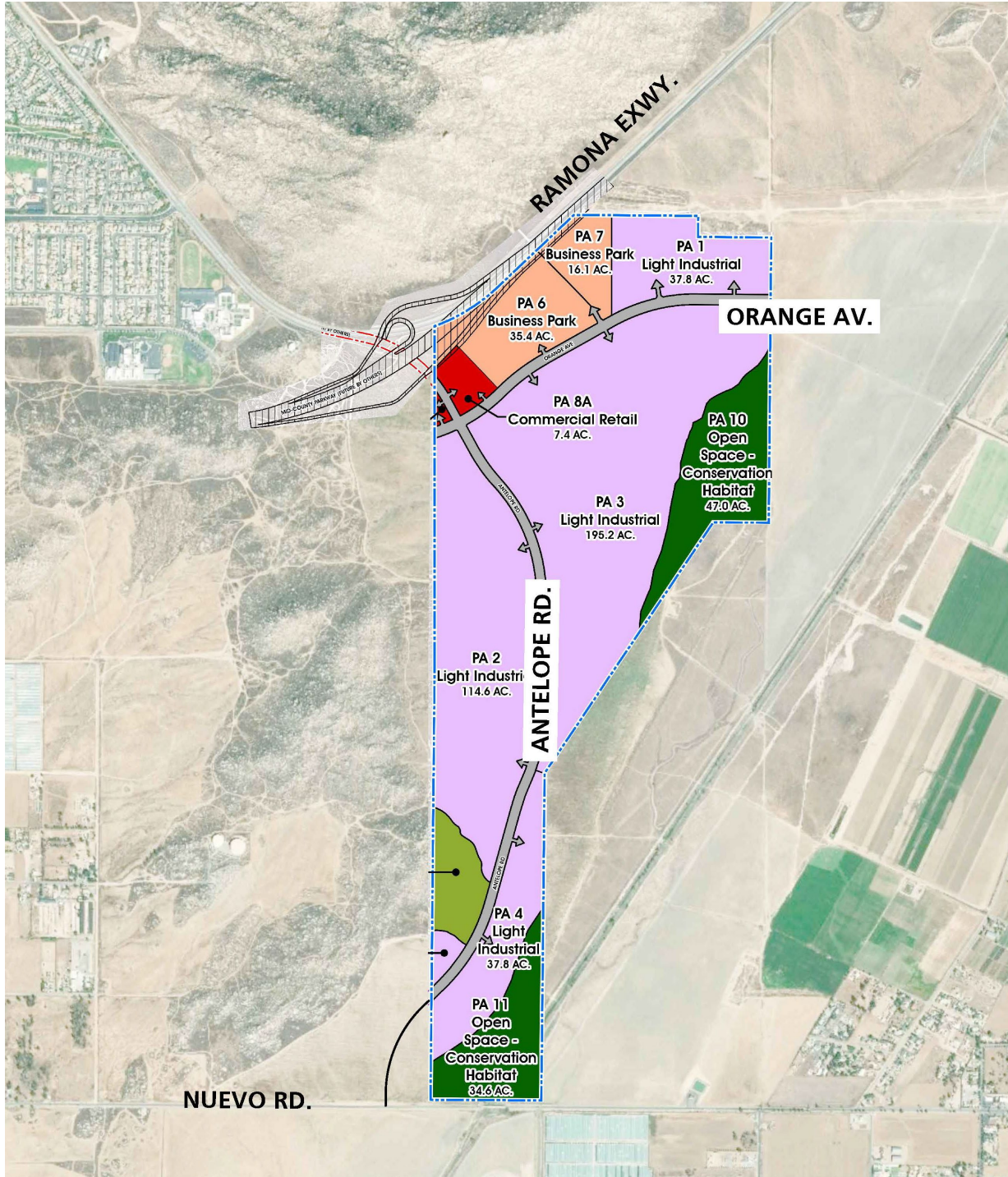


EXHIBIT 1-2: PRELIMINARY LAND USE PLAN WITH MID-COUNTY PARKWAY



- Project to install traffic signals at the intersections of Antelope Road & Ramona Expressway, Antelope Road & Nuevo Road, and Street A & Ramona Expressway.

Additional details and intersection lane geometrics are provided in Section 1.7 *Recommendations* of this report.

1.2 PROJECT OVERVIEW

The Project is proposing to amend the Specific Plan with a mix of industrial and commercial uses, as described below and shown in Table 1-1:

- Without MCP With Project (Proposed Project Land Use): 8,476,776 square feet of light industrial uses, 1,069,398 square feet of business park uses, and 121,968 square feet of commercial retail uses
- With MCP With Project (Alternative Project Land Use): 8,476,776 square feet of light industrial uses, 936,540 square feet of business park uses, 126,542 square feet of commercial retail uses

The Riverside County Transportation Commission (RCTC) is currently planning the construction of a regional, grade-separated transportation facility referred to as the MCP between the I-215 Freeway (at Placentia Avenue) and SR-79. The MCP is a long-range transportation improvement as RCTC has not yet identified or secured funding of the MCP and the future proposed interchanges. As such, timing of the future MCP is currently unknown.

A portion of the MCP and future interchange is planned in the northwestern portion of the site, which would affect the development proposed within Planning Areas 6, 7, and 8A of the proposed Project. In order to accommodate both the potential for the future construction of the MCP while also providing for development of the site in the event that the MCP is not constructed as currently planned, two land use concept plans have been developed for the site (Without and With MCP). A preliminary land use plan for the proposed Project Without MCP is shown on Exhibit 1-1 (Proposed Project). The preliminary land use plan for the proposed Project With MCP is shown on Exhibit 1-2 (Alternative Project). The maximum allowable square footage, as permitted by the Specific Plan, will be evaluated for each of the land use designations below for the purposes of the TIA, as shown in Table 1-1

The anticipated Project opening year is 2030. Vehicular access will be provided to Ramona Expressway and Nuevo Road via Antelope Road, while truck access will be provided to Ramona Expressway only (see Exhibits 1-1 and 1-2). Regional access to the Project site is available from the I-215 Freeway via the Harley Knox Boulevard, Ramona Expressway, future Placentia Avenue, and Nuevo Road interchanges and SR-79 via Ramona Expressway. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, (10th Edition, 2017) and the High Cube Warehouse Trip Generation Study (WSP, January 2019) were used to estimate the trip generation. (3) (4) The proposed Project is anticipated to generate the following:

- Without MCP With Project (Proposed Project): 23,894 vehicle trip-ends per day with 1,720 AM peak hour trips and 2,212 PM peak hour trips (of which 3,916 trip-ends per day are associated with trucks with 236 AM peak hour truck trips and 234 PM peak hour truck trips)

- With MCP With Project (Alternative Project): 23,624 vehicle trip-ends per day with 1,681 AM peak hour trips and 2,180 PM peak hour trips (of which 3,850 trip-ends per day are associated with trucks with 231 AM peak hour truck trips and 230 PM peak hour truck trips)

The assumptions and methods used to estimate the Project’s trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

TABLE 1-1: PROJECT LAND USE SUMMARY TABLE

Planning Area	Land Use Designation	Without Mid-County Parkway		With Mid-County Parkway	
		Acres	Maximum Building Square Footage	Acres	Maximum Building Square Footage
1	Light Industrial	37.8	823,284	37.8	823,284
2	Light Industrial	114.6	2,495,988	114.6	2,495,988
3	Light Industrial	195.2	4,251,456	195.2	4,251,456
4	Light Industrial	37.8	823,284	37.8	823,284
5	Light Industrial	3.8	82,764	3.8	82,764
Light Industrial Subtotal		389.2	8,476,776	389.2	8,476,776
6	Business Park	34.4	749,232	28.3	616,374
7	Business Park	14.7	320,166	14.7	320,166
Business Park Subtotal		49.1	1,069,398	43.0	936,540
8A	Commercial Retail	6.8	103,673	7.2	109,771
8B	Commercial Retail	1.2	18,295	1.1	16,771
Commercial Retail Subtotal		8.0	121,968	8.3	126,542
9	Open Space-Conservation	17.4	N/A	17.4	N/A
Open Space-Conservation Subtotal		17.4	N/A	17.4	N/A
10	Open Space-Conservation Habitat	47.0	N/A	47.0	N/A
11	Open Space-Conservation Habitat	34.6	N/A	34.6	N/A
Open Space-Conservation Habitat Subtotal		81.6	N/A	81.6	N/A
--	Circulation	37.3	N/A	34.4	N/A
TOTAL		582.6	9,668,142	573.9	9,539,858

1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2020) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2030) Conditions (Buildout of Proposed Project Land Use Plan)
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2030) Conditions (Buildout of Proposed Project Land Use Plan)
- Horizon Year (2040) Without Project (Without MCP)
- Horizon Year (2040) With Project (Project Buildout Without MCP)

- Horizon Year (2040) Without Project (With MCP)
- Horizon Year (2040) With Project (Buildout of Alternative Project With MCP)

1.3.1 EXISTING (2020) CONDITIONS

Information for Existing (2020) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. Traffic counts were conducted on March 11, 2020 when local schools were in session and operating on a typical bell schedule (prior to closures related to the COVID-19 pandemic). Traffic counts were collected based on vehicle classification and were converted to passenger car equivalent (PCE). Use of PCE accounts for the effects of large trucks present within the existing study area. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars and varies depending on the type of vehicle and number of axles.

1.3.2 EXISTING PLUS AMBIENT GROWTH PLUS PROJECT (2030) CONDITIONS

The EAP (2030) conditions analysis determines the potential circulation system deficiencies based on a comparison of the EAP traffic conditions to Existing conditions. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project (does not assume the MCP). To account for background traffic growth, an ambient growth factor from Existing (2020) conditions of 21.9% (2 percent per year, compounded over 10 years) is included for EAP (2030) traffic conditions. The assumed ambient growth factor is based on the requirements per the County of Riverside traffic study guidelines. Consistent with Riverside County traffic study guidelines, the EAP analysis is intended to identify “Opening Year” deficiencies associated with the development of the proposed Project based on the expected background growth within the study area. For EAP (2030) traffic conditions, buildout of the Proposed Project land use plan has been evaluated (the MCP is a long-term facility that is not anticipated to be in place by 2030).

1.3.3 EXISTING PLUS AMBIENT GROWTH PLUS PROJECT PLUS CUMULATIVE (2030) CONDITIONS

The EAPC (2030) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project (does not assume the MCP). To account for background traffic growth, an ambient growth factor of 21.9% from Existing conditions are included for EAPC traffic conditions (2 percent per year, compounded over 10 years). For EAPC (2030) traffic conditions, buildout of the Proposed Project land use plan has been evaluated (the MCP is a long-term facility that is not anticipated to be in place by 2030).

Conservatively, the TIA estimates the area ambient traffic growth and then adds traffic generated by other known or probable related projects. These related projects are at least in part already accounted for in the assumed 21.9% of ambient growth; and some of these related projects may not be implemented and operational within the 2030 Opening Year time frame assumed for the Project. The resulting traffic growth utilized in the TIA (21.9% ambient growth factor plus traffic

generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2030 conditions.

1.3.4 HORIZON YEAR (2040) CONDITIONS

Traffic projections for Horizon Year (2040) conditions were derived from the County of Riverside Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing.

This scenario evaluates two network alternatives:

- The County's currently adopted General Plan, with the future MCP, and the proposed circulation network modifications proposed by the Project. The Alternative Project land use plan has been evaluated for the purposes of this network alternative.
- The County's currently adopted General Plan and the proposed circulation network modifications proposed by the Project (does not include MCP, in the event that it is not constructed by Horizon Year). The Proposed Project land use plan, which includes commercial retail and business park uses within MCP alignment, has been evaluated for the purposes of this network alternative.

The Horizon Year conditions analyses will be utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) and Development Impact Fee (DIF) programs, can accommodate the long-range cumulative traffic at the target level of service (LOS) identified in the County of Riverside (lead agency) General Plan. (5) Each of these regional transportation fee programs are discussed in more detail in Section 8 *Local and Regional Funding Mechanisms*.

1.4 STUDY AREA

To ensure that this TIA satisfies the County of Riverside’s traffic study requirements, Urban Crossroads, Inc. prepared a project traffic study scoping package for review by County of Riverside staff prior to the preparation of this report.

1.4.1 STUDY AREA INTERSECTIONS

The 69 study area intersections listed in Table 1-2 were selected for evaluation in this TIA based on consultation with County of Riverside staff. Exhibit 1-3 shows the study area utilized for the Without MCP conditions while Exhibit 1-4 shows the study area utilized for the With MCP conditions. The study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the County of Riverside’s traffic study guidelines. (1) The “50 peak hour trip” criteria represent a minimum number of trips at which a typical intersection would have the potential to be substantively affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within Riverside County for estimating a potential area of influence (i.e., study area).

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and updated most recently updated in 2011. The RCTC adopted the 2011 CMP for the County of Riverside in December 2011. (6) CMP intersections are identified in Table 1-1. There are no study area intersections identified as a Riverside County CMP facility.

TABLE 1-2: INTERSECTION ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction	CMP?
1	Harvill Av. & Cajalco Exwy.	County of Riverside	No
2	I-215 Southbound Ramps & Harley Knox Bl.	County of Riverside, Caltrans	No
3	I-215 Northbound Ramps & Harley Knox Bl.	Perris, Caltrans	No
4	I-215 Southbound Ramps & Ramona Exwy.	County of Riverside, Caltrans	No
5	I-215 Northbound Ramps & Ramona Exwy.	Perris, Caltrans	No
6	I-215 SB Ramps & Placentia Av. – Future Intersection	County of Riverside, Caltrans	No
7	I-215 NB Ramps & Placentia Av. – Future Intersection	Perris, Caltrans	No
8	I-215 SB Ramps & Nuevo Rd.	County of Riverside, Caltrans	No
9	I-215 NB Ramps & Nuevo Rd.	Perris, Caltrans	No
10	Western Wy. & Harley Knox Bl.	Perris	No
11	Webster Av. & Harley Knox Bl.	Perris	No
12	Webster Av. & Ramona Exwy.	Perris	No
13	Indian Av. & Harley Knox Bl.	Perris	No
14	Indian Av. & Ramona Exwy.	Perris	No
15	Indian Av. & Placentia Av.	Perris	No
16	Perris Bl. & Iris Av.	Moreno Valley	No
17	Perris Bl. & Krameria Av.	Moreno Valley	No
18	Perris Bl. & San Michele Rd.	Moreno Valley	No
19	Perris Bl. & Nandina Av.	Moreno Valley	No
20	Perris Bl. & Harley Knox Bl.	Perris	No
21	Perris Bl. & Markham St.	Perris	No
22	Perris Bl. & Ramona Exwy.	Perris	No
23	Perris Bl. & Morgan St.	Perris	No
24	Perris Bl. & Rider St.	Perris	No
25	Perris Bl. & Placentia Av.	Perris	No
26	Perris Bl. & Orange Av.	Perris	No
27	Perris Bl. & Nuevo Rd.	Perris	No
28	Redlands Av. & Harley Knox Bl.	Perris	No
29	Redlands Av. & Markham St.	Perris	No
30	Redlands Av. & Ramona Exwy.	Perris	No
31	Redlands Av. & Morgan St.	Perris	No
32	Redlands Av. & Rider St.	Perris	No
33	Redlands Av. & Placentia Av.	Perris	No
34	Redlands Av. & Orange Av.	Perris	No
35	Redlands Av. & Nuevo Rd.	Perris	No

ID	Intersection Location	Jurisdiction	CMP?
36	Murrieta Rd. & Nuevo Rd.	Perris	No
37	Lasselle St. & Iris Av.	Moreno Valley	No
38	Lasselle St. & Krameria Av.	Moreno Valley	No
39	Evans Rd. & Ramona Exwy.	Perris	No
40	Evans Rd. & Rider St.	Perris	No
41	Evans Rd. & Orange Av.	County of Riverside, Perris	No
42	Evans Rd. & Nuevo Rd.	Perris	No
43	Bradley Rd. & Ramona Exwy.	County of Riverside, Perris	No
44	Bradley Rd. & Rider St.	Perris	No
45	Dunlap Dr. & Orange Av.	County of Riverside, Perris	No
46	Dunlap Dr. & Nuevo Rd.	County of Riverside, Perris	No
47	Ramona Exwy. & Rider St.	County of Riverside, Perris	No
48	Antelope Rd. & Ramona Exwy. – Future Intersection	County of Riverside	No
49	MCP WB Ramps & Antelope Rd. – Future Intersection	County of Riverside	No
50	MCP EB Ramps & Antelope Rd. – Future Intersection	County of Riverside	No
51	Antelope Rd. & Nuevo Rd. – Future Intersection	County of Riverside	No
52	Street A & Ramona Exwy. – Future Intersection	County of Riverside	No
53	Meniffee Rd./Reservoir Bl. & Nuevo Rd.	County of Riverside	No
54	Meniffee Rd. & San Jacinto Av.	County of Riverside	No
55	Meniffee Rd. & Ellis Rd.	County of Riverside	No
56	Meniffee Rd. & Mapes Rd.	County of Riverside, Meniffee	No
57	Meniffee Rd. & Watson Rd.	Meniffee	No
58	Meniffee Rd. & Ethanac Rd. (SR-74)	Meniffee	No
59	Bernasconi Rd. & Orange Av. – Future Intersection	County of Riverside	No
60	Lakeview Av. & Ramona Exwy.	County of Riverside	No
61	Lakeview Av. & Nuevo Rd.	County of Riverside	No
62	Montgomery Av. & Nuevo Rd.	County of Riverside	No
63	Hansen Av./Davis Rd. & Ramona Exwy.	County of Riverside	No
64	Hansen Av. & Contour Av.	County of Riverside	No
65	Bridge St. & Ramona Exwy.	County of Riverside	No
66	Warren Rd. & Ramona Exwy.	County of Riverside, San Jacinto	No
67	Sanderson Av. (SR-79) & Ramona Exwy.	San Jacinto, Caltrans	No
68	Indian Av. & Morgan St.	Perris	No
69	Indian Av. & Rider St.	Perris	No

EXHIBIT 1-3: LOCATION MAP WITHOUT MID-COUNTY PARKWAY

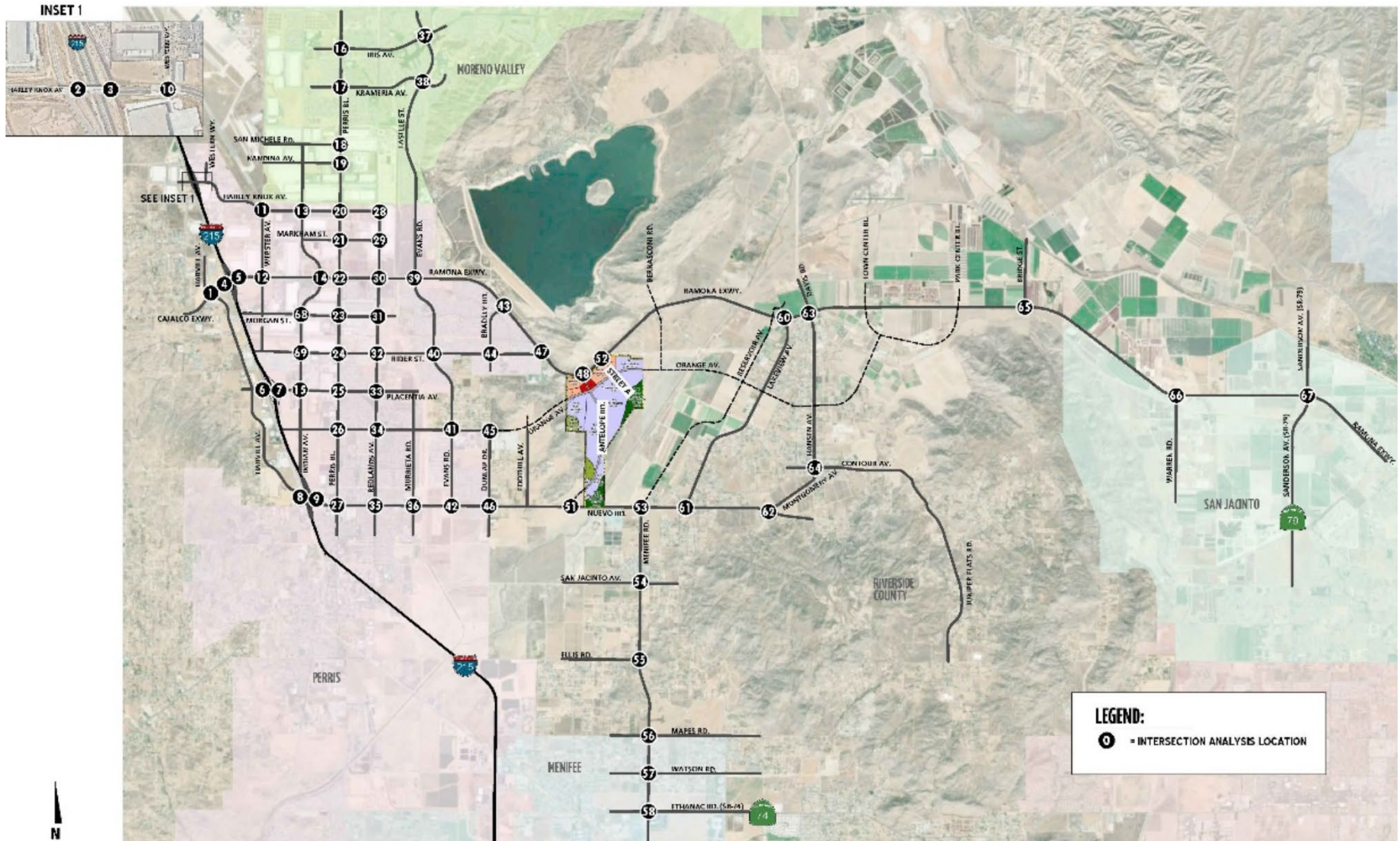
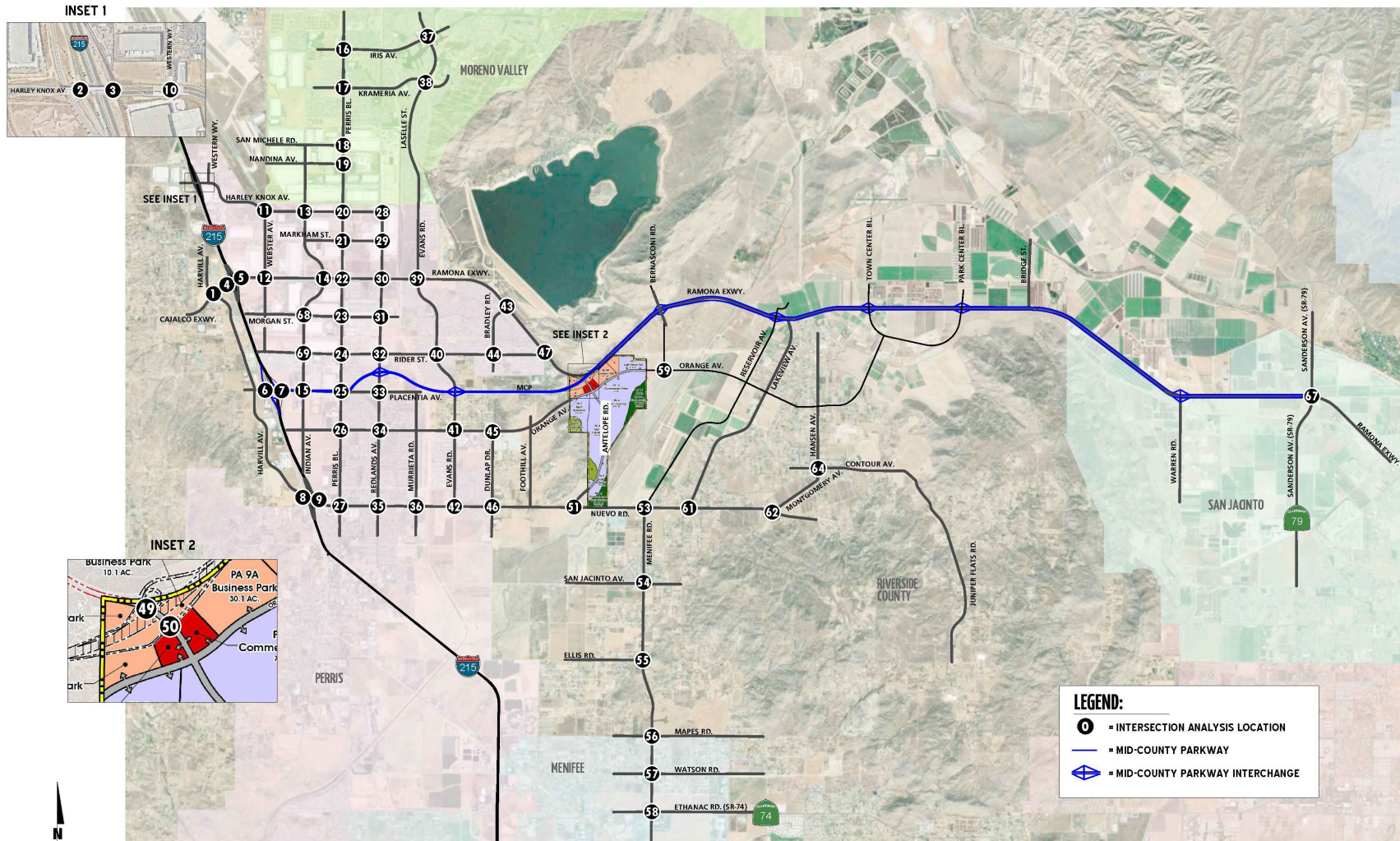


EXHIBIT 1-4: LOCATION MAP WITH MID-COUNTY PARKWAY



1.4.2 FREEWAY MAINLINE AND RAMP JUNCTION ANALYSIS

Study area freeway mainline analysis locations were selected based on Caltrans traffic study guidelines, which may require the analysis of State highway facilities. (2) Consistent with recent Caltrans guidance, and because deficiencies to freeway segments tend to dissipate with distance from the point of State Highway System (SHS) entry, quantitative study of freeway segments beyond those immediately adjacent to the point of entry typically is not required. This study evaluates the following freeway facilities adjacent to the point of entry to the SHS at the I-215 Freeway and Harley Knox Boulevard, Ramona Expressway, Placentia Avenue, and Nuevo Road (see Table 1-3):

TABLE 1-3: FREEWAY FACILITY ANALYSIS LOCATIONS

ID	Freeway Facilities
1	I-215 Freeway Southbound, North of Harley Knox Bl.
2	I-215 Freeway Southbound, Off-Ramp at Harley Knox Bl.
3	I-215 Freeway Southbound, On-Ramp at Harley Knox Bl.
4	I-215 Freeway Southbound, Harley Knox Bl. to Ramona Exwy.
5	I-215 Freeway Southbound, Off-Ramp at Ramona Exwy.
6	I-215 Freeway Southbound, On-Ramp at Ramona Exwy.
7	I-215 Freeway Southbound, Ramona Exwy. to Placentia Av.
8	I-215 Freeway Southbound, Off-Ramp at Placentia Av. – Future Facility
9	I-215 Freeway Southbound, On-Ramp at Placentia Av. – Future Facility
10	I-215 Freeway Southbound, Placentia Av. to Nuevo Rd.
11	I-215 Freeway Southbound, Off-Ramp at Nuevo Rd.
12	I-215 Freeway Southbound, On-Ramp at Nuevo Rd.
13	I-215 Freeway Southbound, South of Nuevo Rd.
14	I-215 Freeway Northbound, North of Harley Knox Bl.
15	I-215 Freeway Northbound, On-Ramp at Harley Knox Bl.
16	I-215 Freeway Northbound, Off-Ramp at Harley Knox Bl.
17	I-215 Freeway Northbound, Harley Knox Bl. to Ramona Exwy.
18	I-215 Freeway Northbound, On-Ramp at Ramona Exwy.
19	I-215 Freeway Northbound, Off-Ramp at Ramona Exwy.
20	I-215 Freeway Northbound, Ramona Exwy. to Placentia Av.
21	I-215 Freeway Northbound, On-Ramp at Placentia Av. – Future Facility
22	I-215 Freeway Northbound, Off-Ramp at Placentia Av. – Future Facility
23	I-215 Freeway Northbound, Placentia Av. to Nuevo Rd.
24	I-215 Freeway Northbound, On-Ramp at Nuevo Rd.
25	I-215 Freeway Northbound, Off-Ramp at Nuevo Rd.
26	I-215 Freeway Northbound, South of Nuevo Rd.

1.5 SENATE BILL 743 – VEHICLE MILES TRAVELED (VMT)

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles traveled (VMT) as the replacement for automobile delay-based LOS. In December 2018, the Natural Resources Agency finalized updates to CEQA Guidelines to incorporate SB 743 (i.e., VMT). While a lead agency has the option to immediately apply the new VMT based analysis methodology and thresholds for the purposes of evaluating transportation impacts, statewide application of the new guidelines is required July 1, 2020.

Caltrans traffic impact study and VMT guidelines have been adopted in September 2020. (2) Caltrans acknowledges automobile delay is no longer considered a CEQA impact for development projects and VMT is now utilized for determining project impacts on the SHS. The County of Riverside has also adopted their own VMT guidelines and thresholds in December 2020. (1) A VMT analysis for the Project has been prepared under separate cover. The LOS operations included in this TIA for intersections and freeway facilities are informational and may be used to support General Plan compliance but are not anticipated to support the environmental document for determining traffic impacts and mitigation measures.

1.6 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 5 *EAP (2030) Traffic Conditions*, Section 6 *EAPC (2030) Traffic Conditions*, and Section 7 *Horizon Year (2040) Traffic Conditions* includes the detailed analysis. A summary of LOS results for all analysis scenarios is presented on Exhibit 1-5.

EXHIBIT 1-5: SUMMARY OF DEFICIENT INTERSECTIONS BY ANALYSIS SCENARIO

#	Intersection	Existing (2020)	EAP (2030)	EAPC (2030)	Horizon Year (2040) Without MCP Without Project	Horizon Year (2040) Without MCP With Project	Horizon Year (2040) With MCP Without Project	Horizon Year (2040) With MCP With Project
1	Harvill Av. & Cajalco Exwy.	●	●	●	●	●	●	●
2	I-215 Southbound Ramps & Harley Knox Bl.	●	●	●	●	●	●	●
3	I-215 Northbound Ramps & Harley Knox Bl.	●	●	●	●	●	●	●
4	I-215 Southbound Ramps & Ramona Exwy.	●	●	●	●	●	●	●
5	I-215 Northbound Ramps & Ramona Exwy.	●	●	●	●	●	●	●
6	I-215 SB Ramps & Placentia Av.	NA	●	●	●	●	●	●
7	I-215 NB Ramps & Placentia Av.	NA	●	●	●	●	●	●
8	I-215 SB Ramps & Nuevo Rd.	●	●	●	●	●	●	●
9	I-215 NB Ramps & Nuevo Rd.	●	●	●	●	●	●	●
10	Western Wy. & Harley Knox Bl.	●	●	●	●	●	●	●
11	Webster Av. & Harley Knox Bl.	●	●	●	●	●	●	●
12	Webster Av. & Ramona Exwy.	●	●	●	●	●	●	●
13	Indian Av. & Harley Knox Bl.	●	●	●	●	●	●	●
14	Indian Av. & Ramona Exwy.	●	●	●	●	●	●	●
15	Indian Av. & Placentia Av.	●	●	●	●	●	●	●
16	Perris Bl. & Iris Av.	●	●	●	●	●	●	●
17	Perris Bl. & Krameria Av.	●	●	●	●	●	●	●

LEGEND:

- = AM PEAK HOUR
- = PM PEAK HOUR
- = ACCEPTABLE LOS A-D
- = DEFICIENT LOS E
- = DEFICIENT LOS F
- NA = NOT AN ANALYSIS LOCATION FOR THIS SCENARIO

#	Intersection	Existing (2020)	EAP (2030)	EAPC (2030)	Horizon Year (2040) Without MCP Without Project	Horizon Year (2040) Without MCP With Project	Horizon Year (2040) With MCP Without Project	Horizon Year (2040) With MCP With Project
18	Perris Bl. & San Michele Rd.	●	●	●	●	●	●	●
19	Perris Bl. & Nandina Av.	●	●	●	●	●	●	●
20	Perris Bl. & Harley Knox Bl.	●	●	●	●	●	●	●
21	Perris Bl. & Markham St.	●	●	●	●	●	●	●
22	Perris Bl. & Ramona Exwy.	●	●	●	●	●	●	●
23	Perris Bl. & Morgan St.	●	●	●	●	●	●	●
24	Perris Bl. & Rider St.	●	●	●	●	●	●	●
25	Perris Bl. & Placentia Av.	●	●	●	●	●	●	●
26	Perris Bl. & Orange Av.	●	●	●	●	●	●	●
27	Perris Bl. & Nuevo Rd.	●	●	●	●	●	●	●
28	Redlands Av. & Harley Knox Bl.	●	●	●	●	●	●	●
29	Redlands Av. & Markham St.	●	●	●	●	●	●	●
30	Redlands Av. & Ramona Exwy.	●	●	●	●	●	●	●
31	Redlands Av. & Morgan St.	●	●	●	●	●	●	●
32	Redlands Av. & Rider St.	●	●	●	●	●	●	●
33	Redlands Av. & Placentia Av.	●	●	●	●	●	●	●
34	Redlands Av. & Orange Av.	●	●	●	●	●	●	●

LEGEND:

- = AM PEAK HOUR
- = PM PEAK HOUR
- = ACCEPTABLE LOS A-D
- = DEFICIENT LOS E
- = DEFICIENT LOS F
- NA = NOT AN ANALYSIS LOCATION FOR THIS SCENARIO

#	Intersection	Existing (2020)	EAP (2030)	EAPC (2030)	Horizon Year (2040) Without MCP Without Project	Horizon Year (2040) Without MCP With Project	Horizon Year (2040) With MCP Without Project	Horizon Year (2040) With MCP With Project
35	Redlands Av. & Nuevo Rd.							
36	Murrieta Rd. & Nuevo Rd.							
37	Lasselle St. & Iris Av.							
38	Lasselle St. & Krameria Av.							
39	Evans Rd. & Ramona Exwy.							
40	Evans Rd. & Rider St.							
41	Evans Rd. & Orange Av.							
42	Evans Rd. & Nuevo Rd.							
43	Bradley Rd. & Ramona Exwy.							
44	Bradley Rd. & Rider St.							
45	Dunlap Dr. & Orange Av.							
46	Dunlap Dr. & Nuevo Rd.							
47	Ramona Exwy. & Rider St.						NA	NA
48	Antelope Rd. & Ramona Exwy.	NA						
49	MCP WB Ramps & Antelope Rd.	NA	NA	NA	NA	NA		
50	MCP EB Ramps & Antelope Rd.	NA	NA	NA	NA	NA		
51	Antelope Rd. & Nuevo Rd.	NA						

LEGEND:

- = AM PEAK HOUR
- = PM PEAK HOUR
- = ACCEPTABLE LOS A-D
- = DEFICIENT LOS E
- = DEFICIENT LOS F
- NA = NOT AN ANALYSIS LOCATION FOR THIS SCENARIO

#	Intersection	Existing (2020)	EAP (2030)	EAPC (2030)	Horizon Year (2040) Without MCP Without Project	Horizon Year (2040) Without MCP With Project	Horizon Year (2040) With MCP Without Project	Horizon Year (2040) With MCP With Project
52	Street A & Ramona Exwy.	NA	●	●	NA	●	NA	NA
53	Meniffee Rd./Reservoir Bl. & Nuevo Rd.	●	●	●	●	●	●	●
54	Meniffee Rd. & San Jacinto Av.	●	●	●	●	●	●	●
55	Meniffee Rd. & Ellis Rd.	●	●	●	●	●	●	●
56	Meniffee Rd. & Mapes Rd.	●	●	●	●	●	●	●
57	Meniffee Rd. & Watson Rd.	●	●	●	●	●	●	●
58	Meniffee Rd. & Ethanac Rd. (SR-74)	●	●	●	●	●	●	●
59	Bernasconi Rd. & Orange Av.	NA	NA	NA	●	●	●	●
60	Lakeview Av. & Ramona Exwy.	●	●	●	●	●	NA	NA
61	Lakeview Av. & Nuevo Rd.	●	●	●	●	●	●	●
62	Montgomery Av. & Nuevo Rd.	●	●	●	●	●	●	●
63	Hansen Av./Davis Rd. & Ramona Exwy.	●	●	●	●	●	NA	NA
64	Hansen Av. & Contour Av.	●	●	●	●	●	●	●
65	Bridge St. & Ramona Exwy.	●	●	●	●	●	NA	NA
66	Warren Rd. & Ramona Exwy.	●	●	●	●	●	NA	NA
67	Sanderson Av. (SR-79) & Ramona Exwy.	●	●	●	●	●	●	●
68	Indian Av. & Morgan St.	●	●	●	●	●	●	●
69	Indian Av. & Rider St.	●	●	●	●	●	●	●

LEGEND:

- = AM PEAK HOUR
- = PM PEAK HOUR
- = ACCEPTABLE LOS A-D
- = DEFICIENT LOS E
- = DEFICIENT LOS F
- NA = NOT AN ANALYSIS LOCATION FOR THIS SCENARIO

1.6.1 EAP (2030) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at a deficient LOS (i.e., LOS E or worse) during one or both peak hours for EAP (2030) traffic conditions:

- I-215 Southbound Ramps & Harley Knox Boulevard (#2) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Harley Knox Boulevard (#3) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Ramona Expressway (#4) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Ramona Expressway (#5) – LOS F AM and PM peak hours
- Indian Avenue & Placentia Avenue (#15) – LOS F AM and PM peak hours
- Perris Boulevard & Harley Knox Boulevard (#20) – LOS F PM peak hour only
- Perris Boulevard & Orange Avenue (#26) – LOS E PM peak hour only
- Redlands Avenue & Ramona Expressway (#30) – LOS F AM and PM peak hours
- Redlands Avenue & Rider Street (#32) – LOS F AM and PM peak hours
- Evans Road & Ramona Expressway (#39) – LOS F AM and PM peak hours
- Evans Road & Orange Avenue (#41) – LOS F AM peak hour only
- Menifee Road/Reservoir Boulevard & Nuevo Road (#53) – LOS E AM peak hour; LOS F PM peak hour
- Menifee Road & Mapes Road (#56) – LOS F AM and PM peak hours
- Menifee Road & Watson Road (#57) – LOS F AM and PM peak hours
- Menifee Road & Ethanac Road (SR-74) (#58) – LOS F AM and PM peak hours
- Lakeview Avenue & Ramona Expressway (#60) – LOS F AM and PM peak hours
- Lakeview Avenue & Nuevo Road (#61) – LOS E AM peak hour only
- Bridge Street & Ramona Expressway (#65) – LOS F AM and PM peak hours
- Sanderson Avenue (SR-79) & Ramona Expressway (#67) – LOS F AM and PM peak hours

Off-Ramp Queues

The following movement is anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under EAP (2030) traffic conditions:

- I-215 Southbound Ramps & Ramona Expressway (#4), southbound left turn lane – PM peak hour only

Freeway Facilities

The following study area freeway segments and merge/diverge ramp junctions analyzed for this study are anticipated to continue to operate at an unacceptable LOS (i.e., LOS E or worse) during the peak hours for EAP (2030) traffic conditions, consistent with Existing (2020) traffic conditions:

- I-215 Freeway Northbound, North of Harley Knox Boulevard (#14) – LOS F AM and PM peak hours

- I-215 Freeway Northbound, Harley Knox Boulevard to Ramona Expressway (#17) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Ramona Expressway to Placentia Avenue (#20) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Placentia Avenue to Nuevo Road (#23) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, South of Nuevo Road (#26) – LOS F AM and PM peak hours

1.6.2 EAPC (2030) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at a deficient LOS (i.e., LOS E or worse) during one or both peak hours for EAPC (2030) traffic conditions:

- Harvill Avenue & Cajalco Expressway (#1) – LOS E AM peak hour; LOS F PM peak hour
- I-215 Southbound Ramps & Harley Knox Boulevard (#2) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Harley Knox Boulevard (#3) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Ramona Expressway (#4) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Ramona Expressway (#5) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Placentia Avenue (#6) – LOS F PM peak hour only
- Webster Avenue & Harley Knox Boulevard (#11) – LOS F AM and PM peak hours
- Webster Avenue & Ramona Expressway (#12) – LOS F AM and PM peak hours
- Indian Avenue & Ramona Expressway (#14) – LOS F AM and PM peak hours
- Indian Avenue & Placentia Avenue (#15) – LOS F AM and PM peak hours
- Perris Boulevard & Iris Avenue (#16) – LOS E PM peak hour only
- Perris Boulevard & Harley Knox Boulevard (#20) – LOS F PM peak hour only
- Perris Boulevard & Ramona Expressway (#22) – LOS F AM and PM peak hours
- Perris Boulevard & Orange Avenue (#26) – LOS E PM peak hour only
- Redlands Avenue & Harley Knox Boulevard (#28) – LOS F AM peak hour only
- Redlands Avenue & Ramona Expressway (#30) – LOS F AM and PM peak hours
- Redlands Avenue & Rider Street (#32) – LOS F AM and PM peak hours
- Lasselle Street & Iris Avenue (#37) – LOS E AM and PM peak hours
- Lasselle Street & Krameria Avenue (#38) – LOS E AM and PM peak hours
- Evans Road & Ramona Expressway (#39) – LOS F AM and PM peak hours
- Evans Road & Orange Avenue (#41) – LOS F AM peak hour only
- Bradley Road & Ramona Expressway (#43) – LOS E AM peak hour only
- Dunlap Drive & Nuevo Road (#46) – LOS F AM and PM peak hours
- Ramona Expressway & Rider Street (#47) – LOS E AM peak hour; LOS F PM peak hour
- Antelope Road & Ramona Expressway (#48) – LOS F PM peak hour only

- Antelope Road & Nuevo Road (#51) – LOS F AM and PM peak hours
- Street A & Ramona Expressway (#52) – LOS F AM and PM peak hours
- Menifee Road/Reservoir Boulevard & Nuevo Road (#53) – LOS E AM peak hour; LOS F PM peak hour
- Menifee Road & San Jacinto Avenue (#54) – LOS F AM and PM peak hours
- Menifee Road & Ellis Road (#55) – LOS E AM peak hour; LOS F PM peak hour
- Menifee Road & Mapes Road (#56) – LOS F AM and PM peak hours
- Menifee Road & Watson Road (#57) – LOS F AM and PM peak hours
- Menifee Road & Ethanac Road (SR-74) (#58) – LOS F AM and PM peak hours
- Lakeview Avenue & Ramona Expressway (#60) – LOS F AM and PM peak hours
- Lakeview Avenue & Nuevo Road (#61) – LOS E AM peak hour only
- Hansen Avenue/Davis Road & Ramona Expressway (#63) – LOS F AM and PM peak hours
- Bridge Street & Ramona Expressway (#65) – LOS F AM and PM peak hours
- Warren Road & Ramona Expressway (#66) – LOS F PM peak hour only
- Sanderson Avenue (SR-79) & Ramona Expressway (#67) – LOS F AM and PM peak hours

Off-Ramp Queues

The following movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under EAPC (2030) traffic conditions:

- I-215 Southbound Ramps & Ramona Expressway (#4), southbound left turn lane – AM and PM peak hours
- I-215 Southbound Ramps & Ramona Expressway (#4), southbound left-through lane – PM peak hour only

Freeway Facilities

the following study area freeway segments and merge/diverge ramp junctions analyzed for this study are anticipated to continue to operate at an unacceptable LOS (i.e., LOS E or worse) during the peak hours for EAPC (2030) traffic conditions:

- I-215 Freeway Southbound, North of Harley Knox Boulevard (#1) – LOS E AM peak hour; LOS F PM peak hour
- I-215 Freeway Southbound, Off-Ramp at Harley Knox Boulevard (#2) – LOS E AM peak hour; LOS F PM peak hour
- I-215 Freeway Southbound, On-Ramp at Harley Knox Boulevard (#3) – LOS F PM peak hour only
- I-215 Freeway Southbound, Harley Knox Boulevard to Ramona Expressway (#4) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Ramona Expressway (#5) – LOS F PM peak hour only
- I-215 Freeway Northbound, North of Harley Knox Boulevard (#14) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Harley Knox Boulevard (#15) – LOS F PM peak hour only

- I-215 Freeway Northbound, Harley Knox Boulevard to Ramona Expressway (#17) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Ramona Expressway to Placentia Avenue (#20) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Placentia Avenue to Nuevo Road (#23) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, South of Nuevo Road (#26) – LOS F AM and PM peak hours

1.6.3 HORIZON YEAR (2040) WITHOUT MCP CONDITIONS

Intersections

The following study area intersections are anticipated to operate at a deficient LOS (i.e., LOS E or worse) during one or both peak hours under Horizon Year (2040) Without MCP Without Project traffic conditions:

- Harvill Avenue & Cajalco Expressway (#1) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Harley Knox Boulevard (#2) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Harley Knox Boulevard (#3) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Ramona Expressway (#4) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Ramona Expressway (#5) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Placentia Avenue (#6) – LOS F PM peak hour only
- I-215 Southbound Ramps & Nuevo Road (#8) – LOS F PM peak hour only
- Webster Avenue & Harley Knox Boulevard (#11) – LOS F AM and PM peak hours
- Webster Avenue & Ramona Expressway (#12) – LOS F AM and PM peak hours
- Indian Avenue & Harley Knox Boulevard (#13) – LOS E AM and PM peak hours
- Indian Avenue & Ramona Expressway (#14) – LOS F AM and PM peak hours
- Indian Avenue & Placentia Avenue (#15) – LOS E AM peak hour; LOS F PM peak hour
- Perris Boulevard & Iris Avenue (#16) – LOS E AM peak hour; LOS F PM peak hour
- Perris Boulevard & Krameria Avenue (#17) – LOS F AM peak hour; LOS E PM peak hour
- Perris Boulevard & Harley Knox Boulevard (#20) – LOS E AM peak hour; LOS F PM peak hour
- Perris Boulevard & Ramona Expressway (#22) – LOS F AM and PM peak hours
- Perris Boulevard & Placentia Avenue (#25) – LOS F PM peak hour only
- Perris Boulevard & Orange Avenue (#26) – LOS F PM peak hour only
- Perris Boulevard & Nuevo Road (#27) – LOS E AM peak hour; LOS F PM peak hour
- Redlands Avenue & Harley Knox Boulevard (#28) – LOS F AM peak hour; LOS E PM peak hour
- Redlands Avenue & Ramona Expressway (#30) – LOS F AM and PM peak hours
- Redlands Avenue & Rider Street (#32) – LOS F AM and PM peak hours
- Redlands Avenue & Nuevo Road (#35) – LOS E AM and PM peak hours
- Lasselle Street & Iris Avenue (#37) – LOS E AM and PM peak hours
- Lasselle Street & Krameria Avenue (#38) – LOS F AM and PM peak hours

- Evans Road & Ramona Expressway (#39) – LOS F AM and PM peak hours
- Evans Road & Rider Street (#40) – LOS E AM peak hour only
- Evans Road & Orange Avenue (#41) – LOS F AM peak hour only
- Evans Road & Nuevo Road (#42) – LOS F AM and PM peak hours
- Bradley Road & Ramona Expressway (#43) – LOS F AM and PM peak hours
- Dunlap Drive & Nuevo Road (#46) – LOS F AM and PM peak hours
- Ramona Expressway & Rider Street (#47) – LOS F AM and PM peak hours
- Antelope Road & Ramona Expressway (#48) – LOS F AM and PM peak hours
- Antelope Road & Nuevo Road (#51) – LOS F AM and PM peak hours
- Menifee Road/Reservoir Boulevard & Nuevo Road (#53) – LOS F AM and PM peak hours
- Menifee Road & San Jacinto Avenue (#54) – LOS F AM and PM peak hours
- Menifee Road & Ellis Road (#55) – LOS F AM and PM peak hours
- Menifee Road & Mapes Road (#56) – LOS F AM and PM peak hours
- Menifee Road & Watson Road (#57) – LOS F AM and PM peak hours
- Menifee Road & Ethanac Road (SR-74) (#58) – LOS F AM and PM peak hours
- Bernasconi Road & Orange Avenue (#59) – LOS F AM and PM peak hours
- Lakeview Avenue & Ramona Expressway (#60) – LOS F AM and PM peak hours
- Lakeview Avenue & Nuevo Road (#61) – LOS F AM and PM peak hours
- Hansen Avenue/Davis Road & Ramona Expressway (#63) – LOS F AM and PM peak hours
- Bridge Street & Ramona Expressway (#65) – LOS F AM and PM peak hours
- Warren Road & Ramona Expressway (#66) – LOS F AM and PM peak hours
- Sanderson Avenue (SR-79) & Ramona Expressway (#67) – LOS F AM and PM peak hours

With the addition of Project traffic, the following additional study area intersections are anticipated to result in an unacceptable LOS, in addition to the intersections previously identified under Horizon Year (2040) Without MCP Without Project traffic conditions:

- Dunlap Drive & Orange Avenue (#45) – LOS F AM and PM peak hours
- Street A & Ramona Expressway (#52) – LOS F AM and PM peak hours

Off-Ramp Queues

The following movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2040) Without MCP Without Project traffic conditions:

- I-215 Southbound Ramps & Ramona Expressway (#4), southbound left turn lane – AM and PM peak hours
- I-215 Southbound Ramps & Ramona Expressway (#4), southbound left-through lane – PM peak hour only

- I-215 Southbound Ramps & Ramona Expressway (#4), southbound right turn lane – AM peak hour only

With the addition of Project traffic, the following additional movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Horizon Year (2040) Without MCP With Project traffic conditions:

- I-215 Southbound Ramps & Harley Knox Boulevard (#2), southbound left-through lane – AM Peak hour only
- I-215 Southbound Ramps & Harley Knox Boulevard (#2), southbound right turn lane – AM Peak hour only

Freeway Facilities

The study area freeway segments and merge/diverge ramp junctions analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for Horizon Year (2040) Without MCP Without Project traffic conditions, with the exception of the following freeway segments and merge/diverge ramp junctions:

- I-215 Freeway Southbound, North of Harley Knox Boulevard (#1) – LOS F AM and PM peak hours
- I-215 Freeway Southbound, Off-Ramp at Harley Knox Boulevard (#2) – LOS F AM and PM peak hours
- I-215 Freeway Southbound, On-Ramp at Harley Knox Boulevard (#3) – LOS F PM peak hour only
- I-215 Freeway Southbound, Harley Knox Boulevard to Ramona Expressway (#4) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Ramona Expressway (#5) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Ramona Expressway (#6) – LOS F PM peak hour only
- I-215 Freeway Southbound, Ramona Expressway to Placentia Avenue (#7) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Placentia Avenue (#8) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Placentia Avenue (#9) – LOS F PM peak hour only
- I-215 Freeway Southbound, Placentia Avenue to Nuevo Road (#10) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Nuevo Road (#11) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Nuevo Road (#12) – LOS F PM peak hour only
- I-215 Freeway Northbound, North of Harley Knox Boulevard (#14) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Harley Knox Boulevard (#15) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Off-Ramp at Harley Knox Boulevard (#16) – LOS F PM peak hour only
- I-215 Freeway Northbound, Harley Knox Boulevard to Ramona Expressway (#17) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Ramona Expressway (#18) – LOS F PM peak hour only
- I-215 Freeway Northbound, Off-Ramp at Ramona Expressway (#19) – LOS E PM peak hour only

- I-215 Freeway Northbound, Ramona Expressway to Placentia Avenue (#20) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Placentia Avenue (#21) – LOS E PM peak hour only
- I-215 Freeway Northbound, Placentia Avenue to Nuevo Road (#23) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Off-Ramp at Nuevo Road (#25) – LOS E AM peak hour only
- I-215 Freeway Northbound, South of Nuevo Road (#26) – LOS F AM and PM peak hours

With the addition of Project traffic, there are no additional study area freeway segments or merge/diverge ramp junctions that are anticipated to operate at an unacceptable LOS during the peak hours, in addition to the segments and ramp junctions identified under Horizon Year (2040) Without MCP Without Project.

1.6.4 HORIZON YEAR (2040) WITH MCP CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) Without MCP Without Project traffic conditions:

- Harvill Avenue & Cajalco Expressway (#1) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Harley Knox Boulevard (#2) – LOS E PM peak hour only
- I-215 Northbound Ramps & Harley Knox Boulevard (#3) – LOS F AM peak hour only
- I-215 Southbound Ramps & Ramona Expressway (#4) – LOS F PM peak hour only
- I-215 Northbound Ramps & Ramona Expressway (#5) – LOS F PM peak hour only
- Webster Avenue & Ramona Expressway (#12) – LOS F AM and PM peak hours
- Indian Avenue & Ramona Expressway (#14) – LOS E PM peak hour only
- Indian Avenue & Placentia Avenue (#15) – LOS F AM and PM peak hours
- Perris Boulevard & Iris Avenue (#16) – LOS E PM peak hour only
- Perris Boulevard & Harley Knox Boulevard (#20) – LOS E AM peak hour; LOS F PM peak hour
- Perris Boulevard & Placentia Avenue (#25) – LOS F AM and PM peak hours
- Perris Boulevard & Orange Avenue (#26) – LOS F PM peak hour only
- Perris Boulevard & Nuevo Road (#27) – LOS E AM and PM peak hours
- Redlands Avenue & Rider Street (#32) – LOS F AM and PM peak hours
- Redlands Avenue & Placentia Avenue (#33) – LOS F AM and PM peak hours
- Redlands Avenue & Nuevo Road (#35) – LOS E PM peak hour only
- Lasselle Street & Krameria Avenue (#38) – LOS E PM peak hour only
- Evans Road & Ramona Expressway (#39) – LOS E AM and PM peak hours
- Evans Road & Orange Avenue (#41) – LOS F AM and PM peak hours
- Evans Road & Nuevo Road (#42) – LOS F AM and PM peak hours
- Menifee Road/Reservoir Boulevard & Nuevo Road (#53) – LOS F AM and PM peak hours

- Menifee Road & San Jacinto Avenue (#54) – LOS F AM and PM peak hours
- Menifee Road & Ellis Road (#55) – LOS F AM and PM peak hours
- Menifee Road & Mapes Road (#56) – LOS F AM and PM peak hours
- Menifee Road & Watson Road (#57) – LOS F AM and PM peak hours
- Menifee Road & Ethanac Road (SR-74) (#58) – LOS F AM and PM peak hours
- Sanderson Avenue (SR-79) & Ramona Expressway (#67) – LOS F AM and PM peak hours

With the addition of Project traffic, the following additional study area intersections are anticipated to result in an unacceptable LOS, in addition to the intersections previously identified under Horizon Year (2040) Without MCP Without Project traffic conditions:

- Dunlap Drive & Orange Avenue (#45) – LOS F AM and PM peak hours
- Antelope Road & Nuevo Road (#51) – LOS F AM peak hour; LOS E PM peak hour

Off-Ramp Queues

There are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2040) Without MCP Without Project and With Project traffic conditions.

Freeway Facilities

The study area freeway segments and merge/diverge ramp junctions analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for Horizon Year (2040) Without MCP Without Project traffic conditions, with the exception of the following freeway segments and merge/diverge ramp junctions:

- I-215 Freeway Southbound, North of Harley Knox Boulevard (#1) – LOS F AM and PM peak hours
- I-215 Freeway Southbound, Off-Ramp at Harley Knox Boulevard (#2) – LOS F AM and PM peak hours
- I-215 Freeway Southbound, On-Ramp at Harley Knox Boulevard (#3) – LOS F PM peak hour only
- I-215 Freeway Southbound, Harley Knox Boulevard to Ramona Expressway (#4) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Ramona Expressway (#5) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Ramona Expressway (#6) – LOS F PM peak hour only
- I-215 Freeway Southbound, Ramona Expressway to Placentia Avenue (#7) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Placentia Avenue (#8) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Placentia Avenue (#9) – LOS F PM peak hour only
- I-215 Freeway Southbound, Placentia Avenue to Nuevo Road (#10) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Nuevo Road (#11) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Nuevo Road (#12) – LOS F PM peak hour only
- I-215 Freeway Northbound, North of Harley Knox Boulevard (#14) – LOS F AM and PM peak hours

- I-215 Freeway Northbound, On-Ramp at Harley Knox Boulevard (#15) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Off-Ramp at Harley Knox Boulevard (#16) – LOS F PM peak hour only
- I-215 Freeway Northbound, Harley Knox Boulevard to Ramona Expressway (#17) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Ramona Expressway (#18) – LOS F PM peak hour only
- I-215 Freeway Northbound, Off-Ramp at Ramona Expressway (#19) – LOS E PM peak hour only
- I-215 Freeway Northbound, Ramona Expressway to Placentia Avenue (#20) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Placentia Avenue (#21) – LOS E PM peak hour only
- I-215 Freeway Northbound, Placentia Avenue to Nuevo Road (#23) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Off-Ramp at Nuevo Road (#25) – LOS E AM peak hour only
- I-215 Freeway Northbound, South of Nuevo Road (#26) – LOS F AM and PM peak hours

With the addition of Project traffic, there are no additional study area freeway segments or merge/diverge ramp junctions that are anticipated to operate at an unacceptable LOS during the peak hours, in addition to the segments and ramp junctions identified under Horizon Year (2040) With MCP Without Project.

1.7 RECOMMENDATIONS

1.7.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the improvements needed to accommodate site access. Exhibit 1-6 shows the site adjacent recommendations.

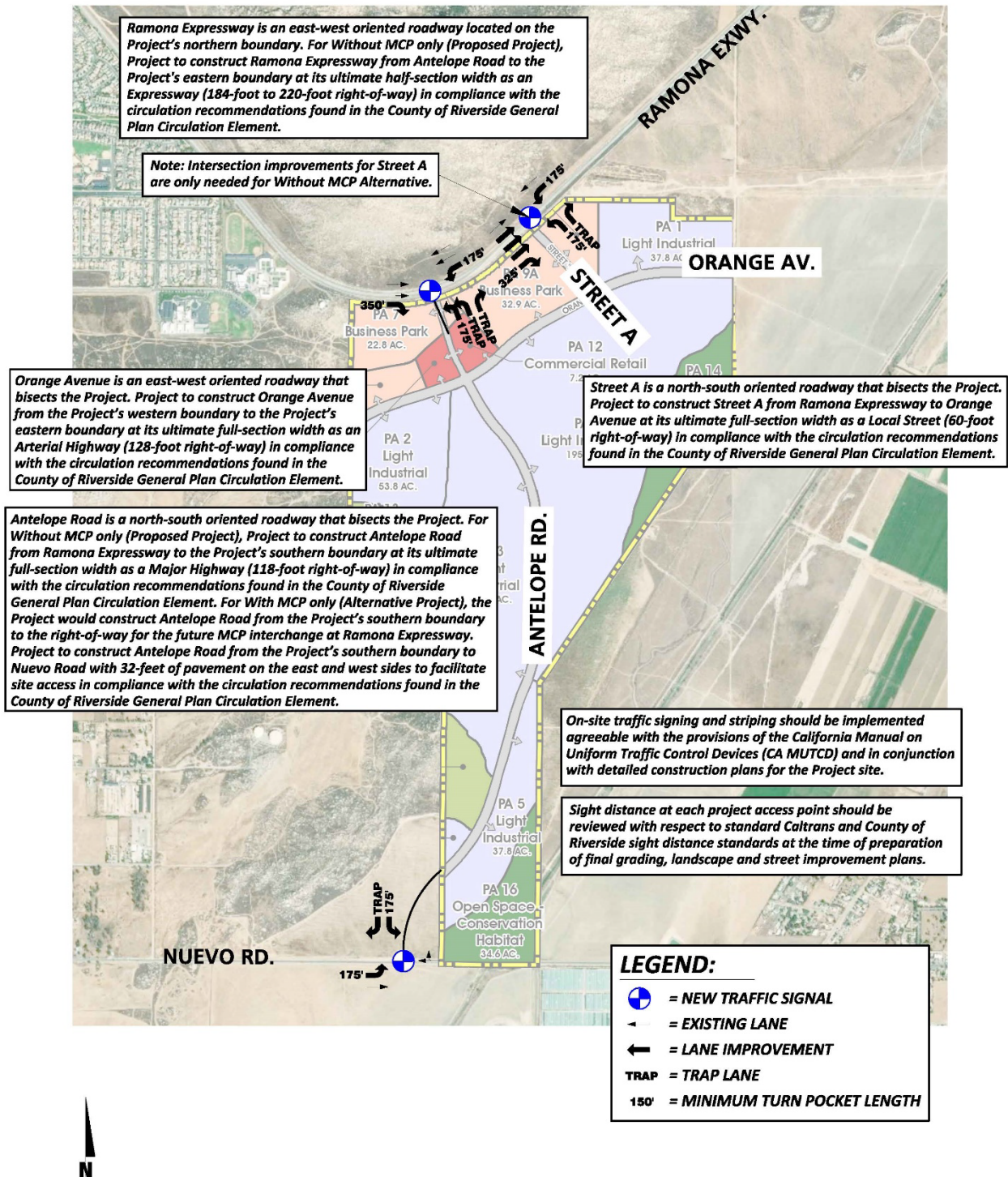
Recommendation 1.1 – Antelope Road & Ramona Expressway (#48) – The following improvements are necessary to accommodate site access:

- Project to install a traffic signal.
- Project to construct dual northbound left turn lanes (with a minimum of 175-feet of storage for the inner left turn lane and a trap lane for the outer left turn lane) and a right turn lane (trap lane).
- Project to construct an eastbound right turn lane with a minimum of 350-feet of storage.
- Project to construct a westbound left turn lane with a minimum of 175-feet of storage.

Recommendation 2.1 – Antelope Road & Nuevo Road (#51) – The following improvements are necessary to accommodate site access:

- Project to install a traffic signal.
- Project to construct a southbound left turn lane with a minimum of 175-feet of storage for the inner left turn lane and a right turn lane (trap lane).
- Project to construct an eastbound left turn lane with a minimum of 175-feet of storage.

EXHIBIT 1-6: SITE ADJACENT ROADWAY AND SITE ACCESS RECOMMENDATIONS



Recommendation 3.1 – Street A & Ramona Expressway (#52) – The following improvements are necessary to accommodate site access (applicable for Without MCP alternative only):

- Project to install a traffic signal.
- Project to construct a northbound left turn lane with a minimum of 175-feet of storage and a right turn lane (trap lane).
- Project to construct an eastbound right turn lane with a minimum of 325-feet of storage and a 2nd, 3rd and 4th through lane. The 3rd and 4th through lanes will remain unstriped until such time in the future when Ramona Expressway is widened to the east with additional receiving lanes.
- Project to construct a westbound left turn lane with a minimum of 175-feet of storage.

Recommendation 4.1 – Antelope Road is a north-south oriented roadway that bisects the Project. For Without MCP (Proposed Project), Project to construct Antelope Road from Ramona Expressway to the Project’s southern boundary at its ultimate full-section width as a Major Highway (118-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element. For With MCP (Alternative Project), the Project would construct Antelope Road from the Project’s southern boundary to the right-of-way for the future MCP interchange at Ramona Expressway. Project to construct Antelope Road from the Project’s southern boundary to Nuevo Road with 32-feet of pavement on the east and west sides to facilitate site access in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.

Recommendation 5.1 – Ramona Expressway is an east-west oriented roadway located on the Project’s northern boundary. For Without MCP only (Proposed Project), Project to construct Ramona Expressway from Antelope Road to the Project’s eastern boundary at its ultimate half-section width as an Expressway (184-foot to 220-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.

Recommendation 6.1 – Orange Avenue is an east-west oriented roadway that bisects the Project. Project to construct Orange Avenue from the Project’s western boundary to the Project’s eastern boundary at its ultimate full-section width as an Arterial Highway (128-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.

Recommendation 7.1 – Street A is a north-south oriented roadway that bisects the Project. Project to construct Street A from Ramona Expressway to Orange Avenue at its ultimate full-section width as a Local Street (60-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element. This improvement is applicable for the Without MCP alternative only.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard Caltrans and County of Riverside sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

1.7.2 OFF-SITE RECOMMENDATIONS

The recommended improvements needed to address the cumulative deficiencies identified under Existing (2020), EAP (2030), EAPC (2030), and Horizon Year (2040) Without MCP traffic conditions are shown in Table 1-4. The recommended improvements needed to address the cumulative deficiencies identified under Horizon Year (2040) With MCP traffic conditions are shown in Table 1-5. For those improvements listed in Tables 1-4 and 1-5 and not constructed as part of the Project, the Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fair share and/or TUMF/DIF fees (if applicable) that would be assigned to construction of the identified recommended improvements, or as identified in the Project's Conditions of Approval. The Project Applicant would be required to pay TUMF/DIF and/or fair share fees consistent with the County's requirements (see Section 8 *Local and Regional Funding Mechanisms*).

TABLE 1-4: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO – WITHOUT MID-COUNTY PARKWAY

#	Intersection Location	Jurisdiction	Recommended Improvements				Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁴	
			Existing (2020)	EAP (2030)	EAPC (2030)	Horizon Year (2040) Without Project				Horizon Year (2040) With Project
1	Harvill Av. & Cajalco Exwy.	County of Riverside	None	None	Add 3rd EB through lane Add 3rd WB through lane	Same Same	Same Same	Yes (TUMF) Yes (TUMF)	Fees Fees	--
2	I-215 Southbound Ramps & Harley Knox Bl.	County of Riverside, Caltrans	None	Add SB left turn lane	Same Restripe the WB approach to provide dual left turns and one through lane	Same Same	Same Same	Yes (TUMF) ³ Yes (TUMF) ³	Fees Fees	--
3	I-215 Northbound Ramps & Harley Knox Bl.	County of Riverside, Caltrans	None	Add 2nd EB left turn lane	Same Add WB free right turn	Same Same	Same Same	Yes (TUMF) ³ Yes (TUMF) ³	Fees Fees	--
4	I-215 Southbound Ramps & Ramona Exwy.	County of Riverside, Caltrans	None	Add 2nd WB left turn lane	Same Add 3rd EB through lane Add 3rd WB through lane	Same Same Same Add 4th EB through lane Add 4th WB through lane Add EB free right turn lane	Same Same Same Same Same Same	Yes (TUMF) Yes (TUMF) Yes (TUMF) No No No	Fees Fees Fees Fair Share Fair Share Fair Share	1.8%
5	I-215 Northbound Ramps & Ramona Exwy.	Perris, Caltrans	None	Add 2nd EB left turn lane	Same Add 3rd EB through lane Add 3rd WB through lane	Same Same Same Add 4th EB through lane Add 4th WB through lane	Same Same Same Same Same	Yes (TUMF) Yes (TUMF) Yes (TUMF) No No	Fees Fees Fees Fair Share Fair Share	1.5%
6	I-215 SB Ramps & Placentia Av.	County of Riverside, Caltrans	None	Install a Traffic Signal ⁶ Add SB left turn lane ⁶ Add SB shared left-through lane ⁶ Add SB right turn lane ⁶ Add WB left turn lane ⁶	Same Same Same Same Same Add 2nd WB left turn lane	Same Same Same Same Same Same	Same Same Same Same Same Same	Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF) No	Fees Fees Fees Fees Fees Fair Share	8.8%
7	I-215 NB Ramps & Placentia Av.	Perris, Caltrans	None	Install a Traffic Signal ⁶ Add NB left turn lane ⁶ Add NB shared left-through lane ⁶ Add NB right turn lane ⁶ Add EB left turn lane ⁶ Add WB right turn lane ⁶	Same Same Same Same Same Same	Same Same Same Same Same Same	Same Same Same Same Same Same	Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF)	Fees Fees Fees Fees Fees Fees	--
8	I-215 SB Ramps & Nuevo Rd.	County of Riverside, Perris, Caltrans	None	None	None	Modify the traffic signal to implement a 120-second cycle	Same	No	Fair Share	6.6%
11	Webster Av. & Harley Knox Bl.	Perris	None	None	Add 3rd EB through lane Add 3rd WB through lane	Same Same	Same Same	No No	Fair Share Fair Share	9.5%

#	Intersection Location	Jurisdiction	Recommended Improvements					Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁴
			Existing (2020)	EAP (2030)	EAPC (2030)	Horizon Year (2040) Without Project	Horizon Year (2040) With Project			
12	Webster Av. & Ramona Exwy.	Perris	None	None	Add 2nd EB left turn lane	Same Add 4th EB through lane Restripe the WB approach to provide one left turn lane, three through lanes, and one shared through-right turn lane Modify the traffic signal to implement overlap phasing for the SB right turn lane	Same Same Same	No No No No	Fair Share Fair Share Fair Share Fair Share	1.7%
13	Indian Av. & Harley Knox Bl.	Perris	None	None	None	Add 2nd EB left turn lane	Same	No	Fair Share	13.5%
14	Indian Av. & Ramona Exwy.	Perris	None	None	Add 2nd EB left turn lane	Same Add 4th EB through lane Restripe the WB approach to provide one left turn lane, three through lanes, and one shared through-right turn lane	Same Same Same	No No No	Fair Share Fair Share Fair Share	2.3%
15	Indian Av. & Placentia Av.	Perris	None	Install a Traffic Signal Add NB left turn lane Restripe the NB right turn lane as a shared through-right turn lane Add EB left turn lane Add EB through lane Add 2nd EB through lane Add 2nd WB through lane	Same Same Same Same Same Same Same	Same Same Same Same Same Same Add 2nd NB through lane Add 2nd SB through lane	Same Same Same Same Same Same Same Same	No No No No Yes (TUMF) Yes (TUMF) Yes (TUMF) No No	Fair Share Fair Share Fair Share Fair Share Fees Fees Fees Fair Share Fair Share	12.9%
17	Perris Bl. & Krameria Av.	Moreno Valley	None	None	None	Restripe the EB and WB approaches to accommodate a left and shared through-right turn lane Implement protected left turn phasing on the EB and WB approaches	Same Same	No No	Fair Share Fair Share	3.5%
16	Perris Bl. & Iris Av.	Moreno Valley	None	None	Add EB right turn lane	Same	Same	No	Fair Share	1.8%
20	Perris Bl. & Harley Knox Bl.	Perris	None	Add 2nd EB left turn lane	Same	Same	Same	No	Fair Share	14.3%
22	Perris Bl. & Ramona Exwy.	Perris	None	None	Restripe the NB approach to provide dual left turn lanes, two through lanes, and one shared through-right turn lane Restripe the SB approach to provide dual left turn lanes, two through lanes, and one shared through-right turn lane Add 4th EB through lane Add 4th WB through lane Add WB right turn lane Modify the traffic signal to implement overlap phasing for the WB right turn lane Modify the traffic signal to protect the EB and WB left turns	Same Same Same Same Same Same Same	Same Same Same Same Same Same Same	Yes (TUMF) Yes (TUMF) No No No No No	Fees Fees Fair Share Fair Share Fair Share Fair Share Fair Share	3.5%

#	Intersection Location	Jurisdiction	Recommended Improvements				Horizon Year (2040) Without Project	Horizon Year (2040) With Project	Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁴
			Existing (2020)	EAP (2030)	EAPC (2030)						
25	Perris Bl. & Placentia Av.	Perris	None	None	None	Stripe the 3rd NB through lane Add NB right turn lane Stripe the 3rd SB through lane Add 2nd EB through lane Add EB right turn lane Restripe the WB approach to provide one left turn lane, one through lane, and one shared through-right turn lane Modify the traffic signal to implement overlap phasing for the EB right turn lane	Same Same Same Same Same Same Same	Yes (TUMF) No Yes (TUMF) Yes (TUMF) No Yes (TUMF)	Fees Fair Share Fees Fees Fair Share Fees	13.2%	
26	Perris Bl. & Orange Av.	Perris	None	Restripe the EB approach to provide one left turn lane, one through lane, and one shared through-right turn lane	Same	Same Add 2nd NB left turn lane Add 3rd NB through lane Add 2nd SB left turn lane Stripe the 3rd SB through lane	Same Same Same Same Same	No No Yes (TUMF) No Yes (TUMF)	Fair Share Fair Share Fees Fair Share Fees	5.1%	
27	Perris Bl. & Nuevo Rd.	Perris	None	None	None	Add 2nd NB left turn lane Restripe the WB approach to provide dual left turn lanes, two through lanes, and one shared through-right turn lane	Same Same	No Yes (TUMF)	Fair Share Fees	8.8%	
28	Redlands Av. & Harley Knox Bl.	Perris	None	None	Restripe the northbound approach to provide dual left turn lanes and one through lane	Same	Same	No	Fair Share	25.7%	
30	Redlands Av. & Ramona Exwy.	Perris	None	Add 2nd SB left turn lane	Same Add NB right turn lane Add 4th EB through lane Add 2nd WB left turn lane Add 4th WB through lane Modify the traffic signal to implement overlap phasing for the WB right turn lane	Same Same Same Same Same Same Add 2nd EB left turn lane Add 5th EB through lane Add 5th WB through lane	No No No No No No No No No	Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share	13.5%		
32	Redlands Av. & Rider St.	Perris	Install a Traffic Signal	Same	Same Restripe the NB approach to provide one left turn lane and one shared through-right turn lane Add SB left turn lane Add SB shared through-right turn lane Add EB left turn lane	Same Same Same Same Same Add 2nd EB through lane	Same Same No No No No	Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share	4.0%		
35	Redlands Av. & Nuevo Rd.	Perris	None	None	None	Stripe the 3rd EB through lane Stripe the 3rd WB through lane	Same Same	Yes (TUMF) Yes (TUMF)	Fees Fees	--	

#	Intersection Location	Jurisdiction	Recommended Improvements					Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁶
			Existing (2020)	EAP (2030)	EAPC (2030)	Horizon Year (2040) Without Project	Horizon Year (2040) With Project			
37	Lasselle St. & Iris Av.	Moreno Valley	None	None	Modify the traffic signal to implement a 130-second cycle	Same	Same	No	Fair Share	2.2%
38	Lasselle St. & Krameria Av.	Moreno Valley	None	None	Restripe the NB approach to provide dual left turn lanes, one through lane, and one shared through-right turn lane	Same	Same	No	Fair Share	3.8%
					Add SB left turn lane	Same	Same	No	Fair Share	
					Modify the traffic signal to implement overlap phasing for the WB right turn lane	Same	Same	No	Fair Share	
					Modify the traffic signal to implement a 130-second cycle	Same	Same	No	Fair Share	
39	Evans Rd. & Ramona Exwy.	Perris	None	Add 3rd WB through lane	Same	Same Add 4th EB through lane Add 4th WB through lane	No No No	Fair Share Fair Share Fair Share	14.4%	
40	Evans Rd. & Rider St.	Perris	None	None	None	Modify the traffic signal to implement overlap phasing for the SB right turn lane	Same	No	Fair Share	0.0%
41	Evans Rd. & Orange Av.	County of Riverside, Perris	Restripe the NB approach to provide one left turn lane, two through lanes, and one right turn lane Restripe the SB approach to provide one left turn lane, one through lane, and one shared through-right turn lane	Same	Same	Same	Same	Yes (TUMF)	Fees	46.9%
				Same	Same	Same	Same	Yes (TUMF)	Fees	
				Same Same	Same Same	Same Same	Same Same	No No	Fair Share Fair Share	
42	Evans Rd. & Nuevo Rd.	Perris	None	None	None	Add NB left turn lane Add NB through lane Add 2nd NB through lane Add 3rd NB through lane Add NB right turn lane Add SB through lane Add 2nd SB through lane Add 3rd SB through lane Add SB right turn lane Add 2nd EB left turn lane Add 2nd EB through lane ⁵ Add 3rd EB through lane ⁵ Add 2nd WB left turn lane Add 2nd WB through lane ⁵ Restripe the WB right turn lane to a 3rd through lane ⁵ Modify the traffic signal to implement overlap phasing for the NB and SB right turn lanes	Same Same Same Same Same Same Same Same Same Same Same Same Same Same Same Same Same Same	No Yes (TUMF) Yes (TUMF) No No Yes (TUMF) Yes (TUMF) No No No No Yes (TUMF) No No Yes (TUMF) No No Yes (TUMF) No	Fair Share Fees Fees Fair Share Fair Share Fees Fees Fair Share Fair Share Fair Share Fair Share Fees Fair Share Fair Share Fees Fair Share Fair Share	6.7%

#	Intersection Location	Jurisdiction	Recommended Improvements					Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁴
			Existing (2020)	EAP (2030)	EAP C (2030)	Horizon Year (2040) Without Project	Horizon Year (2040) With Project			
43	Bradley Rd. & Ramona Exwy.	County of Riverside, Perris	None	None	Add 3rd EB through lane Add 3rd WB through lane	Same Add 4th EB through lane Add 4th WB through lane	Same Same Same Same	No No No No	Fair Share Fair Share Fair Share Fair Share	19.5%
45	Dunlap Dr. & Orange Av.	County of Riverside, Perris	None	None	None	Install a Traffic Signal Add NB left turn lane Restripe the EB approach to provide one through lane and one shared through-right turn lane Add WB left turn lane Add 2nd WB through lane	Same Same Same Same	Yes (DIF) No No No No	Fees Fair Share Fair Share Fair Share Fair Share	54.5%
46	Dunlap Dr. & Nuevo Rd.	County of Riverside, Perris	None	None	Restripe the EB approach to provide one left turn lane, one through lane, and one shared through-right turn lane Add 2nd WB through lane	Not Applicable Not Applicable	Same as EAPC Same as EAPC Add 2nd SB left turn lane	Yes (TUMF) Yes (TUMF) No	Fees Fees Fair Share	11.4%
47	Ramona Exwy. & Rider St.	County of Riverside, Perris	None	None	Add 3rd NB through lane Add 3rd SB through lane	Same Same Add 4th NB through lane Add 4th SB through lane	Same Same Same Same	No No No No	Fair Share Fair Share Fair Share Fair Share	17.9%
48	Antelope Rd. & Ramona Exwy.	County of Riverside	None	None	Install a Traffic Signal Add NB left turn lane Add 2nd NB left turn lane Add NB right turn lane Add 3rd EB through lane Add EB right turn lane Add WB left turn lane Add 3rd WB through lane	Same Same Same Same Same Same Same Same Add 4th EB through lane Add 4th WB through lane	Same Same Same Same Same Same Same Same Same Same	Yes (DIF) No No No Yes (TUMF) No No Yes (TUMF) No No	Construct Construct Construct Construct Fees Fair Share Construct Construct Fees Fair Share Fair Share	18.1%
51	Antelope Rd. & Nuevo Rd.	County of Riverside	None	None	Install a Traffic Signal Add SB left turn lane Add SB right turn lane Add EB left turn lane Add 2nd EB through lane Add 2nd WB through lane	Same Same Same Same Same Same Add 2nd SB left turn lane	Same Same Same Same Same Same Same	Yes (DIF) No No No Yes (TUMF) Yes (TUMF) No	Construct Construct Construct Construct Fees Fees Fair Share	16.0%

#	Intersection Location	Jurisdiction	Recommended Improvements					Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁴
			Existing (2020)	EAP (2030)	EAPC (2030)	Horizon Year (2040) Without Project	Horizon Year (2040) With Project			
52	Street A & Ramona Exwy.	County of Riverside	None	None	Install a Traffic Signal Add NB left turn lane Add 2nd NB left turn lane Add NB right turn lane Add 2nd EB through lane Add 3rd EB through lane Add WB left turn lane Add 2nd WB through lane Add 3rd WB through lane	Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable	Same Same Same Same Same Same Same Same Same Add 4th EB through lane Add 4th WB through lane	No No No No Yes (TUMF) Yes (TUMF) No Yes (TUMF) Yes (TUMF) No No	Construct Construct Construct Construct Construct Construct Fees Fees Construct Fair Share	9.2%
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.	County of Riverside	None	Install a Traffic Signal Add WB left turn lane	Same Same Add NB left turn lane Add 2nd NB left turn lane Add 2nd NB through lane Add SB left turn lane Add SB through lane Add 2nd SB through lane Add EB left turn lane Add 2nd EB left turn lane Add 2nd WB left turn lane Modify the traffic signal to implement overlap phasing for the EB right turn lane	Same Same Same Same Same Same Same Same Same Same Same Same	Same Same Same Same Same Same Same Same Same Same Same Same	Yes (DIF) No No No Yes (TUMF) No No No No No No No	Fees Fair Share Fair Share Fair Share Fees Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share	6.4%
54	Menifee Rd. & San Jacinto Av.	County of Riverside	None	None	Install a Traffic Signal Add NB left turn lane Add SB left turn lane Restripe the EB approach to provide one left turn lane and one shared through-right turn lane Add WB left turn lane	Same Same Same Same Same	Same Same Same Same Same Add 2nd SB through lane Same	Yes (DIF) No No No No Yes (TUMF)	Fees Fair Share Fair Share Fair Share Fair Share Fees	12.0%
55	Menifee Rd. & Ellis Rd.	County of Riverside	None	None	Install a Traffic Signal Add NB left turn lane Add SB left turn lane	Same Same Same Add 2nd NB through lane Add 2nd SB through lane	Same Same Same Same Same	Yes (DIF) No No Yes (TUMF) Yes (TUMF)	Fees Fair Share Fair Share Fees Fees	12.1%
56	Menifee Rd. & Mapes Rd.	County of Riverside, Menifee	None	Install a Traffic Signal Add EB left turn lane Add WB left turn lane	Same Same Same	Same Same Same Add 2nd NB through lane Add 2nd SB through lane	Same Same Same Same Same	Yes (DIF) No No Yes (TUMF) Yes (TUMF)	Fees Fair Share Fair Share Fees Fees	10.3%
57	Menifee Rd. & Watson Rd.	Menifee	Install a Traffic Signal Add NB left turn lane Add SB left turn lane Add EB left turn lane Add WB left turn lane	Same Same Same Same Same	Same Same Same Same Same Add 2nd NB through lane Add 2nd SB through lane	Same Same Same Same Same Same Same	No No No No No Yes (TUMF) Yes (TUMF)	Fair Share Fair Share Fair Share Fair Share Fair Share Fees Fees	9.0%	

#	Intersection Location	Jurisdiction	Recommended Improvements					Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share*
			Existing (2020)	EAP (2030)	EAPC (2030)	Horizon Year (2040) Without Project	Horizon Year (2040) With Project			
58	Menifee Rd. & Ethanac Rd. (SR-74)	Menifee	Add SB left turn lane Modify the traffic signal to protect the NB and SB left turns	Same Same	Same Same Add 2nd NB left turn lane Add 2nd EB left turn lane Add 3rd EB through lane Add 2nd WB left turn lane Add 3rd WB through lane Modify the traffic signal to implement overlap phasing for the NB and EB right turn lanes	Same Same Same Same Same Same Same Same Add 2nd NB through lane Add 3rd NB through lane Add 2nd SB through lane Add 3rd SB through lane	Same Same Same Same Same Same Same Same Same Same Same Same	No No No No Yes (TUMF) No Yes (TUMF) No No No Yes (TUMF) No	Fair Share Fair Share Fair Share Fair Share Fees Fair Share Fees Fair Share Fair Share Fair Share Fees Fair Share	3.4%
59	Bernasconi Rd. & Orange Av.	County of Riverside	None	None	None	Install a Traffic Signal Add SB left turn lane Add 2nd SB left turn lane Add SB right turn lane Add EB left turn lane Add 2nd EB left turn lane Add EB through lane Add 2nd EB through lane Add WB through lane Add 2nd WB through lane	Same Same Same Same Same Same Same Same Same Same Same	Yes (DIF) No No No No No No No No No No	Fees Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share	3.9%
60	Lakeview Av. & Ramona Exwy.	County of Riverside	None	Add 2nd EB through lane Add 3rd EB through lane Add 2nd WB through lane Add 3rd WB through lane	Same Same Same Same Add 2nd NB left turn lane Add 2nd NB through lane Add NB free right turn lane Add SB left turn lane Add SB through lane Add 2nd SB through lane Add SB right turn lane Add EB left turn lane Add 2nd WB left turn lane Add WB right turn lane	Same Same Same Same Same Same Same Same Same Same Same Same Same Add 4th EB through lane Add 4th WB through lane	Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF) No No No No No No No No No No No No	Fees Fees Fees Fees Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share	2.9%	
61	Lakeview Av. & Nuevo Rd.	County of Riverside	None	Install a Traffic Signal Add SB left turn lane Add EB left turn lane	Same Same Same	Same Same Same	Same Same Same	No No No	Fair Share Fair Share Fair Share	10.6%

#	Intersection Location	Jurisdiction	Recommended Improvements					Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁴
			Existing (2020)	EAP (2030)	EAPC (2030)	Horizon Year (2040) Without Project	Horizon Year (2040) With Project			
63	Hansen Av./Davis Rd. & Ramona Exwy.	County of Riverside	None	None	Add 3rd EB through lane Add 3rd WB through lane	Same Same Add 4th EB through lane Add 4th WB through lane	Same Same Same Same	Yes (TUMF) Yes (TUMF) No No	Fees Fees Fair Share Fair Share	3.5%
65	Bridge St. & Ramona Exwy.	County of Riverside	Install a Traffic Signal	Same	Same Add 2nd EB through lane Add 3rd EB through lane Add 2nd WB through lane Add 3rd WB through lane	Same Same Same Same Same Add 4th EB through lane Add 4th WB through lane	Same Same Same Same Same No No	Yes (DIF) Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF) No No	Fees Fees Fees Fees Fair Share Fair Share	2.7%
66	Warren Rd. & Ramona Exwy.	County of Riverside, San Jacinto	None	None	Add 2nd NB left turn lane Add 3rd EB through lane Add 2nd WB left turn lane Add 3rd WB through lane	Same Same Same Same Add 4th EB through lane Add 4th WB through lane	Same Same Same Same Same No No	No Yes (TUMF) No Yes (TUMF) No No	Fair Share Fees Fair Share Fees Fair Share Fair Share	3.0%
67	Sanderson Av. (SR-79) & Ramona Exwy.	San Jacinto	Add 3rd SB through lane Add 3rd NB through lane Add SB free right turn Add 3rd EB through lane Add 3rd WB through lane	Same Same Same Same Same	Same Same Same Same Same Add 4th NB through lane Add NB free right turn Add 4th SB through lane Add EB free right turn Add WB free right turn	Same Same Same Same Same Same Same Same Same Same Add 3rd EB left turn lane	Yes (TUMF) No No Yes (TUMF) Yes (TUMF) No No No No No No No	Fees Fair Share Fair Share Fees Fees Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share	2.5%	

¹ Improvements Included in TUMF Nexus, or County of Riverside DIF fee programs.
² Program Improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of County. Represents the fair share percentage for the Project during the most impacted peak hour.
³ Although the Interchange is identified as a TUMF interchange, the interchange is not currently identified on the Central Zone 5-Year Transportation Improvement Program Amendment (adopted June 30, 2016).
⁴ Program Improvements constructed by project may be eligible for fee credit, at discretion of County. See Table B.1 for Fair Share Calculations.
⁵ Improvement is consistent with the Nuevo Road widening project that is currently under construction.
⁶ Improvement planned to be constructed as part of the I-215 Freeway/Placentia Avenue Interchange project, which is anticipated to be completed in 2022.

TABLE 1-5: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO – WITH MID-COUNTY PARKWAY

Note: Improvements identified in *italics* are consistent with the improvements identified for Without Mid-County Parkway in an earlier analysis scenario (see Table 1-4).

#	Intersection Location	Jurisdiction	Recommended Improvements		Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁴
			Horizon Year (2040) Without Project	Horizon Year (2040) With Project			
1	Harvill Av. & Cajalco Exwy.	County of Riverside	<i>Add 3rd EB through lane</i> <i>Add 3rd WB through lane</i>	Same Same	Yes (TUMF) Yes (TUMF)	Fees Fees	--
2	I-215 Southbound Ramps & Harley Knox Bl.	County of Riverside, Caltrans	<i>Add SB left turn lane</i> <i>Restripe the WB approach to provide dual left turns and one through lane</i>	Same Same	Yes (TUMF) ³ Yes (TUMF) ³	Fees Fees	--
3	I-215 Northbound Ramps & Harley Knox Bl.	County of Riverside, Caltrans	<i>Add 2nd EB left turn lane</i> <i>Add WB free right turn</i>	Same Same	Yes (TUMF) ³ Yes (TUMF) ³	Fees Fees	--
4	I-215 Southbound Ramps & Ramona Exwy.	County of Riverside, Caltrans	<i>Add 2nd WB left turn lane</i> <i>Add 3rd EB through lane</i> <i>Add 3rd WB through lane</i>	Same Same Same	Yes (TUMF) Yes (TUMF) Yes (TUMF)	Fees Fees Fees	--
5	I-215 Northbound Ramps & Ramona Exwy.	Perris, Caltrans	<i>Add 2nd EB left turn lane</i> <i>Add 3rd EB through lane</i> <i>Add 3rd WB through lane</i>	Same Same Same	Yes (TUMF) Yes (TUMF) Yes (TUMF)	Fees Fees Fees	--
6	I-215 SB Ramps & Placentia Av.	County of Riverside, Caltrans	<i>Install a Traffic Signal⁶</i> <i>Add SB left turn lane⁶</i> <i>Add SB shared left-through lane⁶</i> <i>Add SB right turn lane⁶</i> <i>Add WB left turn lane⁶</i>	Same Same Same Same Same	Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF)	Fees Fees Fees Fees Fees	--
7	I-215 NB Ramps & Placentia Av.	Perris, Caltrans	<i>Install a Traffic Signal⁶</i> <i>Add NB left turn lane⁶</i> <i>Add NB shared left-through lane⁶</i> <i>Add NB right turn lane⁶</i> <i>Add EB left turn lane⁶</i> <i>Add WB right turn lane⁶</i>	Same Same Same Same Same Same	Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF) Yes (TUMF)	Fees Fees Fees Fees Fees Fees	--
12	Webster Av. & Ramona Exwy.	Perris	<i>Add 2nd EB left turn lane</i> <i>Add 4th EB through lane</i> <i>Restripe the WB approach to provide one left turn lane, three through lanes, and one shared through-right turn lane</i> <i>Modify the traffic signal to implement overlap phasing for the SB right turn lane</i>	Same Same Same	No No No	Fair Share Fair Share Fair Share	3.8%
14	Indian Av. & Ramona Exwy.	Perris	<i>Add 4th EB through lane</i> <i>Restripe the WB approach to provide one left turn lane, three through lanes, and one shared through-right turn lane</i>	Same Same	No No	Fair Share Fair Share	6.9%

Note: Improvements identified in *italics* are consistent with the improvements identified for Without Mid-County Parkway in an earlier analysis scenario (see Table 1-4).

#	Intersection Location	Jurisdiction	Recommended Improvements		Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁴
			Horizon Year (2040) Without Project	Horizon Year (2040) With Project			
15	Indian Av. & Placentia Av.	Perris	<i>Install a Traffic Signal</i> <i>Add NB left turn lane</i> <i>Restripe the NB right turn lane as a shared through-right turn lane</i> <i>Add EB left turn lane</i> <i>Add EB through lane</i> <i>Add 2nd EB through lane</i> <i>Add 2nd WB through lane</i>	Same Same Same Same Same Same Same	No No No No Yes (TUMF) Yes (TUMF) Yes (TUMF)	Fair Share Fair Share Fair Share Fair Share Fees Fees Fees	14.7%
16	Perris Bl. & Iris Av.	Moreno Valley	<i>Add EB right turn lane</i>	Same	No	Fair Share	3.5%
20	Perris Bl. & Harley Knox Bl.	Perris	<i>Add 2nd EB left turn lane</i>	Same	No	Fair Share	4.4%
25	Perris Bl. & Placentia Av.	Perris	<i>Stripe the 3rd NB through lane</i> <i>Add NB right turn lane</i> <i>Stripe the 3rd SB through lane</i> <i>Add 2nd EB through lane</i> <i>Add EB right turn lane</i> <i>Restripe the WB approach to provide one left turn lane, one through lane, and one shared through-right turn lane</i> <i>Modify the traffic signal to implement overlap phasing for the EB right turn lane</i>	Same Same Same Same Same Same Same	Yes (TUMF) No Yes (TUMF) Yes (TUMF) No Yes (TUMF) No	Fees Fair Share Fees Fees Fair Share Fees Fair Share	0.0%
26	Perris Bl. & Orange Av.	Perris	<i>Restripe the EB approach to provide one left turn lane, one through lane, and one shared through-right turn lane</i> <i>Add 3rd NB through lane</i> <i>Stripe the 3rd SB through lane</i>	Same Same Same	No Yes (TUMF) Yes (TUMF)	Fair Share Fees Fees	5.1%
27	Perris Bl. & Nuevo Rd.	Perris	<i>Add 2nd NB left turn lane</i>	Same	No	Fair Share	2.2%
32	Redlands Av. & Rider St.	Perris	<i>Install a Traffic Signal</i> <i>Restripe the NB approach to provide one left turn lane and one shared through-right turn lane</i> <i>Add SB left turn lane</i> <i>Add SB shared through-right turn lane</i> <i>Add EB left turn lane</i> <i>Add 2nd EB through lane</i>	Same Same Same Same Same Same	No No No No No No	Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share	8.6%
33	Redlands Av. & Placentia Av.	Perris	<i>Install a Traffic Signal</i>	Same	No	Fair Share	0.0%
35	Redlands Av. & Nuevo Rd.	Perris	<i>Stripe the 3rd EB through lane</i> <i>Stripe the 3rd WB through lane</i>	Same Same	Yes (TUMF) Yes (TUMF)	Fees Fees	--
38	Lasselle St. & Krameria Av.	Moreno Valley	<i>Modify the traffic signal to implement a 130-second cycle</i>	Same	No	Fair Share	7.1%
39	Evans Rd. & Ramona Exwy.	Perris	<i>Add 3rd WB through lane</i>	Same	No	Fair Share	14.5%

Note: Improvements identified in *italics* are consistent with the improvements identified for Without Mid-County Parkway in an earlier analysis scenario (see Table 1-4).

#	Intersection Location	Jurisdiction	Recommended Improvements		Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁴
			Horizon Year (2040) Without Project	Horizon Year (2040) With Project			
41	Evans Rd. & Orange Av.	County of Riverside, Perris	<i>Restripe the NB approach to provide one left turn lane, two through lanes, and one right turn lane</i>	Same	Yes (TUMF)	Fees	14.9%
			<i>Restripe the SB approach to provide one left turn lane, one through lane, and one shared through-right turn lane</i>	Same	Yes (TUMF)	Fees	
			<i>Add 2nd EB through lane</i>	Same	No	Fair Share	
			<i>Add 2nd WB through lane</i>	Same	No	Fair Share	
42	Evans Rd. & Nuevo Rd.	Perris	Add NB left turn lane	Same	No	Fair Share	5.7%
			Add NB through lane	Same	Yes (TUMF)	Fees	
			Add 2nd NB through lane	Same	Yes (TUMF)	Fees	
			Add SB through lane	Same	Yes (TUMF)	Fees	
			Add 2nd SB through lane	Same	Yes (TUMF)	Fees	
			Add 2nd EB left turn lane	Same	No	Fair Share	
			Add 2nd EB through lane ⁵	Same	Yes (TUMF)	Fees	
			Add 3rd EB through lane ⁵	Same	No	Fair Share	
			Add 2nd WB through lane ⁵	Same	Yes (TUMF)	Fees	
			<i>Restripe the WB right turn lane to a 3rd through lane⁵</i>	Same	No	Fair Share	
45	Dunlap Dr. & Orange Av.	County of Riverside, Perris	Install a Traffic Signal	Same	Yes (DIF)	Fees	43.0%
			Add NB left turn lane	Same	No	Fair Share	
			<i>Restripe the EB approach to provide one through lane and one shared through-right turn lane</i>	Same	No	Fair Share	
			Add WB left turn lane	Same	No	Fair Share	
			Add 2nd WB through lane	Same	No	Fair Share	
49	MCP WB Ramps & Antelope Rd.	County of Riverside, Caltrans	Install a Traffic Signal ⁷	Same	No	Fair Share	34.2%
			Add NB through lane ⁷	Same	No	Fair Share	
			Add 2nd NB through lane ⁷	Same	No	Fair Share	
			Add NB right turn lane ⁷	Same	No	Fair Share	
			Add SB through lane ⁷	Same	No	Fair Share	
			Add 2nd SB through lane ⁷	Same	No	Fair Share	
			Add SB right turn lane ⁷	Same	No	Fair Share	
			Add WB left turn lane ⁷	Same	No	Fair Share	
			Add WB right turn lane ⁷	Same	No	Fair Share	
			Add 2nd WB right turn lane ⁷	Same	No	Fair Share	

Note: Improvements identified in *italics* are consistent with the improvements identified for Without Mid-County Parkway in an earlier analysis scenario (see Table 1-4).

#	Intersection Location	Jurisdiction	Recommended Improvements		Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁴
			Horizon Year (2040) Without Project	Horizon Year (2040) With Project			
50	MCP EB Ramps & Antelope Rd.	County of Riverside, Caltrans	Install a Traffic Signal ⁷ Add NB through lane ⁷ Add 2nd NB through lane ⁷ Add NB right turn lane ⁷ Add SB left turn lane ⁷ Add 2nd SB left turn lane ⁷ Add SB through lane ⁷ Add 2nd SB through lane ⁷ Add EB left turn lane ⁷ Add EB shared left-through-right turn lane ⁷ Add EB right turn lane ⁷	Same Same Same Same Same Same Same Same Same Same Same	No No No No No No No No No No No	Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share	57.0%
51	Antelope Rd. & Nuevo Rd.	County of Riverside	<i>Install a Traffic Signal</i> <i>Add SB left turn lane</i> <i>Add SB right turn lane</i> <i>Add EB left turn lane</i> <i>Add 2nd SB left turn lane</i>	Same Same Same Same Same	Yes (DIF) No No No No	Construct Construct Construct Construct Fair Share	23.4%
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.	County of Riverside	<i>Install a Traffic Signal</i> <i>Add WB left turn lane</i> <i>Add NB left turn lane</i> <i>Add 2nd NB left turn lane</i> <i>Add 2nd NB through lane</i> <i>Add SB left turn lane</i> <i>Add SB through lane</i> <i>Add 2nd SB through lane</i> <i>Add EB left turn lane</i> <i>Add 2nd EB left turn lane</i> <i>Modify the traffic signal to implement overlap phasing for the EB right turn lane</i>	Same Same Same Same Same Same Same Same Same Same Same	Yes (DIF) No No No Yes (TUMF) No No No No No No	Fees Fair Share Fair Share Fair Share Fees Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share	9.9%
54	Menifee Rd. & San Jacinto Av.	County of Riverside	<i>Install a Traffic Signal</i> <i>Add NB left turn lane</i> <i>Add SB left turn lane</i> <i>Restripe the EB approach to provide one left turn lane and one shared through-right turn lane</i> <i>Add WB left turn lane</i> <i>Add 2nd SB through lane</i>	Same Same Same Same Same Same	Yes (DIF) No No No No Yes (TUMF)	Fees Fair Share Fair Share Fair Share Fair Share Fees	15.2%
55	Menifee Rd. & Ellis Rd.	County of Riverside	<i>Install a Traffic Signal</i> <i>Add NB left turn lane</i> <i>Add SB left turn lane</i> <i>Add 2nd NB through lane</i> <i>Add 2nd SB through lane</i>	Same Same Same Same Same	Yes (DIF) No No Yes (TUMF) Yes (TUMF)	Fees Fair Share Fair Share Fees Fees	13.2%

Note: Improvements identified in *italics* are consistent with the improvements identified for Without Mid-County Parkway in an earlier analysis scenario (see Table 1-4).

#	Intersection Location	Jurisdiction	Recommended Improvements		Improvements in County DIF or TUMF ^{1,2}	Project Responsibility	Project Fair Share ⁴
			Horizon Year (2040) Without Project	Horizon Year (2040) With Project			
56	Menifee Rd. & Mapes Rd.	County of Riverside, Menifee	<i>Install a Traffic Signal</i> <i>Add EB left turn lane</i> <i>Add WB left turn lane</i> Add 2nd NB through lane Add 2nd SB through lane	Same Same Same Same Same	Yes (DIF) No No Yes (TUMF) Yes (TUMF)	Fees Fair Share Fair Share Fees Fees	10.5%
57	Menifee Rd. & Watson Rd.	Menifee	<i>Install a Traffic Signal</i> <i>Add NB left turn lane</i> <i>Add SB left turn lane</i> <i>Add EB left turn lane</i> <i>Add WB left turn lane</i> Add 2nd NB through lane Add 2nd SB through lane	Same Same Same Same Same Same Same	No No No No No Yes (TUMF) Yes (TUMF)	Fair Share Fair Share Fair Share Fair Share Fair Share Fees Fees	9.0%
58	Menifee Rd. & Ethanac Rd. (SR-74)	Menifee	<i>Add SB left turn lane</i> <i>Modify the traffic signal to protect the NB and SB left turns</i> <i>Add 2nd NB left turn lane</i> <i>Add 2nd EB left turn lane</i> <i>Add 3rd EB through lane</i> <i>Add 2nd WB left turn lane</i> <i>Add 3rd WB through lane</i> <i>Modify the traffic signal to implement overlap phasing for the NB and EB right turn lanes</i> Add 2nd NB through lane Add 3rd NB through lane Add 2nd SB through lane Add 3rd SB through lane	Same Same Same Same Same Same Same Same Same Same Same Same Same	No No No No Yes (TUMF) No Yes (TUMF) No No No Yes (TUMF) No	Fair Share Fair Share Fair Share Fair Share Fees Fair Share Fees Fair Share Fair Share Fair Share Fees Fair Share	4.4%
67	Sanderson Av. (SR-79) & Ramona Exwy.	San Jacinto	<i>Add 3rd SB through lane</i> <i>Add 3rd NB through lane</i> <i>Add SB free right turn</i> <i>Add 3rd EB through lane</i> <i>Add 3rd WB through lane</i> <i>Add 4th NB through lane</i> <i>Add NB free right turn</i> <i>Add 4th SB through lane</i> <i>Add EB free right turn</i> <i>Add WB free right turn</i> Add 3rd EB left turn lane	Same Same Same Same Same Same Same Same Same Same Same Same	Yes (TUMF) No No Yes (TUMF) Yes (TUMF) No No No No No No No	Fees Fair Share Fair Share Fees Fees Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share Fair Share	1.7%

¹ Improvements included in TUMF Nexus, or County of Riverside DIF fee programs.

² Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of County. Represents the fair share percentage for the Project during the most impacted peak hour.

³ Although the interchange is identified as a TUMF interchange, the interchange is not currently identified on the Central Zone 5-Year Transportation Improvement Program Amendment (adopted June 30, 2016).

⁴ Program improvements constructed by project may be eligible for fee credit, at discretion of County. See Table 8-1 for Fair Share Calculations.

⁵ Improvement is consistent with the Nuevo Road widening project that is currently under construction.

⁶ Improvement planned to be constructed as part of the I-215 Freeway/Placentia Avenue interchange project, which is anticipated to be completed in 2022.

⁷ Improvement is consistent with the Mid-County Parkway Traffic Technical Report (February 3, 2012, VRPA Technologies, Inc.) and assumed to be in place.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are generally consistent with County of Riverside and Caltrans traffic study guidelines. (1) (2)

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (7) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

County of Riverside, City of Perris, City of Moreno Valley, City of Menifee, and City of San Jacinto

The County of Riverside, City of Perris, City of Moreno Valley, City of Menifee, and City of San Jacinto require signalized intersection operations analysis based on the methodology described in the HCM (6th Edition). Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1. Study area intersections have been evaluated using the Synchro (Version 10) analysis software package.

The traffic modeling and signal timing optimization software package Synchro (Version 10) is utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up	F	F

Source: HCM, 6th Edition

A saturation flow rate of 1900 has been utilized for all study area intersections located within the study area. The peak hour traffic volumes are adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g. $PHF = [Hourly\ Volume] / [4 \times Peak\ 15\text{-minute}\ Flow\ Rate]$). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (7)

2.2.2 UNSIGNALIZED INTERSECTIONS

The County of Riverside, City of Perris, City of Moreno Valley, City of Menifee, and City of San Jacinto require the operations of unsignalized intersections be evaluated using the methodology described the HCM. (7) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays.	0 to 10.00	A	F
Short traffic delays.	10.01 to 15.00	B	F
Average traffic delays.	15.01 to 25.00	C	F
Long traffic delays.	25.01 to 35.00	D	F
Very long traffic delays.	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F	F

Source: HCM, 6th Edition

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by the Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TIA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (8)

The signal warrant criteria for Existing conditions are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The Caltrans CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (8) Specifically, this TIA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing study area intersections for all analysis scenarios. Warrant 3 is appropriate to use for this TIA because it provides specialized warrant criteria for intersections with rural characteristics (e.g. located in communities with populations of less than 10,000 persons or with adjacent major streets operating above 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets.

Traffic signal warrant analyses were performed for the following unsignalized study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction
6	I-215 SB Ramps & Placentia Av. – Future Intersection	County of Riverside, Caltrans
7	I-215 NB Ramps & Placentia Av. – Future Intersection	Perris, Caltrans
15	Indian Av. & Placentia Av.	Perris
22	Perris Bl. & Ramona Exwy.	Perris
31	Redlands Av. & Morgan St.	Perris
32	Redlands Av. & Rider St.	Perris
33	Redlands Av. & Placentia Av.	Perris
45	Dunlap Dr. & Orange Av.	County of Riverside, Perris
48	Antelope Rd. & Ramona Exwy. – Future Intersection	County of Riverside
49	MCP WB Ramps & Antelope Rd. – Future Intersection	County of Riverside
50	MCP EB Ramps & Antelope Rd. – Future Intersection	County of Riverside
51	Antelope Rd. & Nuevo Rd. – Future Intersection	County of Riverside
52	Street A & Ramona Exwy. – Future Intersection	County of Riverside
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.	County of Riverside
54	Menifee Rd. & San Jacinto Av.	County of Riverside
55	Menifee Rd. & Ellis Rd.	County of Riverside
56	Menifee Rd. & Mapes Rd.	County of Riverside, Menifee
57	Menifee Rd. & Watson Rd.	Menifee
59	Bernasconi Rd. & Orange Av. – Future Intersection	County of Riverside
61	Lakeview Av. & Nuevo Rd.	County of Riverside
62	Montgomery Av. & Nuevo Rd.	County of Riverside
64	Hansen Av. & Contour Av.	County of Riverside
65	Bridge St. & Ramona Exwy.	County of Riverside

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *EAP (2030) Traffic Conditions*, Section 6 *EAPC (2030) Traffic Conditions*, and Section 7 *Horizon Year (2040) Traffic Conditions* of this report.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 FREEWAY OFF-RAMP QUEUING ANALYSIS

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-215 Freeway at Harley Knox Boulevard, Ramona Expressway, Placentia Avenue, and Nuevo Road interchanges. Specifically, the queuing analysis is utilized to identify any potential queuing and “spill back” onto the I-215 Freeway mainline from the off-ramps.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays.

Although only the 95th percentile queue has been reported in the tables, the 50th percentile queue can be found in the appendix alongside the 95th percentile queue for each ramp location. The queue length reported is for the lane with the highest queue in the lane group. The 50th percentile or average queue represents the typical queue length for peak hour traffic conditions, while the 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed it is simply based on statistical calculations.

2.5 FREEWAY MAINLINE SEGMENT ANALYSIS METHODOLOGY

Consistent with recent Caltrans guidance, the traffic study has evaluated all freeway segments where the Project is anticipated to contribute 50 or more peak hour one-way trips, in an effort to conduct a conservative analysis and overstate as opposed to understand potential deficiencies.

The freeway system in the study area has been broken into segments defined by the freeway-to-arterial interchange locations. The freeway segments have been evaluated in this TIA based upon peak hour directional volumes. The freeway segment analysis is based on the methodology described in the HCM and performed using HCS7 software. The performance measure preferred by Caltrans to calculate LOS is density. Density is expressed in terms of passenger cars per mile per lane. Table 2-4 illustrates the freeway segment LOS descriptions for each density range utilized for this analysis.

The number of lanes for existing baseline conditions has been obtained from field observations conducted by Urban Crossroads in May 2020. These existing freeway geometrics have been utilized for Existing (2020), EAP (2030), EAPC (2030), and Horizon Year (2040) traffic conditions. The I-215 Freeway mainline volume data was obtained from the Caltrans Performance Measurement System (PeMS) website for the segments of the I-215 Freeway south of Nuevo

Road. The data was obtained from March 2020 when schools and business were open and operational (before the closures due to the COVID-19 pandemic). In an effort to conduct a conservative analysis, the maximum value observed within the 3-day period was utilized for the weekday morning (AM) and weekday evening (PM) peak hours. In addition, truck traffic, represented as a percentage of total traffic and actual vehicles (as opposed to PCE volumes) have been utilized for the purposes of the basic freeway segment analysis. (9)

TABLE 2-4: DESCRIPTION OF FREEWAY MAINLINE LOS

Level of Service	Description	Density Range (pc/mi/ln) ¹
A	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0.0 – 11.0
B	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.1 – 18.0
C	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed, but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	18.1 – 26.0
D	Speeds begin to decline slightly and flows, and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.1 – 35.0
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.1 – 45.0
F	Breakdown in vehicle flow.	>45.0

¹ pc/mi/ln = passenger cars per mile per lane. Source: HCM (6th Edition)

2.6 FREEWAY MERGE/DIVERGE RAMP JUNCTION ANALYSIS

The freeway system in the study area has been broken into segments defined by freeway-to-arterial interchange locations where the Project is anticipated to contribute 50 or more peak hour trips (see Table 1-3). Although the HCM indicates the influence area for a merge/diverge junction is 1,500 feet, the analysis presented in this traffic study has been performed at all ramp locations with respect to the nearest on or off-ramp at each interchange in an effort to be consistent with Caltrans guidance/comments on other projects Urban Crossroads has worked on in the region.

The freeway facility analysis is performed using the HCS7 software and analyzes the freeway facility as a whole, including both freeway segments and ramp junctions. The measure of effectiveness (reported in passenger car/mile/lane) is calculated based on the existing number of travel lanes, number of lanes at the on and off-ramps both at the analysis junction and at upstream and downstream locations (if applicable) and acceleration/deceleration lengths at each merge/diverge point. Table 2-5 presents the merge/diverge area level of service descriptions for each density range utilized for this analysis.

TABLE 2-5: DESCRIPTION OF FREEWAY MERGE AND DIVERGE LOS

Level of Service	Density Range (pc/mi/ln) ¹
A	≤10.0
B	10.0 – 20.0
C	20.0 – 28.0
D	28.0 – 35.0
E	>35.0
F	Demand Exceeds Capacity

¹ pc/mi/ln = passenger cars per mile per lane. Source: HCM (6th Edition)

Similar to the basic freeway segment analysis, the I-215 Freeway volume data was obtained from the Caltrans maintained PeMS website for the segments of the I-215 Freeway south of Nuevo Road. The ramp data (per the count data presented in Appendix 3.1) was then utilized to flow conserve the mainline volumes to determine the remaining I-215 Freeway mainline segment volumes. Flow conservation checks ensure that traffic flows from north to south (and vice versa) of the interchange area with no unexplained loss of vehicles. The data was obtained from March 2020 when schools and business were open and operational (before the closures due to the COVID-19 pandemic). In an effort to conduct a conservative analysis, the maximum value observed within the 3-day period was utilized for the weekday morning (AM) and weekday evening (PM) peak hours. In addition, truck traffic, represented as a percentage of total traffic and actual vehicles (as opposed to PCE volumes) have been utilized for the purposes of the freeway ramp junction (merge/diverge) analysis. (9)

2.7 MINIMUM LEVEL OF SERVICE (LOS)

2.7.1 COUNTY OF RIVERSIDE

The definition of an intersection deficiency has been obtained from the County of Riverside General Plan. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS:

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella*

Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

The applicable minimum LOS utilized for the purposes of this analysis is LOS D per the County-wide target LOS for projects located within the Lakeview/Nuevo area plan.

2.7.2 CITY OF PERRIS

The definition of an intersection deficiency has been obtained from the City of Perris General Plan:

LOS D along all City maintained roads (including intersections) and LOS D along I-215 and SR-74 (including intersections with local streets and roads). An exception to the local road standard is LOS E, at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway, or at I-215 Freeway ramps. (10)

LOS E may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities. Increased congestion in this area will facilitate an increase in transit ridership and encourage development of a complementary mix of land uses within a comfortable walking distance from light rail stations.

2.7.3 CITY OF MORENO VALLEY

The definition of an intersection deficiency in the City of Moreno Valley is based on the City of Moreno Valley General Plan Circulation Element. The City of Moreno Valley General Plan states that target LOS C or LOS D be maintained along City roads (including intersections) wherever possible. LOS D is applicable to intersections and roadway segments that are adjacent to freeway on/off ramps and/or adjacent to employment generating land uses. Boundary intersections are assumed to be LOS D. LOS C is applicable to all other intersections and roadway segments. (11)

2.7.4 CITY OF MENIFEE

Per Policy C-1.2 of the City of Menifee General Plan, the following LOS will be utilized for study area intersections located within the City: Require development to achieve a peak hour LOS D or better at intersections, except at constrained intersections within close proximity to the I-215 Freeway, where LOS E may be permitted. (12)

2.7.5 CITY OF SAN JACINTO

Per the City of San Jacinto General Plan, the City has established a peak hour LOS D or better as acceptable for all intersections along the designated street and highway systems. (13)

2.7.6 CALTRANS

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on SHS facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. Consistent with the County of Riverside minimum LOS of LOS D, LOS D will be used as the target LOS for both arterial-to-freeway ramps and freeway mainline segments and ramp junctions.

2.8 DEFICIENCY CRITERIA

2.8.1 INTERSECTIONS

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. The following deficiency criteria has been utilized for the County of Riverside. To determine whether the addition of project-related traffic at a study intersection would result in a deficiency, the following will be utilized:

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F). Per the County of Riverside traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency will occur if the Project contributes 50 or more peak hour trips to pre-project traffic conditions.

2.8.2 CALTRANS FACILITIES

To determine whether the addition of project traffic to the SHS freeway segments would result in a deficiency, the following will be utilized:

- The traffic study finds that the LOS of a segment will degrade from D or better to E or F.
- The traffic study finds that the project will exacerbate an already deficient condition (i.e., contributing 50 or more peak hour trips). A segment that is operating at or near capacity is deemed to be deficient.

2.9 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the TUMF and/or DIF will be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share contribution based on the Project's proportional share may be imposed in order to address the Project's share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the County Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval).

If the intersection is currently operating at acceptable LOS under Existing traffic conditions, the Project's fair share cost of improvements would be determined based on the following equation, which is the ratio of Project traffic to new traffic, where new traffic is total future traffic less existing baseline traffic:

$$\text{Project Fair Share \%} = \frac{\text{Project Traffic}}{(\text{Horizon Year (2040) Total Traffic} - \text{Existing (2020) Traffic})}$$

If the intersection does not currently exist, but will be constructed sometime in the future, the Project's fair share cost of improvements would be determined based on the following equation, which is the ratio of Project traffic to total future traffic:

$$\text{Project Fair Share \%} = \frac{\text{Project Traffic}}{(\text{Horizon Year (2040) Total Traffic})}$$

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the County of Riverside General Plan Circulation Network, and a review of existing peak hour intersection operations, traffic signal warrant, and freeway facility operations analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the scoping agreement with County of Riverside staff (Appendix 1.1), the study area includes a total of 69 existing and future intersections as shown previously on Exhibit 1-2, where the Project is anticipated to contribute 50 or more peak hour trips or has been added at the direction of County staff. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 GENERAL PLAN CIRCULATION ELEMENTS

As noted previously, the Project site is located within the County of Riverside. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on County of Riverside General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the County of Riverside General Plan Circulation Element and Exhibit 3-3 illustrates the County of Riverside General Plan roadway cross-sections.

Expressways can accommodate eight travel lanes. These facilities serve regional through traffic where anticipated traffic volumes exceed four-lane capacity. Access from abutting property is generally restricted. The following roadway is classified as an Expressway within the study area:

- Ramona Expressway

Urban Arterial Highways can accommodate six or eight travel lanes. These facilities provide capacity for heavy through traffic where volumes are anticipated to exceed four-lane capacity. Urban arterial highways provide limited access to other roadways. The following roadways are classified as an Urban Arterial Highway within the study area:

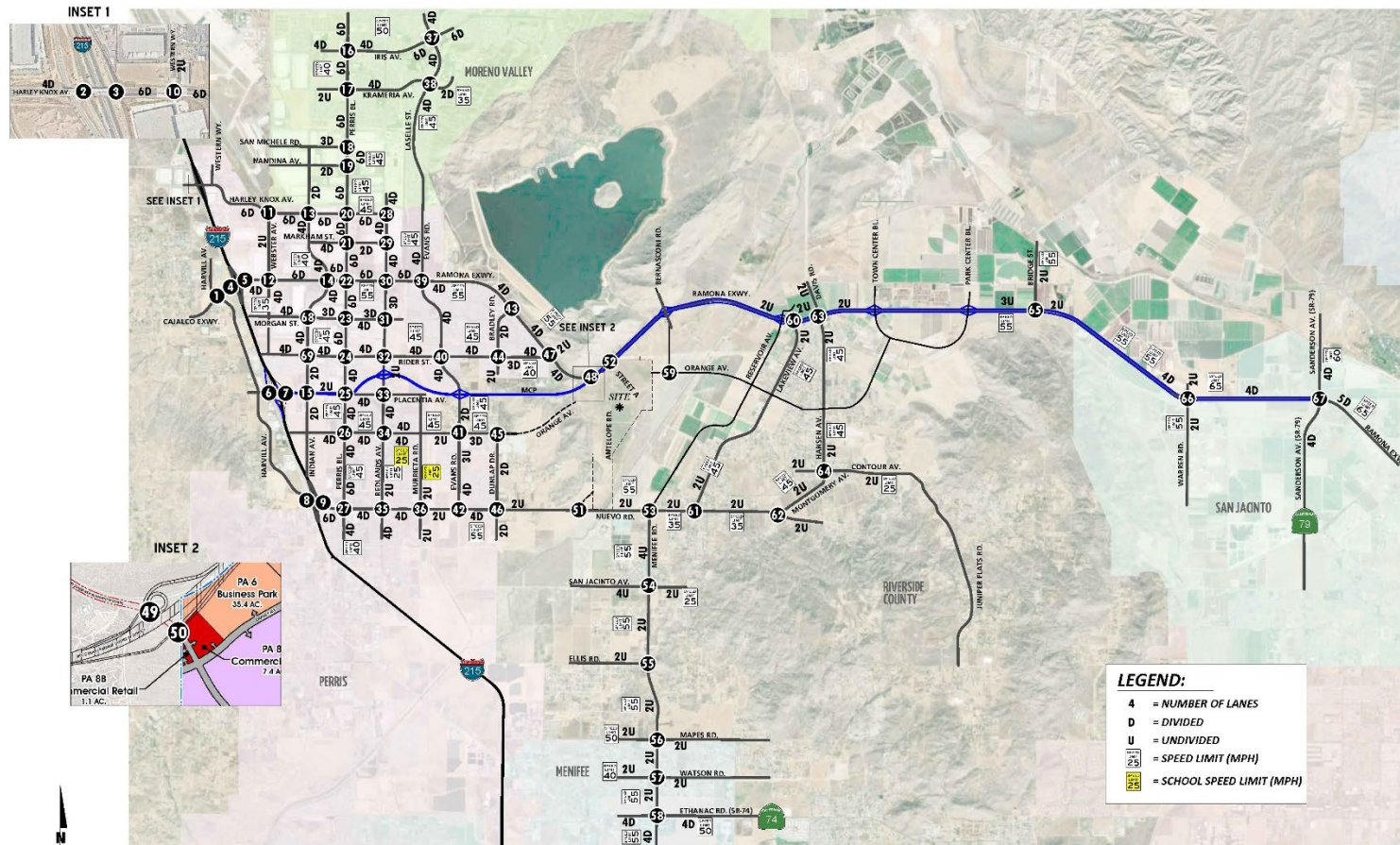
- Menifee Road
- San Jacinto Avenue
- Nuevo Road

Arterial Highways can accommodate six travel lines. These facilities primarily serve through traffic to which access from abutting property shall be kept at a minimum. The following roadway is classified as an Arterial Highway within the study area:

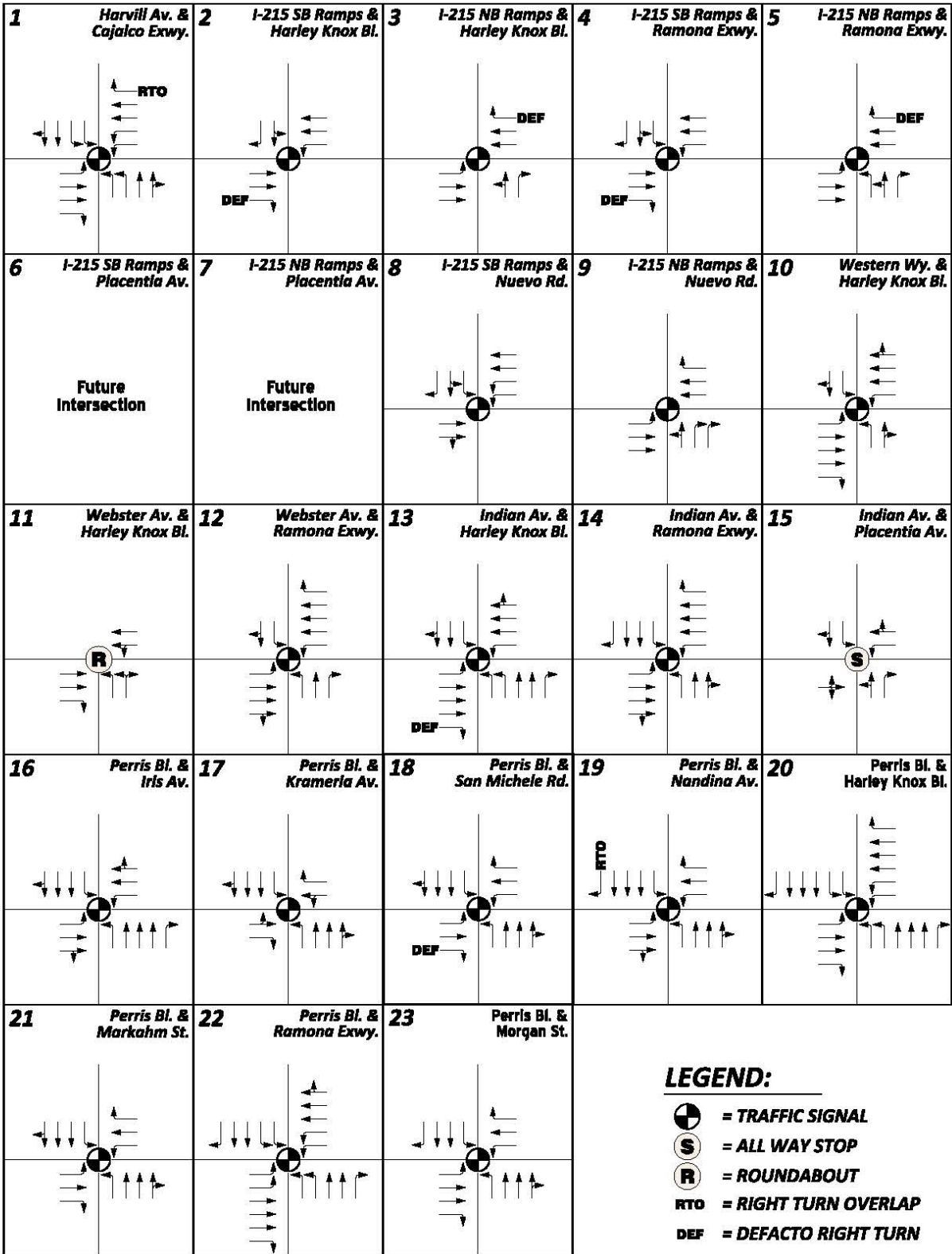
- Orange Avenue

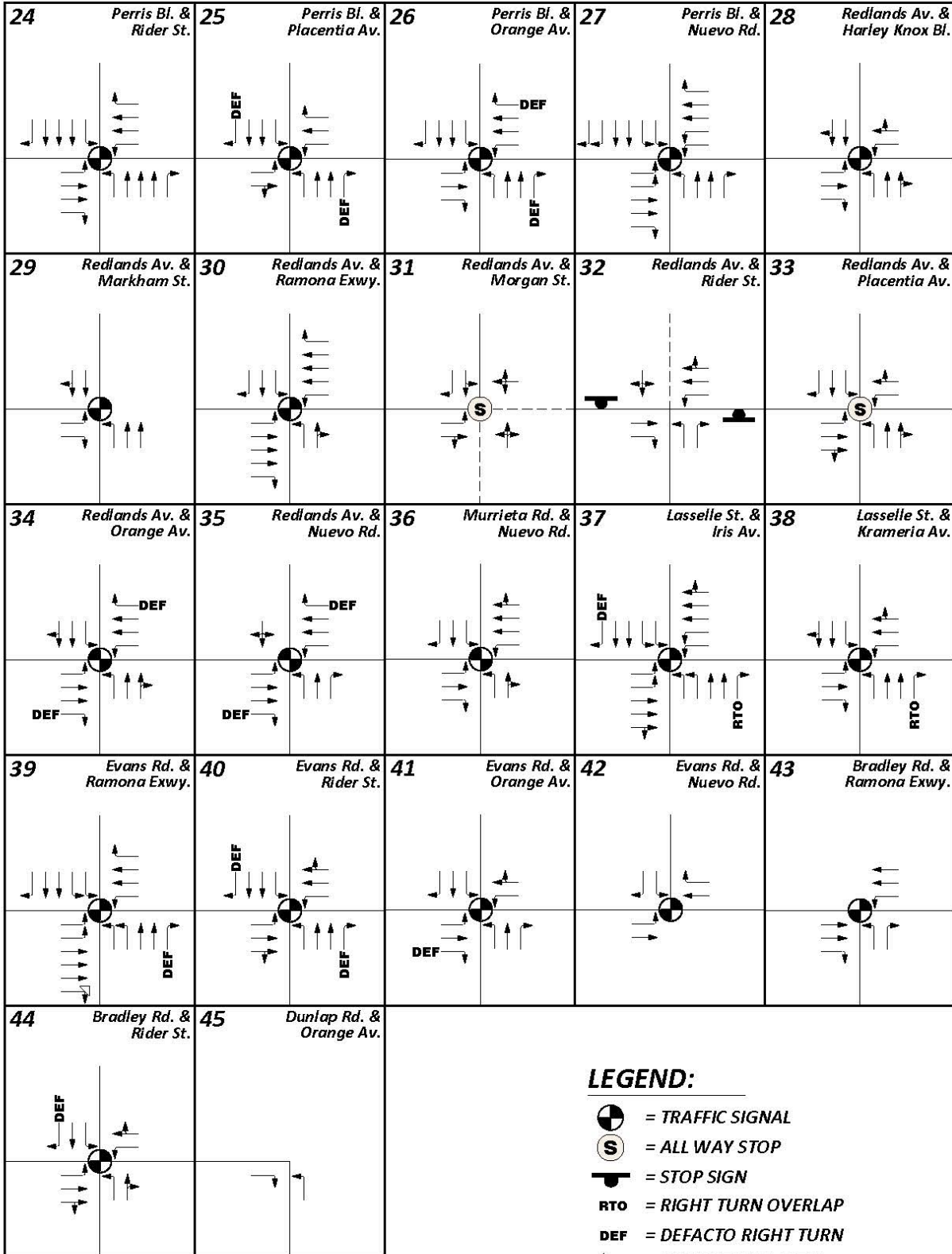
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EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



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LEGEND:

-  = TRAFFIC SIGNAL
-  = ALL WAY STOP
-  = STOP SIGN
- RTO** = RIGHT TURN OVERLAP
- DEF** = DEFACTO RIGHT TURN
-  = CHANNELIZED YIELD



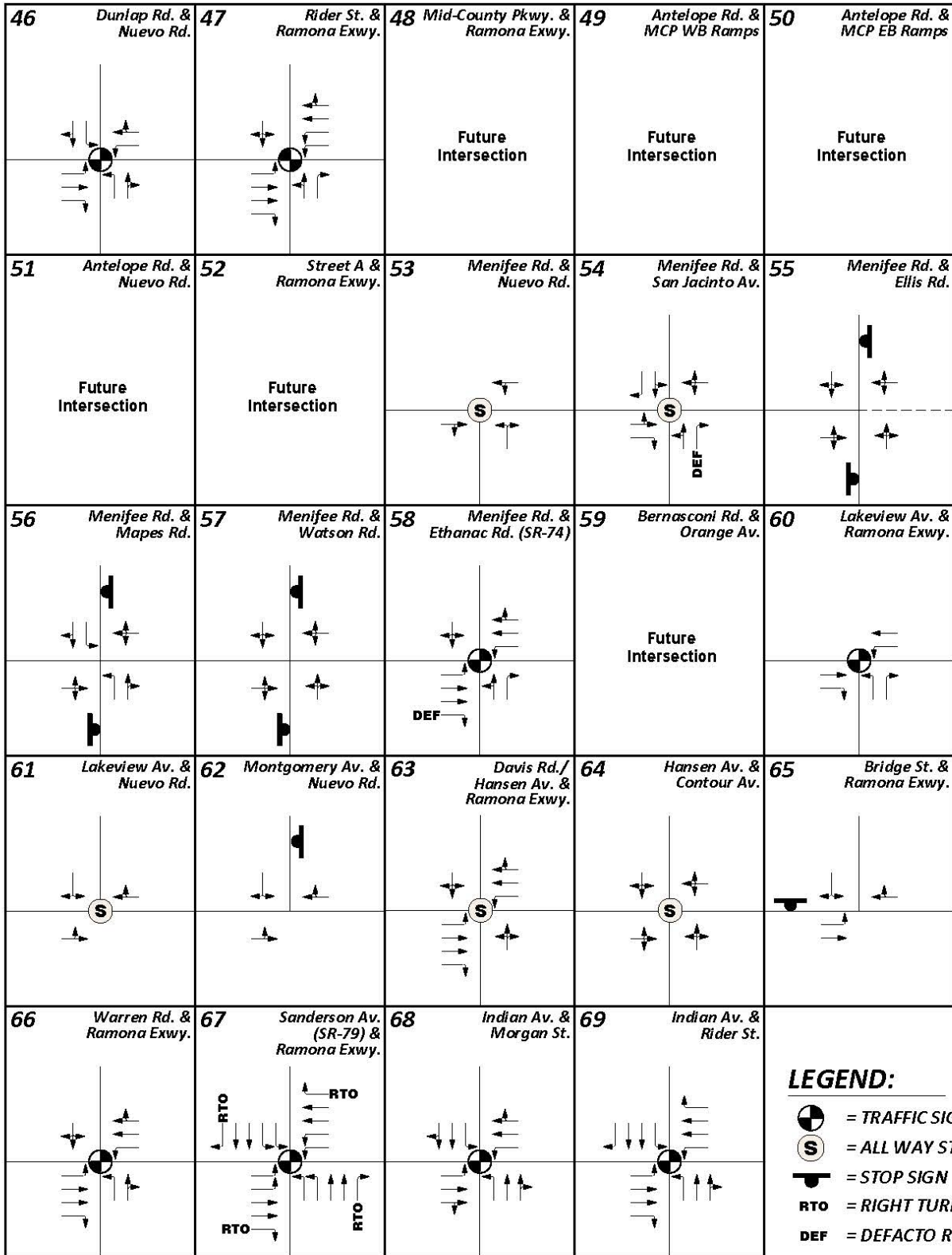
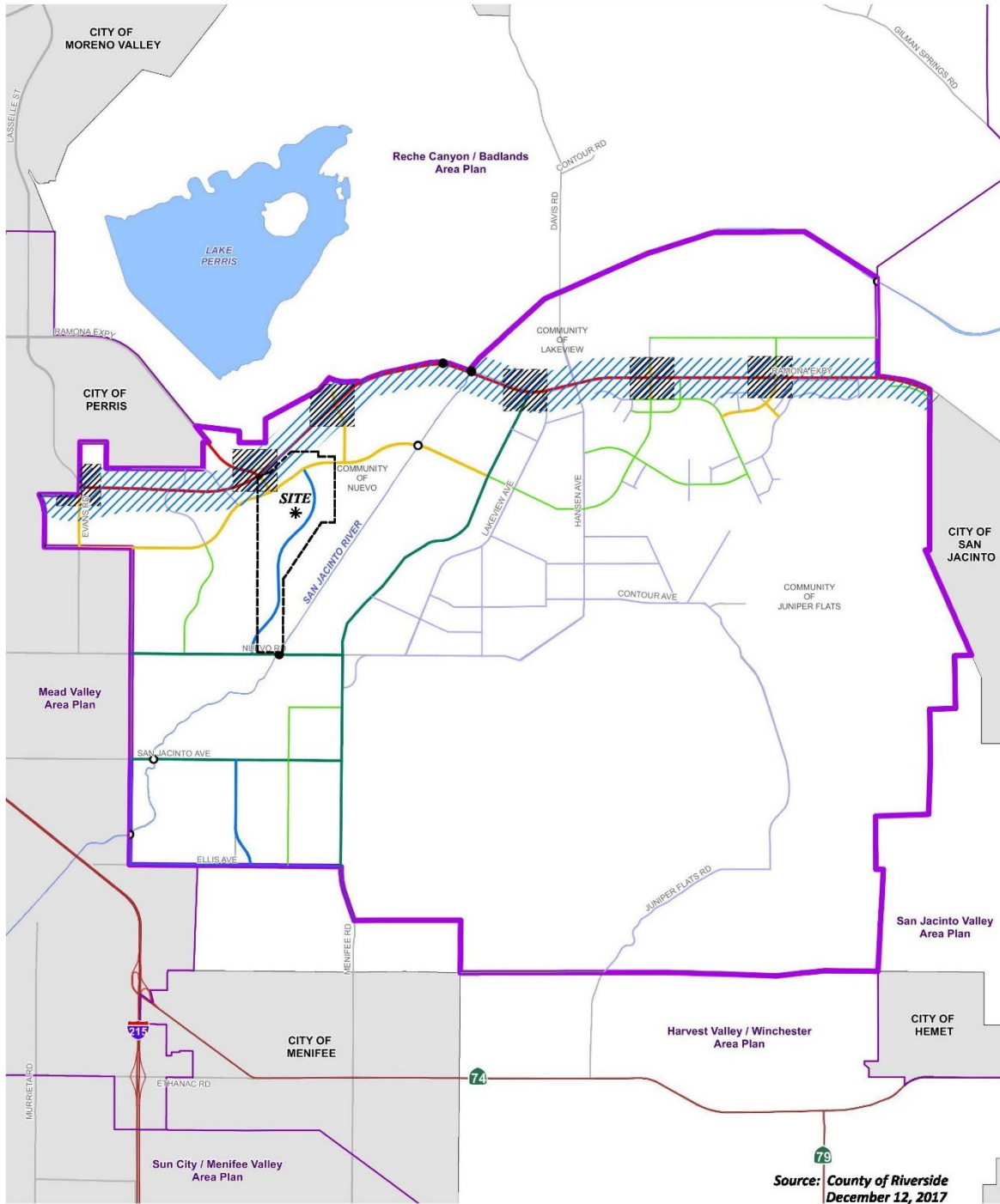


EXHIBIT 3-2: COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT



Source: County of Riverside
December 12, 2017

LEGEND:

- Expressway (128' to 220' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Collector (74' ROW)

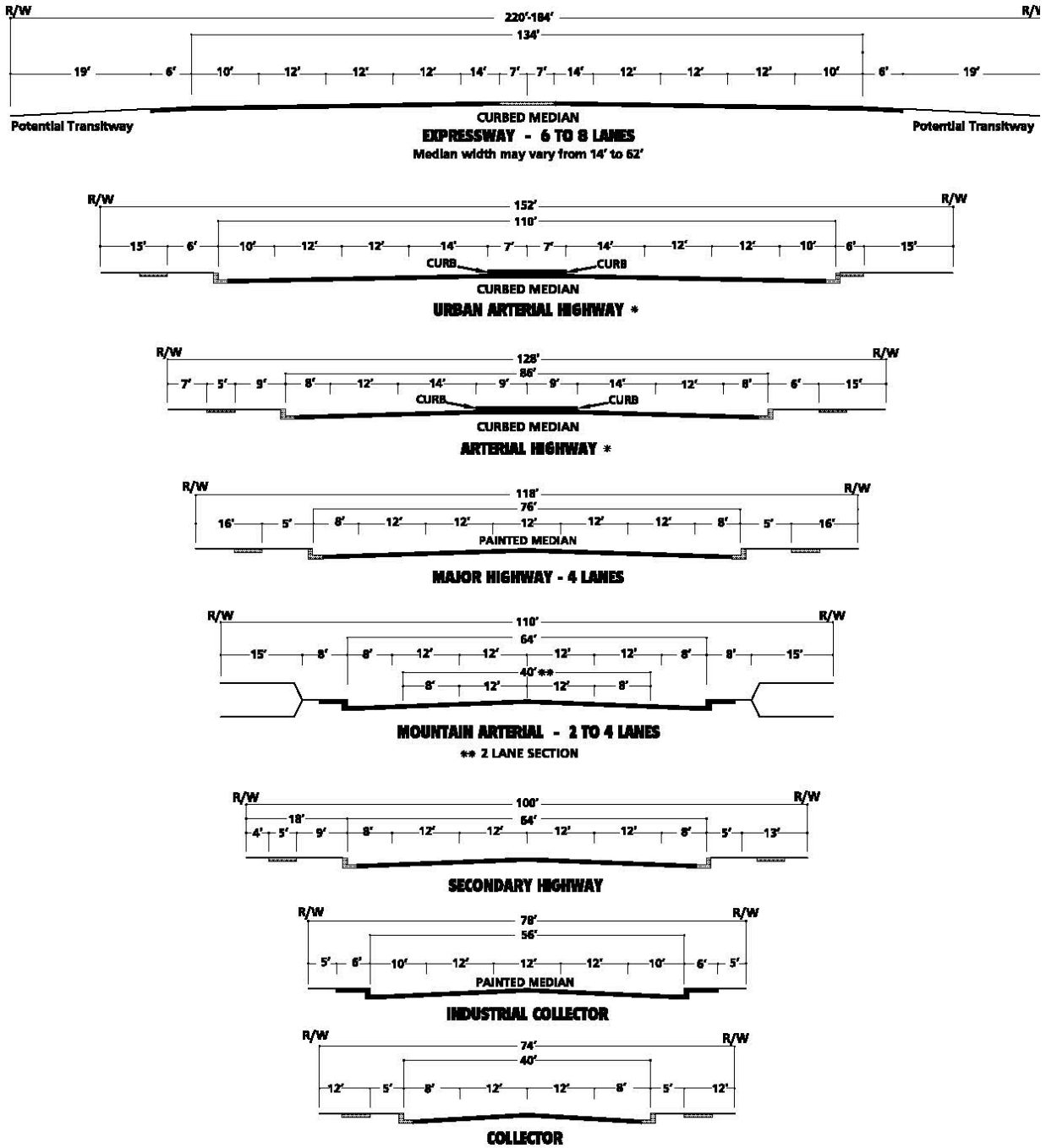
- Interchanges**
- Proposed Interchange
- CETAP Corridors**
- East-West CETAP Corridor

- Bridges**
- Existing Bridge
 - Proposed Bridge

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies



EXHIBIT 3-3: COUNTY OF RIVERSIDE GENERAL PLAN ROADWAY CROSS-SECTIONS



* IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS SHALL CONFORM TO CALTRANS DESIGN STANDARDS.

NOT TO SCALE

SOURCE: COUNTY OF RIVERSIDE
December 12, 2017

Major Highways can accommodate four travel lanes. These facilities serve property zoned for major industrial and commercial uses, or to serve through traffic. The following roadway is classified as a Major Highway within the study area:

- Antelope Road

3.3 CITY OF PERRIS, CITY OF MORENO VALLEY, CITY OF MENIFEE, AND CITY OF SAN JACINTO

GENERAL PLAN CIRCULATION ELEMENT

Exhibits 3-4 and 3-5 show the City of Perris General Plan Circulation Element and roadway cross-sections, respectively. Exhibits 3-6 and 3-7 show the City of Moreno Valley General Plan Circulation Element and roadway cross-sections, respectively. Exhibits 3-8 and 3-9 show the City of Menifee General Plan Circulation Element and roadway cross-sections, respectively. Exhibits 3-10 and 3-11 show the City of San Jacinto General Plan Circulation Element and roadway cross-sections, respectively.

3.4 TRUCK ROUTES

The County of Riverside's General Plan does not provide designated truck routes. Truck routes for the proposed Project have been determined based on discussions with County staff. Exhibit 3-12 shows the City of Perris truck routes. It should be noted, Ramona Expressway is no longer a truck route within the City of Perris. As such, Project truck traffic has been limited to only utilize Ramona Expressway to access Redlands Avenue. Redlands Avenue is the closest available truck route to provide truck access to the north and south from Ramona Expressway. The City of Moreno Valley and City of Menifee truck routes are shown on Exhibits 3-13 and 3-14, respectively. These truck routes serve both the proposed Project and future cumulative development projects throughout the study area.

3.5 BICYCLE & PEDESTRIAN FACILITIES

In an effort to promote alternative modes of transportation, the County of Riverside also includes a trails and bikeway system. The trails and bikeway system, shown on Exhibit 3-15, shows the proposed trails connected with major features within the County. There is a proposed community trail and design guidelines trail along Ramona Expressway, along the Project's frontage. There is a proposed community trail that bisects the Project site. Field observations conducted in March 2020 indicates nominal pedestrian and bicycle activity within the study area. The City of Perris proposed bikeways and trails are shown on Exhibit 3-16, the City of Moreno Valley Bike Plan is shown on Exhibit 3-17, the City of Menifee Bikeway and Community Pedestrian network is shown on Exhibit 3-18, and the City of San Jacinto Bikeway Plan is shown on Exhibit 3-19.

EXHIBIT 3-4: CITY OF PERRIS GENERAL PLAN CIRCULATION ELEMENT

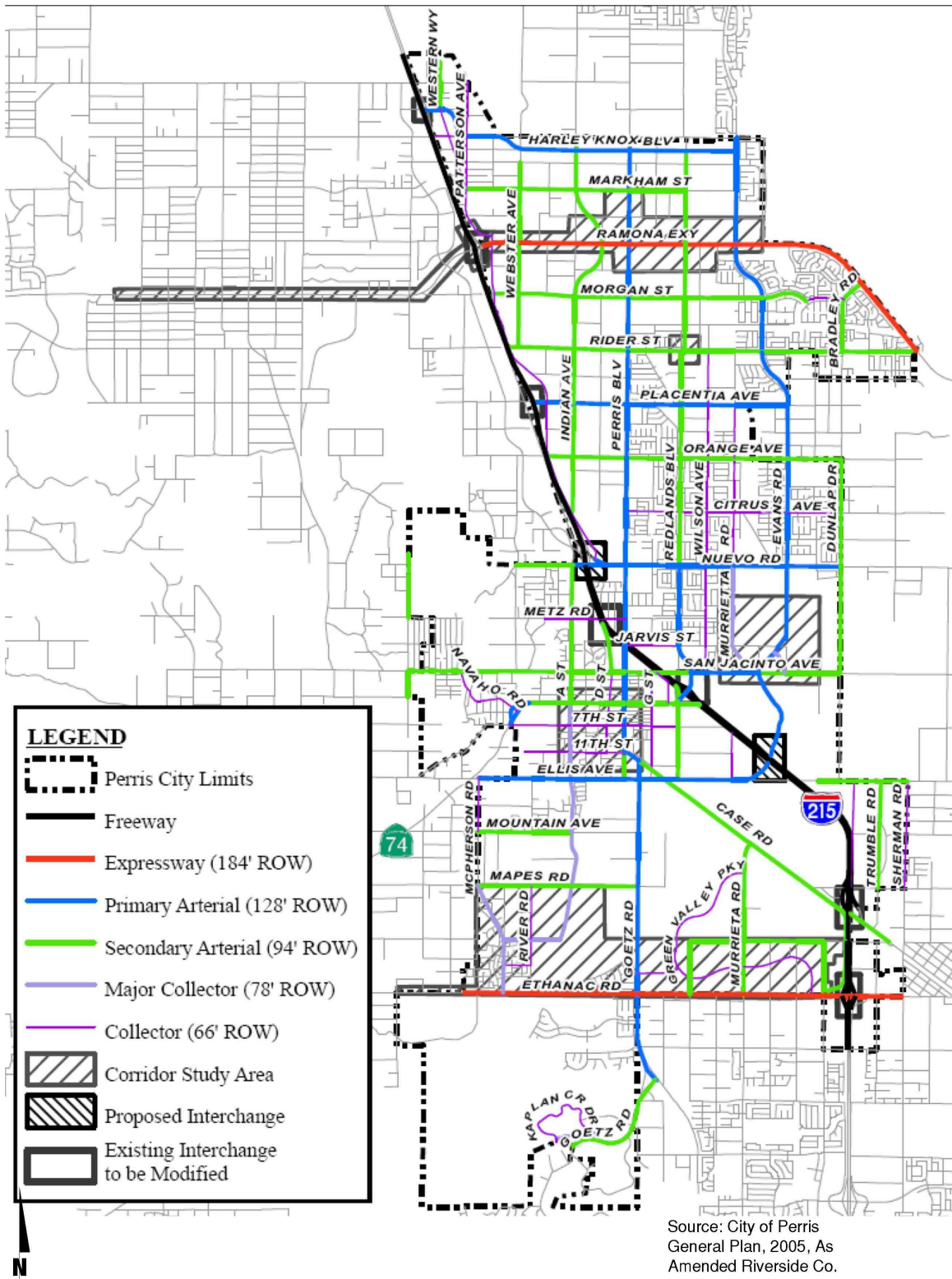
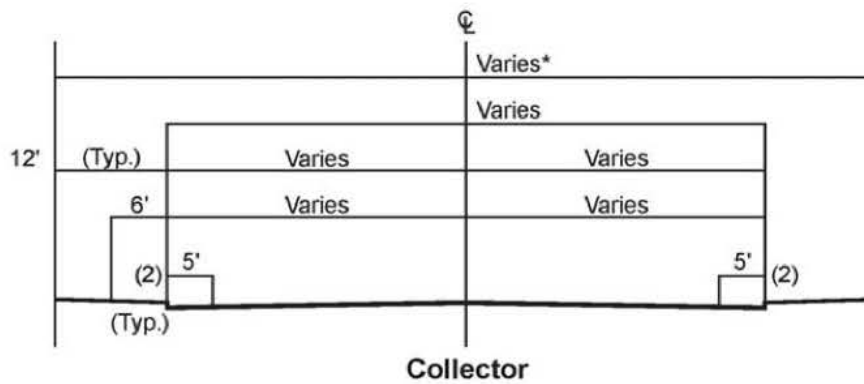
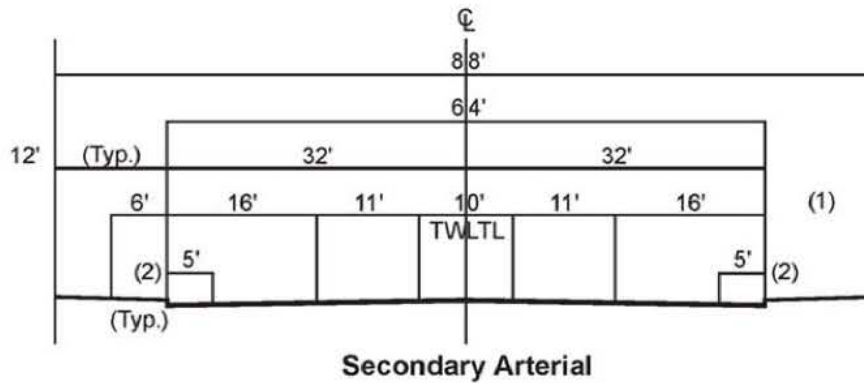
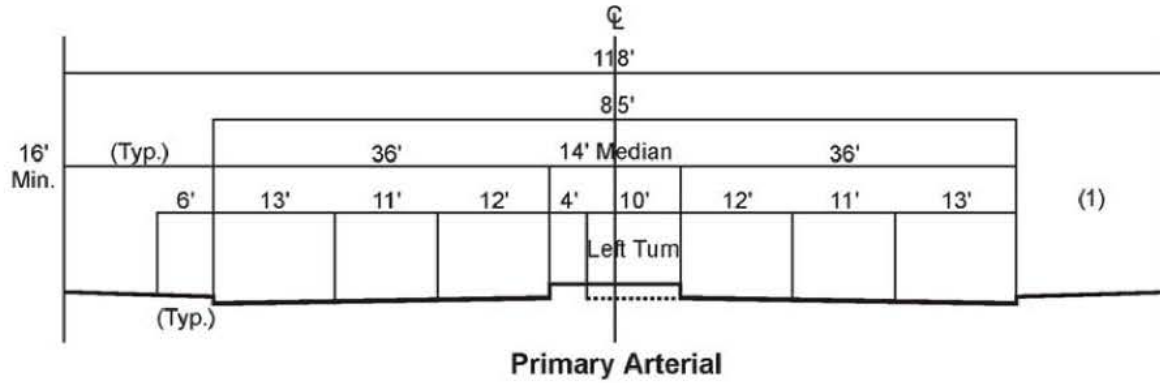


EXHIBIT 3-5: CITY OF PERRIS GENERAL PLAN ROADWAY CROSS-SECTIONS

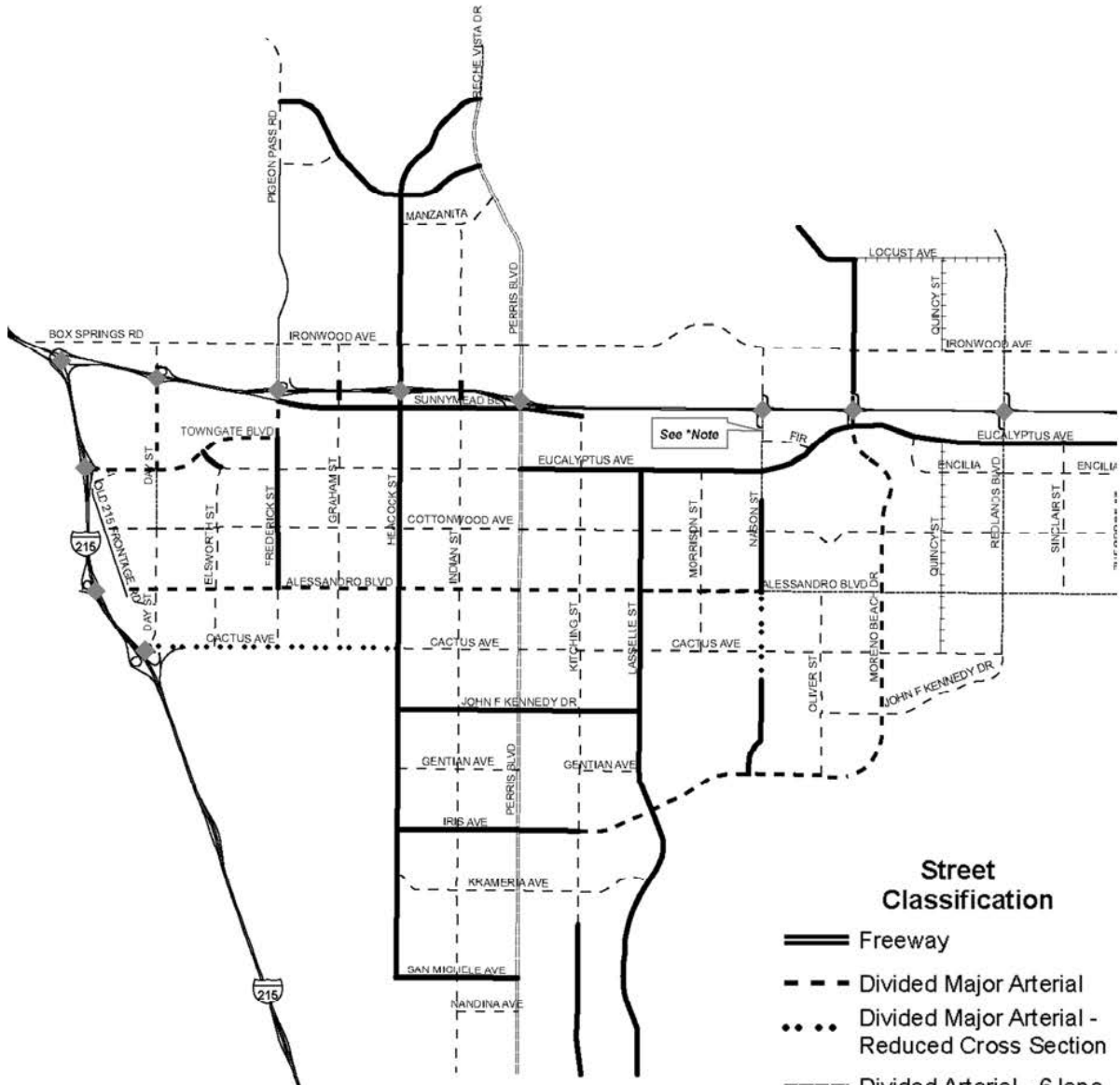


Legend

- (1) No stopping any time both sides. * The width of the collector street can range from 40 feet to 64 feet curb-to-curb.
 - (2) Bike lane where designated.
- TWLTL = Two Way Left Turn Lane

Source: City of Perris
General Plan 8-2008

EXHIBIT 3-6: CITY OF MORENO VALLEY GENERAL PLAN CIRCULATION ELEMENT



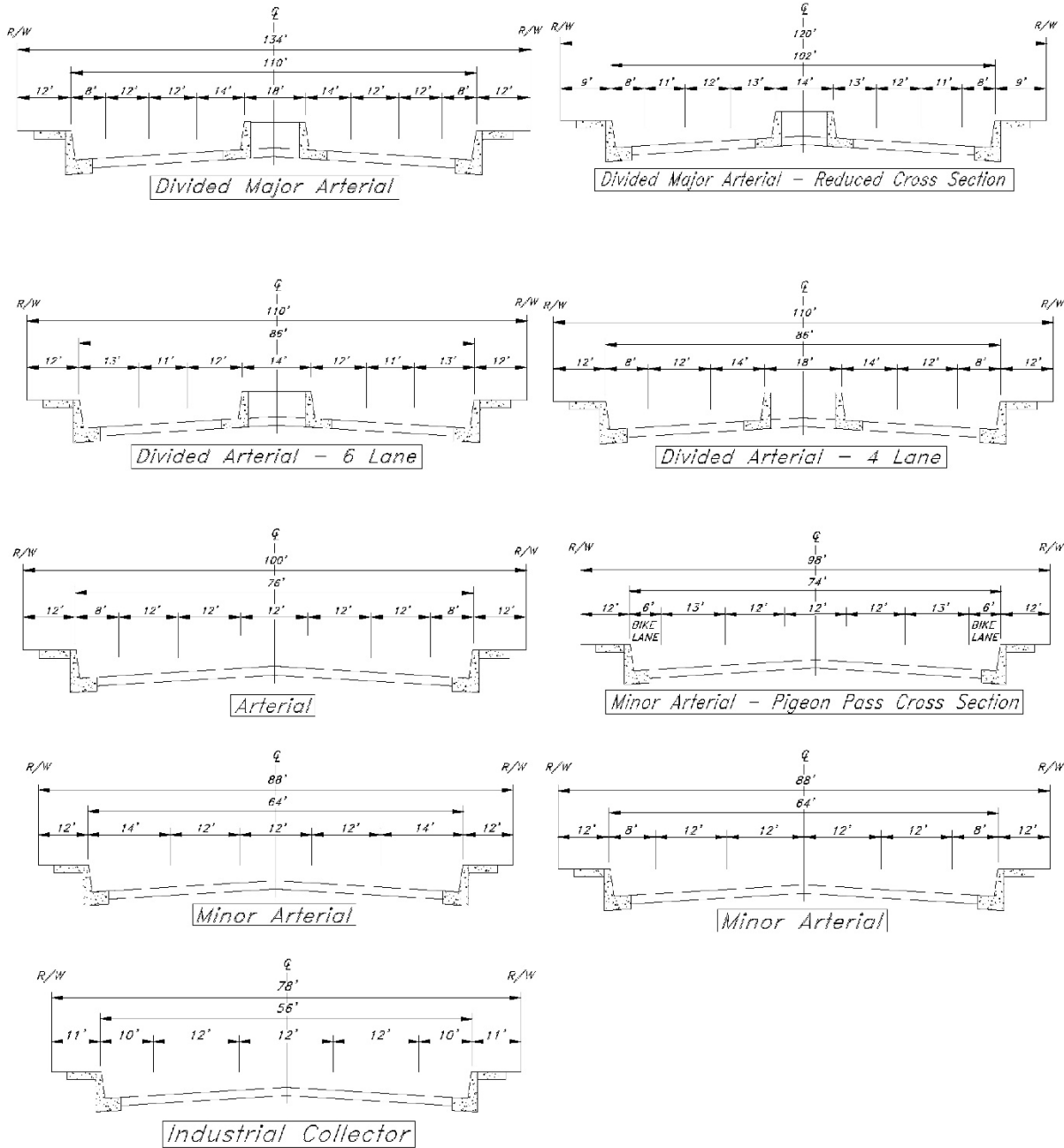
Street Classification

- Freeway
- Divided Major Arterial
- Divided Major Arterial - Reduced Cross Section
- Divided Arterial - 6 lane
- Divided Arterial - 4 lane
- Arterial
- Minor Arterial
- Minor Arterial - Pigeon Pass Cross Section
- Collector
- Freeway Overpass
- Freeway Interchange

Source: City of Moreno Valley General Plan

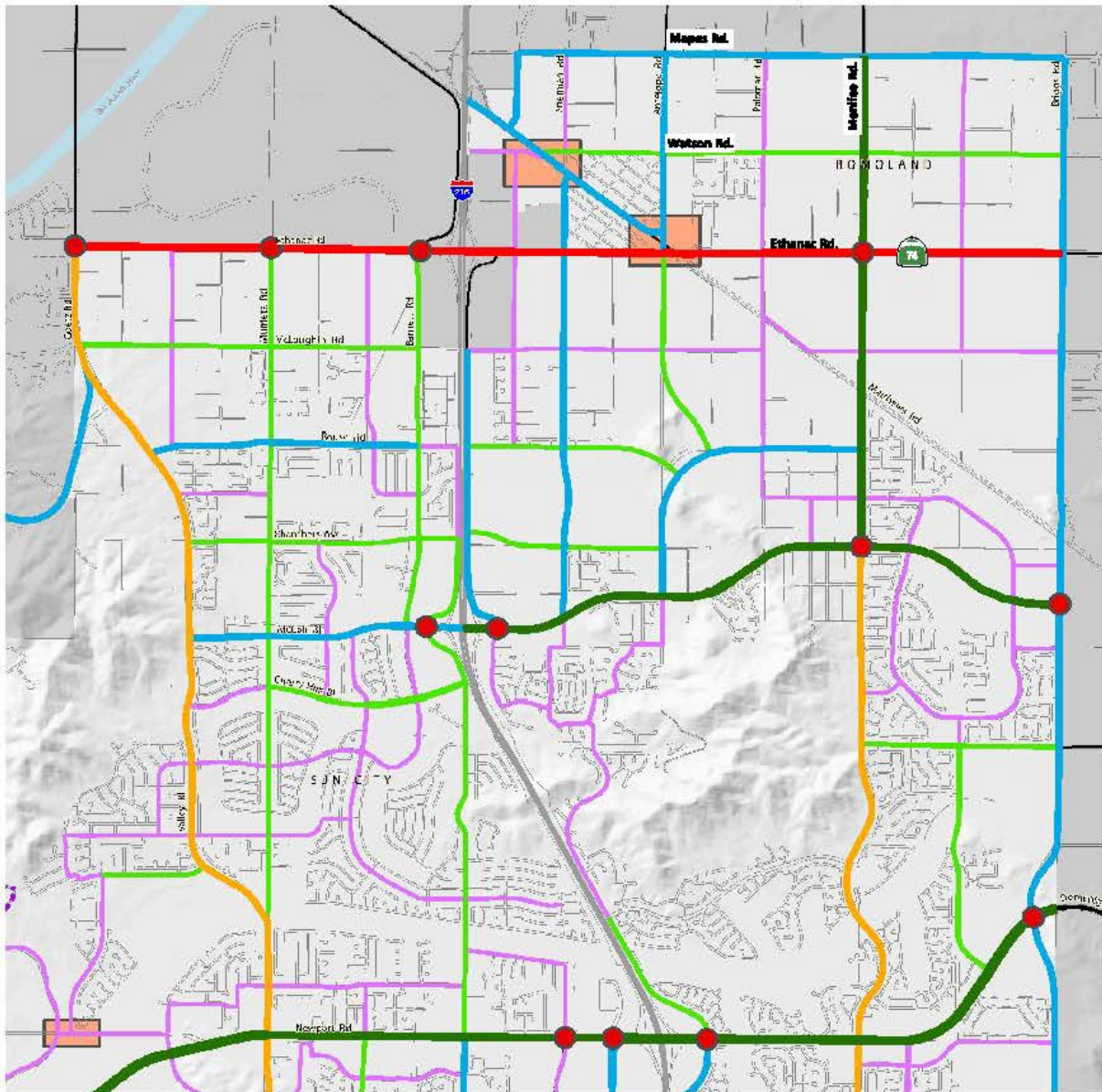


EXHIBIT 3-7: CITY OF MORENO VALLEY GENERAL PLAN ROADWAY CROSS-SECTIONS



Source: City of Moreno Valley
General Plan

EXHIBIT 3-8: CITY OF MENIFEE GENERAL PLAN CIRCULATION ELEMENT

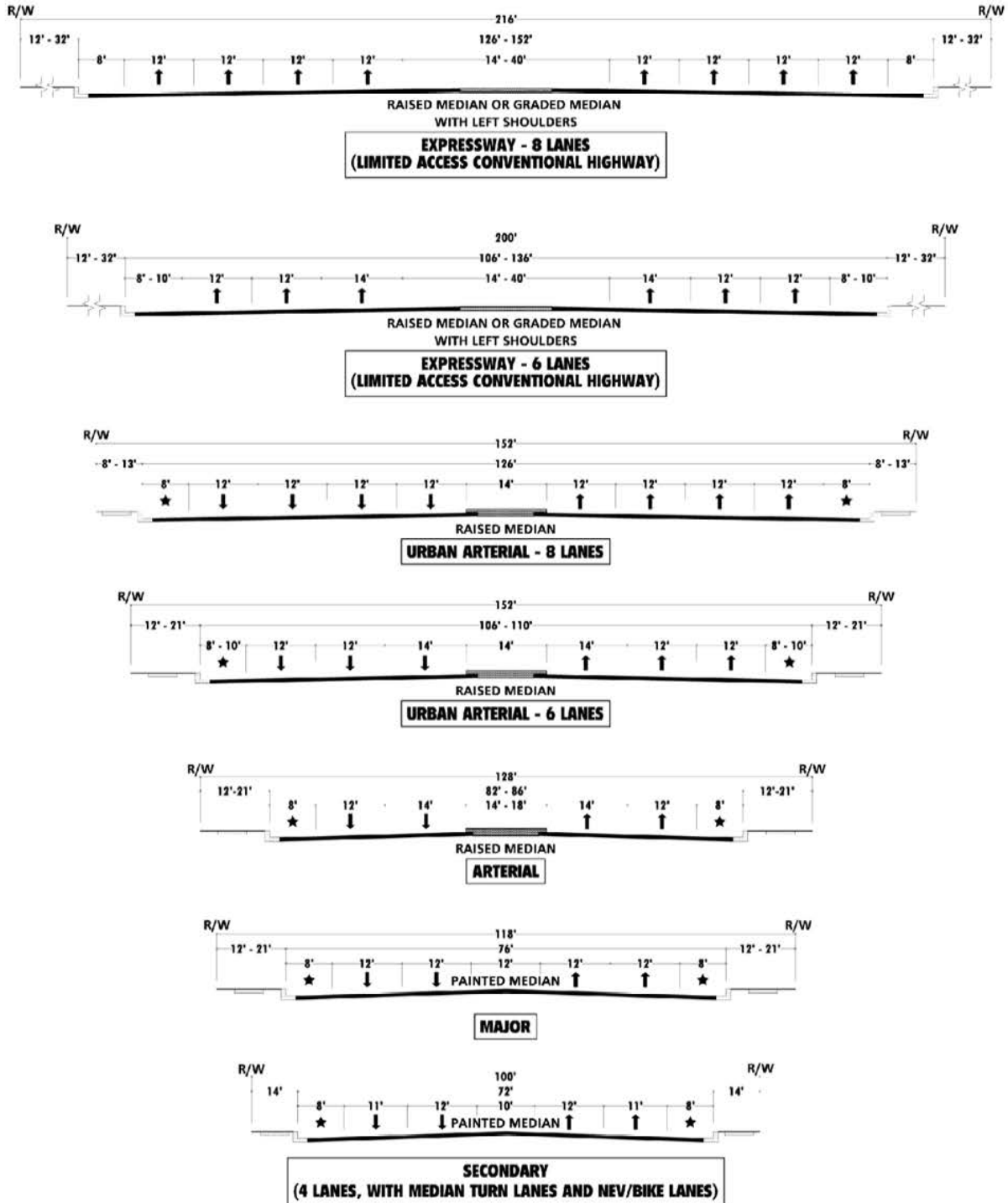


Source: City of Menifee General Plan

- | | | |
|--|--|---|
| — Expressway (6 to 8 Lanes, Divided) | — Mountain Arterial (4 Lanes, Undivided) | ● Future Freeway Interchange |
| — Urban Arterial (6 Lanes, Divided) | — Secondary (4 Lanes, Undivided) | Connectivity Analysis Zone -
Roadway alignments, intersection geometrics and traffic control features subject to additional assessment |
| — Arterial (4 Lanes, Divided) | — Collector / Interconnected Local (2 Lanes) | — Future Freeway Overcrossing |
| — Major (4 Lanes, Divided) | — Rural Collector / Interconnected Local (2 Lanes) | Enhanced Intersection -
Additional lanes / Right-of-Way required within 600 feet of the intersection |



EXHIBIT 3-9: CITY OF MENIFEE GENERAL PLAN ROADWAY CROSS-SECTIONS



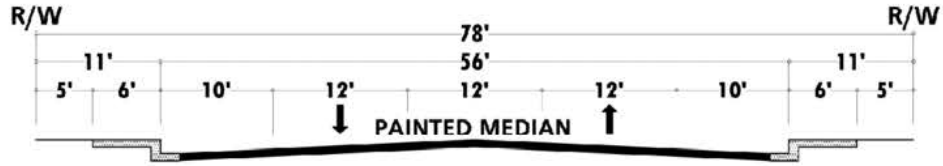
NOTES:

These standard sections are for typical roadway segments and may vary slightly based on intersection land requirements, physical site constraints, and/or environmental issues. Proposed roadway sections should always provide the greatest width possible. Any deviation from these sections is at the discretion of City Engineer.

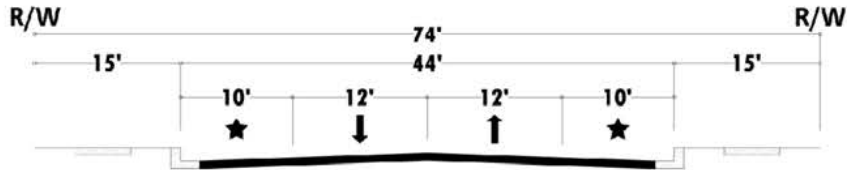
Sidewalks may be curb-adjacent or separated from roadway by a landscaped parkway.

★ Shoulders may accommodate exclusive bike lanes, shared NEV/bike lanes, or on-street parking subject to approval by City Engineer.

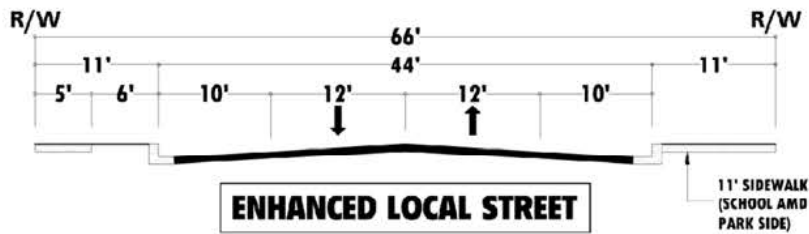
Source: City of Menifee General Plan



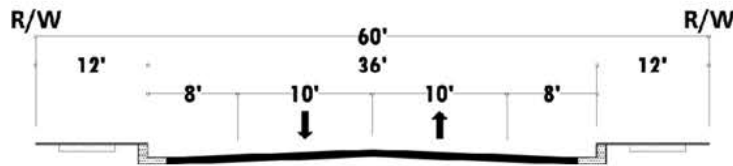
INDUSTRIAL COLLECTOR



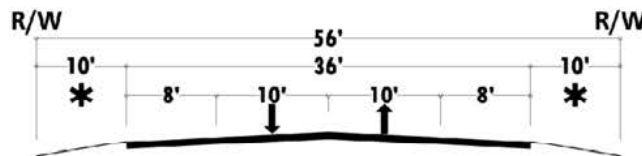
COLLECTOR



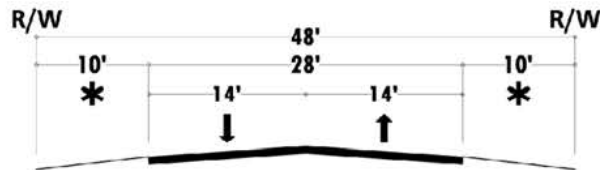
ENHANCED LOCAL STREET



GENERAL LOCAL



RURAL COLLECTOR



RURAL LOCAL

NOTES:

These standard sections are for typical roadway segments and may vary slightly based on intersection land requirements, physical site constraints, and/or environmental issues. Proposed roadway sections should always provide the greatest width possible. Any deviation from these sections is at the discretion of City Engineer.

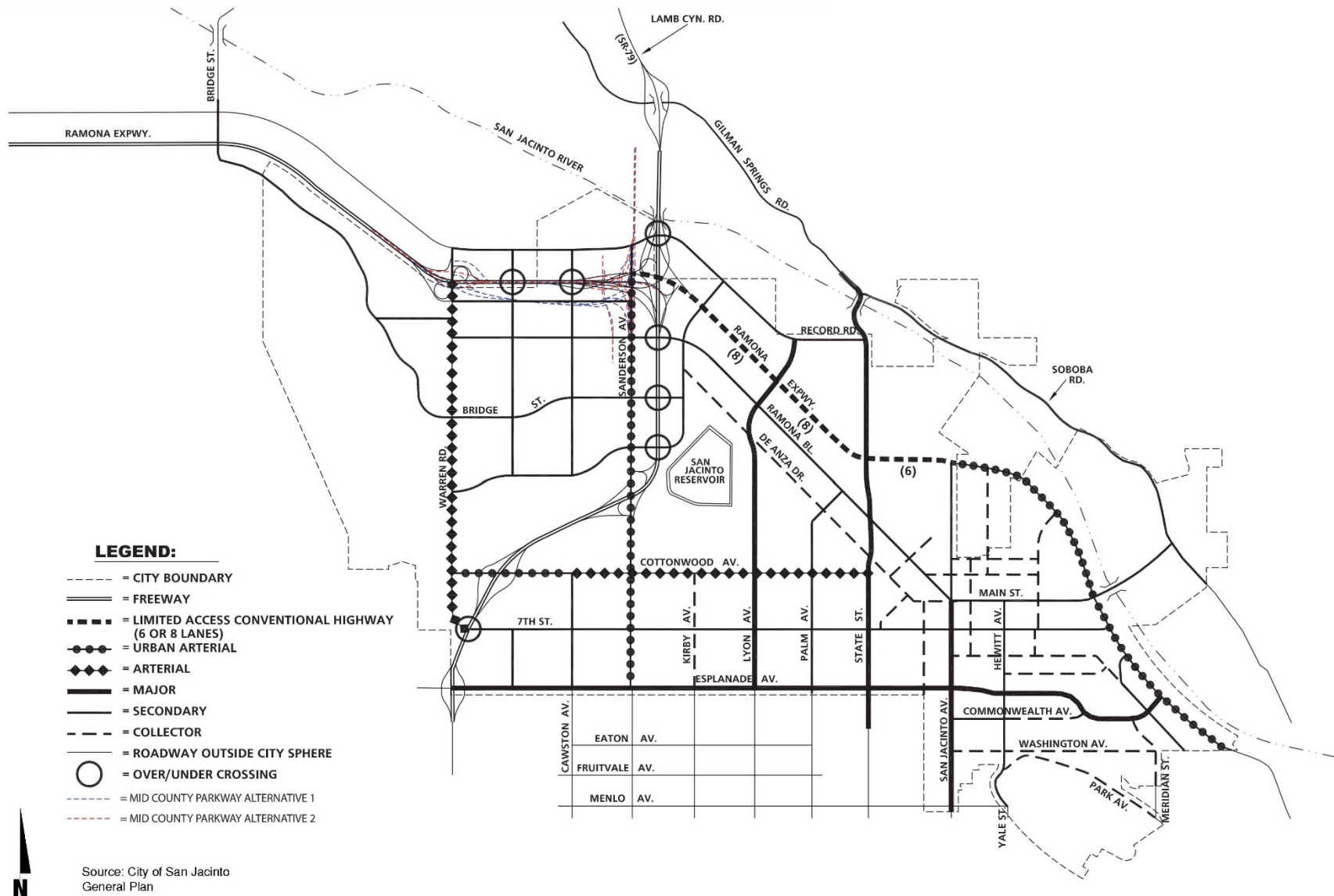
Sidewalks may be curb-adjacent or separated from roadway by a landscaped parkway.

★ Shoulders may accommodate exclusive bike lanes, shared NEV/bike lanes, or on-street parking subject to approval by City Engineer.

* Rural Parkways may accommodate pedestrian dirt paths and/or equestrian trails subject to approval by City Engineer.

Source: City of Manteca
General Plan

EXHIBIT 3-10: CITY OF SAN JACINTO GENERAL PLAN CIRCULATION ELEMENT

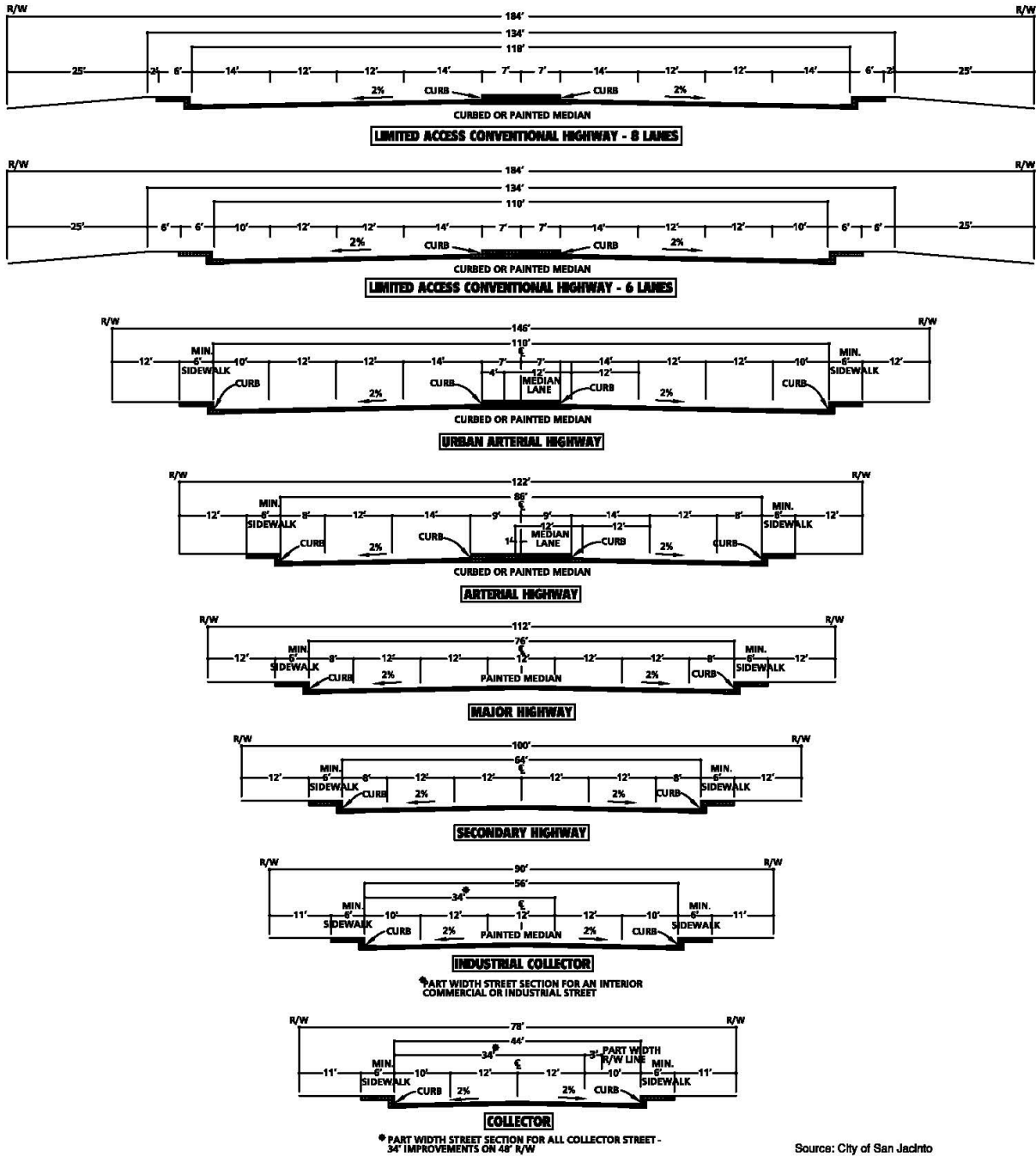


LEGEND:

- - - - - = CITY BOUNDARY
- ==== = FREEWAY
- - - - - = LIMITED ACCESS CONVENTIONAL HIGHWAY (6 OR 8 LANES)
- = URBAN ARTERIAL
- ◆◆◆◆◆ = ARTERIAL
- ■ ■ ■ ■ = MAJOR
- ● ● ● ● = SECONDARY
- ▲ ▲ ▲ ▲ ▲ = COLLECTOR
- — — — — = ROADWAY OUTSIDE CITY SPHERE
- = OVER/UNDER CROSSING
- - - - - = MID COUNTY PARKWAY ALTERNATIVE 1
- - - - - = MID COUNTY PARKWAY ALTERNATIVE 2

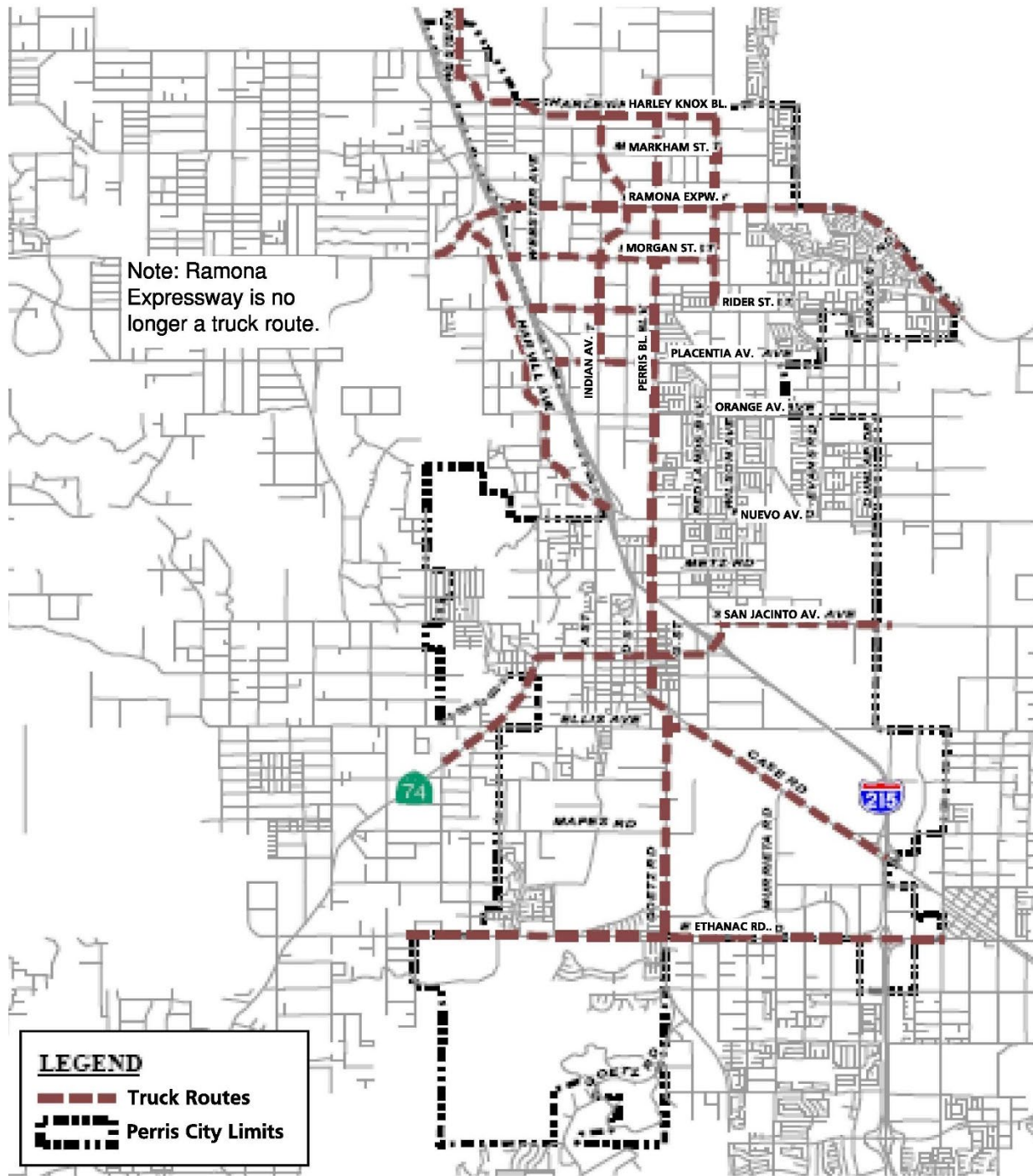
Source: City of San Jacinto
General Plan

EXHIBIT 3-11: CITY OF SAN JACINTO GENERAL PLAN ROADWAY CROSS-SECTIONS



Source: City of San Jacinto General Plan

EXHIBIT 3-12: CITY OF PERRIS TRUCK ROUTES



Source: City of Perris
General Plan

EXHIBIT 3-13: CITY OF MORENO VALLEY TRUCK ROUTES

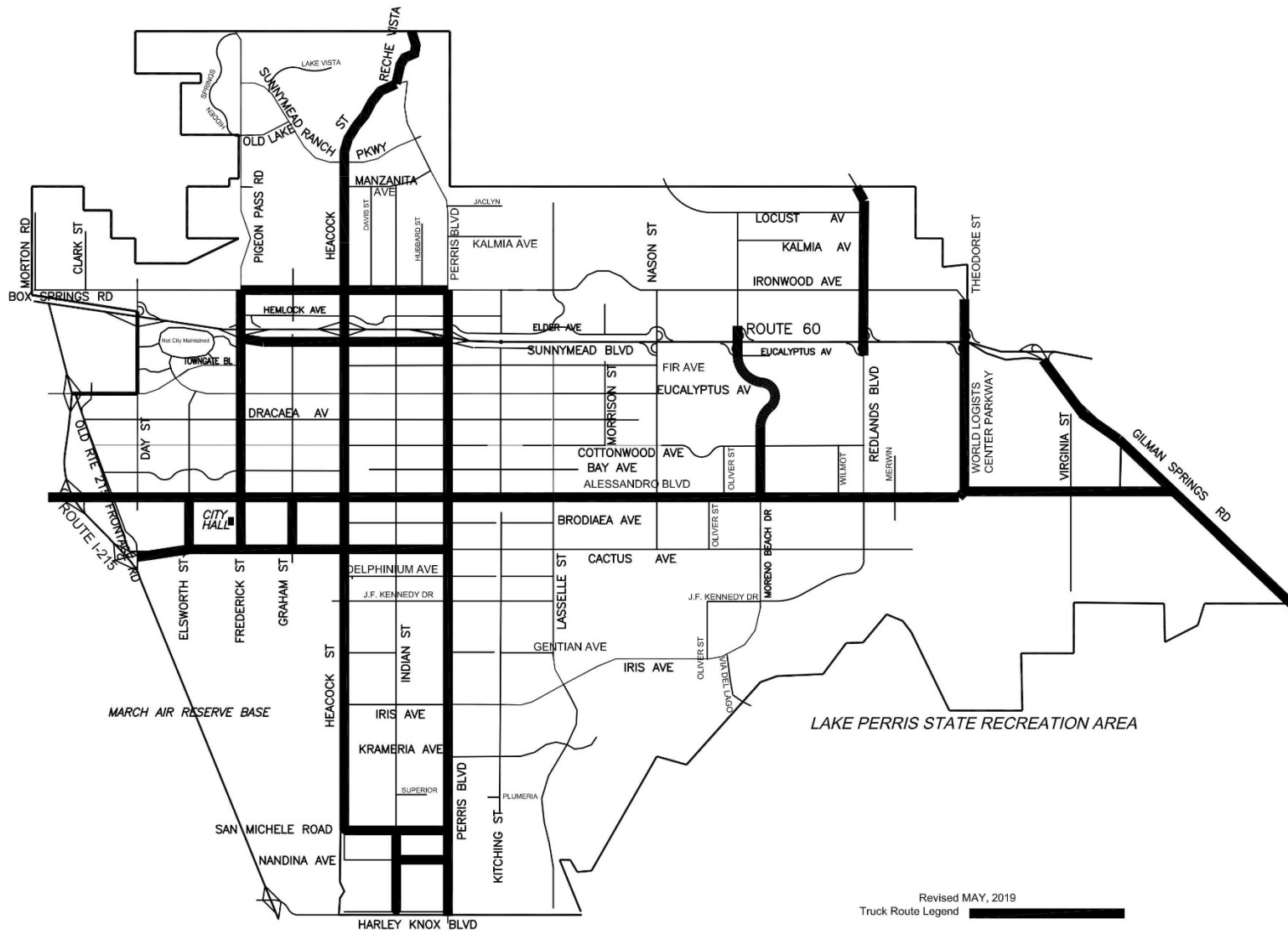
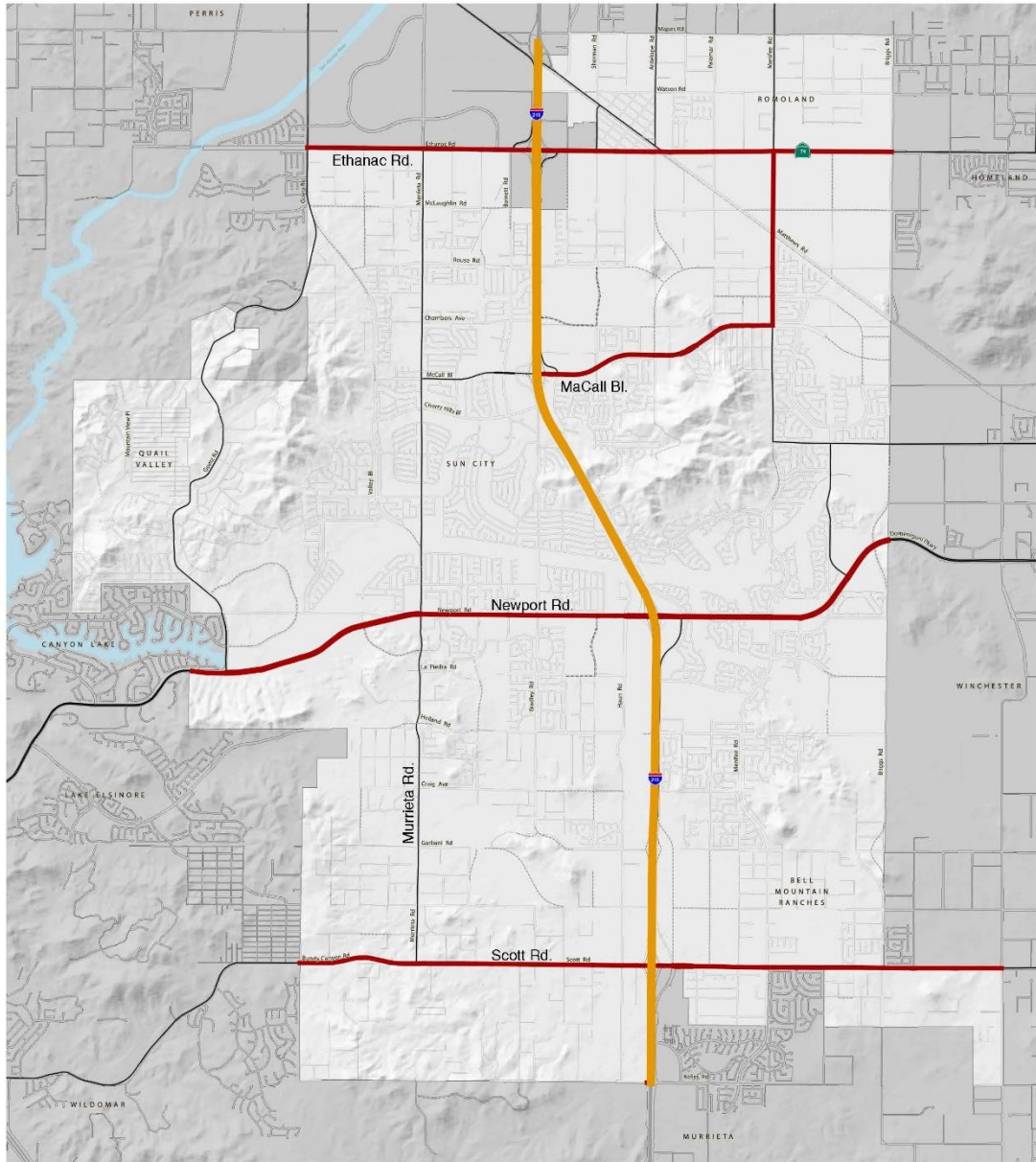


EXHIBIT 3-14: CITY OF MENIFEE TRUCK ROUTES



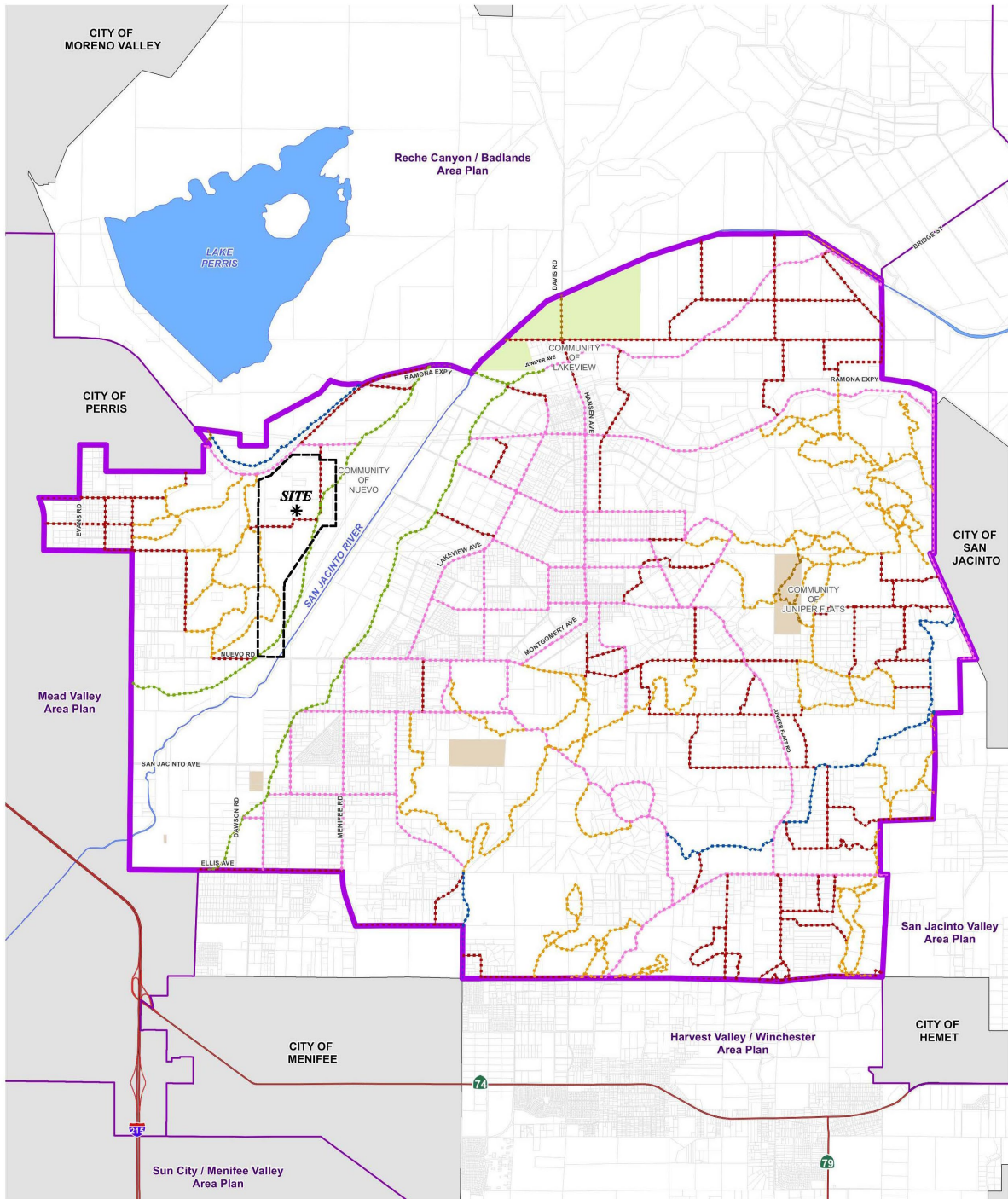
Source: City of Menifee General Plan

LEGEND:

- Truck Route
- I-215 Freeway Corridor



EXHIBIT 3-15: COUNTY OF RIVERSIDE GENERAL PLAN TRAILS AND BIKEWAY



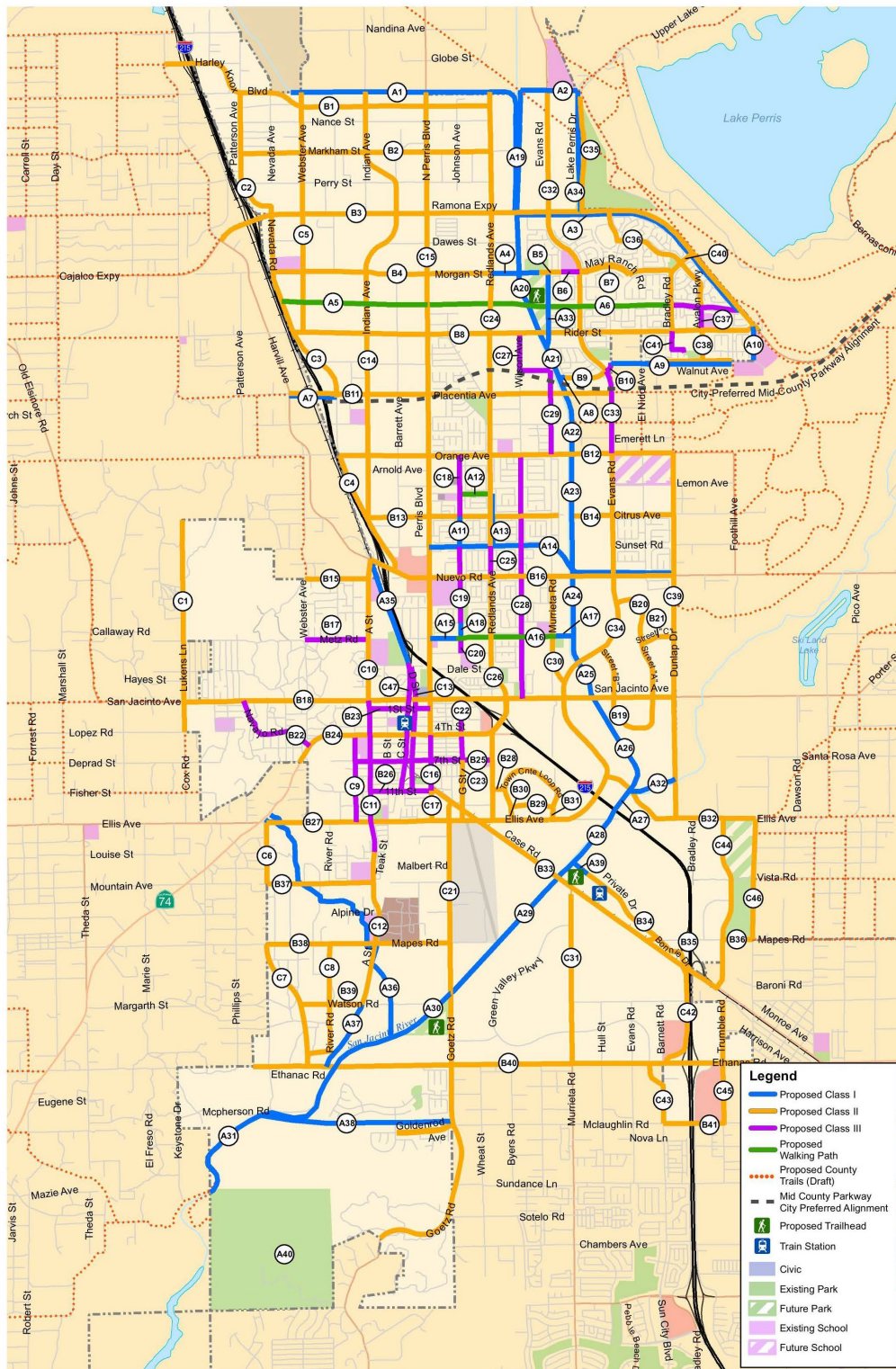
LEGEND:

- | | |
|--|---------------------------------------|
| Regional Trail: Urban/Suburban | Miscellaneous Public Lands |
| Community Trail | Bureau of Land Management (BLM) Lands |
| Combination Trail (Regional Trail/Class I Bike Path) | Highways |
| Regional Trail: Open Space | Area Plan Boundary |
| Design Guidelines Trail | City Boundary |
| Non-County Trail (Public and Quasi-Public Lands) | Waterbodies |

Source: County of Riverside General Plan



EXHIBIT 3-16: CITY OF PERRIS PROPOSED BIKEWAYS AND TRAIL IMPROVEMENTS



Source: City of Perris
Trails Master Plan

EXHIBIT 3-17: CITY OF MORENO VALLEY BIKE PLAN

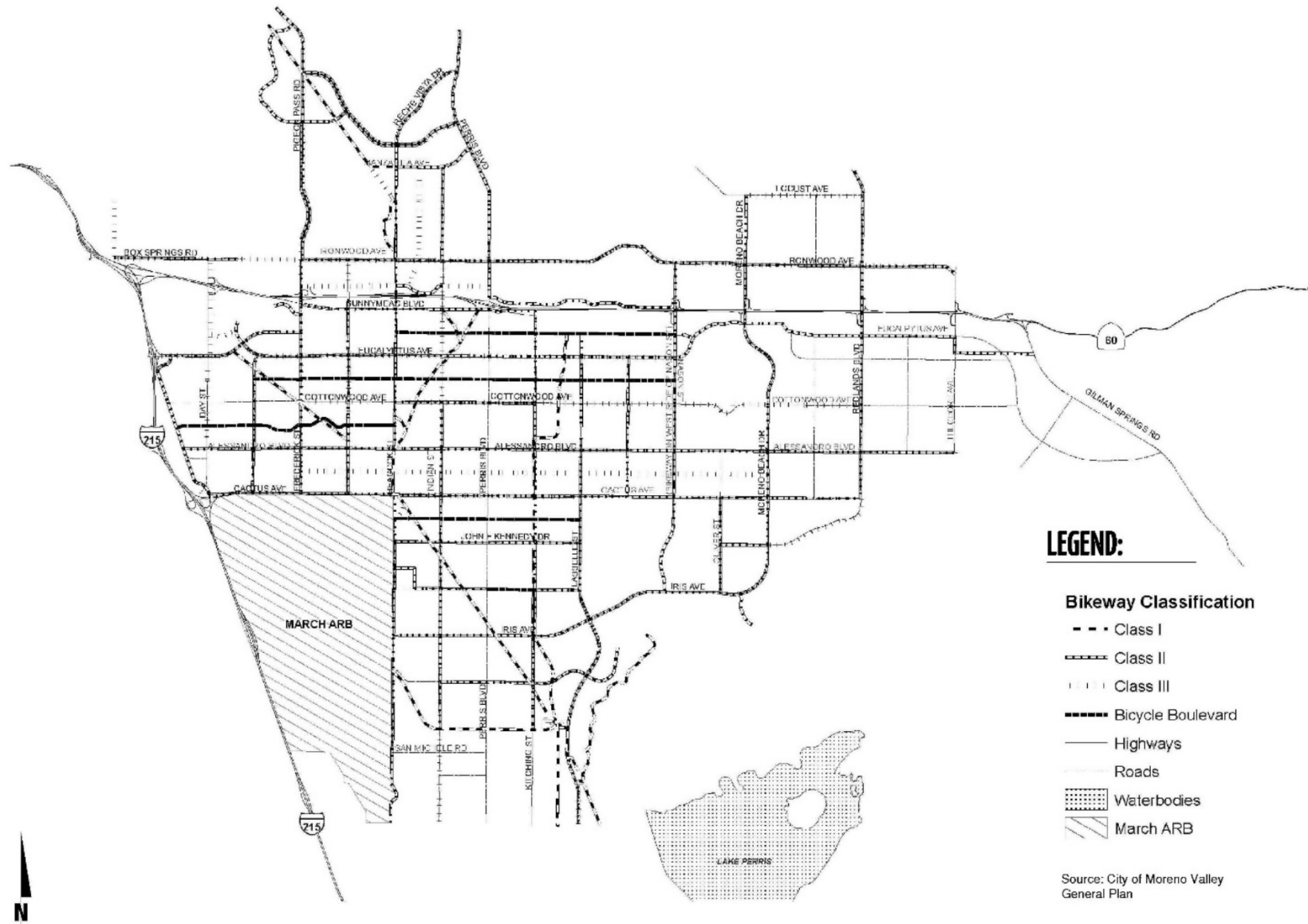
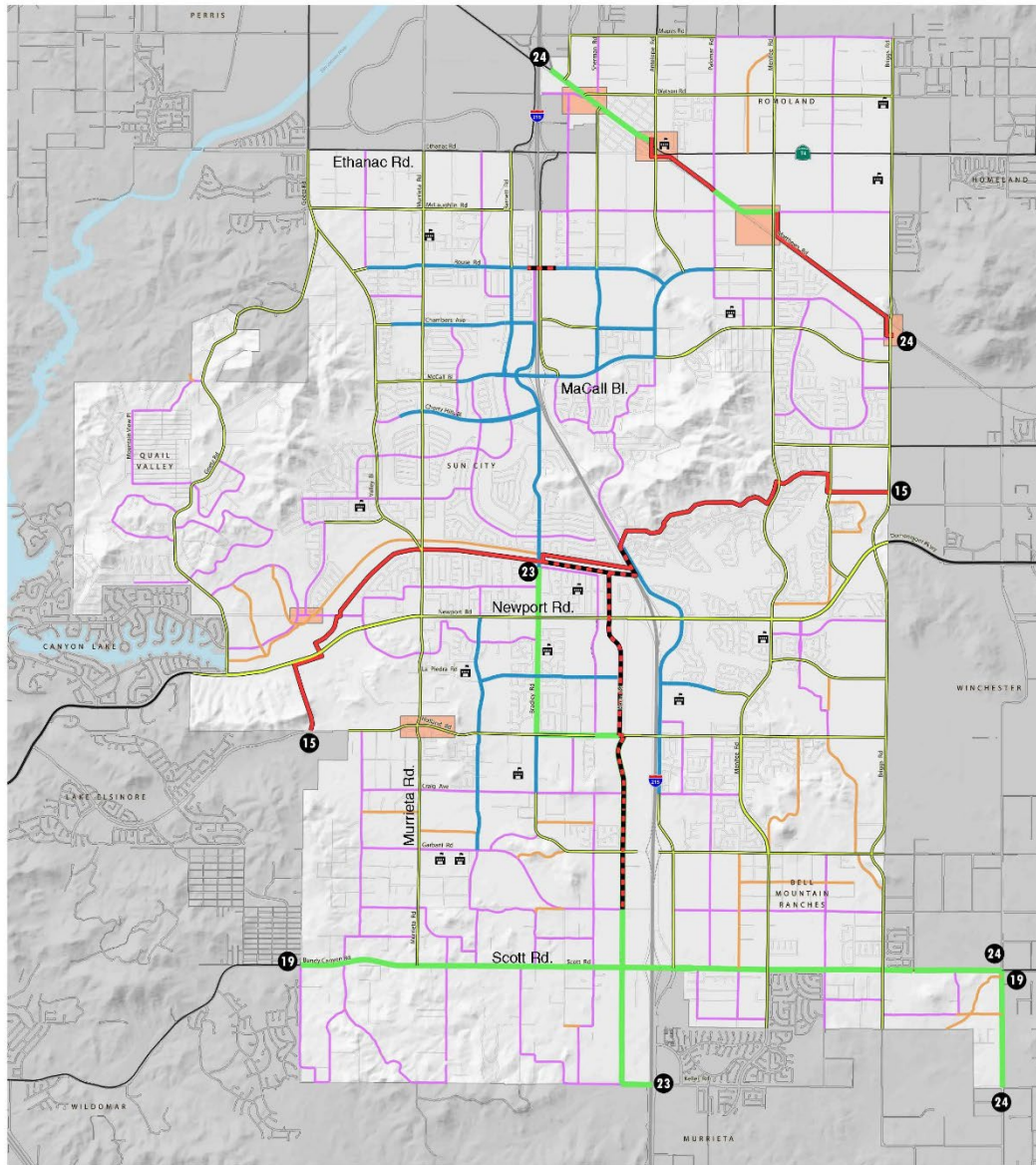


EXHIBIT 3-18: CITY OF MENEFEE BIKEWAY AND COMMUNITY PEDESTRIAN NETWORK



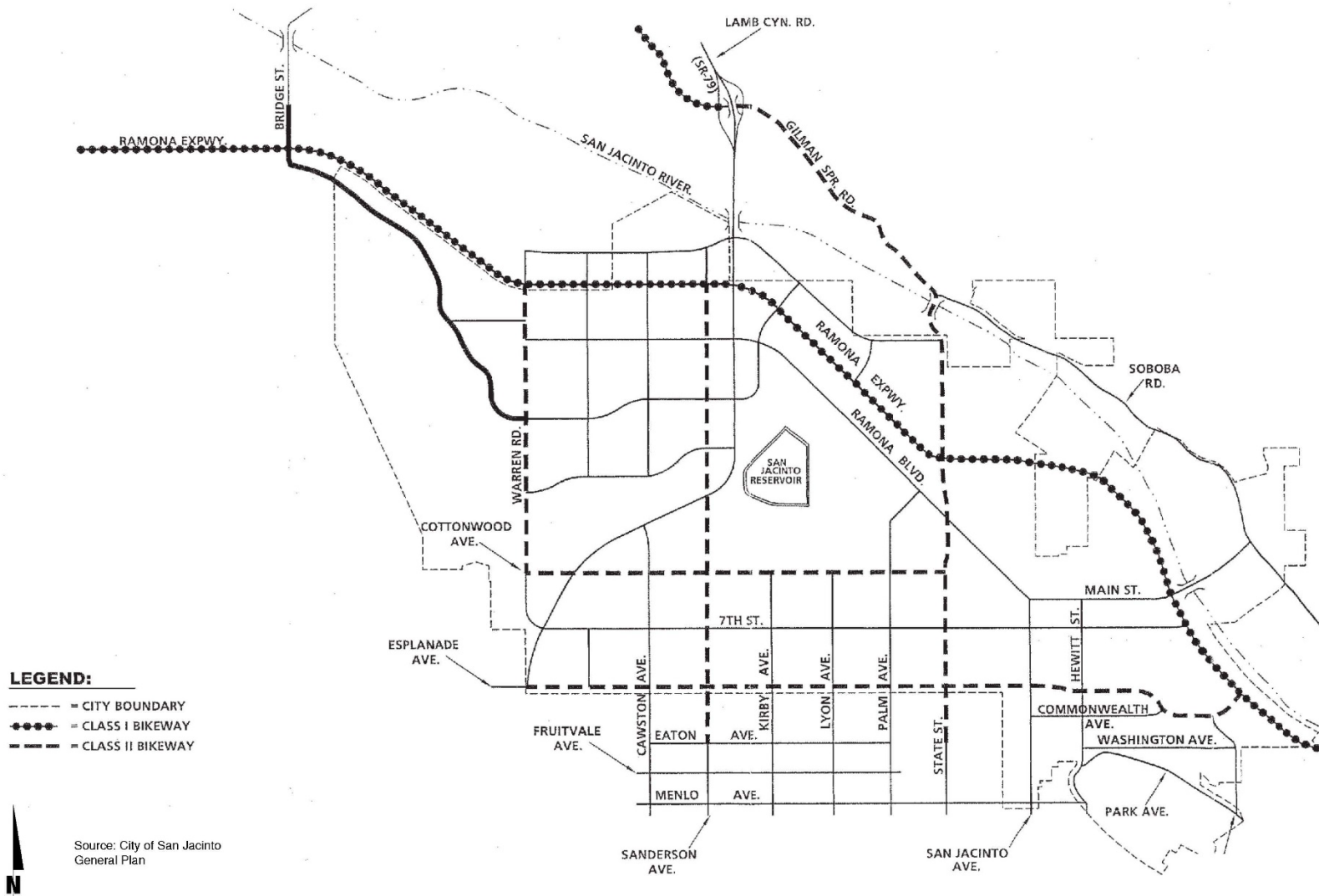
Source: City of Menefee General Plan

LEGEND:

- Subregional Route - Off-Road Bike Trail (Class I)
- Subregional Route - On-Street Bike Lanes (Class II)
- Community Off-Road Bike Trail (Class I)
- Community On-Street NEV/Bike Lanes (Class II)
- Community On-Street Bike Lanes (Class II)
- Community Hiking / Biking Trail Opportunity
- Class III Bike Routes
- Connectivity Analysis Zone - Trail alignments and traffic control features subject to additional assessment
- Existing Schools
- 24 Subregional Route Number (WRCOG Non-Motorized Transportation Plan)



EXHIBIT 3-19: CITY OF SAN JACINTO GENERAL PLAN BIKEWAY PLAN



3.6 TRANSIT SERVICE

The County of Riverside is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region. RTA Route 30 runs along Walnut Avenue, Sherman Road, and Rider Street, as shown on Exhibit 3-20. However, there are currently no existing bus routes that serve the roadways within the study area in close proximity to the proposed Project. Transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the Project Applicant work in conjunction with RTA to potentially accommodate bus service to the site.

3.7 EXISTING TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected on March 11, 2020, when local schools were in session and operating on a typical bell schedule (prior to closures related to the COVID-19 pandemic). The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

At the time traffic counts were collected, there was a roadway closure along Nuevo Road due to construction activity. It is our understanding that the roadway closure on Nuevo Road is expected to remain in place until late 2020. As such, historic counts from 2018 and 2019 were utilized to compare to recently collected 2020 traffic counts. Adjustments to the 2020 traffic counts were made to reflect traffic patterns without the Nuevo Road closure for the baseline condition. Adjustments include adding 2018/2019 traffic counts (with the application of a growth factor of 2% per year) in combination with manual adjustments to the 2020 data related to the current detour in place.

The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. These raw turning volumes have been flow conserved between intersections with limited access, no access, and where there are currently no uses generating traffic. The traffic counts collected in March 2020 include the vehicle classifications as shown below:

- Passenger Cars
- 2-Axle Trucks
- 3-Axle Trucks
- 4 or More Axle Trucks

EXHIBIT 3-20: EXISTING TRANSIT ROUTES



LEGEND:

 = RTA ROUTE 30



To represent the effect large trucks, buses, and recreational vehicles have on traffic flow, all trucks were converted into passenger car equivalent (PCE). By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars and varies depending on the type of vehicle and number of axles. For this analysis, the following PCE factors have been used to estimate each turning movement: 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks. These factors are consistent with the values recommended for use in the County of Riverside transportation analysis guidelines. (1)

Existing weekday ADT volumes on arterial highways throughout the study area are shown on Exhibit 3-21. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 12.37 = \text{Leg Volume}$$

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 8.08 percent. As such, the above equation utilizing a factor of 12.37 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 8.08 percent (i.e., $1/0.0808 = 12.37$) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday AM and weekday PM peak hour intersection volumes (in actual vehicles) are shown on Exhibit 3-22. For the purposes of this analysis, PCE volumes have been utilized and are provided in Appendix 3.2.

EXHIBIT 3-21: EXISTING (2020) AVERAGE DAILY TRAFFIC (ADT)

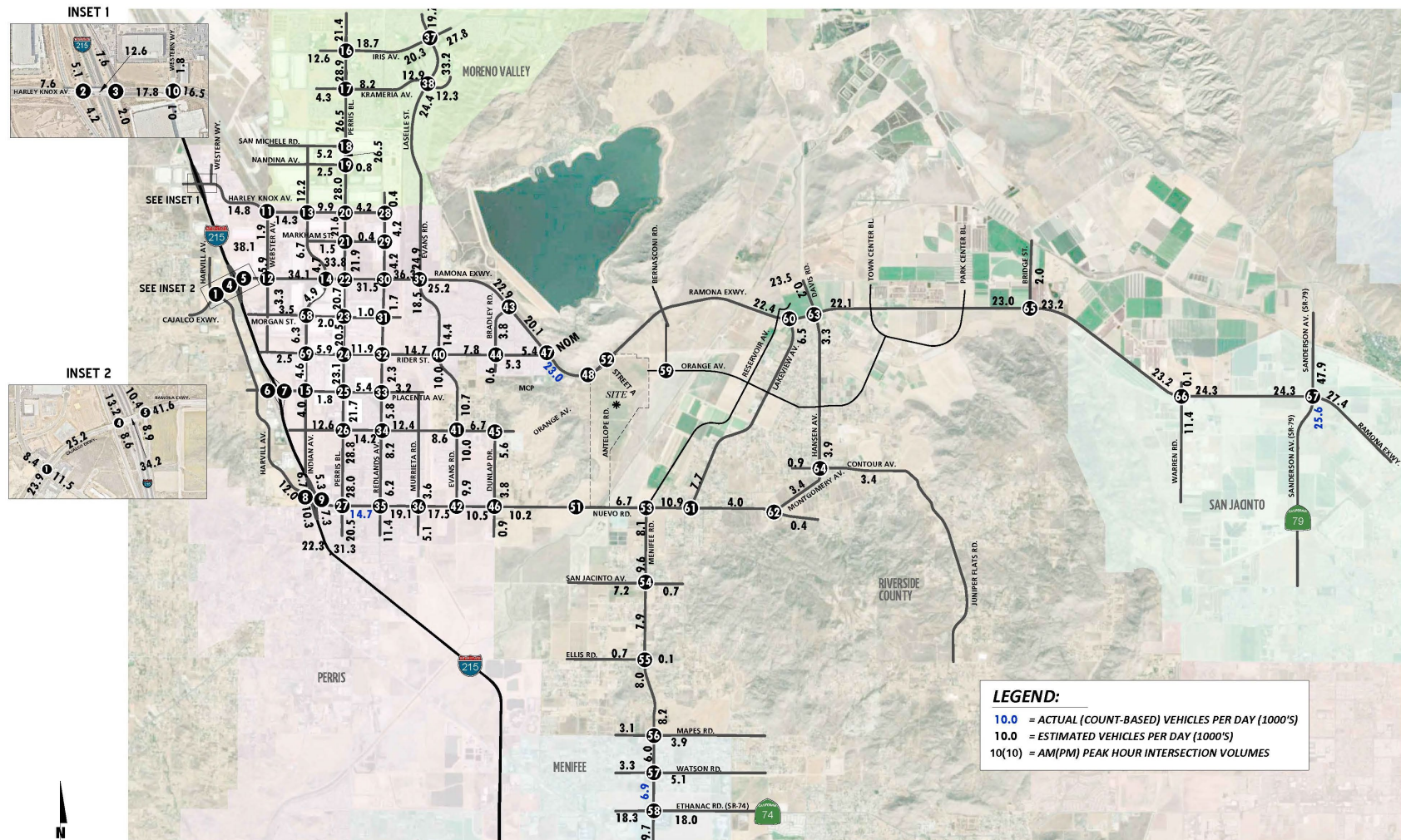


EXHIBIT 3-22: EXISTING (2020) TRAFFIC VOLUMES

<p>1 Harvill Av. & Cajalco Exwy.</p> <p>11(16) 122(205) 152(222) 165(77) 747(679) 131(140)</p> <p>18(20) 609(824) 146(187)</p> <p>322(208) 301(135) 72(50)</p>	<p>2 I-215 SB Ramps & Harley Knox Bl.</p> <p>145(143) 4(0) 320(276)</p> <p>325(294) 6(35)</p> <p>113(141) 109(307)</p>	<p>3 I-215 NB Ramps & Harley Knox Bl.</p> <p>676(446) 212(169) 433(401)</p> <p>10(9) 2(1) 68(152)</p> <p>212(169) 433(401)</p>	<p>4 I-215 SB Ramps & Ramona Exwy.</p> <p>177(153) 0(2) 549(909)</p> <p>866(743) 290(335)</p> <p>612(778) 266(361)</p>	<p>5 I-215 NB Ramps & Ramona Exwy.</p> <p>625(657) 897(777)</p> <p>119(179) 1042(1508)</p> <p>259(301) 2(2) 438(418)</p>
<p>6 I-215 SB Ramps & Placentia Av.</p> <p>Future Intersection</p>	<p>7 I-215 NB Ramps & Placentia Av.</p> <p>Future Intersection</p>	<p>8 I-215 SB Ramps & Nuevo Rd.</p> <p>77(69) 1(3) 217(470)</p> <p>852(349) 403(631)</p> <p>436(354) 149(200)</p>	<p>9 I-215 NB Ramps & Nuevo Rd.</p> <p>285(369) 918(890)</p> <p>48(55) 605(769)</p> <p>337(90) 2(0) 623(499)</p>	<p>10 Western Wy. & Harley Knox Bl.</p> <p>23(102) 0(0) 5(17)</p> <p>39(3) 865(780) 0(3)</p> <p>63(19) 437(532) 1(2)</p> <p>0(3) 0(0) 0(0)</p>
<p>11 Webster Av. & Harley Knox Bl.</p> <p>734(623) 6(8)</p> <p>353(460) 25(64)</p> <p>40(47) 34(35)</p>	<p>12 Webster Av. & Ramona Exwy.</p> <p>92(148) 33(41) 39(77)</p> <p>28(35) 1332(1177) 37(25)</p> <p>178(155) 1040(1433) 53(27)</p> <p>115(138) 63(23) 28(12)</p>	<p>13 Indian Av. & Harley Knox Bl.</p> <p>109(260) 90(237) 12(70)</p> <p>67(31) 620(313) 10(22)</p> <p>165(180) 208(345) 34(24)</p> <p>67(34) 283(207) 15(15)</p>	<p>14 Indian Av. & Ramona Exwy.</p> <p>17(23) 49(135) 16(71)</p> <p>95(29) 1433(1037) 50(100)</p> <p>128(55) 929(1463) 51(81)</p> <p>49(87) 141(68) 26(28)</p>	<p>15 Indian Av. & Placentia Av.</p> <p>0(0) 119(207) 22(84)</p> <p>37(33) 0(0) 139(27)</p> <p>0(0) 0(0) 0(0)</p> <p>0(0) 145(76) 80(16)</p>
<p>16 Perris Bl. & Iris Av.</p> <p>48(20) 424(708) 133(219)</p> <p>132(102) 450(293) 245(258)</p> <p>30(17) 293(392) 81(121)</p> <p>157(176) 720(662) 243(247)</p>	<p>17 Perris Bl. & Krameria Av.</p> <p>7(9) 626(855) 65(111)</p> <p>168(79) 142(74) 176(146)</p> <p>17(25) 143(114) 83(85)</p> <p>77(38) 844(849) 192(142)</p>	<p>18 Perris Bl. & San Michele Rd.</p> <p>71(81) 843(1002) 1(4)</p> <p>0(0) 0(0) 2(1)</p> <p>32(130) 0(0) 19(148)</p> <p>103(62) 1071(928) 1(0)</p>	<p>19 Perris Bl. & Nandina Av.</p> <p>8(40) 831(1072) 14(14)</p> <p>9(10) 3(5) 5(22)</p> <p>7(23) 2(2) 12(91)</p> <p>37(42) 1147(950) 18(13)</p>	<p>20 Perris Bl. & Harley Knox Bl.</p> <p>212(249) 611(906) 39(93)</p> <p>148(58) 284(53) 6(3)</p> <p>183(237) 33(120) 14(77)</p> <p>196(36) 974(719) 9(8)</p>
<p>21 Perris Bl. & Markahm St.</p> <p>19(19) 561(973) 2(10)</p> <p>16(3) 19(3) 1(0)</p> <p>15(23) 11(11) 15(45)</p> <p>29(19) 1259(729) 0(1)</p>	<p>22 Perris Bl. & Ramona Exwy.</p> <p>172(176) 306(586) 96(239)</p> <p>129(114) 1119(735) 84(89)</p> <p>286(237) 595(1088) 90(237)</p> <p>268(191) 730(359) 87(98)</p>	<p>23 Perris Bl. & Morgan St.</p> <p>57(26) 431(904) 9(6)</p> <p>2(9) 19(7) 17(26)</p> <p>24(32) 7(21) 24(22)</p> <p>38(35) 1062(696) 12(11)</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>	



<p>24 Perris Bl. & Rider St.</p>	<p>25 Perris Bl. & Placentia Av.</p>	<p>26 Perris Bl. & Orange Av.</p>	<p>27 Perris Bl. & Nuevo Rd.</p>	<p>28 Redlands Av. & Harley Knox Bl.</p>
<p>29 Redlands Av. & Markham St.</p>	<p>30 Redlands Av. & Ramona Exwy.</p>	<p>31 Redlands Av. & Morgan St.</p>	<p>32 Redlands Av. & Rider St.</p>	<p>33 Redlands Av. & Placentia Av.</p>
<p>34 Redlands Av. & Orange Av.</p>	<p>35 Redlands Av. & Nuevo Rd.</p>	<p>36 Murrieta Rd. & Nuevo Rd.</p>	<p>37 Lasselie St. & Iris Av.</p>	<p>38 Lasselie St. & Krameria Av.</p>
<p>39 Evans Rd. & Ramona Exwy.</p>	<p>40 Evans Rd. & Rider St.</p>	<p>41 Evans Rd. & Orange Av.</p>	<p>42 Evans Rd. & Nuevo Rd.</p>	<p>43 Bradley Rd. & Ramona Exwy.</p>
<p>44 Bradley Rd. & Rider St.</p>	<p>45 Dunlap Rd. & Orange Av.</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>		



<p>46 <i>Dunlap Rd. & Nuevo Rd.</i></p>	<p>47 <i>Rider St. & Ramona Exwy.</i></p>	<p>48 <i>Mid-County Pkwy. & Ramona Exwy.</i></p> <p>Future Intersection</p>	<p>49 <i>Antelope Rd. & MCP WB Ramps</i></p> <p>Future Intersection</p>	<p>50 <i>Antelope Rd. & MCP EB Ramps</i></p> <p>Future Intersection</p>
<p>51 <i>Antelope Rd. & Nuevo Rd.</i></p> <p>Future Intersection</p>	<p>52 <i>Street A & Ramona Exwy.</i></p> <p>Future Intersection</p>	<p>53 <i>Menifee Rd. & Nuevo Rd.</i></p>	<p>54 <i>Menifee Rd. & San Jacinto Av.</i></p>	<p>55 <i>Menifee Rd. & Ellis Rd.</i></p>
<p>56 <i>Menifee Rd. & Mapes Rd.</i></p>	<p>57 <i>Menifee Rd. & Watson Rd.</i></p>	<p>58 <i>Menifee Rd. & Ethanac Rd. (SR-74)</i></p>	<p>59 <i>Bernasconi Rd. & Orange Av.</i></p> <p>Future Intersection</p>	<p>60 <i>Lakeview Av. & Ramona Exwy.</i></p>
<p>61 <i>Lakeview Av. & Nuevo Rd.</i></p>	<p>62 <i>Montgomery Av. & Nuevo Rd.</i></p>	<p>63 <i>Davis Rd./ Hansen Av. & Ramona Exwy.</i></p>	<p>64 <i>Hansen Av. & Contour Av.</i></p>	<p>65 <i>Bridge St. & Ramona Exwy.</i></p>
<p>66 <i>Warren Rd. & Ramona Exwy.</i></p>	<p>67 <i>Sanderson Av. (SR-79) & Ramona Exwy.</i></p>	<p>68 <i>Indian Av. & Morgan St.</i></p>	<p>69 <i>Indian Av. & Rider St.</i></p>	

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



3.8 EXISTING (2020) INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1 which indicates that all of the study area intersections are currently operating at an acceptable LOS during the peak hours (i.e., LOS D or better), with the exception of the following intersections:

- Redlands Avenue & Rider Street (#32) – LOS F AM peak hour only
- Evans Road & Orange Avenue (#41) – LOS E AM peak hour only
- Menifee Road & Watson Road (#57) – LOS F AM peak hour; LOS E PM peak hour
- Menifee Road & Ethanac Road (SR-74) (#58) – LOS E AM peak hour only
- Bridge Street & Ramona Expressway (#65) – LOS E PM peak hour only
- Sanderson Avenue (SR-79) & Ramona Expressway (#67) – LOS F AM and PM peak hours

Consistent with Table 3-1, a summary of the peak hour intersection LOS for Existing conditions is shown on Exhibit 3-23. The intersection operations analysis worksheets are included in Appendix 3.2 of this TIA.

3.9 EXISTING (2020) TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The following unsignalized study area intersections currently warrant a traffic signal for Existing (2020) traffic conditions:

- Redlands Avenue & Rider Street (#32)
- Menifee Road/Reservoir Boulevard & Nuevo Road (#53)
- Menifee Road & San Jacinto Avenue (#54)
- Menifee Road & Mapes Road (#56)
- Menifee Road & Watson Road (#57)
- Lakeview Avenue & Nuevo Road (#61)
- Bridge Street & Ramona Expressway (#65)

Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2020) CONDITIONS

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service		Acceptable LOS ⁴
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	
			L	T	R	L	T	R	L	T	R	L	T	R					
1	Harvill Av. & Cajalco Exwy.	TS	2	2	0	2	2	0	1	2	1	2	2	1	37.1	34.7	D	C	D
2	I-215 Southbound Ramps & Harley Knox Bl.	TS	0	0	0	0	1	1	0	2	d	1	2	0	23.6	42.9	C	D	D
3	I-215 Northbound Ramps & Harley Knox Bl.	TS	0	1	1	0	0	0	1	2	0	0	2	d	26.6	14.8	C	B	D
4	I-215 Southbound Ramps & Ramona Exwy.	TS	0	0	0	1	1	1	0	2	0	1	2	0	34.2	42.6	C	D	D
5	I-215 Northbound Ramps & Ramona Exwy.	TS	1	1	1	0	0	0	1	2	0	0	2	1	19.0	18.7	B	B	D
6	I-215 SB Ramps & Placentia Av.		Future Intersection																
7	I-215 NB Ramps & Placentia Av.		Future Intersection																
8	I-215 SB Ramps & Nuevo Rd.	TS	0	0	0	1	1	1	0	2	0	2	2	0	20.6	26.9	C	C	D
9	I-215 NB Ramps & Nuevo Rd.	TS	0	1	2	0	0	0	1	2	0	0	3	1	16.6	8.4	B	A	D
10	Western Wy. & Harley Knox Bl.	TS	1	1	0	1	2	0	1	3	1	1	3	0	6.5	8.0	A	A	D
11	Webster Av. & Harley Knox Bl.	RA	1	1	0	0	0	0	0	2	1	0	2	0	10.7	9.6	B	A	D
12	Webster Av. & Ramona Exwy.	TS	1	1	1	1	1	d	1	3	0	1	3	1	22.8	22.6	C	C	D
13	Indian Av. & Harley Knox Bl.	TS	2	2	1	1	1	1>	1	3	d	1	3	0	19.6	19.5	B	B	D
14	Indian Av. & Ramona Exwy.	TS	1	2	0	1	2	1	1	3	0	1	3	1	20.6	23.8	C	C	D
15	Indian Av. & Placentia Av.	AWS	0	1	1	1	1	0	0	0	0	1	1	0	10.9	9.7	B	A	D
16	Perris Bl. & Iris Av.	TS	1	3	1	1	3	0	1	2	0	1	2	0	27.5	30.8	C	C	D
17	Perris Bl. & Krameria Av.	TS	1	3	0	1	3	0	0	1	1	0	1	1	24.7	21.9	C	C	D
18	Perris Bl. & San Michele Rd.	TS	1	3	0	1	3	1	1	1	1	1	1	1	11.2	13.9	B	B	D
19	Perris Bl. & Nandina Av.	TS	1	3	0	1	3	1>	1	2	0	1	1	1	11.0	14.1	B	B	D
20	Perris Bl. & Harley Knox Bl.	TS	2	3	1	2	3	1	1	2	1	2	3	1	26.8	39.6	C	D	D
21	Perris Bl. & Markham St.	TS	1	3	0	1	3	0	1	2	0	1	1	1	10.2	10.9	B	B	D
22	Perris Bl. & Ramona Exwy.	TS	2	2	1	2	2	1	2	3	1	2	3	0	31.6	26.9	C	C	D
23	Perris Bl. & Morgan St.	TS	1	3	0	1	2	1	1	2	1	1	1	1	11.3	12.3	B	B	D
24	Perris Bl. & Rider St.	TS	1	3	1	1	3	1	1	2	1	1	2	1	21.3	20.7	C	C	D
25	Perris Bl. & Placentia Av.	TS	1	2	d	1	2	1	1	1	0	1	1	1	15.5	16.2	B	B	D
26	Perris Bl. & Orange Av.	TS	1	2	d	1	2	1	1	1	1	1	2	d	21.0	36.8	C	D	D
27	Perris Bl. & Nuevo Rd.	TS	1	2	1	2	2	2>	2	2	1	2	2	1	38.3	33.3	D	C	D
28	Redlands Av. & Harley Knox Bl.	TS	1	2	0	0	2	0	1	1	1	1	1	0	10.1	10.8	B	B	D
29	Redlands Av. & Markham St.	TS	1	2	0	0	2	0	1	0	1>	0	0	0	5.0	5.4	A	A	D
30	Redlands Av. & Ramona Exwy.	TS	1	1	0	1	1	1	1	3	1	1	3	1	23.2	18.6	C	B	D
31	Redlands Av. & Morgan St.	AWS	0	0	0	0	1	1	1	1	0	0	1	0	7.2	7.8	A	A	D
32	Redlands Av. & Rider St.	AWS	1	0	1	0	0	0	0	1	1	1	2	0	>100.0	29.7	F	D	D
33	Redlands Av. & Placentia Av.	AWS	1	2	0	1	1	1	1	1	1	1	1	0	11.3	9.5	B	A	D
34	Redlands Av. & Orange Av.	TS	1	2	0	1	2	0	1	2	0	1	2	0	18.4	17.4	B	B	D
35	Redlands Av. & Nuevo Rd.	TS	1	1	1	0	1	0	1	2	d	1	2	d	17.8	14.3	B	B	D
36	Murrieta Rd. & Nuevo Rd.	TS	1	1	0	1	1	1	1	1	1	1	3	0	27.1	22.0	C	C	D
37	Lasselle St. & Iris Av.	TS	2	2	1>	2	2	d	2	3	0	2	3	0	27.8	28.1	C	C	D
38	Lasselle St. & Krameria Av.	TS	1	2	1>	1	2	0	1	1	1	1	1	1	21.1	29.9	C	C	D
39	Evans Rd. & Ramona Exwy.	TS	2	2	1	2	2	1	2	3	1	1	2	1	32.6	23.1	C	C	D
40	Evans Rd. & Rider St.	TS	1	2	1	1	2	d	1	2	0	1	2	0	23.6	19.6	C	B	D
41	Evans Rd. & Orange Av.	TS	1	1	1	1	1	1	1	1	0	1	1	0	71.1	20.4	E	C	D
42	Evans Rd. & Nuevo Rd.	TS	0	0	0	1	0	1	1	1	0	0	1	1	21.0	14.4	C	B	D
43	Bradley Rd. & Ramona Exwy.	TS	1	0	1	0	0	0	0	2	1	1	2	0	8.5	6.6	A	A	D
44	Bradley Rd. & Rider St.	TS	1	1	0	1	1	d	1	1	1	1	1	0	17.9	12.2	B	B	D
45	Dunlap Dr. & Orange Av.	CSS	0	1	0	0	0	0	0	0	1	0	0	0	10.8	10.5	B	B	D
46	Dunlap Dr. & Nuevo Rd.	TS	1	1	0	1	1	0	1	1	1	1	1	0	16.1	20.0	B	C	D
47	Ramona Exwy. & Rider St.	TS	2	2	0	1	2	1	0	1	1	0	1	0	11.3	10.6	B	B	D
48	Antelope Rd. & Ramona Exwy.		Future Intersection																
49	MCP WB Ramps & Antelope Rd.		Not Analyzed ⁵																
50	MCP EB Ramps & Antelope Rd.		Not Analyzed ⁵																
51	Antelope Rd. & Nuevo Rd.		Future Intersection																
52	Street A & Ramona Exwy.		Future Intersection																
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.	AWS	0	1	0	0	0	0	0	1	0	0	1	0	14.8	15.9	B	C	D
54	Menifee Rd. & San Jacinto Av.	AWS	0	2	0	0	1	1	0	1	1	0	1	0	12.3	12.9	B	B	D

55	Menifee Rd. & Ellis Rd.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	17.6	14.7	C	B	D
56	Menifee Rd. & Mapes Rd.	CSS	1	1	0	1	1	0	0	1	0	0	1	0	21.0	21.4	C	C	D
57	Menifee Rd. & Watson Rd.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	>100.0	45.7	F	E	D
58	Menifee Rd. & Ethanac Rd. (SR-74)	TS	0	1	1	0	1	0	1	2	0	1	2	0	59.0	36.7	E	D	D
59	Bernasconi Rd. & Orange Av.		Future Intersection																
60	Lakeview Av. & Ramona Exwy.	TS	1	0	1	0	0	0	0	1	1	1	1	0	14.0	21.7	B	C	D
61	Lakeview Av. & Nuevo Rd.	AWS	0	0	0	0	1	0	0	1	0	0	1	0	17.1	15.1	C	C	D
62	Montgomery Av. & Nuevo Rd.	CSS	0	0	0	0	1	0	0	1	0	0	1	1	10.3	10.3	B	B	D
63	Hansen Av./Davis Rd. & Ramona Exwy.	TS	0	1	0	0	1	0	1	2	1	1	2	0	11.5	10.9	B	B	D
64	Hansen Av. & Contour Av.	AWS	0	1	0	0	1	0	0	1	0	0	1	0	11.3	8.6	B	A	D
65	Bridge St. & Ramona Exwy.	CSS	0	0	0	0	1	0	1	1	0	0	1	0	23.2	35.6	C	E	D
66	Warren Rd. & Ramona Exwy.	TS	1	1	0	0	1	0	1	2	1	1	1	1	12.3	15.4	B	B	D
67	Sanderson Av. (SR-79) & Ramona Exwy.	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	131.1	131.2	F	F	D
68	Indian Av. & Morgan St.	TS	1	2	0	1	2	0	1	2	0	1	2	0	21.4	19.3	C	B	D
69	Indian Av. & Rider St.	TS	1	2	0	1	2	1	1	2	1	1	2	1	15.0	15.5	B	B	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; > = Right Turn Overlap

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

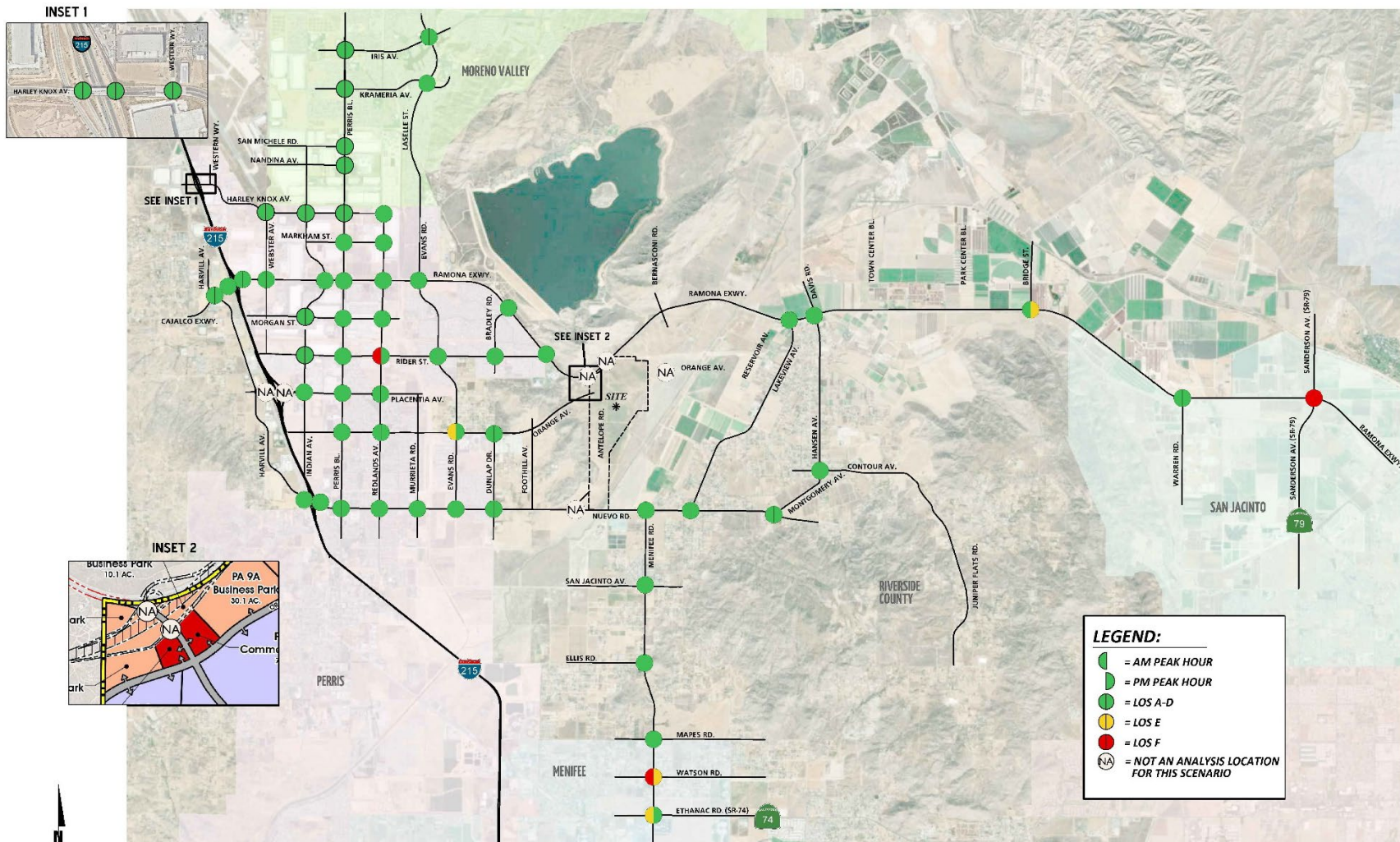
³ AWS = All-way Stop; CSS = Cross-street Stop; RA = Roundabout; TS = Traffic Signal

⁴ Minimum acceptable LOS for each applicable jurisdiction.

⁵ Intersection will be constructed when the Mid-County Parkway is constructed. As such, the intersection does not exist under this scenario.

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EXHIBIT 3-23: EXISTING (2020) SUMMARY OF LOS



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3.10 EXISTING (2020) OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-215 Freeway at Harley Knox Boulevard, Ramona Expressway, and Nuevo Road interchanges to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-215 Freeway mainline. Queuing analysis findings are presented in Table 3-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 3-2, there are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. Worksheets for Existing (2020) traffic conditions off-ramp queuing analysis are provided in Appendix 3.4.

3.11 EXISTING (2020) FREEWAY FACILITY ANALYSIS

Existing (2020) mainline directional volumes for the AM and PM peak hours are provided on Exhibit 3-24. As shown in Table 3-3, the study area freeway segments and merge/diverge ramp junctions analyzed for this study are currently operating at an acceptable LOS (i.e., LOS D or better) during the peak hours for Existing (2020) traffic conditions. Existing (2020) freeway facility analysis worksheets are provided in Appendix 3.5.

It should be noted that although the I-215 Freeway is found to operate at an acceptable LOS based on the HCS analysis, field observations indicate constrained flow conditions during the peak hours in the northbound direction. According to the Caltrans PeMS data, the I-215 Freeway Northbound experiences speeds as low as 25 miles per hour during the morning and evening peak hours. The freeway is slow moving, therefore, fewer vehicles are being captured and reflected in the PeMS data. The LOS for the I-215 Freeway mainline analyses is based on the PeMS data and HCS software. Due to limitations of the software, such as limiting the speed limit input to no lower than 45 miles per hour, HCS is unable to replicate constrained flow conditions. As a result, the LOS is reported as acceptable although the freeway is considered at capacity during the peak hours for the freeway segments and ramp junctions, as observed in the field, at the following freeway facilities:

- I-215 Freeway Northbound, North of Harley Knox Boulevard (#14) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Harley Knox Boulevard to Ramona Expressway (#17) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Ramona Expressway to Placentia Avenue (#20) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Placentia Avenue to Nuevo Road (#23) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, South of Nuevo Road (#26) – LOS F AM and PM peak hours

For the purposes of this analysis, the applicable locations have been identified with LOS F operations and denoted with a footnote in the analysis summary tables.

TABLE 3-2: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR EXISTING (2020) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
I-215 Southbound Ramps & Harley Knox Bl.	SBL/T	1,330	290 ²	315 ²	Yes	Yes
	SBR	270	39	43	Yes	Yes
I-215 Southbound Ramps & Ramona Exwy.	SBL	530	314	583 ^{2,3}	Yes	Yes
	SBL/T	1,100	315	584 ²	Yes	Yes
	SBR	530	120	52	Yes	Yes
I-215 Southbound Ramps & Placentia Av.	SBL		Future Interchange			
	SBL/T					
	SBR					
I-215 Southbound Ramps & Nuevo Rd.	SBL	550	106	189	Yes	Yes
	SBL/T	1,010	108	191	Yes	Yes
	SBR	330	35	25	Yes	Yes
I-215 Northbound Ramps & Harley Knox Bl.	NBL/T	1,120	20	16	Yes	Yes
	NBR	265	24	48	Yes	Yes
I-215 Northbound Ramps & Ramona Exwy.	NBL	520	131	147	Yes	Yes
	NBL/T	1,120	134	149	Yes	Yes
	NBR	520	462 ²	382 ²	Yes	Yes
I-215 Northbound Ramps & Placentia Av.	NBL		Future Interchange			
	NBL/T					
	NBR					
I-215 Northbound Ramps & Nuevo Rd.	NBL/T	1,100	241	83	Yes	Yes
	NBR	370	151	132	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

TABLE 3-3: EXISTING (2020) FREEWAY FACILITY ANALYSIS

Freeway	Direction	Mainline Segment	Lanes ¹	Density ²		LOS ³	
				AM	PM	AM	PM
I-215 Freeway	Southbound	North of Harley Knox Bl.	3	19.2	24.8	C	C
		Off-Ramp at Harley Knox Bl.	3	22.1	26.5	C	C
		On-Ramp at Harley Knox Bl.	3	19.1	25.9	B	C
		Harley Knox Bl. to Ramona Exwy.	3	17.0	24.2	B	C
		Off-Ramp at Ramona Exwy.	3	22.0	29.0	C	D
		On-Ramp at Ramona Exwy.	3	17.8	23.4	B	C
		Ramona Exwy. to Placentia Av.	3	16.2	21.9	B	C
		Off-Ramp at Placentia Av.	3	Future Interchange			
		On-Ramp at Placentia Av.	3	Future Interchange			
		Placentia Av. to Nuevo Rd.	3	16.0	21.6	B	C
		Off-Ramp at Nuevo Rd.	3	19.0	24.9	B	C
		On-Ramp at Nuevo Rd.	3	13.7	17.9	B	B
		South of Nuevo Rd.	3	12.7	15.9	B	B

I-215 Freeway	Northbound	North of Harley Knox Bl.	3	-- ⁴	-- ⁴	F	F	
		On-Ramp at Harley Knox Bl.	3	21.8	23.5	C	C	
		Off-Ramp at Harley Knox Bl.	3	17.1	20.3	B	C	
		Harley Knox Bl. to Ramona Exwy.	3	-- ⁴	-- ⁴	F	F	
		On-Ramp at Ramona Exwy.	3	15.9	20.6	B	C	
		Off-Ramp at Ramona Exwy.	3	17.1	22.3	B	C	
		Ramona Exwy. to Placentia Av.	3	-- ⁴	-- ⁴	F	F	
		On-Ramp at Placentia Av.	3	Future Interchange				
		Off-Ramp at Placentia Av.	3	Future Interchange				
		Placentia Av. to Nuevo Rd.	3	-- ⁴	-- ⁴	F	F	
		On-Ramp at Nuevo Rd.	3	14.5	19.5	B	B	
		Off-Ramp at Nuevo Rd.	3	21.9	23.4	C	C	
		South of Nuevo Rd.	3	-- ⁴	-- ⁴	F	F	

BOLD = LOS does not meet Caltrans requirements (i.e., unacceptable LOS or LOS E/F).

¹ Number of lanes are in the specified direction and is based on existing conditions.

² Density is measured by passenger cars per mile per lane (pc/mi/ln).

³ LOS = Level of Service

⁴ Analysis with constrained flow results in acceptable LOS, however, field observations indicate congestion during the peak hour. As such, the freeway is considered at capacity.

EXHIBIT 3-24: EXISTING (2020) FREEWAY MAINLINE VOLUMES



LEGEND:
 ← 100/200 = AM/PM PEAK HOUR VOLUMES
 NOTE: VOLUMES IN ACTUAL VEHICLES (NOT PCE)



3.12 RECOMMENDED IMPROVEMENTS

Improvement strategies have been recommended at intersections and freeway facilities that have been identified as deficient under Existing (2020) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better).

3.12.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Table 3-3 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under Existing (2020) traffic conditions. The following improvements are recommended to improve the Existing (2020) deficiencies back to acceptable levels. Intersection analysis worksheets for Existing (2020) traffic conditions, with improvements, are provided in Appendix 3.6.

Redlands Avenue & Rider Street (#32) – The following improvement is necessary to improve the existing deficiency to acceptable levels:

- Install a traffic signal.

Evans Road & Orange Avenue (#41) – The following improvements are necessary to improve the existing deficiency to acceptable levels:

- Add a 2nd northbound through lane.
- Restripe the southbound approach to provide one left turn lane, one through lane, and one shared through-right turn lane.
- Add a 2nd eastbound through lane.
- Add a 2nd westbound through lane.

Menifee Road & Watson Road (#57) – The following improvements are necessary to improve the existing deficiency to acceptable levels:

- Install a traffic signal.
- Add a northbound left turn lane.
- Add a southbound left turn lane.
- Add an eastbound left turn lane.
- Add a westbound left turn lane.

Menifee Road & Ethanac Road (SR-74) (#58) – The following improvements are necessary to improve the existing deficiency to acceptable levels:

- Add a southbound left turn lane.
- Modify the traffic signal to protect the northbound and southbound left turns.

TABLE 3-4: INTERSECTION ANALYSIS FOR EXISTING (2020) CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
32	Redlands Av. & Rider St.																	
	- Without Improvements	AWS	1	0	1	0	0	0	0	1	1	1	2	0	>100.0	29.7	F	D
	- With Improvements	<u>TS</u>	1	0	1	0	0	0	0	1	1	1	2	0	13.6	7.8	B	A
41	Evans Rd. & Orange Av.																	
	- Without Improvements	TS	1	1	1	1	1	1	1	1	0	1	1	0	71.1	20.4	E	C
	- With Improvements	TS	1	<u>2</u>	1	1	<u>2</u>	<u>0</u>	1	<u>2</u>	0	1	<u>2</u>	0	45.9	19.4	D	B
57	Menifee Rd. & Watson Rd.																	
	- Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	>100.0	45.7	F	E
	- With Improvements	<u>TS</u>	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	15.5	13.6	B	B
58	Menifee Rd. & Ethanac Rd. (SR-74)																	
	- Without Improvements	TS	0	1	1	0	1	0	1	2	0	1	2	0	59.0	36.7	E	D
	- With Improvements ⁴	TS	1	1	1	<u>1</u>	1	0	1	2	0	1	2	0	29.9	26.6	C	C
65	Bridge St. & Ramona Exwy.																	
	- Without Improvements	CSS	0	0	0	0	1	0	1	1	0	0	1	0	23.2	35.6	C	E
	- With Improvements	<u>TS</u>	0	0	0	0	1	0	1	1	0	0	1	0	11.4	3.0	B	A
67	Sanderson Av. (SR-79) & Ramona Exwy.																	
	- Without Improvements	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	131.1	131.2	F	F
	- With Improvements	TS	2	<u>3</u>	1>	2	<u>3</u>	<u>1>></u>	2	<u>3</u>	1>	2	<u>3</u>	1>	30.8	26.3	C	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; >> = Free-Right Turn Lane; 1 = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-street Stop; AWS = All-way Stop; TS = Traffic Signal; TS = Improvements

⁴ Improvement includes modifying the traffic signal to protect the northbound and southbound left turns.

Bridge Street & Ramona Expressway (#65) – The following improvements are necessary to improve the existing deficiency to acceptable levels:

- Install a traffic signal.

Sanderson Avenue (SR-79) & Ramona Expressway (#67) – The following improvements are necessary to improve the existing deficiency to acceptable levels:

- Add a 3rd northbound through lane.
- Add a 3rd southbound through lane.
- Add a southbound free right turn lane.
- Add a 3rd eastbound through lane.
- Add a 3rd westbound through lane.

3.12.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 3-2, there are currently no peak hour queuing issues at the I-215 Freeway and Harley Knox Boulevard, Ramona Expressway, and Nuevo Road interchanges for Existing (2020) traffic conditions. As such, no improvements have been recommended.

3.12.3 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON FREEWAY FACILITIES

The Project Study Report/Project Development Support in Riverside County on I-215 and SR-60 between Nuevo Road (I-215) & I-215/SR-60 Junction and Box Springs Road (I-215) & Day Street (SR-60), also known as the I-215 North Project, includes the construction of an high-occupancy vehicle (HOV) lane in each direction of the I-215 Freeway between Nuevo Road and Box Springs Road within the existing median. (15) (16)

At this time, the I-215 North Project has no anticipated start or completion date. As such, no improvements have been recommended to address the Existing deficiencies on the SHS, because the improvement to the I-215 Freeway is assumed to be a long-range improvement. As such, no improvements have been recommended to address existing deficiencies on the study area freeway facilities.

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project's trip assignment onto the study area roadway network. The Project is proposing to amend the Specific Plan with a mix of industrial and commercial uses, as described below and shown previously in Table 1-1:

- Without MCP/Proposed Project: 8,476,776 square feet of light industrial uses, 1,069,398 square feet of business park uses, and 121,968 square feet of commercial retail uses
- With MCP/Alternative Project: 8,476,776 square feet of light industrial uses, 936,540 square feet of business park uses, 126,542 square feet of commercial retail uses

The maximum allowable square footage, as permitted by the Specific Plan, will be evaluated for each of the land use designations for the purposes of the TIA.

The RCTC is currently planning the construction of the MCP, a regional, grade-separated transportation facility between the I-215 Freeway (at Placentia Avenue) and SR-79. The MCP is a long-range transportation improvement as RCTC has not yet identified or secured funding of the MCP and the future proposed interchanges. As such, timing of the future MCP is currently unknown.

A portion of the MCP and future interchange is planned in the northwestern portion of the site, which would affect the development proposed within Planning Areas 6, 7, and 8A of the proposed Project. In order to accommodate both the potential for the future construction of the MCP while also providing for development of the site in the event that the MCP is not constructed as currently planned, two land use concept plans have been developed for the site (Without and With MCP).

The anticipated Project opening year is 2030. Vehicular and truck traffic access will be provided to Ramona Expressway and Nuevo Road via Antelope Road. Regional access to the Project site is available from the I-215 Freeway via the Harley Knox Boulevard, Ramona Expressway, Placentia Avenue, and Nuevo Road interchanges and SR-79 via Ramona Expressway. For the purposes of this analysis, the land use plan for the Proposed Project land use plan has been evaluated for EAP and EAPC traffic conditions, as the Project would not build within the MCP alignment until such time it was certain that the MCP would not be developed. The EAP and EAPC traffic conditions assumes the existing roadway network (no MCP alignment is assumed to be in place). For Horizon Year (2040) traffic conditions, the operations analysis has been conducted for both Without MCP and With MCP roadway network. The Without MCP conditions evaluates buildout of the Proposed Project land use plan with development within the MCP alignment, whereas the With MCP conditions evaluates buildout of the Alternative Project land use plan (without development within the MCP alignment).

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. Trip generation rates (in Actual Vehicles and PCE) for the Project are shown in Table 4-1. These estimates are based on the trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, (10th Edition, 2017) and the High Cube Warehouse Trip Generation Study (WSP, January 2019) were used to estimate the trip generation. (3) (4)

For purposes of the Traffic Impact Analysis, the following ITE land use codes and vehicle mixes will be utilized for the light industrial and business park areas:

- ITE land use code 140 (Manufacturing) has been used to derive site specific trip generation estimates for up to 847,678 square feet (10% of the light industrial area). A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. The vehicle mix has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). (17) This study provides the following vehicle mix: AM Peak Hour: 92.0% passenger cars and 8.0% trucks; PM Peak Hour: 93.0% passenger cars and 7.0% trucks; Weekday Daily: 90.0% passenger cars and 10.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 150 (Warehousing) has been used to derive site specific trip generation estimates for up to 427,759 square feet (Proposed Project land use plan) or 374,616 square feet (Alternative Project land use plan) (40% of the business park area). The vehicle mix has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). (17) This study provides the following vehicle mix: AM Peak Hour: 87.0% passenger cars and 13.0% trucks; PM Peak Hour: 85.0% passenger cars and 15.0% trucks; Weekday Daily: 73.0% passenger cars and 27.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 154 (High-Cube Transload and Short-Term Storage Warehouse) has been used to derive site specific trip generation estimates for up to 2,966,872 square feet (35% of the light industrial area). High-cube transload/short-term storage warehouse data regarding the truck percentage and vehicle mix has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). (17) This study provides the following vehicle mix: AM Peak Hour: 80.0% passenger cars and 20.0% trucks; PM Peak Hour: 84.0% passenger cars and 16.0% trucks; Weekday Daily: 84.0% passenger cars and 16.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

TABLE 4-1: PROJECT TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Manufacturing ³	TSF	140	0.477	0.143	0.620	0.208	0.462	0.670	3.930
Passenger Cars (AM-92.0%; PM-93.0%; Daily-90.0%)			0.439	0.131	0.570	0.193	0.430	0.623	3.537
2-Axle Trucks (AM-1.34%; PM-1.17%; Daily-1.67%)			0.006	0.002	0.008	0.002	0.005	0.008	0.066
3-Axle Trucks (AM-1.66%; PM-1.45%; Daily-2.07%)			0.008	0.002	0.010	0.003	0.007	0.010	0.081
4-Axle+ Trucks (AM-5.01%; PM-4.38%; Daily-6.26%)			0.024	0.007	0.031	0.009	0.020	0.029	0.246
Warehousing ³	TSF	150	0.131	0.039	0.170	0.051	0.139	0.190	1.740
Passenger Cars (AM-87.0%; PM-85.0%; Daily-73.0%)			0.114	0.034	0.148	0.044	0.118	0.162	1.270
2-Axle Trucks (AM-2.17%; PM-2.51%; Daily-4.51%)			0.003	0.001	0.004	0.001	0.003	0.005	0.078
3-Axle Trucks (AM-2.69%; PM-3.11%; Daily-5.59%)			0.004	0.001	0.005	0.002	0.004	0.006	0.097
4-Axle+ Trucks (AM-8.14%; PM-9.39%; Daily-16.90%)			0.011	0.003	0.014	0.005	0.013	0.018	0.294
High-Cube Transload and Short-Term Storage Warehouse (Without Cold Storage) ³	TSF	154	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars (AM-80.0%; PM-84.0%; Daily-84.0%)			0.049	0.015	0.064	0.024	0.060	0.084	1.176
2-Axle Trucks (AM-3.34%; PM-2.67%; Daily-2.67%)			0.002	0.001	0.003	0.001	0.002	0.003	0.037
3-Axle Trucks (AM-4.14%; PM-3.31%; Daily-3.31%)			0.003	0.001	0.003	0.001	0.002	0.003	0.046
4-Axle+ Trucks (AM-12.52%; PM-10.02%; Daily-10.02%)			0.008	0.002	0.010	0.003	0.007	0.010	0.140
High-Cube Cold Storage Warehouse (With Cold Storage) ³	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
Passenger Cars (AM-73.0%; PM-77.0%; Daily-65.0%)			0.062	0.018	0.080	0.025	0.067	0.092	1.378
2-Axle Trucks (AM-9.37%; PM-7.98%; Daily-12.15%)			0.008	0.002	0.010	0.003	0.007	0.010	0.257
3-Axle Trucks (AM-2.97%; PM-2.53%; Daily-3.85%)			0.003	0.001	0.003	0.001	0.002	0.003	0.082
4-Axle+ Trucks (AM-14.66%; PM-12.49%; Daily-19.01%)			0.012	0.004	0.016	0.004	0.011	0.015	0.403
High-Cube Fulfillment Center Warehouse ⁴	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+-Axle Trucks			0.008	0.003	0.011	0.003	0.007	0.010	0.217
Industrial Park ³	TSF	130	0.324	0.076	0.400	0.084	0.316	0.400	3.370
Passenger Cars (AM-88.0%; PM-90.0%; Daily-85.0%)			0.285	0.067	0.348	0.076	0.284	0.348	2.865
2-Axle Trucks (AM-2.00%; PM-1.67%; Daily-2.51%)			0.006	0.002	0.009	0.001	0.005	0.009	0.084
3-Axle Trucks (AM-2.48%; PM-2.07%; Daily-3.11%)			0.008	0.002	0.011	0.002	0.007	0.011	0.105
4-Axle+ Trucks (AM-7.51%; PM-6.26%; Daily-9.39%)			0.024	0.006	0.032	0.005	0.020	0.033	0.316
Free-Standing Discount Superstore	TSF	813	1.04	0.81	1.85	2.12	2.21	4.33	50.70
Commercial Retail	TSF	820	0.58	0.36	0.94	1.83	1.98	3.81	37.75

Passenger Car Equivalent (PCE) Trip Generation Rates ⁵									
Manufacturing ³	TSF	140	0.477	0.143	0.620	0.208	0.462	0.670	3.930
	Passenger Cars		0.380	0.113	0.493	0.165	0.368	0.533	3.127
	2-Axle Trucks (PCE = 1.5)		0.010	0.003	0.012	0.004	0.008	0.012	0.098
	3-Axle Trucks (PCE = 2.0)		0.016	0.005	0.021	0.006	0.013	0.019	0.163
	4-Axle+ Trucks (PCE = 3.0)		0.072	0.021	0.093	0.027	0.061	0.088	0.738
Warehousing ³	TSF	150	0.131	0.039	0.170	0.051	0.139	0.190	1.740
	Passenger Cars		0.114	0.034	0.148	0.044	0.118	0.162	1.270
	2-Axle Trucks (PCE = 1.5)		0.004	0.001	0.006	0.002	0.005	0.007	0.118
	3-Axle Trucks (PCE = 2.0)		0.007	0.002	0.009	0.003	0.009	0.012	0.194
	4-Axle+ Trucks (PCE = 3.0)		0.032	0.010	0.042	0.014	0.039	0.054	0.882
High-Cube Transload and Short-Term Storage Warehouse (Without Cold Storage) ³	TSF	154	0.062	0.018	0.080	0.028	0.072	0.100	1.400
	Passenger Cars		0.049	0.015	0.064	0.024	0.060	0.084	1.176
	2-Axle Trucks (PCE = 1.5)		0.003	0.001	0.004	0.001	0.003	0.004	0.056
	3-Axle Trucks (PCE = 2.0)		0.005	0.002	0.007	0.002	0.005	0.007	0.093
	4-Axle+ Trucks (PCE = 3.0)		0.023	0.007	0.030	0.008	0.022	0.030	0.421
High-Cube Cold Storage Warehouse (With Cold Storage) ³	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
	Passenger Cars		0.062	0.018	0.080	0.025	0.067	0.092	1.378
	2-Axle Trucks (PCE = 1.5)		0.012	0.004	0.015	0.004	0.010	0.014	0.386
	3-Axle Trucks (PCE = 2.0)		0.005	0.002	0.007	0.002	0.004	0.006	0.163
	4-Axle+ Trucks (PCE = 3.0)		0.037	0.011	0.048	0.012	0.033	0.045	1.209
High-Cube Fulfillment Center Warehouse ⁴	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
	Passenger Cars		0.079	0.024	0.103	0.040	0.104	0.144	1.750
	2-4 Axle Trucks (PCE = 2.0)		0.012	0.004	0.016	0.006	0.016	0.022	0.324
	5+-Axle Trucks (PCE = 3.0)		0.025	0.008	0.033	0.008	0.022	0.030	0.651
	Industrial Park ³	TSF	130	0.324	0.076	0.400	0.084	0.316	0.400
Passenger Cars		0.285	0.067	0.352	0.076	0.284	0.360	2.865	
2-Axle Trucks (PCE = 1.5)		0.010	0.002	0.012	0.002	0.008	0.010	0.127	
3-Axle Trucks (PCE = 2.0)		0.016	0.004	0.020	0.003	0.013	0.017	0.209	
4-Axle+ Trucks (PCE = 3.0)		0.073	0.017	0.090	0.016	0.059	0.075	0.949	

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² TSF = thousand square feet

³ Vehicle Mix Source: ITE Trip Generation Handbook Supplement (2020), Appendix C.

Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

⁴ Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

Inbound and outbound split source: ITE Trip Generation Manual, Tenth Edition (2017) for ITE Land Use Code 154.

⁵ PCE factors: 2-axle = 1.5; 3-axle = 2.0; 4+-axle = 3.0.

- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 1,695,355 square feet (20% of the light industrial area). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). (17) This study provides the following vehicle mix: AM Peak Hour: 73.0% passenger cars and 27.0% trucks; PM Peak Hour: 77.0% passenger cars and 23.0% trucks; Weekday Daily: 65.0% passenger cars and 35.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.
- High-Cube Fulfillment Center Warehouse has been used to derive site specific trip generation estimates for up to 2,966,872 square feet. The ITE Trip Generation Manual Supplement (February 2020) has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate appears to be unreliable because they are based on limited data (i.e., one to two surveyed sites). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time. Lastly, the ITE Trip Generation Handbook recommends the use of local data sources where available. (18) As such, the best available source for high-cube fulfillment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update in the County of Riverside. (4) The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual for Land Use Code 154 have been utilized.
- Based on the types of uses anticipated to be developed within the business park area, the trip generation rates for ITE land use code 130 (Industrial Park) have been used to derive site specific trip generation estimates for up to 641,639 square feet (Proposed Project land use plan) or 561,924 square feet (Alternative Project land use plan) (60% of the business park area). The vehicle mix has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). (17) This study provides the following vehicle mix: AM Peak Hour: 88.0% passenger cars and 12.0% trucks; PM Peak Hour: 90.0% passenger cars and 10.0% trucks; Weekday Daily: 85.0% passenger cars and 15.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

The following ITE land use codes will be utilized in order to calculate a conservative trip generation for the commercial retail area:

- Free-Standing Discount Superstore (ITE Land Use Code 813) for up to 100,000 square feet of the commercial retail area.
- Shopping Center (ITE Land Use Code 820) for up to 21,968 square feet (Proposed Project land use plan) or 26,542 square feet (Alternative Project land use plan).

PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+ axles). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

As the project is proposed to include shopping center, gas station, and other complementary uses, pass-by percentages have been obtained from the ITE Trip Generation Handbook (3rd Edition, 2017). (18)

The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project in actual vehicles and PCE for Without MCP conditions are shown in Table 4-2 and Table 4-3, respectively. The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project in actual vehicles and PCE for With MCP conditions are shown in Table 4-4 and Table 4-5, respectively. The proposed Project is anticipated to generate the following:

- Without MCP/Proposed Project: 23,894 vehicle trip-ends per day with 1,720 AM peak hour trips and 2,212 PM peak hour trips (of which 3,916 trip-ends per day are associated with trucks with 236 AM peak hour truck trips and 234 PM peak hour truck trips) (see Table 4-2)
- With MCP/Alternative Project: 23,624 vehicle trip-ends per day with 1,681 AM peak hour trips and 2,180 PM peak hour trips (of which 3,850 trip-ends per day are associated with trucks with 231 AM peak hour truck trips and 230 PM peak hour truck trips) (see Table 4-4)

The operations analyses for the purposes of this TIA utilize the PCE trip generation consistent with the County’s guidelines and other traffic studies prepared in the County of Riverside.

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. In addition, truck routes for neighboring agencies have been taken into consideration in the development of the trip distribution patterns for heavy trucks. Specifically, the City of Perris prohibits truck traffic along Ramona Expressway to access the I-215 Freeway. As such, Project truck traffic has been limited to utilize only the portion of Ramona Expressway within the City of Perris to access Redlands Avenue. Redlands Avenue is the closest available truck route to provide truck access to the north and south from Ramona Expressway. Passenger car trip distribution patterns for both near-term and long-range (With MCP) traffic conditions have been developed based on a select zone run of the traffic analysis zone (TAZ) containing the Project from the Riverside Transportation Analysis Model (RivTAM).

TABLE 4-2: PROJECT (WITHOUT MID-COUNTY PARKWAY) TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Cold Storage (20% - LI)	1,695.355	TSF							
Passenger Cars:			105	31	136	42	114	156	2,336
Truck Trips:									
2-axle:			13	4	17	4	12	16	438
3-axle:			4	1	5	1	4	5	138
4+-axle:			21	6	27	7	19	26	684
- Truck Trips			38	11	49	12	35	47	1,260
SUBTOTAL TRIPS (Actual)²			143	42	185	54	149	203	3,596
High-Cube Fulfillment (35% - LI)	2,966.872	TSF							
Passenger Cars:			235	70	305	120	308	428	5,192
Truck Trips:									
2-4 axle:			18	5	23	9	23	32	482
5+-axle:			25	8	33	8	21	29	644
- Truck Trips			43	13	56	17	44	61	1,126
TOTAL TRIPS (Actual)²			278	83	361	137	352	489	6,318
High-Cube Warehouse (35% - LI)	2,966.872	TSF							
Passenger Cars:			146	44	190	70	179	249	3,490
Truck Trips:									
2-axle:			6	2	8	2	6	8	112
3-axle:			8	2	10	3	7	10	138
4+-axle:			23	7	30	8	21	30	416
- Truck Trips			37	11	48	13	34	48	666
SUBTOTAL TRIPS (Actual)²			183	55	238	83	213	297	4,156
Manufacturing (10% - LI)	847.678	TSF							
Passenger Cars:			372	111	484	164	364	528	2,998
Truck Trips:									
2-axle:			5	2	7	2	5	7	56
3-axle:			7	2	9	3	6	8	70
4+-axle:			20	6	26	8	17	25	210
- Truck Trips			32	10	42	13	28	40	336
SUBTOTAL TRIPS (Actual)²			404	121	526	177	392	568	3,334
Warehouse (40% - BP)	427.759	TSF							
Passenger Cars:			49	15	63	19	50	69	544
Truck Trips:									
2-axle:			1	0	2	1	1	2	34
3-axle:			2	0	2	1	2	3	42
4+-axle:			5	1	6	2	6	8	126
- Truck Trips			8	1	10	4	9	13	202
SUBTOTAL TRIPS (Actual)²			57	16	73	23	59	82	746
Industrial Park (60% - BP)	641.639	TSF							
Passenger Cars:			183	43	226	49	182	231	1,838
Truck Trips:									
2-axle:			4	1	5	1	3	4	54
3-axle:			5	1	6	1	4	5	68
4+-axle:			16	4	20	3	13	16	204
- Truck Trips			25	6	31	5	20	25	326
SUBTOTAL TRIPS (Actual)²			208	49	257	54	202	256	2,164
Free-Standing Discount Superstore	100.000	TSF	104	81	185	212	221	433	5,070
Pass-by Reduction (PM/Daily = 29%)			0	0	0	-61	-61	-123	-1,470
SUBTOTAL TRIPS (Actual)²			104	81	185	151	160	310	3,600
Commercial Retail	21.968	TSF	13	8	21	40	44	84	830
Pass-by Reduction (PM/Daily = 34%)			0	0	0	-14	-14	-27	-284
SUBTOTAL TRIPS (Actual)²			13	8	21	26	30	57	546
SUBTOTAL (COMMERCIAL USES ONLY) TRIPS (Actual)²			117	89	206	177	190	367	4,146
Internal Capture (NCHRP Tool)			-63	-63	-126	-25	-25	-50	-566
Passenger Cars (Industrial)			1,027	251	1,278	439	1,172	1,611	15,832
Passenger Cars (Commercial)			117	89	206	177	190	367	4,146
Trucks (Industrial)			183	52	236	64	170	234	3,916
TOTAL TRIPS (Actual)²			1,327	392	1,720	680	1,532	2,212	23,894

¹ TSF = thousand square feet

² TOTAL TRIPS = Passenger Cars + Truck Trips.

TABLE 4-3: PROJECT (WITHOUT MID-COUNTY PARKWAY) TRIP GENERATION SUMMARY (PASSENGER CAR EQUIVALENT)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Cold Storage (20% - LI)	1,695.355	TSF							
Passenger Cars:			105	31	136	42	114	156	2,336
Truck Trips:									
2-axle:			20	6	26	7	18	24	656
3-axle:			9	3	11	3	8	10	278
4+-axle:			63	19	82	21	56	76	2,050
- Truck Trips			92	28	120	31	82	113	2,984
SUBTOTAL TRIPS (PCE)²			197	59	256	73	196	269	5,320
High-Cube Fulfillment (35% - LI)	2,966.872	TSF							
Passenger Cars:			235	70	305	120	308	428	5,192
Truck Trips:									
2-4 axle:			37	11	47	18	47	65	962
5+-axle:			75	23	98	25	64	89	1,932
- Truck Trips			112	34	145	43	111	154	2,894
SUBTOTAL TRIPS (PCE)²			347	104	450	163	419	582	8,086
High-Cube Warehouse (35% - LI)	2,966.872	TSF							
Passenger Cars:			146	44	190	70	179	249	3,490
Truck Trips:									
2-axle:			9	3	12	3	9	12	166
3-axle:			15	5	20	6	14	20	276
4+-axle:			69	21	89	25	64	89	1,248
- Truck Trips			93	29	121	34	87	121	1,690
SUBTOTAL TRIPS (PCE)²			239	73	311	104	266	370	5,180
Manufacturing (10% - LI)	847.678	TSF							
Passenger Cars:			372	111	484	164	364	528	2,998
Truck Trips:									
2-axle:			8	2	11	3	7	10	84
3-axle:			13	4	17	5	11	16	138
4+-axle:			61	18	79	23	52	75	626
- Truck Trips			82	24	107	31	70	101	848
SUBTOTAL TRIPS (PCE)²			454	135	591	195	434	629	3,846
Warehousing (40% - BP)	427.759	TSF							
Passenger Cars:			49	15	63	19	50	69	544
Truck Trips:									
2-axle:			2	1	2	1	2	3	50
3-axle:			3	1	4	1	4	5	84
4+-axle:			14	4	18	6	17	23	378
- Truck Trips			19	6	24	8	23	31	512
SUBTOTAL TRIPS (PCE)²			68	21	87	27	73	100	1,056
Industrial Park (60% - BP)	641.639	TSF							
Passenger Cars:			183	43	226	49	182	231	1,838
Truck Trips:									
2-axle:			6	1	8	1	5	6	82
3-axle:			10	2	13	2	8	11	134
4+-axle:			47	11	58	10	38	48	610
- Truck Trips			63	14	79	13	51	65	826
SUBTOTAL TRIPS (PCE)²			246	57	305	62	233	296	2,664
Free-Standing Discount Superstore	100.000	TSF	104	81	185	212	221	433	5,070
Pass-by Reduction (PM/Daily = 29%)			0	0	0	-61	-61	-123	-1,470
SUBTOTAL TRIPS (PCE)²			104	81	185	151	160	310	3,600
Commercial Retail	21.968	TSF	13	8	21	40	44	84	830
Pass-by Reduction (PM/Daily = 34%)			0	0	0	-14	-14	-27	-284
SUBTOTAL TRIPS (PCE)²			13	8	21	26	30	57	546
SUBTOTAL (COMMERCIAL USES ONLY) TRIPS (Actual)²			117	89	206	177	190	367	4,146
Internal Capture (NCHRP Tool)			-63	-63	-126	-25	-25	-50	-566
Passenger Cars (Industrial)			1,027	251	1,278	439	1,172	1,611	15,832
Passenger Cars (Commercial)			117	89	206	177	190	367	4,146
Trucks (Industrial) (PCE)			461	135	596	160	424	585	9,754
TOTAL TRIPS (PCE)²			1,605	475	2,080	776	1,786	2,563	29,732

¹ TSF = thousand square feet

² TOTAL TRIPS = Passenger Cars + Truck Trips.

TABLE 4-4: PROJECT (WITH MID-COUNTY PARKWAY) TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Cold Storage (20% - LI)	1,695.355	TSF							
Passenger Cars:			105	31	136	42	114	156	2,336
Truck Trips:									
2-axle:			13	4	17	4	12	16	438
3-axle:			4	1	5	1	4	5	138
4+-axle:			21	6	27	7	19	26	684
- Truck Trips			38	11	49	12	35	47	1,260
SUBTOTAL TRIPS (Actual)²			143	42	185	54	149	203	3,596
High-Cube Fulfillment (35% - LI)	2,966.872	TSF							
Passenger Cars:			235	70	305	120	308	428	5,192
Truck Trips:									
2-4 axle:			18	5	23	9	23	32	482
5+-axle:			25	8	33	8	21	29	644
- Truck Trips			43	13	56	17	44	61	1,126
TOTAL TRIPS (Actual)²			278	83	361	137	352	489	6,318
High-Cube Warehouse (35% - LI)	2,966.872	TSF							
Passenger Cars:			146	44	190	70	179	249	3,490
Truck Trips:									
2-axle:			6	2	8	2	6	8	112
3-axle:			8	2	10	3	7	10	138
4+-axle:			23	7	30	8	21	30	416
- Truck Trips			37	11	48	13	34	48	666
SUBTOTAL TRIPS (Actual)²			183	55	238	83	213	297	4,156
Manufacturing (10% - LI)	847.678	TSF							
Passenger Cars:			372	111	484	164	364	528	2,998
Truck Trips:									
2-axle:			5	2	7	2	5	7	56
3-axle:			7	2	9	3	6	8	70
4+-axle:			20	6	26	8	17	25	210
- Truck Trips			32	10	42	13	28	40	336
SUBTOTAL TRIPS (Actual)²			404	121	526	177	392	568	3,334
Warehouse (40% - BP)	374.616	TSF							
Passenger Cars:			43	13	55	16	44	61	476
Truck Trips:									
2-axle:			1	0	1	0	1	2	30
3-axle:			1	0	2	1	2	2	36
4+-axle:			4	1	5	2	5	7	110
- Truck Trips			6	1	8	3	8	11	176
SUBTOTAL TRIPS (Actual)²			49	14	63	19	52	72	652
Industrial Park (60% - BP)	561.924	TSF							
Passenger Cars:			160	38	198	42	160	202	1,610
Truck Trips:									
2-axle:			4	1	5	1	3	4	48
3-axle:			5	1	6	1	4	5	60
4+-axle:			14	3	17	3	11	14	178
- Truck Trips			23	5	28	5	18	23	286
SUBTOTAL TRIPS (Actual)²			183	43	226	47	178	225	1,896
Free-Standing Discount Superstore	100.000	TSF	104	81	185	212	221	433	5,070
Pass-by Reduction (PM/Daily = 29%)			0	0	0	-61	-61	-123	-1,470
SUBTOTAL TRIPS (Actual)²			104	81	185	151	160	310	3,600
Commercial Retail	26.542	TSF	15	9	25	49	53	101	1,002
Pass-by Reduction (PM/Daily = 34%)			0	0	0	-17	-17	-33	-342
SUBTOTAL TRIPS (Actual)²			15	9	25	32	36	68	660
SUBTOTAL (COMMERCIAL USES ONLY) TRIPS (Actual)²			119	90	210	183	196	378	4,260
Internal Capture (NCHRP Tool)			-64	-64	-128	-26	-26	-52	-588
Passenger Cars (Industrial)			997	243	1,240	428	1,143	1,572	15,514
Passenger Cars (Commercial)			119	90	210	183	196	378	4,260
Trucks (Industrial)			179	51	231	63	167	230	3,850
TOTAL TRIPS (Actual)²			1,295	384	1,681	674	1,506	2,180	23,624

¹ TSF = thousand square feet

² TOTAL TRIPS = Passenger Cars + Truck Trips.

TABLE 4-5: PROJECT (WITH MID-COUNTY PARKWAY) TRIP GENERATION SUMMARY (PASSENGER CAR EQUIVALENT)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Cold Storage (20% - LI)	1,695.355	TSF							
Passenger Cars:			105	31	136	42	114	156	2,336
Truck Trips:									
2-axle:			20	6	26	7	18	24	656
3-axle:			9	3	11	3	8	10	278
4+-axle:			63	19	82	21	56	76	2,050
- Truck Trips			92	28	120	31	82	113	2,984
SUBTOTAL TRIPS (PCE)²			197	59	256	73	196	269	5,320
High-Cube Fulfillment (35% - LI)	2,966.872	TSF							
Passenger Cars:			235	70	305	120	308	428	5,192
Truck Trips:									
2-4 axle:			37	11	47	18	47	65	962
5+-axle:			75	23	98	25	64	89	1,932
- Truck Trips			112	34	145	43	111	154	2,894
SUBTOTAL TRIPS (PCE)²			347	104	450	163	419	582	8,086
High-Cube Warehouse (35% - LI)	2,966.872	TSF							
Passenger Cars:			146	44	190	70	179	249	3,490
Truck Trips:									
2-axle:			9	3	12	3	9	12	166
3-axle:			15	5	20	6	14	20	276
4+-axle:			69	21	89	25	64	89	1,248
- Truck Trips			93	29	121	34	87	121	1,690
SUBTOTAL TRIPS (PCE)²			239	73	311	104	266	370	5,180
Manufacturing (10% - LI)	847.678	TSF							
Passenger Cars:			372	111	484	164	364	528	2,998
Truck Trips:									
2-axle:			8	2	11	3	7	10	84
3-axle:			13	4	17	5	11	16	138
4+-axle:			61	18	79	23	52	75	626
- Truck Trips			82	24	107	31	70	101	848
SUBTOTAL TRIPS (PCE)²			454	135	591	195	434	629	3,846
Warehousing (40% - BP)	374.616	TSF							
Passenger Cars:			43	13	55	16	44	61	476
Truck Trips:									
2-axle:			2	0	2	1	2	3	44
3-axle:			3	1	3	1	3	4	74
4+-axle:			12	4	16	5	15	20	332
- Truck Trips			17	5	21	7	20	27	450
SUBTOTAL TRIPS (PCE)²			60	18	76	23	64	88	926
Industrial Park (60% - BP)	561.924	TSF							
Passenger Cars:			160	38	198	42	160	202	1,610
Truck Trips:									
2-axle:			5	1	7	1	4	6	72
3-axle:			9	2	11	2	7	9	118
4+-axle:			41	10	51	9	33	42	534
- Truck Trips			55	13	69	12	44	57	724
SUBTOTAL TRIPS (PCE)²			215	51	267	54	204	259	2,334
Free-Standing Discount Superstore	100.000	TSF	104	81	185	212	221	433	5,070
Pass-by Reduction (PM/Daily = 29%)			0	0	0	-61	-61	-123	-1,470
SUBTOTAL TRIPS (PCE)²			104	81	185	151	160	310	3,600
Commercial Retail	26.542	TSF	15	9	25	49	53	101	1,002
Pass-by Reduction (PM/Daily = 34%)			0	0	0	-17	-17	-33	-342
SUBTOTAL TRIPS (PCE)²			15	9	25	32	36	68	660
SUBTOTAL (COMMERCIAL USES ONLY) TRIPS (Actual)²			119	90	210	183	196	378	4,260
Internal Capture (NCHRP Tool)			-64	-64	-128	-26	-26	-52	-588
Passenger Cars (Industrial)			997	243	1,240	428	1,143	1,572	15,514
Passenger Cars (Commercial)			119	90	210	183	196	378	4,260
Trucks (Industrial) (PCE)			451	133	583	158	414	573	9,590
TOTAL TRIPS (PCE)²			1,567	466	2,033	769	1,753	2,523	29,364

¹ TSF = thousand square feet

² TOTAL TRIPS = Passenger Cars + Truck Trips.

As noted previously, the development of the Project is affected by the proposed grade-separated MCP along the existing Placentia Avenue/Ramona Expressway alignment. The MCP is a long-range proposed facility. However, the initial phase of the MCP is underway with the construction of the Placentia Avenue and I-215 Freeway interchange by RCTC in conjunction with Caltrans District 8. The interchange is anticipated to be completed by late 2021, as such, the interchange will be in place by the proposed Project's Opening Year (2030).

Exhibits 4-1 and 4-2 show the Project truck and passenger car trip distribution patterns for near-term traffic conditions (without the MCP). These travel patterns consider the existing infrastructure and the infrastructure that is likely to be in place by the Project's Opening Year of 2030 (including the I-215/Placentia Avenue interchange). However, the MCP is not assumed to be in place for near-term EAP and EAPC traffic conditions. The Project truck trip distribution shown on Exhibit 4-1 is also utilized for long-range Without MCP traffic conditions. 4-3 show the Project passenger car trip distribution patterns for long-range conditions, which includes the extension of Orange Avenue, but also does not include the future MCP.

Exhibits 4-4 and 4-5 show the Project truck and passenger car trip distribution patterns for long-range conditions, with the inclusion of the MCP. These travel patterns assume the completion of the proposed grade-separated facility between the I-215 Freeway and SR-79 (including various interchanges along the proposed alignment), in conjunction with other anticipated long-range circulation improvements, such as the extension of Orange Avenue to the east of the existing terminus.

4.3 MODAL SPLIT

The traffic reducing potential of public transit, walking, or bicycling have not been considered in this TIA. Essentially, the traffic projections are "conservative" in that these alternative travel modes might be able to reduce the forecasted traffic volumes (employee trips only).

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and peak hour intersection turning movement volumes for near-term conditions is shown on Exhibits 4-6 and 4-7, respectively. Project ADT and peak hour intersection turning movement volumes for Long-Range (Without MCP) conditions are shown on Exhibits 4-8 and 4-9, respectively. Project ADT and peak hour intersection turning movement volumes for Long-Range (With MCP) conditions are shown on Exhibits 4-10 and 4-11, respectively.

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EXHIBIT 4-1: PROJECT (NEAR-TERM AND LONG-RANGE TRUCK) TRIP DISTRIBUTION WITHOUT MID-COUNTY PARKWAY

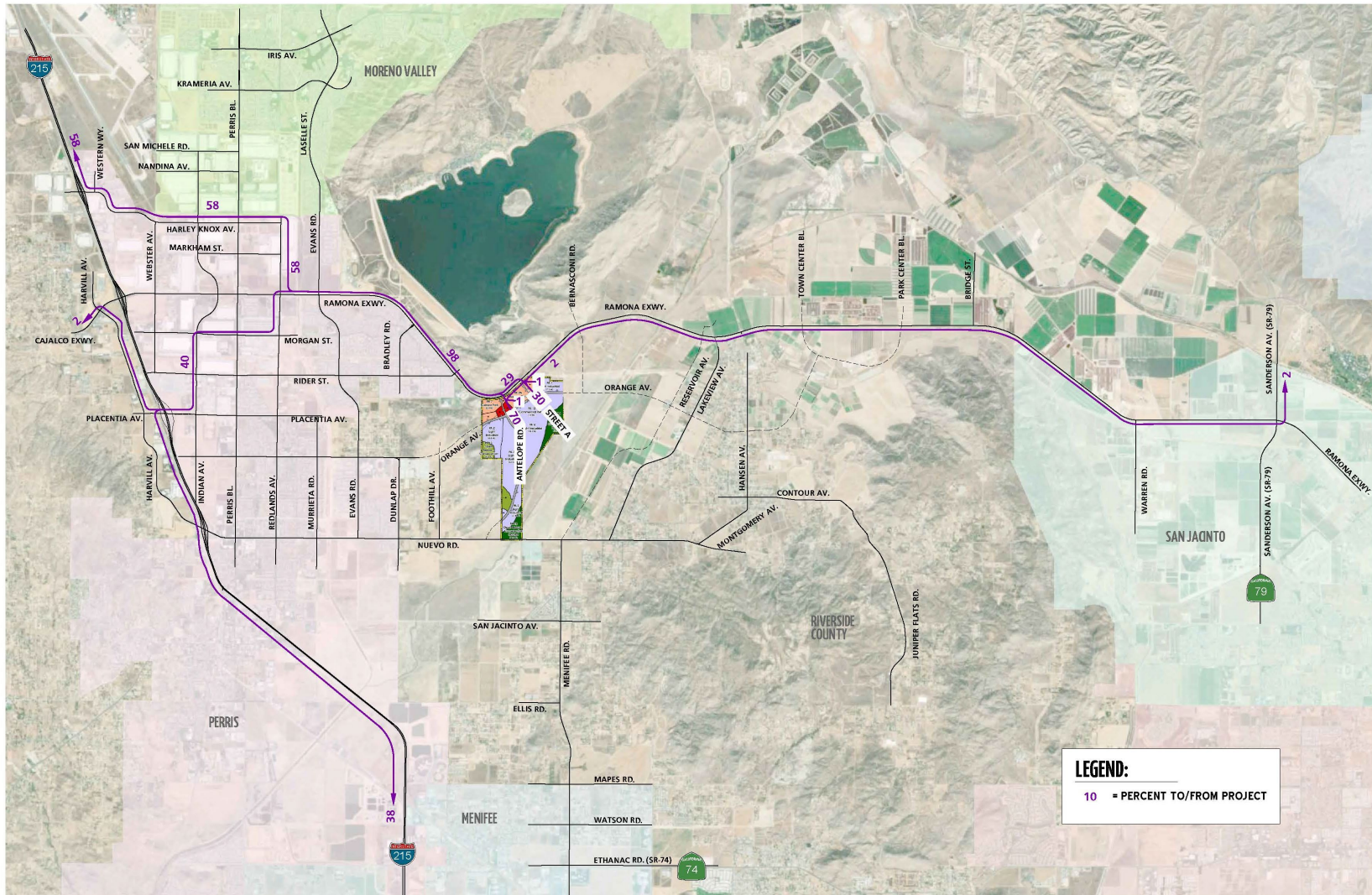


EXHIBIT 4-2: PROJECT (NEAR-TERM PASSENGER CAR) TRIP DISTRIBUTION

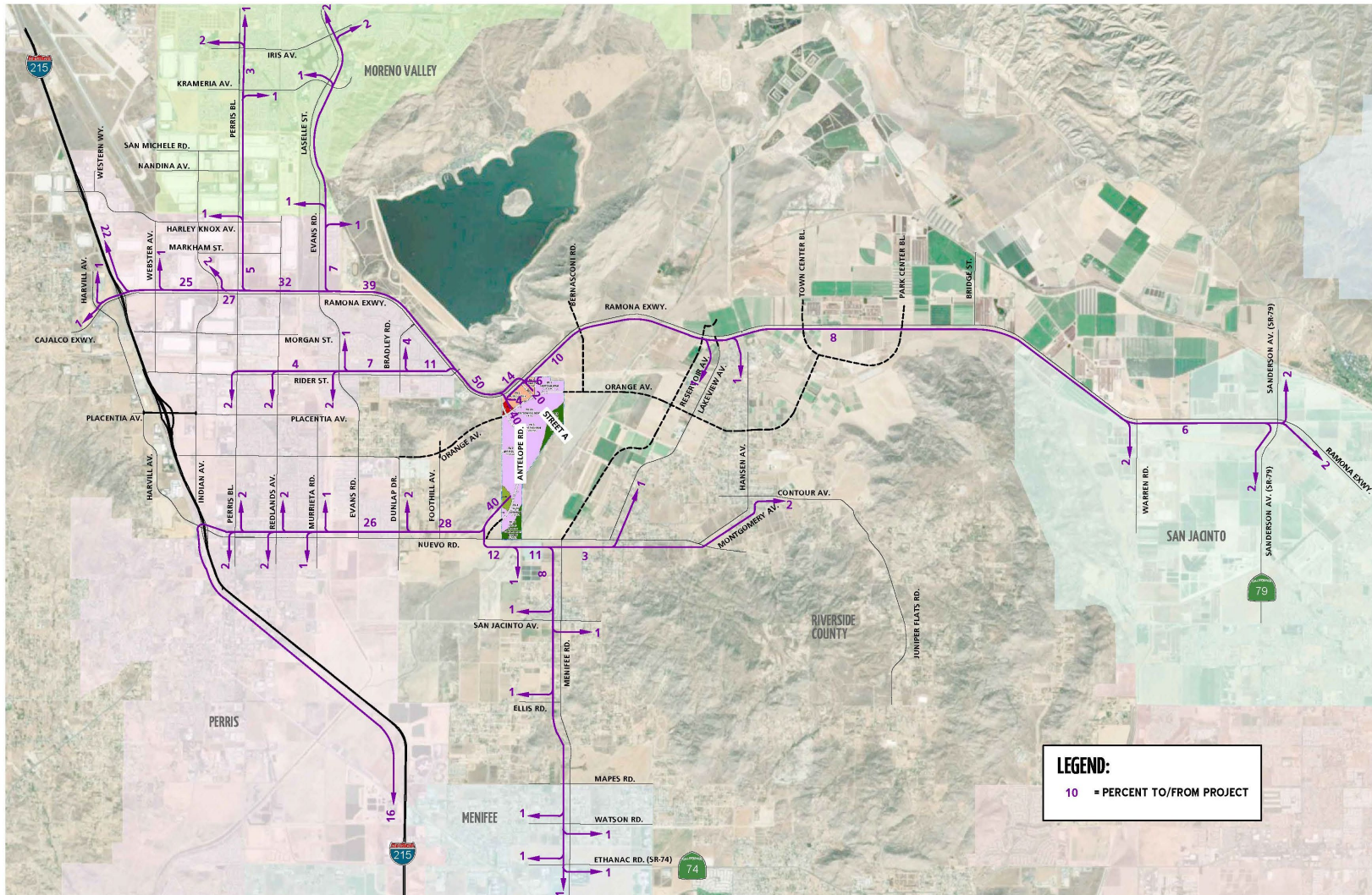


EXHIBIT 4-3: PROJECT (LONG-RANGE PASSENGER CAR) TRIP DISTRIBUTION WITHOUT MID-COUNTY PARKWAY

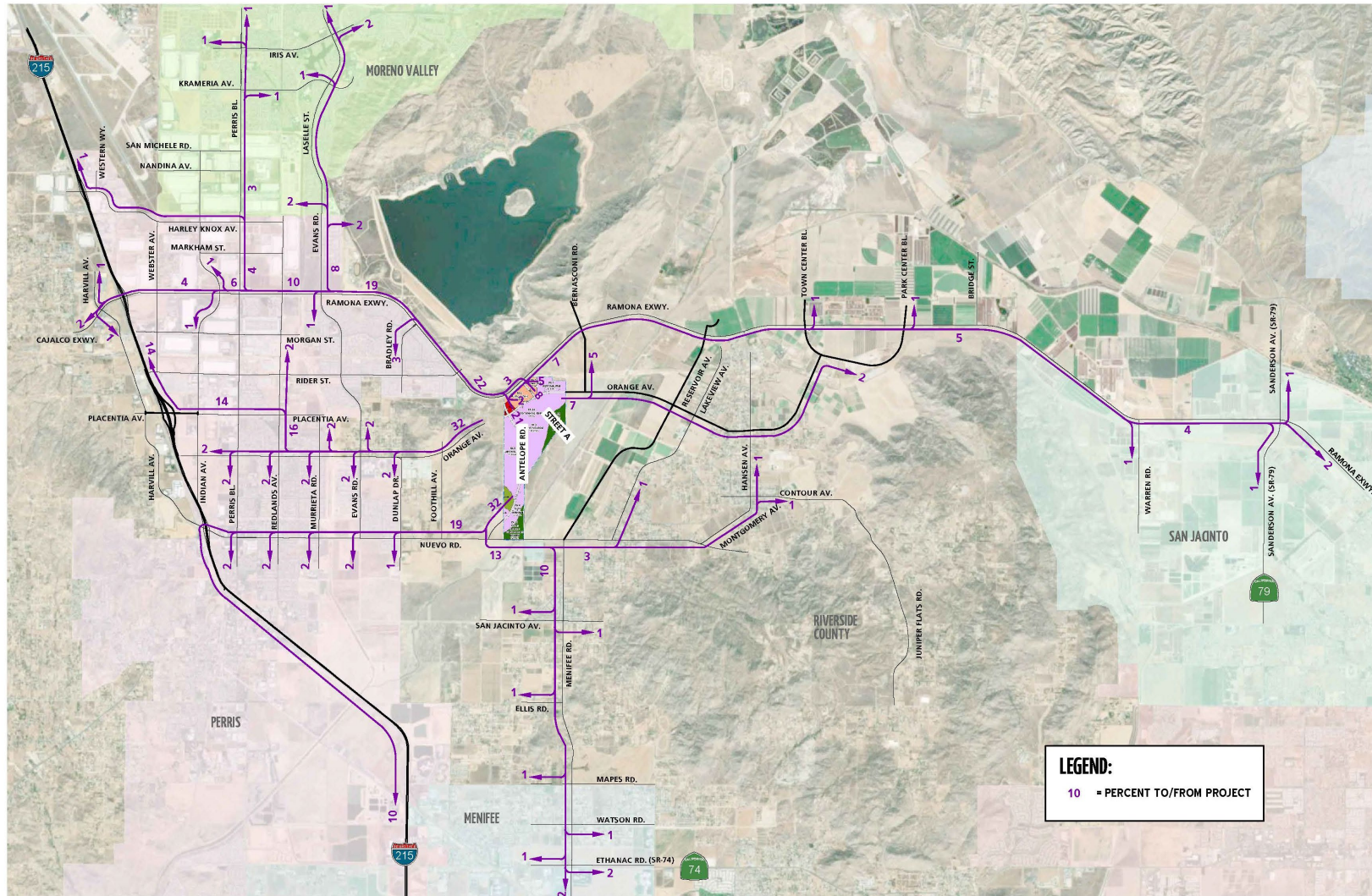


EXHIBIT 4-4: PROJECT (LONG-RANGE TRUCK) TRIP DISTRIBUTION WITH MID-COUNTY PARKWAY

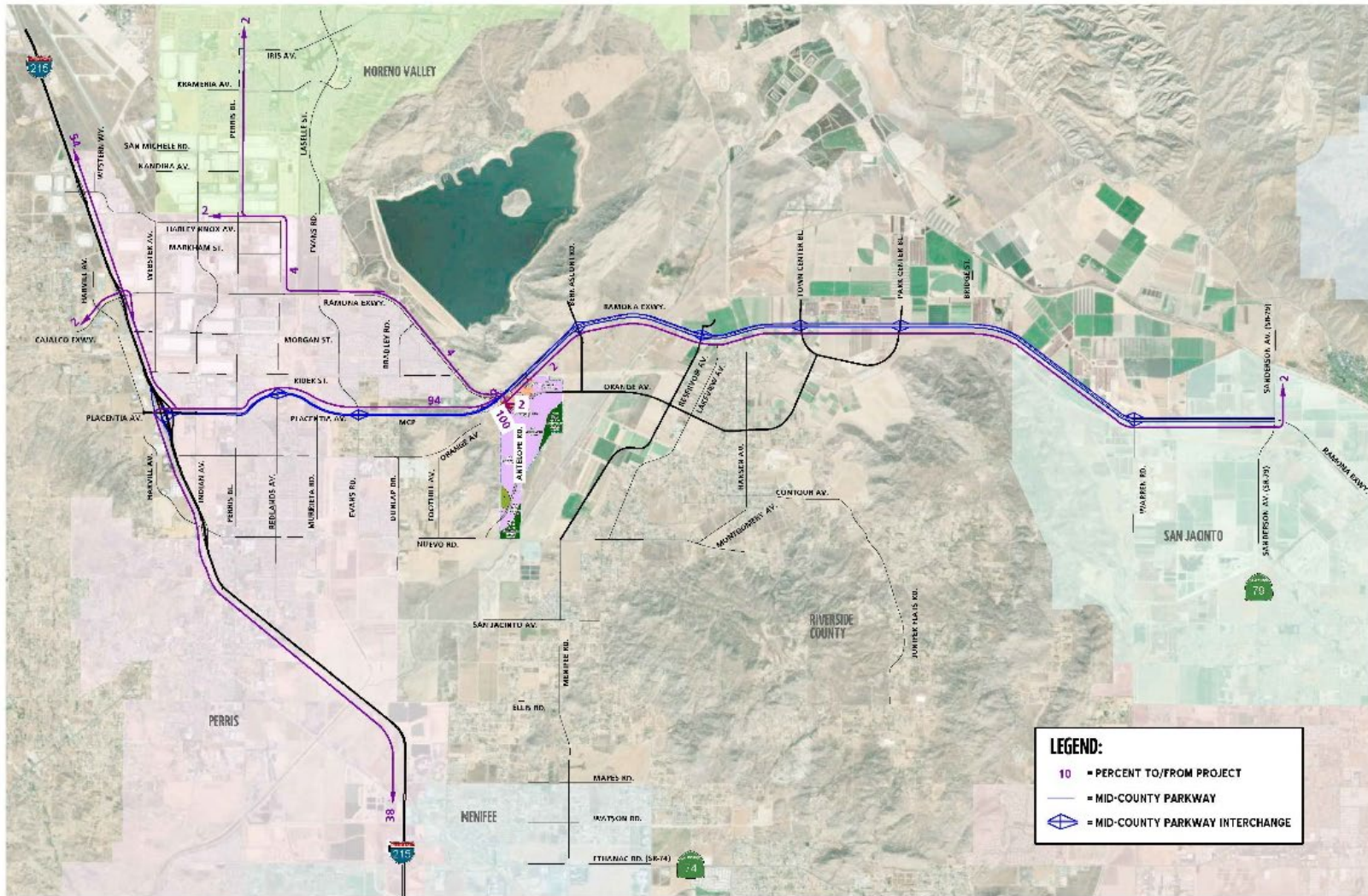


EXHIBIT 4-5: PROJECT (LONG-RANGE PASSENGER CAR) TRIP DISTRIBUTION WITH MID-COUNTY PARKWAY

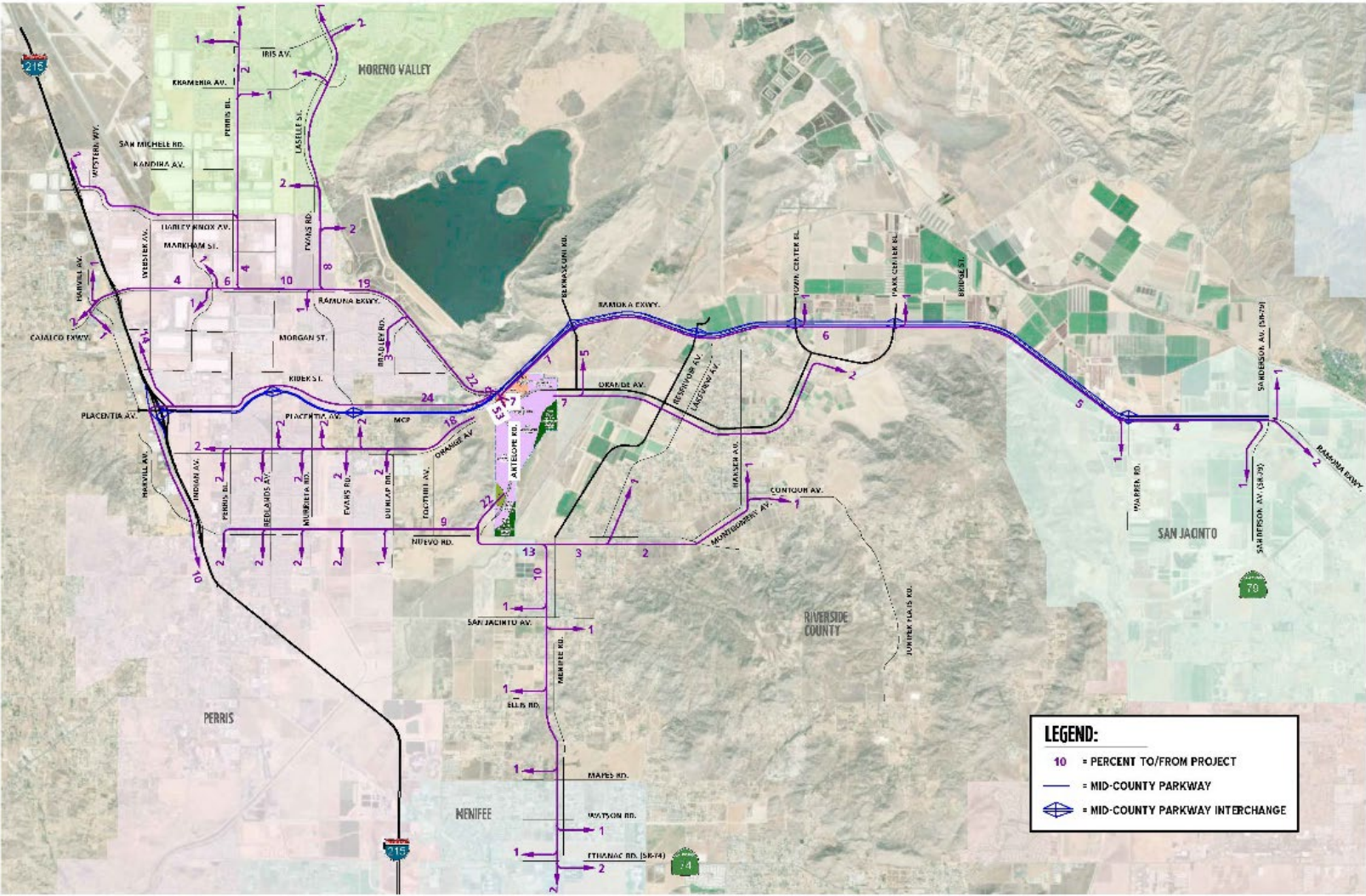


EXHIBIT 4-6: PROJECT ONLY (NEAR-TERM) AVERAGE DAILY TRAFFIC (ADT)

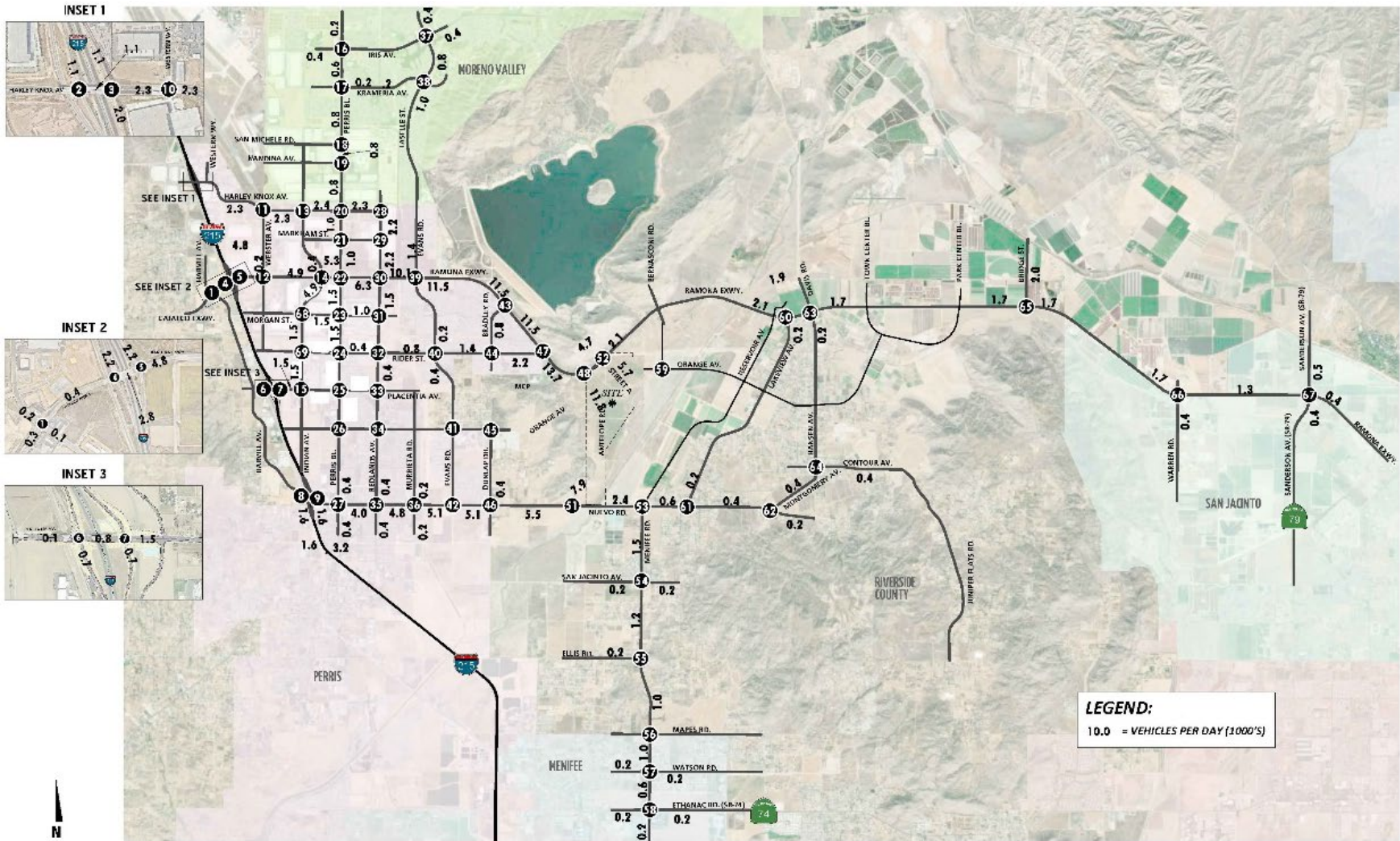


EXHIBIT 4-7: PROJECT ONLY (NEAR-TERM) TRAFFIC VOLUMES

<p>1 Harvill Av. & Cajalco Exwy.</p>	<p>2 I-215 SB Ramps & Harley Knox Bl.</p>	<p>3 I-215 NB Ramps & Harley Knox Bl.</p>	<p>4 I-215 SB Ramps & Ramona Exwy.</p>	<p>5 I-215 NB Ramps & Ramona Exwy.</p>
<p>6 I-215 SB Ramps & Placentia Av.</p>	<p>7 I-215 NB Ramps & Placentia Av.</p>	<p>8 I-215 SB Ramps & Nuevo Rd.</p>	<p>9 I-215 NB Ramps & Nuevo Rd.</p>	<p>10 Western Wy. & Harley Knox Bl.</p>
<p>11 Webster Av. & Harley Knox Bl.</p>	<p>12 Webster Av. & Ramona Exwy.</p>	<p>13 Indian Av. & Harley Knox Bl.</p>	<p>14 Indian Av. & Ramona Exwy.</p>	<p>15 Indian Av. & Placentia Av.</p>
<p>16 Perris Bl. & Iris Av.</p>	<p>17 Perris Bl. & Krameria Av.</p>	<p>18 Perris Bl. & San Michele Rd.</p>	<p>19 Perris Bl. & Nandina Av.</p>	<p>20 Perris Bl. & Harley Knox Bl.</p>
<p>21 Perris Bl. & Markahm St.</p>	<p>22 Perris Bl. & Ramona Exwy.</p>	<p>23 Perris Bl. & Morgan St.</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>	



<p>24 Perris Bl. & Rider St.</p>	<p>25 Perris Bl. & Placentia Av.</p>	<p>26 Perris Bl. & Orange Av.</p>	<p>27 Perris Bl. & Nuevo Rd.</p>	<p>28 Redlands Av. & Harley Knox Bl.</p>
<p>29 Redlands Av. & Markham St.</p>	<p>30 Redlands Av. & Ramona Exwy.</p>	<p>31 Redlands Av. & Morgan St.</p>	<p>32 Redlands Av. & Rider St.</p>	<p>33 Redlands Av. & Placentia Av.</p>
<p>34 Redlands Av. & Orange Av.</p>	<p>35 Redlands Av. & Nuevo Rd.</p>	<p>36 Murrieta Rd. & Nuevo Rd.</p>	<p>37 Lasselle St. & Iris Av.</p>	<p>38 Lasselle St. & Krameria Av.</p>
<p>39 Evans Rd. & Ramona Exwy.</p>	<p>40 Evans Rd. & Rider St.</p>	<p>41 Evans Rd. & Orange Av.</p>	<p>42 Evans Rd. & Nuevo Rd.</p>	<p>43 Bradley Rd. & Ramona Exwy.</p>
<p>44 Bradley Rd. & Rider St.</p>	<p>45 Dunlap Rd. & Orange Av.</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>		



<p>46 Dunlap Rd. & Nuevo Rd.</p>	<p>47 Rider St. & Ramona Exwy.</p>	<p>48 Mid-County Pkwy. & Ramona Exwy.</p>	<p>49 Antelope Rd. & MCP WB Ramps</p> <p>Future Intersection</p>	<p>50 Antelope Rd. & MCP EB Ramps</p> <p>Future Intersection</p>
<p>51 Antelope Rd. & Nuevo Rd.</p>	<p>52 Street A & Ramona Exwy.</p>	<p>53 Meniffee Rd. & Nuevo Rd.</p>	<p>54 Meniffee Rd. & San Jacinto Av.</p>	<p>55 Meniffee Rd. & Ellis Rd.</p>
<p>56 Meniffee Rd. & Mapes Rd.</p>	<p>57 Meniffee Rd. & Watson Rd.</p>	<p>58 Meniffee Rd. & Ethanac Rd. (SR-74)</p>	<p>59 Bernasconi Rd. & Orange Av.</p> <p>Future Intersection</p>	<p>60 Lakeview Av. & Ramona Exwy.</p>
<p>61 Lakeview Av. & Nuevo Rd.</p>	<p>62 Montgomery Av. & Nuevo Rd.</p>	<p>63 Davis Rd./ Hansen Av. & Ramona Exwy.</p>	<p>64 Hansen Av. & Contour Av.</p>	<p>65 Bridge St. & Ramona Exwy.</p>
<p>66 Warren Rd. & Ramona Exwy.</p>	<p>67 Sanderson Av. (SR-79) & Ramona Exwy.</p>	<p>68 Indian Av. & Morgan St.</p>	<p>69 Indian Av. & Rider St.</p>	

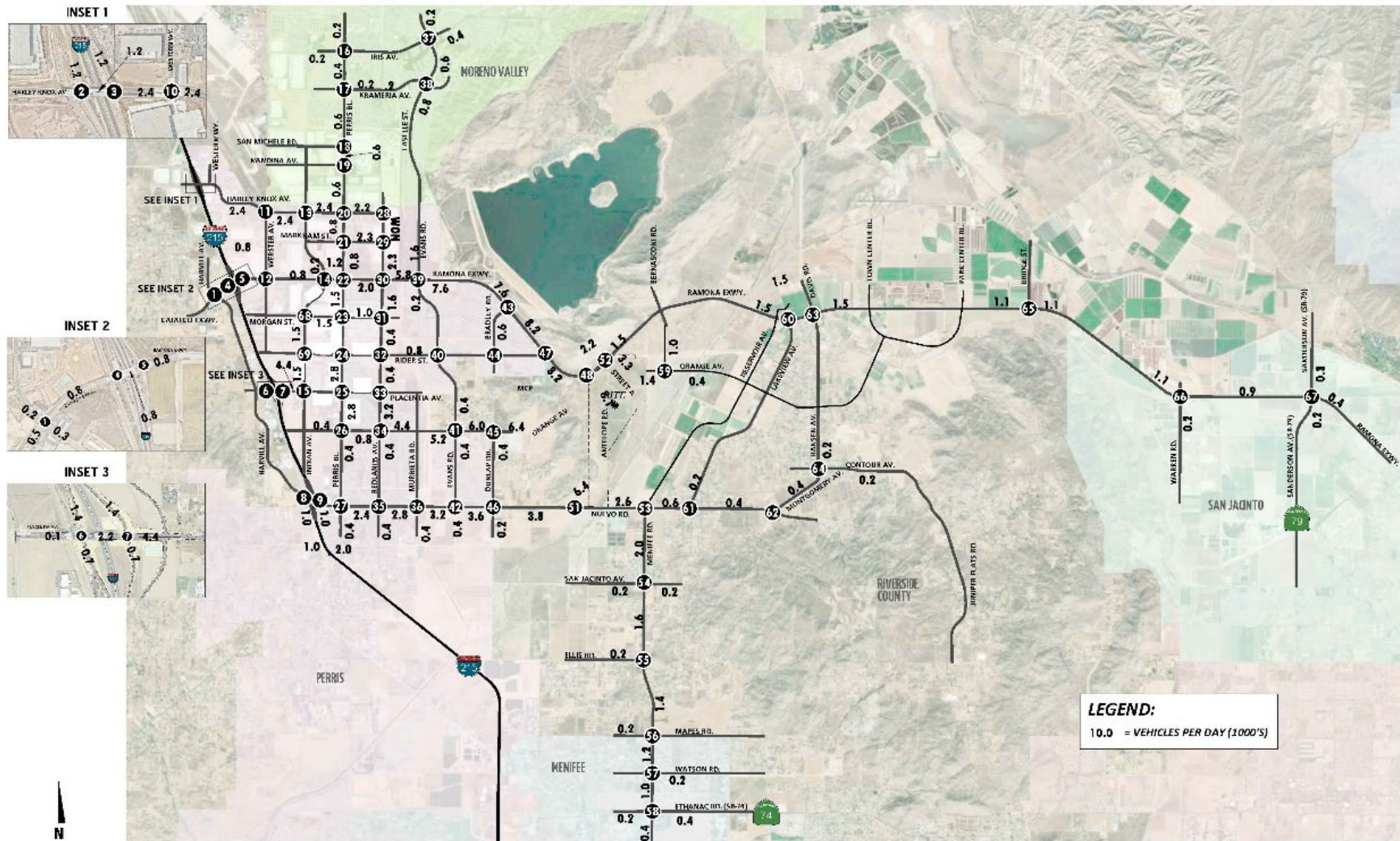
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EXHIBIT 4-8: PROJECT ONLY (LONG-RANGE WITHOUT MCP) AVERAGE DAILY TRAFFIC (ADT)



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EXHIBIT 4-9: PROJECT ONLY (LONG-RANGE WITHOUT MCP) TRAFFIC VOLUMES

<p>1 Harvill Av. & Cajalco Exwy.</p>	<p>2 I-215 SB Ramps & Harley Knox Bl.</p>	<p>3 I-215 NB Ramps & Harley Knox Bl.</p>	<p>4 I-215 SB Ramps & Ramona Exwy.</p>	<p>5 I-215 NB Ramps & Ramona Exwy.</p>
<p>6 I-215 SB Ramps & Placentia Av.</p>	<p>7 I-215 NB Ramps & Placentia Av.</p>	<p>8 I-215 SB Ramps & Nuevo Rd.</p>	<p>9 I-215 NB Ramps & Nuevo Rd.</p>	<p>10 Western Wy. & Harley Knox Bl.</p>
<p>11 Webster Av. & Harley Knox Bl.</p>	<p>12 Webster Av. & Ramona Exwy.</p>	<p>13 Indian Av. & Harley Knox Bl.</p>	<p>14 Indian Av. & Ramona Exwy.</p>	<p>15 Indian Av. & Placentia Av.</p>
<p>16 Perris Bl. & Iris Av.</p>	<p>17 Perris Bl. & Krameria Av.</p>	<p>18 Perris Bl. & San Michele Rd.</p>	<p>19 Perris Bl. & Nandina Av.</p>	<p>20 Perris Bl. & Harley Knox Bl.</p>
<p>21 Perris Bl. & Markahm St.</p>	<p>22 Perris Bl. & Ramona Exwy.</p>	<p>23 Perris Bl. & Morgan St.</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>	



<p>24 Perris Bl. & Rider St.</p>	<p>25 Perris Bl. & Placentia Av.</p>	<p>26 Perris Bl. & Orange Av.</p>	<p>27 Perris Bl. & Nuevo Rd.</p>	<p>28 Redlands Av. & Harley Knox Bl.</p>
<p>29 Redlands Av. & Markham St.</p>	<p>30 Redlands Av. & Ramona Exwy.</p>	<p>31 Redlands Av. & Morgan St.</p>	<p>32 Redlands Av. & Rider St.</p>	<p>33 Redlands Av. & Placentia Av.</p>
<p>34 Redlands Av. & Orange Av.</p>	<p>35 Redlands Av. & Nuevo Rd.</p>	<p>36 Murrieta Rd. & Nuevo Rd.</p>	<p>37 Lasselle St. & Iris Av.</p>	<p>38 Lasselle St. & Krameria Av.</p>
<p>39 Evans Rd. & Ramona Exwy.</p>	<p>40 Evans Rd. & Rider St.</p>	<p>41 Evans Rd. & Orange Av.</p>	<p>42 Evans Rd. & Nuevo Rd.</p>	<p>43 Bradley Rd. & Ramona Exwy.</p>
<p>44 Bradley Rd. & Rider St.</p>	<p>45 Dunlap Rd. & Orange Av.</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>		



<p>46 Dunlap Rd. & Nuevo Rd.</p>	<p>47 Rider St. & Ramona Exwy.</p>	<p>48 Mid-County Pkwy. & Ramona Exwy.</p>	<p>49 Antelope Rd. & MCP WB Ramps</p> <p>Future Intersection</p>	<p>50 Antelope Rd. & MCP EB Ramps</p> <p>Future Intersection</p>
<p>51 Antelope Rd. & Nuevo Rd.</p>	<p>52 Street A & Ramona Exwy.</p>	<p>53 Meniffee Rd. & Nuevo Rd.</p>	<p>54 Meniffee Rd. & San Jacinto Av.</p>	<p>55 Meniffee Rd. & Ellis Rd.</p>
<p>56 Meniffee Rd. & Mapes Rd.</p>	<p>57 Meniffee Rd. & Watson Rd.</p>	<p>58 Meniffee Rd. & Ethanac Rd. (SR-74)</p>	<p>59 Bernasconi Rd. & Orange Av.</p>	<p>60 Lakeview Av. & Ramona Exwy.</p>
<p>61 Lakeview Av. & Nuevo Rd.</p>	<p>62 Montgomery Av. & Nuevo Rd.</p>	<p>63 Davis Rd./ Hansen Av. & Ramona Exwy.</p>	<p>64 Hansen Av. & Contour Av.</p>	<p>65 Bridge St. & Ramona Exwy.</p>
<p>66 Warren Rd. & Ramona Exwy.</p>	<p>67 Sanderson Av. (SR-79) & Ramona Exwy.</p>	<p>68 Indian Av. & Morgan St.</p>	<p>69 Indian Av. & Rider St.</p>	

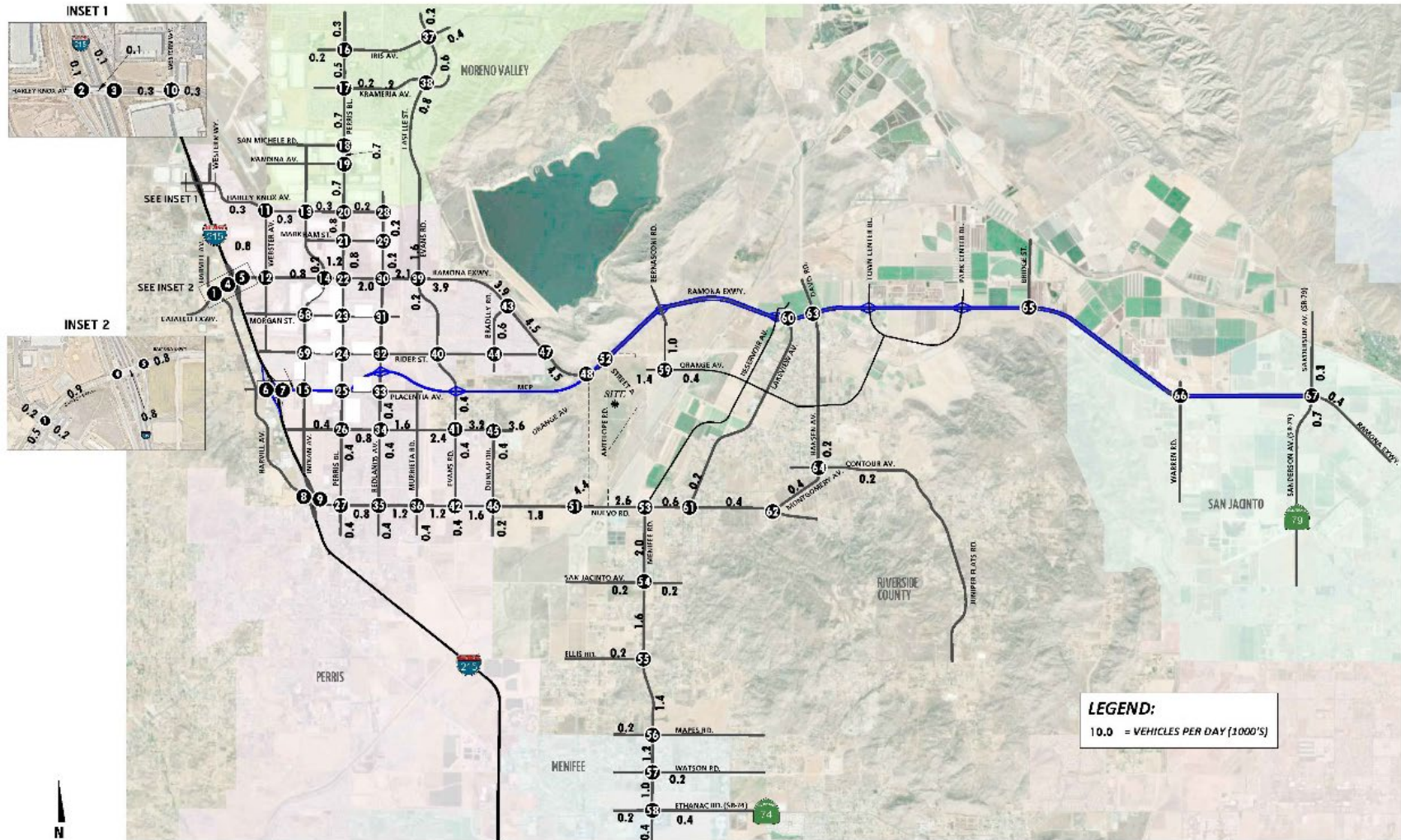


LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

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EXHIBIT 4-10: PROJECT ONLY (LONG-RANGE WITH MCP) AVERAGE DAILY TRAFFIC (ADT)



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EXHIBIT 4-11: PROJECT ONLY (LONG-RANGE WITH MCP) TRAFFIC VOLUMES

<p>1 Harvill Av. & Cajalco Exwy.</p>	<p>2 I-215 SB Ramps & Harley Knox Bl.</p>	<p>3 I-215 NB Ramps & Harley Knox Bl.</p>	<p>4 I-215 SB Ramps & Ramona Exwy.</p>	<p>5 I-215 NB Ramps & Ramona Exwy.</p>
<p>6 I-215 SB Ramps & Placentia Av.</p>	<p>7 I-215 NB Ramps & Placentia Av.</p>	<p>8 I-215 SB Ramps & Nuevo Rd.</p>	<p>9 I-215 NB Ramps & Nuevo Rd.</p>	<p>10 Western Wy. & Harley Knox Bl.</p>
<p>11 Webster Av. & Harley Knox Bl.</p>	<p>12 Webster Av. & Ramona Exwy.</p>	<p>13 Indian Av. & Harley Knox Bl.</p>	<p>14 Indian Av. & Ramona Exwy.</p>	<p>15 Indian Av. & Placentia Av.</p>
<p>16 Perris Bl. & Iris Av.</p>	<p>17 Perris Bl. & Krameria Av.</p>	<p>18 Perris Bl. & San Michele Rd.</p>	<p>19 Perris Bl. & Nandina Av.</p>	<p>20 Perris Bl. & Harley Knox Bl.</p>
<p>21 Perris Bl. & Markahm St.</p>	<p>22 Perris Bl. & Ramona Exwy.</p>	<p>23 Perris Bl. & Morgan St.</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>	



<p>24 Perris Bl. & Rider St.</p>	<p>25 Perris Bl. & Placentia Av.</p>	<p>26 Perris Bl. & Orange Av.</p>	<p>27 Perris Bl. & Nuevo Rd.</p>	<p>28 Redlands Av. & Harley Knox Bl.</p>
<p>29 Redlands Av. & Markham St.</p>	<p>30 Redlands Av. & Ramona Exwy.</p>	<p>31 Redlands Av. & Morgan St.</p>	<p>32 Redlands Av. & Rider St.</p>	<p>33 Redlands Av. & Placentia Av.</p>
<p>34 Redlands Av. & Orange Av.</p>	<p>35 Redlands Av. & Nuevo Rd.</p>	<p>36 Murrieta Rd. & Nuevo Rd.</p>	<p>37 Lasselle St. & Iris Av.</p>	<p>38 Lasselle St. & Krameria Av.</p>
<p>39 Evans Rd. & Ramona Exwy.</p>	<p>40 Evans Rd. & Rider St.</p>	<p>41 Evans Rd. & Orange Av.</p>	<p>42 Evans Rd. & Nuevo Rd.</p>	<p>43 Bradley Rd. & Ramona Exwy.</p>
<p>44 Bradley Rd. & Rider St.</p>	<p>45 Dunlap Rd. & Orange Av.</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>		



<p>46 Dunlap Rd. & Nuevo Rd.</p>	<p>47 Rider St. & Ramona Exwy.</p>	<p>48 Mid-County Pkwy. & Ramona Exwy.</p> <p style="text-align: center;">Intersection Does Not Exist</p>	<p>49 Antelope Rd. & MCP WB Ramps</p>	<p>50 Antelope Rd. & MCP EB Ramps</p>
<p>51 Antelope Rd. & Nuevo Rd.</p>	<p>52 Street A & Ramona Exwy.</p> <p style="text-align: center;">Intersection Does Not Exist</p>	<p>53 Menifee Rd. & Nuevo Rd.</p>	<p>54 Menifee Rd. & San Jacinto Av.</p>	<p>55 Menifee Rd. & Ellis Rd.</p>
<p>56 Menifee Rd. & Mapes Rd.</p>	<p>57 Menifee Rd. & Watson Rd.</p>	<p>58 Menifee Rd. & Ethanac Rd. (SR-74)</p>	<p>59 Bernasconi Rd. & Orange Av.</p>	<p>60 Lakeview Av. & Ramona Exwy.</p>
<p>61 Lakeview Av. & Nuevo Rd.</p>	<p>62 Montgomery Av. & Nuevo Rd.</p>	<p>63 Davis Rd./ Hansen Av. & Ramona Exwy.</p>	<p>64 Hansen Av. & Contour Av.</p>	<p>65 Bridge St. & Ramona Exwy.</p>
<p>66 Warren Rd. & Ramona Exwy.</p>	<p>67 Sanderson Av. (SR-79) & Ramona Exwy.</p>	<p>68 Indian Av. & Morgan St.</p>	<p>69 Indian Av. & Rider St.</p>	

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon a background (ambient) growth factor of 2% per year for 2030 traffic conditions. The ambient growth factor is intended to approximate traffic growth. The total ambient growth is 21.9% for 2030 traffic conditions (compounded growth of 2 percent per year over 10 years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects.

Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

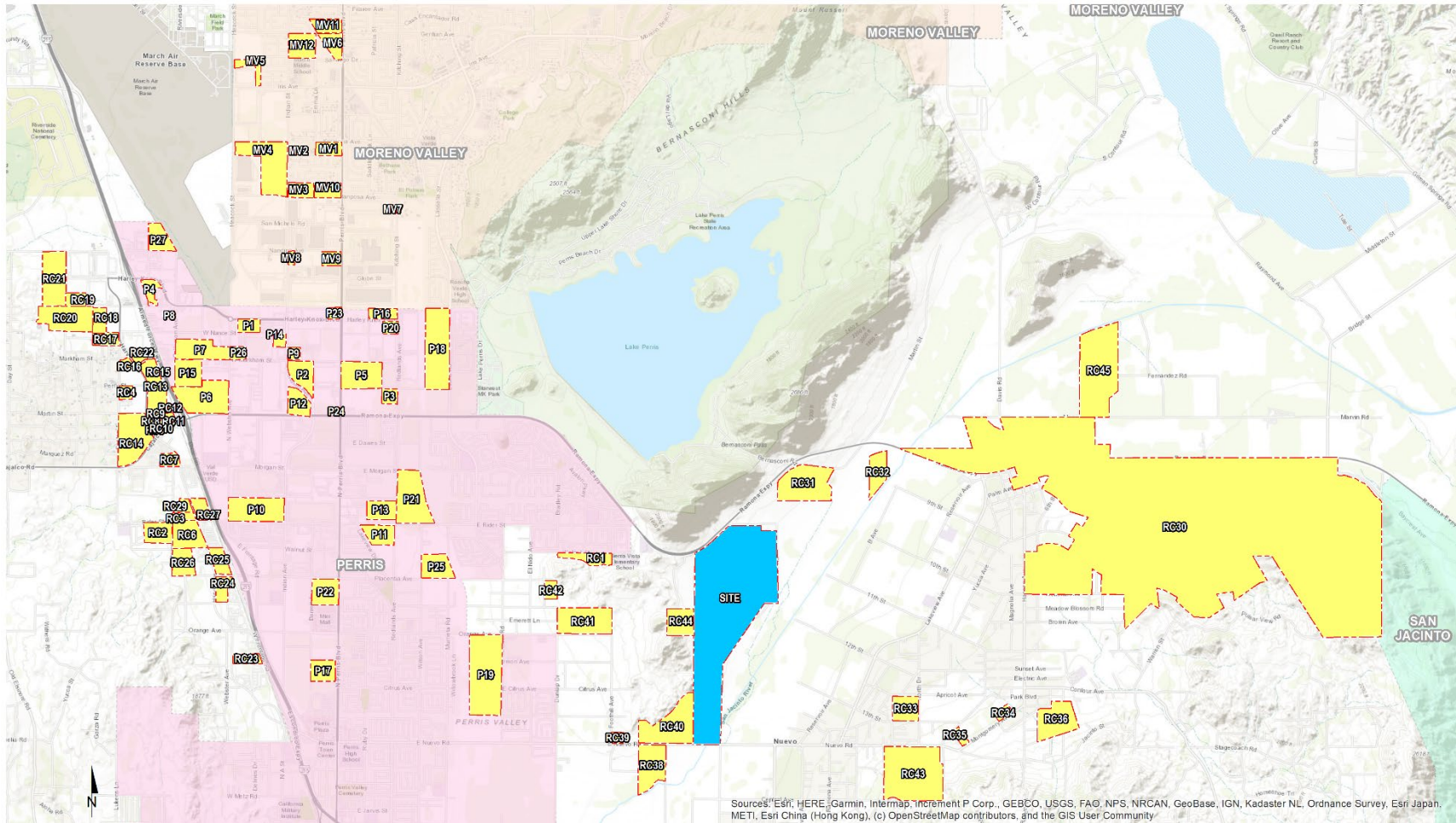
The currently adopted Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (May 2020) growth forecasts for the County of Riverside identifies projected growth in population of 370,500 in 2016 to 525,600 in 2045, or a 41.9 percent increase over the 29-year period. (19) The change in population equates to roughly a 1.21 percent growth rate, compounded annually. Similarly, growth over the same 29-year period in households is projected to increase by 59.2 percent, or 1.62 percent annual growth rate. Finally, growth in employment over the same 29-year period is projected to increase by 83.4 percent, or a 2.11 percent annual growth rate. This results in an average of 1.65 percent annual growth rate. As such, the 2.0 percent per year ambient growth rate utilized in this TIA would appear to conservatively estimate annual traffic growth, and overstate as opposed to understate future traffic forecasts.

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the County of Riverside, City of Perris, City of Moreno Valley, and City of Menifee. The cumulative project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections.

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e. 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate EAPC forecasts. In other words, this list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the proposed Project). For the purposes of this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are shown on Exhibit 4-12, listed in Table 4-6, and have been considered for inclusion.

EXHIBIT 4-12: CUMULATIVE DEVELOPMENT LOCATION MAP



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TABLE 4-6: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

No.	Project Name / Case Number	Land Use ¹	Quantity	Units ²	Location
Riverside County					
RC1	McCanna Hills / TTM 33978	SFDR	63	DU	SWC OF SHERMAN AVE. & WALNUT AVE.
RC2	PP26293	High-Cube Warehouse	612.481	TSF	SWC OF PATTERSON AVE. & RIDER ST.
RC3	PPT180023: Rider Commerce Center	Warehousing	204.330	TSF	NEC OF PATTERSON AVE. & RIDER ST.
RC4	PPT180025: Seaton Commerce Center	High-Cube Warehouse	210.800	TSF	SEC OF SEATON AV. & PERRY ST.
RC5	Farmer Boys/Retail Shop	Retail	16.306	TSF	NEC OF HARVILL AVE. & CAJALCO RD.
		Fast-Food with Drive Thru	3.252	TSF	
RC6	PP26173	High-Cube Warehouse	423.665	TSF	SWC OF HARVILL AVE. & RIDER ST.
RC7	Val Verde Logistics Center	High-Cube Warehouse	280.308	TSF	NWC OF HARVILL AVE. & OLD CAJALCO RD.
RC8	Majestic Freeway Business Center - Building 5	Warehousing	40.000	TSF	NEC OF HARVILL AVE. & MESSENNIA LN.
RC9	Majestic Freeway Business Center - Building 6	Warehousing	72.000	TSF	NORTH OF MESSENNIA LN., EAST OF HARVILL AVE.
RC10	Majestic Freeway Business Center - Building 7	Warehousing	80.000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC11	Majestic Freeway Business Center - Building 8	Warehousing	110.000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC12	Majestic Freeway Business Center - Building 9	Warehousing	45.000	TSF	EAST OF MESSENNIA LN., NORTH OF HARVILL AVE.
RC13	Majestic Freeway Business Center - Building 10	High-Cube Warehouse	600.000	TSF	SEC OF HARVILL AVE. & PERRY ST.
RC14	Majestic Freeway Business Center - Buildings 1, 3 & 4	Warehousing	48.930	TSF	NWC OF HARVILL AVE. & CAJALCO RD.
		High-Cube Warehouse	1195.740	TSF	
RC15	Majestic Freeway Business Center - Building 11	High-Cube Warehouse	391.045	TSF	NEC OF HARVILL AVE. & PERRY ST.
RC16	Majestic Freeway Business Center - Building 15	Warehousing	90.279	TSF	NWC OF HARVILL AVE. & COMMERCE CENTER DR.
RC17	Majestic Freeway Business Center - Building 19	Warehousing	364.560	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC18	Majestic Freeway Business Center - Building 20	Warehousing	425.830	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC19	Majestic Freeway Business Center - Building 21,22	Warehousing	241.059	TSF	NEC OF DECKER RD. & OLD OLEANDER AVE.
RC20	Knox Logistics Center	High-Cube Warehouse	1259.410	TSF	NWC OF DECKER RD. & OLD OLEANDER AVE.
RC21	Oleander Business Park	High-Cube Warehouse	680.000	TSF	NWC OF DECKER RD. & HARLEY KNOX BLVD.
RC22	Majestic Freeway Business Center - Building 12	Warehousing	154.751	TSF	NEC OF HARVILL AVE. & COMMERCE CENTER DR.
RC23	Harvill Distribution Center	High-Cube Warehouse	345.103	TSF	EAST OF HARVILL AVE., SOUTH OF ORANGE ST.
RC24	PP26241	Warehousing	23.600	TSF	SEC OF HARVILL AVE. & PLACENTIA ST.
RC25	PP26220	Warehousing	66.000	TSF	EAST OF HARVILL AVE., NORTH OF PLACENTIA ST.
RC26	Barker Logistics	High-Cube Warehouse	699.630	TSF	SWC OF PATTERSON AVE. & PLACENTIA ST.
RC27	Harvill / Rider Warehouse	High-Cube Warehouse	284.746	TSF	NORTH OF RIDER ST., WEST OF HARVILL AV.
		General Light Industrial	50.249	TSF	
RC28	Placentia Logistics	High-Cube Warehouse	274.190	TSF	NWC OF HARVILL AV. & PLACENTIA AV.
RC29	Dedeaux Harvill	Truck Terminal	55.700	TSF	NORTH OF RIDER ST., WEST OF HARVILL AV.
RC30	The Villages of Lakeview	Multifamily Residential	8,725	DU	SOUTH OF RAMONA EXWY., EAST OF LAKEVIEW AV.
		Office	825.000	TSF	
		Retail	555.000	TSF	
		School	114.2	AC	
		Public Facilities	49.7	AC	
		Open Space	82.0	AC	

City of Perris					
P1	Bargemann / DPR 07-09-0018	Warehousing	173.000	TSF	NEC OF WEBSTER & NANCE
P2	Duke 2 / DPR 16-00008	High-Cube Warehouse	669.000	TSF	NEC OF INDIAN & MARKHAM
P3	First Perry / DPR 16-00013	High-Cube Warehouse	240.000	TSF	SWC OF REDLANDS AVE. & PERRY ST.
P4	Gateway / DPR 16-00003	High-Cube Warehouse	400.000	TSF	SOUTH OF HARLEY KNOX BLVD., EAST OF HWY. 215
P6	OLC 1 / DPR 12-10-0005	High-Cube Warehouse	1,455.000	TSF	WEST OF WEBSTER AVE., NORTH OF RAMONA EXWY.
P5	Duke Realty - Perris & Markham	High-Cube Warehouse	1,189.860	TSF	SEC OF PERRIS BL. & MARKHAM ST.
P7	OLC2 / DPR 14-01-0015	High-Cube Warehouse	1,037.000	TSF	WEST OF WEBSTER AVE., NORTH OF MARKHAM ST.
P8	Canyon Steel	Manufacturing	28.124	TSF	NWC OF PATTERSON AVE. & CALIFORNIA AVE.
P9	Markham Industrial / DPR 16-00015	Warehousing	170.000	TSF	NEC OF INDIAN AVE. & MARKHAM ST.
P10	Rados / DPR 07-0119	High-Cube Warehouse	1,200.000	TSF	NWC OF INDIAN AVE. & RIDER ST.
P11	Rider 1 / DPR 16-0365	High-Cube Warehouse	350.000	TSF	SWC OF REDLANDS AVE. & RIDER ST.
P12	Indian/Ramona Warehouse	High-Cube Warehouse	428.730	TSF	NORTH OF RAMONA EXWY., WEST OF INDIAN AVE.
P13	Rider 3 / DPR 06-0432	High-Cube Warehouse	640.000	TSF	NORTH OF RIDER ST., WEST OF REDLANDS
P14	Westcoast Textile / DPR 16-00001	Warehousing	180.000	TSF	SWC OF INDIAN ST. & NANCE ST.
P15	Duke at Patterson / DPR 17-00001	High-Cube Warehouse	811.000	TSF	SEC OF PATTERSON AVE. & MARKHAM ST.
P16	Harley Knox Commerce Park / DPR 16-004	High-Cube Warehouse	386.278	TSF	NWC OF HARLEY KNOX BLVD. & REDLANDS AVE.
P17	Perris Marketplace / DPR 05-0341	Commercial Retail	520.000	TSF	WEST OF PERRIS BLVD. AT AVOCADO AVE.
P18	Stratford Ranch Residential / TTM 36648	SFDR	270	DU	WEST OF EVANS RD. AT MARKHAM ST.
P19	Pulte Residential / TTM 30850	SFDR	496	DU	WEST OF EVANS RD. AT CITRUS AVE.
P20	Perris Circle 3	Warehousing	210.900	TSF	NWC OF REDLANDS AVE. & NANCE AVE.
P21	Rider 2 and 4	High-Cube Warehouse	1,376.721	TSF	NWC OF REDLANDS AVE. AND RIDER ST.
P22	Weinerschnitzel / CUP 17-05083	Fast-Food Restaurant	2.000	TSF	WEST OF PERRIS BL., SOUTH OF PLACENTIA AVE.
P23	March Plaza / CUP16-05165	Commercial Retail	47.253	TSF	NWC OF PERRIS BL. AND HARLEY KNOX BL.
P24	Cali Express Carwash / CUP 16-05258	Carwash	5.600	TSF	NWC OF PERRIS BL. AND RAMONA EXWY.
P25	Wilson Industrial / DPR 19-00007	High-Cube Warehouse	303.000	TSF	SEC OF WILSON AVE. AND RIDER ST.
P26	Integra Expansion / MMOD 17-05075	High-Cube Warehouse	273.000	TSF	NCE OF MARKHAM ST. AND WEBSTER AVE.
P27	Western Industrial / DPR 19-00003	High-Cube Warehouse	250.000	TSF	NEC or WESTERN WY. AND NANDINA AVE.
City of Moreno Valley					
MV1	PEN18-0042	SFDR	2	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV2	Tract 33024	SFDR	8	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV3	Tract 32716	SFDR	57	DU	NEC OF INDIAN ST. & MARIPOSA AVE.
MV4	Prologis 1	High-Cube Warehouse	1000.000	TSF	NEC OF INDIAN AVE. & MARIPOSA AVE.
MV5	Moreno Valley Industrial Park	High-Cube Warehouse	207.684	TSF	NEC OF HEACOCK ST. & IRIS AVE.
MV6	Moreno Valley Walmart	Retail	193.000	TSF	SWC OF PERRIS BLVD. & GENTIAN AVE.
MV7	Moreno Valley Utility Substation	High-Cube Warehouse	PUBLIC	TSF	NWC OF EDWIN RD. & KITCHING ST.
MV8	Phelan Development	High-Cube Warehouse	98.210	TSF	SEC OF INDIAN ST. & NANDINA AVE.
MV9	Nandina Industrial Center	High-Cube Warehouse	335.966	TSF	SOUTH OF NANDINA AVE., WEST OF PERRIS BLVD.
MV10	Tract 31442	SFDR	63	DU	NWC OF PERRIS BLVD. & MARIPOSA AVE.
MV11	Tract 22180	SFDR	140	DU	NORTH OF GENTIAN AVE., EAST OF INDIAN ST.
MV12	Tract 36760	SFDR	221	DU	SEC OF INDIAN ST. & GENTIAN AVE.

¹ SFDR = Single Family Detached Residential

² DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres

Although it is unlikely that all of these cumulative projects would be fully built and occupied by Year 2030, they have been included in an effort to conduct a conservative analysis and overstate as opposed to understate potential traffic deficiencies. Any other cumulative projects located beyond the cumulative study area that are not expected to contribute measurable traffic to study area intersections have not been included since the traffic would dissipate due to the distance from the Project site and study area intersections. Any additional traffic generated by other projects not on the cumulative projects list is accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed in Section 4.5 *Background Traffic*. Cumulative Only ADT and peak hour intersection turning movement volumes are shown Exhibits 4-13 and 4-14, respectively.

4.7 NEAR-TERM TRAFFIC CONDITIONS

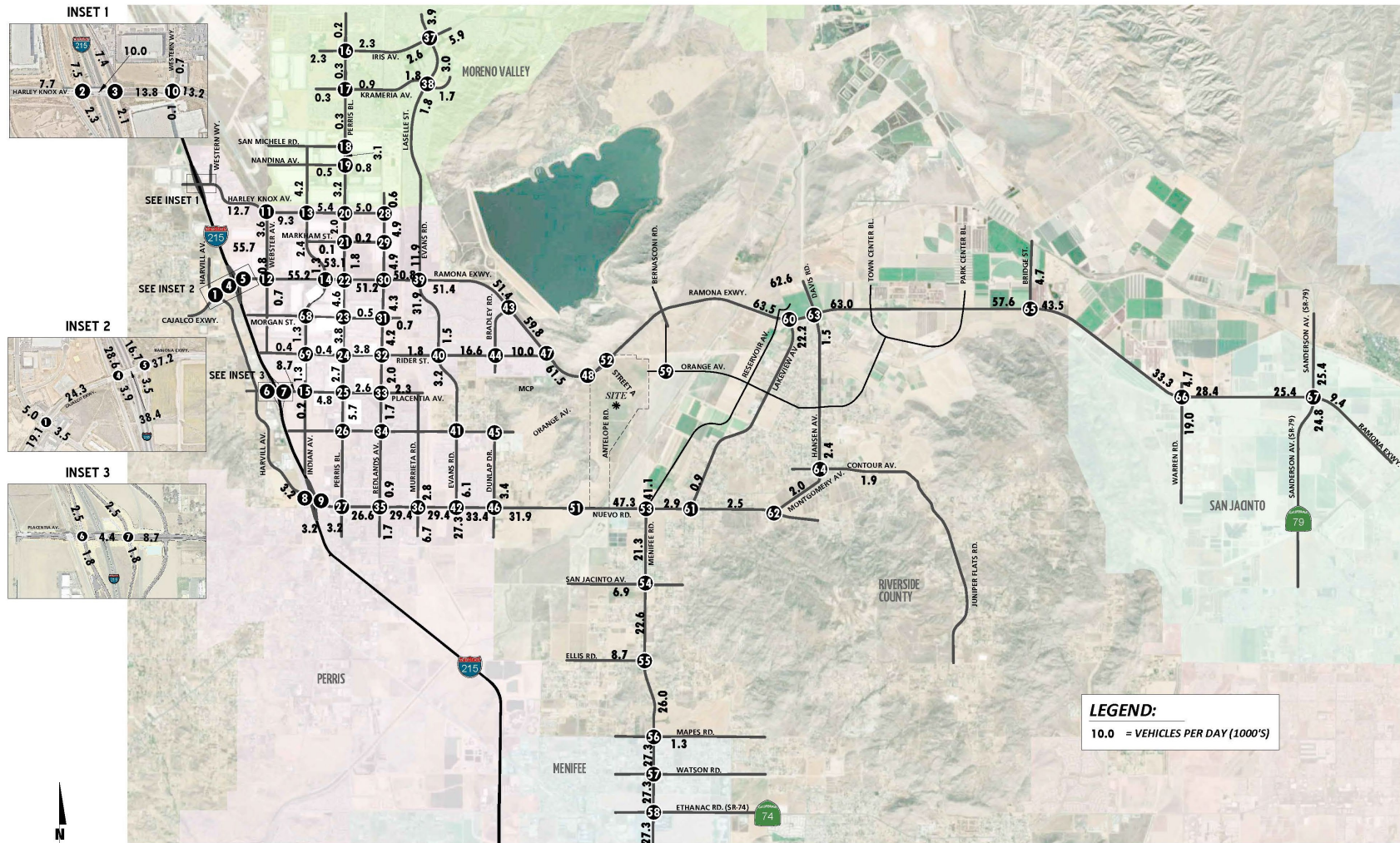
The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2030) and EAPC (2030) traffic conditions. An ambient growth factor of 21.9% accounts for background (area-wide) traffic increases that occur over time up to the year 2030 from the year 2020 (2.0 percent per year growth rate, compounded over a 10-year period). Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2030 roadway network is similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project and the I-215 Freeway/Placentia Avenue interchange. However, the near-term (2030) conditions do not assume the MCP would be completed and operational.

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Existing Plus Ambient Growth Plus Project (2030)
 - Existing 2020 counts
 - Ambient growth traffic (21.9%)
 - Project traffic
- Existing Plus Ambient Growth Plus Project Plus Cumulative (2030)
 - Existing 2020 counts
 - Ambient growth traffic (21.9%)
 - Cumulative Development traffic
 - Project traffic

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EXHIBIT 4-13: CUMULATIVE ONLY AVERAGE DAILY TRAFFIC (ADT)



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EXHIBIT 4-14: CUMULATIVE ONLY TRAFFIC VOLUMES

<p>1 Harvill Av. & Cajalco Exwy.</p>	<p>2 I-215 SB Ramps & Harley Knox Bl.</p>	<p>3 I-215 NB Ramps & Harley Knox Bl.</p>	<p>4 I-215 SB Ramps & Ramona Exwy.</p>	<p>5 I-215 NB Ramps & Ramona Exwy.</p>
<p>6 I-215 SB Ramps & Placentia Av.</p> <p>Future Intersection</p>	<p>7 I-215 NB Ramps & Placentia Av.</p> <p>Future Intersection</p>	<p>8 I-215 SB Ramps & Nuevo Rd.</p>	<p>9 I-215 NB Ramps & Nuevo Rd.</p>	<p>10 Western Wy. & Harley Knox Bl.</p>
<p>11 Webster Av. & Harley Knox Bl.</p>	<p>12 Webster Av. & Ramona Exwy.</p>	<p>13 Indian Av. & Harley Knox Bl.</p>	<p>14 Indian Av. & Ramona Exwy.</p>	<p>15 Indian Av. & Placentia Av.</p>
<p>16 Perris Bl. & Iris Av.</p>	<p>17 Perris Bl. & Krameria Av.</p>	<p>18 Perris Bl. & San Michele Rd.</p>	<p>19 Perris Bl. & Nandina Av.</p>	<p>20 Perris Bl. & Harley Knox Bl.</p>
<p>21 Perris Bl. & Markahm St.</p>	<p>22 Perris Bl. & Ramona Exwy.</p>	<p>23 Perris Bl. & Morgan St.</p>		

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



<p>24 Perris Bl. & Rider St.</p>	<p>25 Perris Bl. & Placentia Av.</p>	<p>26 Perris Bl. & Orange Av.</p>	<p>27 Perris Bl. & Nuevo Rd.</p>	<p>28 Redlands Av. & Harley Knox Bl.</p>
<p>29 Redlands Av. & Markham St.</p>	<p>30 Redlands Av. & Ramona Exwy.</p>	<p>31 Redlands Av. & Morgan St.</p>	<p>32 Redlands Av. & Rider St.</p>	<p>33 Redlands Av. & Placentia Av.</p>
<p>34 Redlands Av. & Orange Av.</p>	<p>35 Redlands Av. & Nuevo Rd.</p>	<p>36 Murrieta Rd. & Nuevo Rd.</p>	<p>37 Lasselie St. & Iris Av.</p>	<p>38 Lasselie St. & Krameria Av.</p>
<p>39 Evans Rd. & Ramona Exwy.</p>	<p>40 Evans Rd. & Rider St.</p>	<p>41 Evans Rd. & Orange Av.</p>	<p>42 Evans Rd. & Nuevo Rd.</p>	<p>43 Bradley Rd. & Ramona Exwy.</p>
<p>44 Bradley Rd. & Rider St.</p>	<p>45 Dunlap Rd. & Orange Av.</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>		



<p>46 Dunlap Rd. & Nuevo Rd.</p>	<p>47 Rider St. & Ramona Exwy.</p>	<p>48 Mid-County Pkwy. & Ramona Exwy.</p> <p style="text-align: center;">Future Intersection</p>	<p>49 Antelope Rd. & MCP WB Ramps</p> <p style="text-align: center;">Future Intersection</p>	<p>50 Antelope Rd. & MCP EB Ramps</p> <p style="text-align: center;">Future Intersection</p>
<p>51 Antelope Rd. & Nuevo Rd.</p> <p style="text-align: center;">Future Intersection</p>	<p>52 Street A & Ramona Exwy.</p> <p style="text-align: center;">Future Intersection</p>	<p>53 Menifee Rd. & Nuevo Rd.</p>	<p>54 Menifee Rd. & San Jacinto Av.</p>	<p>55 Menifee Rd. & Ellis Rd.</p>
<p>56 Menifee Rd. & Mapes Rd.</p>	<p>57 Menifee Rd. & Watson Rd.</p>	<p>58 Menifee Rd. & Ethanac Rd. (SR-74)</p>	<p>59 Bernasconi Rd. & Orange Av.</p> <p style="text-align: center;">Future Intersection</p>	<p>60 Lakeview Av. & Ramona Exwy.</p>
<p>61 Lakeview Av. & Nuevo Rd.</p>	<p>62 Montgomery Av. & Nuevo Rd.</p>	<p>63 Davis Rd./ Hansen Av. & Ramona Exwy.</p>	<p>64 Hansen Av. & Contour Av.</p>	<p>65 Bridge St. & Ramona Exwy.</p>
<p>66 Warren Rd. & Ramona Exwy.</p>	<p>67 Sanderson Av. (SR-79) & Ramona Exwy.</p>	<p>68 Indian Av. & Morgan St.</p>	<p>69 Indian Av. & Rider St.</p>	

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



4.8 HORIZON YEAR (2040) CONDITIONS

“Buildout” traffic projections for Horizon Year conditions are based on traffic model forecasts and were derived from the RivTAM using accepted procedures for model forecast refinement and smoothing for study area intersections located within the County of Riverside. The Horizon Year traffic conditions analyses was utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the TUMF, can accommodate the long-range traffic at the target LOS identified in the County of Riverside General Plan.

The traffic forecasts reflect the area-wide growth anticipated between Existing (2020) conditions and Horizon Year (2040) traffic conditions. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location in March of 2020. The RivTAM has a base (validation) year of 2012 and a horizon (future forecast) year of 2040. The RivTAM 2040 model utilized for the purposes of this analysis assumes buildout of the County of Riverside and includes the future MCP.

The refined future peak hour approach and departure volumes obtained from the model output data are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 255), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

Since the RivTAM 2040 model includes the MCP network, the Horizon Year (2040) Without MCP traffic forecasts were estimated utilizing 1.65 percent per year, compounded annually (or 17.8 percent total) from EAPC (2030) traffic conditions. As previously discussed in Section 4.5 *Background Traffic*, the currently adopted SCAG 2020 RTP/SCS growth forecasts for the County of Riverside identifies a projected average growth of 1.65 percent per year. Typically, the model growth is prorated and is subsequently added to the existing (base validation) traffic volumes to represent Horizon Year traffic conditions. In an effort to conduct a conservative analysis, reductions to traffic forecasts from either Existing, EAP, and EAPC traffic conditions were not assumed as part of the Without MCP conditions analysis. As such, in conjunction with the addition of cumulative projects that are not consistent with the General Plan, additional growth has also been applied on a movement-by-movement basis, where applicable, to estimate reasonable Horizon Year forecasts. Horizon Year turning volumes were compared to EAPC (2030) volumes in order to ensure a minimum growth as a part of the refinement process. The minimum growth includes any additional growth between EAPC (2030) and Horizon Year (2040) traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates assumed between Existing (2020) and EAPC (2030) conditions.

The future Horizon Year (2040) Without Project Without MCP and With MCP peak hour turning movements were then reviewed by Urban Crossroads, Inc. for reasonableness, and in some cases, were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes. Flow conservation checks ensure that traffic flow between two closely spaced intersections, such as two adjacent driveway locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes which are suitable for traffic operations analysis.

RivTAM does not include a truck component or have data that is unusually low. As such, in an effort to conduct a conservative analysis, the presence of trucks has been accounted for based on the manual volume adjustments made to demonstrate growth above EAPC (2030) traffic forecasts, which are presented and evaluated in PCE (see Section 3.7 *Existing Traffic Counts* for discussion on PCE). As such, the Horizon Year (2040) forecasts are also assumed to be in PCE for the purposes of this analysis. Post-processing worksheets for Horizon Year (2040) Without Project traffic conditions are provided in Appendix 4.1.

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5 EAP (2030) TRAFFIC CONDITIONS

This section discusses the methods used to develop EAP (2030) traffic forecasts, and the resulting intersection operations, traffic signal warrant, and freeway facility operations analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP (2030) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways). This also includes the construction of Antelope Road between Ramona Expressway and Nuevo Road.
- The Nuevo Road widening improvements (from Murrieta Road to Evans Road) are assumed to be completed. These improvements were currently under construction through the City of Perris at the time of this report's preparation.
 - The intersection of Murrieta Road and Nuevo Road will include restriping the eastbound approach to accommodate a left turn lane, two through lanes, and one shared through-right turn lane.
 - The intersection of Evans Road and Nuevo Road will include the addition of 2nd and 3rd eastbound through lanes, the addition of a 3rd westbound through lane, and restriping the westbound right turn lane as a shared through-right turn lane.
 - Nuevo Road will be a divided 6-lane facility between Murrieta Road and Evans Road once completed.
- The I-215 Freeway/Placentia Avenue interchange is assumed to be completed and in place.
- Note: The MCP is not assumed to be in place for EAP (2030) conditions.

5.2 EAP (2030) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2020) traffic volumes plus an ambient growth factor of 21.9% and the addition of Project traffic. The weekday ADT volumes and peak hour volumes which can be expected for EAP (2030) traffic conditions are shown on Exhibits 5-1 and 5-2, respectively. EAP (2030) traffic conditions assumes that the MCP is not constructed and operational, and that no development will occur on-site within the MCP alignment.

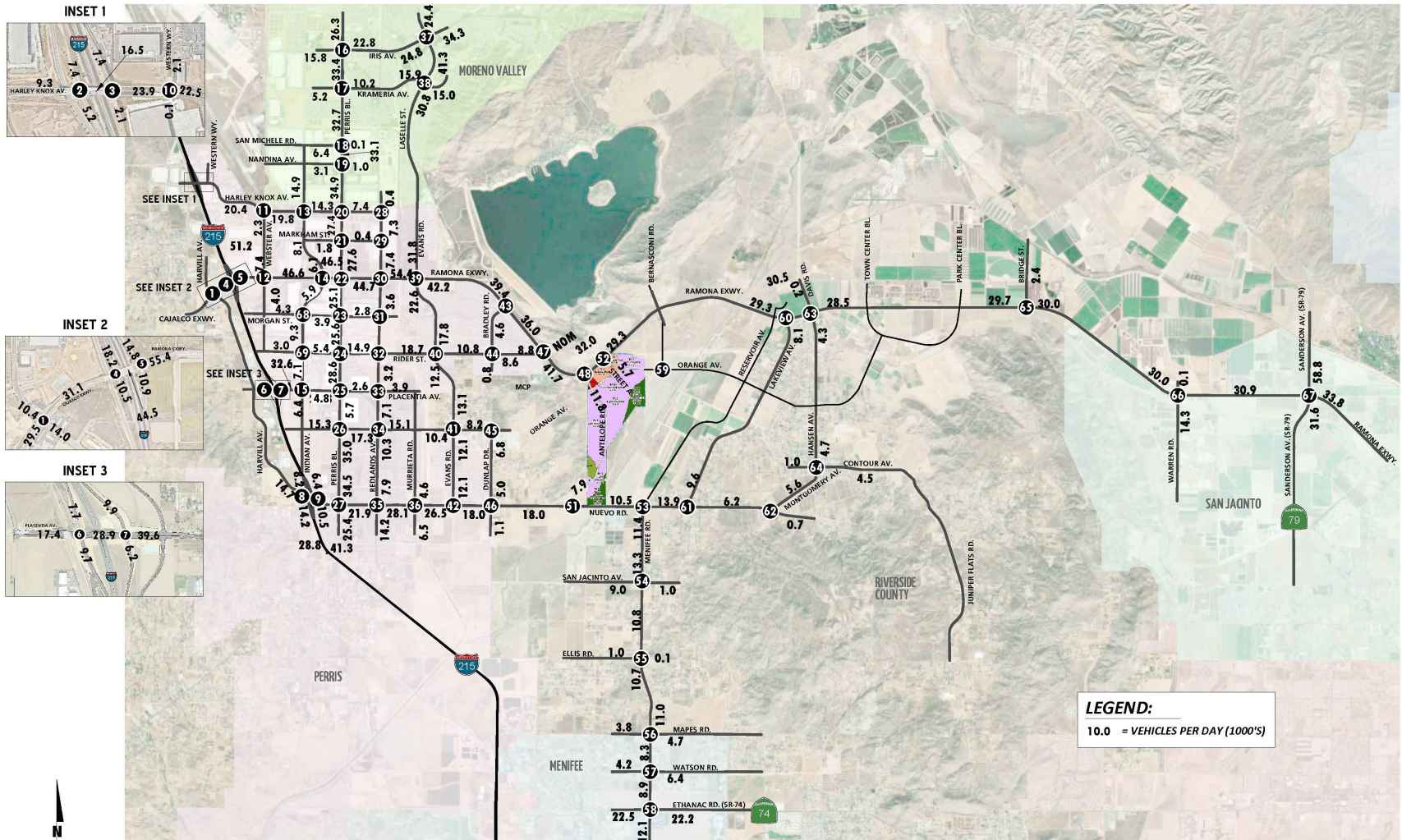
5.3 INTERSECTION OPERATIONS ANALYSIS

LOS calculations were conducted for the study intersections to evaluate their operations under EAP conditions with roadway and intersection geometrics consistent with Section 5.1 *Roadway Improvements*. As shown in Table 5-1, all study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours for EAP (2030) traffic conditions, with the exception of the following intersections:

- I-215 Southbound Ramps & Harley Knox Boulevard (#2) – LOS F AM and PM peak hours

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EXHIBIT 5-1: EAP (2030) AVERAGE DAILY TRAFFIC (ADT)



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EXHIBIT 5-2: EAP (2030) TRAFFIC VOLUMES

<p>1 Harvill Av. & Cajalco Exwy.</p> <p>14(23) 149(250) 196(277) 204(107) 914(841) 160(171) 26(25) 753(1010) 178(228) 393(254) 367(165) 88(61)</p>	<p>2 I-215 SB Ramps & Harley Knox Bl.</p> <p>177(174) 5(0) 494(373) 138(172) 133(374) 396(358) 7(43)</p>	<p>3 I-215 NB Ramps & Harley Knox Bl.</p> <p>854(641) 258(535) 258(206) 632(526)</p>	<p>4 I-215 SB Ramps & Ramona Exwy.</p> <p>216(187) 0(2) 915(1242) 1063(933) 354(408) 768(960) 324(440)</p>	<p>5 I-215 NB Ramps & Ramona Exwy.</p> <p>835(1096) 1100(974) 145(218) 1538(1985) 316(367) 2(2) 534(510)</p>
<p>6 I-215 SB Ramps & Placentia Av.</p> <p>85(71) 0(0) 306(551) 526(677) 302(623) 312(490) 146(166)</p>	<p>7 I-215 NB Ramps & Placentia Av.</p> <p>570(719) 660(1159) 68(82) 550(959) 168(141) 0(0) 359(326)</p>	<p>8 I-215 SB Ramps & Nuevo Rd.</p> <p>94(84) 1(4) 285(573) 1039(425) 544(983) 531(432) 182(244)</p>	<p>9 I-215 NB Ramps & Nuevo Rd.</p> <p>347(450) 1172(1299) 59(67) 737(937) 411(110) 2(0) 938(706)</p>	<p>10 Western Wy. & Harley Knox Bl.</p> <p>48(4) 1084(1048) 0(4) 28(124) 0(0) 6(21) 77(23) 637(686) 1(2) 0(4) 0(0) 0(0)</p>
<p>11 Webster Av. & Harley Knox Bl.</p> <p>925(856) 7(10) 534(598) 30(78) 49(57) 41(43)</p>	<p>12 Webster Av. & Ramona Exwy.</p> <p>112(180) 40(50) 59(100) 37(56) 1704(1756) 45(30) 217(189) 1536(1894) 65(33) 140(168) 77(28) 34(15)</p>	<p>13 Indian Av. & Harley Knox Bl.</p> <p>133(317) 110(289) 15(85) 82(38) 786(479) 12(27) 201(219) 358(458) 41(29) 82(41) 345(252) 18(18)</p>	<p>14 Indian Av. & Ramona Exwy.</p> <p>21(28) 60(165) 42(99) 123(62) 1830(1599) 61(122) 156(67) 411(1936) 62(99) 60(106) 172(83) 32(34)</p>	<p>15 Indian Av. & Placentia Av.</p> <p>45(40) 797(940) 169(33) 43(178) 145(252) 27(102) 116(57) 659(882) 146(98) 42(50) 177(93) 98(20)</p>
<p>16 Perris Bl. & Iris Av.</p> <p>59(24) 528(869) 162(267) 161(124) 549(357) 299(315) 37(21) 357(478) 121(159) 198(242) 881(820) 296(301)</p>	<p>17 Perris Bl. & Krameria Av.</p> <p>9(11) 796(1060) 79(135) 205(96) 173(90) 226(184) 21(30) 174(139) 101(104) 94(46) 1039(1075) 237(186)</p>	<p>18 Perris Bl. & San Michele Rd.</p> <p>87(99) 1073(1245) 1(5) 0(0) 0(0) 2(1) 39(158) 0(0) 23(180) 126(76) 1319(1185) 1(0)</p>	<p>19 Perris Bl. & Nandina Av.</p> <p>10(49) 1058(1331) 17(17) 11(12) 4(6) 6(27) 9(28) 2(2) 15(111) 45(51) 1411(1212) 22(16)</p>	<p>20 Perris Bl. & Harley Knox Bl.</p> <p>180(71) 376(162) 7(4) 258(304) 790(1128) 48(113) 223(289) 144(183) 28(100) 242(57) 1200(930) 11(10)</p>
<p>21 Perris Bl. & Markahm St.</p> <p>23(23) 740(1217) 2(12) 20(4) 23(4) 1(0) 18(28) 13(13) 18(55) 35(23) 1552(956) 0(1)</p>	<p>22 Perris Bl. & Ramona Exwy.</p> <p>210(215) 373(714) 173(322) 174(206) 1454(1258) 102(108) 349(289) 1026(1491) 110(289) 327(233) 890(438) 106(119)</p>	<p>23 Perris Bl. & Morgan St.</p> <p>69(32) 525(1102) 1(7) 2(11) 43(76) 21(32) 29(39) 81(51) 29(27) 46(43) 1295(848) 15(13)</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>	



<p>24 Perris Bl. & Rider St.</p> <p>27(38) ↓ 413(976) ↓ 62(155) ↓ 291(133) ↑ 341(104) ↑ 252(285) ↑</p> <p>26(40) ↓ 152(280) ↓ 17(84) ↓</p> <p>43(34) ↑ 1065(683) ↑ 133(253) ↑</p>	<p>25 Perris Bl. & Placentia Av.</p> <p>35(10) ↓ 591(1147) ↓ 37(165) ↓ 243(122) ↑ 137(30) ↑ 38(56) ↑</p> <p>16(26) ↓ 73(69) ↓ 13(27) ↓</p> <p>41(10) ↑ 906(814) ↑ 32(85) ↑</p>	<p>26 Perris Bl. & Orange Av.</p> <p>29(50) ↓ 530(1043) ↓ 102(197) ↓ 161(93) ↑ 471(258) ↑ 180(251) ↑</p> <p>15(27) ↓ 262(367) ↓ 135(290) ↓</p> <p>180(247) ↑ 739(769) ↑ 100(230) ↑</p>	<p>27 Perris Bl. & Nuevo Rd.</p> <p>266(406) ↓ 425(805) ↓ 161(270) ↓ 164(187) ↑ 665(524) ↑ 235(176) ↑</p> <p>427(494) ↓ 708(651) ↓ 89(165) ↓</p> <p>200(178) ↑ 547(633) ↑ 246(102) ↑</p>	<p>28 Redlands Av. & Harley Knox Bl.</p> <p>1(13) ↓ 1(2) ↓ 0(0) ↓ 0(0) ↑ 0(0) ↑ 0(0) ↑</p> <p>9(12) ↓ 0(0) ↓ 194(294) ↓</p> <p>564(232) ↑ 2(6) ↑ 0(0) ↑</p>
<p>29 Redlands Av. & Markham St.</p> <p>16(6) ↓ 169(304) ↓</p> <p>10(11) ↓ 11(12) ↓</p> <p>28(7) ↑ 529(227) ↑</p>	<p>30 Redlands Av. & Ramona Exwy.</p> <p>16(20) ↓ 1(6) ↓ 166(300) ↓ 547(202) ↑ 1815(1664) ↑ 103(99) ↑</p> <p>50(23) ↓ 237(1983) ↓ 15(26) ↓</p> <p>9(12) ↑ 7(0) ↑ 145(114) ↑</p>	<p>31 Redlands Av. & Morgan St.</p> <p>69(107) ↓ 0(0) ↓ 0(0) ↓ 0(0) ↑ 0(0) ↑ 0(0) ↑</p> <p>93(85) ↓ 0(0) ↓ 0(0) ↓</p> <p>0(0) ↑ 0(0) ↑ 0(0) ↑</p>	<p>32 Redlands Av. & Rider St.</p> <p>961(543) ↓ 12(29) ↓</p> <p>400(648) ↓ 32(46) ↓</p> <p>5(6) ↑ 311(183) ↑</p>	<p>33 Redlands Av. & Placentia Av.</p> <p>4(6) ↓ 32(35) ↓ 5(10) ↓ 5(2) ↑ 160(101) ↑ 143(62) ↑</p> <p>43(38) ↓ 79(116) ↓ 62(137) ↓</p> <p>179(101) ↑ 258(138) ↑ 28(22) ↑</p>
<p>34 Redlands Av. & Orange Av.</p> <p>68(35) ↓ 155(191) ↓ 68(28) ↓ 171(27) ↑ 523(432) ↑ 145(106) ↑</p> <p>49(57) ↓ 274(545) ↓ 60(129) ↓</p> <p>108(88) ↑ 265(233) ↑ 150(93) ↑</p>	<p>35 Redlands Av. & Nuevo Rd.</p> <p>84(59) ↓ 252(197) ↓ 43(30) ↓ 44(42) ↑ 1079(913) ↑ 219(198) ↑</p> <p>68(67) ↓ 772(968) ↓ 168(182) ↓</p> <p>140(126) ↑ 249(252) ↑ 155(203) ↑</p>	<p>36 Murrieta Rd. & Nuevo Rd.</p> <p>213(72) ↓ 144(50) ↓ 158(51) ↓ 171(33) ↑ 809(879) ↑ 230(135) ↑</p> <p>149(84) ↓ 742(926) ↓ 94(20) ↓</p> <p>91(29) ↑ 130(85) ↑ 207(206) ↑</p>	<p>37 Lasselie St. & Iris Av.</p> <p>104(98) ↓ 561(775) ↓ 110(212) ↓ 60(77) ↑ 666(664) ↑ 699(779) ↑</p> <p>135(179) ↓ 483(478) ↓ 308(346) ↓</p> <p>301(236) ↑ 634(641) ↑ 559(572) ↑</p>	<p>38 Lasselie St. & Krameria Av.</p> <p>63(119) ↓ 1338(605) ↓ 107(189) ↓ 60(135) ↑ 30(172) ↑ 74(173) ↑</p> <p>146(335) ↓ 50(275) ↓ 187(205) ↓</p> <p>113(182) ↑ 988(1072) ↑ 56(266) ↑</p>
<p>39 Evans Rd. & Ramona Exwy.</p> <p>416(412) ↓ 294(634) ↓ 229(344) ↓ 361(332) ↑ 1520(1292) ↑ 17(20) ↑</p> <p>295(480) ↓ 1057(1469) ↓ 182(512) ↓</p> <p>529(261) ↑ 489(389) ↑ 29(9) ↑</p>	<p>40 Evans Rd. & Rider St.</p> <p>315(283) ↓ 206(423) ↓ 100(55) ↓ 188(72) ↑ 640(312) ↑ 23(38) ↑</p> <p>218(305) ↓ 540(398) ↓ 65(143) ↓</p> <p>178(87) ↑ 386(305) ↑ 52(25) ↑</p>	<p>41 Evans Rd. & Orange Av.</p> <p>161(128) ↓ 364(308) ↓ 205(91) ↓ 128(78) ↑ 255(135) ↑ 76(60) ↑</p> <p>144(137) ↓ 284(221) ↓ 134(91) ↓</p> <p>266(130) ↑ 467(312) ↑ 193(79) ↑</p>	<p>42 Evans Rd. & Nuevo Rd.</p> <p>569(340) ↓ 39(91) ↓ 90(55) ↑ 642(708) ↑</p> <p>488(491) ↓ 620(692) ↓</p>	<p>43 Bradley Rd. & Ramona Exwy.</p> <p>1507(1375) ↑ 17(30) ↑</p> <p>249(1543) ↓ 40(235) ↓</p> <p>245(90) ↑ 32(16) ↑</p>
<p>44 Bradley Rd. & Rider St.</p> <p>95(88) ↓ 10(13) ↓ 186(41) ↓ 82(78) ↑ 611(305) ↑ 12(6) ↑</p> <p>32(107) ↓ 740(299) ↓ 7(13) ↓</p> <p>17(16) ↑ 44(7) ↑ 41(6) ↑</p>	<p>45 Dunlap Rd. & Orange Av.</p> <p>177(301) ↓ 324(246) ↓</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>		



<p>46 <i>Dunlap Rd. & Nuevo Rd.</i></p> <p>87(50) ↓, 22(26) ↓, 89(136) ↓, 126(96) ↑, 478(654) ↑, 4(6) ↑, 34(65) ↓, 497(656) ↓, 15(7) ↓, 9(7) ↑, 21(40) ↑, 7(2) ↑</p>	<p>47 <i>Rider St. & Ramona Exwy.</i></p> <p>184(112) ↓, 1096(1447) ↓, 0(0) ↓, 1(1) ↑, 0(0) ↑, 0(0) ↑, 236(43) ↓, 0(0) ↓, 369(274) ↓, 267(319) ↑, 287(1361) ↑, 1(1) ↑</p>	<p>48 <i>Mid-County Pkwy. & Ramona Exwy.</i></p> <p>1399(1037) ↓, 46(72) ↓, 939(1453) ↓, 525(268) ↓, 155(644) ↓, 14(60) ↓</p>	<p>49 <i>Antelope Rd. & MCP WB Ramps</i></p> <p>Future Intersection</p>	<p>50 <i>Antelope Rd. & MCP EB Ramps</i></p> <p>Future Intersection</p>
<p>51 <i>Antelope Rd. & Nuevo Rd.</i></p> <p>93(375) ↓, 40(161) ↓, 134(73) ↑, 315(322) ↑, 312(171) ↓, 232(334) ↓</p>	<p>52 <i>Street A & Ramona Exwy.</i></p> <p>1384(856) ↓, 69(54) ↓, 745(1401) ↓, 208(112) ↓, 61(253) ↓, 20(90) ↓</p>	<p>53 <i>Menifee Rd. & Nuevo Rd.</i></p> <p>240(244) ↓, 302(290) ↓, 166(268) ↓, 103(213) ↓, 196(145) ↓, 311(302) ↓</p>	<p>54 <i>Menifee Rd. & San Jacinto Av.</i></p> <p>194(154) ↓, 330(349) ↓, 9(17) ↓, 20(7) ↑, 17(15) ↑, 17(9) ↑, 162(296) ↓, 6(22) ↓, 102(139) ↓, 122(100) ↓, 363(277) ↓, 16(16) ↓</p>	<p>55 <i>Menifee Rd. & Ellis Rd.</i></p> <p>16(19) ↓, 475(468) ↓, 0(1) ↓, 0(1) ↑, 4(1) ↑, 0(1) ↑, 20(29) ↓, 1(0) ↓, 49(13) ↓, 21(22) ↓, 472(376) ↓, 0(2) ↓</p>
<p>56 <i>Menifee Rd. & Mapes Rd.</i></p> <p>74(41) ↓, 347(356) ↓, 161(88) ↓, 151(99) ↑, 112(43) ↑, 12(7) ↑, 18(48) ↓, 43(137) ↓, 21(21) ↓, 27(20) ↑, 340(278) ↑, 13(10) ↑</p>	<p>57 <i>Menifee Rd. & Watson Rd.</i></p> <p>40(33) ↓, 249(279) ↓, 87(74) ↓, 63(19) ↑, 211(83) ↑, 40(11) ↑, 26(30) ↓, 135(183) ↓, 7(6) ↓, 34(9) ↓, 304(246) ↑, 134(154) ↑</p>	<p>58 <i>Menifee Rd. & Ethanac Rd. (SR-74)</i></p> <p>32(36) ↓, 261(232) ↓, 44(58) ↓, 89(65) ↑, 737(674) ↑, 210(177) ↑, 80(130) ↓, 722(717) ↓, 105(118) ↓, 221(149) ↓, 300(196) ↓, 207(105) ↓</p>	<p>59 <i>Bernasconi Rd. & Orange Av.</i></p> <p>Future Intersection</p>	<p>60 <i>Lakeview Av. & Ramona Exwy.</i></p> <p>1218(817) ↓, 171(188) ↓, 587(1303) ↓, 179(189) ↓, 235(94) ↓, 139(190) ↓</p>
<p>61 <i>Lakeview Av. & Nuevo Rd.</i></p> <p>401(368) ↓, 13(16) ↓, 21(18) ↑, 163(175) ↑, 417(373) ↓, 96(220) ↓</p>	<p>62 <i>Montgomery Av. & Nuevo Rd.</i></p> <p>0(0) ↓, 0(0) ↓, 0(0) ↓, 202(152) ↑, 0(0) ↓, 157(201) ↓</p>	<p>63 <i>Davis Rd./ Hansen Av. & Ramona Exwy.</i></p> <p>6(4) ↓, 1(2) ↓, 1(2) ↓, 1(2) ↑, 1(2) ↑, 1(2) ↑, 1238(937) ↓, 32(100) ↓, 2(2) ↓, 686(1206) ↓, 37(93) ↓, 145(63) ↓, 2(4) ↓, 84(84) ↓</p>	<p>64 <i>Hansen Av. & Contour Av.</i></p> <p>6(16) ↓, 69(93) ↓, 118(94) ↓, 132(67) ↑, 67(27) ↑, 149(66) ↑, 9(11) ↓, 68(21) ↓, 1(6) ↓, 4(4) ↓, 62(102) ↓, 134(99) ↓</p>	<p>65 <i>Bridge St. & Ramona Exwy.</i></p> <p>16(67) ↓, 17(69) ↓, 79(41) ↑, 1258(1031) ↑, 38(20) ↓, 852(1306) ↓</p>
<p>66 <i>Warren Rd. & Ramona Exwy.</i></p> <p>0(4) ↓, 1(1) ↓, 1(1) ↓, 2(0) ↑, 1044(832) ↑, 178(357) ↓, 5(1) ↓, 721(1071) ↓, 144(304) ↓, 294(238) ↓, 1(1) ↑, 302(258) ↑</p>	<p>67 <i>Sanderson Av. (SR-79) & Ramona Exwy.</i></p> <p>370(602) ↓, 607(1396) ↓, 674(889) ↓, 814(652) ↑, 667(439) ↑, 56(44) ↑, 553(464) ↓, 393(676) ↓, 79(192) ↓, 187(147) ↓, 1164(756) ↑, 79(37) ↓</p>	<p>68 <i>Indian Av. & Morgan St.</i></p> <p>26(24) ↓, 87(257) ↓, 7(17) ↓, 5(10) ↑, 123(34) ↑, 32(89) ↑, 11(21) ↓, 71(93) ↓, 79(76) ↓, 123(100) ↓, 187(151) ↓, 77(43) ↓</p>	<p>69 <i>Indian Av. & Rider St.</i></p> <p>6(5) ↓, 125(332) ↓, 29(71) ↓, 138(106) ↑, 55(26) ↑, 67(40) ↑, 13(24) ↓, 66(161) ↓, 30(22) ↓, 9(6) ↓, 211(114) ↑, 35(30) ↓</p>	

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



TABLE 5-1: INTERSECTION ANALYSIS FOR EAP (2030) CONDITIONS

#	Intersection	Traffic Control ²	Existing (2020)				EAP (2030)				Acceptable LOS ⁴
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		
			AM	PM	AM	PM	AM	PM	AM	PM	
1	Harvill Av. & Cajalco Exwy.	TS	37.1	34.7	D	C	44.3	41.3	D	D	D
2	I-215 Southbound Ramps & Harley Knox Bl.	TS	23.6	42.9	C	D	132.0	121.5	F	F	D
3	I-215 Northbound Ramps & Harley Knox Bl.	TS	26.6	14.8	C	B	85.2	67.0	F	E	D
4	I-215 Southbound Ramps & Ramona Exwy.	TS	34.2	42.6	C	D	47.3	96.1	D	F	D
5	I-215 Northbound Ramps & Ramona Exwy.	TS	19.0	18.7	B	B	34.7	88.0	C	F	D
6	I-215 SB Ramps & Placentia Av.	<u>TS</u> ³	Future Intersection				23.5	41.3	C	D	D
7	I-215 NB Ramps & Placentia Av.	<u>TS</u> ³	Future Intersection				27.4	27.6	C	C	D
8	I-215 SB Ramps & Nuevo Rd.	TS	20.6	26.9	C	C	23.1	40.6	C	D	D
9	I-215 NB Ramps & Nuevo Rd.	TS	16.6	8.4	B	A	20.8	12.0	C	B	D
10	Western Wy. & Harley Knox Bl.	TS	6.5	8.0	A	A	6.6	8.6	A	A	D
11	Webster Av. & Harley Knox Bl.	RA	10.7	9.6	B	A	22.2	33.9	C	D	D
12	Webster Av. & Ramona Exwy.	TS	22.8	22.6	C	C	30.0	31.8	C	C	D
13	Indian Av. & Harley Knox Bl.	TS	19.6	19.5	B	B	21.1	25.4	C	C	D
14	Indian Av. & Ramona Exwy.	TS	20.6	23.8	C	C	25.4	32.2	C	C	D
15	Indian Av. & Placentia Av.	AWS	10.9	9.7	B	A	>100.0	>100.0	F	F	D
16	Perris Bl. & Iris Av.	TS	27.5	30.8	C	C	38.7	47.8	D	D	D
17	Perris Bl. & Krameria Av.	TS	24.7	21.9	C	C	35.5	27.9	D	C	D
18	Perris Bl. & San Michele Rd.	TS	11.2	13.9	B	B	11.9	14.2	B	B	D
19	Perris Bl. & Nandina Av.	TS	11.0	14.1	B	B	11.5	15.2	B	B	D
20	Perris Bl. & Harley Knox Bl.	TS	26.8	39.6	C	D	39.2	57.5	D	E	D
21	Perris Bl. & Markham St.	TS	10.2	10.9	B	B	10.8	11.8	B	B	D
22	Perris Bl. & Ramona Exwy.	TS	31.6	26.9	C	C	52.8	40.6	D	D	D
23	Perris Bl. & Morgan St.	TS	11.3	12.3	B	B	14.4	15.6	B	B	D
24	Perris Bl. & Rider St.	TS	21.3	20.7	C	C	23.3	23.9	C	C	D
25	Perris Bl. & Placentia Av.	TS	15.5	16.2	B	B	16.4	17.7	B	B	D
26	Perris Bl. & Orange Av.	TS	21.0	36.8	C	D	25.5	61.7	C	E	D
27	Perris Bl. & Nuevo Rd.	TS	38.3	33.3	D	C	50.7	51.0	D	D	D
28	Redlands Av. & Harley Knox Bl.	TS	10.1	10.8	B	B	28.2	14.5	C	B	D
29	Redlands Av. & Markham St.	TS	5.0	5.4	A	A	11.7	10.1	B	B	D
30	Redlands Av. & Ramona Exwy.	TS	23.2	18.6	C	B	85.4	65.8	F	E	D
31	Redlands Av. & Morgan St.	AWS	7.2	7.8	A	A	9.9	9.6	A	A	D
32	Redlands Av. & Rider St.	AWS	>100.0	29.7	F	D	>100.0	89.7	F	F	D
33	Redlands Av. & Placentia Av.	AWS	11.3	9.5	B	A	13.0	10.2	B	B	D
34	Redlands Av. & Orange Av.	TS	18.4	17.4	B	B	20.0	18.6	B	B	D
35	Redlands Av. & Nuevo Rd.	TS	17.8	14.3	B	B	40.7	20.3	D	C	D
36	Murrieta Rd. & Nuevo Rd. ⁵	TS	27.1	22.0	C	C	36.1	18.7	D	B	D
37	Lasselle St. & Iris Av.	TS	27.8	28.1	C	C	38.2	42.0	D	D	D
38	Lasselle St. & Krameria Av.	TS	21.1	29.9	C	C	33.0	50.1	C	D	D
39	Evans Rd. & Ramona Exwy.	TS	32.6	23.1	C	C	78.1	69.3	E	E	D
40	Evans Rd. & Rider St.	TS	23.6	19.6	C	B	33.1	22.5	C	C	D
41	Evans Rd. & Orange Av.	TS	71.1	20.4	E	C	126.3	22.7	F	C	D
42	Evans Rd. & Nuevo Rd. ⁵	TS	21.0	14.4	C	B	23.1	15.7	C	B	D
43	Bradley Rd. & Ramona Exwy.	TS	8.5	6.6	A	A	10.2	7.0	B	A	D
44	Bradley Rd. & Rider St.	TS	17.9	12.2	B	B	23.8	15.1	C	B	D
45	Dunlap Dr. & Orange Av.	CSS	10.8	10.5	B	B	11.8	11.3	B	B	D

46	Dunlap Dr. & Nuevo Rd.	TS	16.1	20.0	B	C	18.3	44.3	B	D	D
47	Ramona Exwy. & Rider St.	TS	11.3	10.6	B	B	22.4	16.9	C	B	D
48	Antelope Rd. & Ramona Exwy.	TS	Future Intersection				14.5	51.6	B	D	D
49	MCP WB Ramps & Antelope Rd.		Not Analyzed ⁶				Not Analyzed ⁶				
50	MCP EB Ramps & Antelope Rd.		Not Analyzed ⁶				Not Analyzed ⁶				
51	Antelope Rd. & Nuevo Rd.	TS	Future Intersection				27.0	35.8	C	D	D
52	Street A & Ramona Exwy.	TS	Future Intersection				22.0	25.2	C	C	D
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.	AWS	14.8	15.9	B	C	46.4	55.2	E	F	D
54	Menifee Rd. & San Jacinto Av.	AWS	12.3	12.9	B	B	18.4	21.6	C	C	D
55	Menifee Rd. & Ellis Rd.	CSS	17.6	14.7	C	B	23.6	21.6	C	C	D
56	Menifee Rd. & Mapes Rd.	CSS	21.0	21.4	C	C	45.8	44.9	E	E	D
57	Menifee Rd. & Watson Rd.	CSS	>100.0	45.7	F	E	>100.0	>100.0	F	F	D
58	Menifee Rd. & Ethanac Rd. (SR-74)	TS	59.0	36.7	E	D	105.9	60.0	F	E	D
59	Bernasconi Rd. & Orange Av.		Future Intersection				Future Intersection				
60	Lakeview Av. & Ramona Exwy.	TS	14.0	21.7	B	C	37.8	75.7	D	E	D
61	Lakeview Av. & Nuevo Rd.	AWS	17.1	15.1	C	C	42.4	34.4	E	D	D
62	Montgomery Av. & Nuevo Rd.	CSS	10.3	10.3	B	B	11.1	11.2	B	B	D
63	Hansen Av./Davis Rd. & Ramona Exwy.	TS	11.5	10.9	B	B	12.0	12.0	B	B	D
64	Hansen Av. & Contour Av.	AWS	11.3	8.6	B	A	15.7	9.4	C	A	D
65	Bridge St. & Ramona Exwy.	CSS	23.2	35.6	C	E	37.1	>100.0	E	F	D
66	Warren Rd. & Ramona Exwy.	TS	12.3	15.4	B	B	16.0	30.3	B	C	D
67	Sanderson Av. (SR-79) & Ramona Exwy.	TS	131.1	131.2	F	F	197.6	>200.0	F	F	D
68	Indian Av. & Morgan St.	TS	21.4	19.3	C	B	26.1	26.0	C	C	D
69	Indian Av. & Rider St.	TS	15.0	15.5	B	B	15.5	16.0	B	B	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

² AWS = All-way Stop; CSS = Cross-street Stop; RA = Roundabout; TS = Traffic Signal; **TS** = Improvement

³ A traffic signal is assumed as part of the I-215 Freeway/Placentia Avenue interchange project. The I-215 Freeway/Placentia Avenue interchange project is anticipated to be completed by 2022. As such, these improvements have been assumed to be in place for EAP (2030) conditions.

⁴ Minimum acceptable LOS for each applicable jurisdiction.

⁵ The Nuevo Road widening is anticipated to be completed by the end of 2020. As such, the Nuevo Road widening is assumed under EAP (2030) traffic conditions.

⁶ Intersection will be constructed when the Mid-County Parkway is constructed. As such, the intersection does not exist under this scenario.

- I-215 Northbound Ramps & Harley Knox Boulevard (#3) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Ramona Expressway (#4) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Ramona Expressway (#5) – LOS F AM and PM peak hours
- Indian Avenue & Placentia Avenue (#15) – LOS F AM and PM peak hours
- Perris Boulevard & Harley Knox Boulevard (#20) – LOS F PM peak hour only
- Perris Boulevard & Orange Avenue (#26) – LOS E PM peak hour only
- Redlands Avenue & Ramona Expressway (#30) – LOS F AM and PM peak hours
- Redlands Avenue & Rider Street (#32) – LOS F AM and PM peak hours
- Evans Road & Ramona Expressway (#39) – LOS F AM and PM peak hours
- Evans Road & Orange Avenue (#41) – LOS F AM peak hour only
- Menifee Road/Reservoir Boulevard & Nuevo Road (#53) – LOS E AM peak hour; LOS F PM peak hour
- Menifee Road & Mapes Road (#56) – LOS F AM and PM peak hours
- Menifee Road & Watson Road (#57) – LOS F AM and PM peak hours
- Menifee Road & Ethanac Road (SR-74) (#58) – LOS F AM and PM peak hours
- Lakeview Avenue & Ramona Expressway (#60) – LOS F AM and PM peak hours
- Lakeview Avenue & Nuevo Road (#61) – LOS E AM peak hour only
- Bridge Street & Ramona Expressway (#65) – LOS F AM and PM peak hours
- Sanderson Avenue (SR-79) & Ramona Expressway (#67) – LOS F AM and PM peak hours

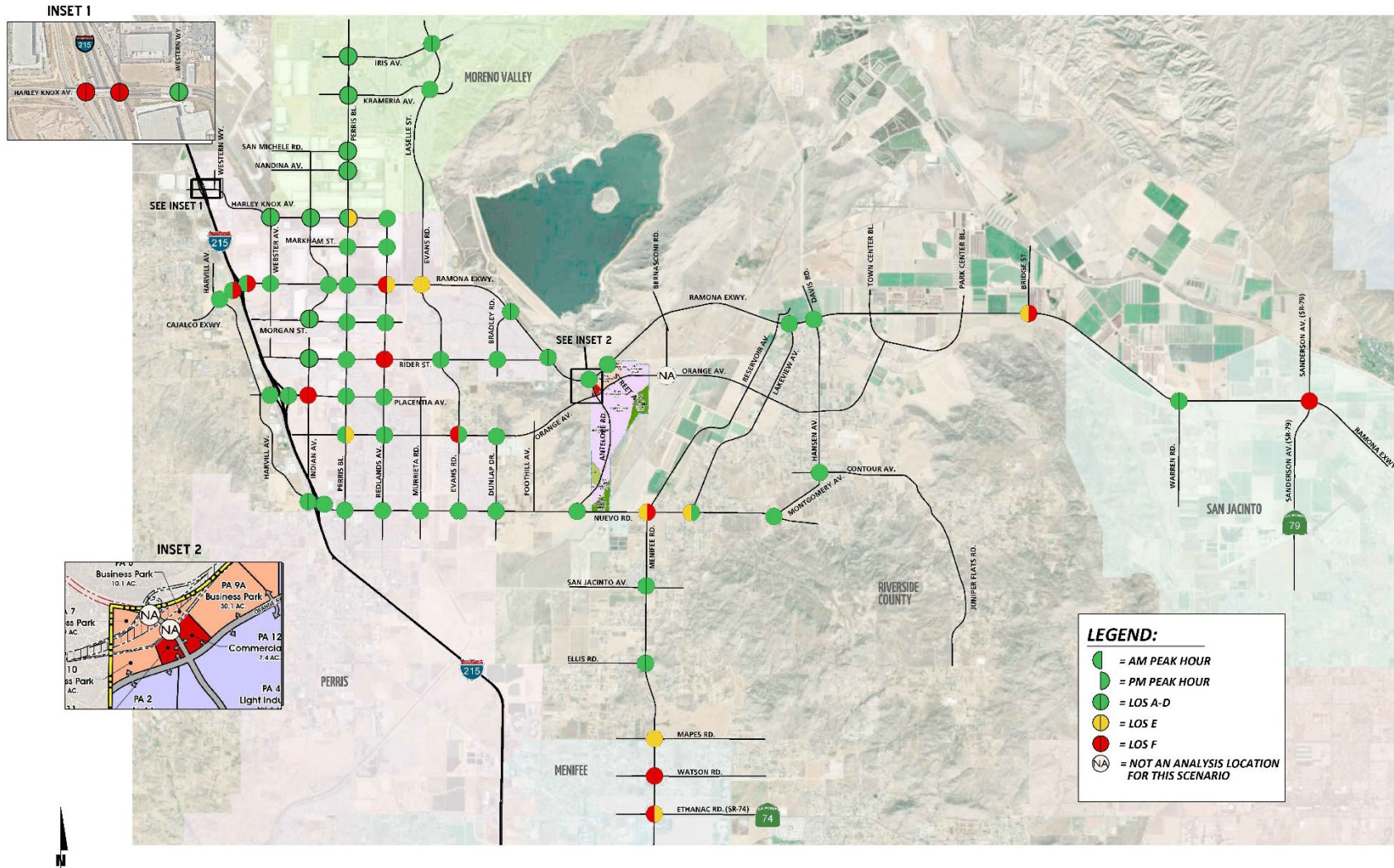
A summary of the peak hour intersection LOS for EAP (2030) traffic conditions is shown on Exhibit 5-3. The intersection operations analysis worksheets for EAP (2030) traffic conditions are included in Appendix 5.1 of this TIA.

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants have been performed (based on CA MUTCD) for EAP (2030) traffic conditions based on daily volumes. The following additional unsignalized study area intersections are anticipated to meet planning-level ADT traffic signal warrants under EAP (2030) traffic conditions, in addition to the intersections previously warranted under Existing (2020) traffic conditions (see Appendix 5.2):

- I-215 SB Ramps & Placentia Avenue (#6)
- I-215 NB Ramps & Placentia Avenue (#7)
- Indian Avenue & Placentia Avenue (#15)
- Redlands Avenue & Placentia Avenue (#33)
- Antelope Road & Ramona Expressway (#48)
- Antelope Road & Nuevo Road (#51)
- Street A & Ramona Expressway (#52)
- Bernasconi Road & Orange Avenue (#59)

EXHIBIT 5-3: EAP (2030) SUMMARY OF LOS



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5.5 OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-215 Freeway at Harley Knox Boulevard, Ramona Expressway, Placentia Avenue, and Nuevo Road interchanges to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-215 Freeway mainline. Queuing analysis findings are presented in Table 5-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 5-2, the following movement is anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under EAP (2030) traffic conditions:

- I-215 Southbound Ramps & Ramona Expressway (#4), southbound left turn lane – PM peak hour only

Worksheets for EAP (2030) traffic conditions off-ramp queuing analysis are provided in Appendix 5.3.

5.6 FREEWAY FACILITY ANALYSIS

EAP (2030) mainline directional volumes for the AM and PM peak hours are provided on Exhibit 5-4. As shown in Table 5-3, the following study area freeway segments and merge/diverge ramp junctions analyzed for this study are anticipated to continue to operate at an unacceptable LOS (i.e., LOS E or worse) during the peak hours for EAP (2030) traffic conditions, consistent with Existing (2020) traffic conditions:

- I-215 Freeway Northbound, North of Harley Knox Boulevard (#14) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Harley Knox Boulevard to Ramona Expressway (#17) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Ramona Expressway to Placentia Avenue (#20) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Placentia Avenue to Nuevo Road (#23) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, South of Nuevo Road (#26) – LOS F AM and PM peak hours

As such, no additional freeway facilities would operate at a deficient LOS with the addition of Project traffic. EAP (2030) freeway facility analysis worksheets are provided in Appendix 5.4.

TABLE 5-2: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR EAP (2030) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2020)				EAP (2030)			
			95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
I-215 Southbound Ramps & Harley Knox Bl.	SBL/T	1,330	290 ²	315 ²	Yes	Yes	612 ²	483 ²	Yes	Yes
	SBR	270	39	43	Yes	Yes	43	46	Yes	Yes
I-215 Southbound Ramps & Ramona Exwy.	SBL	530	314	583 ^{2,3}	Yes	Yes	636 ^{2,3}	875 ²	Yes	No
	SBL/T	1,100	315	584 ²	Yes	Yes	636 ²	881 ²	Yes	Yes
	SBR	530	120	52	Yes	Yes	199	130	Yes	Yes
I-215 Southbound Ramps & Placentia Av.	SBL	300	Future Interchange				133	317 ^{2,3}	Yes	Yes
	SBL/T	1,450	Future Interchange				134	318 ²	Yes	Yes
	SBR	900	Future Interchange				35	29	Yes	Yes
I-215 Southbound Ramps & Nuevo Rd.	SBL	670	106	189	Yes	Yes	123	233	Yes	Yes
	SBL/T	1010	108	191	Yes	Yes	124	236	Yes	Yes
	SBR	440	35	25	Yes	Yes	49	33	Yes	Yes
I-215 Northbound Ramps & Harley Knox Bl.	NBL/T	1,120	20	16	Yes	Yes	23	18	Yes	Yes
	NBR	265	24	48	Yes	Yes	34	55	Yes	Yes
I-215 Northbound Ramps & Ramona Exwy.	NBL	520	131	147	Yes	Yes	161	176	Yes	Yes
	NBL/T	1,120	134	149	Yes	Yes	158	178	Yes	Yes
	NBR	520	462 ²	382 ²	Yes	Yes	634 ^{2,3}	561 ^{2,3}	Yes	Yes
I-215 Northbound Ramps & Placentia Av.	NBL	600	Future Interchange				68	68	Yes	Yes
	NBL/T	1,700	Future Interchange				68	69	Yes	Yes
	NBR	1,200	Future Interchange				233	279 ²	Yes	Yes
I-215 Northbound Ramps & Nuevo Rd.	NBL/T	1,100	241	83	Yes	Yes	297	80	Yes	Yes
	NBR	370	151	132	Yes	Yes	348 ²	211	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

TABLE 5-3: FREEWAY FACILITY ANALYSIS FOR EAP (2030) CONDITIONS

Freeway	Direction	Mainline Segment	Lanes ¹	Existing (2020)				EAP (2030)			
				Density ²		LOS ³		Density ²		LOS ³	
				AM	PM	AM	PM	AM	PM	AM	PM
I-215 Freeway	Southbound	North of Harley Knox Bl.	3	19.2	24.8	C	C	26.0	33.6	C	D
		Off-Ramp at Harley Knox Bl.	3	22.1	26.5	C	C	28.4	31.9	D	D
		On-Ramp at Harley Knox Bl.	3	19.1	25.9	B	C	23.9	31.2	C	D
		Harley Knox Bl. to Ramona Exwy.	3	17.0	24.2	B	C	21.5	31.3	C	D
		Off-Ramp at Ramona Exwy.	3	22.0	29.0	C	D	27.7	34.3	C	D
		On-Ramp at Ramona Exwy.	3	17.8	23.4	B	C	21.3	27.8	C	C
		Ramona Exwy. to Placentia Av.	3	16.2	21.9	B	C	18.6	26.0	C	C
		Off-Ramp at Placentia Av.	3	Future Interchange				19.8	26.0	B	C
		On-Ramp at Placentia Av.	3	Future Interchange				20.1	28.1	C	D
		Placentia Av. to Nuevo Rd.	3	16.0	21.6	B	C	18.9	28.1	C	D
		Off-Ramp at Nuevo Rd.	3	19.0	24.9	B	C	22.7	29.7	C	D
		On-Ramp at Nuevo Rd.	3	13.7	17.9	B	B	16.8	22.8	B	C
		South of Nuevo Rd.	3	12.7	15.9	B	B	15.6	22.1	B	C

I-215 Freeway	Northbound	North of Harley Knox Bl.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Harley Knox Bl.	3	21.8	23.5	C	C	27.7	32.1	C	D
		Off-Ramp at Harley Knox Bl.	3	17.1	20.3	B	C	19.3	26.4	B	C
		Harley Knox Bl. to Ramona Exwy.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Ramona Exwy.	3	15.9	20.6	B	C	20.3	27.5	C	C
		Off-Ramp at Ramona Exwy.	3	17.1	22.3	B	C	21.4	27.7	C	C
		Ramona Exwy. to Placentia Av.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Placentia Av.	3	Future Interchange				19.0	25.5	B	C
		Off-Ramp at Placentia Av.	3	Future Interchange				18.0	23.2	B	C
		Placentia Av. to Nuevo Rd.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Nuevo Rd.	3	14.5	19.5	B	B	18.2	23.7	B	C
		Off-Ramp at Nuevo Rd.	3	21.9	23.4	C	C	28.1	28.6	D	D
		South of Nuevo Rd.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F

BOLD = LOS does not meet Caltrans requirements (i.e., unacceptable LOS or LOS E/F).

¹ Number of lanes are in the specified direction and is based on existing conditions.

² Density is measured by passenger cars per mile per lane (pc/mi/ln).

³ LOS = Level of Service

⁴ Analysis with constrained flow results in acceptable LOS, however, field observations indicate congestion during the peak hour. As such, the freeway is considered at capacity.

EXHIBIT 5-4: EAP (2030) FREEWAY MAINLINE VOLUMES



LEGEND:
 ← 100/200 = AM/PM PEAK HOUR VOLUMES
 NOTE: VOLUMES IN ACTUAL VEHICLES (NOT PCE)

5.7 RECOMMENDED IMPROVEMENTS

Improvement strategies have been recommended at intersections and freeway facilities that have been identified as deficient under EAP (2030) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better). Since these improvements are required with the addition of Project traffic, the Project may be conditioned to provide the recommended improvements. If the improvements are eligible under TUMF/DIF or other funding program, the Project can seek credits against its fee obligation (see Table 1-4 and Table 1-5).

5.7.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

The effectiveness of the recommended improvement strategies to address EAP (2030) traffic deficiencies are presented in Table 5-4. Worksheets for EAP (2030) conditions, with improvements, HCM calculation worksheets are provided in Appendix 5.5.

5.7.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 5-2, there is one movement anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under EAP (2030) traffic conditions. Table 5-5 shows the effectiveness of the improvement strategies at the intersection that experiences off-ramp queuing issues under EAP (2030) traffic conditions. With the proposed intersection improvements at the study area freeway ramp-to-arterial intersection (see Table 5-4), the analysis indicates that there are no queuing issues anticipated that may potentially “spill back” onto the I-215 Freeway mainline during the peak hours for EAP (2030) traffic conditions (see Table 5-5). Off-ramp queuing analysis worksheets, with improvements, for EAP (2030) are provided in Appendix 5.6.

5.7.3 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON FREEWAY FACILITIES

The I-215 North Project includes the construction of an HOV lane in each direction of the I-215 Freeway between Nuevo Road and Box Springs Road within the existing median. (15) (16) At this time, the I-215 North Project has no anticipated start or completion date. As such, no improvements have been recommended to address the EAP (2030) deficiencies on the SHS, because the improvement to the I-215 Freeway is assumed to be a long-range improvement. As such, no improvements have been recommended to address existing deficiencies on the study area freeway facilities.

TABLE 5-4: INTERSECTION ANALYSIS FOR EAP (2030) CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
2	I-215 Southbound Ramps & Harley Knox Bl.																	
	- Without Improvements	TS	0	0	0	0	1	1	0	2	d	1	2	0	132.0	121.5	F	F
	- With Improvements	TS	0	0	0	<u>1</u>	1	1	0	2	d	1	2	0	22.8	38.9	C	D
3	I-215 Northbound Ramps & Harley Knox Bl.																	
	- Without Improvements	TS	0	1	1	0	0	0	1	2	0	0	2	d	85.2	67.0	F	E
	- With Improvements	TS	0	1	1	0	0	0	<u>2</u>	2	0	0	2	d	19.7	21.7	B	C
4	I-215 Southbound Ramps & Ramona Exwy.																	
	- Without Improvements	TS	0	0	0	1	1	1	0	2	0	1	2	0	47.3	96.1	D	F
	- With Improvements	TS	0	0	0	1	1	1	0	2	0	<u>2</u>	2	0	34.6	37.2	C	D
5	I-215 Northbound Ramps & Ramona Exwy.																	
	- Without Improvements	TS	1	1	1	0	0	0	1	2	0	0	2	1	34.7	88.0	C	F
	- With Improvements	TS	1	1	1	0	0	0	<u>2</u>	2	0	0	2	1	21.0	45.7	C	D
15	Indian Av. & Placentia Av.																	
	- Without Improvements	AWS	<u>1</u>	<u>1</u>	<u>0</u>	1	1	0	<u>1</u>	<u>1</u>	0	1	1	0	>100.0	>100.0	F	F
	- With Improvements	TS	<u>1</u>	<u>1</u>	<u>0</u>	1	1	0	<u>1</u>	<u>2</u>	0	1	<u>2</u>	<u>0</u>	23.5	23.1	C	C
20	Perris Bl. & Harley Knox Bl.																	
	- Without Improvements	TS	2	3	1	2	3	1	1	2	1	2	3	1	39.2	57.5	D	E
	- With Improvements	TS	2	3	1	2	3	1	<u>2</u>	2	1	2	3	1	23.1	22.2	C	C
26	Perris Bl. & Orange Av.																	
	- Without Improvements	TS	1	2	d	1	2	1	1	1	1	1	2	d	25.5	61.7	C	E
	- With Improvements	TS	1	2	d	1	2	1	1	<u>2</u>	<u>0</u>	1	2	d	24.3	54.6	C	D
30	Redlands Av. & Ramona Exwy.																	
	- Without Improvements	TS	1	1	0	1	1	1	1	3	1	1	3	1	85.4	65.8	F	E
	- With Improvements	TS	1	1	0	<u>2</u>	1	1	1	3	1	1	3	1	36.0	37.6	D	D
32	Redlands Av. & Rider St.																	
	- Without Improvements	AWS	1	0	1	0	0	0	0	1	1	1	2	0	>100.0	89.7	F	F
	- With Improvements	TS	1	0	1	0	0	0	0	1	1	1	2	0	23.4	9.7	C	A
39	Evans Rd. & Ramona Exwy.																	
	- Without Improvements	TS	2	2	1	2	2	1	2	3	1	1	2	1	78.1	69.3	E	E
	- With Improvements ⁴	TS	2	2	1	2	2	1	2	3	1	1	<u>3</u>	1	43.9	40.3	D	D
41	Evans Rd. & Orange Av.																	
	- Without Improvements	TS	1	1	1	1	1	1	1	1	0	1	1	0	126.3	22.7	F	C
	- With Improvements	TS	1	<u>2</u>	1	1	<u>2</u>	1	1	<u>2</u>	0	1	<u>2</u>	0	40.4	19.7	D	B
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.																	
	- Without Improvements	AWS	0	1	0	0	0	0	0	1	0	0	1	0	46.4	55.2	E	F
	- With Improvements	TS	0	1	0	0	0	0	0	1	0	<u>1</u>	1	0	18.4	23.1	B	C
56	Menifee Rd. & Mapes Rd.																	
	- Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	0	45.8	44.9	E	E
	- With Improvements	TS	1	1	0	1	1	0	<u>1</u>	1	0	<u>1</u>	1	0	24.4	19.8	C	B
57	Menifee Rd. & Watson Rd.																	
	- Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	>100.0	>100.0	F	F
	- With Improvements	TS	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	16.8	14.0	B	B
58	Menifee Rd. & Ethanac Rd. (SR-74)																	
	- Without Improvements	TS	0	1	1	0	1	0	1	1	0	1	1	0	105.9	60.0	F	E
	- With Improvements ⁴	TS	1	1	1	<u>1</u>	1	0	1	2	0	1	2	0	39.4	32.8	D	C
60	Lakeview Av. & Ramona Exwy.																	
	- Without Improvements	TS	1	0	1	0	0	0	0	1	1	1	1	0	37.8	75.7	D	E
	- With Improvements	TS	1	0	1	0	0	0	0	<u>3</u>	1	1	<u>3</u>	0	21.6	9.8	C	A

61	Lakeview Av. & Nuevo Rd.																	
	- Without Improvements	AWS	0	0	0	0	1	0	0	1	0	0	1	0	42.4	34.4	E	D
	- With Improvements	TS	0	0	0	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	1	0	0	1	0	37.6	28.5	D	C
65	Bridge St. & Ramona Exwy.																	
	- Without Improvements	CSS	0	0	0	0	1	0	1	1	0	0	1	0	37.1	>100.0	E	F
	- With Improvements	TS	0	0	0	0	1	0	1	1	0	0	1	0	34.9	5.3	C	A
67	Sanderson Av. (SR-79) & Ramona Exwy.																	
	- Without Improvements	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	197.6	>200.0	F	F
	- With Improvements	TS	2	<u>3</u>	1>	2	<u>3</u>	<u>1></u>	2	<u>3</u>	1>	2	<u>3</u>	1>	46.6	38.7	D	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; >> = Free-Right Turn Lane; 1 = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-street Stop; AWS = All-way Stop; TS = Traffic Signal; **TS** = Improvements

⁴ Improvement includes modifying the traffic signal to protect the northbound and southbound left turns.

TABLE 5-5: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR EAP (2030) CONDITIONS WITH IMPROVEMENTS

Intersection	Movement	Available Stacking Distance (Feet)	EAP (2030)			
			95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
I-215 Southbound Ramps & Ramona Exwy.	SBL	530	508 ²	651 ^{2,3}	Yes	Yes
	SBL/T	1,100	508 ²	656 ²	Yes	Yes
	SBR	530	176	130	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

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6 EAPC (2030) TRAFFIC CONDITIONS

This section discusses the methods used to develop EAPC (2030) traffic forecasts, and the resulting intersection operations, traffic signal warrant, and freeway facility operations analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAPC (2030) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for EAP conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways). This also includes the construction of Antelope Road between Ramona Expressway and Nuevo Road.
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2030) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).
- The Nuevo Road widening improvements (from Murrieta Road to Evans Road) are assumed to be completed.
- The I-215 Freeway/Placentia Avenue interchange is assumed to be completed and in place.
- Note: The MCP is not assumed to be in place for EAPC (2030) conditions.

6.2 EAPC (2030) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2020) traffic volumes plus an ambient growth factor of 21.9%, the addition of traffic generated by cumulative development projects, and the addition of Project traffic. The weekday ADT volumes and peak hour volumes which can be expected for EAPC (2030) traffic conditions are shown on Exhibits 6-1 and 6-2, respectively. EAPC (2030) traffic conditions assumes that the MCP is not constructed and operational, and that no development will occur on-site within the MCP alignment.

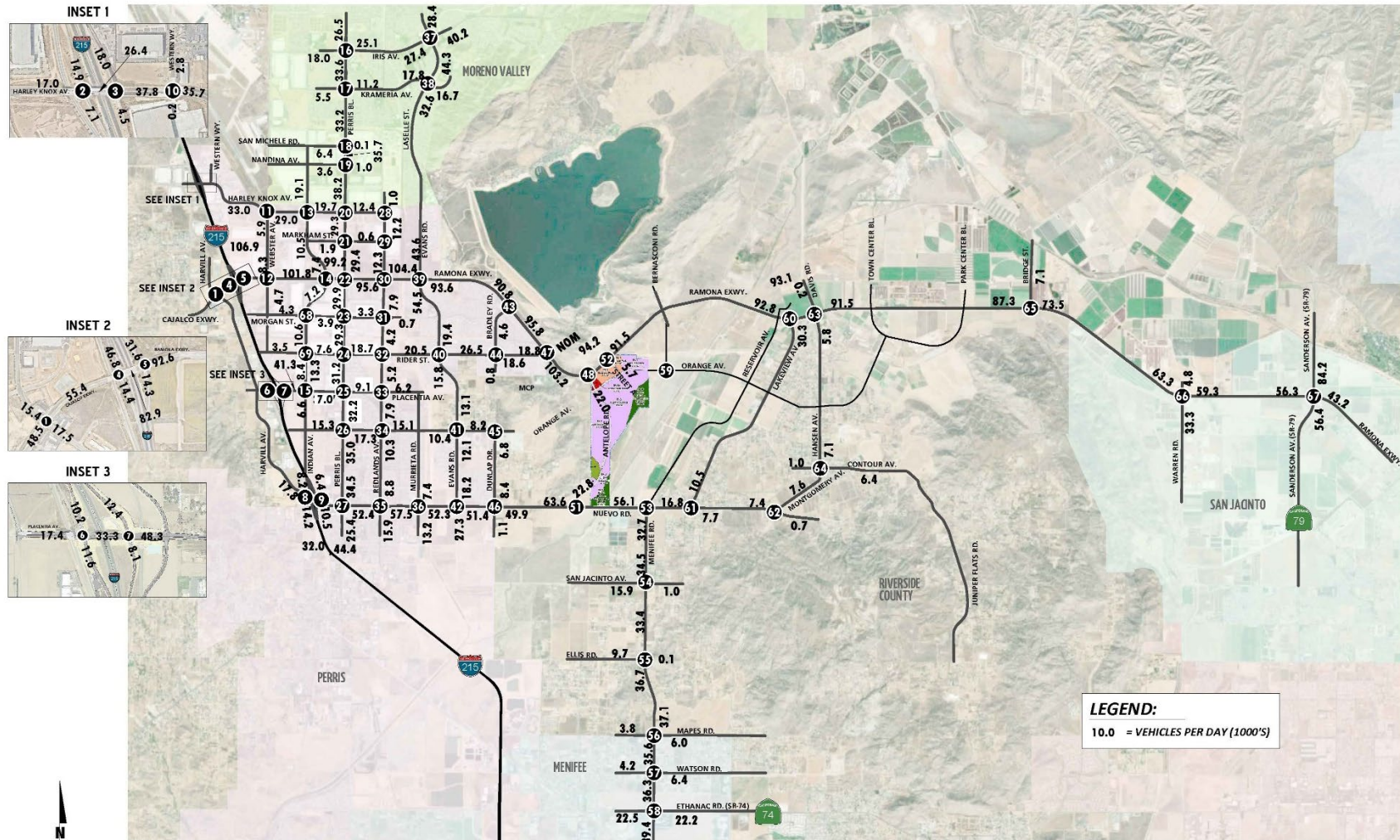
6.3 INTERSECTION OPERATIONS ANALYSIS

LOS calculations were conducted for the study intersections to evaluate their operations under EAPC conditions with roadway and intersection geometrics consistent with Section 6.1 *Roadway Improvements*. As shown in Table 6-1, all study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours for EAPC (2030) traffic conditions, with the exception of the following intersections:

- Harvill Avenue & Cajalco Expressway (#1) – LOS E AM peak hour; LOS F PM peak hour
- I-215 Southbound Ramps & Harley Knox Boulevard (#2) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Harley Knox Boulevard (#3) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Ramona Expressway (#4) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Ramona Expressway (#5) – LOS F AM and PM peak hours

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EXHIBIT 6-1: EAPC (2030) AVERAGE DAILY TRAFFIC (ADT)



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EXHIBIT 6-2: EAPC (2030) TRAFFIC VOLUMES

<p>1 Harvill Av. & Cajalco Exwy.</p> <p>↓ 33(76) ↓ 157(267) ↓ 275(510)</p> <p>↑ 432(205) ↑ 1148(1000) ↑ 306(224)</p> <p>75(50) 812(1279) 202(237)</p> <p>399(278) 381(175) 127(211)</p>	<p>2 I-215 SB Ramps & Harley Knox Bl.</p> <p>↓ 487(312) ↓ 5(0) ↓ 984(583)</p> <p>↑ 242(221) ↑ 187(589)</p> <p>526(789) 29(113)</p>	<p>3 I-215 NB Ramps & Harley Knox Bl.</p> <p>↑ 1020(1189) ↑ 356(769)</p> <p>360(555) 1150(818)</p> <p>72(41) 2(1) 292(250)</p>	<p>4 I-215 SB Ramps & Ramona Exwy.</p> <p>↓ 404(260) ↓ 0(2) ↓ 1246(2008)</p> <p>↑ 1483(1170) ↑ 486(610)</p> <p>883(1409) 385(642)</p>	<p>5 I-215 NB Ramps & Ramona Exwy.</p> <p>↑ 1447(1585) ↑ 1460(1283)</p> <p>202(407) 1928(3011)</p> <p>507(486) 2(2) 613(577)</p>
<p>6 I-215 SB Ramps & Placentia Av.</p> <p>↓ 85(71) ↓ 0(0) ↓ 463(747)</p> <p>↑ 526(677) ↑ 352(807)</p> <p>312(490) 146(166)</p>	<p>7 I-215 NB Ramps & Placentia Av.</p> <p>↑ 701(945) ↑ 710(1343)</p> <p>68(82) 707(1155)</p> <p>168(141) 0(0) 492(435)</p>	<p>8 I-215 SB Ramps & Nuevo Rd.</p> <p>↑ 147(84) ↑ 1(4) ↑ 357(573)</p> <p>↑ 1310(699) ↑ 565(983)</p> <p>637(737) 198(244)</p>	<p>9 I-215 NB Ramps & Nuevo Rd.</p> <p>↑ 347(450) ↑ 1465(1573)</p> <p>59(67) 934(1242)</p> <p>411(110) 2(0) 938(700)</p>	<p>10 Western Wy. & Harley Knox Bl.</p> <p>↑ 36(155) ↑ 0(0) ↑ 7(25)</p> <p>↑ 51(6) ↑ 1339(1796) ↑ 12(5)</p> <p>103(36) 1329(1028) 10(4)</p> <p>1(6) 0(0) 2(4)</p>
<p>11 Webster Av. & Harley Knox Bl.</p> <p>↑ 1130(1408) ↑ 10(12)</p> <p>1047(853) 178(152)</p> <p>107(127) 42(47)</p>	<p>12 Webster Av. & Ramona Exwy.</p> <p>↓ 120(180) ↓ 40(50) ↓ 63(100)</p> <p>↑ 37(56) ↑ 2664(2636) ↑ 55(30)</p> <p>242(189) 1959(2847) 86(100)</p> <p>146(220) 77(28) 37(15)</p>	<p>13 Indian Av. & Harley Knox Bl.</p> <p>↑ 204(631) ↑ 118(321) ↑ 16(88)</p> <p>↑ 83(41) ↑ 892(653) ↑ 60(55)</p> <p>490(308) 518(589) 106(69)</p> <p>112(106) 374(257) 41(72)</p>	<p>14 Indian Av. & Ramona Exwy.</p> <p>↓ 124(156) ↓ 78(172) ↓ 43(203)</p> <p>↑ 173(162) ↑ 2694(2181) ↑ 61(122)</p> <p>316(375) 1723(2942) 77(111)</p> <p>75(146) 178(205) 32(34)</p>	<p>15 Indian Av. & Placentia Av.</p> <p>↑ 94(360) ↑ 148(264) ↑ 32(117)</p> <p>↑ 59(49) ↑ 927(1168) ↑ 169(33)</p> <p>290(127) 774(1115) 146(98)</p> <p>42(50) 187(98) 98(20)</p>
<p>16 Perris Bl. & Iris Av.</p> <p>↓ 59(24) ↓ 572(1034) ↓ 162(267)</p> <p>↑ 161(124) ↑ 645(506) ↑ 299(315)</p> <p>37(21) 490(589) 121(159)</p> <p>198(242) 1029(913) 296(301)</p>	<p>17 Perris Bl. & Krameria Av.</p> <p>↓ 9(11) ↓ 828(1212) ↓ 91(148)</p> <p>↑ 219(107) ↑ 189(100) ↑ 241(193)</p> <p>21(30) 179(155) 101(104)</p> <p>94(46) 1173(1157) 242(202)</p>	<p>18 Perris Bl. & San Michele Rd.</p> <p>↓ 87(99) ↓ 1500(1951) ↓ 1(5)</p> <p>↑ 0(0) ↑ 0(0) ↑ 2(1)</p> <p>39(158) 0(0) 23(180)</p> <p>126(76) 1733(1879) 1(0)</p>	<p>19 Perris Bl. & Nandina Av.</p> <p>↓ 22(54) ↓ 1473(2032) ↓ 17(17)</p> <p>↑ 11(12) ↑ 4(6) ↑ 6(27)</p> <p>16(51) 2(2) 21(132)</p> <p>51(53) 1818(1883) 22(16)</p>	<p>20 Perris Bl. & Harley Knox Bl.</p> <p>↑ 307(324) ↑ 821(1230) ↑ 75(148)</p> <p>↑ 201(112) ↑ 443(342) ↑ 10(8)</p> <p>242(340) 387(270) 35(119)</p> <p>261(64) 1273(992) 16(12)</p>
<p>21 Perris Bl. & Markahm St.</p> <p>↓ 23(23) ↓ 792(1278) ↓ 7(17)</p> <p>↑ 25(9) ↑ 23(4) ↑ 9(8)</p> <p>18(28) 13(13) 21(57)</p> <p>36(26) 603(1030) 6(11)</p>	<p>22 Perris Bl. & Ramona Exwy.</p> <p>↓ 225(222) ↓ 414(764) ↓ 21(486)</p> <p>↑ 321(296) ↑ 2307(1834) ↑ 171(150)</p> <p>354(307) 1255(2498) 190(374)</p> <p>392(347) 931(499) 128(193)</p>	<p>23 Perris Bl. & Morgan St.</p> <p>↓ 69(32) ↓ 659(1266) ↓ 36(20)</p> <p>↑ 9(43) ↑ 43(76) ↑ 21(32)</p> <p>29(39) 81(51) 29(27)</p> <p>46(43) 407(1055) 15(13)</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>	



<p>24 Perris Bl. & Rider St.</p> <p>↓ 32(41) ↓ 462(1041) ↓ 142(251) ↑ 368(251) ↑ 351(110) ↑ 274(346)</p> <p>28(47) ↓ 156(292) ↓ 19(91) ↑ 48(37) ↑ 1099(765) ↑ 178(297)</p>	<p>25 Perris Bl. & Placentia Av.</p> <p>↓ 38(24) ↓ 665(1280) ↓ 37(165) ↑ 243(122) ↑ 237(109) ↑ 54(88)</p> <p>27(31) ↓ 117(183) ↓ 78(156) ↑ 82(155) ↑ 990(944) ↑ 42(121)</p>	<p>26 Perris Bl. & Orange Av.</p> <p>↓ 29(50) ↓ 530(1043) ↓ 102(197) ↑ 161(93) ↑ 471(258) ↑ 180(251)</p> <p>15(27) ↓ 262(367) ↓ 135(290) ↑ 180(247) ↑ 739(769) ↑ 100(230)</p>	<p>27 Perris Bl. & Nuevo Rd.</p> <p>↓ 266(406) ↓ 425(805) ↓ 161(270) ↑ 164(187) ↑ 856(642) ↑ 235(176)</p> <p>427(494) ↓ 755(869) ↓ 89(165) ↑ 200(178) ↑ 547(633) ↑ 246(102)</p>	<p>28 Redlands Av. & Harley Knox Bl.</p> <p>↓ 6(24) ↓ 2(4) ↓ 0(0) ↑ 0(0) ↑ 0(0) ↑ 0(0)</p> <p>42(38) ↓ 0(0) ↓ 436(391) ↑ 636(435) ↑ 4(7) ↑ 0(0)</p>
<p>29 Redlands Av. & Markham St.</p> <p>↓ 88(26) ↓ 249(337) ↑ 27(90) ↓ 21(62) ↑ 82(20) ↑ 552(296)</p>	<p>30 Redlands Av. & Ramona Exwy.</p> <p>↓ 56(79) ↓ 88(38) ↓ 186(334) ↑ 575(225) ↑ 2945(2322) ↑ 133(115)</p> <p>97(69) ↓ 1531(3289) ↓ 52(56) ↑ 36(69) ↑ 32(78) ↑ 158(150)</p>	<p>31 Redlands Av. & Morgan St.</p> <p>↓ 69(107) ↓ 134(70) ↓ 20(7) ↑ 2(7) ↑ 4(19) ↑ 1(4)</p> <p>93(85) ↓ 15(8) ↓ 10(5) ↑ 3(13) ↑ 63(151) ↑ 0(0)</p>	<p>32 Redlands Av. & Rider St.</p> <p>↑ 969(575) ↑ 16(46) ↑ 6(6) ↑ 324(190)</p>	<p>33 Redlands Av. & Placentia Av.</p> <p>↓ 8(21) ↓ 72(81) ↓ 7(12) ↑ 5(2) ↑ 273(197) ↑ 143(62)</p> <p>55(44) ↓ 122(260) ↓ 62(137) ↑ 179(101) ↑ 294(173) ↑ 28(22)</p>
<p>34 Redlands Av. & Orange Av.</p> <p>↓ 68(35) ↓ 155(191) ↓ 68(28) ↑ 171(27) ↑ 523(432) ↑ 145(106)</p> <p>49(57) ↓ 274(545) ↓ 60(129) ↑ 108(88) ↑ 265(233) ↑ 150(83)</p>	<p>35 Redlands Av. & Nuevo Rd.</p> <p>↓ 84(59) ↓ 252(197) ↓ 43(30) ↑ 44(42) ↑ 1270(1031) ↑ 219(198)</p> <p>68(67) ↓ 819(1186) ↓ 168(182) ↑ 140(126) ↑ 249(252) ↑ 155(203)</p>	<p>36 Murrieta Rd. & Nuevo Rd.</p> <p>↓ 213(72) ↓ 144(50) ↓ 169(102) ↑ 215(61) ↑ 1000(997) ↑ 230(135)</p> <p>149(84) ↓ 789(1144) ↓ 94(20) ↑ 91(29) ↑ 130(85) ↑ 207(206)</p>	<p>37 Lasselle St. & Iris Av.</p> <p>↓ 120(108) ↓ 615(817) ↓ 257(293) ↑ 114(247) ↑ 710(773) ↑ 754(865)</p> <p>140(195) ↓ 574(538) ↓ 345(381) ↑ 337(266) ↑ 687(699) ↑ 633(633)</p>	<p>38 Lasselle St. & Krameria Av.</p> <p>↓ 131(168) ↓ 1360(660) ↓ 165(250) ↑ 60(135) ↑ 70(201) ↑ 111(199)</p> <p>204(425) ↓ 81(292) ↓ 227(245) ↑ 173(226) ↑ 061(1137) ↑ 56(266)</p>
<p>39 Evans Rd. & Ramona Exwy.</p> <p>↓ 416(412) ↓ 294(634) ↓ 251(446) ↑ 451(387) ↑ 2708(1989) ↑ 61(47)</p> <p>295(480) ↓ 1384(2845) ↓ 182(512) ↑ 529(261) ↑ 489(389) ↑ 40(58)</p>	<p>40 Evans Rd. & Rider St.</p> <p>↓ 317(288) ↓ 244(511) ↓ 100(55) ↑ 188(72) ↑ 675(339) ↑ 40(96)</p> <p>223(309) ↓ 556(439) ↓ 84(204) ↑ 233(123) ↑ 460(367) ↑ 104(59)</p>	<p>41 Evans Rd. & Orange Av.</p> <p>↓ 161(128) ↓ 364(308) ↓ 205(91) ↑ 128(78) ↑ 255(135) ↑ 76(60)</p> <p>144(137) ↓ 284(221) ↓ 134(91) ↑ 266(130) ↑ 467(312) ↑ 193(79)</p>	<p>42 Evans Rd. & Nuevo Rd.</p> <p>↓ 569(340) ↓ 50(142) ↑ 134(83) ↑ 877(854)</p> <p>488(491) ↓ 678(961)</p>	<p>43 Bradley Rd. & Ramona Exwy.</p> <p>↑ 2536(1997) ↑ 17(30)</p> <p>494(2704) ↓ 40(235) ↑ 245(90) ↑ 32(16)</p>
<p>44 Bradley Rd. & Rider St.</p> <p>↓ 95(88) ↓ 10(13) ↓ 186(41) ↑ 82(78) ↑ 699(359) ↑ 12(6)</p> <p>32(107) ↓ 762(399) ↓ 7(13) ↑ 17(16) ↑ 44(7) ↑ 41(6)</p>	<p>45 Dunlap Rd. & Orange Av.</p> <p>177(301) ↓ 324(246)</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>		



<p>46 Dunlap Rd. & Nuevo Rd.</p>	<p>47 Rider St. & Ramona Exwy.</p>	<p>48 Mid-Country Pkwy. & Ramona Exwy.</p>	<p>49 Antelope Rd. & MCP WB Ramps</p> <p>Future Intersection</p>	<p>50 Antelope Rd. & MCP EB Ramps</p> <p>Future Intersection</p>
<p>51 Antelope Rd. & Nuevo Rd.</p>	<p>52 Street A & Ramona Exwy.</p>	<p>53 Menifee Rd. & Nuevo Rd.</p>	<p>54 Menifee Rd. & San Jacinto Av.</p>	<p>55 Menifee Rd. & Ellis Rd.</p>
<p>56 Menifee Rd. & Mapes Rd.</p>	<p>57 Menifee Rd. & Watson Rd.</p>	<p>58 Menifee Rd. & Ethanac Rd. (SR-74)</p>	<p>59 Bernasconi Rd. & Orange Av.</p> <p>Future Intersection</p>	<p>60 Lakeview Av. & Ramona Exwy.</p>
<p>61 Lakeview Av. & Nuevo Rd.</p>	<p>62 Montgomery Av. & Nuevo Rd.</p>	<p>63 Davis Rd./ Hansen Av. & Ramona Exwy.</p>	<p>64 Hansen Av. & Contour Av.</p>	<p>65 Bridge St. & Ramona Exwy.</p>
<p>66 Warren Rd. & Ramona Exwy.</p>	<p>67 Sanderson Av. (SR-79) & Ramona Exwy.</p>	<p>68 Indian Av. & Morgan St.</p>	<p>69 Indian Av. & Rider St.</p>	

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



TABLE 6-1: INTERSECTION ANALYSIS FOR EAPC (2030) CONDITIONS

#	Intersection	Traffic Control ²	EAPC (2030)				Acceptable LOS ⁴
			Delay ¹ (secs.)		Level of Service		
			AM	PM	AM	PM	
1	Harvill Av. & Cajalco Exwy.	TS	67.7	83.0	E	F	D
2	I-215 Southbound Ramps & Harley Knox Bl.	TS	>200.0	>200.0	F	F	D
3	I-215 Northbound Ramps & Harley Knox Bl.	TS	142.8	>200.0	F	F	D
4	I-215 Southbound Ramps & Ramona Exwy.	TS	104.0	>200.0	F	F	D
5	I-215 Northbound Ramps & Ramona Exwy.	TS	>200.0	>200.0	F	F	D
6	I-215 SB Ramps & Placentia Av.	TS ³	25.4	96.4	C	F	D
7	I-215 NB Ramps & Placentia Av.	TS ³	34.5	36.1	C	D	D
8	I-215 SB Ramps & Nuevo Rd.	TS	24.6	49.9	C	D	D
9	I-215 NB Ramps & Nuevo Rd.	TS	21.0	12.5	C	B	D
10	Western Wy. & Harley Knox Bl.	TS	8.4	9.9	A	A	D
11	Webster Av. & Harley Knox Bl.	RA	73.1	>100.0	F	F	D
12	Webster Av. & Ramona Exwy.	TS	105.5	127.3	F	F	D
13	Indian Av. & Harley Knox Bl.	TS	40.8	47.0	D	D	D
14	Indian Av. & Ramona Exwy.	TS	95.3	135.1	F	F	D
15	Indian Av. & Placentia Av.	AWS	>100.0	>100.0	F	F	D
16	Perris Bl. & Iris Av.	TS	47.5	57.3	D	E	D
17	Perris Bl. & Krameria Av.	TS	44.7	32.6	D	C	D
18	Perris Bl. & San Michele Rd.	TS	12.1	15.1	B	B	D
19	Perris Bl. & Nandina Av.	TS	12.4	17.9	B	B	D
20	Perris Bl. & Harley Knox Bl.	TS	46.7	81.8	D	F	D
21	Perris Bl. & Markham St.	TS	11.8	12.6	B	B	D
22	Perris Bl. & Ramona Exwy.	TS	163.4	166.8	F	F	D
23	Perris Bl. & Morgan St.	TS	15.1	16.2	B	B	D
24	Perris Bl. & Rider St.	TS	27.4	32.5	C	C	D
25	Perris Bl. & Placentia Av.	TS	19.4	48.0	B	D	D
26	Perris Bl. & Orange Av.	TS	25.5	61.7	C	E	D
27	Perris Bl. & Nuevo Rd.	TS	52.5	53.7	D	D	D
28	Redlands Av. & Harley Knox Bl.	TS	109.6	27.9	F	C	D
29	Redlands Av. & Markham St.	AWS	14.7	12.9	B	B	D
30	Redlands Av. & Ramona Exwy.	TS	>200.0	>200.0	F	F	D
31	Redlands Av. & Morgan St.	AWS	10.5	10.7	B	B	D
32	Redlands Av. & Rider St.	AWS	>100.0	>100.0	F	F	D
33	Redlands Av. & Placentia Av.	AWS	18.2	14.2	C	B	D
34	Redlands Av. & Orange Av.	TS	20.0	18.6	B	B	D
35	Redlands Av. & Nuevo Rd.	TS	47.9	25.0	D	C	D
36	Murrieta Rd. & Nuevo Rd. ⁵	TS	41.2	21.2	D	C	D
37	Lasselle St. & Iris Av.	TS	60.0	62.4	E	E	D
38	Lasselle St. & Krameria Av.	TS	60.3	78.4	E	E	D
39	Evans Rd. & Ramona Exwy.	TS	>200.0	174.4	F	F	D
40	Evans Rd. & Rider St.	TS	40.6	26.8	D	C	D
41	Evans Rd. & Orange Av.	TS	126.3	22.7	F	C	D
42	Evans Rd. & Nuevo Rd. ⁵	TS	29.7	16.0	C	B	D
43	Bradley Rd. & Ramona Exwy.	TS	60.8	52.1	E	D	D
44	Bradley Rd. & Rider St.	TS	27.4	15.2	C	B	D
45	Dunlap Dr. & Orange Av.	CSS	11.8	11.3	B	B	D

46	Dunlap Dr. & Nuevo Rd.	TS	141.8	>200.0	F	F	D
47	Ramona Exwy. & Rider St.	TS	67.9	162.5	E	F	D
48	Antelope Rd. & Ramona Exwy.	TS	45.3	>200.0	D	F	D
49	MCP WB Ramps & Antelope Rd.		Not Analyzed ⁶				
50	MCP EB Ramps & Antelope Rd.		Not Analyzed ⁶				
51	Antelope Rd. & Nuevo Rd.	TS	>200.0	155.2	F	F	D
52	Street A & Ramona Exwy.	TS	>200.0	>200.0	F	F	D
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.	AWS	46.4	55.2	E	F	D
54	Menifee Rd. & San Jacinto Av.	AWS	97.7	90.8	F	F	D
55	Menifee Rd. & Ellis Rd.	CSS	41.1	68.7	E	F	D
56	Menifee Rd. & Mapes Rd.	CSS	>100.0	>100.0	F	F	D
57	Menifee Rd. & Watson Rd.	CSS	>100.0	>100.0	F	F	D
58	Menifee Rd. & Ethanac Rd. (SR-74)	TS	>200.0	>200.0	F	F	D
59	Bernasconi Rd. & Orange Av.		Future Intersection				
60	Lakeview Av. & Ramona Exwy.	TS	>200.0	>200.0	F	F	D
61	Lakeview Av. & Nuevo Rd.	AWS	42.4	34.4	E	D	D
62	Montgomery Av. & Nuevo Rd.	CSS	11.1	11.2	B	B	D
63	Hansen Av./Davis Rd. & Ramona Exwy.	TS	92.9	117.2	F	F	D
64	Hansen Av. & Contour Av.	AWS	18.6	10.1	C	B	D
65	Bridge St. & Ramona Exwy.	CSS	>100.0	>100.0	F	F	D
66	Warren Rd. & Ramona Exwy.	TS	43.6	151.0	D	F	D
67	Sanderson Av. (SR-79) & Ramona Exwy.	TS	>200.0	>200.0	F	F	D
68	Indian Av. & Morgan St.	TS	25.5	26.0	C	C	D
69	Indian Av. & Rider St.	TS	15.6	16.4	B	B	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

- ¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
- ² AWS = All-way Stop; CSS = Cross-street Stop; RA = Roundabout; TS = Traffic Signal; **TS** = Improvement
- ³ A traffic signal is assumed as part of the I-215 Freeway/Placentia Avenue interchange project. The I-215 Freeway/Placentia Avenue interchange project is anticipated to be completed by 2022. As such, these improvements have been assumed to be in place for EAPC (2030) conditions.
- ⁴ Minimum acceptable LOS for each applicable jurisdiction.
- ⁵ The Nuevo Road widening is anticipated to be completed by the end of 2020. As such, the Nuevo Road widening is assumed under EAPC (2030) traffic conditions.
- ⁶ Intersection will be constructed when the Mid-County Parkway is constructed. As such, the intersection does not exist under this scenario.

- I-215 Southbound Ramps & Placentia Avenue (#6) – LOS F PM peak hour only
- Webster Avenue & Harley Knox Boulevard (#11) – LOS F AM and PM peak hours
- Webster Avenue & Ramona Expressway (#12) – LOS F AM and PM peak hours
- Indian Avenue & Ramona Expressway (#14) – LOS F AM and PM peak hours
- Indian Avenue & Placentia Avenue (#15) – LOS F AM and PM peak hours
- Perris Boulevard & Iris Avenue (#16) – LOS E PM peak hour only
- Perris Boulevard & Harley Knox Boulevard (#20) – LOS F PM peak hour only
- Perris Boulevard & Ramona Expressway (#22) – LOS F AM and PM peak hours
- Perris Boulevard & Orange Avenue (#26) – LOS E PM peak hour only
- Redlands Avenue & Harley Knox Boulevard (#28) – LOS F AM peak hour only
- Redlands Avenue & Ramona Expressway (#30) – LOS F AM and PM peak hours
- Redlands Avenue & Rider Street (#32) – LOS F AM and PM peak hours
- Lasselle Street & Iris Avenue (#37) – LOS E AM and PM peak hours
- Lasselle Street & Krameria Avenue (#38) – LOS E AM and PM peak hours
- Evans Road & Ramona Expressway (#39) – LOS F AM and PM peak hours
- Evans Road & Orange Avenue (#41) – LOS F AM peak hour only
- Bradley Road & Ramona Expressway (#43) – LOS E AM peak hour only
- Dunlap Drive & Nuevo Road (#46) – LOS F AM and PM peak hours
- Ramona Expressway & Rider Street (#47) – LOS E AM peak hour; LOS F PM peak hour
- Antelope Road & Ramona Expressway (#48) – LOS F PM peak hour only
- Antelope Road & Nuevo Road (#51) – LOS F AM and PM peak hours
- Street A & Ramona Expressway (#52) – LOS F AM and PM peak hours
- Menifee Road/Reservoir Boulevard & Nuevo Road (#53) – LOS E AM peak hour; LOS F PM peak hour
- Menifee Road & San Jacinto Avenue (#54) – LOS F AM and PM peak hours
- Menifee Road & Ellis Road (#55) – LOS E AM peak hour; LOS F PM peak hour
- Menifee Road & Mapes Road (#56) – LOS F AM and PM peak hours
- Menifee Road & Watson Road (#57) – LOS F AM and PM peak hours
- Menifee Road & Ethanac Road (SR-74) (#58) – LOS F AM and PM peak hours
- Lakeview Avenue & Ramona Expressway (#60) – LOS F AM and PM peak hours
- Lakeview Avenue & Nuevo Road (#61) – LOS E AM peak hour only
- Hansen Avenue/Davis Road & Ramona Expressway (#63) – LOS F AM and PM peak hours
- Bridge Street & Ramona Expressway (#65) – LOS F AM and PM peak hours
- Warren Road & Ramona Expressway (#66) – LOS F PM peak hour only
- Sanderson Avenue (SR-79) & Ramona Expressway (#67) – LOS F AM and PM peak hours

A summary of the peak hour intersection LOS for EAPC (2030) traffic conditions is shown on Exhibit 6-3. The intersection operations analysis worksheets for EAPC (2030) traffic conditions are included in Appendix 6.1 of this TIA.

6.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants have been performed (based on CA MUTCD) for EAPC (2030) traffic conditions based on daily volumes. There are no additional unsignalized study area intersections anticipated to meet planning-level ADT traffic signal warrants under EAPC (2030) traffic conditions, in addition to the intersections previously warranted under Existing (2020) and EAP (2030) traffic conditions (see Appendix 6.2).

6.5 OFF-RAMP QUEUING ANALYSIS

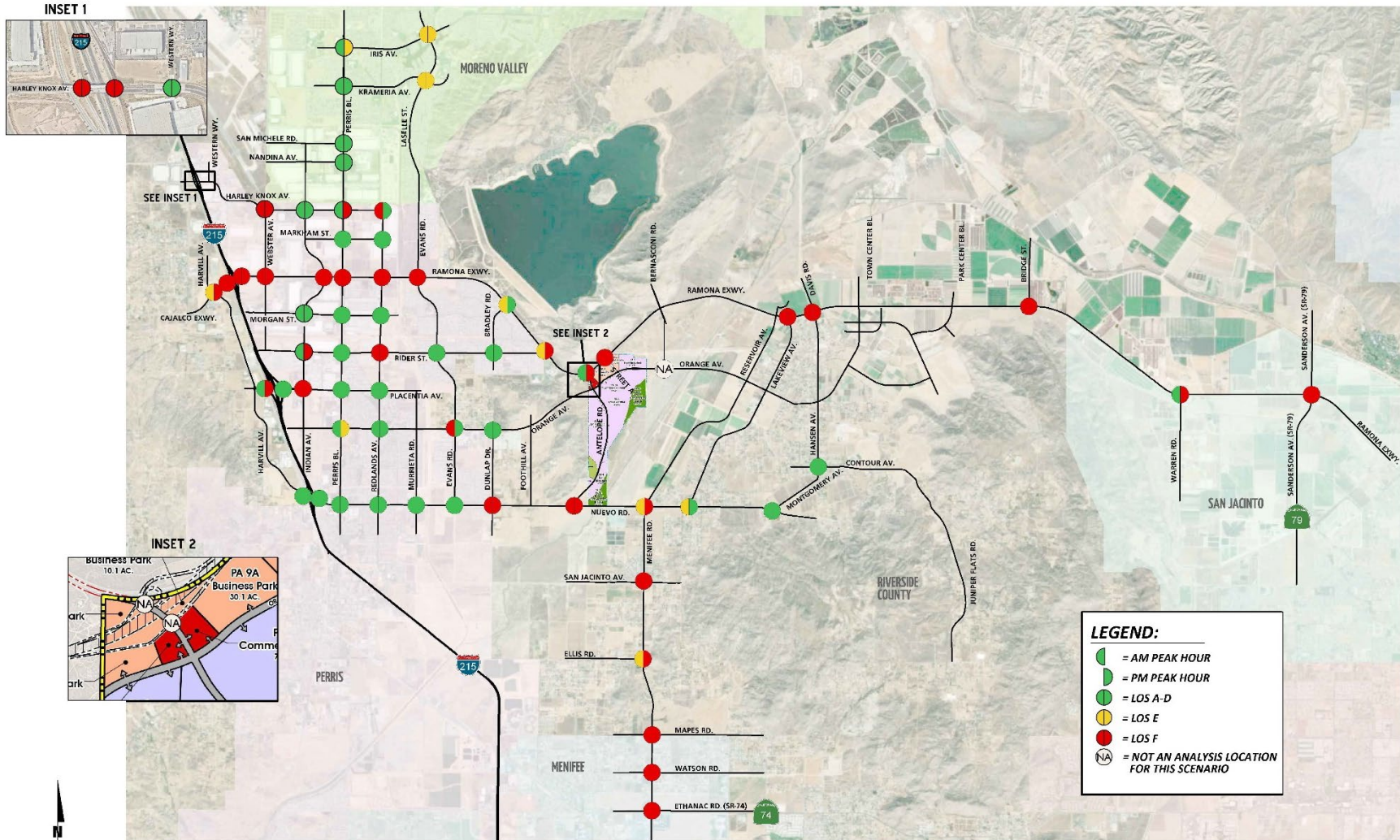
A queuing analysis was performed for the off-ramps at the I-215 Freeway at Harley Knox Boulevard, Ramona Expressway, Placentia Avenue, and Nuevo Road interchanges to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-215 Freeway mainline. Queuing analysis findings are presented in Table 6-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 6-2, the following movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under EAPC (2030) traffic conditions:

- I-215 Southbound Ramps & Ramona Expressway (#4), southbound left turn lane – AM and PM peak hours
- I-215 Southbound Ramps & Ramona Expressway (#4), southbound left-through lane – PM peak hour only

Worksheets for EAPC (2030) traffic conditions off-ramp queuing analysis are provided in Appendix 6.3.

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EXHIBIT 6-3: EAPC (2030) SUMMARY OF LOS



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TABLE 6-2: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR EAPC (2030) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	EAPC (2030)			
			95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
I-215 Southbound Ramps & Harley Knox Bl.	SBL/T	1,330	1,049 ²	685 ²	Yes	Yes
	SBR	270	146 ²	59	Yes	Yes
I-215 Southbound Ramps & Ramona Exwy.	SBL	530	922²	1,504²	No	No
	SBL/T	1,100	925 ²	1,507²	Yes	No
	SBR	530	465 ²	230	Yes	Yes
I-215 Southbound Ramps & Placentia Av.	SBL	300	196	455 ^{2,3}	Yes	Yes
	SBL/T	1,450	196	455 ²	Yes	Yes
	SBR	900	34	29	Yes	Yes
I-215 Southbound Ramps & Nuevo Rd.	SBL	670	152	233	Yes	Yes
	SBL/T	1010	152	236	Yes	Yes
	SBR	440	81	33	Yes	Yes
I-215 Northbound Ramps & Harley Knox Bl.	NBL/T	1,120	79 ²	42	Yes	Yes
	NBR	265	260 ²	214 ²	Yes	Yes
I-215 Northbound Ramps & Ramona Exwy.	NBL	520	246	235	Yes	Yes
	NBL/T	1,120	250	237	Yes	Yes
	NBR	520	766 ^{2,3}	672 ^{2,3}	Yes	Yes
I-215 Northbound Ramps & Placentia Av.	NBL	600	58	64	Yes	Yes
	NBL/T	1,700	60	64	Yes	Yes
	NBR	1,200	465 ²	417 ²	Yes	Yes
I-215 Northbound Ramps & Nuevo Rd.	NBL/T	1,100	297	79	Yes	Yes
	NBR	370	408 ^{2,3}	221	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

6.6 FREEWAY FACILITY ANALYSIS

EAPC (2030) mainline directional volumes for the AM and PM peak hours are provided on Exhibit 6-4. As shown in Table 6-3, the following study area freeway segments and merge/diverge ramp junctions analyzed for this study are anticipated to continue to operate at an unacceptable LOS (i.e., LOS E or worse) during the peak hours for EAPC (2030) traffic conditions:

- I-215 Freeway Southbound, North of Harley Knox Boulevard (#1) – LOS E AM peak hour; LOS F PM peak hour
- I-215 Freeway Southbound, Off-Ramp at Harley Knox Boulevard (#2) – LOS E AM peak hour; LOS F PM peak hour
- I-215 Freeway Southbound, On-Ramp at Harley Knox Boulevard (#3) – LOS F PM peak hour only
- I-215 Freeway Southbound, Harley Knox Boulevard to Ramona Expressway (#4) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Ramona Expressway (#5) – LOS F PM peak hour only
- I-215 Freeway Northbound, North of Harley Knox Boulevard (#14) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Harley Knox Boulevard (#15) – LOS F PM peak hour only
- I-215 Freeway Northbound, Harley Knox Boulevard to Ramona Expressway (#17) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Ramona Expressway to Placentia Avenue (#20) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Placentia Avenue to Nuevo Road (#23) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, South of Nuevo Road (#26) – LOS F AM and PM peak hours

EAPC (2030) freeway facility analysis worksheets are provided in Appendix 6.4.

TABLE 6-3: FREEWAY FACILITY ANALYSIS FOR EAPC (2030) CONDITIONS

Freeway	Direction	Mainline Segment	Lanes ¹	EAPC (2030)			
				Density ²		LOS ³	
				AM	PM	AM	PM
I-215 Freeway	Southbound	North of Harley Knox Bl.	3	41.5	45.0	E	F
		Off-Ramp at Harley Knox Bl.	3	36.6	41.5	E	F
		On-Ramp at Harley Knox Bl.	3	28.4	38.8	D	F
		Harley Knox Bl. to Ramona Exwy.	3	27.2	62.5	D	F
		Off-Ramp at Ramona Exwy.	3	33.2	37.6	D	F
		On-Ramp at Ramona Exwy.	3	24.7	28.0	C	C
		Ramona Exwy. to Placentia Av.	3	21.4	23.5	C	C
		Off-Ramp at Placentia Av.	3	22.9	25.5	C	C
		On-Ramp at Placentia Av.	3	22.8	27.1	C	C
		Placentia Av. to Nuevo Rd.	3	20.9	24.6	C	C
		Off-Ramp at Nuevo Rd.	3	25.3	28.5	C	D
		On-Ramp at Nuevo Rd.	3	17.5	30.6	B	D
		South of Nuevo Rd.	3	16.1	19.7	B	C

I-215 Freeway	Northbound	North of Harley Knox Bl.	3	-- ⁴	-- ⁴	F	F
		On-Ramp at Harley Knox Bl.	3	32.0	40.6	D	F
		Off-Ramp at Harley Knox Bl.	3	23.1	29.0	C	D
		Harley Knox Bl. to Ramona Exwy.	3	-- ⁴	-- ⁴	F	F
		On-Ramp at Ramona Exwy.	3	24.6	31.0	C	D
		Off-Ramp at Ramona Exwy.	3	25.5	30.6	C	D
		Ramona Exwy. to Placentia Av.	3	-- ⁴	-- ⁴	F	F
		On-Ramp at Placentia Av.	3	22.8	28.8	C	D
		Off-Ramp at Placentia Av.	3	21.9	25.3	C	C
		Placentia Av. to Nuevo Rd.	3	-- ⁴	-- ⁴	F	F
		On-Ramp at Nuevo Rd.	3	21.6	25.8	C	C
		Off-Ramp at Nuevo Rd.	3	31.1	30.3	D	D
		South of Nuevo Rd.	3	-- ⁴	-- ⁴	F	F

BOLD = LOS does not meet Caltrans requirements (i.e., unacceptable LOS or LOS E/F).

¹ Number of lanes are in the specified direction and is based on existing conditions.

² Density is measured by passenger cars per mile per lane (pc/mi/ln).

³ LOS = Level of Service

⁴ Analysis with constrained flow results in acceptable LOS, however, field observations indicate congestion during the peak hour. As such, the freeway is considered at capacity.

EXHIBIT 6-4: EAPC (2030) FREEWAY MAINLINE VOLUMES



LEGEND:
 ← 100/200 = AM/PM PEAK HOUR VOLUMES
 NOTE: VOLUMES IN ACTUAL VEHICLES (NOT PCE)

6.7 RECOMMENDED IMPROVEMENTS

Improvement strategies have been recommended at intersections and freeway facilities that have been identified as deficient under EAPC (2030) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better).

6.7.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

The effectiveness of the recommended improvement strategies to address EAPC (2030) traffic deficiencies are presented in Table 6-4. If not constructed by the Project, the Project Applicant shall contribute to these improvements through payment of County DIF/TUMF fees or fair share contribution as identified in Table 1-4 and Table 1-5. Worksheets for EAPC (2030) conditions, with improvements, HCM calculation worksheets are provided in Appendix 6.5.

6.7.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 6-2, there is one movement anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under EAPC (2030) traffic conditions. Table 6-5 shows the effectiveness of the improvement strategies at the intersection that experiences off-ramp queuing issues under EAPC (2030) traffic conditions. With the proposed intersection improvements at the study area freeway ramp-to-arterial intersection (see Table 6-4), the analysis indicates that there are no queuing issues anticipated that may potentially “spill back” onto the I-215 Freeway mainline during the peak hours for EAPC (2030) traffic conditions (see Table 6-5). Off-ramp queuing analysis worksheets, with improvements, for EAPC (2030) are provided in Appendix 6.6.

6.7.3 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON FREEWAY FACILITIES

The I-215 North Project includes the construction of an HOV lane in each direction of the I-215 Freeway between Nuevo Road and Box Springs Road within the existing median. (15) (16) At this time, the I-215 North Project has no anticipated start or completion date. As such, no improvements have been recommended to address the EAPC (2030) deficiencies on the SHS, because the improvement to the I-215 Freeway is assumed to be a long-range improvement. As such, no improvements have been recommended to address existing deficiencies on the study area freeway facilities.

TABLE 6-4: INTERSECTION ANALYSIS FOR EAPC (2030) CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Harvill Av. & Cajalco Exwy.																	
	- Without Improvements	TS	2	2	0	2	2	0	1	2	1	2	2	1	67.7	83.0	E	F
	- With Improvements	TS	2	2	0	2	2	0	1	<u>3</u>	1	2	<u>3</u>	1	43.3	30.7	D	C
2	I-215 Southbound Ramps & Harley Knox Bl.																	
	- Without Improvements	TS	0	0	0	0	1	1	0	2	d	1	2	0	>200.0	>200.0	F	F
	- With Improvements	TS	0	0	0	<u>1</u>	1	1	0	2	d	<u>2</u>	<u>1</u>	0	34.7	37.5	C	D
3	I-215 Northbound Ramps & Harley Knox Bl.																	
	- Without Improvements	TS	0	1	1	0	0	0	1	2	0	0	2	d	142.8	>200.0	F	F
	- With Improvements	TS	0	1	1	0	0	0	<u>2</u>	2	0	0	2	<u>1>></u>	16.2	20.9	B	C
4	I-215 Southbound Ramps & Ramona Exwy.																	
	- Without Improvements	TS	0	0	0	1	1	1	0	2	0	1	2	0	104.0	>200.0	F	F
	- With Improvements	TS	0	0	0	1	1	1	0	<u>3</u>	0	<u>2</u>	<u>3</u>	0	33.9	43.8	C	D
5	I-215 Northbound Ramps & Ramona Exwy.																	
	- Without Improvements	TS	1	1	1	0	0	0	1	2	0	0	2	1	>200.0	>200.0	F	F
	- With Improvements	TS	1	1	1	0	0	0	<u>2</u>	<u>3</u>	0	0	<u>3</u>	1	54.6	43.2	D	D
6	I-215 SB Ramps & Placentia Av.																	
	- Without Improvements	<u>TS</u>	0	0	0	<u>1</u>	<u>1</u>	<u>1</u>	0	2	0	<u>1</u>	2	0	25.4	96.4	C	F
	- With Improvements	<u>TS</u>	0	0	0	<u>1</u>	<u>1</u>	<u>1</u>	0	2	0	<u>2</u>	2	0	30.3	32.0	C	C
11	Webster Av. & Harley Knox Bl.																	
	- Without Improvements	RA	1	1	0	0	0	0	0	2	1	0	2	0	73.1	>100.0	F	F
	- With Improvements	RA	1	1	0	0	0	0	0	<u>3</u>	1	0	<u>3</u>	0	13.2	11.0	B	B
12	Webster Av. & Ramona Exwy.																	
	- Without Improvements	TS	1	1	1	1	1	d	1	3	0	1	3	1	105.5	127.3	F	F
	- With Improvements ⁴	TS	1	1	1	1	1	d	<u>2</u>	3	0	1	3	1	62.8	73.6	E	E
14	Indian Av. & Ramona Exwy.																	
	- Without Improvements	TS	1	2	0	1	2	1	1	3	0	1	3	1	95.3	135.1	F	F
	- With Improvements ⁴	TS	1	2	0	1	2	1	<u>2</u>	3	0	1	3	1	62.8	78.3	E	E
15	Indian Av. & Placentia Av.																	
	- Without Improvements	AWS	<u>1</u>	<u>1</u>	<u>0</u>	1	1	0	<u>1</u>	<u>1</u>	0	1	1	0	>100.0	>100.0	F	F
	- With Improvements	<u>TS</u>	<u>1</u>	<u>1</u>	<u>0</u>	1	1	0	<u>1</u>	<u>2</u>	0	1	<u>2</u>	<u>0</u>	26.9	29.8	C	C
16	Perris Bl. & Iris Av.																	
	- Without Improvements	TS	1	3	1	1	3	0	1	2	0	1	2	0	47.5	57.3	D	E
	- With Improvements	TS	1	3	1	1	3	0	1	2	<u>1</u>	1	2	0	38.8	35.6	D	D
20	Perris Bl. & Harley Knox Bl.																	
	- Without Improvements	TS	2	3	1	2	3	1	1	2	1	2	3	1	46.7	81.8	D	F
	- With Improvements	TS	2	3	1	2	3	1	<u>2</u>	2	1	2	3	1	27.2	29.3	C	C
22	Perris Bl. & Ramona Exwy.																	
	- Without Improvements	TS	2	2	1	2	2	1	2	3	1	2	3	0	163.4	166.8	F	F
	- With Improvements ⁴	TS	2	<u>3</u>	<u>0</u>	2	<u>3</u>	<u>0</u>	2	3	1	2	3	0	78.4	74.5	E	E
26	Perris Bl. & Orange Av.																	
	- Without Improvements	TS	1	2	d	1	2	1	1	1	1	1	2	d	25.5	61.7	C	E
	- With Improvements	TS	1	2	d	1	2	1	1	<u>2</u>	<u>0</u>	1	2	d	21.5	32.2	C	C
28	Redlands Av. & Harley Knox Bl.																	
	- Without Improvements	TS	1	2	0	0	2	0	1	1	1	1	1	0	109.6	27.9	F	C
	- With Improvements	TS	<u>2</u>	<u>1</u>	0	0	2	0	1	1	1	1	1	0	12.7	15.4	B	B
30	Redlands Av. & Ramona Exwy.																	
	- Without Improvements	TS	1	1	0	1	1	1	1	3	1	1	3	1	>200.0	>200.0	F	F
	- With Improvements ⁴	TS	1	1	<u>1</u>	<u>2</u>	1	1	<u>2</u>	<u>4</u>	1	<u>2</u>	<u>4</u>	<u>1></u>	63.6	70.8	E	E

32	Redlands Av. & Rider St. - Without Improvements	AWS	1	0	1	0	0	0	0	1	1	1	2	0	>100.0	>100.0	F	F
		<u>TS</u>	1	<u>1</u>	0	<u>1</u>	<u>1</u>	0	<u>1</u>	1	0	1	2	0	32.7	19.7	C	B
37	Lasselle St. & Iris Av. - Without Improvements ⁵	TS	2	2	1>	2	2	d	2	3	0	2	3	0	60.0	62.4	E	E
		TS	2	2	1>	2	2	d	2	3	0	2	3	0	43.1	44.4	D	D
38	Lasselle St. & Krameria Av. - Without Improvements	TS	1	2	1>	1	2	0	1	1	1	1	1	1	60.3	78.4	E	E
		TS	<u>2</u>	2	0	1	2	0	<u>2</u>	1	<u>1></u>	1	1	1	26.6	54.7	C	D
39	Evans Rd. & Ramona Exwy. - Without Improvements	TS	2	2	1	2	2	1	2	3	1	1	2	1	>200.0	174.4	F	F
		TS	2	2	1	2	2	1	2	3	1	1	<u>3</u>	1	62.4	61.6	E	E
41	Evans Rd. & Orange Av. - Without Improvements	TS	1	1	1	1	1	1	1	1	0	1	1	0	126.3	22.7	F	C
		TS	1	<u>2</u>	1	1	<u>2</u>	1	1	<u>2</u>	0	1	<u>2</u>	0	40.4	19.7	D	B
43	Bradley Rd. & Ramona Exwy. - Without Improvements	TS	1	0	1	0	0	0	0	2	1	1	2	0	60.8	52.1	E	D
		TS	1	0	1	0	0	0	0	<u>3</u>	1	1	<u>3</u>	0	11.8	7.2	B	A
46	Dunlap Dr. & Nuevo Rd. - Without Improvements	TS	1	1	0	1	1	0	1	1	1	1	1	0	141.8	>200.0	F	F
		TS	1	1	0	1	1	0	1	<u>2</u>	0	1	<u>2</u>	0	23.8	46.5	C	D
47	Ramona Exwy. & Rider St. - Without Improvements	TS	2	2	0	1	2	1	0	1	1	0	1	0	67.9	162.5	E	F
		TS	2	<u>3</u>	0	1	<u>3</u>	1	0	1	1	0	1	0	18.9	23.3	B	C
48	Antelope Rd. & Ramona Exwy. - Without Improvements	<u>TS</u>	<u>1</u>	0	<u>1</u>	0	0	0	0	2	0	0	2	0	45.3	>200.0	D	F
		<u>TS</u>	<u>2</u>	0	<u>1</u>	0	0	0	0	<u>3</u>	<u>1</u>	<u>1</u>	<u>3</u>	0	10.8	34.5	B	C
51	Antelope Rd. & Nuevo Rd. - Without Improvements	<u>TS</u>	0	0	0	<u>1</u>	0	<u>1</u>	<u>1</u>	1	0	0	1	0	>200.0	155.2	F	F
		<u>TS</u>	0	0	0	<u>1</u>	0	<u>1</u>	<u>1</u>	<u>2</u>	0	0	<u>2</u>	0	30.2	21.2	C	C
52	Street A & Ramona Exwy. - Without Improvements	<u>TS</u>	<u>2</u>	0	<u>1</u>	0	0	0	0	<u>2</u>	0	<u>1</u>	1	0	>200.0	>200.0	F	F
		<u>TS</u>	<u>2</u>	0	<u>1</u>	0	0	0	0	<u>3</u>	0	<u>1</u>	<u>3</u>	0	7.7	16.5	A	B
53	Menifee Rd./Reservoir Bl. & Nuevo Rd. - Without Improvements	AWS	0	1	0	0	0	0	0	1	0	0	1	0	46.4	55.2	E	F
		<u>TS</u>	<u>2</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>2</u>	1	<u>1></u>	<u>2</u>	1	0	28.2	53.2	C	D
54	Menifee Rd. & San Jacinto Av. - Without Improvements	AWS	0	2	0	0	1	1	0	1	1	0	1	0	97.7	90.8	F	F
		<u>TS</u>	<u>1</u>	2	0	<u>1</u>	1	1	<u>1</u>	1	0	<u>1</u>	1	0	29.1	34.4	C	C
55	Menifee Rd. & Ellis Rd. - Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	41.1	68.7	E	F
		<u>TS</u>	<u>1</u>	1	0	<u>1</u>	1	0	0	1	0	0	1	0	7.3	6.0	A	A
56	Menifee Rd. & Mapes Rd. - Without Improvements	CSS	1	1	0	1	1	0	0	1	0	0	1	0	>100.0	>100.0	F	F
		<u>TS</u>	1	1	0	1	1	0	<u>1</u>	1	0	<u>1</u>	1	0	25.5	20.0	C	C
57	Menifee Rd. & Watson Rd. - Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	>100.0	>100.0	F	F
		<u>TS</u>	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	16.2	13.5	B	B

58	Menifee Rd. & Ethanac Rd. (SR-74)																	
	- Without Improvements	TS	0	1	1	0	1	0	1	2	0	1	2	0	>200.0	>200.0	F	F
	- With Improvements ⁷	TS	<u>2</u>	1	<u>1></u>	<u>1</u>	1	0	<u>2</u>	<u>3</u>	<u>1></u>	<u>2</u>	<u>3</u>	0	54.4	41.5	D	D
60	Lakeview Av. & Ramona Exwy.																	
	- Without Improvements	TS	1	<u>1</u>	1	<u>1</u>	<u>1</u>	<u>1</u>	0	1	1	1	1	0	>200.0	>200.0	F	F
	- With Improvements	TS	<u>2</u>	<u>2</u>	<u>1>></u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>3</u>	1	<u>2</u>	<u>3</u>	<u>1</u>	31.0	33.3	C	C
61	Lakeview Av. & Nuevo Rd.																	
	- Without Improvements	AWS	0	0	0	0	1	0	0	1	0	0	1	0	42.4	34.4	E	D
	- With Improvements	TS	0	0	0	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	1	0	0	1	0	48.6	35.7	D	D
63	Hansen Av./Davis Rd. & Ramona Exwy.																	
	- Without Improvements	TS	0	1	0	0	1	0	1	2	1	1	2	0	92.9	117.2	F	F
	- With Improvements	TS	0	1	0	0	1	0	1	<u>3</u>	1	1	<u>3</u>	0	17.7	18.4	B	B
65	Bridge St. & Ramona Exwy.																	
	- Without Improvements	CSS	0	0	0	0	1	0	1	1	0	0	1	0	>100.0	>100.0	F	F
	- With Improvements	TS	0	0	0	0	1	0	1	<u>3</u>	0	0	<u>3</u>	0	18.3	24.4	B	C
66	Warren Rd. & Ramona Exwy.																	
	- Without Improvements	TS	1	1	0	0	1	0	1	2	1	1	1	1	43.6	151.0	D	F
	- With Improvements	TS	<u>2</u>	1	0	0	1	0	1	<u>3</u>	1	<u>2</u>	<u>3</u>	1	15.9	24.1	B	C
67	Sanderson Av. (SR-79) & Ramona Exwy.																	
	- Without Improvements	TS	2	2	1>	2	2	1>	2	2	1>	2	2	1>	>200.0	>200.0	F	F
	- With Improvements ⁶	TS	2	<u>4</u>	<u>1>></u>	2	<u>4</u>	<u>1>></u>	2	<u>3</u>	<u>1>></u>	2	<u>3</u>	<u>1>></u>	54.1	40.6	D	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; >> = Free-Right Turn Lane; 1 = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-street Stop; RA = Roundabout; AWS = All-way Stop; TS = Traffic Signal; **TS** = Improvements

⁴ Per the City of Perris General Plan, LOS E is permitted at intersections along the Ramona-Cajalco Expressway.

⁵ Improvement consists of modifying the traffic signal to implement a 130-second cycle. No physical improvements are necessary.

⁶ Improvement includes modifying the traffic signal to implement a 130-second cycle.

⁷ Improvement includes modifying the traffic signal to protect the northbound and southbound left turns.

Table 6-5: Peak Hour Freeway Off-Ramp Queuing Summary for EAPC (2030) Conditions With Improvements

Intersection	Movement	Available Stacking Distance (Feet)	EAPC (2030)			
			95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
I-215 Southbound Ramps & Ramona Exwy.	SBL	530	392	637 ^{2,3}	Yes	Yes
	SBL/T	1,100	443	723 ²	Yes	Yes
	SBR	530	366	190	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

7 HORIZON YEAR (2040) TRAFFIC CONDITIONS

This section discusses the methods used to develop Horizon Year (2040) Without and With MCP for both Without and With Project traffic forecasts, and the resulting intersection operations, traffic signal warrant, and freeway facility operations analyses.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year (2040) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Horizon Year (2040) conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways). This also includes the construction of Antelope Road between Ramona Expressway and Nuevo Road.
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Horizon Year (2040) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).
- The Nuevo Road widening improvements (from Murrieta Road to Evans Road) are assumed to be completed.
- The I-215 Freeway/Placentia Avenue interchange is assumed to be completed and in place.
- Street A is assumed to intersect with Ramona Expressway for Without MCP conditions only.
- The MCP is assumed to be constructed and in place for With MCP conditions only.
- The future extension of Orange Avenue to the east and west is assumed to be completed between the existing terminus at Dunlap Drive to the east into The Villages of Lakeview.

7.2 HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

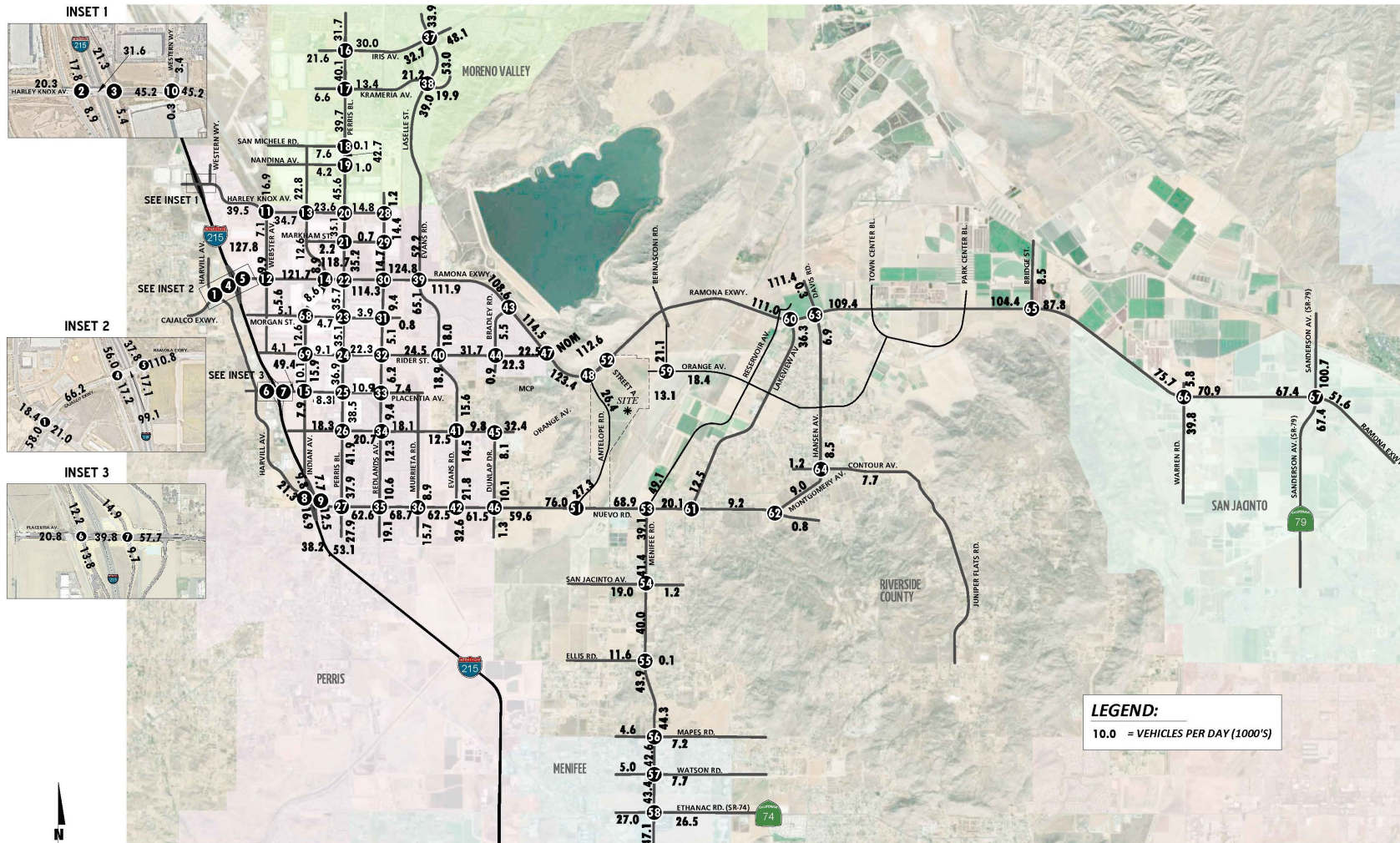
This scenario includes an ambient growth rate of 1.65 percent per year, compounded annually (or 17.2 percent total) from EAPC (2030) conditions (see Section 4.8 *Horizon Year Volume Development* of this TIA for a detailed discussion on the methodology). The Horizon Year (2040) Without Project traffic forecasts reflect the future roadway network discussed in Section 7.1 *Roadway Improvements* and does not include the MCP. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year (2040) Without Project traffic conditions are shown on Exhibits 7-1 and 7-2, respectively.

7.3 HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the Horizon Year (2040) Without MCP traffic forecasts plus proposed Project volumes. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year (2040) With Project traffic conditions are shown on Exhibits 7-3 and 7-4, respectively.

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EXHIBIT 7-1: HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT AVERAGE DAILY TRAFFIC (ADT)



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EXHIBIT 7-2: HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT TRAFFIC VOLUMES

<p>1 Harvill Av. & Cajalco Exwy.</p> <p>40(90) 187(319) 323(609)</p> <p>517(245) 1372(1195) 365(267)</p> <p>90(60) 971(1530) 241(283)</p> <p>476(332) 455(209) 152(252)</p>	<p>2 I-215 SB Ramps & Harley Knox Bl.</p> <p>582(373) 6(0) 1177(698)</p> <p>289(264) 223(704)</p> <p>629(944) 35(135)</p>	<p>3 I-215 NB Ramps & Harley Knox Bl.</p> <p>1220(1421) 426(920)</p> <p>431(664) 1375(978)</p> <p>86(49) 3(1) 349(259)</p>	<p>4 I-215 SB Ramps & Ramona Exwy.</p> <p>483(310) 0(3) 1490(2401)</p> <p>1773(1399) 580(730)</p> <p>1056(1685) 461(768)</p>	<p>5 I-215 NB Ramps & Ramona Exwy.</p> <p>1730(1895) 1746(1534)</p> <p>242(487) 2305(3600)</p> <p>606(593) 3(3) 733(689)</p>
<p>6 I-215 SB Ramps & Placentia Av.</p> <p>102(85) 0(0) 554(893)</p> <p>629(810) 421(964)</p> <p>374(586) 175(198)</p>	<p>7 I-215 NB Ramps & Placentia Av.</p> <p>839(1130) 849(1606)</p> <p>82(98) 845(1381)</p> <p>201(169) 0(0) 589(520)</p>	<p>8 I-215 SB Ramps & Nuevo Rd.</p> <p>176(101) 1(4) 426(685)</p> <p>1567(836) 676(1176)</p> <p>761(881) 237(291)</p>	<p>9 I-215 NB Ramps & Nuevo Rd.</p> <p>415(538) 1752(1881)</p> <p>70(80) 1117(1485)</p> <p>491(131) 3(0) 1122(844)</p>	<p>10 Western Wy. & Harley Knox Bl.</p> <p>43(186) 0(0) 8(20)</p> <p>60(7) 1601(2147) 14(6)</p> <p>123(43) 1588(1229) 12(4)</p> <p>1(8) 0(0) 2(4)</p>
<p>11 Webster Av. & Harley Knox Bl.</p> <p>111(175) 270(710) 85(200)</p> <p>142(140) 1350(1684) 12(14)</p> <p>109(159) 1252(1020) 213(182)</p> <p>127(152) 444(451) 51(56)</p>	<p>12 Webster Av. & Ramona Exwy.</p> <p>144(216) 48(60) 75(119)</p> <p>44(67) 3185(3151) 66(36)</p> <p>289(226) 2342(3404) 102(119)</p> <p>175(263) 92(34) 44(17)</p>	<p>13 Indian Av. & Harley Knox Bl.</p> <p>244(754) 140(383) 19(105)</p> <p>99(49) 1066(784) 72(65)</p> <p>586(368) 620(705) 126(82)</p> <p>134(127) 448(307) 49(86)</p>	<p>14 Indian Av. & Ramona Exwy.</p> <p>148(187) 93(205) 51(242)</p> <p>207(194) 3221(2608) 73(146)</p> <p>378(448) 2061(3517) 92(132)</p> <p>89(175) 213(245) 38(41)</p>	<p>15 Indian Av. & Placentia Av.</p> <p>112(430) 177(316) 38(140)</p> <p>71(59) 1108(1396) 203(39)</p> <p>347(152) 925(1333) 175(117)</p> <p>50(60) 223(117) 117(23)</p>
<p>16 Perris Bl. & Iris Av.</p> <p>70(29) 684(1236) 194(319)</p> <p>192(149) 771(605) 357(376)</p> <p>44(25) 586(704) 144(191)</p> <p>237(289) 1230(1092) 354(360)</p>	<p>17 Perris Bl. & Krameria Av.</p> <p>10(13) 990(1449) 109(177)</p> <p>262(128) 226(120) 288(231)</p> <p>25(36) 214(185) 121(124)</p> <p>112(55) 1402(1383) 289(242)</p>	<p>18 Perris Bl. & San Michele Rd.</p> <p>103(118) 1793(2333) 1(5)</p> <p>0(0) 0(0) 2(1)</p> <p>47(189) 0(0) 28(216)</p> <p>150(90) 2071(2247) 1(0)</p>	<p>19 Perris Bl. & Nandina Av.</p> <p>26(64) 1761(2429) 17(17)</p> <p>11(12) 4(6) 6(27)</p> <p>19(61) 2(2) 25(158)</p> <p>61(64) 2174(2251) 22(16)</p>	<p>20 Perris Bl. & Harley Knox Bl.</p> <p>367(387) 982(1470) 90(176)</p> <p>241(134) 529(409) 11(10)</p> <p>289(407) 463(323) 41(143)</p> <p>311(77) 1521(1186) 19(14)</p>
<p>21 Perris Bl. & Markahm St.</p> <p>28(28) 947(1528) 9(21)</p> <p>29(10) 28(4) 11(10)</p> <p>22(34) 16(16) 25(68)</p> <p>43(31) 8(13)</p>	<p>22 Perris Bl. & Ramona Exwy.</p> <p>269(265) 495(914) 252(581)</p> <p>384(354) 2758(2193) 205(180)</p> <p>423(367) 1501(2986) 227(447)</p> <p>468(415) 1113(996) 153(231)</p>	<p>23 Perris Bl. & Morgan St.</p> <p>83(38) 788(1514) 43(24)</p> <p>11(51) 52(90) 25(38)</p> <p>35(47) 96(60) 35(32)</p> <p>55(51) 682(1262) 17(16)</p>		

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



<p>24 <i>Perris Bl. & Rider St.</i></p> <p>38(49) ↓ 553(1245) ↓ 170(300) ↓</p> <p>440(300) ← 420(131) ← 328(414) ←</p> <p>33(56) → 187(350) → 23(109) →</p> <p>57(44) ↑ 1314(914) ↑ 213(356) ↑</p>	<p>25 <i>Perris Bl. & Placentia Av.</i></p> <p>46(28) ↓ 795(1530) ↓ 44(197) ↓</p> <p>290(146) ← 283(131) ← 64(105) ←</p> <p>32(37) → 140(219) → 94(186) →</p> <p>99(185) ↑ 1183(1129) ↑ 50(145) ↑</p>	<p>26 <i>Perris Bl. & Orange Av.</i></p> <p>35(60) ↓ 634(1248) ↓ 122(236) ↓</p> <p>192(111) ← 563(309) ← 216(300) ←</p> <p>17(32) → 313(439) → 162(347) →</p> <p>216(296) ↑ 883(920) ↑ 120(275) ↑</p>	<p>27 <i>Perris Bl. & Nuevo Rd.</i></p> <p>318(485) ↓ 509(962) ↓ 192(323) ↓</p> <p>196(223) ← 1023(767) ← 281(210) ←</p> <p>510(590) → 903(1039) → 106(197) →</p> <p>239(213) ↑ 654(756) ↑ 294(122) ↑</p>	<p>28 <i>Redlands Av. & Harley Knox Bl.</i></p> <p>7(29) ↓ 3(5) ↓ 0(0) ↓</p> <p>0(0) ← 0(0) ← 0(0) ←</p> <p>50(46) → 0(0) → 522(468) →</p> <p>760(520) ↑ 5(8) ↑ 0(0) ↑</p>
<p>29 <i>Redlands Av. & Markham St.</i></p> <p>105(31) ↓ 297(403) ↓</p> <p>32(108) → 25(74) →</p> <p>98(24) ↑ 659(354) ↑</p>	<p>30 <i>Redlands Av. & Ramona Exwy.</i></p> <p>67(94) ↓ 105(46) ↓ 223(400) ↓</p> <p>687(269) ← 3521(2776) ← 159(137) ←</p> <p>116(83) → 1831(3932) → 62(66) →</p> <p>42(83) ↑ 39(83) ↑ 189(179) ↑</p>	<p>31 <i>Redlands Av. & Morgan St.</i></p> <p>82(128) ↓ 160(84) ↓ 24(8) ↓</p> <p>2(8) ← 5(23) ← 1(5) ←</p> <p>111(101) → 18(10) → 12(6) →</p> <p>4(16) ↑ 75(181) ↑ 0(0) ↑</p>	<p>32 <i>Redlands Av. & Rider St.</i></p> <p>1159(687) ← 19(56) ←</p> <p>508(791) → 39(64) →</p> <p>7(7) ↑ 387(227) ↑</p>	<p>33 <i>Redlands Av. & Placentia Av.</i></p> <p>9(25) ↓ 86(97) ↓ 8(14) ↓</p> <p>6(3) ← 326(236) ← 171(74) ←</p> <p>65(52) → 146(311) → 74(163) →</p> <p>214(121) ↑ 352(207) ↑ 34(26) ↑</p>
<p>34 <i>Redlands Av. & Orange Av.</i></p> <p>82(42) ↓ 185(229) ↓ 82(34) ↓</p> <p>204(32) ← 625(516) ← 173(127) ←</p> <p>58(69) → 328(651) → 71(154) →</p> <p>130(105) ↑ 316(278) ↑ 179(99) ↑</p>	<p>35 <i>Redlands Av. & Nuevo Rd.</i></p> <p>101(70) ↓ 302(236) ↓ 51(36) ↓</p> <p>52(50) ← 1518(1232) ← 262(236) ←</p> <p>82(80) → 979(1418) → 201(217) →</p> <p>168(150) ↑ 297(302) ↑ 185(243) ↑</p>	<p>36 <i>Murrieta Rd. & Nuevo Rd.</i></p> <p>255(86) ↓ 172(60) ↓ 207(130) ↓</p> <p>267(74) ← 1253(1232) ← 285(165) ←</p> <p>178(101) → 967(1440) → 112(23) →</p> <p>109(35) ↑ 156(102) ↑ 254(255) ↑</p>	<p>37 <i>Lasselle St. & Iris Av.</i></p> <p>143(129) ↓ 735(977) ↓ 307(350) ↓</p> <p>136(295) ← 848(925) ← 664(752) ←</p> <p>168(233) → 686(643) → 413(456) →</p> <p>403(319) ↑ 821(836) ↑ 757(757) ↑</p>	<p>38 <i>Lasselle St. & Krameria Av.</i></p> <p>157(201) ↓ 1626(790) ↓ 198(299) ↓</p> <p>71(162) ← 84(240) ← 133(238) ←</p> <p>244(425) → 97(350) → 271(293) →</p> <p>206(271) ↑ 269(1359) ↑ 67(318) ↑</p>
<p>39 <i>Evans Rd. & Ramona Exwy.</i></p> <p>497(493) ↓ 351(758) ↓ 300(533) ↓</p> <p>539(462) ← 3238(2378) ← 73(56) ←</p> <p>353(574) → 1655(3401) → 217(612) →</p> <p>633(312) ↑ 584(465) ↑ 48(69) ↑</p>	<p>40 <i>Evans Rd. & Rider St.</i></p> <p>378(344) ↓ 292(611) ↓ 120(65) ↓</p> <p>225(86) ← 807(406) ← 48(115) ←</p> <p>267(369) → 665(525) → 100(243) →</p> <p>279(147) ↑ 550(438) ↑ 125(71) ↑</p>	<p>41 <i>Evans Rd. & Orange Av.</i></p> <p>192(153) ↓ 436(369) ↓ 245(109) ↓</p> <p>153(93) ← 305(162) ← 90(71) ←</p> <p>172(163) → 340(264) → 160(109) →</p> <p>318(156) ↑ 558(373) ↑ 230(95) ↑</p>	<p>42 <i>Evans Rd. & Nuevo Rd.</i></p> <p>681(407) ↓ 682(972) ↓ 60(170) ↓</p> <p>160(99) ← 1048(1021) ← 667(423) ←</p> <p>583(587) → 811(1149) → 33(89) →</p> <p>76(45) ↑ 751(771) ↑ 176(766) ↑</p>	<p>43 <i>Bradley Rd. & Ramona Exwy.</i></p> <p>3033(2387) ← 20(36) ←</p> <p>1786(3233) → 48(281) →</p> <p>293(108) ↑ 38(19) ↑</p>
<p>44 <i>Bradley Rd. & Rider St.</i></p> <p>114(105) ↓ 12(16) ↓ 223(49) ↓</p> <p>99(94) ← 835(429) ← 15(7) ←</p> <p>38(128) → 911(477) → 9(16) →</p> <p>20(19) ↑ 52(9) ↑ 50(7) ↑</p>	<p>45 <i>Dunlap Rd. & Orange Av.</i></p> <p>65(134) ← 15(66) ←</p> <p>165(95) → 211(360) →</p> <p>388(294) ↑ 75(25) ↑</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>		



<p>46 Dunlap Rd. & Nuevo Rd.</p> <p>103(60) ↓ 26(31) ↓ 120(224) ↓ 41(77) ↓ 853(1935) ↓ 17(9) ↓</p> <p>← 204(149) ← 1574(1412) ← 4(7)</p> <p>10(9) ↑ 25(48) ↑ 9(3) ↑</p>	<p>47 Rider St. & Ramona Exwy.</p> <p>220(134) ↓ 1604(3118) ↓ 0(0) ↓ 283(51) ↓ 0(0) ↓ 468(447) ↓</p> <p>← 1(1) ← 0(0) ← 0(0)</p> <p>425(446) ↑ 2769(2371) ↑ 1(1) ↑</p>	<p>48 Mid-County Pkwy. & Ramona Exwy.</p> <p>1442(3245) ↓ 628(320) ↓</p> <p>← 3009(2050) ← 215(185)</p> <p>185(644) ↑ 55(255) ↑</p>	<p>49 Antelope Rd. & MCP WB Ramps</p> <p>Future Intersection</p>	<p>50 Antelope Rd. & MCP EB Ramps</p> <p>Future Intersection</p>
<p>51 Antelope Rd. & Nuevo Rd.</p> <p>111(448) ↓ 74(313) ↓</p> <p>← 265(153) ← 1536(1113)</p> <p>373(204) ↓ 575(1731) ↓</p>	<p>52 Street A & Ramona Exwy.</p> <p>← 3151(1933) ← 82(65)</p> <p>1249(3366) ↓ 249(134) ↓</p> <p>73(302) ↓ 24(108) ↓</p>	<p>53 Menifee Rd. & Nuevo Rd.</p> <p>← 300(297) ← 361(347)</p> <p>201(336) ↓ 123(255) ↓</p> <p>235(174) ↓ 372(361) ↓</p>	<p>54 Menifee Rd. & San Jacinto Av.</p> <p>285(218) ↓ 791(663) ↓ 11(20) ↓</p> <p>← 23(9) ← 20(17) ← 20(10)</p> <p>207(415) ↓ 7(26) ↓ 122(166) ↓</p> <p>146(120) ↓ 534(783) ↓ 19(19) ↓</p>	<p>55 Menifee Rd. & Ellis Rd.</p> <p>20(23) ↓ 965(805) ↓ 0(1) ↓</p> <p>← 0(1) ← 4(1) ← 0(1)</p> <p>23(35) ↓ 1(0) ↓ 58(16) ↓</p> <p>25(26) ↓ 663(901) ↓ 0(3) ↓</p>
<p>56 Menifee Rd. & Mapes Rd.</p> <p>89(50) ↓ 812(671) ↓ 192(105) ↓</p> <p>← 181(118) ← 134(51) ← 15(9)</p> <p>22(57) ↓ 51(163) ↓ 25(25) ↓</p> <p>32(23) ↓ 506(785) ↓ 16(12) ↓</p>	<p>57 Menifee Rd. & Watson Rd.</p> <p>47(39) ↓ 695(579) ↓ 104(88) ↓</p> <p>← 76(23) ← 252(99) ← 48(13)</p> <p>34(36) ↓ 162(219) ↓ 9(7) ↓</p> <p>41(10) ↓ 462(746) ↓ 160(184) ↓</p>	<p>58 Menifee Rd. & Ethanac Rd. (SR-74)</p> <p>100(80) ↓ 726(545) ↓ 54(72) ↓</p> <p>← 110(80) ← 1124(1003) ← 365(295)</p> <p>117(219) ↓ 969(1142) ↓ 174(279) ↓</p> <p>365(258) ↓ 475(708) ↓ 298(252) ↓</p>	<p>59 Bernasconi Rd. & Orange Av.</p> <p>377(397) ↓ 258(952) ↓</p> <p>← 647(622) ← 735(532)</p> <p>165(534) ↓ 402(731) ↓</p>	<p>60 Lakeview Av. & Ramona Exwy.</p> <p>← 2788(1821) ← 533(447)</p> <p>042(3090) ↓ 230(307) ↓</p> <p>352(155) ↓ 255(635) ↓</p>
<p>61 Lakeview Av. & Nuevo Rd.</p> <p>480(440) ↓ 16(19) ↓</p> <p>← 25(22) ← 195(210)</p> <p>499(445) ↓ 115(263) ↓</p>	<p>62 Montgomery Av. & Nuevo Rd.</p> <p>0(0) ↓ 0(0) ↓</p> <p>← 0(0) ← 242(182)</p> <p>0(0) ↓ 188(241) ↓</p>	<p>63 Davis Rd./ Hansen Av. & Ramona Exwy.</p> <p>7(4) ↓ 1(3) ↓ 1(3) ↓</p> <p>← 1(3) ← 3136(2278) ← 52(159)</p> <p>3(3) ↓ 1343(3642) ↓ 48(133) ↓</p> <p>191(86) ↓ 3(4) ↓ 132(128) ↓</p>	<p>64 Hansen Av. & Contour Av.</p> <p>7(19) ↓ 83(111) ↓ 195(146) ↓</p> <p>← 171(141) ← 80(32) ← 178(78)</p> <p>10(13) ↓ 82(25) ↓ 1(7) ↓</p> <p>4(4) ↓ 74(122) ↓ 160(118) ↓</p>	<p>65 Bridge St. & Ramona Exwy.</p> <p>134(524) ↓ 20(83) ↓</p> <p>← 95(50) ← 1873(2650)</p> <p>428(280) ↓ 2241(2384) ↓</p>
<p>66 Warren Rd. & Ramona Exwy.</p> <p>0(4) ↓ 1(1) ↓ 1(1) ↓</p> <p>← 3(0) ← 1448(1761) ← 213(427)</p> <p>6(1) ↓ 1524(1726) ↓ 731(741) ↓</p> <p>520(936) ↓ 1(1) ↓ 361(309) ↓</p>	<p>67 Sanderson Av. (SR-79) & Ramona Exwy.</p> <p>527(1044) ↓ 726(1669) ↓ 806(1062) ↓</p> <p>← 974(780) ← 851(730) ← 67(52)</p> <p>942(744) ↓ 649(927) ↓ 146(263) ↓</p> <p>239(235) ↓ 1392(904) ↓ 95(44) ↓</p>	<p>68 Indian Av. & Morgan St.</p> <p>31(29) ↓ 143(330) ↓ 9(20) ↓</p> <p>← 6(12) ← 147(41) ← 38(106)</p> <p>13(25) ↓ 85(111) ↓ 95(90) ↓</p> <p>147(120) ↓ 248(374) ↓ 92(52) ↓</p>	<p>69 Indian Av. & Rider St.</p> <p>7(6) ↓ 189(419) ↓ 35(85) ↓</p> <p>← 165(127) ← 89(45) ← 80(48)</p> <p>16(29) ↓ 88(223) ↓ 36(26) ↓</p> <p>10(7) ↓ 277(330) ↓ 42(36) ↓</p>	

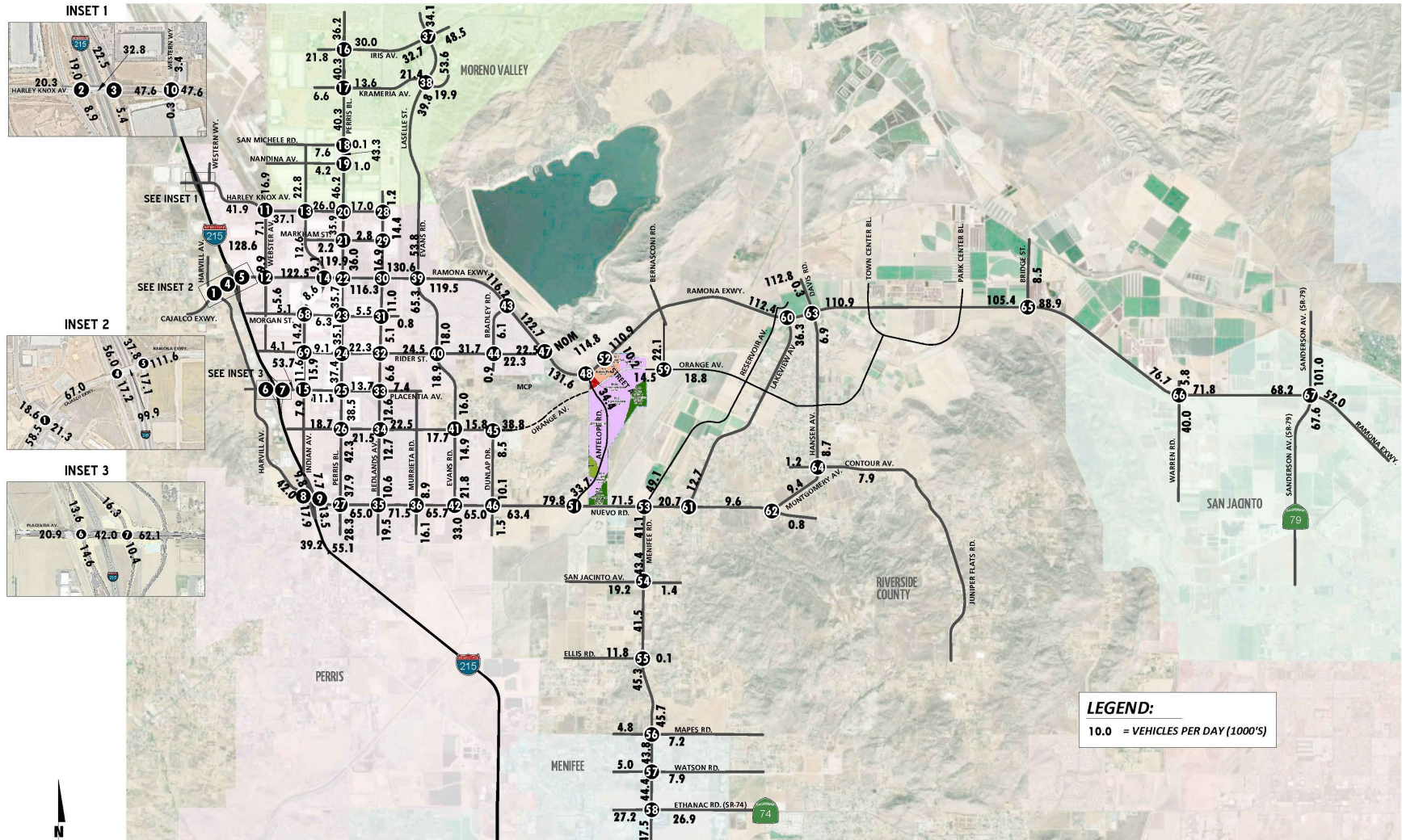
LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



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EXHIBIT 7-3: HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)



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EXHIBIT 7-4: HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT TRAFFIC VOLUMES

<p>1 Harvill Av. & Cajalco Exwy.</p> <p>41(93) ← 187(319) ← 340(615) ← 520(259) → 1379(1222) → 368(281) →</p> <p>94(61) → 994(1542) → 241(283) →</p> <p>476(322) ← 455(209) ← 163(258) ←</p>	<p>2 I-215 SB Ramps & Harley Knox Bl.</p> <p>582(373) ← 6(0) ← 1292(741) ← 289(264) → 223(704) →</p> <p>629(944) → 35(135) →</p>	<p>3 I-215 NB Ramps & Harley Knox Bl.</p> <p>1253(1532) ← 426(920) ←</p> <p>431(664) → 1490(1021) →</p> <p>86(49) ← 3(1) ← 349(299) ←</p>	<p>4 I-215 SB Ramps & Ramona Exwy.</p> <p>483(310) ← 0(3) ← 1490(2401) ← 1787(1453) → 580(730) →</p> <p>1102(1710) → 461(768) →</p>	<p>5 I-215 NB Ramps & Ramona Exwy.</p> <p>1730(1895) ← 1760(1588) ←</p> <p>242(487) → 2351(3625) →</p> <p>606(593) ← 3(3) ← 733(689) ←</p>
<p>6 I-215 SB Ramps & Placentia Av.</p> <p>102(85) ← 0(0) ← 714(979) ← 630(813) → 441(1029) →</p> <p>378(587) → 175(198) →</p>	<p>7 I-215 NB Ramps & Placentia Av.</p> <p>887(1321) ← 870(1674) ←</p> <p>82(98) → 009(1468) →</p> <p>201(169) ← 0(0) ← 659(544) ←</p>	<p>8 I-215 SB Ramps & Nuevo Rd.</p> <p>176(101) ← 1(6) ← 426(685) ← 1567(836) → 710(1312) →</p> <p>761(881) → 237(291) →</p>	<p>9 I-215 NB Ramps & Nuevo Rd.</p> <p>415(538) ← 1786(2017) ←</p> <p>70(80) → 1117(1485) →</p> <p>491(131) ← 3(0) ← 1236(906) ←</p>	<p>10 Western Wy. & Harley Knox Bl.</p> <p>43(186) ← 0(0) ← 8(30) ← 60(7) → 1634(2258) → 14(6) →</p> <p>123(43) → 1703(1272) → 12(4) →</p> <p>1(8) ← 0(0) ← 2(4) ←</p>
<p>11 Webster Av. & Harley Knox Bl.</p> <p>111(175) ← 270(710) ← 85(200) ← 142(140) → 1383(1795) → 12(14) →</p> <p>109(159) → 1367(1063) → 213(182) →</p> <p>127(152) ← 444(451) ← 51(56) ←</p>	<p>12 Webster Av. & Ramona Exwy.</p> <p>144(216) ← 48(60) ← 75(119) ← 44(67) → 3199(3205) → 66(36) →</p> <p>289(226) → 2388(3429) → 102(119) →</p> <p>175(263) ← 92(34) ← 44(17) ←</p>	<p>13 Indian Av. & Harley Knox Bl.</p> <p>244(754) ← 140(383) ← 19(105) ← 99(49) → 1099(892) → 72(65) →</p> <p>586(368) → 735(748) → 126(82) →</p> <p>134(127) ← 448(307) ← 49(86) ←</p>	<p>14 Indian Av. & Ramona Exwy.</p> <p>148(187) ← 93(205) ← 62(248) ← 210(208) → 3235(2662) → 76(160) →</p> <p>378(448) → 2107(3542) → 92(132) →</p> <p>89(175) ← 213(245) ← 49(47) ←</p>	<p>15 Indian Av. & Placentia Av.</p> <p>132(497) ← 177(316) ← 38(140) ← 71(59) → 1156(1587) → 203(39) →</p> <p>419(177) → 085(1419) → 175(117) →</p> <p>50(60) ← 225(117) ← 117(23) ←</p>
<p>16 Perris Bl. & Iris Av.</p> <p>70(28) ← 695(1242) ← 194(319) ← 192(149) → 771(605) → 357(376) →</p> <p>44(25) → 586(704) → 155(197) →</p> <p>240(303) ← 1233(1106) ← 354(360) ←</p>	<p>17 Perris Bl. & Krameria Av.</p> <p>10(13) ← 1013(1461) ← 109(177) ← 262(128) → 226(120) → 299(237) →</p> <p>25(36) → 214(185) → 121(124) →</p> <p>112(55) ← 1409(1410) ← 292(256) ←</p>	<p>18 Perris Bl. & San Michele Rd.</p> <p>103(118) ← 1827(2351) ← 1(5) ← 0(0) → 0(0) → 2(1) →</p> <p>47(189) → 0(0) → 28(216) →</p> <p>150(90) ← 208(2288) ← 1(0) ←</p>	<p>19 Perris Bl. & Nandina Av.</p> <p>26(64) ← 1795(2447) ← 17(17) ← 11(12) → 4(6) → 6(27) →</p> <p>19(61) → 2(2) → 25(158) →</p> <p>61(64) ← 2184(2292) ← 22(16) ←</p>	<p>20 Perris Bl. & Harley Knox Bl.</p> <p>367(387) ← 1016(1488) ← 90(176) ← 241(134) → 559(506) → 11(10) →</p> <p>289(407) → 567(360) → 52(149) →</p> <p>314(91) ← 1531(1227) ← 19(14) ←</p>
<p>21 Perris Bl. & Markahm St.</p> <p>28(28) ← 993(1553) ← 9(21) ← 29(10) → 28(4) → 11(10) →</p> <p>22(34) → 16(16) → 25(68) →</p> <p>43(31) ← 1931(1286) ← 8(13) ←</p>	<p>22 Perris Bl. & Ramona Exwy.</p> <p>269(265) ← 495(914) ← 298(606) ← 398(409) → 2778(2275) → 205(180) →</p> <p>423(367) → 1570(3023) → 227(447) →</p> <p>468(415) ← 1113(596) ← 153(231) ←</p>	<p>23 Perris Bl. & Morgan St.</p> <p>83(38) ← 788(1514) ← 43(24) ← 11(51) → 72(157) → 25(38) →</p> <p>35(47) → 168(85) → 35(32) →</p> <p>55(51) ← 1682(1262) ← 17(16) ←</p>		

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



<p>24 <i>Perris Bl. & Rider St.</i></p> <p>← 38(49) → ← 553(1245) → ← 170(300) →</p> <p>← 440(300) → ← 420(131) → ← 328(414) →</p> <p>33(56) → 187(350) → 23(109) →</p> <p>57(44) → 1314(914) → 213(356) →</p>	<p>25 <i>Perris Bl. & Placentia Av.</i></p> <p>← 46(28) → ← 795(1530) → ← 44(197) →</p> <p>← 290(146) → ← 331(322) → ← 64(105) →</p> <p>32(37) → 300(305) → 94(186) →</p> <p>99(185) → 1183(1129) → 50(145) →</p>	<p>26 <i>Perris Bl. & Orange Av.</i></p> <p>← 35(60) → ← 634(1248) → ← 122(236) →</p> <p>← 192(111) → ← 570(336) → ← 223(327) →</p> <p>17(32) → 336(451) → 162(347) →</p> <p>216(296) → 883(920) → 143(287) →</p>	<p>27 <i>Perris Bl. & Nuevo Rd.</i></p> <p>← 318(485) → ← 509(962) → ← 192(323) →</p> <p>← 196(223) → ← 1057(903) → ← 288(237) →</p> <p>510(590) → 1017(1101) → 106(197) →</p> <p>239(213) → 654(756) → 317(134) →</p>	<p>28 <i>Redlands Av. & Harley Knox Bl.</i></p> <p>← 7(29) → ← 3(5) → ← 0(0) →</p> <p>← 0(0) → ← 0(0) → ← 0(0) →</p> <p>50(46) → 0(0) → 628(505) →</p> <p>790(619) → 5(8) → 0(0) →</p>
<p>29 <i>Redlands Av. & Markham St.</i></p> <p>← 105(31) → ← 403(440) →</p> <p>32(108) → 25(74) →</p> <p>98(24) → 689(453) →</p>	<p>30 <i>Redlands Av. & Ramona Exwy.</i></p> <p>← 67(94) → ← 105(46) → ← 329(437) →</p> <p>← 717(368) → ← 3555(2912) → ← 180(205) →</p> <p>116(83) → 1945(3994) → 62(66) →</p> <p>42(83) → 39(93) → 262(205) →</p>	<p>31 <i>Redlands Av. & Morgan St.</i></p> <p>← 103(196) → ← 160(84) → ← 24(8) →</p> <p>← 2(8) → ← 5(23) → ← 1(5) →</p> <p>184(127) → 18(10) → 12(6) →</p> <p>4(16) → 75(181) → 0(0) →</p>	<p>32 <i>Redlands Av. & Rider St.</i></p> <p>← 1159(687) → ← 19(56) →</p> <p>508(791) → 39(64) →</p> <p>7(7) → 387(227) →</p>	<p>33 <i>Redlands Av. & Placentia Av.</i></p> <p>← 9(25) → ← 109(109) → ← 8(14) →</p> <p>← 6(3) → ← 326(236) → ← 171(74) →</p> <p>65(52) → 146(311) → 234(249) →</p> <p>262(312) → 359(234) → 34(26) →</p>
<p>34 <i>Redlands Av. & Orange Av.</i></p> <p>← 82(42) → ← 185(229) → ← 265(133) →</p> <p>← 258(250) → ← 639(570) → ← 180(154) →</p> <p>58(69) → 374(676) → 71(154) →</p> <p>130(105) → 316(278) → 202(111) →</p>	<p>35 <i>Redlands Av. & Nuevo Rd.</i></p> <p>← 101(70) → ← 302(236) → ← 51(36) →</p> <p>← 52(50) → ← 1559(1395) → ← 269(263) →</p> <p>82(80) → 1116(1492) → 201(217) →</p> <p>168(150) → 297(302) → 208(255) →</p>	<p>36 <i>Murrieta Rd. & Nuevo Rd.</i></p> <p>← 255(86) → ← 172(60) → ← 207(130) →</p> <p>← 267(74) → ← 1301(1423) → ← 292(192) →</p> <p>178(101) → 1127(1526) → 112(23) →</p> <p>109(35) → 156(102) → 277(267) →</p>	<p>37 <i>Lasselle St. & Iris Av.</i></p> <p>← 143(129) → ← 746(983) → ← 307(350) →</p> <p>← 136(295) → ← 848(925) → ← 687(764) →</p> <p>168(233) → 686(643) → 413(456) →</p> <p>403(319) → 824(950) → 764(784) →</p>	<p>38 <i>Lasselle St. & Krameria Av.</i></p> <p>← 157(201) → ← 1660(808) → ← 198(299) →</p> <p>← 71(162) → ← 84(240) → ← 133(238) →</p> <p>244(425) → 97(350) → 282(299) →</p> <p>209(285) → 279(1400) → 67(318) →</p>
<p>39 <i>Evans Rd. & Ramona Exwy.</i></p> <p>← 497(493) → ← 351(758) → ← 392(582) →</p> <p>← 566(571) → ← 3323(2681) → ← 76(70) →</p> <p>353(574) → 1949(3525) → 217(612) →</p> <p>633(312) → 584(465) → 59(75) →</p>	<p>40 <i>Evans Rd. & Rider St.</i></p> <p>← 378(344) → ← 292(611) → ← 120(65) →</p> <p>← 225(86) → ← 807(406) → ← 48(115) →</p> <p>267(369) → 665(525) → 100(243) →</p> <p>279(147) → 550(438) → 125(71) →</p>	<p>41 <i>Evans Rd. & Orange Av.</i></p> <p>← 192(153) → ← 436(369) → ← 268(121) →</p> <p>← 160(120) → ← 393(516) → ← 97(98) →</p> <p>172(163) → 637(424) → 160(109) →</p> <p>318(156) → 558(373) → 253(107) →</p>	<p>42 <i>Evans Rd. & Nuevo Rd.</i></p> <p>← 681(407) → ← 682(972) → ← 60(170) →</p> <p>← 160(99) → ← 1102(1239) → ← 674(450) →</p> <p>583(587) → 994(1248) → 33(89) →</p> <p>76(45) → 751(771) → 199(778) →</p>	<p>43 <i>Bradley Rd. & Ramona Exwy.</i></p> <p>← 3149(2812) → ← 30(77) →</p> <p>2183(3413) → 48(281) →</p> <p>293(108) → 72(37) →</p>
<p>44 <i>Bradley Rd. & Rider St.</i></p> <p>← 114(105) → ← 12(16) → ← 223(49) →</p> <p>← 99(94) → ← 835(429) → ← 15(7) →</p> <p>38(128) → 911(477) → 9(16) →</p> <p>20(19) → 52(9) → 50(7) →</p>	<p>45 <i>Dunlap Rd. & Orange Av.</i></p> <p>← 167(543) → ← 22(93) →</p> <p>508(280) → 211(360) →</p> <p>388(294) → 98(37) →</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>		



<p>46 <i>Dunlap Rd. & Nuevo Rd.</i></p> <p>103(60) 26(31) 120(224) 204(149) 1635(1657) 7(21) 41(77) 1059(2046) 17(9) 10(9) 25(48) 20(9)</p>	<p>47 <i>Rider St. & Ramona Exwy.</i></p> <p>220(134) 2035(3316) 0(0) 1(1) 0(0) 0(0) 283(51) 0(0) 468(447) 425(446) 2895(2837) 1(1)</p>	<p>48 <i>Mid-County Pkwy. & Ramona Exwy.</i></p> <p>3034(2094) 240(244) 1529(3277) 972(486) 285(1066) 62(289)</p>	<p>49 <i>Antelope Rd. & MCP WB Ramps</i></p> <p>Future Intersection</p>	<p>50 <i>Antelope Rd. & MCP EB Ramps</i></p> <p>Future Intersection</p>
<p>51 <i>Antelope Rd. & Nuevo Rd.</i></p> <p>176(707) 118(490) 414(233) 1536(1113) 590(321) 575(1731)</p>	<p>52 <i>Street A & Ramona Exwy.</i></p> <p>3176(1933) 141(111) 1256(3387) 336(179) 98(407) 42(186)</p>	<p>53 <i>Menifee Rd. & Nuevo Rd.</i></p> <p>1266(795) 450(267) 0(9) 0(4) 334(315) 361(347) 325(1454) 211(377) 157(391) 349(236) 112(513) 372(361)</p>	<p>54 <i>Menifee Rd. & San Jacinto Av.</i></p> <p>288(232) 818(772) 14(34) 34(15) 20(17) 20(10) 218(421) 7(26) 122(166) 146(120) 626(832) 19(19)</p>	<p>55 <i>Menifee Rd. & Ellis Rd.</i></p> <p>23(37) 989(900) 0(1) 0(1) 4(1) 0(1) 34(41) 1(0) 58(16) 25(26) 743(944) 0(3)</p>
<p>56 <i>Menifee Rd. & Mapes Rd.</i></p> <p>92(64) 832(753) 192(105) 181(118) 134(51) 15(9) 33(63) 51(163) 25(25) 32(23) 575(822) 16(12)</p>	<p>57 <i>Menifee Rd. & Watson Rd.</i></p> <p>47(39) 712(647) 107(102) 87(29) 252(99) 48(13) 31(36) 162(219) 9(7) 41(10) 519(777) 160(184)</p>	<p>58 <i>Menifee Rd. & Ethanac Rd. (SR-74)</i></p> <p>103(94) 733(572) 61(99) 133(92) 1124(1003) 365(295) 128(225) 969(1142) 174(279) 365(258) 498(720) 298(252)</p>	<p>59 <i>Bernasconi Rd. & Orange Av.</i></p> <p>434(428) 258(952) 647(622) 758(544) 182(602) 409(758)</p>	<p>60 <i>Lakeview Av. & Ramona Exwy.</i></p> <p>2872(1865) 533(447) 1067(3189) 230(307) 352(155) 255(635)</p>
<p>61 <i>Lakeview Av. & Nuevo Rd.</i></p> <p>491(446) 16(19) 25(22) 218(222) 502(459) 122(290)</p>	<p>62 <i>Montgomery Av. & Nuevo Rd.</i></p> <p>0(0) 0(0) 0(0) 265(194) 0(0) 195(268)</p>	<p>63 <i>Davis Rd./ Hansen Av. & Ramona Exwy.</i></p> <p>7(4) 1(3) 1(3) 3220(2322) 52(159) 3(3) 1368(3741) 48(133) 191(86) 3(4) 132(128)</p>	<p>64 <i>Hansen Av. & Contour Av.</i></p> <p>7(19) 94(117) 195(146) 171(141) 80(32) 189(84) 10(13) 82(25) 1(7) 4(4) 77(136) 163(132)</p>	<p>65 <i>Bridge St. & Ramona Exwy.</i></p> <p>134(524) 20(83) 95(50) 1934(2682) 428(280) 2259(2456)</p>
<p>66 <i>Warren Rd. & Ramona Exwy.</i></p> <p>0(4) 1(1) 1(1) 3(0) 1497(1787) 213(427) 6(1) 1539(1784) 734(755) 531(942) 1(1) 361(309)</p>	<p>67 <i>Sanderson Av. (SR-79) & Ramona Exwy.</i></p> <p>542(1051) 726(1669) 806(1062) 974(780) 874(742) 67(52) 946(761) 656(954) 149(277) 250(241) 1392(904) 95(44)</p>	<p>68 <i>Indian Av. & Morgan St.</i></p> <p>31(29) 143(330) 9(20) 6(12) 147(41) 58(173) 13(25) 85(111) 95(90) 147(120) 248(374) 164(77)</p>	<p>69 <i>Indian Av. & Rider St.</i></p> <p>7(6) 209(486) 35(85) 165(127) 89(45) 80(48) 16(29) 88(223) 36(26) 10(7) 349(355) 42(36)</p>	

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



7.4 HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from the RivTAM consistent with the currently adopted General Plan Circulation Element (see Section 4.8 *Horizon Year Volume Development* of this TIA for a detailed discussion on the post-processing methodology). The Horizon Year (2040) Without Project traffic forecasts reflect the future roadway network contemplated by the County's General Plan, which includes the MCP. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year (2040) Without Project traffic conditions are shown on Exhibits 7-5 and 7-6, respectively.

7.5 HORIZON YEAR (2040) WITH MCP WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from the RivTAM consistent with the currently adopted General Plan Circulation Element and includes the MCP, plus proposed Project volumes. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year (2040) With Project traffic conditions are shown on Exhibits 7-7 and 7-8, respectively.

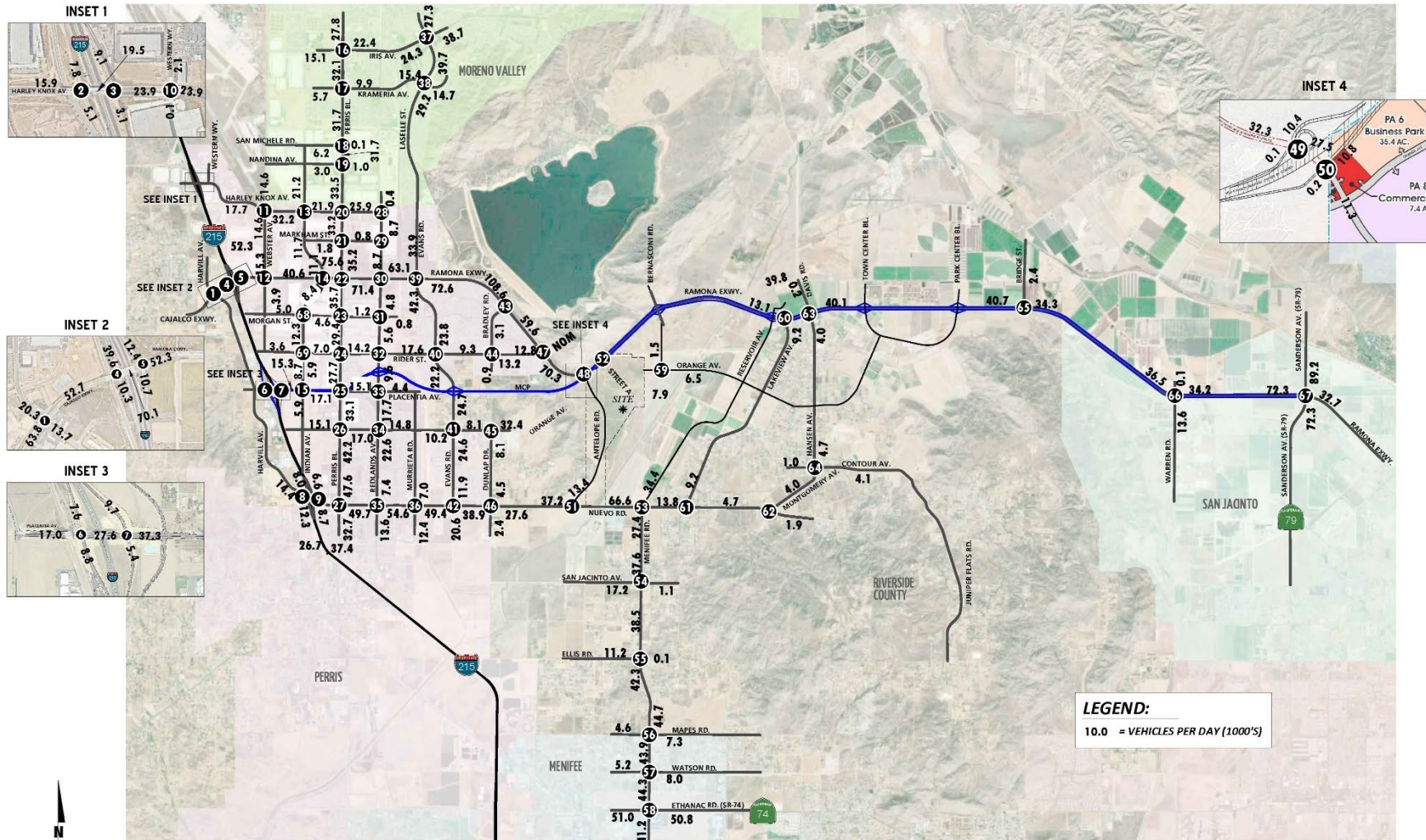
7.6 INTERSECTION OPERATIONS ANALYSIS

7.6.1 HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT TRAFFIC CONDITIONS

Level of service calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2040) Without MCP Without Project traffic conditions with existing roadway and intersection geometrics consistent with those described under Section 7.1 *Roadway Improvements*. As shown in Table 7-1 and illustrated on Exhibit 7-9, the following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) Without MCP Without Project traffic conditions:

- Harvill Avenue & Cajalco Expressway (#1) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Harley Knox Boulevard (#2) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Harley Knox Boulevard (#3) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Ramona Expressway (#4) – LOS F AM and PM peak hours
- I-215 Northbound Ramps & Ramona Expressway (#5) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Placentia Avenue (#6) – LOS F PM peak hour only
- I-215 Southbound Ramps & Nuevo Road (#8) – LOS F PM peak hour only
- Webster Avenue & Harley Knox Boulevard (#11) – LOS F AM and PM peak hours
- Webster Avenue & Ramona Expressway (#12) – LOS F AM and PM peak hours
- Indian Avenue & Harley Knox Boulevard (#13) – LOS E AM and PM peak hours
- Indian Avenue & Ramona Expressway (#14) – LOS F AM and PM peak hours
- Indian Avenue & Placentia Avenue (#15) – LOS E AM peak hour; LOS F PM peak hour
- Perris Boulevard & Iris Avenue (#16) – LOS E AM peak hour; LOS F PM peak hour
- Perris Boulevard & Krameria Avenue (#17) – LOS F AM peak hour; LOS E PM peak hour

EXHIBIT 7-5: HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT AVERAGE DAILY TRAFFIC (ADT)



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EXHIBIT 7-6: HORIZON YEAR (2040) WITH MCP WITH PROJECT TRAFFIC VOLUMES

<p>1 Harvill Av. & Cajalco Exwy.</p> <p>↑ 38(181) ↓ 146(417) ↑ 224(92) ↓ 182(414) ↑ 1498(1536) ↓ 157(393)</p> <p>112(43) ↑ 1340(1791) → 175(224) ↓</p> <p>385(249) ↑ 360(161) → 313(145) ↓</p>	<p>2 I-215 SB Ramps & Harley Knox Bl.</p> <p>↑ 191(435) ↓ 5(0) ↑ 589(345) ↓ 386(330) ↑ 130(367)</p> <p>606(555) → 62(106) ↓</p>	<p>3 I-215 NB Ramps & Harley Knox Bl.</p> <p>↑ 808(533) ↓ 432(605)</p> <p>474(297) ↑ 518(588) →</p> <p>287(107) ↑ 2(1) → 81(182) ↓</p>	<p>4 I-215 SB Ramps & Ramona Exwy.</p> <p>↑ 212(281) ↓ 0(2) ↑ 1190(1425) ↓ 353(274) ↑ 393(1087)</p> <p>1049(1658) → 318(432) ↓</p>	<p>5 I-215 NB Ramps & Ramona Exwy.</p> <p>↑ 747(786) ↓ 1233(1339)</p> <p>197(416) ↑ 1246(2329) →</p> <p>310(360) ↑ 2(2) → 524(500) ↓</p>
<p>6 I-215 SB Ramps & Placentia Av.</p> <p>↑ 84(69) ↓ 0(0) ↑ 300(540) ↓ 515(661) ↑ 277(549)</p> <p>302(479) ↑ 143(163) ↓</p>	<p>7 I-215 NB Ramps & Placentia Av.</p> <p>↑ 560(705) ↓ 628(1071)</p> <p>67(80) ↑ 536(940) →</p> <p>165(139) ↑ 0(0) → 286(297) ↓</p>	<p>8 I-215 SB Ramps & Nuevo Rd.</p> <p>↑ 92(82) ↓ 1(4) ↑ 259(562) ↓ 1019(417) ↑ 482(754)</p> <p>521(430) ↑ 178(239) ↓</p>	<p>9 I-215 NB Ramps & Nuevo Rd.</p> <p>↑ 509(441) ↓ 1098(1064)</p> <p>57(70) ↑ 723(922) →</p> <p>403(108) ↑ 2(0) → 745(597) ↓</p>	<p>10 Western Wy. & Harley Knox Bl.</p> <p>↑ 36(130) ↓ 0(0) ↑ 47(4) ↓ 1204(1005) ↑ 0(4)</p> <p>75(23) ↑ 522(745) → 1(2) ↓</p> <p>0(4) ↑ 0(0) → 0(0) ↓</p>
<p>11 Webster Av. & Harley Knox Bl.</p> <p>↑ 112(152) ↓ 272(615) ↑ 86(173) ↓ 143(121) ↑ 878(745) ↓ 112(152)</p> <p>110(138) ↑ 422(550) → 86(173) ↓</p> <p>143(121) ↑ 447(391) → 110(138) ↓</p>	<p>12 Webster Av. & Ramona Exwy.</p> <p>↑ 396(445) ↓ 39(52) ↑ 47(273) ↓ 109(107) ↑ 1909(1407) ↓ 44(30)</p> <p>618(474) ↑ 1243(1891) → 63(40) ↓</p> <p>137(165) ↑ 75(27) → 33(14) ↓</p>	<p>13 Indian Av. & Harley Knox Bl.</p> <p>↑ 130(311) ↓ 187(559) ↑ 102(326) ↓ 302(169) ↑ 741(421) ↓ 157(242)</p> <p>197(215) ↑ 276(568) → 56(108) ↓</p> <p>80(81) ↑ 338(295) → 82(246) ↓</p>	<p>14 Indian Av. & Ramona Exwy.</p> <p>↑ 143(368) ↓ 143(341) ↑ 58(292) ↓ 179(95) ↑ 1713(1240) ↓ 177(120)</p> <p>195(236) ↑ 1111(1749) → 192(220) ↓</p> <p>131(252) ↑ 168(249) → 5(200) ↓</p>	<p>15 Indian Av. & Placentia Av.</p> <p>↑ 39(145) ↓ 142(247) ↑ 26(137) ↓ 81(39) ↑ 993(312) ↓ 166(54)</p> <p>79(129) ↑ 198(1078) → 97(199) ↓</p> <p>68(95) ↑ 173(96) → 96(89) ↓</p>
<p>16 Perris Bl. & Iris Av.</p> <p>↑ 150(120) ↓ 800(1064) ↑ 159(262) ↓ 158(122) ↑ 538(350) ↓ 293(308)</p> <p>76(169) ↑ 350(469) → 137(303) ↓</p> <p>290(210) ↑ 861(950) → 291(295) ↓</p>	<p>17 Perris Bl. & Krameria Av.</p> <p>↑ 90(90) ↓ 869(1164) ↑ 87(192) ↓ 201(112) ↑ 170(88) ↓ 210(175)</p> <p>76(146) ↑ 171(136) → 99(102) ↓</p> <p>92(45) ↑ 1009(1032) → 230(170) ↓</p>	<p>18 Perris Bl. & San Michele Rd.</p> <p>↑ 85(97) ↓ 1008(1323) ↑ 1(5) ↓ 0(0) ↑ 0(0) ↓ 2(1)</p> <p>38(155) ↑ 0(0) → 23(177) ↓</p> <p>123(74) ↑ 1281(1110) → 1(0) ↓</p>	<p>19 Perris Bl. & Nandina Av.</p> <p>↑ 55(48) ↓ 994(1420) ↑ 17(17) ↓ 11(12) ↑ 4(6) ↓ 6(27)</p> <p>14(66) ↑ 2(2) → 14(109) ↓</p> <p>44(50) ↑ 1371(1153) → 22(16) ↓</p>	<p>20 Perris Bl. & Harley Knox Bl.</p> <p>↑ 253(298) ↓ 731(1083) ↑ 90(176) ↓ 284(273) ↑ 676(538) ↓ 373(419)</p> <p>219(283) ↑ 463(323) → 86(228) ↓</p> <p>234(155) ↑ 1165(860) → 19(14) ↓</p>
<p>21 Perris Bl. & Markham St.</p> <p>↑ 23(23) ↓ 1022(4460) ↑ 5(106) ↓ 19(6) ↑ 23(4) ↓ 4(4)</p> <p>18(27) ↑ 13(13) → 18(54) ↓</p> <p>35(23) ↑ 505(1254) → 5(60) ↓</p>	<p>22 Perris Bl. & Ramona Exwy.</p> <p>↑ 374(281) ↓ 513(835) ↑ 143(355) ↓ 373(209) ↑ 1342(879) ↓ 205(187)</p> <p>344(422) ↑ 722(1442) → 153(377) ↓</p> <p>320(228) ↑ 873(649) → 116(246) ↓</p>	<p>23 Perris Bl. & Morgan St.</p> <p>↑ 68(31) ↓ 870(1389) ↑ 11(7) ↓ 2(11) ↑ 23(8) ↓ 20(31)</p> <p>29(38) ↑ 8(25) → 29(26) ↓</p> <p>45(42) ↑ 270(1081) → 14(13) ↓</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>	



<p>24 Perris Bl. & Rider St.</p> <p>47(37) ← 820(4325) ↓ 61(152) →</p> <p>286(130) ← 335(102) ↓ 240(253) →</p> <p>25(58) ↓ 149(275) → 17(144) ↓</p> <p>118(33) ↑ 1145(973) ← 109(237) →</p>	<p>25 Perris Bl. & Placentia Av.</p> <p>168(86) ↓ 580(1190) ↓ 47(161) →</p> <p>238(120) ↓ 584(148) ↓ 215(226) ↓</p> <p>66(162) ↓ 80(624) ↓ 106(654) ↓</p> <p>518(226) ↑ 1070(799) ← 144(330) →</p>	<p>26 Perris Bl. & Orange Av.</p> <p>66(49) ↓ 935(1410) ↓ 100(194) →</p> <p>227(91) ↓ 462(253) ↓ 177(246) ↓</p> <p>19(131) ↓ 257(360) ↓ 133(285) ↓</p> <p>177(243) ↑ 1184(1118) ← 98(226) →</p>	<p>27 Perris Bl. & Nuevo Rd.</p> <p>261(398) ↓ 729(1206) ↓ 136(253) →</p> <p>192(157) ↓ 626(304) ↓ 272(171) ↓</p> <p>418(484) ↓ 519(543) ↓ 152(297) ↓</p> <p>351(217) ↑ 965(887) ← 220(256) →</p>	<p>28 Redlands Av. & Harley Knox Bl.</p> <p>1(13) ↓ 1(2) ↓ 0(0) →</p> <p>0(0) ↓ 0(0) ↓ 0(0) ↓</p> <p>90(52) ↓ 0(0) ↓ 481(460) ↓</p> <p>524(133) ↑ 2(6) ↑ 0(0) ↑</p>
<p>29 Redlands Av. & Markham St.</p> <p>16(6) ↓ 63(288) ↓</p> <p>10(11) ↓ 11(150) ↓</p> <p>27(8) ↑ 489(128) ↑</p>	<p>30 Redlands Av. & Ramona Exwy.</p> <p>24(128) ↓ 6(138) ↓ 61(295) →</p> <p>507(103) ↓ 1790(1212) ↓ 81(95) ↓</p> <p>49(42) ↓ 863(1875) ↓ 21(97) ↓</p> <p>107(95) ↑ 42(16) ↑ 94(87) →</p>	<p>31 Redlands Av. & Morgan St.</p> <p>48(39) ↓ 80(330) ↓ 24(8) →</p> <p>2(8) ↓ 5(23) ↓ 1(5) ↓</p> <p>20(59) ↓ 18(10) ↓ 12(6) ↓</p> <p>4(16) ↑ 240(130) ↑ 0(0) →</p>	<p>32 Redlands Av. & Rider St.</p> <p>936(506) ↓ 43(58) ↓</p> <p>371(624) ↓ 31(45) ↓</p> <p>5(6) ↑ 283(167) ↑</p>	<p>33 Redlands Av. & Placentia Av.</p> <p>21(39) ↓ 78(366) ↓ 5(16) →</p> <p>7(3) ↓ 157(99) ↓ 140(75) ↓</p> <p>42(37) ↓ 78(288) ↓ 196(729) ↓</p> <p>702(300) ↑ 282(135) ↑ 71(125) ↑</p>
<p>34 Redlands Av. & Orange Av.</p> <p>74(49) ↓ 391(957) ↓ 67(27) →</p> <p>167(26) ↓ 513(423) ↓ 142(104) ↓</p> <p>48(83) ↓ 269(534) ↓ 89(427) ↓</p> <p>369(154) ↑ 838(580) ↑ 147(81) →</p>	<p>35 Redlands Av. & Nuevo Rd.</p> <p>287(187) ↓ 247(309) ↓ 54(117) →</p> <p>113(97) ↓ 992(632) ↓ 208(167) ↓</p> <p>143(310) ↓ 538(830) ↓ 165(178) ↓</p> <p>137(123) ↑ 244(253) ↑ 130(188) →</p>	<p>36 Murrieta Rd. & Nuevo Rd.</p> <p>209(71) ↓ 141(49) ↓ 150(49) →</p> <p>172(20) ↓ 763(581) ↓ 237(126) ↓</p> <p>146(82) ↓ 485(828) ↓ 233(500) ↓</p> <p>300(334) ↑ 128(84) ↑ 197(206) →</p>	<p>37 Lasselle St. & Iris Av.</p> <p>102(96) ↓ 528(748) ↓ 143(208) →</p> <p>117(192) ↓ 653(759) ↓ 664(752) ↓</p> <p>133(176) ↓ 514(737) ↓ 302(340) ↓</p> <p>295(232) ↑ 615(603) ↑ 546(534) →</p>	<p>38 Lasselle St. & Krameria Av.</p> <p>160(118) ↓ 1269(1258) ↓ 105(185) →</p> <p>59(133) ↓ 30(169) ↓ 73(170) ↓</p> <p>176(329) ↓ 49(270) ↓ 172(195) ↓</p> <p>108(166) ↑ 1075(998) ↑ 55(261) →</p>
<p>39 Evans Rd. & Ramona Exwy.</p> <p>428(426) ↓ 389(1050) ↓ 148(363) →</p> <p>372(233) ↓ 1407(718) ↓ 194(296) ↓</p> <p>289(471) ↓ 514(1444) ↓ 178(502) ↓</p> <p>544(266) ↑ 976(545) ↑ 191(253) →</p>	<p>40 Evans Rd. & Rider St.</p> <p>308(277) ↓ 760(1072) ↓ 87(48) →</p> <p>182(57) ↓ 615(253) ↓ 16(11) ↓</p> <p>214(299) ↓ 485(367) ↓ 63(140) ↓</p> <p>175(85) ↑ 859(784) ↑ 30(13) →</p>	<p>41 Evans Rd. & Orange Av.</p> <p>158(126) ↓ 732(1173) ↓ 201(133) →</p> <p>126(77) ↓ 250(133) ↓ 74(65) ↓</p> <p>141(134) ↓ 279(216) ↓ 132(90) ↓</p> <p>261(128) ↑ 982(886) ↑ 189(93) →</p>	<p>42 Evans Rd. & Nuevo Rd.</p> <p>558(334) ↓ 627(864) ↓ 131(211) →</p> <p>197(222) ↓ 544(353) ↓ 113(181) ↓</p> <p>478(482) ↓ 324(522) ↓ 30(79) ↓</p> <p>70(40) ↑ 690(685) ↑ 83(136) →</p>	<p>43 Bradley Rd. & Ramona Exwy.</p> <p>2161(1020) ↓ 42(63) ↓</p> <p>812(2273) ↓ 39(231) ↓</p> <p>240(88) ↓ 49(17) ↓</p>
<p>44 Bradley Rd. & Rider St.</p> <p>93(86) ↓ 10(13) ↓ 139(17) →</p> <p>68(24) ↓ 576(207) ↓ 12(6) ↓</p> <p>31(105) ↓ 649(251) ↓ 50(40) ↓</p> <p>17(40) ↑ 43(7) ↑ 41(6) →</p>	<p>45 Dunlap Rd. & Orange Av.</p> <p>65(134) ↓ 15(66) ↓</p> <p>165(95) ↓ 173(354) ↓</p> <p>318(242) ↓ 75(25) ↓</p>			

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



<p>46 Dunlap Rd. & Nuevo Rd.</p> <p>85(88) ← 69(182) ↓ 66(122) → 117(68) ↑ 384(337) ← 54(77) ↓</p> <p>33(65) → 203(488) ↓ 47(91) →</p> <p>80(94) ↑ 72(139) ↓ 48(86) →</p>	<p>47 Rider St. & Ramona Exwy.</p> <p>181(110) ↓ 680(2180) ↓ 0(0) ↓ 1(1) ↑ 0(0) ↓ 0(0) ↓</p> <p>232(42) → 0(0) → 242(203) →</p> <p>226(169) ↑ 1970(1040) ↑ 1(1) →</p>	<p>48 Mid-County Pkwy. & Ramona Exwy.</p> <p style="text-align: center;">Intersection Does Not Exist</p>	<p>49 Antelope Rd. & MCP WB Ramps</p> <p>10(10) ↓ 430(1494) ↓</p> <p>865(446) ↑ 0(0) ↓ 50(72) ↓</p> <p>545(298) ↑ 10(10) ↓</p>	<p>50 Antelope Rd. & MCP EB Ramps</p> <p>190(579) ↓ 253(954) ↓</p> <p>10(10) → 0(0) → 10(10) →</p> <p>520(260) ↑ 37(56) →</p>
<p>51 Antelope Rd. & Nuevo Rd.</p> <p>24(38) ↓ 152(462) ↓</p> <p>417(210) ↑ 600(496) ↓</p> <p>33(27) → 296(710) →</p>	<p>52 Street A & Ramona Exwy.</p> <p style="text-align: center;">Intersection Does Not Exist</p>	<p>53 Menifee Rd. & Nuevo Rd.</p> <p>322(221) ↑ 297(285) ↓</p> <p>153(240) → 225(604) →</p> <p>412(306) ↑ 305(297) ↓</p>	<p>54 Menifee Rd. & San Jacinto Av.</p> <p>220(203) ↓ 545(752) ↓ 6(4) ↓</p> <p>11(1) ↑ 17(14) ↑ 18(10) ↓</p> <p>182(346) → 6(22) → 115(197) →</p> <p>143(128) ↑ 566(552) ↑ 16(16) ↓</p>	<p>55 Menifee Rd. & Ellis Rd.</p> <p>23(8) ↓ 726(923) ↓ 0(1) ↓</p> <p>0(1) ↑ 4(4) ↑ 0(1) ↓</p> <p>8(24) → 1(0) → 48(13) →</p> <p>47(22) ↑ 714(754) ↑ 0(2) ↓</p>
<p>56 Menifee Rd. & Mapes Rd.</p> <p>91(41) ↓ 584(720) ↓ 158(86) ↓</p> <p>148(97) ↑ 110(55) ↓ 18(28) ↓</p> <p>23(88) → 53(151) → 55(192) →</p> <p>73(70) ↑ 562(546) ↑ 26(13) ↓</p>	<p>57 Menifee Rd. & Watson Rd.</p> <p>50(42) ↓ 521(840) ↓ 82(83) ↓</p> <p>68(27) ↑ 207(101) ↓ 56(22) ↓</p> <p>32(52) → 139(179) → 19(12) →</p> <p>47(13) ↑ 588(587) ↑ 134(151) ↓</p>	<p>58 Menifee Rd. & Ethanac Rd. (SR-74)</p> <p>54(80) ↓ 511(724) ↓ 56(136) ↓</p> <p>113(85) ↑ 919(897) ↓ 289(218) ↓</p> <p>162(197) → 1053(847) → 214(156) →</p> <p>325(332) ↑ 496(453) ↑ 240(195) ↓</p>	<p>59 Bernasconi Rd. & Orange Av.</p> <p>64(149) ↓ 8(21) ↓</p> <p>10(5) ↑ 426(211) ↓</p> <p>30(55) → 162(359) →</p>	<p>60 Lakeview Av. & Ramona Exwy.</p> <p>1093(746) ↑ 167(184) ↓</p> <p>545(1156) → 172(172) →</p> <p>220(86) ↑ 136(187) ↓</p>
<p>61 Lakeview Av. & Nuevo Rd.</p> <p>383(355) ↓ 13(16) ↓</p> <p>20(18) ↑ 170(160) ↓</p> <p>407(353) → 100(189) →</p>	<p>62 Montgomery Av. & Nuevo Rd.</p> <p>0(0) ↓ 0(0) ↓ 0(0) ↓</p> <p>0(0) → 147(171) →</p>	<p>63 Davis Rd./ Hansen Av. & Ramona Exwy.</p> <p>6(4) ↓ 1(2) ↓ 1(2) ↓</p> <p>1(2) ↑ 1137(972) ↓ 31(98) ↓</p> <p>2(2) → 743(1314) → 33(79) →</p> <p>132(56) ↑ 2(4) ↓ 82(82) ↓</p>	<p>64 Hansen Av. & Contour Av.</p> <p>6(16) ↓ 91(92) ↓ 116(92) ↓</p> <p>129(66) ↑ 66(26) ↓ 124(53) ↓</p> <p>8(11) → 67(20) → 1(6) →</p> <p>4(4) ↑ 68(100) ↑ 124(71) ↓</p>	<p>65 Bridge St. & Ramona Exwy.</p> <p>16(66) ↓ 17(68) ↓</p> <p>78(41) ↑ 1143(962) ↓</p> <p>37(19) → 808(1173) →</p>
<p>66 Warren Rd. & Ramona Exwy.</p> <p>0(4) ↓ 1(1) ↓ 1(1) ↓</p> <p>2(0) ↑ 954(778) ↓ 175(350) ↓</p> <p>5(1) → 686(968) → 134(271) →</p> <p>267(221) ↑ 1(1) ↓ 297(253) ↓</p>	<p>67 Sanderson Av. (SR-79) & Ramona Exwy.</p> <p>337(577) ↓ 1872(2643) ↓ 863(872) ↓</p> <p>799(699) ↑ 632(418) ↓ 78(116) ↓</p> <p>534(426) → 379(636) → 71(161) →</p> <p>161(133) ↑ 2401(2285) ↑ 114(104) ↓</p>	<p>68 Indian Av. & Morgan St.</p> <p>25(24) ↓ 145(503) ↓ 11(18) ↓</p> <p>5(10) ↑ 121(33) ↓ 25(47) ↓</p> <p>11(20) → 69(91) → 87(100) →</p> <p>138(110) ↑ 348(270) ↑ 9(48) ↓</p>	<p>69 Indian Av. & Rider St.</p> <p>11(8) ↓ 145(450) ↓ 40(89) ↓</p> <p>159(107) ↑ 54(25) ↓ 66(39) ↓</p> <p>24(43) → 65(158) → 33(22) →</p> <p>9(8) ↑ 228(209) ↑ 35(34) ↓</p>	

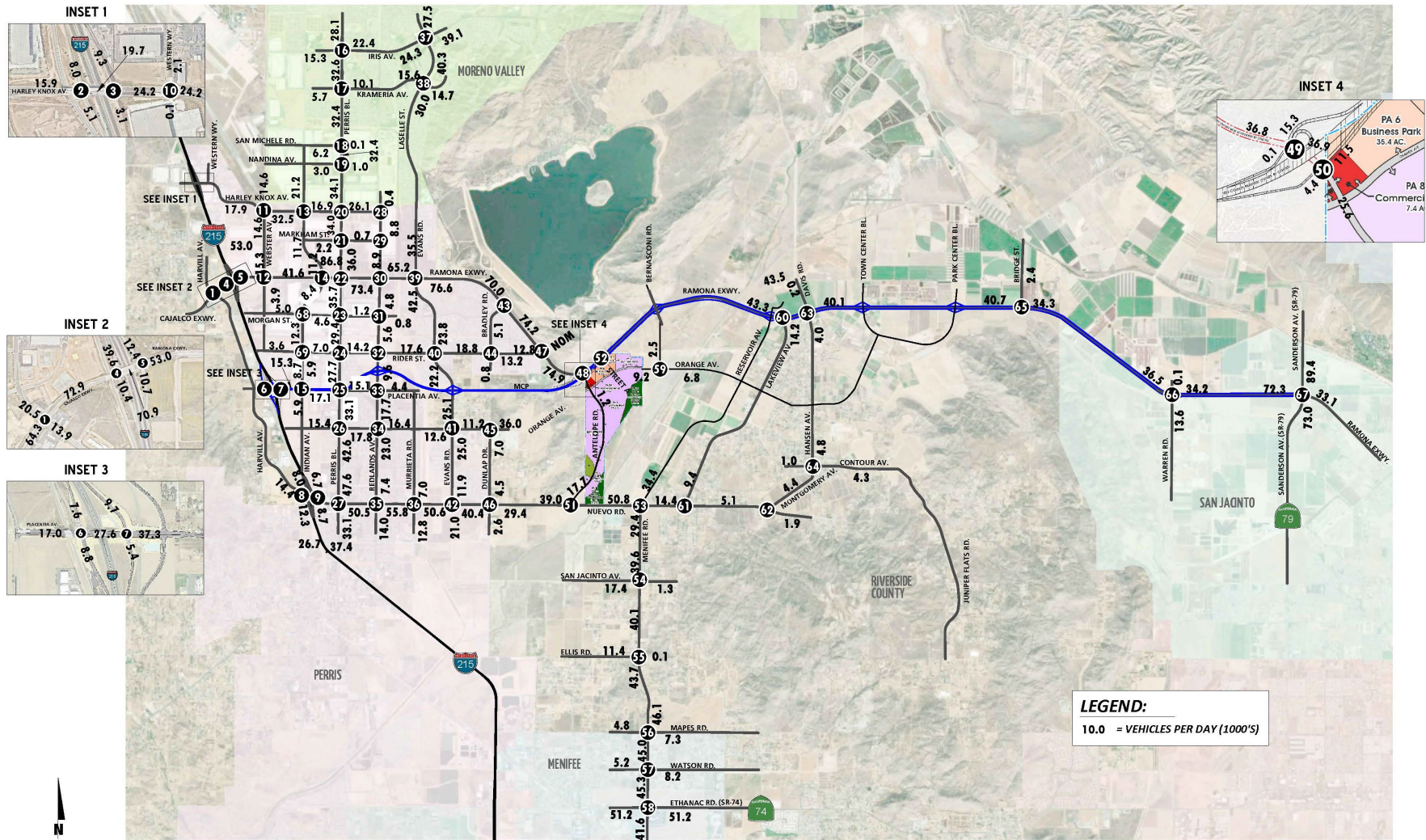


LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

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EXHIBIT 7-7: HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT AVERAGE DAILY TRAFFIC (ADT)



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EXHIBIT 7-8: HORIZON YEAR (2040) WITH MCP WITH PROJECT TRAFFIC VOLUMES

<p>1 Harvill Av. & Cajalco Exwy.</p> <p>112(43) 1366(1804) 175(224)</p> <p>385(249) 360(161) 324(151)</p>	<p>2 I-215 SB Ramps & Harley Knox Bl.</p> <p>606(555) 62(106)</p>	<p>3 I-215 NB Ramps & Harley Knox Bl.</p> <p>474(297) 533(595)</p>	<p>4 I-215 SB Ramps & Ramona Exwy.</p> <p>1094(1682) 322(433)</p>	<p>5 I-215 NB Ramps & Ramona Exwy.</p> <p>197(416) 1291(2353)</p>
<p>6 I-215 SB Ramps & Placentia Av.</p> <p>302(479) 143(163)</p>	<p>7 I-215 NB Ramps & Placentia Av.</p> <p>67(80) 536(940)</p>	<p>8 I-215 SB Ramps & Nuevo Rd.</p> <p>521(430) 178(239)</p>	<p>9 I-215 NB Ramps & Nuevo Rd.</p> <p>57(70) 723(922)</p>	<p>10 Western Wy. & Harley Knox Bl.</p> <p>75(23) 537(752) 1(2)</p>
<p>11 Webster Av. & Harley Knox Bl.</p> <p>110(138) 437(557) 86(173)</p>	<p>12 Webster Av. & Ramona Exwy.</p> <p>618(474) 1288(1915) 63(40)</p>	<p>13 Indian Av. & Harley Knox Bl.</p> <p>197(215) 291(575) 56(108)</p>	<p>14 Indian Av. & Ramona Exwy.</p> <p>195(236) 1156(1773) 192(220)</p>	<p>15 Indian Av. & Placentia Av.</p> <p>79(129) 198(1078) 97(199)</p>
<p>16 Perris Bl. & Iris Av.</p> <p>76(169) 350(469) 148(309)</p>	<p>17 Perris Bl. & Krameria Av.</p> <p>76(146) 171(136) 99(102)</p>	<p>18 Perris Bl. & San Michele Rd.</p> <p>38(155) 0(0) 23(177)</p>	<p>19 Perris Bl. & Nandina Av.</p> <p>14(66) 2(2) 14(109)</p>	<p>20 Perris Bl. & Harley Knox Bl.</p> <p>219(283) 467(324) 97(234)</p>
<p>21 Perris Bl. & Markahm St.</p> <p>18(27) 13(13) 18(54)</p>	<p>22 Perris Bl. & Ramona Exwy.</p> <p>344(422) 789(1479) 153(377)</p>	<p>23 Perris Bl. & Morgan St.</p> <p>29(38) 8(25) 29(26)</p>	<p>LEGEND: 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES</p>	



<p>24 <i>Perris Bl. & Rider St.</i></p> <p>47(37) ↓ 820(1325) ↓ 61(152) ↓ 286(130) ↑ 335(102) ↑ 240(253) ↑</p> <p>25(58) ↓ 149(275) ↓ 17(144) ↓</p> <p>118(33) ↑ 1145(973) ↑ 109(237) ↑</p>	<p>25 <i>Perris Bl. & Placentia Av.</i></p> <p>168(86) ↓ 580(1190) ↓ 47(161) ↓ 238(120) ↑ 584(148) ↑ 215(226) ↑</p> <p>66(162) ↓ 80(624) ↓ 106(654) ↓</p> <p>518(226) ↑ 1070(799) ↑ 144(330) ↑</p>	<p>26 <i>Perris Bl. & Orange Av.</i></p> <p>66(49) ↓ 935(1410) ↓ 100(194) ↓ 227(91) ↑ 469(280) ↑ 184(273) ↑</p> <p>19(131) ↓ 279(372) ↓ 133(285) ↓</p> <p>177(243) ↑ 184(1118) ↑ 120(238) ↑</p>	<p>27 <i>Perris Bl. & Nuevo Rd.</i></p> <p>261(398) ↓ 729(1206) ↓ 136(253) ↓ 192(157) ↑ 626(304) ↑ 279(198) ↑</p> <p>418(484) ↓ 519(543) ↓ 152(297) ↓</p> <p>351(217) ↑ 965(887) ↑ 242(268) ↑</p>	<p>28 <i>Redlands Av. & Harley Knox Bl.</i></p> <p>1(13) ↓ 1(2) ↓ 0(0) ↓ 0(0) ↑ 0(0) ↑ 0(0) ↑</p> <p>90(52) ↓ 0(0) ↓ 488(463) ↓</p> <p>526(140) ↑ 2(6) ↑ 0(0) ↑</p>
<p>29 <i>Redlands Av. & Markham St.</i></p> <p>16(6) ↓ 70(291) ↓</p> <p>10(11) ↓ 11(150) ↓</p> <p>27(8) ↑ 491(135) ↑</p>	<p>30 <i>Redlands Av. & Ramona Exwy.</i></p> <p>24(128) ↓ 6(138) ↓ 68(298) ↓ 509(110) ↑ 1823(1346) ↑ 81(95) ↑</p> <p>49(42) ↓ 975(1936) ↓ 21(97) ↓</p> <p>107(35) ↑ 42(16) ↑ 94(87) ↑</p>	<p>31 <i>Redlands Av. & Morgan St.</i></p> <p>48(39) ↓ 80(330) ↓ 24(8) ↓ 2(8) ↑ 5(23) ↑ 1(5) ↑</p> <p>20(59) ↓ 18(10) ↓ 12(6) ↓</p> <p>4(16) ↑ 240(130) ↑ 0(0) ↑</p>	<p>32 <i>Redlands Av. & Rider St.</i></p> <p>936(506) ↓ 43(58) ↓</p> <p>371(624) ↓ 31(45) ↓</p> <p>5(6) ↑ 283(167) ↑</p>	<p>33 <i>Redlands Av. & Placentia Av.</i></p> <p>21(39) ↓ 78(366) ↓ 5(16) ↓ 7(3) ↑ 157(99) ↑ 140(75) ↑</p> <p>42(37) ↓ 78(288) ↓ 196(729) ↓</p> <p>702(300) ↑ 282(135) ↑ 71(125) ↑</p>
<p>34 <i>Redlands Av. & Orange Av.</i></p> <p>74(49) ↓ 391(957) ↓ 89(39) ↓ 174(53) ↑ 526(477) ↑ 149(131) ↑</p> <p>48(83) ↓ 314(558) ↓ 89(427) ↓</p> <p>369(154) ↑ 838(580) ↑ 169(93) ↑</p>	<p>35 <i>Redlands Av. & Nuevo Rd.</i></p> <p>287(187) ↓ 247(309) ↓ 54(117) ↓ 113(97) ↑ 999(659) ↑ 215(194) ↑</p> <p>143(310) ↓ 560(842) ↓ 165(178) ↓</p> <p>137(123) ↑ 244(253) ↑ 152(200) ↑</p>	<p>36 <i>Murrieta Rd. & Nuevo Rd.</i></p> <p>209(71) ↓ 141(49) ↓ 150(49) ↓ 172(20) ↑ 776(635) ↑ 244(153) ↑</p> <p>146(82) ↓ 530(852) ↓ 233(500) ↓</p> <p>300(334) ↑ 128(84) ↑ 219(218) ↑</p>	<p>37 <i>Lasselle St. & Iris Av.</i></p> <p>102(96) ↓ 539(754) ↓ 143(208) ↓ 117(192) ↑ 653(759) ↑ 686(764) ↑</p> <p>133(176) ↓ 514(737) ↓ 302(340) ↓</p> <p>295(232) ↑ 618(616) ↑ 553(561) ↑</p>	<p>38 <i>Lasselle St. & Krameria Av.</i></p> <p>160(118) ↓ 1302(1276) ↓ 105(185) ↓ 59(133) ↑ 30(169) ↑ 73(170) ↑</p> <p>176(329) ↓ 49(270) ↓ 183(201) ↓</p> <p>111(179) ↑ 085(1038) ↑ 55(261) ↑</p>
<p>39 <i>Evans Rd. & Ramona Exwy.</i></p> <p>428(426) ↓ 389(1050) ↓ 237(412) ↓ 399(340) ↑ 1442(859) ↑ 197(309) ↑</p> <p>289(471) ↓ 633(1508) ↓ 178(502) ↓</p> <p>544(266) ↑ 976(545) ↑ 202(259) ↑</p>	<p>40 <i>Evans Rd. & Rider St.</i></p> <p>308(277) ↓ 760(1072) ↓ 87(48) ↓ 182(57) ↑ 615(253) ↑ 16(11) ↑</p> <p>214(299) ↓ 485(367) ↓ 63(140) ↓</p> <p>175(85) ↑ 859(784) ↑ 30(13) ↑</p>	<p>41 <i>Evans Rd. & Orange Av.</i></p> <p>158(126) ↓ 732(1173) ↓ 223(145) ↓ 133(104) ↑ 290(294) ↑ 81(92) ↑</p> <p>141(134) ↓ 413(289) ↓ 132(90) ↓</p> <p>261(128) ↑ 982(886) ↑ 211(105) ↑</p>	<p>42 <i>Evans Rd. & Nuevo Rd.</i></p> <p>558(334) ↓ 627(864) ↓ 131(211) ↓ 197(222) ↑ 564(433) ↑ 120(208) ↑</p> <p>478(482) ↓ 391(559) ↓ 30(79) ↓</p> <p>70(40) ↑ 690(685) ↑ 105(148) ↑</p>	<p>43 <i>Bradley Rd. & Ramona Exwy.</i></p> <p>2226(1281) ↓ 52(103) ↓</p> <p>1031(2392) ↓ 39(231) ↓</p> <p>240(88) ↑ 82(35) ↑</p>
<p>44 <i>Bradley Rd. & Rider St.</i></p> <p>93(86) ↓ 10(13) ↓ 139(17) ↓ 68(24) ↑ 576(207) ↑ 12(6) ↑</p> <p>31(105) ↓ 649(251) ↓ 50(40) ↓</p> <p>17(40) ↑ 43(7) ↑ 4(6) ↑</p>	<p>45 <i>Dunlap Rd. & Orange Av.</i></p> <p>118(348) ↓ 22(93) ↓</p> <p>344(193) ↓ 173(354) ↓</p> <p>318(242) ↑ 97(37) ↑</p>			

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



<p>46 Dunlap Rd. & Nuevo Rd.</p> <p>Approach: 85(88) ↓, 69(182) ↓, 66(122) ↓, 117(68) ↑, 411(444) ↑, 57(90) ↑ Departure: 33(65) →, 292(537) →, 47(91) →, 80(94) →, 72(139) →, 59(92) →</p>	<p>47 Rider St. & Ramona Exwy.</p> <p>Approach: 181(110) ↓, 933(2317) ↓, 0(0) ↓, 1(1) ↑, 0(0) ↑, 0(0) ↑ Departure: 232(42) →, 0(0) →, 242(203) →, 226(169) →, 2045(1341) →, 1(1) →</p>	<p>48 Mid-County Pkwy. & Ramona Exwy.</p> <p style="text-align: center;">Intersection Does Not Exist</p>	<p>49 Antelope Rd. & MCP WB Ramps</p> <p>Approach: 10(10) ↓, 683(1631) ↓, 865(446) ↑, 0(0) ↑, 132(116) ↑ Departure: 620(599) →, 138(488) →, 10(10) →, 0(0) →, 446(216) →, 723(1040) →, 61(133) →</p>	<p>50 Antelope Rd. & MCP EB Ramps</p> <p>Approach: 524(760) ↓, 253(954) ↓, 10(10) ↑, 0(0) ↑, 446(216) ↑, 723(1040) ↑, 61(133) ↑</p>
<p>51 Antelope Rd. & Nuevo Rd.</p> <p>Approach: 54(159) ↓, 195(636) ↓, 562(289) ↑, 600(496) ↑ Departure: 133(82) →, 296(710) →</p>	<p>52 Street A & Ramona Exwy.</p> <p style="text-align: center;">Intersection Does Not Exist</p>	<p>53 Menifee Rd. & Nuevo Rd.</p> <p>Approach: 283(178) ↓, 412(411) ↓, 3(9) ↓, 6(4) ↑, 355(239) ↑, 297(285) ↑ Departure: 70(328) →, 163(280) →, 258(738) →, 524(367) →, 174(485) →, 305(297) →</p>	<p>54 Menifee Rd. & San Jacinto Av.</p> <p>Approach: 223(216) ↓, 572(859) ↓, 9(17) ↓, 22(7) ↑, 17(14) ↑, 18(10) ↑ Departure: 193(352) →, 6(22) →, 115(197) →, 143(128) →, 655(601) →, 16(16) →</p>	<p>55 Menifee Rd. & Ellis Rd.</p> <p>Approach: 26(21) ↓, 749(1017) ↓, 0(1) ↓, 0(1) ↑, 4(1) ↑, 0(1) ↑ Departure: 19(30) →, 1(0) →, 48(13) →, 47(22) →, 792(797) →, 0(2) →</p>
<p>56 Menifee Rd. & Mapes Rd.</p> <p>Approach: 94(54) ↓, 604(800) ↓, 158(86) ↓, 148(97) ↑, 110(55) ↑, 18(28) ↑ Departure: 34(94) →, 53(151) →, 55(192) →, 73(70) →, 629(583) →, 26(13) →</p>	<p>57 Menifee Rd. & Watson Rd.</p> <p>Approach: 50(42) ↓, 538(907) ↓, 85(96) ↓, 79(33) ↑, 207(101) ↑, 56(22) ↑ Departure: 32(52) →, 139(179) →, 19(12) →, 47(13) →, 644(618) →, 134(151) →</p>	<p>58 Menifee Rd. & Ethanac Rd. (SR-74)</p> <p>Approach: 57(93) ↓, 518(751) ↓, 63(163) ↓, 135(97) ↑, 919(897) ↑, 289(218) ↑ Departure: 173(203) →, 1053(847) →, 214(156) →, 325(332) →, 518(465) →, 240(195) →</p>	<p>59 Bernasconi Rd. & Orange Av.</p> <p>Approach: 120(180) ↓, 8(21) ↓, 10(5) ↑, 448(223) ↑ Departure: 47(122) →, 169(386) →</p>	<p>60 Lakeview Av. & Ramona Exwy.</p> <p>Approach: 1093(746) ↓, 167(184) ↓ Departure: 545(1156) →, 172(172) →, 220(86) →, 136(187) →</p>
<p>61 Lakeview Av. & Nuevo Rd.</p> <p>Approach: 394(361) ↓, 13(16) ↓, 20(18) ↑, 192(172) ↑ Departure: 410(366) →, 107(216) →</p>	<p>62 Montgomery Av. & Nuevo Rd.</p> <p>Approach: 0(0) ↓, 0(0) ↓, 0(0) ↑, 199(149) ↑ Departure: 0(0) →, 154(198) →</p>	<p>63 Davis Rd./ Hansen Av. & Ramona Exwy.</p> <p>Approach: 6(4) ↓, 1(2) ↓, 1(2) ↓, 1(2) ↑, 1137(972) ↑, 31(98) ↑ Departure: 2(2) →, 743(1314) →, 33(79) →, 132(56) →, 2(4) →, 82(82) →</p>	<p>64 Hansen Av. & Contour Av.</p> <p>Approach: 6(16) ↓, 102(98) ↓, 116(92) ↓, 129(66) ↑, 66(26) ↑, 135(59) ↑ Departure: 8(11) →, 67(20) →, 1(6) →, 4(4) →, 71(113) →, 127(84) →</p>	<p>65 Bridge St. & Ramona Exwy.</p> <p>Approach: 16(66) ↓, 17(68) ↓, 78(41) ↑, 1143(962) ↑ Departure: 37(19) →, 808(1173) →</p>
<p>66 Warren Rd. & Ramona Exwy.</p> <p>Approach: 0(4) ↓, 1(1) ↓, 1(1) ↓, 2(0) ↑, 954(778) ↑, 175(350) ↑ Departure: 5(1) →, 686(968) →, 134(271) →, 267(221) →, 1(1) →, 297(253) →</p>	<p>67 Sanderson Av. (SR-79) & Ramona Exwy.</p> <p>Approach: 337(577) ↓, 1887(2650) ↓, 863(872) ↓, 799(699) ↑, 632(418) ↑, 100(128) ↑ Departure: 534(426) →, 379(636) →, 71(161) →, 161(133) →, 2405(2300) →, 121(131) →</p>	<p>68 Indian Av. & Morgan St.</p> <p>Approach: 25(24) ↓, 145(503) ↓, 11(18) ↓, 5(10) ↑, 121(33) ↑, 25(47) ↑ Departure: 11(20) →, 69(91) →, 87(100) →, 138(110) →, 348(270) →, 9(48) →</p>	<p>69 Indian Av. & Rider St.</p> <p>Approach: 11(8) ↓, 145(450) ↓, 40(89) ↓, 159(107) ↑, 54(25) ↑, 66(39) ↑ Departure: 24(43) →, 65(158) →, 33(22) →, 9(8) →, 228(209) →, 35(34) →</p>	

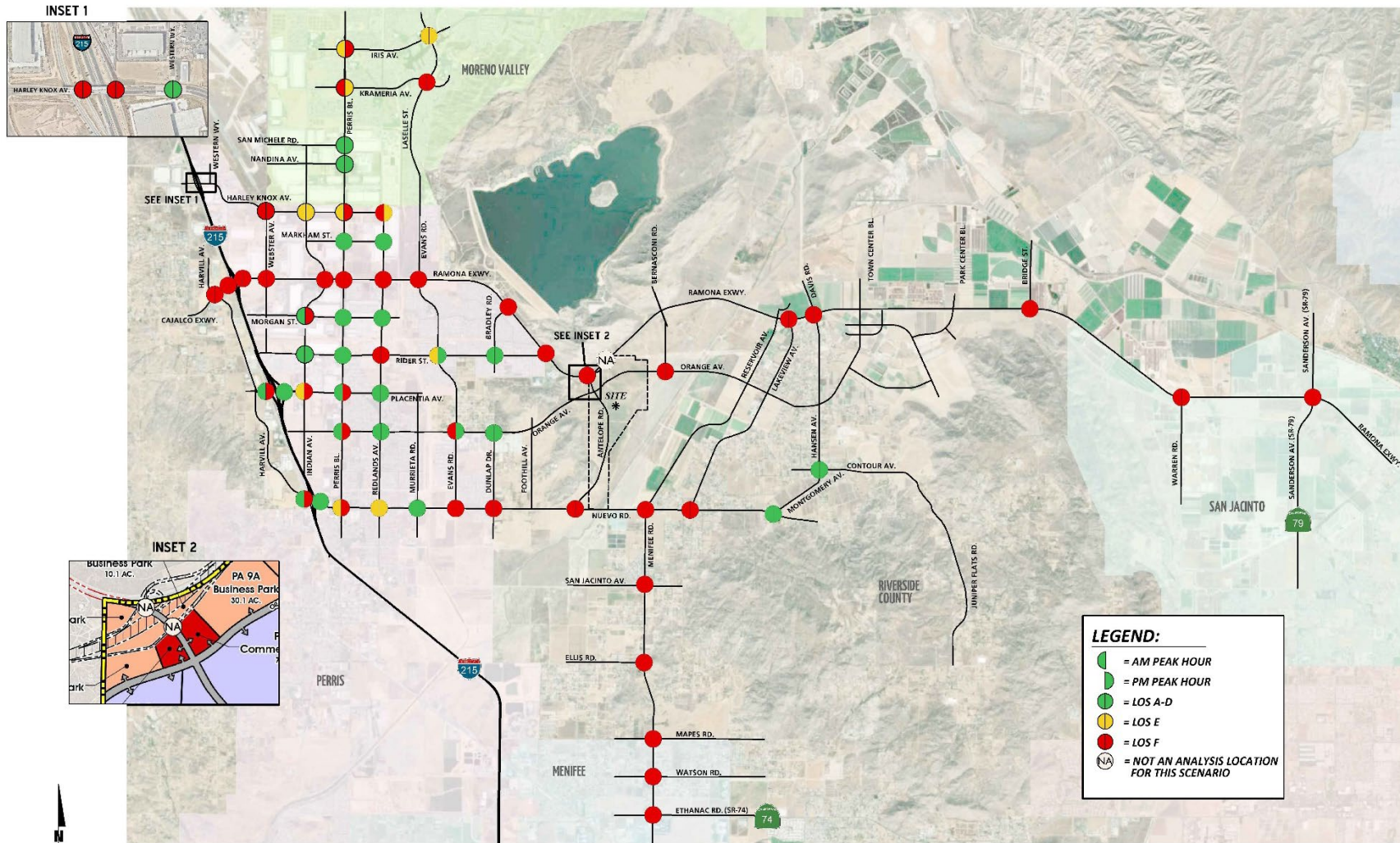
LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



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EXHIBIT 7-9: HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT SUMMARY OF LOS



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TABLE 7-1: INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) WITHOUT MID-COUNTY PARKWAY CONDITIONS

#	Intersection	Traffic Control ²	2040 Without Project				2040 With Project				Acceptable LOS ⁴
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		
			AM	PM	AM	PM	AM	PM	AM	PM	
1	Harvill Av. & Cajalco Exwy.	TS	112.6	128.6	F	F	117.4	130.5	F	F	D
2	I-215 Southbound Ramps & Harley Knox Bl.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
3	I-215 Northbound Ramps & Harley Knox Bl.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
4	I-215 Southbound Ramps & Ramona Exwy.	TS	175.1	>200.0	F	F	179.3	>200.0	F	F	D
5	I-215 Northbound Ramps & Ramona Exwy.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
6	I-215 SB Ramps & Placentia Av.	TS ³	31.3	135.5	C	F	33.0	180.8	C	F	D
7	I-215 NB Ramps & Placentia Av.	TS ³	30.4	38.5	C	D	52.2	53.1	D	D	D
8	I-215 SB Ramps & Nuevo Rd.	TS	32.1	96.1	C	F	34.2	117.4	C	F	D
9	I-215 NB Ramps & Nuevo Rd.	TS	27.1	15.3	C	B	33.8	17.0	C	B	D
10	Western Wy. & Harley Knox Bl.	TS	9.4	11.6	A	B	9.6	14.9	A	B	D
11	Webster Av. & Harley Knox Bl.	RA	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
12	Webster Av. & Ramona Exwy.	TS	173.2	>200.0	F	F	175.7	>200.0	F	F	D
13	Indian Av. & Harley Knox Bl.	TS	71.0	67.7	E	E	72.8	83.7	E	F	D
14	Indian Av. & Ramona Exwy.	TS	165.6	>200.0	F	F	166.4	>200.0	F	F	D
15	Indian Av. & Placentia Av.	AWS	44.6	>100.0	E	F	>100.0	>100.0	F	F	D
16	Perris Bl. & Iris Av.	TS	66.6	104.5	E	F	78.4	106.2	E	F	D
17	Perris Bl. & Krameria Av.	TS	87.3	58.8	F	E	92.5	62.8	F	E	D
18	Perris Bl. & San Michele Rd.	TS	13.7	18.3	B	B	13.7	20.3	B	C	D
19	Perris Bl. & Nandina Av.	TS	14.2	23.3	B	C	14.3	24.5	B	C	D
20	Perris Bl. & Harley Knox Bl.	TS	66.5	117.4	E	F	83.2	132.8	F	F	D
21	Perris Bl. & Markham St.	TS	13.3	13.6	B	B	13.4	13.7	B	B	D
22	Perris Bl. & Ramona Exwy.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
23	Perris Bl. & Morgan St.	TS	17.2	48.5	B	D	18.5	48.9	B	D	D
24	Perris Bl. & Rider St.	TS	38.8	48.0	D	D	39.9	48.8	D	D	D
25	Perris Bl. & Placentia Av.	TS	24.8	81.1	C	F	33.2	98.0	C	F	D
26	Perris Bl. & Orange Av.	TS	34.5	100.9	C	F	36.4	104.8	D	F	D
27	Perris Bl. & Nuevo Rd.	TS	63.8	81.4	E	F	65.7	86.3	E	F	D
28	Redlands Av. & Harley Knox Bl.	TS	151.3	72.2	F	E	>200.0	>200.0	F	F	D
29	Redlands Av. & Markham St.	TS	8.7	9.2	A	A	8.8	9.2	A	A	D
30	Redlands Av. & Ramona Exwy.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
31	Redlands Av. & Morgan St.	AWS	11.2	10.7	B	B	21.3	14.8	C	B	D
32	Redlands Av. & Rider St.	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
33	Redlands Av. & Placentia Av.	AWS	23.2	18.5	C	C	33.2	32.8	D	D	D
34	Redlands Av. & Orange Av.	TS	22.3	20.3	C	C	33.6	22.9	C	C	D
35	Redlands Av. & Nuevo Rd.	TS	59.6	56.6	E	E	68.6	70.1	E	E	D
36	Murrieta Rd. & Nuevo Rd. ⁵	TS	49.6	30.4	D	C	53.5	35.3	D	D	D
37	Lasselle St. & Iris Av.	TS	73.7	74.4	E	E	75.2	75.4	E	E	D
38	Lasselle St. & Krameria Av.	TS	124.8	136.5	F	F	131.4	144.4	F	F	D
39	Evans Rd. & Ramona Exwy.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
40	Evans Rd. & Rider St.	TS	63.8	40.3	E	D	63.8	40.3	F	D	D
41	Evans Rd. & Orange Av.	TS	80.8	27.1	F	C	141.4	61.4	F	E	D
42	Evans Rd. & Nuevo Rd. ⁵	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
43	Bradley Rd. & Ramona Exwy.	TS	121.1	112.5	F	F	193.9	188.2	F	F	D
44	Bradley Rd. & Rider St.	TS	40.1	17.5	D	B	40.1	17.5	D	B	D
45	Dunlap Dr. & Orange Av.	CSS	32.7	31.2	D	D	>100.0	>100.0	F	F	D

46	Dunlap Dr. & Nuevo Rd.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
47	Ramona Exwy. & Rider St.	TS	151.3	>200.0	F	F	>200.0	>200.0	F	F	D
48	Antelope Rd. & Ramona Exwy.	TS	115.1	>200.0	F	F	>200.0	>200.0	F	F	D
49	MCP WB Ramps & Antelope Rd.		Not Analyzed ⁶				Not Analyzed ⁶				
50	MCP EB Ramps & Antelope Rd.		Not Analyzed ⁶				Not Analyzed ⁶				
51	Antelope Rd. & Nuevo Rd.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
52	Street A & Ramona Exwy.	TS	Future Intersection				>200.0	>200.0	F	F	D
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
54	Menifee Rd. & San Jacinto Av.	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
55	Menifee Rd. & Ellis Rd.	CSS	94.3	>100.0	F	F	>100.0	>100.0	F	F	D
56	Menifee Rd. & Mapes Rd.	CSS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
57	Menifee Rd. & Watson Rd.	CSS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
58	Menifee Rd. & Ethanac Rd. (SR-74)	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
59	Bernasconi Rd. & Orange Av.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
60	Lakeview Av. & Ramona Exwy.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
61	Lakeview Av. & Nuevo Rd.	AWS	79.8	86.2	F	F	88.6	>100.0	F	F	D
62	Montgomery Av. & Nuevo Rd.	CSS	11.7	11.9	B	B	12.0	12.3	B	B	D
63	Hansen Av./Davis Rd. & Ramona Exwy.	TS	185.4	>200.0	F	F	198.8	>200.0	F	F	D
64	Hansen Av. & Contour Av.	AWS	19.2	11.6	C	B	21.0	12.2	C	B	D
65	Bridge St. & Ramona Exwy.	CSS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
66	Warren Rd. & Ramona Exwy.	TS	110.8	>200.0	F	F	114.5	>200.0	F	F	D
67	Sanderson Av. (SR-79) & Ramona Exwy.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
68	Indian Av. & Morgan St.	TS	33.7	29.6	C	C	40.0	54.5	D	D	D
69	Indian Av. & Rider St.	TS	16.6	17.4	B	B	17.5	17.8	B	B	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

² AWS = All-way Stop; CSS = Cross-street Stop; RA = Roundabout; TS = Traffic Signal; **TS** = Improvement

³ A traffic signal is assumed as part of the I-215 Freeway/Placentia Avenue interchange project. The I-215 Freeway/Placentia Avenue interchange project is anticipated to be completed by 2022. As such, these improvements have been assumed to be in place for Horizon Year (2040) conditions.

⁴ Minimum acceptable LOS for each applicable jurisdiction.

⁵ The Nuevo Road widening is anticipated to be completed by the end of 2020. As such, the Nuevo Road widening is assumed under Horizon Year (2040) traffic conditions.

⁶ Intersection will be constructed when the Mid-County Parkway is constructed. As such, the intersection does not exist under this scenario.

- Perris Boulevard & Harley Knox Boulevard (#20) – LOS E AM peak hour; LOS F PM peak hour
- Perris Boulevard & Ramona Expressway (#22) – LOS F AM and PM peak hours
- Perris Boulevard & Placentia Avenue (#25) – LOS F PM peak hour only
- Perris Boulevard & Orange Avenue (#26) – LOS F PM peak hour only
- Perris Boulevard & Nuevo Road (#27) – LOS E AM peak hour; LOS F PM peak hour
- Redlands Avenue & Harley Knox Boulevard (#28) – LOS F AM peak hour; LOS E PM peak hour
- Redlands Avenue & Ramona Expressway (#30) – LOS F AM and PM peak hours
- Redlands Avenue & Rider Street (#32) – LOS F AM and PM peak hours
- Redlands Avenue & Nuevo Road (#35) – LOS E AM and PM peak hours
- Lasselle Street & Iris Avenue (#37) – LOS E AM and PM peak hours
- Lasselle Street & Krameria Avenue (#38) – LOS F AM and PM peak hours
- Evans Road & Ramona Expressway (#39) – LOS F AM and PM peak hours
- Evans Road & Rider Street (#40) – LOS E AM peak hour only
- Evans Road & Orange Avenue (#41) – LOS F AM peak hour only
- Evans Road & Nuevo Road (#42) – LOS F AM and PM peak hours
- Bradley Road & Ramona Expressway (#43) – LOS F AM and PM peak hours
- Dunlap Drive & Nuevo Road (#46) – LOS F AM and PM peak hours
- Ramona Expressway & Rider Street (#47) – LOS F AM and PM peak hours
- Antelope Road & Ramona Expressway (#48) – LOS F AM and PM peak hours
- Antelope Road & Nuevo Road (#51) – LOS F AM and PM peak hours
- Menifee Road/Reservoir Boulevard & Nuevo Road (#53) – LOS F AM and PM peak hours
- Menifee Road & San Jacinto Avenue (#54) – LOS F AM and PM peak hours
- Menifee Road & Ellis Road (#55) – LOS F AM and PM peak hours
- Menifee Road & Mapes Road (#56) – LOS F AM and PM peak hours
- Menifee Road & Watson Road (#57) – LOS F AM and PM peak hours
- Menifee Road & Ethanac Road (SR-74) (#58) – LOS F AM and PM peak hours
- Bernasconi Road & Orange Avenue (#59) – LOS F AM and PM peak hours
- Lakeview Avenue & Ramona Expressway (#60) – LOS F AM and PM peak hours
- Lakeview Avenue & Nuevo Road (#61) – LOS F AM and PM peak hours
- Hansen Avenue/Davis Road & Ramona Expressway (#63) – LOS F AM and PM peak hours
- Bridge Street & Ramona Expressway (#65) – LOS F AM and PM peak hours
- Warren Road & Ramona Expressway (#66) – LOS F AM and PM peak hours
- Sanderson Avenue (SR-79) & Ramona Expressway (#67) – LOS F AM and PM peak hours

The intersection operations analysis worksheets for Horizon Year (2040) Without MCP Without Project traffic conditions are included in Appendix 7.1 of this report.

7.6.2 HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT TRAFFIC CONDITIONS

As shown in Table 7-1 and illustrated on Exhibit 7-10, the following additional study area intersections are anticipated to result in an unacceptable LOS with the addition of Project traffic, in addition to the intersections previously identified under Horizon Year (2040) Without MCP Without Project traffic conditions:

- Dunlap Drive & Orange Avenue (#45) – LOS F AM and PM peak hours
- Street A & Ramona Expressway (#52) – LOS F AM and PM peak hours

The intersection operations analysis worksheets for Horizon Year (2040) Without MCP With Project traffic conditions are included in Appendix 7.2 of this report.

7.6.3 HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT TRAFFIC CONDITIONS

Level of service calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2040) With MCP Without Project traffic conditions with existing roadway and intersection geometrics consistent with those described under Section 7.1 *Roadway Improvements*. As shown in Table 7-2 and illustrated on Exhibit 7-11, the following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) With MCP Without Project traffic conditions:

- Harvill Avenue & Cajalco Expressway (#1) – LOS F AM and PM peak hours
- I-215 Southbound Ramps & Harley Knox Boulevard (#2) – LOS E PM peak hour only
- I-215 Northbound Ramps & Harley Knox Boulevard (#3) – LOS F AM peak hour only
- I-215 Southbound Ramps & Ramona Expressway (#4) – LOS F PM peak hour only
- I-215 Northbound Ramps & Ramona Expressway (#5) – LOS F PM peak hour only
- Webster Avenue & Ramona Expressway (#12) – LOS F AM and PM peak hours
- Indian Avenue & Ramona Expressway (#14) – LOS E PM peak hour only
- Indian Avenue & Placentia Avenue (#15) – LOS F AM and PM peak hours
- Perris Boulevard & Iris Avenue (#16) – LOS E PM peak hour only
- Perris Boulevard & Harley Knox Boulevard (#20) – LOS E AM peak hour; LOS F PM peak hour
- Perris Boulevard & Placentia Avenue (#25) – LOS F AM and PM peak hours
- Perris Boulevard & Orange Avenue (#26) – LOS F PM peak hour only
- Perris Boulevard & Nuevo Road (#27) – LOS E AM and PM peak hours
- Redlands Avenue & Rider Street (#32) – LOS F AM and PM peak hours
- Redlands Avenue & Placentia Avenue (#33) – LOS F AM and PM peak hours
- Redlands Avenue & Nuevo Road (#35) – LOS E PM peak hour only
- Lasselle Street & Krameria Avenue (#38) – LOS E PM peak hour only
- Evans Road & Ramona Expressway (#39) – LOS E AM and PM peak hours

EXHIBIT 7-10: HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT SUMMARY OF LOS

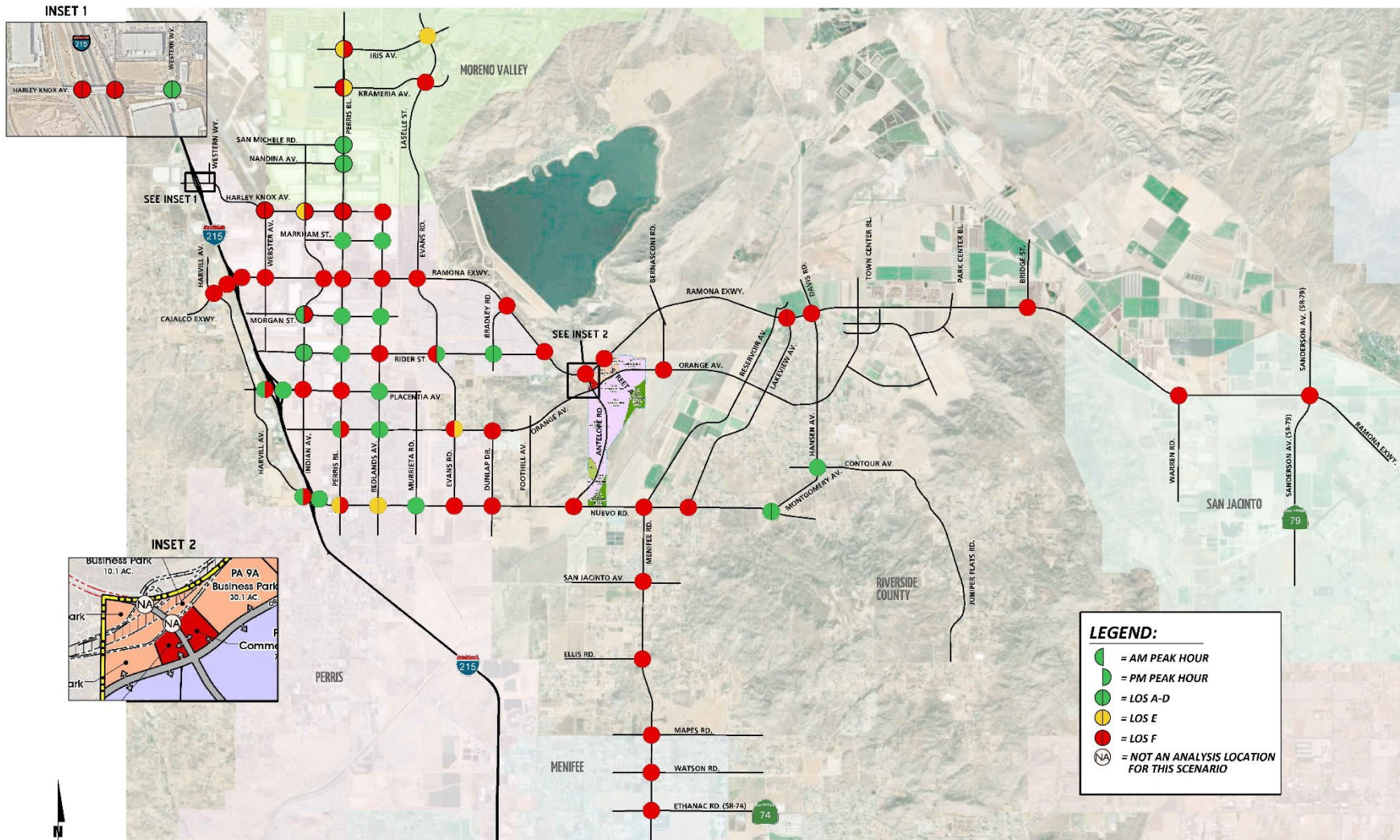


EXHIBIT 7-11: HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT SUMMARY OF LOS

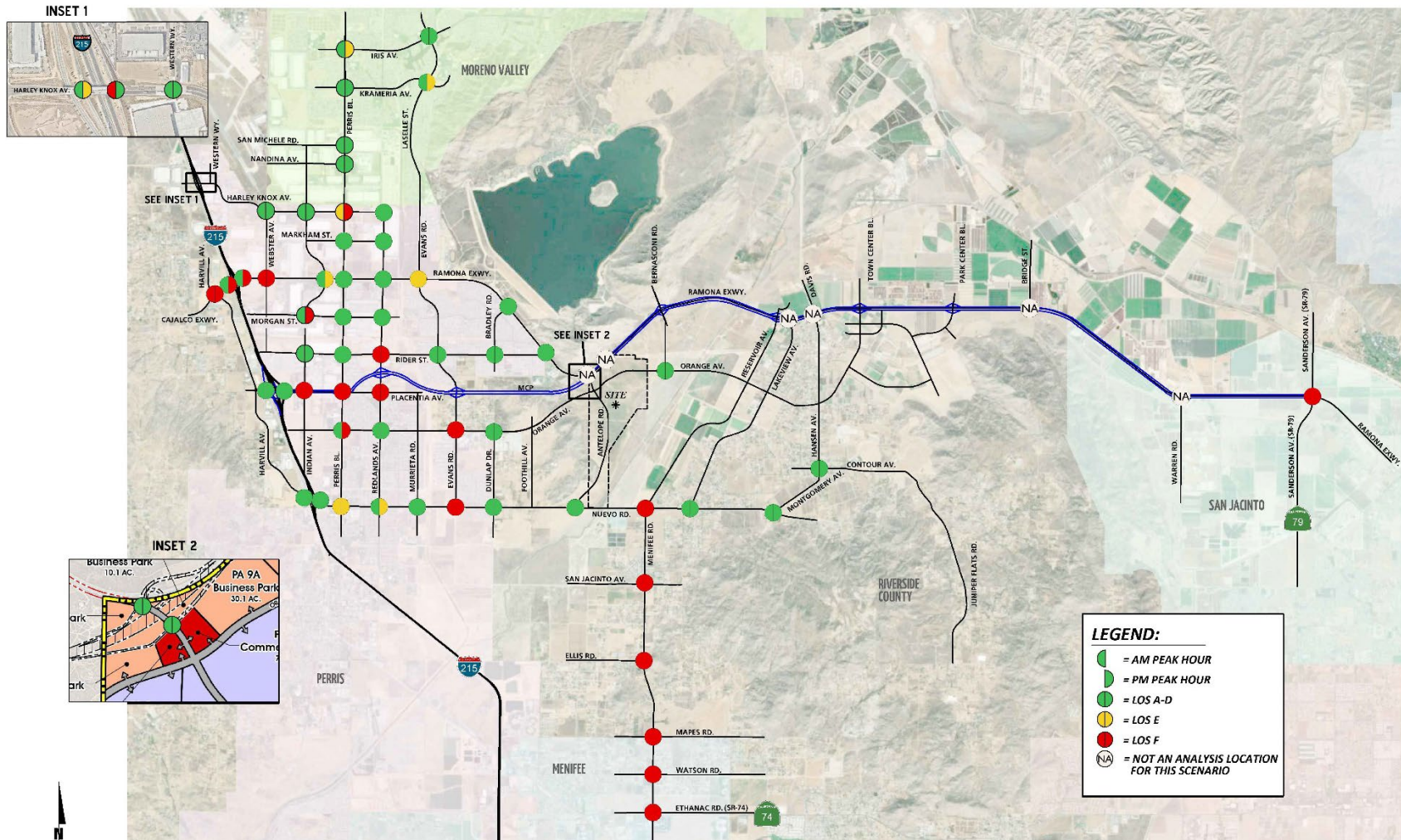


TABLE 7-2: HORIZON YEAR (2040) WITH MID-COUNTY PARKWAY CONDITIONS

#	Intersection	Traffic Control ²	2040 Without Project				2040 With Project				Acceptable LOS ⁴
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		
			AM	PM	AM	PM	AM	PM	AM	PM	
1	Harvill Av. & Cajalco Exwy.	TS	129.3	155.7	F	F	136.0	161.8	F	F	D
2	I-215 Southbound Ramps & Harley Knox Bl.	TS	23.7	69.8	C	E	26.6	72.2	C	E	D
3	I-215 Northbound Ramps & Harley Knox Bl.	TS	146.1	24.3	F	C	146.2	26.3	F	C	D
4	I-215 Southbound Ramps & Ramona Exwy.	TS	52.7	132.5	D	F	60.1	135.7	E	F	D
5	I-215 Northbound Ramps & Ramona Exwy.	TS	29.1	88.2	C	F	29.1	93.0	C	F	D
6	I-215 SB Ramps & Placentia Av.	TS ³	22.0	29.4	C	C	22.0	29.4	C	C	D
7	I-215 NB Ramps & Placentia Av.	TS ³	17.3	20.6	B	C	17.3	20.6	B	C	D
8	I-215 SB Ramps & Nuevo Rd.	TS	21.7	29.2	C	C	21.7	29.2	C	C	D
9	I-215 NB Ramps & Nuevo Rd.	TS	19.1	10.3	B	B	19.1	10.3	B	B	D
10	Western Wy. & Harley Knox Bl.	TS	7.3	8.7	A	A	7.3	8.7	A	A	D
11	Webster Av. & Harley Knox Bl.	RA	32.6	21.7	D	C	33.7	23.7	D	C	D
12	Webster Av. & Ramona Exwy.	TS	169.4	199.4	F	F	169.4	>200.0	F	F	D
13	Indian Av. & Harley Knox Bl.	TS	38.3	49.9	D	D	38.3	52.9	D	D	D
14	Indian Av. & Ramona Exwy.	TS	29.6	73.7	C	E	30.0	77.3	C	E	D
15	Indian Av. & Placentia Av.	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
16	Perris Bl. & Iris Av.	TS	44.0	72.0	D	E	45.3	74.3	D	E	D
17	Perris Bl. & Krameria Av.	TS	37.5	42.2	D	D	38.7	43.6	D	D	D
18	Perris Bl. & San Michele Rd.	TS	11.9	14.1	B	B	11.9	14.1	B	B	D
19	Perris Bl. & Nandina Av.	TS	11.4	15.9	B	B	11.4	15.9	B	B	D
20	Perris Bl. & Harley Knox Bl.	TS	76.9	109.2	E	F	77.6	110.9	E	F	D
21	Perris Bl. & Markham St.	TS	11.3	13.9	B	B	11.4	14.0	B	B	D
22	Perris Bl. & Ramona Exwy.	TS	53.6	42.3	D	D	54.3	44.9	D	D	D
23	Perris Bl. & Morgan St.	TS	12.4	13.6	B	B	12.4	13.6	B	B	D
24	Perris Bl. & Rider St.	TS	24.5	24.5	C	C	24.5	24.5	C	C	D
25	Perris Bl. & Placentia Av.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
26	Perris Bl. & Orange Av.	TS	33.7	119.9	C	F	35.9	121.3	D	F	D
27	Perris Bl. & Nuevo Rd.	TS	76.3	63.0	E	E	76.3	63.0	E	E	D
28	Redlands Av. & Harley Knox Bl.	TS	19.2	13.5	B	B	20.3	13.9	C	B	D
29	Redlands Av. & Markham St.	AWS	8.5	9.3	A	A	8.6	9.5	A	A	D
30	Redlands Av. & Ramona Exwy.	TS	32.6	34.4	C	C	34.3	36.5	C	D	D
31	Redlands Av. & Morgan St.	AWS	9.5	11.4	A	B	9.5	11.4	A	B	D
32	Redlands Av. & Rider St.	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
33	Redlands Av. & Placentia Av.	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
34	Redlands Av. & Orange Av.	TS	31.1	42.3	C	D	32.6	46.3	C	D	D
35	Redlands Av. & Nuevo Rd.	TS	45.8	62.6	D	E	46.4	68.5	D	E	D
36	Murrieta Rd. & Nuevo Rd. ⁵	TS	46.7	45.2	D	D	52.3	50.1	D	D	D
37	Lasselle St. & Iris Av.	TS	37.3	43.1	D	D	38.7	44.1	D	D	D
38	Lasselle St. & Krameria Av.	TS	39.3	75.2	D	E	42.6	82.9	D	F	D
39	Evans Rd. & Ramona Exwy.	TS	71.0	73.4	E	E	77.9	82.3	E	F	D
40	Evans Rd. & Rider St.	TS	41.4	32.3	D	C	41.4	32.3	D	C	D
41	Evans Rd. & Orange Av.	TS	177.7	148.3	F	F	190.5	>200.0	F	F	D
42	Evans Rd. & Nuevo Rd. ⁵	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
43	Bradley Rd. & Ramona Exwy.	TS	16.8	15.2	B	B	18.7	27.7	B	C	D
44	Bradley Rd. & Rider St.	TS	19.5	14.1	B	B	19.5	14.1	B	B	D
45	Dunlap Dr. & Orange Av.	CSS	21.8	23.6	C	C	74.6	>100.0	F	F	D

46	Dunlap Dr. & Nuevo Rd.	TS	20.4	26.4	C	C	20.5	29.1	C	C	D
47	Ramona Exwy. & Rider St.	TS	19.9	28.2	B	C	21.7	33.7	C	C	D
48	Antelope Rd. & Ramona Exwy.		Not Applicable ⁶				Not Applicable ⁶				
49	MCP WB Ramps & Antelope Rd.	<u>TS</u>	8.9	9.9	A	A	9.6	11.8	A	B	D
50	MCP EB Ramps & Antelope Rd.	<u>TS</u>	6.5	6.8	A	A	14.5	28.4	B	C	D
51	Antelope Rd. & Nuevo Rd.	<u>TS</u>	23.1	32.5	C	C	84.0	68.3	F	E	D
52	Street A & Ramona Exwy.		Not Applicable ⁶				Not Applicable ⁶				
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.	AWS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
54	Menifee Rd. & San Jacinto Av.	AWS	62.6	>100.0	F	F	82.7	>100.0	F	F	D
55	Menifee Rd. & Ellis Rd.	CSS	50.2	>100.0	F	F	59.8	>100.0	F	F	D
56	Menifee Rd. & Mapes Rd.	CSS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
57	Menifee Rd. & Watson Rd.	CSS	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D
58	Menifee Rd. & Ethanac Rd. (SR-74)	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
59	Bernasconi Rd. & Orange Av.	<u>TS</u>	11.2	16.1	B	B	11.2	16.1	B	B	D
60	Lakeview Av. & Ramona Exwy.		Not Applicable ⁶				Not Applicable ⁶				
61	Lakeview Av. & Nuevo Rd.	AWS	27.4	24.3	D	C	31.2	31.4	D	D	D
62	Montgomery Av. & Nuevo Rd.	CSS	11.7	11.9	B	B	12.0	12.3	B	B	D
63	Hansen Av./Davis Rd. & Ramona Exwy.		Not Applicable ⁶				Not Applicable ⁶				
64	Hansen Av. & Contour Av.	AWS	11.7	9.1	B	A	12.2	9.3	B	A	D
65	Bridge St. & Ramona Exwy.		Not Applicable ⁶				Not Applicable ⁶				
66	Warren Rd. & Ramona Exwy.		Not Applicable ⁶				Not Applicable ⁶				
67	Sanderson Av. (SR-79) & Ramona Exwy.	TS	>200.0	>200.0	F	F	>200.0	>200.0	F	F	D
68	Indian Av. & Morgan St.	TS	28.7	19.8	C	B	28.7	19.8	C	B	D
69	Indian Av. & Rider St.	TS	15.7	16.6	B	B	15.7	16.6	B	B	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

- ¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
- ² AWS = All-way Stop; CSS = Cross-street Stop; RA = Roundabout; TS = Traffic Signal; TS = Improvement
- ³ A traffic signal is assumed as part of the I-215 Freeway/Placentia Avenue interchange project. The I-215 Freeway/Placentia Avenue interchange project is anticipated to be completed by 2022. As such, these improvements have been assumed to be in place for Horizon Year (2040) conditions.
- ⁴ Minimum acceptable LOS for each applicable jurisdiction.
- ⁵ The Nuevo Road widening is anticipated to be completed by the end of 2020. As such, the Nuevo Road widening is assumed under Horizon Year (2040) traffic conditions.
- ⁶ With the completion of the Mid-County Parkway, this intersection will not exist. As such, the intersection is not analyzed for this scenario.

- Evans Road & Orange Avenue (#41) – LOS F AM and PM peak hours
- Evans Road & Nuevo Road (#42) – LOS F AM and PM peak hours
- Menifee Road/Reservoir Boulevard & Nuevo Road (#53) – LOS F AM and PM peak hours
- Menifee Road & San Jacinto Avenue (#54) – LOS F AM and PM peak hours
- Menifee Road & Ellis Road (#55) – LOS F AM and PM peak hours
- Menifee Road & Mapes Road (#56) – LOS F AM and PM peak hours
- Menifee Road & Watson Road (#57) – LOS F AM and PM peak hours
- Menifee Road & Ethanac Road (SR-74) (#58) – LOS F AM and PM peak hours
- Sanderson Avenue (SR-79) & Ramona Expressway (#67) – LOS F AM and PM peak hours

The intersection operations analysis worksheets for Horizon Year (2040) With MCP Without Project traffic conditions are included in Appendix 7.3 of this report.

7.6.4 HORIZON YEAR (2040) WITH MCP WITH PROJECT TRAFFIC CONDITIONS

As shown in Table 7-2 and illustrated on Exhibit 7-12, the following additional study area intersections are anticipated to result in an unacceptable LOS with the addition of Project traffic, in addition to the intersections previously identified under Horizon Year (2040) Without MCP Without Project traffic conditions:

- Dunlap Drive & Orange Avenue (#45) – LOS F AM and PM peak hours
- Antelope Road & Nuevo Road (#51) – LOS F AM peak hour; LOS E PM peak hour

The intersection operations analysis worksheets for Horizon Year (2040) With MCP With Project traffic conditions are included in Appendix 7.4 of this report.

7.7 TRAFFIC SIGNAL WARRANTS ANALYSIS

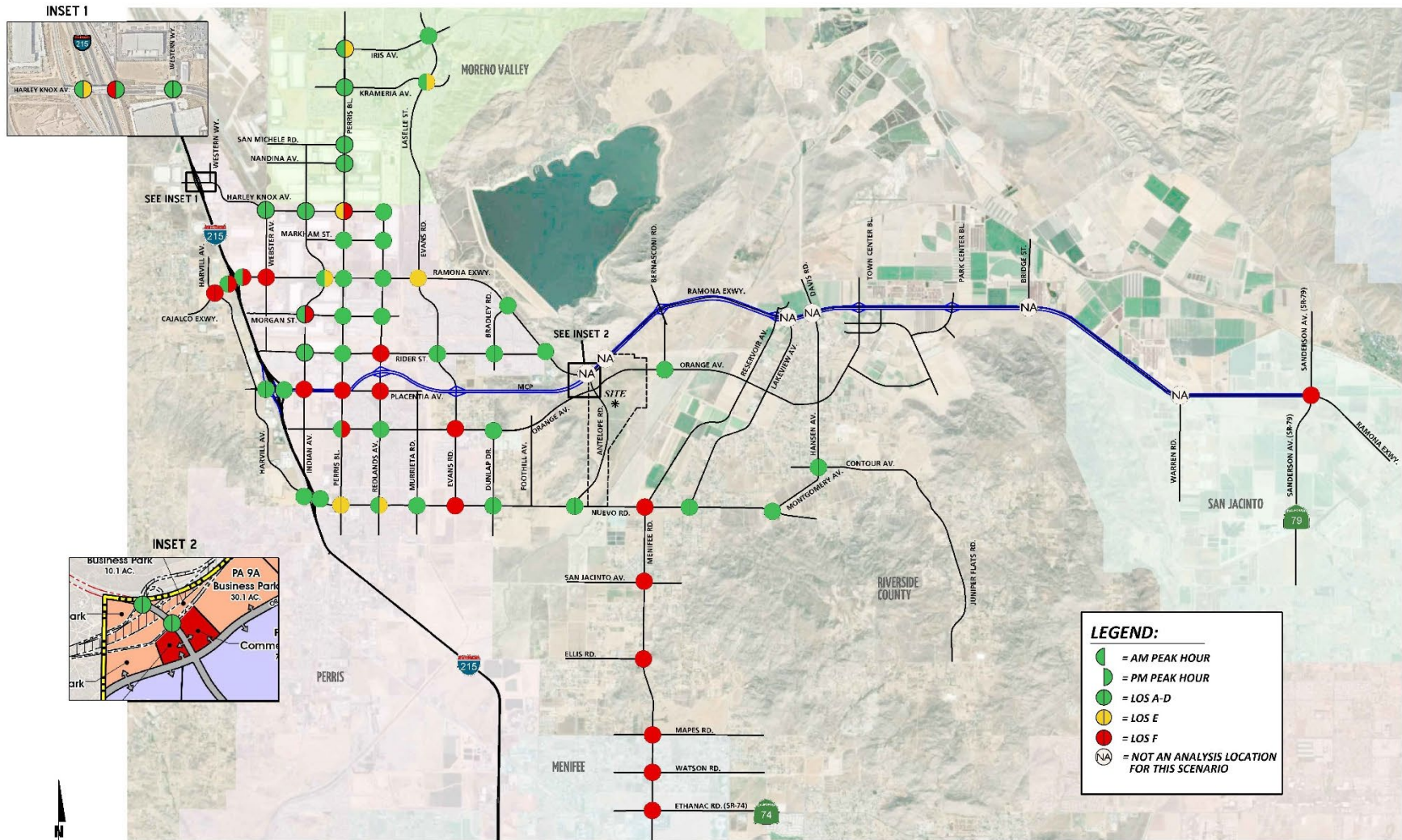
7.7.1 HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT TRAFFIC CONDITIONS

Traffic signal warrants have been performed (based on CA MUTCD) for Horizon Year (2040) Without MCP Without Project traffic conditions based on daily volumes. The following additional unsignalized study area intersections are anticipated to meet planning-level ADT traffic signal warrants under Horizon Year (2040) Without MCP Without Project traffic conditions, in addition to the intersections previously warranted under Existing (2020) and EAP (2030) traffic conditions (see Appendix 7.5):

- Dunlap Drive & Orange Avenue (#45)
- Menifee Road & Ellis Road (#55)
- Hansen Avenue & Contour Avenue (#64)

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EXHIBIT 7-12: HORIZON YEAR (2040) WITH MCP WITH PROJECT SUMMARY OF LOS



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7.7.2 HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT TRAFFIC CONDITIONS

There are no additional unsignalized study area intersections anticipated to meet planning-level ADT traffic signal warrants under Horizon Year (2040) Without MCP With Project traffic conditions, in addition to the intersections previously warranted under Existing (2020), EAP (2030), and Horizon Year (2040) Without MCP Without Project traffic conditions (see Appendix 7.6).

7.7.3 HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT TRAFFIC CONDITIONS

There are no additional unsignalized study area intersections anticipated to meet planning-level ADT traffic signal warrants under Horizon Year (2040) With MCP Without Project traffic conditions, in addition to the intersections previously warranted under Existing (2020) and EAP (2030) traffic conditions (see Appendix 7.7).

7.7.4 HORIZON YEAR (2040) WITH MCP WITH PROJECT TRAFFIC CONDITIONS

There are no additional unsignalized study area intersections anticipated to meet planning-level ADT traffic signal warrants under Horizon Year (2040) With MCP With Project traffic conditions, in addition to the intersections previously warranted under Existing (2020) and EAP (2030) traffic conditions (see Appendix 7.8).

7.8 OFF-RAMP QUEUING ANALYSIS

7.8.1 HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT TRAFFIC CONDITIONS

A queuing analysis was performed for the off-ramps at the I-215 Freeway at Harley Knox Boulevard, Ramona Expressway, Placentia Avenue, and Nuevo Road interchanges to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-215 Freeway mainline. Queuing analysis findings are presented in Table 7-3 for Without MCP conditions. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 7-3, the following movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2040) Without MCP Without Project traffic conditions:

- I-215 Southbound Ramps & Ramona Expressway (#4), southbound left turn lane – AM and PM peak hours
- I-215 Southbound Ramps & Ramona Expressway (#4), southbound left-through lane – PM peak hour only
- I-215 Southbound Ramps & Ramona Expressway (#4), southbound right turn lane – AM peak hour only

Worksheets for Horizon Year (2040) Without MCP Without Project traffic conditions off-ramp queuing analysis are provided in Appendix 7.9.

**TABLE 7-3: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR HORIZON YEAR (2040)
WITHOUT MID-COUNTY PARKWAY CONDITIONS**

Intersection	Movement	Available Stacking Distance (Feet)	2040 Without Project				2040 With Project			
			95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
I-215 Southbound Ramps & Harley Knox Bl.	SBL/T	1,330	1,263 ²	805 ²	Yes	Yes	1,495 ²	893 ²	No	Yes
	SBR	270	285 ^{2,3}	82	Yes	Yes	322 ²	105 ²	No	Yes
I-215 Southbound Ramps & Ramona Exwy.	SBL	530	1,147 ²	1,833 ²	No	No	1,147 ²	1,833 ²	No	No
	SBL/T	1,100	1,148 ²	1,837 ²	No	No	1,148 ²	1,837 ²	No	No
	SBR	530	620 ²	292	No	Yes	620 ²	292	No	Yes
I-215 Southbound Ramps & Placentia Av.	SBL	300	313 ^{2,3}	746 ^{2,3}	Yes	Yes	445 ^{2,3}	761 ^{2,3}	Yes	Yes
	SBL/T	1,450	313 ²	749 ²	Yes	Yes	445 ²	761 ²	Yes	Yes
	SBR	900	43	54	Yes	Yes	43	57	Yes	Yes
I-215 Southbound Ramps & Nuevo Rd.	SBL	670	178	321 ²	Yes	Yes	178	321 ²	Yes	Yes
	SBL/T	1010	178	325 ²	Yes	Yes	178	325 ²	Yes	Yes
	SBR	440	102	36	Yes	Yes	102	36	Yes	Yes
I-215 Northbound Ramps & Harley Knox Bl.	NBL/T	1,120	97 ²	46	Yes	Yes	97 ²	46	Yes	Yes
	NBR	265	322 ^{2,3}	278 ^{2,3}	Yes	Yes	322 ^{2,3}	278 ^{2,3}	Yes	Yes
I-215 Northbound Ramps & Ramona Exwy.	NBL	520	298	287	Yes	Yes	298	287	Yes	Yes
	NBL/T	1,120	303	289	Yes	Yes	303	289	Yes	Yes
	NBR	520	979 ^{2,3}	865 ^{2,3}	Yes	Yes	979 ^{2,3}	865 ^{2,3}	Yes	Yes
I-215 Northbound Ramps & Placentia Av.	NBL	600	74	112	Yes	Yes	74	112 ²	Yes	Yes
	NBL/T	1,700	74	112	Yes	Yes	74	112 ²	Yes	Yes
	NBR	1,200	756 ²	853 ²	Yes	Yes	1,079 ^{2,3}	969 ^{2,3}	Yes	Yes
I-215 Northbound Ramps & Nuevo Rd.	NBL/T	1,100	367	90	Yes	Yes	367	90	Yes	Yes
	NBR	370	534 ^{2,3}	274	Yes	Yes	617 ^{2,3}	305	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

7.8.2 HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT TRAFFIC CONDITIONS

As shown in Table 7-3, the following additional movements are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Horizon Year (2040) Without MCP With Project traffic conditions:

- I-215 Southbound Ramps & Harley Knox Boulevard (#2), southbound left-through lane – AM Peak hour only
- I-215 Southbound Ramps & Harley Knox Boulevard (#2), southbound right turn lane – AM Peak hour only

Worksheets for Horizon Year (2040) Without MCP With Project traffic conditions off-ramp queuing analysis are provided in Appendix 7.10.

7.8.3 HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT TRAFFIC CONDITIONS

A queuing analysis was performed for the off-ramps at the I-215 Freeway at Harley Knox Boulevard, Ramona Expressway, Placentia Avenue, and Nuevo Road interchanges to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-215 Freeway mainline. Queuing analysis findings are presented in Table 7-4 for With MCP conditions. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 7-4, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2040) With MCP Without Project traffic conditions. Worksheets for Horizon Year (2040) With MCP Without Project traffic conditions off-ramp queuing analysis are provided in Appendix 7.11.

7.8.4 HORIZON YEAR (2040) WITH MCP WITH PROJECT TRAFFIC CONDITIONS

As shown in Table 7-4, with the addition of Project traffic, there are no additional movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Horizon Year (2040) With MCP With Project traffic conditions. Worksheets for Horizon Year (2040) With MCP With Project traffic conditions off-ramp queuing analysis are provided in Appendix 7.12.

TABLE 7-4: PEAK HOUR FREEWAY OFF-RAMP QUEUING SUMMARY FOR HORIZON YEAR (2040) WITH MID-COUNTY PARKWAY CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	2040 Without Project				2040 With Project			
			95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
I-215 Southbound Ramps & Harley Knox Bl.	SBL/T	1,330	374 ²	377 ²	Yes	Yes	393 ²	386 ²	Yes	Yes
	SBR	270	42	66	Yes	Yes	42	66	Yes	Yes
I-215 Southbound Ramps & Ramona Exwy.	SBL	530	276	747 ^{2,3}	Yes	Yes	276	747 ^{2,3}	Yes	Yes
	SBL/T	1,100	276	749 ²	Yes	Yes	276	749 ²	Yes	Yes
	SBR	530	198	207	Yes	Yes	198	207	Yes	Yes
I-215 Southbound Ramps & Placentia Av.	SBL	300	131	297 ²	Yes	Yes	131	297 ²	Yes	Yes
	SBL/T	1,450	131	298 ²	Yes	Yes	131	298 ²	Yes	Yes
	SBR	900	35	28	Yes	Yes	35	28	Yes	Yes
I-215 Southbound Ramps & Nuevo Rd.	SBL	670	121	228	Yes	Yes	121	228	Yes	Yes
	SBL/T	1010	121	230	Yes	Yes	121	230	Yes	Yes
	SBR	440	45	33	Yes	Yes	45	33	Yes	Yes
I-215 Northbound Ramps & Harley Knox Bl.	NBL/T	1,120	331 ²	85	Yes	Yes	331 ²	85	Yes	Yes
	NBR	265	34	54	Yes	Yes	34	54	Yes	Yes
I-215 Northbound Ramps & Ramona Exwy.	NBL	520	157	173	Yes	Yes	158	176	Yes	Yes
	NBL/T	1,120	155	175	Yes	Yes	156	180	Yes	Yes
	NBR	520	616 ^{2,3}	543 ^{2,3}	Yes	Yes	616 ^{2,3}	543 ^{2,3}	Yes	Yes
I-215 Northbound Ramps & Placentia Av.	NBL	600	83	66	Yes	Yes	83	66	Yes	Yes
	NBL/T	1,700	84	67	Yes	Yes	84	67	Yes	Yes
	NBR	1,200	104	183	Yes	Yes	104	183	Yes	Yes
I-215 Northbound Ramps & Nuevo Rd.	NBL/T	1,100	283	85	Yes	Yes	283	85	Yes	Yes
	NBR	370	217	179	Yes	Yes	219	179	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

7.9 FREEWAY FACILITY ANALYSIS

7.9.1 HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT TRAFFIC CONDITIONS

Horizon Year (2040) Without MCP Without Project mainline directional volumes for the AM and PM peak hours are provided on Exhibit 7-13. As shown in Table 7-5, the study area freeway segments and merge/diverge ramp junctions analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for Horizon Year (2040) Without MCP Without Project traffic conditions, with the exception of the following freeway segments and merge/diverge ramp junctions:

- I-215 Freeway Southbound, North of Harley Knox Boulevard (#1) – LOS F AM and PM peak hours
- I-215 Freeway Southbound, Off-Ramp at Harley Knox Boulevard (#2) – LOS F AM and PM peak hours
- I-215 Freeway Southbound, On-Ramp at Harley Knox Boulevard (#3) – LOS F PM peak hour only
- I-215 Freeway Southbound, Harley Knox Boulevard to Ramona Expressway (#4) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Ramona Expressway (#5) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Ramona Expressway (#6) – LOS F PM peak hour only
- I-215 Freeway Southbound, Ramona Expressway to Placentia Avenue (#7) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Placentia Avenue (#8) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Placentia Avenue (#9) – LOS F PM peak hour only
- I-215 Freeway Southbound, Placentia Avenue to Nuevo Road (#10) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Nuevo Road (#11) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Nuevo Road (#12) – LOS F PM peak hour only
- I-215 Freeway Northbound, North of Harley Knox Boulevard (#14) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Harley Knox Boulevard (#15) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Off-Ramp at Harley Knox Boulevard (#16) – LOS F PM peak hour only
- I-215 Freeway Northbound, Harley Knox Boulevard to Ramona Expressway (#17) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Ramona Expressway (#18) – LOS F PM peak hour only
- I-215 Freeway Northbound, Off-Ramp at Ramona Expressway (#19) – LOS E PM peak hour only
- I-215 Freeway Northbound, Ramona Expressway to Placentia Avenue (#20) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Placentia Avenue (#21) – LOS E PM peak hour only
- I-215 Freeway Northbound, Placentia Avenue to Nuevo Road (#23) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Off-Ramp at Nuevo Road (#25) – LOS E AM peak hour only
- I-215 Freeway Northbound, South of Nuevo Road (#26) – LOS F AM and PM peak hours

TABLE 7-5: FREEWAY FACILITY ANALYSIS FOR HORIZON YEAR (2040) WITHOUT MID-COUNTY PARKWAY CONDITIONS

Freeway	Direction	Mainline Segment	Lanes ¹	2040 Without Project				2040 With Project			
				Density ²		LOS ³		Density ²		LOS ³	
				AM	PM	AM	PM	AM	PM	AM	PM
I-215 Freeway	Southbound	North of Harley Knox Bl.	3	45.0	45.0	F	F	45.0	45.0	F	F
		Off-Ramp at Harley Knox Bl.	3	38.2	54.2	F	F	38.8	55.5	F	F
		On-Ramp at Harley Knox Bl.	3	28.2	49.7	D	F	27.2	50.5	C	F
		Harley Knox Bl. to Ramona Exwy.	3	26.0	62.1	C	F	24.4	61.6	C	F
		Off-Ramp at Ramona Exwy.	3	33.8	39.2	D	F	33.0	39.2	F	F
		On-Ramp at Ramona Exwy.	3	23.9	27.6	C	F	22.8	27.6	C	F
		Ramona Exwy. to Placentia Av.	3	19.1	22.1	C	F	18.0	22.1	B	F
		Off-Ramp at Placentia Av.	3	22.0	25.1	C	F	21.3	25.3	C	F
		On-Ramp at Placentia Av.	3	21.8	27.3	C	F	20.2	28.0	C	F
		Placentia Av. to Nuevo Rd.	3	18.8	23.4	C	F	17.0	23.8	B	F
		Off-Ramp at Nuevo Rd.	3	24.1	28.1	C	F	22.4	28.3	C	F
		On-Ramp at Nuevo Rd.	3	22.7	30.6	C	F	20.9	32.3	C	F
		South of Nuevo Rd.	3	14.9	19.4	B	C	13.8	20.3	B	C

I-215 Freeway	Northbound	North of Harley Knox Bl.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Harley Knox Bl.	3	40.2	39.4	F	F	40.3	40.0	F	F
		Off-Ramp at Harley Knox Bl.	3	30.4	42.9	D	F	30.5	44.8	D	F
		Harley Knox Bl. to Ramona Exwy.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Ramona Exwy.	3	34.7	44.8	D	F	35.0	45.8	D	F
		Off-Ramp at Ramona Exwy.	3	30.3	35.5	D	E	30.5	35.7	D	E
		Ramona Exwy. to Placentia Av.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Placentia Av.	3	27.9	35.3	C	E	28.3	37.0	D	E
		Off-Ramp at Placentia Av.	3	26.0	29.6	C	D	26.9	30.1	C	D
		Placentia Av. to Nuevo Rd.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Nuevo Rd.	3	25.8	30.7	C	D	26.4	31.1	C	D
		Off-Ramp at Nuevo Rd.	3	35.6	34.6	E	D	36.9	35.3	E	E
		South of Nuevo Rd.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F

BOLD = LOS does not meet Caltrans requirements (i.e., unacceptable LOS or LOS E/F).

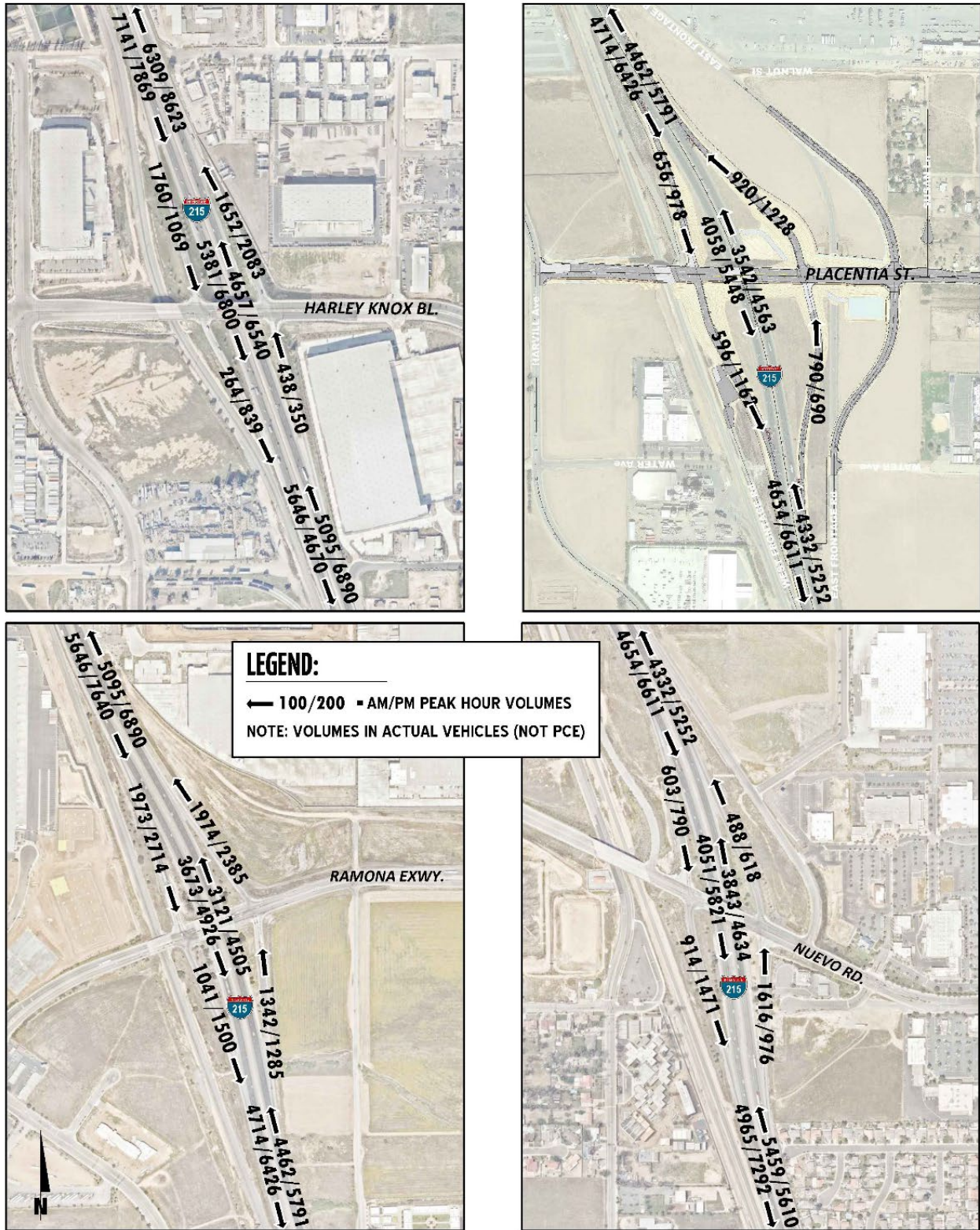
¹ Number of lanes are in the specified direction and is based on existing conditions.

² Density is measured by passenger cars per mile per lane (pc/mi/ln).

³ LOS = Level of Service

⁴ Analysis with constrained flow results in acceptable LOS, however, field observations indicate congestion during the peak hour. As such, the freeway is considered at capacity.

EXHIBIT 7-13: HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT FREEWAY MAINLINE VOLUMES



Horizon Year (2040) Without MCP Without Project freeway facility analysis worksheets are provided in Appendix 7.13.

7.9.2 HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT TRAFFIC CONDITIONS

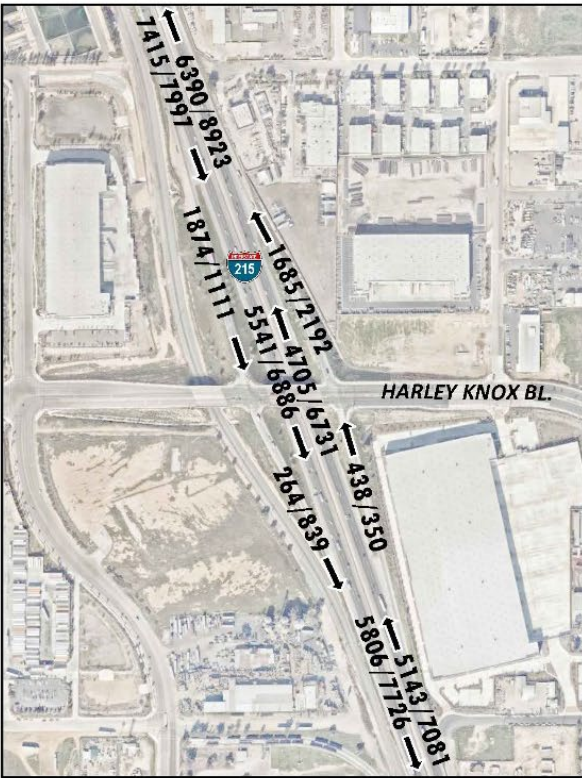
Horizon Year (2040) Without MCP With Project mainline directional volumes for the AM and PM peak hours are provided on Exhibit 7-14. With the addition of Project traffic, there are no additional study area freeway segments or merge/diverge ramp junctions that are anticipated to operate at an unacceptable LOS during the peak hours, in addition to the segments and ramp junctions identified under Horizon Year (2040) Without MCP Without Project (see Table 7-5). Horizon Year (2040) Without MCP With Project freeway facility analysis worksheets are provided in Appendix 7.14.

7.9.3 HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT TRAFFIC CONDITIONS

Horizon Year (2040) With MCP Without Project mainline directional volumes for the AM and PM peak hours are provided on Exhibit 7-15. As shown in Table 7-6, the study area freeway segments and merge/diverge ramp junctions analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS D or better) during the peak hours for Horizon Year (2040) With MCP Without Project traffic conditions, with the exception of the following freeway segments and merge/diverge ramp junctions:

- I-215 Freeway Southbound, North of Harley Knox Boulevard (#1) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Harley Knox Boulevard (#2) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Harley Knox Boulevard (#3) – LOS F PM peak hour only
- I-215 Freeway Southbound, Harley Knox Boulevard to Ramona Expressway (#4) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Ramona Expressway (#5) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Ramona Expressway (#6) – LOS F PM peak hour only
- I-215 Freeway Southbound, Ramona Expressway to Placentia Avenue (#7) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Placentia Avenue (#8) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Placentia Avenue (#9) – LOS F PM peak hour only
- I-215 Freeway Southbound, Placentia Avenue to Nuevo Road (#10) – LOS F PM peak hour only
- I-215 Freeway Southbound, Off-Ramp at Nuevo Road (#11) – LOS F PM peak hour only
- I-215 Freeway Southbound, On-Ramp at Nuevo Road (#12) – LOS F PM peak hour only
- I-215 Freeway Northbound, North of Harley Knox Boulevard (#14) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Harley Knox Boulevard (#15) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Off-Ramp at Harley Knox Boulevard (#16) – LOS F AM and PM peak hours

EXHIBIT 7-14: HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT FREEWAY MAINLINE VOLUMES



LEGEND:
 ← 100/200 = AM/PM PEAK HOUR VOLUMES
 NOTE: VOLUMES IN ACTUAL VEHICLES (NOT PCE)

EXHIBIT 7-15: HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT FREEWAY MAINLINE VOLUMES

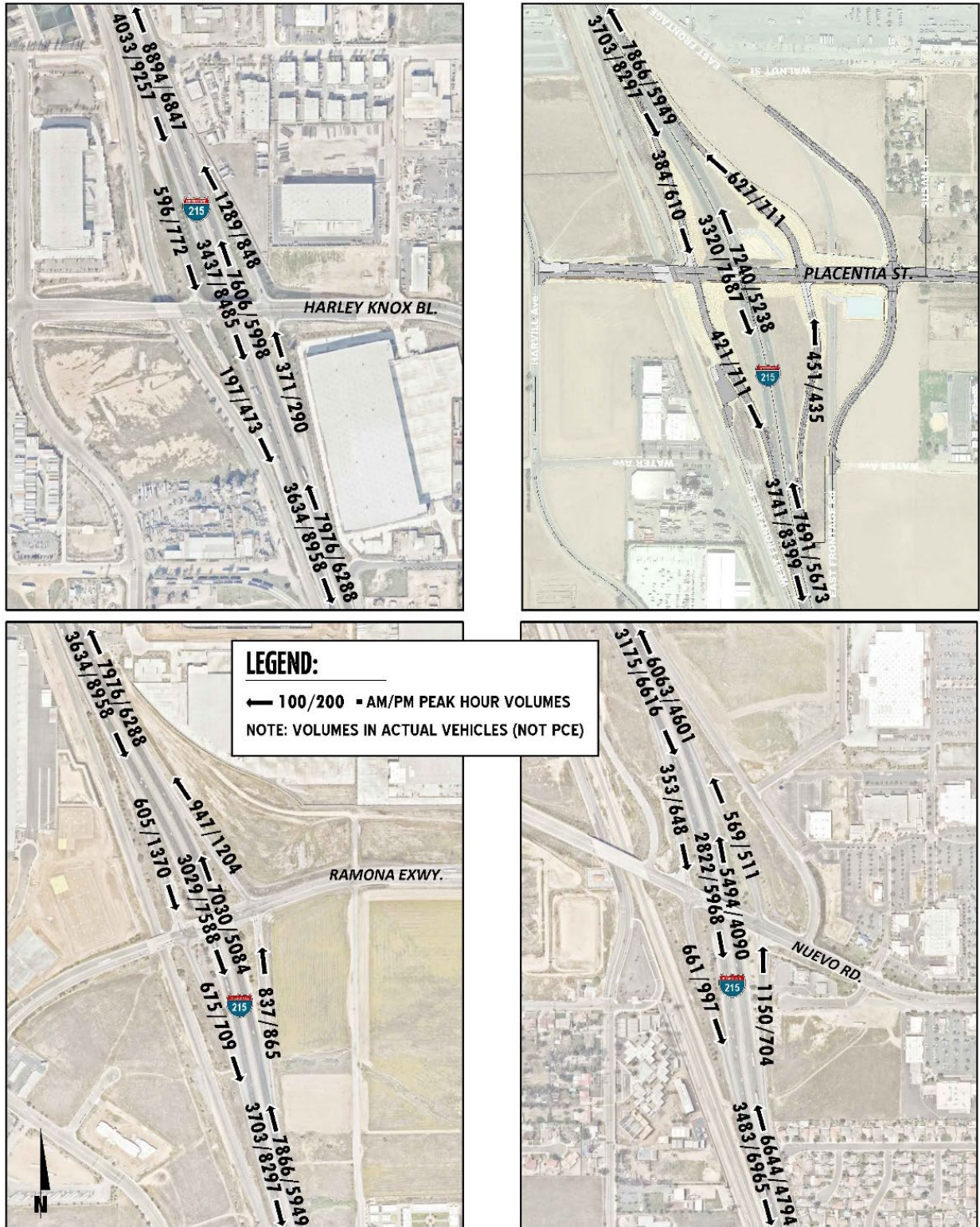


TABLE 7-6: FREEWAY FACILITY ANALYSIS FOR HORIZON YEAR (2040) WITH MID-COUNTY PARKWAY CONDITIONS

Freeway	Direction	Mainline Segment	Lanes ¹	2040 Without Project				2040 With Project			
				Density ²		LOS ³		Density ²		LOS ³	
				AM	PM	AM	PM	AM	PM	AM	PM
I-215 Freeway	Southbound	North of Harley Knox Bl.	3	22.8	45.0	C	F	22.9	45.0	C	F
		Off-Ramp at Harley Knox Bl.	3	25.8	68.1	C	F	25.9	68.1	C	F
		On-Ramp at Harley Knox Bl.	3	22.6	61.9	C	F	22.6	62.1	C	F
		Harley Knox Bl. to Ramona Exwy.	3	20.1	61.9	C	F	20.1	62.1	C	F
		Off-Ramp at Ramona Exwy.	3	25.2	34.9	C	F	25.2	34.9	C	F
		On-Ramp at Ramona Exwy.	3	22.8	28.3	C	F	22.9	28.3	C	F
		Ramona Exwy. to Placentia Av.	3	20.3	27.2	C	F	20.3	27.2	C	F
		Off-Ramp at Placentia Av.	3	21.5	27.0	C	F	21.5	27.0	C	F
		On-Ramp at Placentia Av.	3	22.0	28.5	C	F	22.0	28.5	C	F
		Placentia Av. to Nuevo Rd.	3	20.5	28.1	C	F	20.5	28.0	C	F
		Off-Ramp at Nuevo Rd.	3	21.1	21.2	C	F	21.3	21.2	C	F
		On-Ramp at Nuevo Rd.	3	15.5	20.8	B	F	15.5	20.8	B	F
		South of Nuevo Rd.	3	14.2	13.9	C	B	14.2	13.9	B	B

I-215 Freeway	Northbound	North of Harley Knox Bl.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Harley Knox Bl.	3	60.3	40.8	F	F	61.6	41.5	F	F
		Off-Ramp at Harley Knox Bl.	3	53.6	37.0	F	F	55.8	37.0	F	F
		Harley Knox Bl. to Ramona Exwy.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Ramona Exwy.	3	33.5	33.8	F	D	33.5	33.4	F	D
		Off-Ramp at Ramona Exwy.	3	31.7	31.0	F	D	31.7	31.0	F	D
		Ramona Exwy. to Placentia Av.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Placentia Av.	3	37.7	34.4	F	D	37.7	34.4	F	D
		Off-Ramp at Placentia Av.	3	33.9	25.6	F	C	33.9	25.7	F	C
		Placentia Av. to Nuevo Rd.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F
		On-Ramp at Nuevo Rd.	3	32.9	26.9	D	C	32.9	26.9	D	C
		Off-Ramp at Nuevo Rd.	3	38.3	30.5	F	D	38.3	30.5	F	D
		South of Nuevo Rd.	3	-- ⁴	-- ⁴	F	F	-- ⁴	-- ⁴	F	F

BOLD = LOS does not meet Caltrans requirements (i.e., unacceptable LOS or LOS E/F).

¹ Number of lanes are in the specified direction and is based on existing conditions.

² Density is measured by passenger cars per mile per lane (pc/mi/lane).

³ LOS = Level of Service

⁴ Analysis with constrained flow results in acceptable LOS, however, field observations indicate congestion during the peak hour. As such, the freeway is considered at capacity.

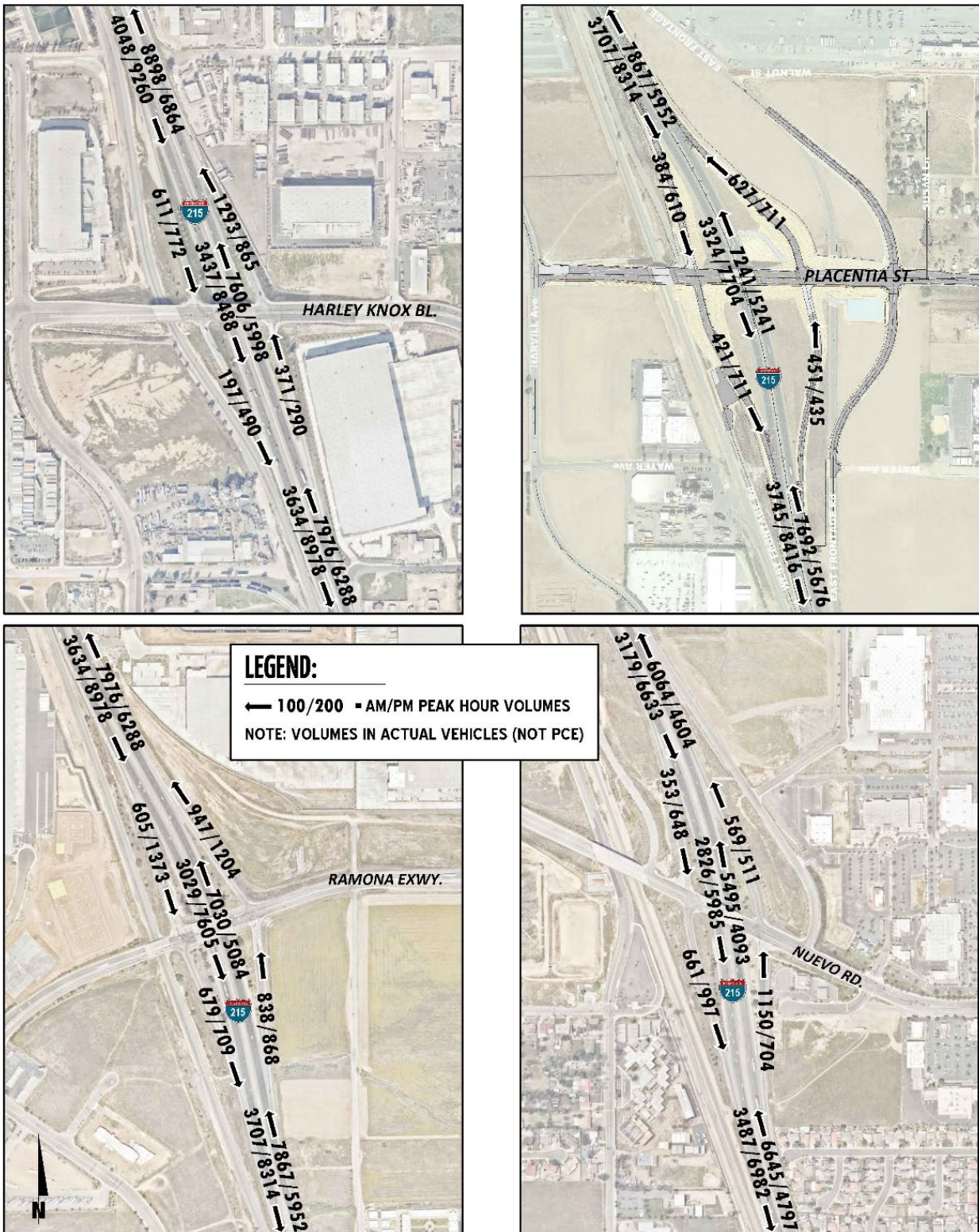
- I-215 Freeway Northbound, Harley Knox Boulevard to Ramona Expressway (#17) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Ramona Expressway (#18) – LOS F AM peak hour only
- I-215 Freeway Northbound, Off-Ramp at Ramona Expressway (#19) – LOS F AM peak hour only
- I-215 Freeway Northbound, Ramona Expressway to Placentia Avenue (#20) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, On-Ramp at Placentia Avenue (#21) – LOS F AM peak hour only
- I-215 Freeway Northbound, Off-Ramp at Placentia Avenue (#22) – LOS F AM peak hour only
- I-215 Freeway Northbound, Placentia Avenue to Nuevo Road (#23) – LOS F AM and PM peak hours
- I-215 Freeway Northbound, Off-Ramp at Nuevo Road (#25) – LOS F AM peak hour only
- I-215 Freeway Northbound, South of Nuevo Road (#26) – LOS F AM and PM peak hours

Horizon Year (2040) With MCP Without Project freeway facility analysis worksheets are provided in Appendix 7.15.

7.9.2 HORIZON YEAR (2040) WITH MCP WITH PROJECT TRAFFIC CONDITIONS

Horizon Year (2040) With MCP With Project mainline directional volumes for the AM and PM peak hours are provided on Exhibit 7-16. With the addition of Project traffic, there are no additional study area freeway segments or merge/diverge ramp junctions that are anticipated to operate at an unacceptable LOS during the peak hours, in addition to the segments and ramp junctions identified under Horizon Year (2040) With MCP Without Project. Horizon Year (2040) With MCP With Project freeway facility analysis worksheets are provided in Appendix 7.16.

EXHIBIT 7-16: HORIZON YEAR (2040) WITH MCP WITH PROJECT FREEWAY MAINLINE VOLUMES



7.10 DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Improvement strategies have been recommended at intersections and freeway facilities that have been identified as deficient under Horizon Year (2040) Without MCP and With MCP traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better).

7.10.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

The effectiveness of the recommended improvement strategies to address Horizon Year (2040) Without MCP and With MCP traffic deficiencies are presented in Tables 7-7 and 7-8, respectively. If not constructed by the Project, the Project Applicant shall contribute to these improvements through payment of County DIF/TUMF fees or fair share contribution as identified in Table 1-4 and Table 1-5. Worksheets for Horizon Year (2040) Without MCP Without Project and With Project conditions, with improvements, HCM calculation worksheets are provided in Appendices 7.17 and 7.18, respectively. Worksheets for Horizon Year (2040) With MCP Without Project and With Project conditions, with improvements, HCM calculation worksheets are provided in Appendices 7.19 and 7.20, respectively.

7.10.2 RECOMMENDED IMPROVEMENTS TO ADDRESS OFF-RAMP QUEUES

Without MCP

As shown previously in Table 7-3, there are movements anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2040) traffic conditions. Table 7-9 shows the effectiveness of the improvement strategies at the intersections that experience off-ramp queuing issues under Horizon Year (2040) Without MCP traffic conditions. With the proposed intersection improvements at the study area freeway ramp-to-arterial intersection (see Table 7-7) for Without MCP conditions, the analysis indicates that there are no queuing issues anticipated that may potentially “spill back” onto the I-215 Freeway mainline during the peak hours for both Without and With Project traffic conditions (see Table 7-9). Off-ramp queuing analysis worksheets with improvements for Horizon Year (2040) Without MCP Without Project and With Project traffic conditions are provided in Appendices 7.21 and 7.22, respectively.

With MCP

As shown previously in Table 7-4, there are no peak hour queuing issues anticipated at the I-215 Freeway and Harley Knox Boulevard, Ramona Expressway, Placentia Avenue, and Nuevo Road interchanges for Horizon Year (2040) With MCP traffic conditions. As such, no improvements have been recommended.

TABLE 7-7: INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) WITHOUT MID-COUNTY PARKWAY CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Harvill Av. & Cajalco Exwy. - Without Project	TS	2	2	0	2	2	0	1	<u>4</u>	1	2	<u>4</u>	1	48.1	37.5	D	D
		TS	2	2	0	2	2	0	1	<u>4</u>	1	2	<u>4</u>	1	49.2	38.7	D	D
2	I-215 Southbound Ramps & Harley Knox Bl. - Without Project ⁷	TS	0	0	0	<u>1</u>	1	1	0	2	d	<u>2</u>	<u>1</u>	0	37.1	42.6	D	D
		TS	0	0	0	<u>1</u>	1	1	0	2	d	<u>2</u>	<u>1</u>	0	42.7	47.1	D	D
3	I-215 Northbound Ramps & Harley Knox Bl. - Without Project ⁷	TS	0	1	1	0	0	0	<u>2</u>	2	0	0	2	<u>1>></u>	15.9	20.9	B	C
		TS	0	1	1	0	0	0	<u>2</u>	2	0	0	2	<u>1>></u>	15.9	20.9	B	C
4	I-215 Southbound Ramps & Ramona Exwy. - Without Project	TS	0	0	0	<u>2</u>	1	1	0	<u>4</u>	<u>1>></u>	<u>2</u>	<u>4</u>	0	34.8	53.6	C	D
		TS	0	0	0	<u>2</u>	1	1	0	<u>4</u>	<u>1>></u>	<u>2</u>	<u>4</u>	0	35.0	54.9	C	D
5	I-215 Northbound Ramps & Ramona Exwy. - Without Project	TS	1	1	1	0	0	0	<u>2</u>	<u>4</u>	0	0	<u>4</u>	<u>0</u>	31.8	49.8	C	D
		TS	1	1	1	0	0	0	<u>2</u>	<u>4</u>	0	0	<u>4</u>	<u>0</u>	32.0	51.5	C	D
6	I-215 SB Ramps & Placentia Av. - Without Project	<u>TS</u>	0	0	0	<u>1</u>	<u>1</u>	<u>1</u>	0	2	0	<u>2</u>	2	0	30.2	35.7	C	D
		<u>TS</u>	0	0	0	<u>1</u>	<u>1</u>	<u>1</u>	0	<u>2</u>	0	<u>2</u>	<u>2</u>	0	31.0	45.8	C	D
8	I-215 SB Ramps & Nuevo Rd. - Without Project ¹⁰	TS	0	0	0	1	1	1	0	2	0	2	2	0	28.6	48.4	C	D
		TS	0	0	0	1	1	1	0	2	0	2	2	0	29.1	54.3	C	D
11	Webster Av. & Harley Knox Bl. - Without Project	RA	1	1	0	0	0	0	0	<u>3</u>	1	0	<u>3</u>	0	20.7	15.3	C	C
		RA	1	1	0	0	0	0	0	<u>3</u>	1	0	<u>3</u>	0	32.8	17.7	D	C
12	Webster Av. & Ramona Exwy. ⁴ - Without Project	TS	1	1	1	1	1	<u>1></u>	<u>2</u>	<u>4</u>	0	1	<u>4</u>	<u>0</u>	47.8	50.1	D	D
		TS	1	1	1	1	1	<u>1></u>	<u>2</u>	<u>4</u>	0	1	<u>4</u>	<u>0</u>	48.3	51.8	D	D
13	Indian Av. & Harley Knox Bl. - Without Project	TS	2	2	1	1	1	1>	<u>2</u>	3	<u>0</u>	1	3	0	33.4	38.8	C	D
		TS	2	2	1	1	1	1>	<u>2</u>	3	<u>0</u>	1	3	0	34.3	45.2	C	D
14	Indian Av. & Ramona Exwy. ⁴ - Without Project	TS	1	2	0	1	2	1	<u>2</u>	<u>4</u>	0	1	<u>4</u>	<u>0</u>	74.4	75.9	E	E
		TS	1	2	0	1	2	1	<u>2</u>	<u>4</u>	0	1	<u>4</u>	<u>0</u>	75.3	79.0	E	E
15	Indian Av. & Placentia Av. - Without Project	<u>TS</u>	<u>1</u>	<u>2</u>	<u>0</u>	1	<u>2</u>	0	<u>1</u>	<u>2</u>	0	1	<u>2</u>	<u>0</u>	33.2	40.9	C	D
		<u>TS</u>	<u>1</u>	<u>2</u>	<u>0</u>	1	<u>2</u>	0	<u>1</u>	<u>2</u>	0	1	<u>2</u>	<u>0</u>	51.0	44.3	D	D
16	Perris Bl. & Iris Av. - Without Project	TS	1	3	1	1	3	0	1	2	<u>1</u>	1	2	0	54.5	53.8	D	D
		TS	1	3	1	1	3	0	1	2	<u>1</u>	1	2	0	54.6	54.6	D	D
17	Perris Bl. & Krameria Av. - Without Project ⁸	TS	1	3	0	1	3	0	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	43.8	40.3	D	D
		TS	1	3	0	1	3	0	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	44.7	41.6	D	D
20	Perris Bl. & Harley Knox Bl. - Without Project	TS	2	3	1	2	3	1	<u>2</u>	2	1	2	3	1	40.3	45.5	D	D
		TS	2	3	1	2	3	1	<u>2</u>	2	1	2	3	1	52.1	55.0	D	D
22	Perris Bl. & Ramona Exwy. ⁴ - Without Project	TS	2	<u>3</u>	<u>0</u>	2	<u>3</u>	<u>0</u>	2	<u>4</u>	1	2	<u>4</u>	<u>1></u>	66.9	74.9	E	E
		TS	2	<u>3</u>	<u>0</u>	2	<u>3</u>	<u>0</u>	2	<u>4</u>	1	2	<u>4</u>	<u>1></u>	69.4	78.1	E	E

25	Perris Bl. & Placentia Av.	- Without Project	TS	1	<u>3</u>	<u>1</u>	1	<u>3</u>	1	1	<u>2</u>	<u>1</u> >	1	<u>2</u>	<u>0</u>	27.0	24.7	C	C
		- With Project	TS	1	<u>3</u>	<u>1</u>	1	<u>3</u>	1	1	<u>2</u>	<u>1</u> >	1	<u>2</u>	<u>0</u>	19.7	25.7	B	C
26	Perris Bl. & Orange Av.	- Without Project	TS	<u>2</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>3</u>	1	1	<u>2</u>	<u>0</u>	1	2	d	25.1	48.2	C	D
		- With Project	TS	<u>2</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>3</u>	1	1	<u>2</u>	<u>0</u>	1	2	d	25.8	51.8	C	D
27	Perris Bl. & Nuevo Rd.	- Without Project	TS	<u>2</u>	2	1	2	2	2>	2	2	1	2	<u>3</u>	<u>0</u>	52.4	51.9	D	D
		- With Project	TS	<u>2</u>	2	1	2	2	2>	2	2	1	2	<u>3</u>	<u>0</u>	53.9	54.8	D	D
28	Redlands Av. & Harley Knox Bl.	- Without Project	TS	<u>2</u>	<u>1</u>	0	0	2	0	1	1	1	1	1	0	14.6	18.9	B	B
		- With Project	TS	<u>2</u>	<u>1</u>	0	0	2	0	1	1	1	1	1	0	31.0	30.9	C	C
30	Redlands Av. & Ramona Exwy. ⁴	- Without Project	TS	1	1	<u>1</u>	<u>2</u>	1	1	<u>2</u>	<u>5</u>	1	<u>2</u>	<u>5</u>	<u>1</u> >	46.9	51.7	D	D
		- With Project	TS	1	1	<u>1</u>	<u>2</u>	1	1	<u>2</u>	<u>5</u>	1	<u>2</u>	<u>5</u>	<u>1</u> >	79.0	74.5	E	E
32	Redlands Av. & Rider St.	- Without Project	TS	1	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>2</u>	<u>0</u>	1	2	0	33.7	18.7	C	B
		- With Project	TS	1	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>2</u>	<u>0</u>	1	2	0	34.1	19.4	C	B
35	Redlands Av. & Nuevo Rd.	- Without Project	TS	1	1	1	0	1	0	1	<u>3</u>	<u>0</u>	1	<u>3</u>	<u>0</u>	36.8	26.8	D	C
		- With Project	TS	1	1	1	0	1	0	1	<u>3</u>	<u>0</u>	1	<u>3</u>	<u>0</u>	45.2	31.3	D	C
37	Lasselle St. & Iris Av.	- Without Project ⁶	TS	2	2	1>	2	2	d	2	3	0	2	3	0	50.1	52.5	D	D
		- With Project ⁶	TS	2	2	1>	2	2	d	2	3	0	2	3	0	51.2	53.6	D	D
38	Lasselle St. & Krameria Av.	- Without Project ⁹	TS	<u>2</u>	2	<u>0</u>	<u>2</u>	2	0	<u>2</u>	1	<u>1</u> >	1	1	1	40.8	52.5	D	D
		- With Project ⁹	TS	<u>2</u>	2	<u>0</u>	<u>2</u>	2	0	<u>2</u>	1	<u>1</u> >	1	1	1	43.8	54.5	D	D
39	Evans Rd. & Ramona Exwy.	- Without Project	TS	2	2	1	2	2	1	2	<u>4</u>	1	<u>2</u>	<u>4</u>	1	72.5	55.3	E	E
		- With Project	TS	2	2	1	2	2	1	2	<u>4</u>	1	<u>2</u>	<u>4</u>	1	79.8	78.1	E	E
40	Evans Rd. & Rider St.	- Without Project	TS	1	2	1	1	2	<u>1</u> >	1	2	0	1	2	0	54.3	33.8	D	C
		- With Project	TS	1	2	1	1	2	<u>1</u> >	1	2	0	1	2	0	54.3	33.8	D	C
41	Evans Rd. & Orange Av.	- Without Project	TS	1	<u>2</u>	1	1	<u>2</u>	1	1	<u>2</u>	0	1	<u>2</u>	0	30.9	21.1	C	C
		- With Project	TS	1	<u>2</u>	1	1	<u>2</u>	1	1	<u>2</u>	0	1	<u>2</u>	0	39.5	24.7	D	C
42	Evans Rd. & Nuevo Rd.	- Without Project	TS	<u>1</u>	<u>3</u>	<u>1</u> >	1	<u>3</u>	<u>1</u> >	<u>2</u>	<u>3</u>	0	<u>2</u>	<u>3</u>	<u>0</u>	38.0	49.3	D	D
		- With Project	TS	<u>1</u>	<u>3</u>	<u>1</u> >	1	<u>3</u>	<u>1</u> >	<u>2</u>	<u>3</u>	0	<u>2</u>	<u>3</u>	<u>0</u>	38.6	50.1	D	D
43	Bradley Rd. & Ramona Exwy.	- Without Project	TS	1	0	1	0	0	0	0	<u>4</u>	1	1	<u>4</u>	0	13.4	7.3	B	A
		- With Project	TS	1	0	1	0	0	0	0	<u>4</u>	1	1	<u>4</u>	0	15.4	9.6	B	A
45	Dunlap Dr. & Orange Av.	- Without Project																	
		- With Project	TS	<u>1</u>	<u>0</u>	<u>1</u>	0	0	0	0	<u>2</u>	<u>0</u>	<u>1</u>	<u>2</u>	0	18.1	15.2	B	B
46	Dunlap Dr. & Nuevo Rd.	- Without Project	TS	1	1	0	<u>2</u>	1	0	1	<u>2</u>	<u>0</u>	1	<u>2</u>	0	20.4	43.9	C	D
		- With Project	TS	1	1	0	<u>2</u>	1	0	1	<u>2</u>	<u>0</u>	1	<u>2</u>	0	21.2	54.3	C	D
47	Ramona Exwy. & Rider St.	- Without Project	TS	2	<u>4</u>	0	1	<u>4</u>	1	0	1	1	0	1	0	25.2	29.0	C	C
		- With Project	TS	2	<u>4</u>	0	1	<u>4</u>	1	0	1	1	0	1	0	31.2	30.8	C	C
48	Antelope Rd. & Ramona Exwy.	- Without Project	TS	<u>2</u>	0	<u>1</u>	0	0	0	0	<u>4</u>	<u>1</u>	<u>1</u>	<u>4</u>	0	12.5	15.8	B	B
		- With Project	TS	<u>2</u>	0	<u>1</u>	0	0	0	0	<u>4</u>	<u>1</u>	<u>1</u>	<u>4</u>	0	31.7	54.6	C	D

51	Antelope Rd. & Nuevo Rd.																		
	- Without Project	TS	0	0	0	<u>2</u>	0	<u>1</u>	<u>1</u>	<u>2</u>	0	0	<u>2</u>	0	23.3	22.0	C	C	
	- With Project	TS	0	0	0	<u>2</u>	0	<u>1</u>	<u>1</u>	<u>2</u>	0	0	<u>2</u>	0	45.6	52.4	D	D	
52	Street A & Ramona Exwy.																		
	- Without Project		Not Applicable																
	- With Project	TS	<u>1</u>	0	<u>1</u>	0	0	0	0	<u>4</u>	0	<u>1</u>	<u>4</u>	0	10.7	50.7	B	D	
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.																		
	- Without Project	TS	<u>2</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>2</u>	<u>1</u>	<u>1></u>	<u>2</u>	1	0	28.9	50.1	C	D	
	- With Project	TS	<u>2</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>2</u>	<u>1</u>	<u>1></u>	<u>2</u>	1	0	29.7	53.4	C	D	
54	Menifee Rd. & San Jacinto Av.																		
	- Without Project	TS	<u>1</u>	2	0	<u>1</u>	<u>2</u>	0	<u>1</u>	1	0	<u>1</u>	1	0	24.4	32.2	C	C	
	- With Project	TS	<u>1</u>	2	0	<u>1</u>	<u>2</u>	0	<u>1</u>	1	0	<u>1</u>	1	0	24.9	34.8	C	C	
55	Menifee Rd. & Ellis Rd.																		
	- Without Project	TS	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	0	1	0	0	1	0	5.6	4.6	A	A	
	- With Project	TS	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	0	1	0	0	1	0	5.8	4.9	A	A	
56	Menifee Rd. & Mapes Rd.																		
	- Without Project	TS	1	<u>2</u>	0	1	<u>2</u>	0	<u>1</u>	1	0	<u>1</u>	1	0	21.5	16.9	C	B	
	- With Project	TS	1	<u>2</u>	0	1	<u>2</u>	0	<u>1</u>	1	0	<u>1</u>	1	0	21.9	17.3	C	B	
57	Menifee Rd. & Watson Rd.																		
	- Without Project	TS	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>1</u>	1	0	<u>1</u>	1	0	14.5	11.5	B	B	
	- With Project	TS	<u>1</u>	<u>2</u>	0	<u>1</u>	<u>2</u>	0	<u>1</u>	1	0	<u>1</u>	1	0	14.8	11.5	B	B	
58	Menifee Rd. & Ethanac Rd. (SR-74)																		
	- Without Project ⁵	TS	<u>2</u>	<u>3</u>	<u>1></u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>1></u>	<u>2</u>	<u>3</u>	0	35.2	30.4	D	C	
	- With Project ⁵	TS	<u>2</u>	<u>3</u>	<u>1></u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>1></u>	<u>2</u>	<u>3</u>	0	35.5	30.9	D	C	
59	Bernasconi Rd. & Orange Av.																		
	- Without Project	TS	0	0	0	<u>2</u>	0	<u>1</u>	<u>2</u>	<u>2</u>	0	0	<u>2</u>	0	25.1	43.7	C	D	
	- With Project	TS	0	0	0	<u>2</u>	0	<u>1</u>	<u>2</u>	<u>2</u>	0	0	<u>2</u>	0	29.8	47.6	C	D	
60	Lakeview Av. & Ramona Exwy.																		
	- Without Project	TS	<u>2</u>	<u>2</u>	<u>1>></u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>4</u>	1	<u>2</u>	<u>4</u>	<u>1</u>	34.1	45.4	C	D	
	- With Project	TS	<u>2</u>	<u>2</u>	<u>1>></u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>4</u>	1	<u>2</u>	<u>4</u>	<u>1</u>	35.1	51.5	D	D	
61	Lakeview Av. & Nuevo Rd.																		
	- Without Project	TS	0	0	0	<u>1</u>	0	<u>1</u>	<u>1</u>	1	0	0	1	0	48.6	35.7	D	D	
	- With Project	TS	0	0	0	<u>1</u>	0	<u>1</u>	<u>1</u>	1	0	0	1	0	50.8	36.1	D	D	
63	Hansen Av./Davis Rd. & Ramona Exwy.																		
	- Without Project	TS	0	1	0	0	1	0	1	<u>4</u>	1	1	<u>4</u>	0	19.6	24.2	B	C	
	- With Project	TS	0	1	0	0	1	0	1	<u>4</u>	1	1	<u>4</u>	0	20.4	27.7	C	C	
65	Bridge St. & Ramona Exwy.																		
	- Without Project	TS	0	0	0	0	1	0	1	<u>4</u>	0	0	<u>4</u>	0	20.5	31.1	C	C	
	- With Project	TS	0	0	0	0	1	0	1	<u>4</u>	0	0	<u>4</u>	0	20.8	31.4	C	C	
66	Warren Rd. & Ramona Exwy.																		
	- Without Project	TS	<u>2</u>	1	0	0	1	0	1	<u>4</u>	1	<u>2</u>	<u>4</u>	1	22.2	32.6	C	C	
	- With Project	TS	<u>2</u>	1	0	0	1	0	1	<u>4</u>	1	<u>2</u>	<u>4</u>	1	22.6	33.4	C	C	
67	Sanderson Av. (SR-79) & Ramona Exwy.																		
	- Without Project ⁹	TS	2	<u>4</u>	<u>1>></u>	2	<u>4</u>	<u>1>></u>	<u>3</u>	<u>3</u>	<u>1>></u>	2	<u>3</u>	<u>1>></u>	53.4	46.4	D	D	
	- With Project ⁹	TS	2	<u>4</u>	<u>1>></u>	2	<u>4</u>	<u>1>></u>	<u>3</u>	<u>3</u>	<u>1>></u>	2	<u>3</u>	<u>1>></u>	54.7	47.9	D	D	

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; >> = Free-Right Turn Lane; 1 = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvements

⁴ Per the City of Perris General Plan, LOS E is permitted at intersections along the Ramona-Cajalco Expressway.

⁵ Improvement includes modifying the traffic signal to protect the northbound and southbound left turns.

⁶ Improvement consists of modifying the traffic signal to implement a 130-second cycle. No physical improvements are necessary.

⁷ Improvement includes modifying the traffic signal to implement a 120-second cycle.

⁸ Improvement includes modifying the traffic signal to protect the eastbound and westbound left turns.

⁹ Improvement includes modifying the traffic signal to implement a 130-second cycle.

¹⁰ Improvement consists of modifying the traffic signal to implement a 120-second cycle. No physical improvements are necessary.

TABLE 7-8: INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) WITH MID-COUNTY PARKWAY CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service		
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	
			L	T	R	L	T	R	L	T	R	L	T	R					
1	Harvill Av. & Cajalco Exwy.	- Without Project	TS	2	2	0	2	2	0	1	<u>3</u>	1	2	<u>3</u>	1	48.8	43.4	D	D
		- With Project	TS	2	2	0	2	2	0	1	<u>3</u>	1	2	<u>3</u>	1	49.5	44.1	D	D
2	I-215 Southbound Ramps & Harley Knox Bl.	- Without Project	TS	0	0	0	0	1	1	0	2	d	<u>2</u>	<u>1</u>	0	18.5	27.2	B	C
		- With Project	TS	0	0	0	0	1	1	0	2	d	<u>2</u>	<u>1</u>	0	19.5	28.1	B	C
3	I-215 Northbound Ramps & Harley Knox Bl.	- Without Project	TS	0	1	1	0	0	0	<u>2</u>	2	0	0	2	d	51.1	12.5	D	B
		- With Project	TS	0	1	1	0	0	0	<u>2</u>	2	0	0	2	d	51.9	12.8	D	B
4	I-215 Southbound Ramps & Ramona Exwy.	- Without Project	TS	0	0	0	1	1	1	0	<u>3</u>	0	1	<u>3</u>	0	30.2	50.2	C	D
		- With Project	TS	0	0	0	1	1	1	0	<u>3</u>	0	1	<u>3</u>	0	30.3	51.6	C	D
5	I-215 Northbound Ramps & Ramona Exwy.	- Without Project	TS	1	1	1	0	0	0	1	<u>3</u>	0	0	<u>3</u>	<u>0</u>	29.8	43.1	C	D
		- With Project	TS	1	1	1	0	0	0	1	<u>3</u>	0	0	<u>3</u>	<u>0</u>	29.9	45.3	C	D
12	Webster Av. & Ramona Exwy. ⁴	- Without Project	TS	1	1	1	1	1	<u>1</u> >	<u>2</u>	<u>4</u>	0	1	<u>4</u>	<u>0</u>	49.8	78.4	D	E
		- With Project	TS	1	1	1	1	1	<u>1</u> >	<u>2</u>	<u>4</u>	0	1	<u>4</u>	<u>0</u>	49.8	79.8	D	E
14	Indian Av. & Ramona Exwy.	- Without Project	TS	1	2	0	1	2	1	1	<u>4</u>	0	1	<u>4</u>	<u>0</u>	26.4	52.5	C	D
		- With Project	TS	1	2	0	1	2	1	1	<u>4</u>	0	1	<u>4</u>	<u>0</u>	26.7	54.6	C	D
15	Indian Av. & Placentia Av.	- Without Project	<u>TS</u>	<u>1</u>	1	<u>0</u>	1	1	0	<u>1</u>	<u>2</u>	0	1	<u>2</u>	<u>0</u>	23.1	29.5	C	C
		- With Project	<u>TS</u>	<u>1</u>	1	<u>0</u>	1	1	0	<u>1</u>	<u>2</u>	0	1	<u>2</u>	<u>0</u>	23.1	29.5	C	C
16	Perris Bl. & Iris Av.	- Without Project	TS	1	3	1	1	3	0	1	2	<u>1</u>	1	2	0	39.7	49.2	D	D
		- With Project	TS	1	3	1	1	3	0	1	2	<u>1</u>	1	2	0	40.3	51.1	D	D
20	Perris Bl. & Harley Knox Bl.	- Without Project	TS	2	3	1	2	3	1	<u>2</u>	2	1	2	3	1	42.2	50.8	D	D
		- With Project	TS	2	3	1	2	3	1	<u>2</u>	2	1	2	3	1	43.0	53.1	D	D
25	Perris Bl. & Placentia Av.	- Without Project	TS	1	<u>3</u>	<u>1</u>	1	<u>3</u>	1	1	<u>2</u>	<u>1</u> >	1	<u>2</u>	<u>0</u>	38.8	50.0	D	D
		- With Project	TS	1	<u>3</u>	<u>1</u>	1	<u>3</u>	1	1	<u>2</u>	<u>1</u> >	1	<u>2</u>	<u>0</u>	38.8	50.0	D	D
26	Perris Bl. & Orange Av.	- Without Project	TS	1	<u>3</u>	<u>0</u>	1	<u>3</u>	1	1	<u>2</u>	<u>0</u>	1	2	d	25.4	52.3	C	D
		- With Project	TS	1	<u>3</u>	<u>0</u>	1	<u>3</u>	1	1	<u>2</u>	<u>0</u>	1	2	d	26.3	54.6	C	D
27	Perris Bl. & Nuevo Rd.	- Without Project	TS	<u>2</u>	2	1	2	2	2>	2	2	1	2	2	1	48.6	47.6	D	D
		- With Project	TS	<u>2</u>	2	1	2	2	2>	2	2	1	2	2	1	48.6	47.7	D	D
32	Redlands Av. & Rider St.	- Without Project	<u>TS</u>	1	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>2</u>	<u>0</u>	1	2	0	37.6	20.6	D	C
		- With Project	<u>TS</u>	1	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	0	<u>1</u>	<u>2</u>	<u>0</u>	1	2	0	37.6	20.6	D	C
33	Redlands Av. & Placentia Av.	- Without Project	<u>TS</u>	1	2	0	1	1	1	1	1	1	1	1	0	19.3	26.9	B	C
		- With Project	<u>TS</u>	1	2	0	1	1	1	1	1	1	1	1	1	0	19.3	26.9	B
35	Redlands Av. & Nuevo Rd.	- Without Project	TS	1	1	1	0	1	0	1	<u>3</u>	<u>0</u>	1	<u>3</u>	<u>0</u>	30.1	33.6	C	C
		- With Project	TS	1	1	1	0	1	0	1	<u>3</u>	<u>0</u>	1	<u>3</u>	<u>0</u>	30.6	35.7	C	D

38	Lasselle St. & Krameria Av.	- Without Project ⁵	TS	1 2 1>	1 2 0	1 1 1	1 1 1	27.1	50.9	C	D
		- With Project ⁵	TS	1 2 1>	1 2 0	1 1 1	1 1 1	28.0	52.7	C	D
39	Evans Rd. & Ramona Exwy.	- Without Project	TS	2 2 1	2 2 1	2 3 1	1 3 1	40.9	45.0	D	D
		- With Project	TS	2 2 1	2 2 1	2 3 1	1 3 1	44.3	47.2	D	D
41	Evans Rd. & Orange Av.	- Without Project	TS	1 <u>2</u> 1	1 <u>2</u> 1	1 <u>2</u> 0	1 <u>2</u> 0	31.4	25.3	C	C
		- With Project	TS	1 <u>2</u> 1	1 <u>2</u> 1	1 <u>2</u> 0	1 <u>2</u> 0	35.4	29.6	D	C
42	Evans Rd. & Nuevo Rd.	- Without Project	TS	<u>1</u> <u>2</u> 0	1 <u>2</u> 0	2 3 0	<u>1</u> 3 0	43.6	45.2	D	D
		- With Project	TS	<u>1</u> <u>2</u> 0	1 <u>2</u> 0	2 3 0	<u>1</u> 3 0	44.1	46.0	D	D
45	Dunlap Dr. & Orange Av.	- Without Project		Not Applicable							
		- With Project	CSS	<u>1</u> <u>0</u> <u>1</u>	0 0 0	0 <u>2</u> 0	<u>1</u> <u>2</u> 0	27.0	25.6	D	D
51	Antelope Rd. & Nuevo Rd.	- Without Project		Not Applicable							
		- With Project	TS	0 0 0	<u>1</u> 0 <u>1</u>	<u>1</u> <u>2</u> 0	0 <u>2</u> 0	20.7	30.3	C	C
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.	- Without Project	TS	<u>2</u> <u>2</u> 0	<u>1</u> <u>2</u> 0	<u>2</u> <u>1</u> <u>1></u>	<u>1</u> 1 0	34.0	43.9	C	D
		- With Project	TS	<u>2</u> <u>2</u> 0	<u>1</u> <u>2</u> 0	<u>2</u> <u>1</u> <u>1></u>	<u>1</u> 1 0	37.4	53.4	D	D
54	Menifee Rd. & San Jacinto Av.	- Without Project	TS	<u>1</u> 2 0	<u>1</u> <u>2</u> 0	<u>1</u> 1 0	<u>1</u> 1 0	22.1	31.6	C	C
		- With Project	TS	<u>1</u> 2 0	<u>1</u> <u>2</u> 0	<u>1</u> 1 0	<u>1</u> 1 0	22.5	34.4	C	C
55	Menifee Rd. & Ellis Rd.	- Without Project	TS	<u>1</u> <u>2</u> 0	<u>1</u> <u>2</u> 0	0 1 0	0 1 0	4.6	4.0	A	A
		- With Project	TS	<u>1</u> <u>2</u> 0	<u>1</u> <u>2</u> 0	0 1 0	0 1 0	4.9	4.4	A	A
56	Menifee Rd. & Mapes Rd.	- Without Project	TS	1 <u>2</u> 0	1 <u>2</u> 0	<u>1</u> 1 0	<u>1</u> 1 0	20.0	21.0	C	C
		- With Project	TS	1 <u>2</u> 0	1 <u>2</u> 0	<u>1</u> 1 0	<u>1</u> 1 0	20.3	21.4	C	C
57	Menifee Rd. & Watson Rd.	- Without Project	TS	<u>1</u> <u>2</u> 0	<u>1</u> <u>2</u> 0	<u>1</u> 1 0	<u>1</u> 1 0	13.3	10.8	B	B
		- With Project	TS	<u>1</u> <u>2</u> 0	<u>1</u> <u>2</u> 0	<u>1</u> 1 0	<u>1</u> 1 0	13.6	10.8	B	B
58	Menifee Rd. & Ethanac Rd. (SR-74)	- Without Project ⁶	TS	<u>2</u> 3 <u>1></u>	<u>2</u> 3 <u>1</u>	<u>2</u> 3 <u>1></u>	<u>2</u> 3 0	29.6	32.1	C	C
		- With Project ⁶	TS	<u>2</u> 3 <u>1></u>	<u>2</u> 3 <u>1</u>	<u>2</u> 3 <u>1></u>	<u>2</u> 3 0	30.0	32.8	C	C
67	Sanderson Av. (SR-79) & Ramona Exwy.	- Without Project	TS	2 4 <u>1>></u>	2 4 <u>1>></u>	3 3 <u>1>></u>	2 3 <u>1>></u>	53.7	43.0	D	D
		- With Project	TS	2 4 <u>1>></u>	2 4 <u>1>></u>	3 3 <u>1>></u>	2 3 <u>1>></u>	53.9	43.8	D	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; >> = Free-Right Turn Lane; 1 = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvements

⁴ Per the City of Perris General Plan, LOS E is permitted at intersections along the Ramona-Cajalco Expressway.

⁵ Improvement consists of modifying the traffic signal to implement a 130-second cycle. No physical improvements are necessary.

⁶ Improvement includes modifying the traffic signal to protect the northbound and southbound left turns.

TABLE 7-9: PEAK HOUR OFF-RAMP QUEUING SUMMARY FOR HORIZON YEAR (2040) WITHOUT MID-COUNTY PARKWAY CONDITIONS WITH IMPROVEMENTS

Intersection	Movement ⁴	Available Stacking Distance ⁵ (Feet)	2040 Without Project				2040 With Project			
			95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
I-215 Southbound Ramps & Harley Knox Bl.	SBL/T	1,330	585	462 ²	Yes	Yes	875 ²	562 ²	Yes	Yes
	SBR	270	304 ³	0	Yes	Yes	304 ³	0	Yes	Yes
I-215 Southbound Ramps & Ramona Exwy.	SBL	530	487	767 ^{2,3}	Yes	No	487	767 ^{2,3}	Yes	Yes
	SBL/T	1,100	592 ²	860 ²	Yes	Yes	592 ²	860 ²	Yes	Yes
	SBR	530	508 ²	215	Yes	Yes	508 ²	215	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-215 Freeway mainline.

7.11.3 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON FREEWAY FACILITIES

The I-215 North Project includes the construction of an high-occupancy vehicle (HOV) lane in each direction of the I-215 Freeway between Nuevo Road and Box Springs Road within the existing median. (15) (16) For the purposes of this TIA, these improvements have been analyzed for Horizon Year (2040) traffic conditions. Caltrans typically assumes a reduction of 14 percent per HOV lane to the freeway mainline through volumes in this region to account for vehicles utilizing the HOV lanes. The analysis has been performed assuming the same on and off-ramp configurations as existing baseline conditions. The reduction to the I-215 Freeway mainline volumes has been applied to account for the proposed HOV lane.

As shown in Table 7-10 and 7-11, the I-215 Freeway facilities are anticipated to improve operations, however there are some study area freeway segments and ramp junctions that are anticipated to continue to operate at an unacceptable LOS during the peak hours. Worksheets for Horizon Year (2040) Without Project and With Project conditions freeway facility level of service analysis, with improvements, are provided in Appendix 7.23 and 7.24, respectively.

TABLE 7-10: FREEWAY FACILITY ANALYSIS FOR HORIZON YEAR (2040) WITHOUT MID-COUNTY PARKWAY CONDITIONS WITH IMPROVEMENTS

Freeway	Direction	Mainline Segment	Lanes ¹	2040 With Project			
				Density ²		LOS ³	
				AM	PM	AM	PM
I-215 Freeway	Southbound	North of Harley Knox Bl.	3	45.0	45.0	F	F
		Off-Ramp at Harley Knox Bl.	3	38.8	45.3	F	F
		On-Ramp at Harley Knox Bl.	3	27.2	41.3	C	F
		Harley Knox Bl. to Ramona Exwy.	3	24.4	61.6	C	F
		Off-Ramp at Ramona Exwy.	3	33.0	39.2	D	F
		On-Ramp at Ramona Exwy.	3	22.8	27.6	C	C
		Ramona Exwy. to Placentia Av.	3	18.0	22.1	B	C
		Off-Ramp at Placentia Av.	3	21.3	25.3	C	C
		On-Ramp at Placentia Av.	3	20.2	28.0	C	C
		Placentia Av. to Nuevo Rd.	3	17.0	23.8	B	C
		Off-Ramp at Nuevo Rd.	3	22.4	28.3	C	C
		On-Ramp at Nuevo Rd.	3	20.9	32.3	C	F
		South of Nuevo Rd.	3	13.8	20.3	B	C

I-215 Freeway	Northbound	North of Harley Knox Bl.	3	37.4	38.4	E	F
		On-Ramp at Harley Knox Bl.	3	37.8	40.0	E	F
		Off-Ramp at Harley Knox Bl.	3	26.4	37.1	C	F
		Harley Knox Bl. to Ramona Exwy.	3	24.2	61.7	C	F
		On-Ramp at Ramona Exwy.	3	30.5	41.6	D	F
		Off-Ramp at Ramona Exwy.	3	26.4	33.0	C	D
		Ramona Exwy. to Placentia Av.	3	20.0	31.0	C	D
		On-Ramp at Placentia Av.	3	24.2	32.7	C	D
		Off-Ramp at Placentia Av.	3	23.0	26.5	C	C
		Placentia Av. to Nuevo Rd.	3	19.8	25.1	B	C
		On-Ramp at Nuevo Rd.	3	22.2	26.9	C	C
		Off-Ramp at Nuevo Rd.	3	33.7	32.0	D	D
		South of Nuevo Rd.	3	28.7	28.6	D	D

BOLD = LOS does not meet Caltrans requirements (i.e., unacceptable LOS or LOS E/F).

¹ Number of lanes are in the specified direction and is based on existing conditions.

² Density is measured by passenger cars per mile per lane (pc/mi/ln).

³ LOS = Level of Service

TABLE 7-11: FREEWAY FACILITY ANALYSIS FOR HORIZON YEAR (2040) WITH MID-COUNTY PARKWAY CONDITIONS WITH IMPROVEMENTS

Freeway	Direction	Mainline Segment	Lanes ¹	2040 With Project			
				Density ²		LOS ³	
				AM	PM	AM	PM
I-215 Freeway	Southbound	North of Harley Knox Bl.	3	20.0	45.0	C	F
		Off-Ramp at Harley Knox Bl.	3	23.5	58.3	C	F
		On-Ramp at Harley Knox Bl.	3	20.0	53.3	C	F
		Harley Knox Bl. to Ramona Exwy.	3	17.3	62.1	B	F
		Off-Ramp at Ramona Exwy.	3	22.5	34.9	C	F
		On-Ramp at Ramona Exwy.	3	20.3	28.3	C	F
		Ramona Exwy. to Placentia Av.	3	17.5	27.0	B	F
		Off-Ramp at Placentia Av.	3	18.9	27.0	B	F
		On-Ramp at Placentia Av.	3	19.4	28.5	B	F
		Placentia Av. to Nuevo Rd.	3	15.3	16.8	B	B
		Off-Ramp at Nuevo Rd.	3	18.5	21.2	B	C
		On-Ramp at Nuevo Rd.	3	12.8	20.8	B	C
		South of Nuevo Rd.	3	12.2	13.9	B	B

I-215 Freeway	Northbound	North of Harley Knox Bl.	3	38.1	44.0	F	F
		On-Ramp at Harley Knox Bl.	3	53.1	37.4	F	E
		Off-Ramp at Harley Knox Bl.	3	46.4	32.0	F	D
		Harley Knox Bl. to Ramona Exwy.	3	59.1	36.0	F	E
		On-Ramp at Ramona Exwy.	3	43.7	34.5	F	D
		Off-Ramp at Ramona Exwy.	3	45.5	32.4	F	D
		Ramona Exwy. to Placentia Av.	3	45.2	32.3	F	D
		On-Ramp at Placentia Av.	3	33.5	31.0	F	D
		Off-Ramp at Placentia Av.	3	31.7	28.1	F	D
		Placentia Av. to Nuevo Rd.	3	38.7	21.8	F	C
		On-Ramp at Nuevo Rd.	3	31.6	23.3	D	C
		Off-Ramp at Nuevo Rd.	3	35.6	27.3	E	C
		South of Nuevo Rd.	3	38.1	23.4	E	C

BOLD = LOS does not meet Caltrans requirements (i.e., unacceptable LOS or LOS E/F).

¹ Number of lanes are in the specified direction and is based on existing conditions.

² Density is measured by passenger cars per mile per lane (pc/mi/ln).

³ LOS = Level of Service

⁴ Analysis with constrained flow results in acceptable LOS, however, field observations indicate congestion during the peak hour. As such, the freeway is considered at capacity.

8 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the County of Riverside are funded through a combination of improvements constructed by the Project, development impact fee programs or fair share contributions. Fee programs applicable to the Project are described below.

8.1 RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)

The TUMF program is administered by the WRCOG based upon a regional Nexus Study most recently updated in 2016 to address major changes in right of way acquisition and improvement cost factors. (5) This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

8.2 COUNTY OF RIVERSIDE DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The Project is located within the County's Lakeview/Nuevo Area Plan and therefore will be subject to County of Riverside DIF in an effort by the County to address development throughout its unincorporated area. The DIF program consists of two separate transportation components: the Roads, Bridges and Major Improvements component and the Traffic Signals component. Eligible facilities for funding by the County DIF program are identified on the County's Public Needs List, which currently extends through the year 2020. (21) A comprehensive review of the DIF program is now planned in order to update the nexus study. This will result in development of a revised "needs list" extending the program time horizon from 2010 to 2030.

The cost of signaling DIF network intersections is identified under the Traffic Signals component of the DIF program. County staff generally defines DIF eligible intersections as those consisting of two intersecting general plan roadways. If the intersection meets this requirement, it is potentially eligible for up to \$235,000 of credit, which is subject to negotiations with the County.

8.3 MEASURE A

Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2039. Measure A funds a wide variety of transportation projects and services throughout the County. RCTC is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election.

8.4 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table 8-1 for Without MCP and Table 8-2 for With MCP for the applicable deficient study area intersection. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

TABLE 8-1: PROJECT FAIR SHARE CALCULATIONS – WITHOUT MID-COUNTY PARKWAY

#	Intersection	Existing (2020)	Project (Long-Range Without MCP)	Horizon Year (2040) Without MCP With Project	Total New Traffic	Project Fair Share
4	I-215 Southbound Ramps & Ramona Exwy.	AM: 3,055	60	6,331	3,276	1.8%
		PM: 3,503	69	7,698	4,195	1.6%
5	I-215 Northbound Ramps & Ramona Exwy.	AM: 3,718	60	7,914	4,196	1.4%
		PM: 4,101	79	9,258	5,157	1.5%
6	I-215 SB Ramps & Placentia Av. ¹	AM: --	223	2,524	--	8.8%
		PM: --	258	3,914	--	6.6%
8	I-215 SB Ramps & Nuevo Rd.	AM: 2,191	34	3,959	1,768	1.9%
		PM: 2,104	136	4,151	2,047	6.6%
11	Webster Av. & Harley Knox Bl.	AM: 1,415	361	5,217	3,802	9.5%
		PM: 1,481	359	5,722	4,241	8.5%
12	Webster Av. & Ramona Exwy.	AM: 3,302	60	7,051	3,749	1.6%
		PM: 3,534	79	8,146	4,612	1.7%
13	Indian Av. & Harley Knox Bl.	AM: 1,963	361	4,630	2,667	13.5%
		PM: 2,052	359	4,875	2,823	12.7%
14	Indian Av. & Ramona Exwy.	AM: 3,261	88	7,154	3,893	2.3%
		PM: 3,436	119	8,636	5,200	2.3%
15	Indian Av. & Placentia Av.	AM: 550	446	4,003	3,453	12.9%
		PM: 451	511	4,706	4,255	12.0%
16	Perris Bl. & Iris Av.	AM: 3,032	28	4,891	1,859	1.5%
		PM: 3,266	40	5,489	2,223	1.8%
17	Perris Bl. & Krameria Av.	AM: 2,605	44	4,187	1,582	2.8%
		PM: 2,573	59	4,270	1,697	3.5%
20	Perris Bl. & Harley Knox Bl.	AM: 2,863	403	5,745	2,882	14.0%
		PM: 2,723	418	5,639	2,916	14.3%
22	Perris Bl. & Ramona Exwy.	AM: 4,107	149	8,608	4,501	3.3%
		PM: 4,268	199	9,901	5,633	3.5%
25	Perris Bl. & Placentia Av.	AM: 1,808	208	3,379	1,571	13.2%
		PM: 2,122	277	4,346	2,224	12.5%
26	Perris Bl. & Orange Av.	AM: 2,437	60	3,612	1,175	5.1%
		PM: 3,168	78	4,695	1,527	5.1%

#	Intersection	Existing (2020)	Project (Long-Range Without MCP)	Horizon Year (2040) Without MCP With Project	Total New Traffic	Project Fair Share	
27	Perris Bl. & Nuevo Rd.	AM:	3,204	178	5,478	2,274	7.8%
		PM:	3,476	237	6,171	2,695	8.8%
28	Redlands Av. & Harley Knox Bl.	AM:	557	345	1,986	1,429	24.1%
		PM:	383	339	1,700	1,317	25.7%
30	Redlands Av. & Ramona Exwy.	AM:	2,880	731	8,292	5,412	13.5%
		PM:	3,034	771	9,449	6,415	12.0%
32	Redlands Av. & Rider St.	AM:	1,388	30	2,395	1,007	3.0%
		PM:	1,145	39	2,109	964	4.0%
37	Lasselle St. & Iris Av.	AM:	3,770	44	6,160	2,390	1.8%
		PM:	4,105	59	6,757	2,652	2.2%
38	Lasselle St. & Krameria Av.	AM:	2,588	58	4,497	1,909	3.0%
		PM:	3,004	79	5,059	2,055	3.8%
39	Evans Rd. & Ramona Exwy.	AM:	3,860	865	9,860	6,000	14.4%
		PM:	4,306	948	11,560	7,254	13.1%
40	Evans Rd. & Rider St.	AM:	2,330	0	3,890	1,560	0.0%
		PM:	1,916	0	3,452	1,536	0.0%
41	Evans Rd. & Orange Av.	AM:	2,212	445	3,669	1,457	30.5%
		PM:	1,463	592	2,724	1,261	46.9%
42	Evans Rd. & Nuevo Rd.	AM:	1,742	267	6,057	4,315	6.2%
		PM:	1,550	356	6,878	5,328	6.7%
43	Bradley Rd. & Ramona Exwy.	AM:	1,933	910	6,609	4,676	19.5%
		PM:	1,967	1,007	7,585	5,618	17.9%
45	Dunlap Dr. & Orange Av.	AM:	424	475	1,409	985	48.2%
		PM:	455	633	1,616	1,161	54.5%
46	Dunlap Dr. & Nuevo Rd.	AM:	817	281	3,282	2,465	11.4%
		PM:	999	376	4,359	3,360	11.2%
47	Ramona Exwy. & Rider St.	AM:	2,100	911	7,176	5,076	17.9%
		PM:	2,023	1,007	8,106	6,083	16.6%
48	Antelope Rd. & Ramona Exwy.	AM:	1,753	945	6,980	5,227	18.1%
		PM:	1,895	1,103	8,303	6,408	17.2%

#	Intersection	Existing (2020)	Project (Long-Range Without MCP)	Horizon Year (2040) Without MCP With Project	Total New Traffic	Project Fair Share	
51	Antelope Rd. & Nuevo Rd.	AM:	456	475	3,421	2,965	16.0%
		PM:	546	633	4,607	4,061	15.6%
52	Street A & Ramona Exwy.	AM:	1,753	332	5,371	3,618	9.2%
		PM:	1,895	402	6,563	4,668	8.6%
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.	AM:	977	192	3,974	2,997	6.4%
		PM:	1,051	257	5,108	4,057	6.3%
54	Menifee Rd. & San Jacinto Av.	AM:	1,041	147	2,364	1,323	11.1%
		PM:	1,041	198	2,691	1,650	12.0%
55	Menifee Rd. & Ellis Rd.	AM:	815	118	1,906	1,091	10.8%
		PM:	684	158	1,992	1,308	12.1%
56	Menifee Rd. & Mapes Rd.	AM:	1,044	103	2,208	1,164	8.8%
		PM:	873	139	2,226	1,353	10.3%
57	Menifee Rd. & Watson Rd.	AM:	1,060	88	2,214	1,154	7.6%
		PM:	860	119	2,184	1,324	9.0%
58	Menifee Rd. & Ethanac Rd. (SR-74)	AM:	2,513	74	5,067	2,554	2.9%
		PM:	2,190	98	5,112	2,922	3.4%
59	Bernasconi Rd. & Orange Av. ¹	AM:	--	104	2,688	--	3.9%
		PM:	--	138	3,905	--	3.5%
60	Lakeview Av. & Ramona Exwy.	AM:	2,021	116	6,006	3,985	2.9%
		PM:	2,237	150	7,527	5,290	2.8%
61	Lakeview Av. & Nuevo Rd.	AM:	910	44	1,422	512	8.6%
		PM:	939	59	1,496	557	10.6%
63	Hansen Av./Davis Rd. & Ramona Exwy.	AM:	1,792	116	5,142	3,350	3.5%
		PM:	2,019	150	6,772	4,753	3.2%
65	Bridge St. & Ramona Exwy.	AM:	1,820	86	4,977	3,157	2.7%
		PM:	2,054	111	6,244	4,190	2.6%
66	Warren Rd. & Ramona Exwy.	AM:	2,179	85	5,004	2,825	3.0%
		PM:	2,503	111	6,200	3,697	3.0%
67	Sanderson Av. (SR-79) & Ramona Exwy.	AM:	4,685	71	7,681	2,996	2.4%
		PM:	5,234	90	8,802	3,568	2.5%

* Highest fair share percentage represented in **BOLD** and shown on Table 1-4.

¹ Fair share based on new traffic since the intersection does not currently exist.

TABLE 8-2: PROJECT FAIR SHARE CALCULATIONS – WITH MID-COUNTY PARKWAY

#	Intersection	Existing (2020)	Project (Long-Range With MCP)	Horizon Year (2040) With MCP With Project	Total New Traffic	Project Fair Share ¹	
12	Webster Av. & Ramona Exwy.	AM:	3,302	58	4,948	1,646	3.5%
		PM:	3,534	78	5,564	2,030	3.8%
14	Indian Av. & Ramona Exwy.	AM:	3,261	86	4,506	1,245	6.9%
		PM:	3,436	116	5,585	2,149	5.4%
15	Indian Av. & Placentia Av. ²	AM:	550	238	2,168	1,618	14.7%
		PM:	451	234	2,628	2,177	10.7%
16	Perris Bl. & Iris Av.	AM:	3,032	40	4,186	1,154	3.5%
		PM:	3,266	50	4,695	1,429	3.5%
20	Perris Bl. & Harley Knox Bl.	AM:	2,863	81	5,025	2,162	3.7%
		PM:	2,723	99	4,974	2,251	4.4%
25	Perris Bl. & Placentia Av. ²	AM:	1,808	0	3,827	2,019	0.0%
		PM:	2,122	0	4,732	2,610	0.0%
26	Perris Bl. & Orange Av.	AM:	2,437	58	3,909	1,472	3.9%
		PM:	3,168	78	4,702	1,534	5.1%
27	Perris Bl. & Nuevo Rd.	AM:	3,204	29	4,894	1,690	1.7%
		PM:	3,476	39	5,225	1,749	2.2%
32	Redlands Av. & Rider St. ²	AM:	1,388	58	2,185	797	7.3%
		PM:	1,145	78	2,054	909	8.6%
33	Redlands Av. & Placentia Av. ²	AM:	824	0	1,784	960	0.0%
		PM:	636	0	2,213	1,577	0.0%
38	Lasselle St. & Krameria Av.	AM:	2,588	57	3,391	803	7.1%
		PM:	3,004	77	4,350	1,346	5.7%
39	Evans Rd. & Ramona Exwy.	AM:	3,860	299	5,967	2,107	14.2%
		PM:	4,306	392	7,012	2,706	14.5%
41	Evans Rd. & Orange Av.	AM:	2,212	232	3,771	1,559	14.9%
		PM:	1,463	312	3,571	2,108	14.8%
42	Evans Rd. & Nuevo Rd.	AM:	1,742	116	4,006	2,264	5.1%
		PM:	1,550	156	4,281	2,731	5.7%

#	Intersection		Existing (2020)	Project (Long-Range With MCP)	Horizon Year (2040) With MCP With Project	Total New Traffic	Project Fair Share ¹
45	Dunlap Dr. & Orange Av.	AM:	424	261	1,085	661	39.5%
		PM:	455	351	1,272	817	43.0%
49	MCP WB Ramps & Antelope Rd. ¹	AM:	--	635	2,545	--	25.0%
		PM:	--	1,209	3,539	--	34.2%
50	MCP EB Ramps & Antelope Rd. ¹	AM:	--	1,353	2,373	--	57.0%
		PM:	--	1,606	3,455	--	46.5%
51	Antelope Rd. & Nuevo Rd.	AM:	456	318	1,842	1,386	22.9%
		PM:	546	429	2,377	1,831	23.4%
53	Menifee Rd./Reservoir Bl. & Nuevo Rd.	AM:	977	188	2,873	1,896	9.9%
		PM:	1,051	253	3,649	2,598	9.7%
54	Menifee Rd. & San Jacinto Av.	AM:	1,041	144	1,988	947	15.2%
		PM:	1,041	194	2,439	1,398	13.9%
55	Menifee Rd. & Ellis Rd.	AM:	815	115	1,687	872	13.2%
		PM:	684	156	1,907	1,223	12.8%
56	Menifee Rd. & Mapes Rd.	AM:	1,044	101	2,006	962	10.5%
		PM:	873	136	2,225	1,352	10.1%
57	Menifee Rd. & Watson Rd.	AM:	1,060	87	2,032	972	9.0%
		PM:	860	117	2,228	1,368	8.6%
58	Menifee Rd. & Ethanac Rd. (SR-74)	AM:	2,513	72	4,504	1,991	3.6%
		PM:	2,190	97	4,417	2,227	4.4%
67	Sanderson Av. (SR-79) & Ramona Exwy.	AM:	4,685	55	8,388	3,703	1.5%
		PM:	5,234	70	9,276	4,042	1.7%

* Highest fair share percentage represented in **BOLD** and shown on Table 1-5.

¹ Fair share based on new traffic since the intersection does not currently exist.

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9 REFERENCES

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19. **Southern California Association of Governments (SCAG).** *2020 Regional Transportation Plan / Sustainable Communities Strategy.* Adopted May 2020.
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APPENDIX 1.1:

APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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EXHIBIT B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Traffic Study Guidelines dated April 2008.

Case No. _____
 Related Cases- _____
 SP No. SP No. 239, A1
 EIR No. _____
 GPA No. GPA 190008
 CZ No. CZ No. 1900024
 Project Name: Stoneridge Commerce Center Specific Plan
 Project Address: _____
 Project Description: _____

	<u>Consultant</u>	<u>Developer</u>
Name:	<u>Urban Crossroads Inc. - Charlene So</u>	<u>Richland Communities</u>
Address:	<u>260 E. Baker Street, Suite 200</u> <u>Costa Mesa, CA 92626</u>	<u>3161 Michelson Drive, Suite 425</u> <u>Irvine, CA 92612</u>
Telephone:	<u>(949) 336-5982</u>	<u>(949) 261-7010</u>
Fax:	_____	_____

A. Trip Generation Source: ITE Trip Generation Manual, 10th Edition (2017), WSP

Current GP Land Use	<u>SP 239</u>	Proposed Land Use	<u>SP 239, A1</u>
Current Zoning	<u>SP 239</u>	Proposed Zoning	<u>SP 239, A1</u>

	<u>Current Trip Generation</u>			<u>Proposed Trip Generation</u>			
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	
AM Trips	_____	_____	_____	<u>1,327</u>	<u>392</u>	<u>1,719</u>	* Actual vehicles
PM Trips	_____	_____	_____	<u>680</u>	<u>1,532</u>	<u>2,212</u>	

Internal Trip Allowance	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	(<u>per ITE</u> % Trip Discount)	
Pass-By Trip Allowance	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	(<u>29-34</u> % Trip Discount)	* Per ITE

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution:
 N varies % S varies % E varies % W varies %

C. Background Traffic
 Project Build-out Year: 2030 Annual Ambient Growth Rate: 2 %
 Phase Year(s) N/A

Other area Projects to be analyzed: To be provided by the County of Riverside
 Model/Forecast Methodology: RivTAM



D. **Study Intersections:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments form other agencies). (See Exhibit 2)

- | | |
|-----------------------|-----------|
| 1. See Attached Table | 11. _____ |
| 2. _____ | 12. _____ |
| 3. _____ | 13. _____ |
| 4. _____ | 14. _____ |
| 5. _____ | 15. _____ |
| 6. _____ | 16. _____ |
| 7. _____ | 17. _____ |
| 8. _____ | 18. _____ |
| 9. _____ | 19. _____ |
| 10. _____ | 20. _____ |

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

- | | |
|----------|----------|
| 1. _____ | 2. _____ |
|----------|----------|

F. **Other Jurisdictional Impacts**

Is this project within a City's Sphere of influence or one mile radius of City boundaries? Yes No

If so, name of City jurisdiction: City of Perris

G. **Site Plan** (please attach reduced copy)

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

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

I. **Existing Conditions**

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

Date of counts: traffic counts will be conducted once scoping agreement has been approved

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

Recommended by:

Charlene S

2/24/2020

Consultant's Representative

Date

Approved Scoping Agreement:

Riverside County Transportation Department

Date

Scoping Agreement Revised on 4/10/2020

Attachment to Exhibit B

1. Harvill Av. & Cajalco Exwy.
2. I-215 SB Ramps & Harley Knox Bl.
3. I-215 NB Ramps & Harley Knox Bl.
4. I-215 SB Ramps & Ramona Exwy.
5. I-215 NB Ramps & Ramona Exwy.
6. I-215 SB Ramps & Placentia Av. - Future Intersection
7. I-215 NB Ramps & Placentia Av. - Future Intersection
8. I-215 SB Ramps & Nuevo Rd.
9. I-215 NB Ramps & Nuevo Rd.
10. Western Wy. & Harley Knox Bl.
11. Webster Av. & Harley Knox Bl.
12. Webster Av. & Ramona Exwy.
13. Indian Av. & Harley Knox Bl.
14. Indian Av. & Ramona Exwy.
15. Indian Av. & Placentia Av.
16. Perris Bl. & Iris Av.
17. Perris Bl. & Krameria Av.
18. Perris Bl. & San Michele Rd.
19. Perris Bl. & Nandina Av.
20. Perris Bl. & Harley Knox Av.
21. Perris Bl. & Markham St.
22. Perris Bl. & Ramona Exwy.
23. Perris Bl. & Morgan St.
24. Perris Bl. & Rider St.
25. Perris Bl. & Placentia Av.
26. Perris Bl. & Orange Av.
27. Perris Bl. & Nuevo Rd.
28. Redlands Av. & Harley Knox Bl.
29. Redlands Av. & Markham St.
30. Redlands Av. & Ramona Exwy.
31. Redlands Av. & Morgan St.
32. Redlands Av. & Rider St.
33. Redlands Av. & Placentia Av.
34. Redlands Av. & Orange Av.
35. Redlands Av. & Nuevo Rd.
36. Murrieta Rd. & Nuevo Rd.
37. Lasselle St. & Iris Av.
38. Lasselle St. & Krameria Av.
39. Evans Rd. & Ramona Exwy.
40. Evans Rd. & Rider St.
41. Evans Rd. & Orange Av.
42. Evans Rd. & Nuevo Rd.
43. Bradley Rd. & Ramona Exwy.
44. Bradley Rd. & Rider St.
45. Dunlap Dr. & Orange Av.
46. Dunlap Dr. & Nuevo Rd.
47. Ramona Exwy. & Rider St.
48. Antelope Rd. & Ramona Exwy. - Future Intersection
49. MCP WB Ramps & Antelope Rd. - Future Intersection
50. MCP EB Ramps & Antelope Rd. - Future Intersection
51. Antelope Rd. & Nuevo Rd. - Future Intersection
52. Street A & Ramona Exwy. - Future Intersection
53. Menifee Rd./Reservoir Bl. & Nuevo Rd.
54. Menifee Rd. & San Jacinto Av.
55. Menifee Rd. & Ellis Rd.
56. Menifee Rd. & Mapes Rd.
57. Menifee Rd. & Watson Rd.
58. Menifee Rd. & Ethanac Rd. (SR-74)
59. Lakeview Av. & Ramona Exwy.
60. Lakeview Av. & Nuevo Rd.
61. Montgomery Av. & Nuevo Rd.
62. Hansen Av./Davis Rd. & Ramona Exwy.
63. Hansen Av. & Contour Av.
64. Bridge St. & Ramona Exwy.
65. Warren Rd. & Ramona Exwy.
66. Sanderson Av. (SR-79) & Ramona Exwy.
67. Bernasconi Rd. & Orange Av. - Future Intersection

April 10, 2020

Mr. Kevin Tsang
County of Riverside, Transportation Department
4080 Lemon Street, 8th Floor
Riverside, CA 92501

**SUBJECT: STONERIDGE COMMERCE CENTER SPECIFIC PLAN TRAFFIC IMPACT ANALYSIS SCOPING
AGREEMENT**

Dear Mr. Kevin Tsang:

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic impact analysis for Stoneridge Commerce Center Specific Plan (Specific Plan No. 239, Amendment No. 1) (“Project”), which is located on a 582.9 acre site west of Lakeview Avenue between Ramona Expressway and Nuevo Road in the County of Riverside. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations.

PROJECT DESCRIPTION

The Project is anticipated to have an Opening Year of 2030. The Project is proposing to amend the Specific Plan with a mix of industrial and commercial uses, as described below and shown on the subsequent land use summary table (Table 1):

- Without Mid-County Parkway (MCP): 8,476,776 square feet of light industrial uses, 1,069,398 square feet of business park uses, and 121,968 square feet of commercial retail uses
- With MCP: 8,476,776 square feet of light industrial uses, 936,540 square feet of business park uses, 126,542 square feet of commercial retail uses

The Riverside County Transportation Commission (RCTC) is currently planning the construction of a regional, grade-separated transportation facility referred to as the Mid-County Parkway (MCP) between the I-215 Freeway (at Placentia Avenue) and SR-79. The MCP is a long-range transportation improvement as RCTC has not yet identified or secured funding of the MCP and the future proposed interchanges. As such, timing of the future MCP is currently unknown.

A portion of the MCP and future interchange is planned in the northwestern portion of the site, which would affect the development proposed within Planning Areas 6, 7, and 8A of the proposed Project. In order to accommodate both the potential for the future construction of the MCP while also providing for development of the site in the event that the MCP is not constructed as currently planned, two land use concept plans have been developed for the site (Without and With MCP). A preliminary land use

plan for the proposed Project Without MCP is shown on Exhibit 1. The preliminary land use plan for the proposed Project With MCP is shown on Exhibit 2.

The maximum allowable square footage, as permitted by the Specific Plan, will be evaluated for each of the land use designations below for the purposes of the Traffic Impact Analysis:

TABLE 1: PROJECT LAND USE SUMMARY TABLE

Planning Area	Land Use Designation	Without Mid-County Parkway		With Mid-County Parkway	
		Acres	Maximum Building Square Footage ¹	Acres	Maximum Building Square Footage ¹
1	Light Industrial	37.8	823,284	37.8	823,284
2	Light Industrial	114.6	2,495,988	114.6	2,495,988
3	Light Industrial	195.2	4,251,456	195.2	4,251,456
4	Light Industrial	37.8	823,284	37.8	823,284
5	Light Industrial	3.8	82,764	3.8	82,764
Light Industrial Subtotal		389.2	8,476,776	389.2	8,476,776
6	Business Park	34.4	749,232	28.3	616,374
7	Business Park	14.7	320,166	14.7	320,166
Business Park Subtotal		49.1	1,069,398	43.0	936,540
8A	Commercial Retail	6.8	103,673	7.2	109,771
8B	Commercial Retail	1.2	18,295	1.1	16,771
Commercial Retail Subtotal		8.0	121,968	8.3	126,542
9	Open Space-Conservation	17.4	N/A	17.4	N/A
Open Space-Conservation Subtotal		17.4	N/A	17.4	N/A
10	Open Space-Conservation Habitat	47.0	N/A	47.0	N/A
11	Open Space-Conservation Habitat	34.6	N/A	34.6	N/A
Open Space-Conservation Habitat Subtotal		81.6	N/A	81.6	N/A
--	Circulation	37.6	N/A	34.7	N/A
TOTAL		582.9	9,668,142	574.2	9,539,858

Details on the land use assumptions for the Specific Plan land use designations are discussed in further detail in the following section.

The Project's location in relation to the proposed study area is shown on Exhibit 3 without the MCP and the future with MCP circulation system is shown on Exhibit 4. Access to the Project site will be accommodated via future Antelope Road between Ramona Expressway and Nuevo Road. The future Orange Avenue will also provide access to the west and east, ultimately connecting with the existing Orange Avenue alignment to the west (under long-range traffic conditions).

TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) and the High Cube Warehouse Trip Generation Study (WSP, January 2019) were used to estimate the trip generation.

For purposes of the Traffic Impact Analysis, the following ITE land use codes and vehicle mixes will be utilized for the light industrial and business park areas:

- ITE land use code 140 (Manufacturing) has been used to derive site specific trip generation estimates for up to 847,678 square feet (10% of the light industrial area). A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. The vehicle mix has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). This study provides the following vehicle mix: AM Peak Hour: 92.0% passenger cars and 8.0% trucks; PM Peak Hour: 93.0% passenger cars and 7.0% trucks; Weekday Daily: 90.0% passenger cars and 10.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 150 (Warehousing) has been used to derive site specific trip generation estimates for up to 427,759 square feet Without the MCP and 374,616 square feet With the MCP (40% of the business park area). The vehicle mix has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). This study provides the following vehicle mix: AM Peak Hour: 87.0% passenger cars and 13.0% trucks; PM Peak Hour: 85.0% passenger cars and 15.0% trucks; Weekday Daily: 73.0% passenger cars and 27.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- ITE land use code 154 (High-Cube Transload and Short-Term Storage Warehouse) has been used to derive site specific trip generation estimates for up to 2,966,872 square feet (35% of the light industrial area). High-cube transload/short-term storage warehouse data regarding the truck

percentage and vehicle mix has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). This study provides the following vehicle mix: AM Peak Hour: 80.0% passenger cars and 20.0% trucks; PM Peak Hour: 84.0% passenger cars and 16.0% trucks; Weekday Daily: 84.0% passenger cars and 16.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 1,695,355 square feet (20% of the light industrial area). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). This study provides the following vehicle mix: AM Peak Hour: 73.0% passenger cars and 27.0% trucks; PM Peak Hour: 77.0% passenger cars and 23.0% trucks; Weekday Daily: 65.0% passenger cars and 35.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.
- High-Cube Fulfillment Center Warehouse has been used to derive site specific trip generation estimates for up to 2,966,872 square feet of the proposed Project. The ITE Trip Generation Manual Supplement (February 2020) has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). While there is sufficient data to support use of the trip generation rates for non-sort facilities, the sort facility rate appears to be unreliable because they are based on limited data (i.e., one to two surveyed sites). The proposed Project is speculative and whether a non-sort or sort facility end-user would occupy the buildings is not known at this time. Lastly, the ITE Trip Generation Manual recommends the use of local data sources where available. As such, the best available source for high-cube fulfillment center use would be the trip-generation statistics published in the High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) which was commissioned by the Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update in the County of Riverside. The WSP trip generation rates were published in January 2019 and are based on data collected at 11 local high-cube fulfillment center sites located throughout Southern California (specifically Riverside County and San Bernardino County). However, the WSP study does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits per the ITE Trip Generation Manual for Land Use Code 154 have been utilized.

- Based on the types of uses anticipated to be developed within the business park area, the trip generation rates for ITE land use code 130 (Industrial Park) have been used to derive site specific trip generation estimates for up to 641,639 square feet Without the MCP and 561,924 square feet With the MCP (60% of the business park area). The vehicle mix has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). This study provides the following vehicle mix: AM Peak Hour: 88.0% passenger cars and 12.0% trucks; PM Peak Hour: 90.0% passenger cars and 10.0% trucks; Weekday Daily: 85.0% passenger cars and 15.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

The following ITE land use codes will be utilized in order to calculate a conservative trip generation for the commercial retail area:

- Free-Standing Discount Superstore (ITE Land Use Code 813) for up to 100,000 square feet of the commercial retail area.
- Shopping Center (ITE Land Use Code 820) for up to 21,968 square feet Without the MCP and 26,542 square feet With the MCP

PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in Appendix B of the San Bernardino County Congestion Management Program (CMP) (2016 Update), as these factors are more conservative than Riverside County's PCE factor of 2.0 for all heavy trucks.

Trip generation rates are summarized on Table 2 for actual vehicles and passenger car equivalent (PCE). The operations analyses for the Traffic Impact Analysis will utilize the PCE trip generation consistent with the County's guidelines and other traffic studies prepared in the County of Riverside. The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project in actual vehicles and PCE for Without MCP conditions are shown on Table 3 and Table 4, respectively. The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project in actual vehicles and PCE for With MCP conditions are shown on Table 5 and Table 6, respectively. The proposed Project is anticipated to generate the following:

- Without MCP: 23,894 vehicle trip-ends per day with 1,720 AM peak hour trips and 2,212 PM peak hour trips (of which 3,916 trip-ends per day are associated with trucks with 236 AM peak hour truck trips and 234 PM peak hour truck trips) (see Table 3)
- With MCP: 23,624 vehicle trip-ends per day with 1,681 AM peak hour trips and 2,180 PM peak hour trips (of which 3,850 trip-ends per day are associated with trucks with 231 AM peak hour truck trips and 230 PM peak hour truck trips) (see Table 5)

TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. In addition, truck routes for neighboring agencies have been taken into consideration in the development of the trip distribution patterns for heavy trucks. Specifically, the City of Perris prohibits truck traffic along Ramona Expressway to access the I-215 Freeway. As such, truck traffic is proposed to utilize the existing truck routes of Redlands Avenue to Harley Knox Boulevard to access the I-215 Freeway. Passenger car trip distribution patterns for both near-term and long-range (with MCP) traffic conditions have been developed based on a select zone run of the traffic analysis zone (TAZ) containing the Project from the Riverside Transportation Analysis Model (RivTAM).

As noted previously, the development of the Project is affected by the proposed grade-separated MCP along the existing Placentia Avenue/Ramona Expressway alignment. The MCP is a long-range proposed facility. However, the initial phase of the MCP is underway with the construction of the Placentia Avenue and I-215 Freeway interchange by RCTC in conjunction with Caltrans District 8. The interchange is anticipated to be completed by late 2021, as such, the interchange will be in place by the proposed Project's Opening Year (2030).

Exhibits 5 and 6 show the Project truck and passenger car trip distribution patterns for near-term traffic conditions (without the MCP). These travel patterns consider the existing infrastructure and the infrastructure that is likely to be in place by the Project's Opening Year of 2030 (including the I-215/Placentia Avenue interchange).

Exhibits 7 and 8 show the Project truck and passenger car trip distribution patterns for long-range traffic conditions (with the MCP). These travel patterns assume the completion of the proposed grade-separated facility between the I-215 Freeway and SR-79 in conjunction with other anticipated long-range circulation improvements, such as the completion of the Orange Avenue extension.

ANALYSIS SCENARIOS

Consistent with the County's TIA guidelines, intersection analysis will be provided for the following analysis scenarios:

- Existing (2020) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2030) Conditions (Project Buildout With MCP)
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2030) Conditions (Project Buildout With MCP)
- Horizon Year (2040) Without Project (Without MCP)
- Horizon Year (2040) With Project (Project Buildout Without MCP)
- Horizon Year (2040) Without Project (With MCP)
- Horizon Year (2040) With Project (Project Buildout With MCP)

Both EAP and EAPC traffic conditions will be evaluated using the land use plan which assumes the MCP (less intense). In the event that the MCP does not move forward in the future, Horizon Year (2040) has been evaluated assuming both Without and With MCP conditions. All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology.

CUMULATIVE PROJECTS

A preliminary list of cumulative projects is provided in Table 7 and are shown on Exhibit 9. These cumulative projects are based on information collected from the City of Perris, City of Moreno Valley, and the County of Riverside. It is requested that the County of Riverside provide current cumulative projects within the study area for inclusion in the Traffic Impact Analysis. The Planning Department for the Cities of Menifee, Hemet, and San Jacinto will also be contacted to obtain a current list of cumulative projects within their respective agencies.

TRAFFIC COUNTS

Traffic counts (classified by vehicle type) were collected on March 11, 2020 when local schools were in session and operating on a typical bell schedule (prior to closures related to the Covid-19 pandemic). There was a roadway closure along Nuevo Road due to construction activity, as such, historic counts have been obtained for the affected intersections. It is our understanding that the roadway closure on Nuevo is was expected to be in place until late 2020. As such, historic counts will be compared to recent traffic counts and adjusted accordingly for the affected locations.

Mr. Kevin Tsang
County of Riverside, Transportation Department
April 10, 2020
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CONCLUSION

Urban Crossroads, Inc. is pleased to submit this letter documenting the Project trip generation, trip distribution, and the recommended intersection analysis locations for the Stoneridge Commerce Center Specific Plan Traffic Impact Study. We will continue to move forward towards completing the traffic study after receiving jurisdiction approval or comments finalizing the study area.

If you have any questions, please contact me directly at (949) 336-5978.

Respectfully submitted,

URBAN CROSSROADS, INC.



Aric Evatt
President



Charlene So, PE
Associate Principal

Table 2
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Trip Generation Rates

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Manufacturing ³	TSF	140	0.477	0.143	0.620	0.208	0.462	0.670	3.930
Passenger Cars (AM-92.0%; PM-93.0%; Daily-90.0%)			0.439	0.131	0.570	0.193	0.430	0.623	3.537
2-Axle Trucks (AM-1.34%; PM-1.17%; Daily-1.67%)			0.006	0.002	0.008	0.002	0.005	0.008	0.066
3-Axle Trucks (AM-1.66%; PM-1.45%; Daily-2.07%)			0.008	0.002	0.010	0.003	0.007	0.010	0.081
4-Axle+ Trucks (AM-5.01%; PM-4.38%; Daily-6.26%)			0.024	0.007	0.031	0.009	0.020	0.029	0.246
Warehousing ³	TSF	150	0.131	0.039	0.170	0.051	0.139	0.190	1.740
Passenger Cars (AM-87.0%; PM-85.0%; Daily-73.0%)			0.114	0.034	0.148	0.044	0.118	0.162	1.270
2-Axle Trucks (AM-2.17%; PM-2.51%; Daily-4.51%)			0.003	0.001	0.004	0.001	0.003	0.005	0.078
3-Axle Trucks (AM-2.69%; PM-3.11%; Daily-5.59%)			0.004	0.001	0.005	0.002	0.004	0.006	0.097
4-Axle+ Trucks (AM-8.14%; PM-9.39%; Daily-16.90%)			0.011	0.003	0.014	0.005	0.013	0.018	0.294
High-Cube Transload and Short-Term Storage Warehouse (Without Cold Storage) ³	TSF	154	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars (AM-80.0%; PM-84.0%; Daily-84.0%)			0.049	0.015	0.064	0.024	0.060	0.084	1.176
2-Axle Trucks (AM-3.34%; PM-2.67%; Daily-2.67%)			0.002	0.001	0.003	0.001	0.002	0.003	0.037
3-Axle Trucks (AM-4.14%; PM-3.31%; Daily-3.31%)			0.003	0.001	0.003	0.001	0.002	0.003	0.046
4-Axle+ Trucks (AM-12.52%; PM-10.02%; Daily-10.02%)			0.008	0.002	0.010	0.003	0.007	0.010	0.140
High-Cube Cold Storage Warehouse (With Cold Storage) ³	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
Passenger Cars (AM-73.0%; PM-77.0%; Daily-65.0%)			0.062	0.018	0.080	0.025	0.067	0.092	1.378
2-Axle Trucks (AM-9.37%; PM-7.98%; Daily-12.15%)			0.008	0.002	0.010	0.003	0.007	0.010	0.257
3-Axle Trucks (AM-2.97%; PM-2.53%; Daily-3.85%)			0.003	0.001	0.003	0.001	0.002	0.003	0.082
4-Axle+ Trucks (AM-14.66%; PM-12.49%; Daily-19.01%)			0.012	0.004	0.016	0.004	0.011	0.015	0.403
High-Cube Fulfillment Center Warehouse ⁴	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+-Axle Trucks			0.008	0.003	0.011	0.003	0.007	0.010	0.217
Industrial Park ³	TSF	130	0.324	0.076	0.400	0.084	0.316	0.400	3.370
Passenger Cars (AM-88.0%; PM-90.0%; Daily-85.0%)			0.285	0.067	0.348	0.076	0.284	0.348	2.865
2-Axle Trucks (AM-2.00%; PM-1.67%; Daily-2.51%)			0.006	0.002	0.009	0.001	0.005	0.009	0.084
3-Axle Trucks (AM-2.48%; PM-2.07%; Daily-3.11%)			0.008	0.002	0.011	0.002	0.007	0.011	0.105
4-Axle+ Trucks (AM-7.51%; PM-6.26%; Daily-9.39%)			0.024	0.006	0.032	0.005	0.020	0.033	0.316
Free-Standing Discount Superstore	TSF	813	1.04	0.81	1.85	2.12	2.21	4.33	50.70
Commercial Retail	TSF	820	0.58	0.36	0.94	1.83	1.98	3.81	37.75

Table 2
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Trip Generation Rates

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE) Trip Generation Rates⁵									
Manufacturing ³	TSF	140	0.477	0.143	0.620	0.208	0.462	0.670	3.930
		Passenger Cars	0.380	0.113	0.493	0.165	0.368	0.533	3.127
		2-Axle Trucks (PCE = 1.5)	0.010	0.003	0.012	0.004	0.008	0.012	0.098
		3-Axle Trucks (PCE = 2.0)	0.016	0.005	0.021	0.006	0.013	0.019	0.163
		4-Axle+ Trucks (PCE = 3.0)	0.072	0.021	0.093	0.027	0.061	0.088	0.738
Warehousing ³	TSF	150	0.131	0.039	0.170	0.051	0.139	0.190	1.740
		Passenger Cars	0.114	0.034	0.148	0.044	0.118	0.162	1.270
		2-Axle Trucks (PCE = 1.5)	0.004	0.001	0.006	0.002	0.005	0.007	0.118
		3-Axle Trucks (PCE = 2.0)	0.007	0.002	0.009	0.003	0.009	0.012	0.194
		4-Axle+ Trucks (PCE = 3.0)	0.032	0.010	0.042	0.014	0.039	0.054	0.882
High-Cube Transload and Short-Term Storage Warehouse (Without Cold Storage) ³	TSF	154	0.062	0.018	0.080	0.028	0.072	0.100	1.400
		Passenger Cars	0.049	0.015	0.064	0.024	0.060	0.084	1.176
		2-Axle Trucks (PCE = 1.5)	0.003	0.001	0.004	0.001	0.003	0.004	0.056
		3-Axle Trucks (PCE = 2.0)	0.005	0.002	0.007	0.002	0.005	0.007	0.093
		4-Axle+ Trucks (PCE = 3.0)	0.023	0.007	0.030	0.008	0.022	0.030	0.421
High-Cube Cold Storage Warehouse (With Cold Storage) ³	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
		Passenger Cars	0.062	0.018	0.080	0.025	0.067	0.092	1.378
		2-Axle Trucks (PCE = 1.5)	0.012	0.004	0.015	0.004	0.010	0.014	0.386
		3-Axle Trucks (PCE = 2.0)	0.005	0.002	0.007	0.002	0.004	0.006	0.163
		4-Axle+ Trucks (PCE = 3.0)	0.037	0.011	0.048	0.012	0.033	0.045	1.209
High-Cube Fulfillment Center Warehouse ⁴	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
		Passenger Cars	0.079	0.024	0.103	0.040	0.104	0.144	1.750
		2-4 Axle Trucks (PCE = 2.0)	0.012	0.004	0.016	0.006	0.016	0.022	0.324
		5+-Axle Trucks (PCE = 3.0)	0.025	0.008	0.033	0.008	0.022	0.030	0.651
Industrial Park ³	TSF	130	0.324	0.076	0.400	0.084	0.316	0.400	3.370
		Passenger Cars	0.285	0.067	0.352	0.076	0.284	0.360	2.865
		2-Axle Trucks (PCE = 1.5)	0.010	0.002	0.012	0.002	0.008	0.010	0.127
		3-Axle Trucks (PCE = 2.0)	0.016	0.004	0.020	0.003	0.013	0.017	0.209
		4-Axle+ Trucks (PCE = 3.0)	0.073	0.017	0.090	0.016	0.059	0.075	0.949

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² TSF = thousand square feet

³ Vehicle Mix Source: ITE Trip Generation Handbook Supplement (2020), Appendix C.

Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

⁴ Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

Inbound and outbound split source: ITE Trip Generation Manual, Tenth Edition (2017) for ITE Land Use Code 154.

⁵ PCE factors: 2-axle = 1.5; 3-axle = 2.0; 4+-axle = 3.0.

Table 3

Project (Without Mid-County Parkway) Trip Generation Summary (Actual Vehicles)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Cold Storage (20% - LI)	1,695.355	TSF							
Passenger Cars:			105	31	136	42	114	156	2,336
Truck Trips:									
2-axle:			13	4	17	4	12	16	438
3-axle:			4	1	5	1	4	5	138
4+-axle:			21	6	27	7	19	26	684
- Truck Trips			38	11	49	12	35	47	1,260
<i>SUBTOTAL TRIPS (Actual)</i>²			143	42	185	54	149	203	3,596
High-Cube Fulfillment (35% - LI)	2,966.872	TSF							
Passenger Cars:			235	70	305	120	308	428	5,192
Truck Trips:									
2-4 axle:			18	5	23	9	23	32	482
5+-axle:			25	8	33	8	21	29	644
- Truck Trips			43	13	56	17	44	61	1,126
<i>TOTAL TRIPS (Actual)</i>²			278	83	361	137	352	489	6,318
High-Cube Warehouse (35% - LI)	2,966.872	TSF							
Passenger Cars:			146	44	190	70	179	249	3,490
Truck Trips:									
2-axle:			6	2	8	2	6	8	112
3-axle:			8	2	10	3	7	10	138
4+-axle:			23	7	30	8	21	30	416
- Truck Trips			37	11	48	13	34	48	666
<i>SUBTOTAL TRIPS (Actual)</i>²			183	55	238	83	213	297	4,156
Manufacturing (10% - LI)	847.678	TSF							
Passenger Cars:			372	111	484	164	364	528	2,998
Truck Trips:									
2-axle:			5	2	7	2	5	7	56
3-axle:			7	2	9	3	6	8	70
4+-axle:			20	6	26	8	17	25	210
- Truck Trips			32	10	42	13	28	40	336
<i>SUBTOTAL TRIPS (Actual)</i>²			404	121	526	177	392	568	3,334
Warehouse (40% - BP)	427.759	TSF							
Passenger Cars:			49	15	63	19	50	69	544
Truck Trips:									
2-axle:			1	0	2	1	1	2	34
3-axle:			2	0	2	1	2	3	42
4+-axle:			5	1	6	2	6	8	126
- Truck Trips			8	1	10	4	9	13	202
<i>SUBTOTAL TRIPS (Actual)</i>²			57	16	73	23	59	82	746
Industrial Park (60% - BP)	641.639	TSF							
Passenger Cars:			183	43	226	49	182	231	1,838
Truck Trips:									
2-axle:			4	1	5	1	3	4	54
3-axle:			5	1	6	1	4	5	68
4+-axle:			16	4	20	3	13	16	204
- Truck Trips			25	6	31	5	20	25	326
<i>SUBTOTAL TRIPS (Actual)</i>²			208	49	257	54	202	256	2,164
Free-Standing Discount Superstore	100.000	TSF	104	81	185	212	221	433	5,070
Pass-by Reduction (PM/Daily = 29%)			0	0	0	-61	-61	-123	-1,470
<i>SUBTOTAL TRIPS (Actual)</i>²			104	81	185	151	160	310	3,600
Commercial Retail	21.968	TSF	13	8	21	40	44	84	830
Pass-by Reduction (PM/Daily = 34%)			0	0	0	-14	-14	-27	-284
<i>SUBTOTAL TRIPS (Actual)</i>²			13	8	21	26	30	57	546
<i>SUBTOTAL (COMMERCIAL USES ONLY) TRIPS (Actual)</i>²			117	89	206	177	190	367	4,146
Internal Capture (NCHRP Tool)			-63	-63	-126	-25	-25	-50	-566
Passenger Cars (Industrial)			1,027	251	1,278	439	1,172	1,611	15,832
Passenger Cars (Commercial)			117	89	206	177	190	367	4,146
Trucks (Industrial)			183	52	236	64	170	234	3,916
<i>TOTAL TRIPS (Actual)</i>²			1,327	392	1,720	680	1,532	2,212	23,894

¹ TSF = thousand square feet

² TOTAL TRIPS = Passenger Cars + Truck Trips.

Table 4

Project (Without Mid-County Parkway) Trip Generation Summary (Passenger Car Equivalent)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Cold Storage (20% - LI)	1,695.355	TSF							
Passenger Cars:			105	31	136	42	114	156	2,336
Truck Trips:									
2-axle:			20	6	26	7	18	24	656
3-axle:			9	3	11	3	8	10	278
4+-axle:			63	19	82	21	56	76	2,050
- Truck Trips			92	28	120	31	82	113	2,984
SUBTOTAL TRIPS (PCE)²			197	59	256	73	196	269	5,320
High-Cube Fulfillment (35% - LI)	2,966.872	TSF							
Passenger Cars:			235	70	305	120	308	428	5,192
Truck Trips:									
2-4 axle:			37	11	47	18	47	65	962
5+-axle:			75	23	98	25	64	89	1,932
- Truck Trips			112	34	145	43	111	154	2,894
SUBTOTAL TRIPS (PCE)²			347	104	450	163	419	582	8,086
High-Cube Warehouse (35% - LI)	2,966.872	TSF							
Passenger Cars:			146	44	190	70	179	249	3,490
Truck Trips:									
2-axle:			9	3	12	3	9	12	166
3-axle:			15	5	20	6	14	20	276
4+-axle:			69	21	89	25	64	89	1,248
- Truck Trips			93	29	121	34	87	121	1,690
SUBTOTAL TRIPS (PCE)²			239	73	311	104	266	370	5,180
Manufacturing (10% - LI)	847.678	TSF							
Passenger Cars:			372	111	484	164	364	528	2,998
Truck Trips:									
2-axle:			8	2	11	3	7	10	84
3-axle:			13	4	17	5	11	16	138
4+-axle:			61	18	79	23	52	75	626
- Truck Trips			82	24	107	31	70	101	848
SUBTOTAL TRIPS (PCE)²			454	135	591	195	434	629	3,846
Warehousing (40% - BP)	427.759	TSF							
Passenger Cars:			49	15	63	19	50	69	544
Truck Trips:									
2-axle:			2	1	2	1	2	3	50
3-axle:			3	1	4	1	4	5	84
4+-axle:			14	4	18	6	17	23	378
- Truck Trips			19	6	24	8	23	31	512
SUBTOTAL TRIPS (PCE)²			68	21	87	27	73	100	1,056
Industrial Park (60% - BP)	641.639	TSF							
Passenger Cars:			183	43	226	49	182	231	1,838
Truck Trips:									
2-axle:			6	1	8	1	5	6	82
3-axle:			10	2	13	2	8	11	134
4+-axle:			47	11	58	10	38	48	610
- Truck Trips			63	14	79	13	51	65	826
SUBTOTAL TRIPS (PCE)²			246	57	305	62	233	296	2,664
Free-Standing Discount Superstore	100.000	TSF	104	81	185	212	221	433	5,070
Pass-by Reduction (PM/Daily = 29%)			0	0	0	-61	-61	-123	-1,470
SUBTOTAL TRIPS (PCE)²			104	81	185	151	160	310	3,600
Commercial Retail	21.968	TSF	13	8	21	40	44	84	830
Pass-by Reduction (PM/Daily = 34%)			0	0	0	-14	-14	-27	-284
SUBTOTAL TRIPS (PCE)²			13	8	21	26	30	57	546
SUBTOTAL (COMMERCIAL USES ONLY) TRIPS (Actual)²			117	89	206	177	190	367	4,146
Internal Capture (NCHRP Tool)			-63	-63	-126	-25	-25	-50	-566
Passenger Cars (Industrial)			1,027	251	1,278	439	1,172	1,611	15,832
Passenger Cars (Commercial)			117	89	206	177	190	367	4,146
Trucks (Industrial) (PCE)			461	135	596	160	424	585	9,754
TOTAL TRIPS (PCE)²			1,605	475	2,080	776	1,786	2,563	29,732

¹ TSF = thousand square feet

² TOTAL TRIPS = Passenger Cars + Truck Trips.

Table 5

Project (With Mid-County Parkway) Trip Generation Summary (Actual Vehicles)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Cold Storage (20% - LI)	1,695.355	TSF							
Passenger Cars:			105	31	136	42	114	156	2,336
Truck Trips:									
2-axle:			13	4	17	4	12	16	438
3-axle:			4	1	5	1	4	5	138
4+-axle:			21	6	27	7	19	26	684
- Truck Trips			38	11	49	12	35	47	1,260
<i>SUBTOTAL TRIPS (Actual)</i>²			143	42	185	54	149	203	3,596
High-Cube Fulfillment (35% - LI)	2,966.872	TSF							
Passenger Cars:			235	70	305	120	308	428	5,192
Truck Trips:									
2-4 axle:			18	5	23	9	23	32	482
5+-axle:			25	8	33	8	21	29	644
- Truck Trips			43	13	56	17	44	61	1,126
<i>TOTAL TRIPS (Actual)</i>²			278	83	361	137	352	489	6,318
High-Cube Warehouse (35% - LI)	2,966.872	TSF							
Passenger Cars:			146	44	190	70	179	249	3,490
Truck Trips:									
2-axle:			6	2	8	2	6	8	112
3-axle:			8	2	10	3	7	10	138
4+-axle:			23	7	30	8	21	30	416
- Truck Trips			37	11	48	13	34	48	666
<i>SUBTOTAL TRIPS (Actual)</i>²			183	55	238	83	213	297	4,156
Manufacturing (10% - LI)	847.678	TSF							
Passenger Cars:			372	111	484	164	364	528	2,998
Truck Trips:									
2-axle:			5	2	7	2	5	7	56
3-axle:			7	2	9	3	6	8	70
4+-axle:			20	6	26	8	17	25	210
- Truck Trips			32	10	42	13	28	40	336
<i>SUBTOTAL TRIPS (Actual)</i>²			404	121	526	177	392	568	3,334
Warehouse (40% - BP)	374.616	TSF							
Passenger Cars:			43	13	55	16	44	61	476
Truck Trips:									
2-axle:			1	0	1	0	1	2	30
3-axle:			1	0	2	1	2	2	36
4+-axle:			4	1	5	2	5	7	110
- Truck Trips			6	1	8	3	8	11	176
<i>SUBTOTAL TRIPS (Actual)</i>²			49	14	63	19	52	72	652
Industrial Park (60% - BP)	561.924	TSF							
Passenger Cars:			160	38	198	42	160	202	1,610
Truck Trips:									
2-axle:			4	1	5	1	3	4	48
3-axle:			5	1	6	1	4	5	60
4+-axle:			14	3	17	3	11	14	178
- Truck Trips			23	5	28	5	18	23	286
<i>SUBTOTAL TRIPS (Actual)</i>²			183	43	226	47	178	225	1,896
Free-Standing Discount Superstore	100.000	TSF	104	81	185	212	221	433	5,070
Pass-by Reduction (PM/Daily = 29%)			0	0	0	-61	-61	-123	-1,470
<i>SUBTOTAL TRIPS (Actual)</i>²			104	81	185	151	160	310	3,600
Commercial Retail	26.542	TSF	15	9	25	49	53	101	1,002
Pass-by Reduction (PM/Daily = 34%)			0	0	0	-17	-17	-33	-342
<i>SUBTOTAL TRIPS (Actual)</i>²			15	9	25	32	36	68	660
<i>SUBTOTAL (COMMERCIAL USES ONLY) TRIPS (Actual)</i>²			119	90	210	183	196	378	4,260
Internal Capture (NCHRP Tool)			-64	-64	-128	-26	-26	-52	-588
Passenger Cars (Industrial)			997	243	1,240	428	1,143	1,572	15,514
Passenger Cars (Commercial)			119	90	210	183	196	378	4,260
Trucks (Industrial)			179	51	231	63	167	230	3,850
<i>TOTAL TRIPS (Actual)</i>²			1,295	384	1,681	674	1,506	2,180	23,624

¹ TSF = thousand square feet

² TOTAL TRIPS = Passenger Cars + Truck Trips.

Table 6

Project (With Mid-County Parkway) Trip Generation Summary (Passenger Car Equivalent)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Cold Storage (20% - LI)	1,695.355	TSF							
Passenger Cars:			105	31	136	42	114	156	2,336
Truck Trips:									
2-axle:			20	6	26	7	18	24	656
3-axle:			9	3	11	3	8	10	278
4+-axle:			63	19	82	21	56	76	2,050
- Truck Trips			92	28	120	31	82	113	2,984
SUBTOTAL TRIPS (PCE)²			197	59	256	73	196	269	5,320
High-Cube Fulfillment (35% - LI)	2,966.872	TSF							
Passenger Cars:			235	70	305	120	308	428	5,192
Truck Trips:									
2-4 axle:			37	11	47	18	47	65	962
5+-axle:			75	23	98	25	64	89	1,932
- Truck Trips			112	34	145	43	111	154	2,894
SUBTOTAL TRIPS (PCE)²			347	104	450	163	419	582	8,086
High-Cube Warehouse (35% - LI)	2,966.872	TSF							
Passenger Cars:			146	44	190	70	179	249	3,490
Truck Trips:									
2-axle:			9	3	12	3	9	12	166
3-axle:			15	5	20	6	14	20	276
4+-axle:			69	21	89	25	64	89	1,248
- Truck Trips			93	29	121	34	87	121	1,690
SUBTOTAL TRIPS (PCE)²			239	73	311	104	266	370	5,180
Manufacturing (10% - LI)	847.678	TSF							
Passenger Cars:			372	111	484	164	364	528	2,998
Truck Trips:									
2-axle:			8	2	11	3	7	10	84
3-axle:			13	4	17	5	11	16	138
4+-axle:			61	18	79	23	52	75	626
- Truck Trips			82	24	107	31	70	101	848
SUBTOTAL TRIPS (PCE)²			454	135	591	195	434	629	3,846
Warehousing (40% - BP)	374.616	TSF							
Passenger Cars:			43	13	55	16	44	61	476
Truck Trips:									
2-axle:			2	0	2	1	2	3	44
3-axle:			3	1	3	1	3	4	74
4+-axle:			12	4	16	5	15	20	332
- Truck Trips			17	5	21	7	20	27	450
SUBTOTAL TRIPS (PCE)²			60	18	76	23	64	88	926
Industrial Park (60% - BP)	561.924	TSF							
Passenger Cars:			160	38	198	42	160	202	1,610
Truck Trips:									
2-axle:			5	1	7	1	4	6	72
3-axle:			9	2	11	2	7	9	118
4+-axle:			41	10	51	9	33	42	534
- Truck Trips			55	13	69	12	44	57	724
SUBTOTAL TRIPS (PCE)²			215	51	267	54	204	259	2,334
Free-Standing Discount Superstore	100.000	TSF	104	81	185	212	221	433	5,070
Pass-by Reduction (PM/Daily = 29%)			0	0	0	-61	-61	-123	-1,470
SUBTOTAL TRIPS (PCE)²			104	81	185	151	160	310	3,600
Commercial Retail	26.542	TSF	15	9	25	49	53	101	1,002
Pass-by Reduction (PM/Daily = 34%)			0	0	0	-17	-17	-33	-342
SUBTOTAL TRIPS (PCE)²			15	9	25	32	36	68	660
SUBTOTAL (COMMERCIAL USES ONLY) TRIPS (Actual)²			119	90	210	183	196	378	4,260
Internal Capture (NCHRP Tool)			-64	-64	-128	-26	-26	-52	-588
Passenger Cars (Industrial)			997	243	1,240	428	1,143	1,572	15,514
Passenger Cars (Commercial)			119	90	210	183	196	378	4,260
Trucks (Industrial) (PCE)			451	133	583	158	414	573	9,590
TOTAL TRIPS (PCE)²			1,567	466	2,033	769	1,753	2,523	29,364

¹ TSF = thousand square feet

² TOTAL TRIPS = Passenger Cars + Truck Trips.

Table 7
Page 1 of 2

Cumulative Development Land Use Summary

No.	Project Name / Case Number	Land Use ¹	Quantity	Units ²	Location
Riverside County					
RC1	McCanna Hills / TTM 33978	SFDR	63	DU	SWC OF SHERMAN AVE. & WALNUT AVE.
RC2	PP26293	High-Cube Warehouse	612.481	TSF	SWC OF PATTERSON AVE. & RIDER ST.
RC3	PPT180023: Rider Commerce Center	Warehousing	204.330	TSF	NEC OF PATTERSON AVE. & RIDER ST.
RC4	PPT180025: Seaton Commerce Center	High-Cube Warehouse	210.800	TSF	SEC OF SEATON AV. & PERRY ST.
RC5	Farmer Boys/Retail Shop	Retail	16.306	TSF	NEC OF HARVILL AVE. & CAJALCO RD.
		Fast-Food with Drive Thru	3.252	TSF	
RC6	PP26173	High-Cube Warehouse	423.665	TSF	SWC OF HARVILL AVE. & RIDER ST.
RC7	Val Verde Logistics Center	High-Cube Warehouse	280.308	TSF	NWC OF HARVILL AVE. & OLD CAJALCO RD.
RC8	Majestic Freeway Business Center - Building 5	Warehousing	40.000	TSF	NEC OF HARVILL AVE. & MESSENNIA LN.
RC9	Majestic Freeway Business Center - Building 6	Warehousing	72.000	TSF	NORTH OF MESSENNIA LN., EAST OF HARVILL AVE.
RC10	Majestic Freeway Business Center - Building 7	Warehousing	80.000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC11	Majestic Freeway Business Center - Building 8	Warehousing	110.000	TSF	NORTH OF CAJALCO EXWY., EAST OF HARVILL AVE.
RC12	Majestic Freeway Business Center - Building 9	Warehousing	45.000	TSF	EAST OF MESSENNIA LN., NORTH OF HARVILL AVE.
RC13	Majestic Freeway Business Center - Building 10	High-Cube Warehouse	600.000	TSF	SEC OF HARVILL AVE. & PERRY ST.
RC14	Majestic Freeway Business Center - Buildings 1, 3 & 4	Warehousing	48.930	TSF	NWC OF HARVILL AVE. & CAJALCO RD.
		High-Cube Warehouse	1195.740	TSF	
RC15	Majestic Freeway Business Center - Building 11	High-Cube Warehouse	391.045	TSF	NEC OF HARVILL AVE. & PERRY ST.
RC16	Majestic Freeway Business Center - Building 15	Warehousing	90.279	TSF	NWC OF HARVILL AVE. & COMMERCE CENTER DR.
RC17	Majestic Freeway Business Center - Building 19	Warehousing	364.560	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC18	Majestic Freeway Business Center - Building 20	Warehousing	425.830	TSF	SWC OF HARVILL AVE. & OLD OLEANDER AVE.
RC19	Majestic Freeway Business Center - Building 21,22	Warehousing	241.059	TSF	NEC OF DECKER RD. & OLD OLEANDER AVE.
RC20	Knox Logistics Center	High-Cube Warehouse	1259.410	TSF	NWC OF DECKER RD. & OLD OLEANDER AVE.
RC21	Oleander Business Park	High-Cube Warehouse	680.000	TSF	NWC OF DECKER RD. & HARLEY KNOX BLVD.
RC22	Majestic Freeway Business Center - Building 12	Warehousing	154.751	TSF	NEC OF HARVILL AVE. & COMMERCE CENTER DR.
RC23	Harvill Distribution Center	High-Cube Warehouse	345.103	TSF	EAST OF HARVILL AVE., SOUTH OF ORANGE ST.
RC24	PP26241	Warehousing	23.600	TSF	SEC OF HARVILL AVE. & PLACENTIA ST.
RC25	PP26220	Warehousing	66.000	TSF	EAST OF HARVILL AVE., NORTH OF PLACENTIA ST.
RC26	Barker Logistics	High-Cube Warehouse	699.630	TSF	SWC OF PATTERSON AVE. & PLACENTIA ST.
RC27	Harvill / Rider Warehouse	High-Cube Warehouse	284.746	TSF	NORTH OF RIDER ST., WEST OF HARVILL AV.
		General Light Industrial	50.249	TSF	
RC28	Placentia Logistics	High-Cube Warehouse	274.190	TSF	NWC OF HARVILL AV. & PLACENTIA AV.
RC29	Dedeaux Harvill	Truck Terminal	55.700	TSF	NORTH OF RIDER ST., WEST OF HARVILL AV.
City of Perris					
P1	Bargemann / DPR 07-09-0018	Warehousing	173.000	TSF	NEC OF WEBSTER & NANCE
P2	Duke 2 / DPR 16-00008	High-Cube Warehouse	669.000	TSF	NEC OF INDIAN & MARKHAM
P3	First Perry / DPR 16-00013	High-Cube Warehouse	240.000	TSF	SWC OF REDLANDS AVE. & PERRY ST.
P4	Gateway / DPR 16-00003	High-Cube Warehouse	400.000	TSF	SOUTH OF HARLEY KNOX BLVD., EAST OF HWY. 215
P6	OLC 1 / DPR 12-10-0005	High-Cube Warehouse	1,455.000	TSF	WEST OF WEBSTER AVE., NORTH OF RAMONA EXWY.

Table 7
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Cumulative Development Land Use Summary

No.	Project Name / Case Number	Land Use ¹	Quantity	Units ²	Location
P5	Duke Realty - Perris & Markham	High-Cube Warehouse	1,189.860	TSF	SEC OF PERRIS BL. & MARKHAM ST.
P7	OLC2 / DPR 14-01-0015	High-Cube Warehouse	1,037.000	TSF	WEST OF WEBSTER AVE., NORTH OF MARKHAM ST.
P8	Canyon Steel	Manufacturing	28.124	TSF	NWC OF PATTERSON AVE. & CALIFORNIA AVE.
P9	Markham Industrial / DPR 16-00015	Warehousing	170.000	TSF	NEC OF INDIAN AVE. & MARKHAM ST.
P10	Rados / DPR 07-0119	High-Cube Warehouse	1,200.000	TSF	NWC OF INDIAN AVE. & RIDER ST.
P11	Rider 1 / DPR 16-0365	High-Cube Warehouse	350.000	TSF	SWC OF REDLANDS AVE. & RIDER ST.
P12	Indian/Ramona Warehouse	High-Cube Warehouse	428.730	TSF	NORTH OF RAMONA EXWY., WEST OF INDIAN AVE.
P13	Rider 3 / DPR 06-0432	High-Cube Warehouse	640.000	TSF	NORTH OF RIDER ST., WEST OF REDLANDS
P14	Westcoast Textile / DPR 16-00001	Warehousing	180.000	TSF	SWC OF INDIAN ST. & NANCE ST.
P15	Duke at Patterson / DPR 17-00001	High-Cube Warehouse	811.000	TSF	SEC OF PATTERSON AVE. & MARKHAM ST.
P16	Harley Knox Commerce Park / DPR 16-004	High-Cube Warehouse	386.278	TSF	NWC OF HARLEY KNOX BLVD. & REDLANDS AVE.
P17	Perris Marketplace / DPR 05-0341	Commercial Retail	520.000	TSF	WEST OF PERRIS BLVD. AT AVOCADO AVE.
P18	Stratford Ranch Residential / TTM 36648	SFDR	270	DU	WEST OF EVANS RD. AT MARKHAM ST.
P19	Pulte Residential / TTM 30850	SFDR	496	DU	WEST OF EVANS RD. AT CITRUS AVE.
P20	Perris Circle 3	Warehousing	210.900	TSF	NWC OF REDLANDS AVE. & NANCE AVE.
P21	Rider 2 and 4	High-Cube Warehouse	1,376.721	TSF	NWC OF REDLANDS AVE. AND RIDER ST.
P22	Weinerschnitzel / CUP 17-05083	Fast-Food Restaurant	2.000	TSF	WEST OF PERRIS BL., SOUTH OF PLACENTIA AVE.
P23	March Plaza / CUP16-05165	Commercial Retail	47.253	TSF	NWC OF PERRIS BL. AND HARLEY KNOX BL.
P24	Cali Express Carwash / CUP 16-05258	Carwash	5.600	TSF	NWC OF PERRIS BL. AND RAMONA EXWY.
P25	Wilson Industrial / DPR 19-00007	High-Cube Warehouse	303.000	TSF	SEC OF WILSON AVE. AND RIDER ST.
P26	Integra Expansion / MMOD 17-05075	High-Cube Warehouse	273.000	TSF	NCE OF MARKHAM ST. AND WEBSTER AVE.
P27	Western Industrial / DPR 19-00003	High-Cube Warehouse	250.000	TSF	NEC or WESTERN WY. AND NANDINA AVE.
City of Moreno Valley					
MV1	PEN18-0042	SFDR	2	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV2	Tract 33024	SFDR	8	DU	SEC OF INDIAN ST. & KRAMERIA AVE.
MV3	Tract 32716	SFDR	57	DU	NEC OF INDIAN ST. & MARIPOSA AVE.
MV4	Prologis 1	High-Cube Warehouse	1000.000	TSF	NEC OF INDIAN AVE. & MARIPOSA AVE.
MV5	Moreno Valley Industrial Park	High-Cube Warehouse	207.684	TSF	NEC OF HEACOCK ST. & IRIS AVE.
MV6	Moreno Valley Walmart	Retail	193.000	TSF	SWC OF PERRIS BLVD. & GENTIAN AVE.
MV7	Moreno Valley Utility Substation	High-Cube Warehouse	PUBLIC	TSF	NWC OF EDWIN RD. & KITCHING ST.
MV8	Phelan Development	High-Cube Warehouse	98.210	TSF	SEC OF INDIAN ST. & NANDINA AVE.
MV9	Nandina Industrial Center	High-Cube Warehouse	335.966	TSF	SOUTH OF NANDINA AVE., WEST OF PERRIS BLVD.
MV10	Tract 31442	SFDR	63	DU	NWC OF PERRIS BLVD. & MARIPOSA AVE.
MV11	Tract 22180	SFDR	140	DU	NORTH OF GENTIAN AVE., EAST OF INDIAN ST.
MV12	Tract 36760	SFDR	221	DU	SEC OF INDIAN ST. & GENTIAN AVE.

¹ SFDR = Single Family Detached Residential

² DU = Dwelling Units; TSF = Thousand Square Feet

EXHIBIT 1: PRELIMINARY LAND USE PLAN WITHOUT MID-COUNTY PARKWAY

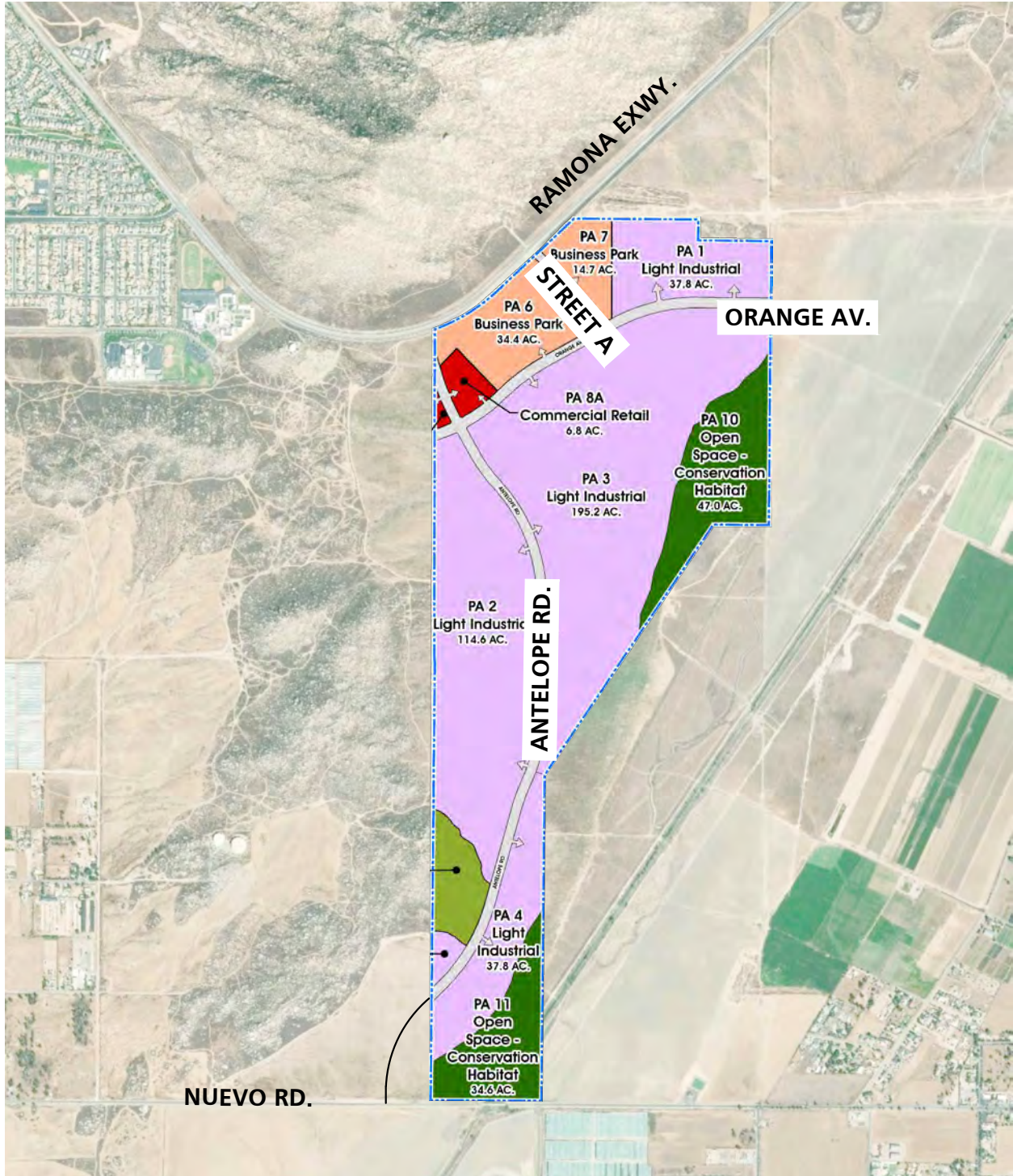


EXHIBIT 2: PRELIMINARY LAND USE PLAN WITH MID-COUNTY PARKWAY

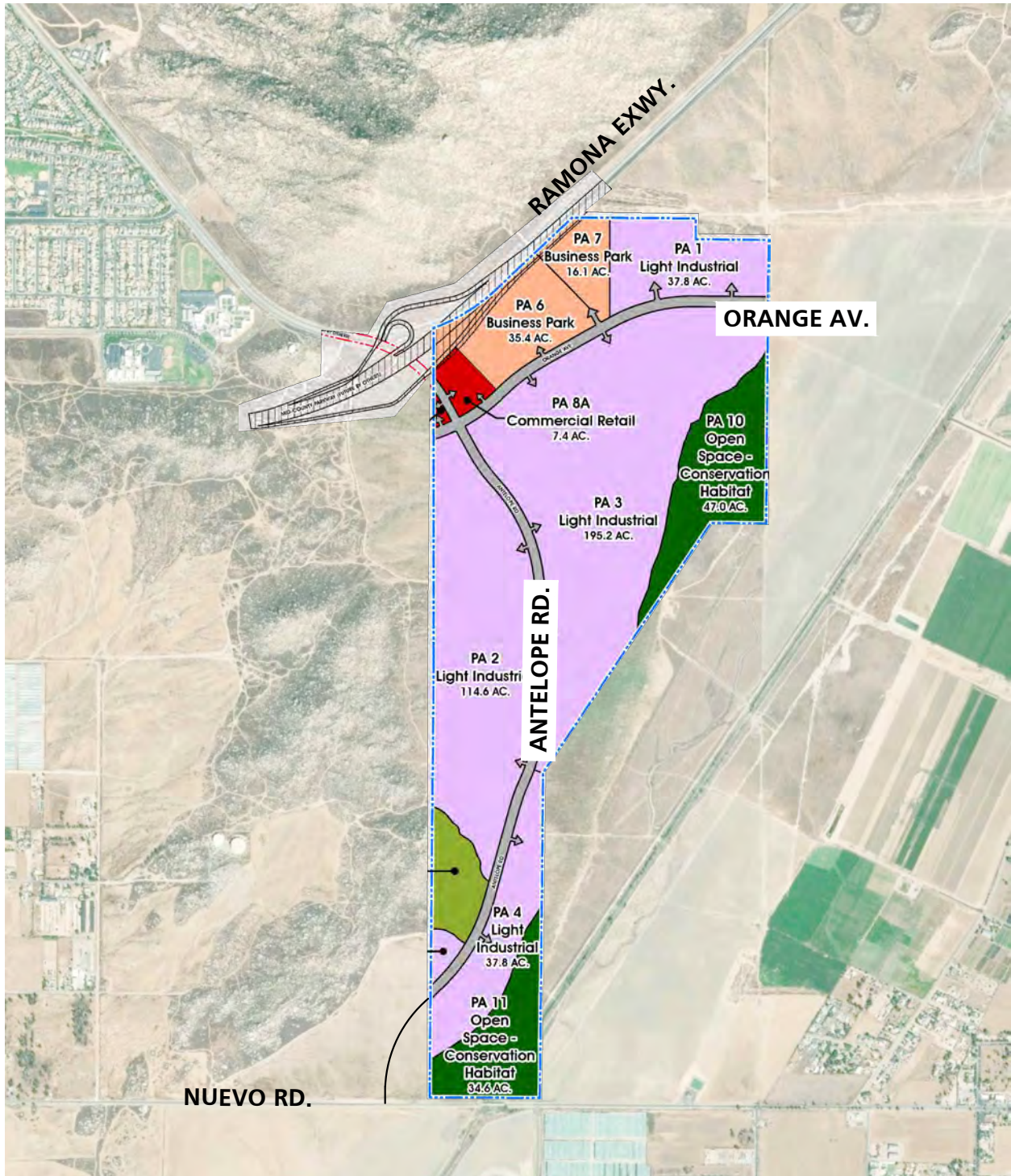


EXHIBIT 3: LOCATION MAP WITHOUT MID-COUNTY PARKWAY

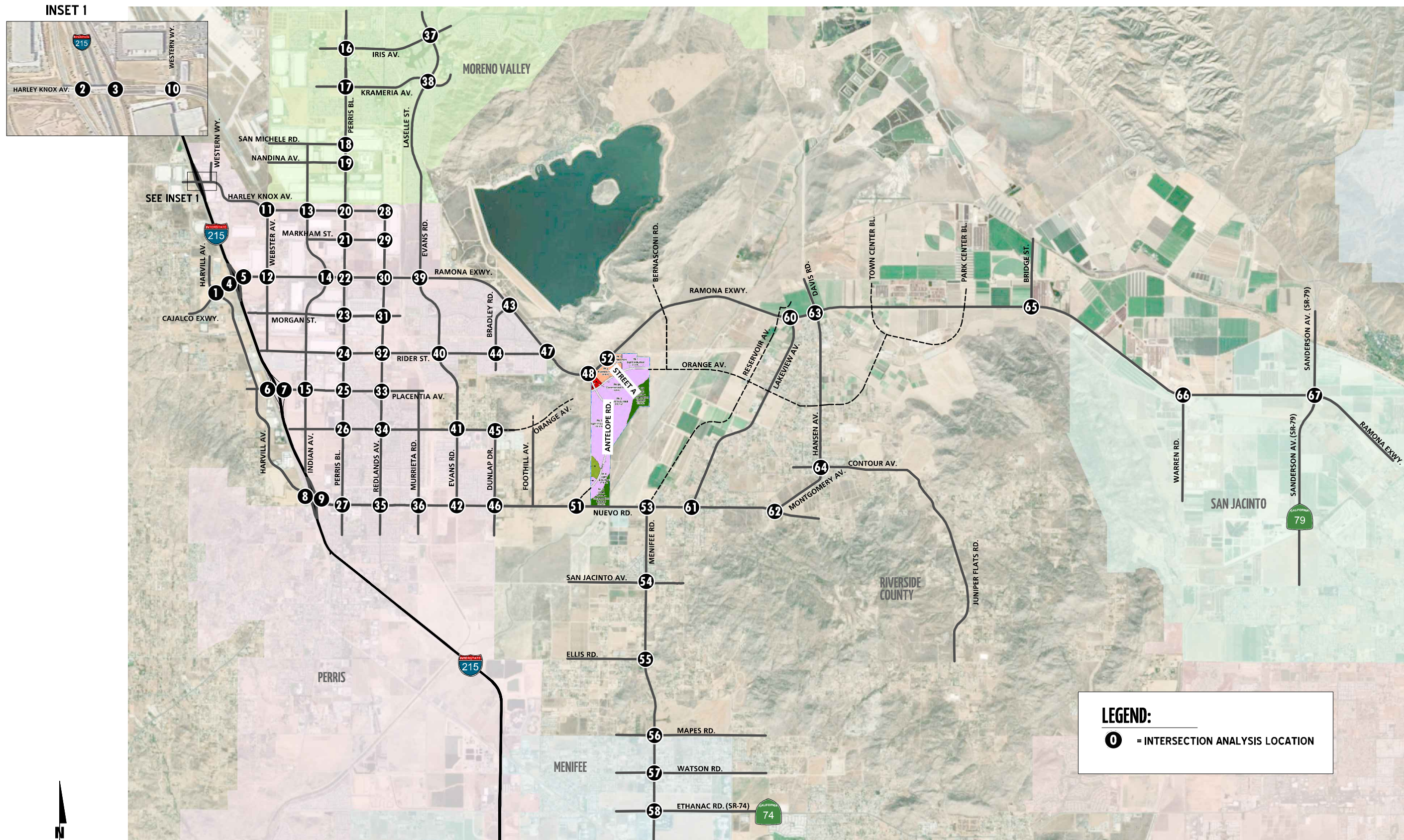
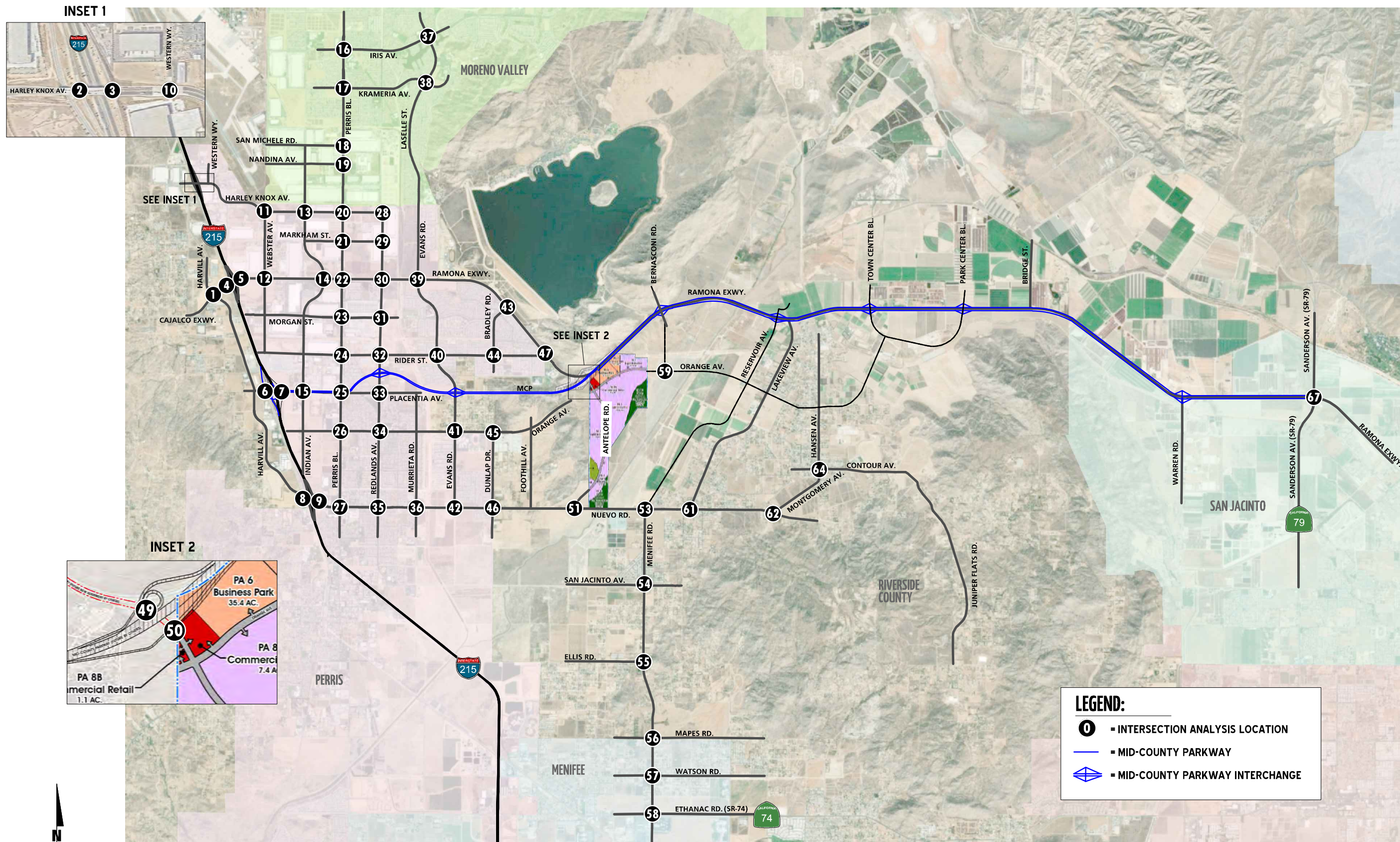


EXHIBIT 4: LOCATION MAP WITH MID-COUNTY PARKWAY



LEGEND:

- 0 = INTERSECTION ANALYSIS LOCATION
- = MID-COUNTY PARKWAY
- ◊ = MID-COUNTY PARKWAY INTERCHANGE

EXHIBIT 5: PROJECT (NEAR-TERM AND LONG-RANGE TRUCK) TRIP DISTRIBUTION WITHOUT MID-COUNTY PARKWAY

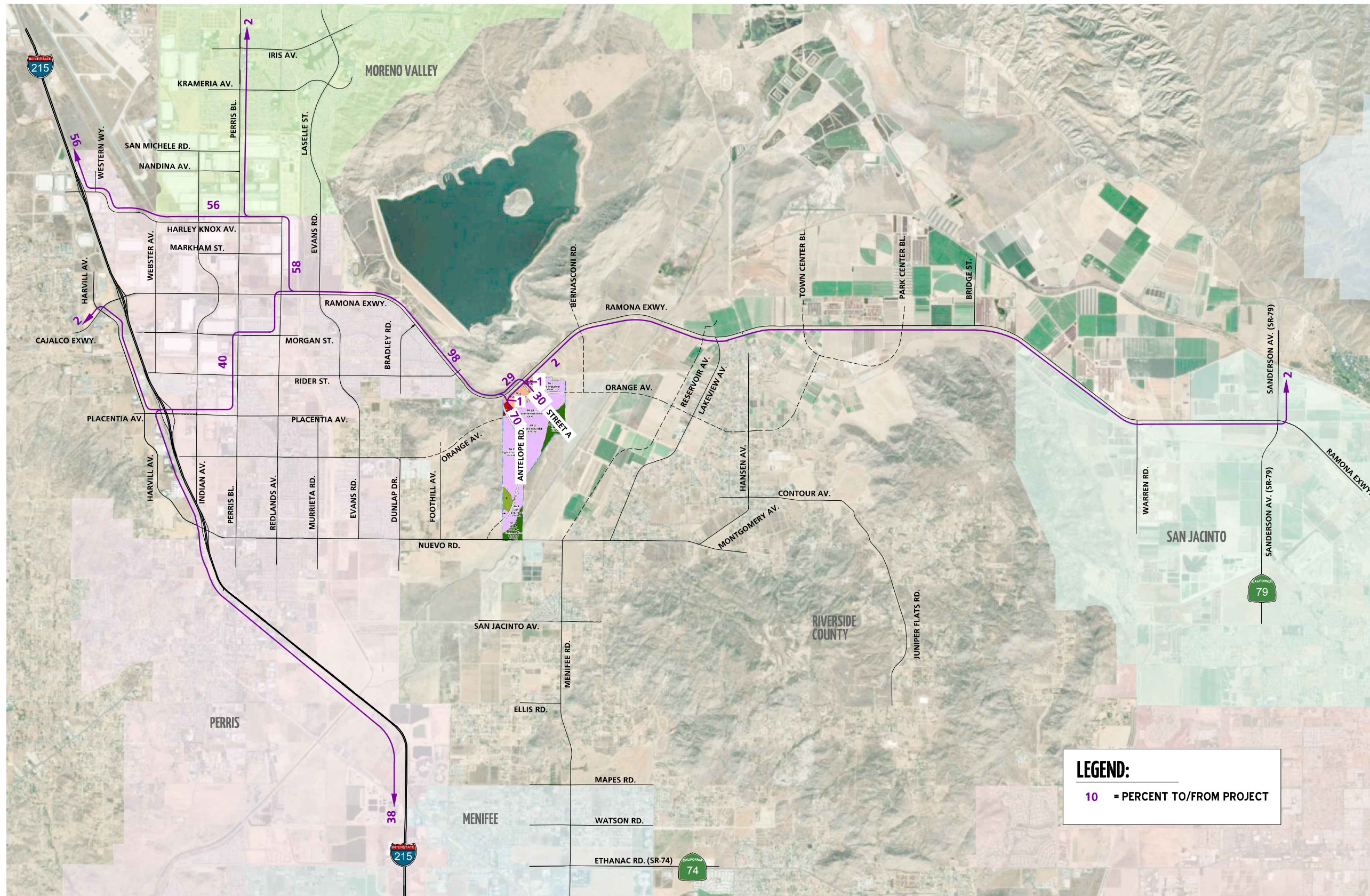


EXHIBIT 6: PROJECT (NEAR-TERM PASSENGER CAR) TRIP DISTRIBUTION

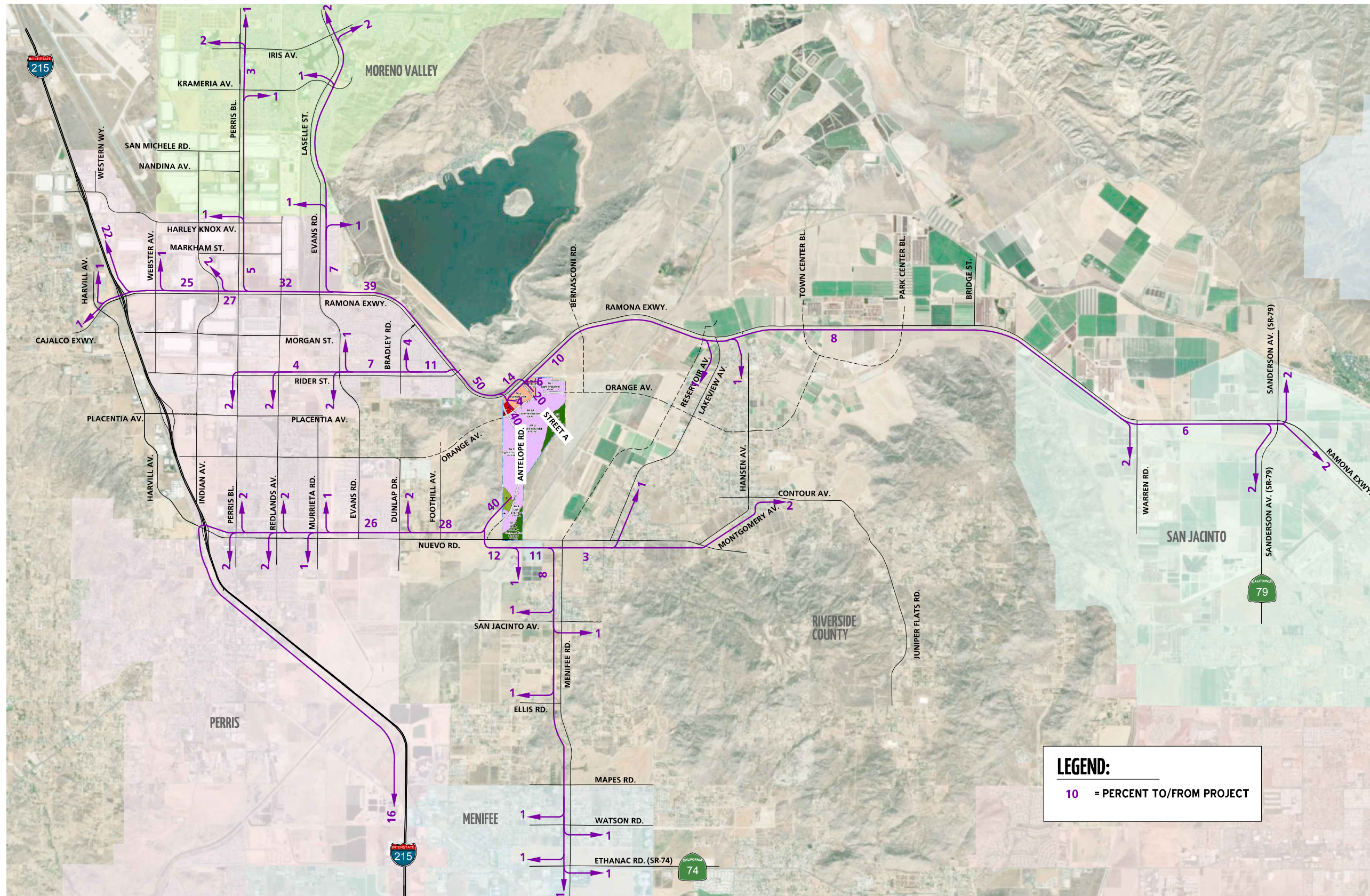
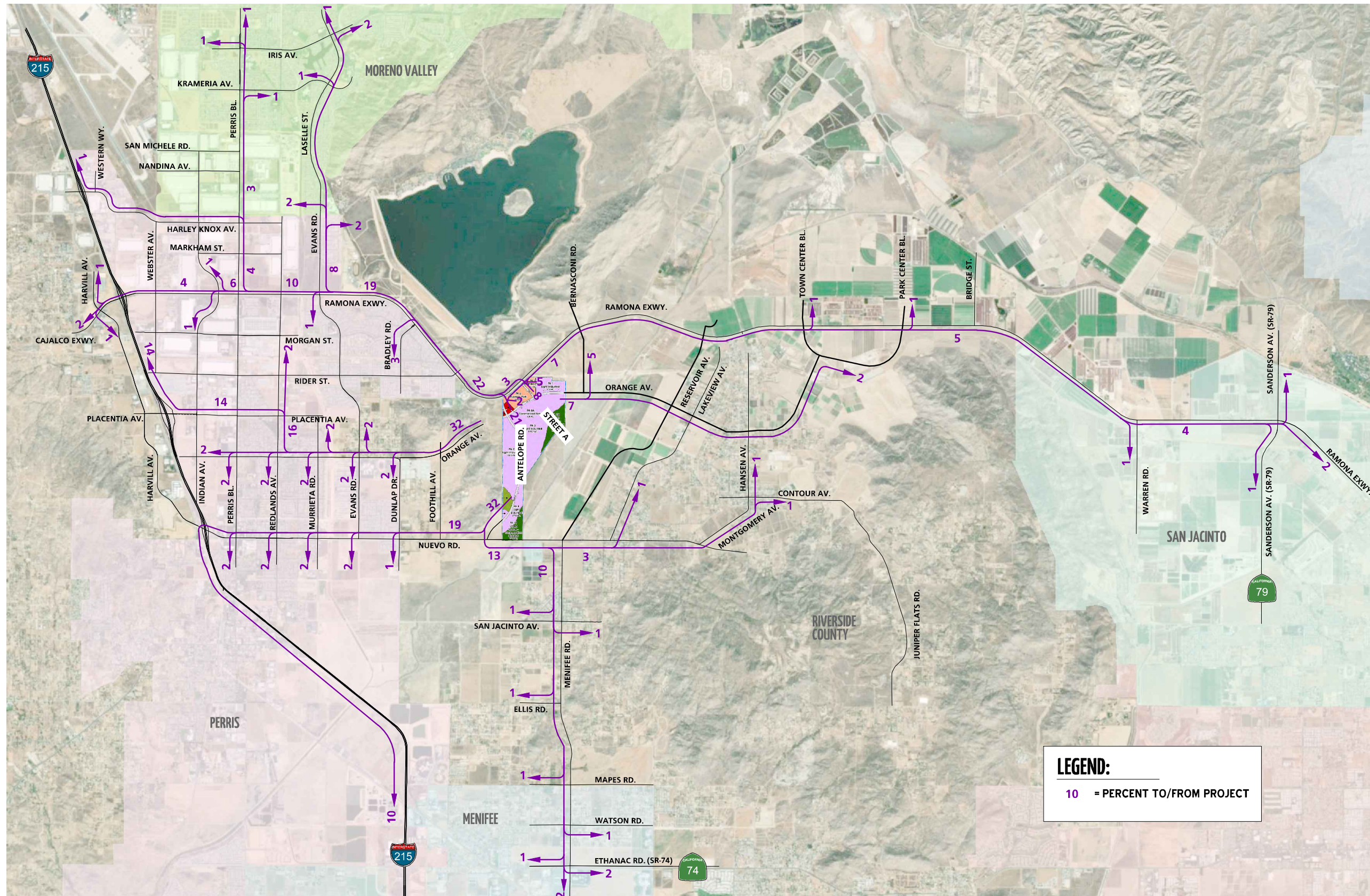


EXHIBIT 7: PROJECT (LONG-RANGE PASSENGER CAR) TRIP DISTRIBUTION WITHOUT MID-COUNTY PARKWAY



LEGEND:
 10 = PERCENT TO/FROM PROJECT



EXHIBIT 8: PROJECT (LONG-RANGE TRUCK) TRIP DISTRIBUTION WITH MID-COUNTY PARKWAY

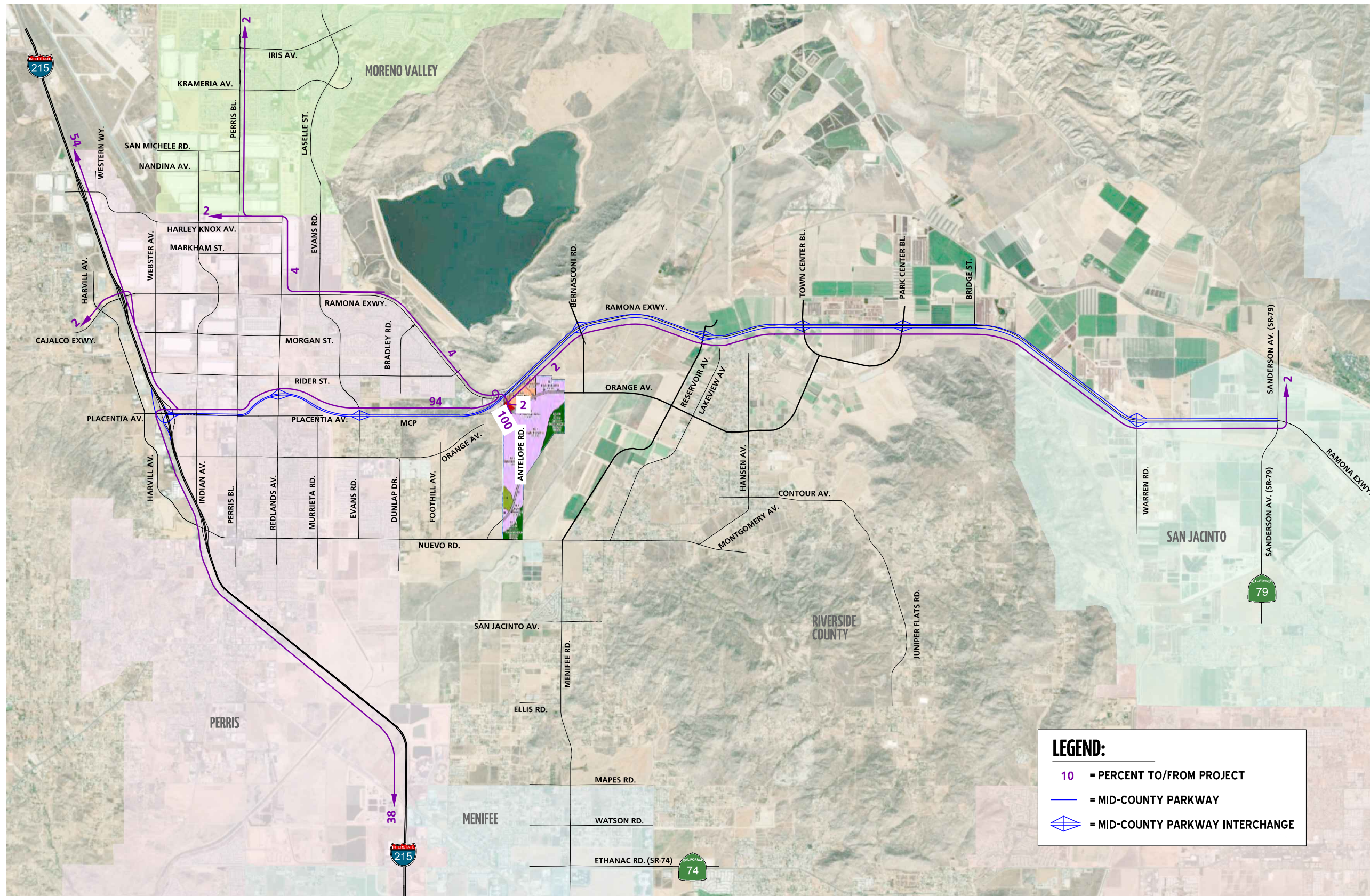


EXHIBIT 9: PROJECT (LONG-RANGE PASSENGER CAR) TRIP DISTRIBUTION WITH MID-COUNTY PARKWAY

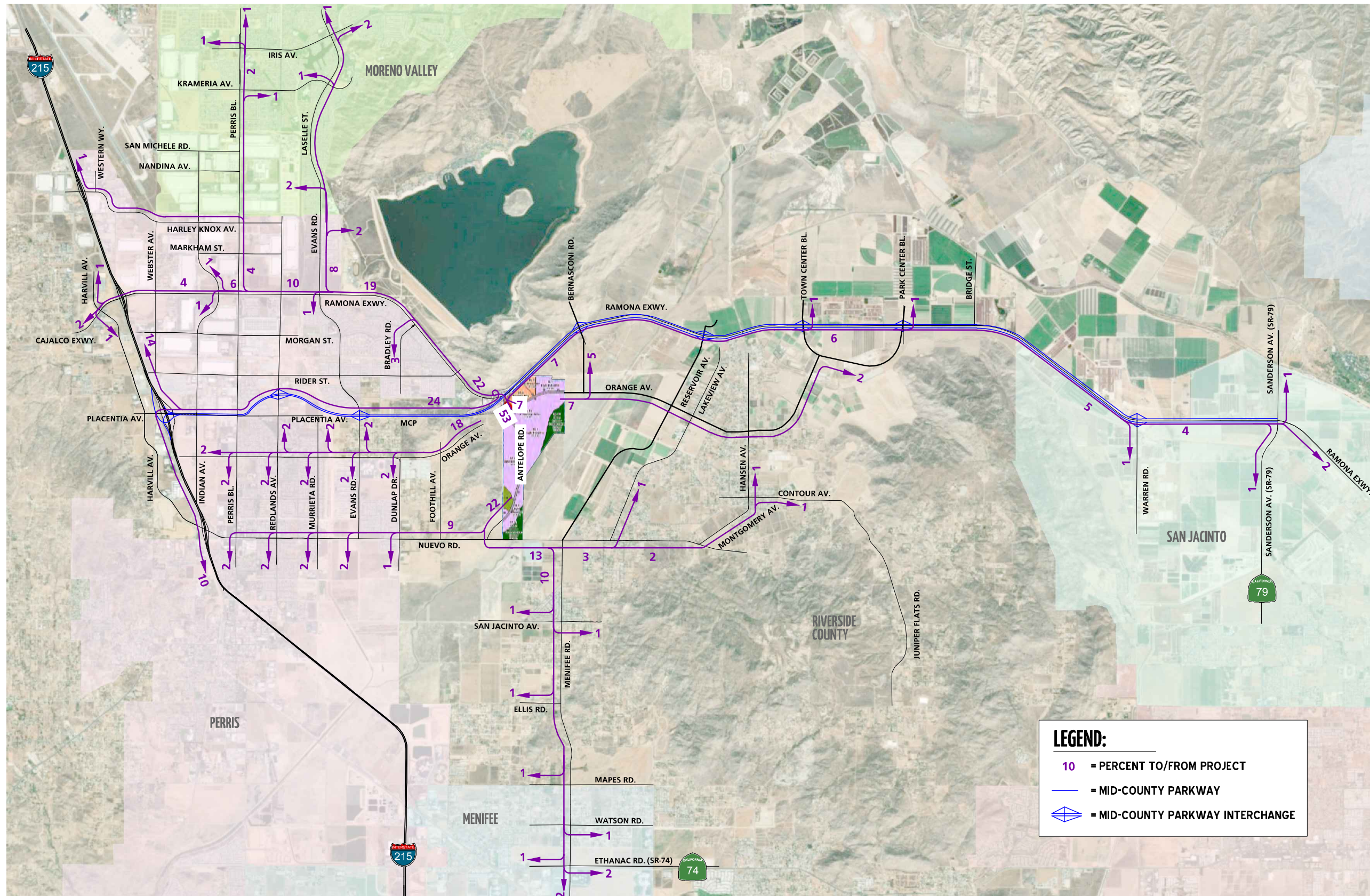
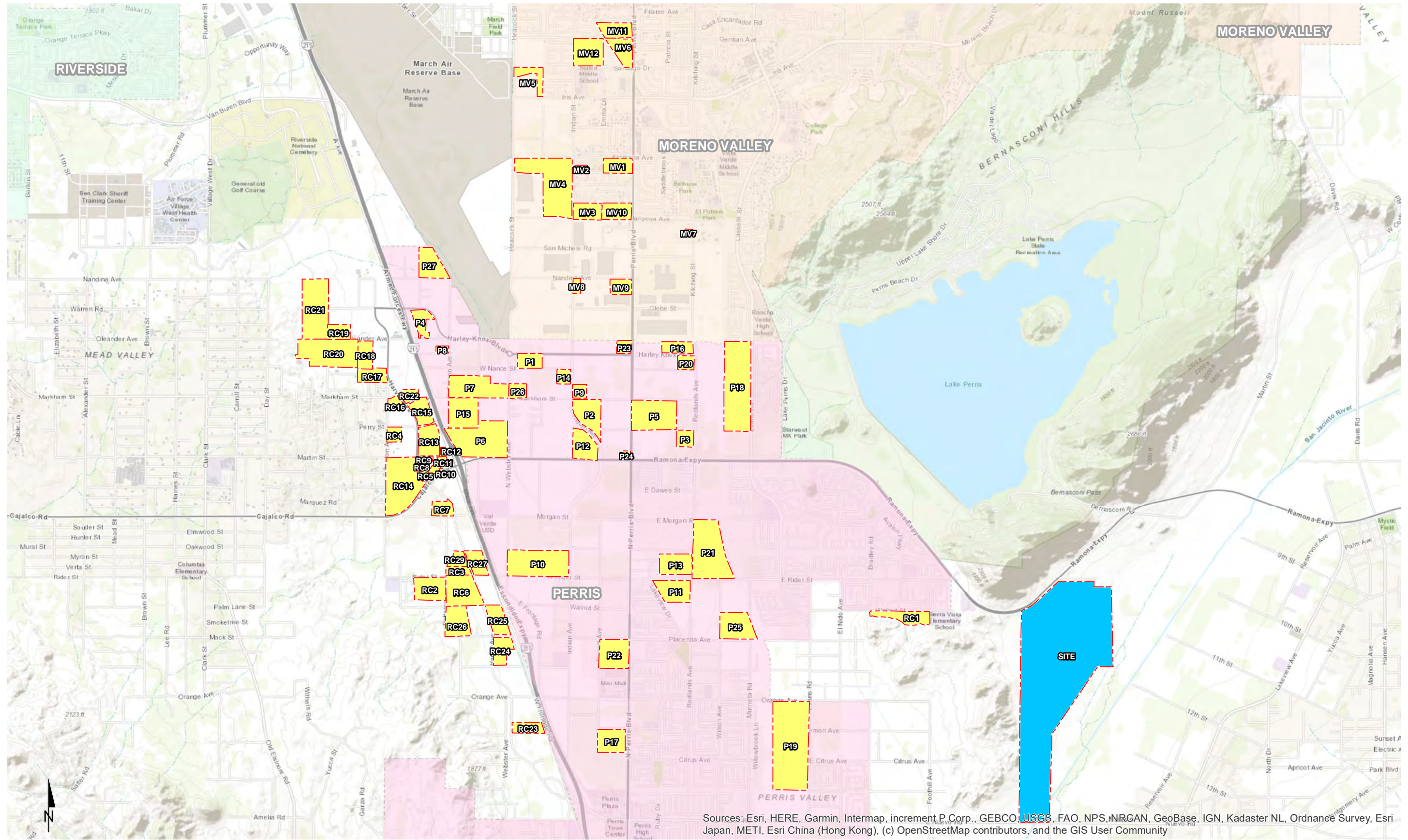


EXHIBIT 10: CUMULATIVE DEVELOPMENT PROJECTS LOCATION MAP



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, INRAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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APPENDIX 1.2:
SITE ADJACENT QUEUES

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Intersection: 48: Antelope Rd. & Ramona Expy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	T	L
Maximum Queue (ft)	230	315	900	918	300	125	149	273	265	214	188	149
Average Queue (ft)	134	96	176	905	299	92	103	129	155	139	104	127
95th Queue (ft)	215	227	649	1028	303	135	158	220	226	206	178	163
Link Distance (ft)	903	903	903	903				1269	1269	1269	1269	
Upstream Blk Time (%)		0	0	34								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)					200	100	100					100
Storage Blk Time (%)				1	32	13	14	4				24
Queuing Penalty (veh)				15	139	104	109	9				49

Intersection: 48: Antelope Rd. & Ramona Expy

Movement	NB	NB
Directions Served	L	R
Maximum Queue (ft)	309	65
Average Queue (ft)	167	27
95th Queue (ft)	266	51
Link Distance (ft)	5125	5125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	35	
Queuing Penalty (veh)	72	

Intersection: 51: Nuevo Rd. & Antelope Rd.

Movement	EB	EB	EB	EB	WB	WB	SB	SB	SB
Directions Served	L	L	T	T	T	TR	L	L	R
Maximum Queue (ft)	125	150	478	343	6626	6624	70	85	126
Average Queue (ft)	122	144	229	82	4897	4897	24	41	48
95th Queue (ft)	138	162	441	226	7380	7348	55	72	94
Link Distance (ft)			3069	3069	6641	6641		3989	3989
Upstream Blk Time (%)					19	19			
Queuing Penalty (veh)					0	0			
Storage Bay Dist (ft)	100	100					100		
Storage Blk Time (%)	23	47					0	0	
Queuing Penalty (veh)	68	135					0	0	

Intersection: 52: Street A & Ramona Expy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	
Directions Served	T	T	T	T	R	L	T	T	T	T	L	R	
Maximum Queue (ft)	134	136	101	70	157	149	422	368	175	88	149	205	
Average Queue (ft)	32	32	24	15	38	106	161	130	74	37	95	32	
95th Queue (ft)	107	106	84	51	105	159	286	242	142	80	146	119	
Link Distance (ft)	1269	1269	1269	1269			980	980	980	980		1690	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)					200	100					100		
Storage Blk Time (%)					0	25	8					14	0
Queuing Penalty (veh)					0	203	12					6	0

Network Summary

Network wide Queuing Penalty: 921

Queuing and Blocking Report

Stoneridge Commerce Center SP (JN 13265)

Horizon Year (2040) Without MCP With Project With Improvements - PM Peak Hour 06/04/2020

Intersection: 48: Antelope Rd. & Ramona Expy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	T	L
Maximum Queue (ft)	918	918	918	918	300	125	150	1019	1020	971	475	150
Average Queue (ft)	901	882	880	918	294	122	147	748	728	358	176	146
95th Queue (ft)	961	971	977	918	347	135	164	1343	1324	898	354	153
Link Distance (ft)	903	903	903	903				1269	1269	1269	1269	
Upstream Blk Time (%)	23	14	12	55				3	1	0	0	
Queuing Penalty (veh)	0	0	0	0				16	4	0	0	
Storage Bay Dist (ft)					200	100	100					100
Storage Blk Time (%)				47	4	84	87	6				57
Queuing Penalty (veh)				298	36	482	503	16				402

Intersection: 48: Antelope Rd. & Ramona Expy

Movement	NB	NB
Directions Served	L	R
Maximum Queue (ft)	3091	2886
Average Queue (ft)	2840	2659
95th Queue (ft)	3040	2768
Link Distance (ft)	5125	5125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	61	
Queuing Penalty (veh)	429	

Intersection: 51: Nuevo Rd. & Antelope Rd.

Movement	EB	EB	EB	EB	WB	WB	SB	SB	SB
Directions Served	L	L	T	T	T	TR	L	L	R
Maximum Queue (ft)	125	150	1368	1365	1232	1270	149	246	517
Average Queue (ft)	109	144	887	883	963	986	109	131	294
95th Queue (ft)	152	167	1668	1656	1467	1489	162	209	477
Link Distance (ft)			3069	3069	6641	6641		3989	3989
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100	100					100		
Storage Blk Time (%)	19	48	36				10	14	
Queuing Penalty (veh)	162	414	116				24	34	

Intersection: 52: Street A & Ramona Expy

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	T	T	T	T	L	R
Maximum Queue (ft)	777	917	1144	1039	300	150	443	417	286	171	150	1705
Average Queue (ft)	310	353	370	365	120	112	288	243	165	61	149	1554
95th Queue (ft)	628	718	748	703	317	171	395	350	264	142	151	1889
Link Distance (ft)	1269	1269	1269	1269			980	980	980	980		1690
Upstream Blk Time (%)	0	0	0	0								45
Queuing Penalty (veh)	0	0	0	0								0
Storage Bay Dist (ft)					200	100					100	
Storage Blk Time (%)				35		17	34				65	1
Queuing Penalty (veh)				84		87	38				123	5

Network Summary

Network wide Queuing Penalty: 3275

APPENDIX 3.1:

EXISTING TRAFFIC COUNTS – MARCH 2020

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

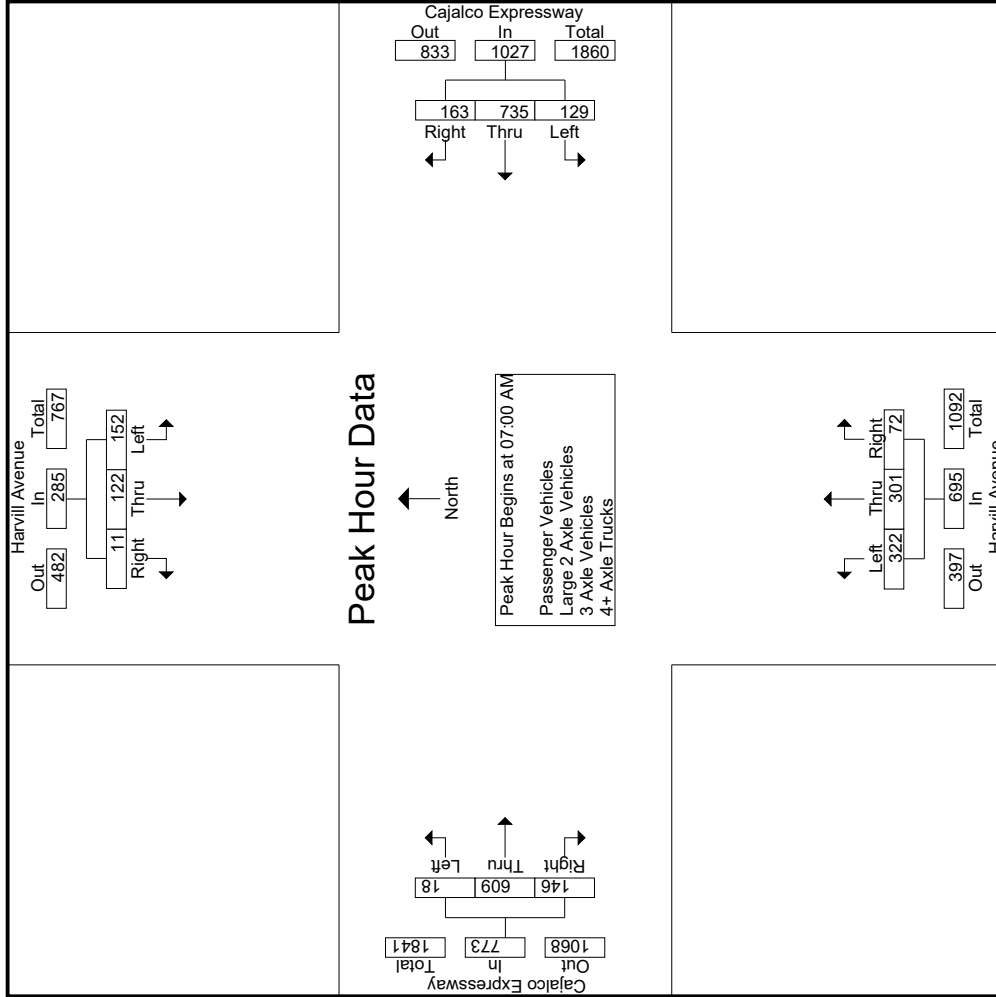
Start Time	Harvill Avenue Southbound						Cajalco Expressway Westbound						Harvill Avenue Northbound						Cajalco Expressway Eastbound								
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total			
07:00 AM	13	26	2	1	41		29	198	30	13	257		81	99	21	5	201		4	116	29	9	149		28	648	676
07:15 AM	29	23	3	2	55		28	188	64	17	280		90	72	12	2	174		2	154	31	15	187		36	696	732
07:30 AM	48	35	4	0	87		29	157	40	11	226		85	69	13	5	167		4	170	40	14	214		30	694	724
07:45 AM	62	38	2	1	102		43	192	29	11	264		66	61	26	14	153		8	169	46	23	223		49	742	791
Total	152	122	11	4	285		129	735	163	52	1027		322	301	72	26	695		18	609	146	61	773		143	2780	2923
08:00 AM	34	39	2	0	75		36	197	21	8	254		72	37	28	15	137		5	144	32	13	181		36	647	683
08:15 AM	30	15	2	1	47		28	190	21	6	239		55	29	16	11	100		4	143	34	16	181		34	567	601
08:30 AM	25	18	3	2	46		31	189	15	7	235		53	24	19	9	96		6	124	25	10	155		28	532	560
08:45 AM	18	17	5	5	40		31	130	22	5	183		43	25	22	9	90		7	133	14	8	154		27	467	494
Total	107	89	12	8	208		126	706	79	26	911		223	115	85	44	423		22	544	105	47	671		125	2213	2338
Grand Total	259	211	23	12	493		255	1441	242	78	1938		545	416	157	70	1118		40	1153	251	108	1444		268	4993	5261
Approch %	52.5	42.8	4.7	0.5	9.9		13.2	74.4	12.5	38.8	38.8		10.9	8.3	3.1	22.4	22.4		0.8	23.1	5	28.9	28.9		5.1	94.9	
Passenger Vehicles	240	190	21	83.3	461		190	1384	226	97.4	1876		527	405	118	94.3	1116		37	1060	243	96.3	1444		0	0	4897
Large 2 Axle Vehicles	15	9	1	8.3	26		17	36	11	1.3	65		14	7	4	2.9	27		1	43	4	1.9	50		0	0	168
3 Axle Vehicles	3	2	0	0	5		7	5	2	1.3	15		1	2	7	1.4	11		1	9	1	0.9	12		0	0	43
% 3 Axle Vehicles	1.2	0.9	0	0	1		2.7	0.3	0.8	1.3	0.7		0.2	0.5	4.5	1.4	0.9		2.5	0.8	0.4	0.9	0.8		0	0	0.8
4+ Axle Trucks	1	10	1	8.3	13		41	16	3	0	60		3	2	28	1.4	34		1	41	3	0.9	46		0	0	153
% 4+ Axle Trucks	0.4	4.7	4.3	8.3	2.6		16.1	1.1	1.2	0	3		0.6	0.5	17.8	1.4	2.9		2.5	3.6	1.2	0.9	3		0	0	2.9
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 07:00 AM																											
07:00 AM	13	26	2		41		29	198	30		257		81	99	21		201		4	116	29		149		28	648	648
07:15 AM	29	23	3		55		28	188	64		280		90	72	12		174		2	154	31		187		36	696	696
07:30 AM	48	35	4		87		29	157	40		226		85	69	13		167		4	170	40		214		30	694	694
07:45 AM	62	38	2		102		43	192	29		264		66	61	26		153		8	169	46		223		49	742	742
Total Volume	152	122	11		285		129	735	163		1027		322	301	72		695		18	609	146		773		143	2780	2780
% App. Total	53.3	42.8	3.9		9.9		13.2	71.6	15.9		38.8		10.9	8.3	3.1		22.4		0.8	23.1	5		28.9		5.1	94.9	94.9
PHF	.613	.803	.688		.699		.750	.928	.637		.917		.894	.760	.692		.864		.563	.896	.793		.867		.867	.937	.937

Start Time	Harvill Avenue Southbound						Cajalco Expressway Westbound						Harvill Avenue Northbound						Cajalco Expressway Eastbound								
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total			
07:00 AM	13	26	2		41		29	198	30		257		81	99	21		201		4	116	29		149		28	648	648
07:15 AM	29	23	3		55		28	188	64		280		90	72	12		174		2	154	31		187		36	696	696
07:30 AM	48	35	4		87		29	157	40		226		85	69	13		167		4	170	40		214		30	694	694
07:45 AM	62	38	2		102		43	192	29		264		66	61	26		153		8	169	46		223		49	742	742
Total Volume	152	122	11		285		129	735	163		1027		322	301	72		695		18	609	146		773		143	2780	2780
% App. Total	53.3	42.8	3.9		9.9		13.2	71.6	15.9		38.8		10.9	8.3	3.1		22.4		0.8	23.1	5		28.9		5.1	94.9	94.9
PHF	.613	.803	.688		.699		.750	.928	.637		.917		.894	.760	.692		.864		.563	.896	.793		.867		.867	.937	.937

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

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Harvill Avenue Southbound			Cajalco Expressway Westbound			Harvill Avenue Northbound			Cajalco Expressway Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:15 AM			07:00 AM			07:00 AM			07:15 AM				
+0 mins.	29	23	3	55	29	30	257	81	21	201	2	154	31	187
+15 mins.	48	35	4	87	28	64	280	90	72	174	4	170	40	214
+30 mins.	62	38	2	102	29	40	226	85	69	167	8	169	46	223
+45 mins.	34	39	2	75	43	29	264	66	61	153	5	144	32	181
Total Volume	173	135	11	319	129	163	1027	322	301	695	19	637	149	805
% App. Total	54.2	42.3	3.4	78.2	12.6	15.9	91.7	46.3	43.3	10.4	2.4	79.1	18.5	90.2
PHF	.698	.865	.688	.782	.750	.637	.917	.894	.760	.692	.594	.937	.810	.902

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County of Riverside
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 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Passenger Vehicles

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	13	26	2	1	41	19	193	30	13	242	78	98	15	5	191	3	104	28	9	135	28	609	637
07:15 AM	27	20	2	1	49	23	181	61	17	265	86	70	8	2	164	2	144	30	14	176	34	654	688
07:30 AM	40	32	4	0	76	22	150	36	10	208	83	64	9	4	156	3	157	40	14	200	28	640	668
07:45 AM	58	35	2	1	95	37	184	27	11	248	66	59	21	13	146	8	156	43	21	207	46	696	742
Total	138	113	10	3	261	101	708	154	51	963	313	291	53	24	657	16	561	141	58	718	136	2599	2735
08:00 AM	31	35	2	0	68	23	189	21	8	233	66	37	22	14	125	5	131	31	13	167	35	593	628
08:15 AM	28	13	2	1	43	19	183	18	6	220	54	29	12	11	95	3	132	33	15	168	33	526	559
08:30 AM	25	13	3	2	41	25	183	15	7	223	52	24	15	8	91	6	112	24	10	142	27	497	524
08:45 AM	18	16	4	4	38	22	121	18	4	161	42	24	16	9	82	7	124	14	8	145	25	426	451
Total	102	77	11	7	190	89	676	72	25	837	214	114	65	42	393	21	499	102	46	622	120	2042	2162
Grand Total	240	190	21	10	451	190	1384	226	76	1800	527	405	118	66	1050	37	1060	243	104	1340	256	4641	4897
Approch %	53.2	42.1	4.7			10.6	76.9	12.6		38.8	50.2	38.6	11.2		22.6	2.8	79.1	18.1		28.9	5.2	94.8	
Total %	5.2	4.1	0.5		9.7	4.1	29.8	4.9			11.4	8.7	2.5			0.8	22.8	5.2					

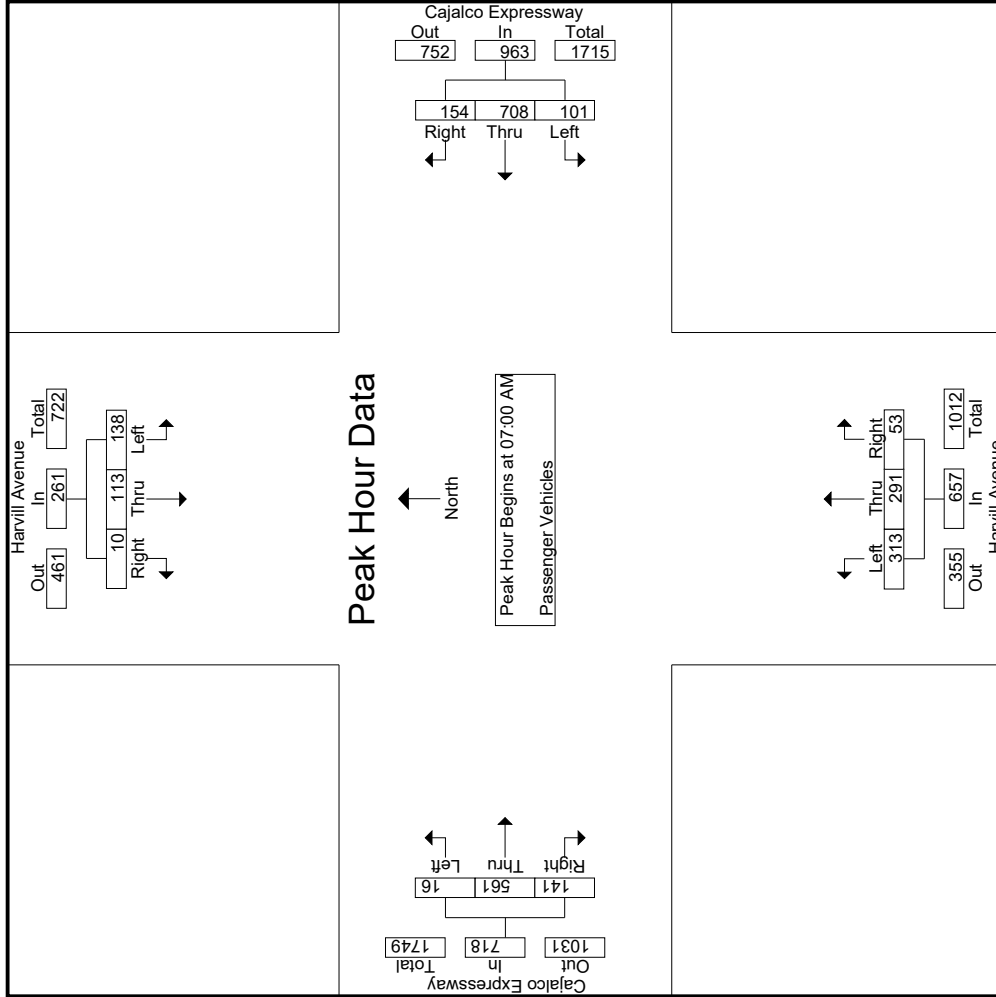
Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	13	26	2		41	19	193	30		242	78	98	15		191	3	104	28		135		609	609
07:15 AM	27	20	2		49	23	181	61		265	86	70	8		164	2	144	30		176		654	654
07:30 AM	40	32	4		76	22	150	36		208	83	64	9		156	3	157	40		200		640	640
07:45 AM	58	35	2		95	37	184	27		248	66	59	21		146	8	156	43		207		696	696
Total Volume	138	113	10		261	101	708	154		963	313	291	53		657	16	561	141		718		2599	2599
% App. Total	52.9	43.3	3.8		9.7	10.5	73.5	16		38.8	47.6	44.3	8.1		22.6	2.2	78.1	19.6		28.9		94.8	
PHF	.595	.807	.625		.687	.682	.917	.631		.908	.910	.742	.631		.860	.500	.893	.820		.867		.867	.934

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

Counts Unlimited
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County of Riverside
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County of Riverside
 N/S: Harvill Avenue
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 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Harvill Avenue Southbound			Cajalco Expressway Westbound			Harvill Avenue Northbound			Cajalco Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	13	26	2	41	19	30	242	78	98	15	191	3	104	28	135
+15 mins.	27	20	2	49	23	61	265	86	70	8	164	2	144	30	176
+30 mins.	40	32	4	76	22	36	208	83	64	9	156	3	157	40	200
+45 mins.	58	35	2	95	37	27	248	66	59	21	146	8	156	43	207
Total Volume	138	113	10	261	101	154	963	313	291	53	657	16	561	141	718
% App. Total	52.9	43.3	3.8	68.7	10.5	16	73.5	47.6	44.3	8.1	860	2.2	78.1	19.6	867
PHF	.595	.807	.625	.687	.682	.917	.908	.910	.742	.631	.860	.500	.893	.820	.867

Groups Printed - Large 2 Axle Vehicles

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	0	0	0	0	0	5	4	0	0	9	3	0	0	0	3	1	6	1	0	8	0	20	20
07:15 AM	0	2	1	1	3	2	6	3	0	11	3	1	0	0	4	0	5	0	0	5	1	23	24
07:30 AM	7	2	0	0	9	0	6	2	0	8	1	3	0	0	4	0	3	0	0	3	0	24	24
07:45 AM	4	2	0	0	6	1	5	2	0	8	0	2	2	1	4	0	8	2	2	10	3	28	31
Total	11	6	1	1	18	8	21	7	0	36	7	6	2	1	15	1	22	3	2	26	4	95	99
08:00 AM	3	1	0	0	4	4	5	0	0	9	5	0	1	1	6	0	8	1	0	9	1	28	29
08:15 AM	1	1	0	0	2	4	5	2	0	11	1	0	0	0	1	0	3	0	0	3	0	17	17
08:30 AM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	7	0	0	7	0	11	11
08:45 AM	0	0	0	0	0	1	3	2	1	6	0	1	1	0	2	0	3	0	0	3	1	11	12
Total	4	3	0	0	7	9	15	4	1	28	7	1	2	1	10	0	21	1	0	22	2	67	69
Grand Total	15	9	1	1	25	17	36	11	1	64	14	7	4	2	25	1	43	4	2	48	6	162	168
Approch %	60	36	4		26.6	56.2	17.2			39.5	8.6	4.3	2.5		15.4	2.1	89.6	8.3		29.6	3.6	96.4	
Total %	9.3	5.6	0.6		15.4	22.2	6.8									0.6	26.5	2.5					

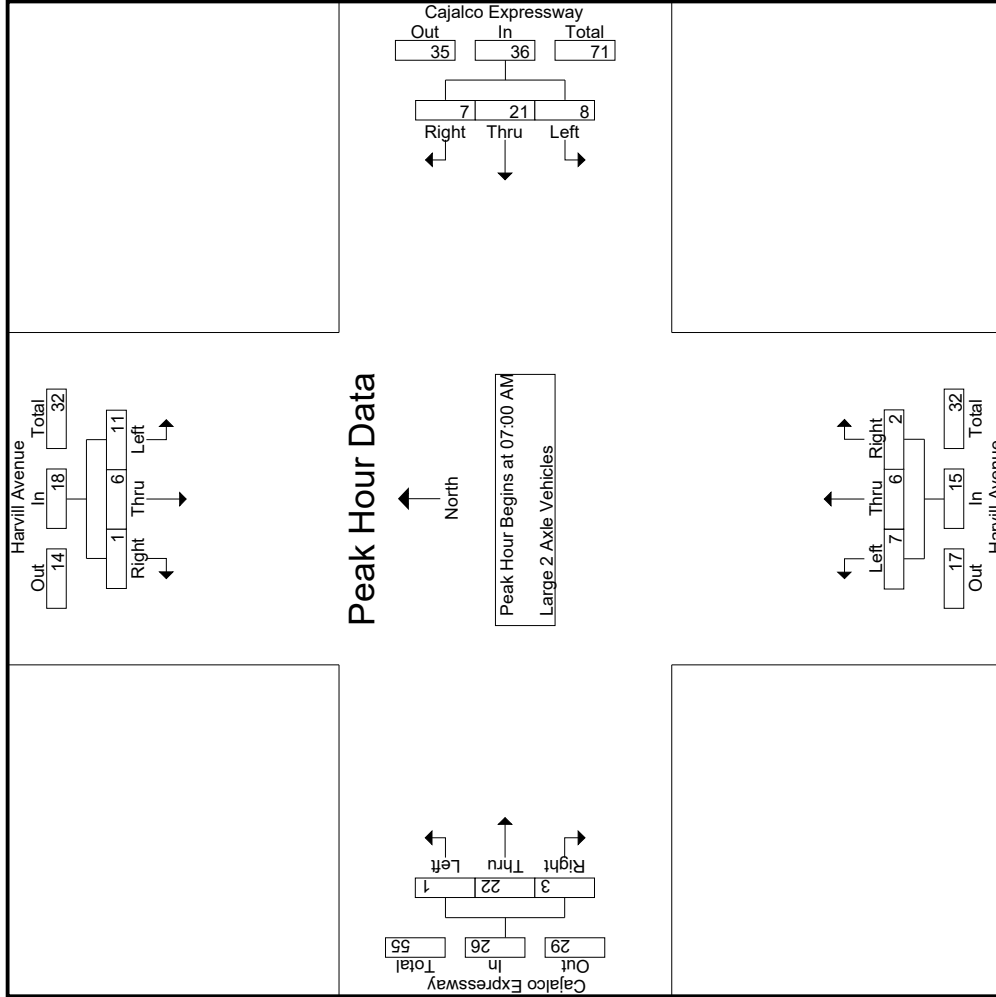
Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	5	4	0	0	9	3	0	0	0	3	1	6	1	0	8	0	20	20
07:15 AM	0	2	1	1	3	2	6	3	0	11	3	1	0	0	4	0	5	0	0	5	1	23	24
07:30 AM	7	2	0	0	9	0	6	2	0	8	1	3	0	0	4	0	3	0	0	3	0	24	24
07:45 AM	4	2	0	0	6	1	5	2	0	8	0	2	2	1	4	0	8	2	2	10	3	28	31
Total Volume	11	6	1	1	18	8	21	7	0	36	7	6	2	1	15	1	22	3	2	26	4	95	99
% App. Total	61.1	33.3	5.6		22.2	58.3	19.4			39.5	8.6	4.3	2.5		15.4	2.1	84.6	11.5		29.6	3.6	96.4	
PHF	.393	.750	.250		.500	.400	.875	.583		.818	.583	.500	.250		.938	.250	.688	.375		.650		.848	

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

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Harvill Avenue Southbound			Cajalco Expressway Westbound			Harvill Avenue Northbound			Cajalco Expressway Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	0	0	0	0	4	0	0	9	3	0	0	3	1	6	1	8
+15 mins.	0	2	1	3	6	3	11	3	3	1	0	4	0	5	0	5
+30 mins.	7	2	0	9	6	2	8	1	3	0	0	4	0	3	0	3
+45 mins.	4	2	0	6	5	2	8	0	2	2	2	4	0	8	2	10
Total Volume	11	6	1	18	8	21	7	36	7	6	2	15	1	22	3	26
% App. Total	61.1	33.3	5.6	22.2	58.3	19.4	46.7	40	13.3	13.3	40	3.8	84.6	11.5	11.5	26
PHF	.393	.750	.250	.500	.400	.875	.583	.818	.583	.500	.250	.938	.250	.688	.375	.650

Groups Printed- 3 Axle Vehicles

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
07:15 AM	2	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	5	5
07:30 AM	0	0	0	0	0	4	0	1	1	5	1	1	2	0	3	2	11	13
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	2	0	0	0	2	4	1	1	1	6	1	2	4	1	7	2	19	21
08:00 AM	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	4	4
08:15 AM	1	0	0	0	1	0	1	0	0	1	0	1	1	1	2	1	5	6
08:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	3	0	3	0	6	6
08:45 AM	0	0	0	0	0	1	1	1	0	3	0	1	2	0	2	0	6	6
Total	1	2	0	0	3	3	4	1	0	8	0	0	3	0	7	1	21	22
Grand Total	3	2	0	0	5	7	5	2	1	14	1	2	7	1	10	3	40	43
Apprch %	60	40	0	0	12.5	50	35.7	14.3	5	35	10	20	70	9.1	81.8	7	93	93
Total %	7.5	5	0	0		17.5	12.5	5		2.5	2.5	5	17.5	2.5	22.5	27.5	7	93

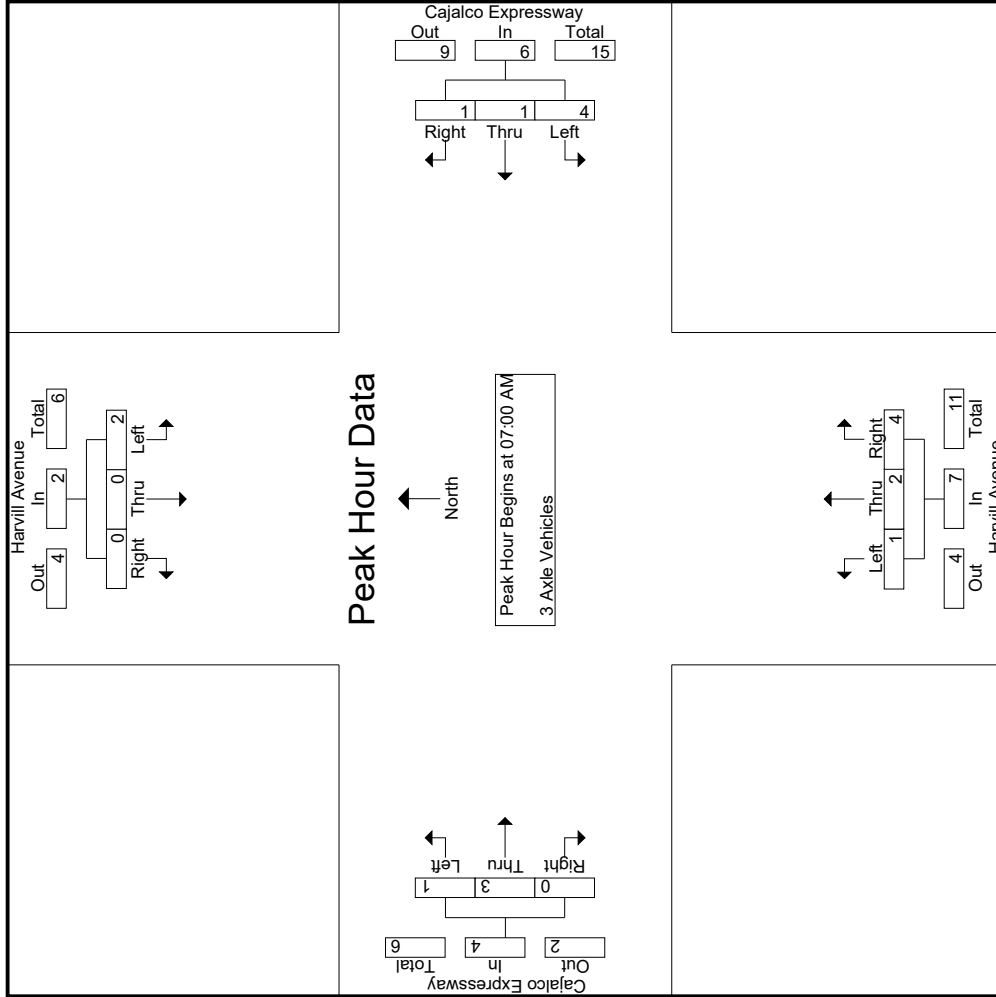
Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	4	0	1	1	5	1	1	2	0	3	1	2	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	0	2	4	1	1	1	6	1	2	4	1	7	1	3	0	0	4	0	0	4	19
% App. Total	100	0	0	0		66.7	16.7	16.7	57.1	25	14.3	28.6	57.1	25	75	0	0	0	0	0	0	0	0	432
PHF	.250	.000	.000	.000	.250	.250	.250	.250	.333	.300	.250	.500	.333	.250	.375	.000	.333	.000	.000	.333	.000	.000	.432	.432

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

Counts Unlimited
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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Harvill Avenue Southbound			Cajalco Expressway Westbound			Harvill Avenue Northbound			Cajalco Expressway Eastbound			Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
+15 mins.	2	0	0	2	0	0	0	0	0	3	0	3	0	0	0
+30 mins.	0	0	0	0	4	0	1	5	1	1	1	3	0	0	3
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
Total Volume	2	0	0	2	4	1	1	6	1	2	4	7	1	3	4
% App. Total	100	0	0	66.7	250	16.7	16.7	300	250	500	57.1	583	250	375	333
PHF	.250	.000	.000	.250	.250	.250	.250	.300	.250	.500	.333	.583	.250	.375	.000

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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	5	1	0	0	6	0	0	0	0	5	0	17	17
07:15 AM	0	1	0	0	1	3	1	0	0	4	1	1	1	0	3	1	14	15
07:30 AM	1	1	0	0	2	3	1	1	0	5	0	1	3	0	4	0	19	19
07:45 AM	0	1	0	0	1	5	2	0	0	7	0	0	3	0	3	0	17	17
Total	1	3	0	0	4	16	5	1	0	22	1	2	13	0	16	1	67	68
08:00 AM	0	1	0	0	1	7	3	0	0	10	1	0	5	0	6	0	22	22
08:15 AM	0	1	0	0	1	5	1	1	0	7	0	0	3	0	3	0	19	19
08:30 AM	0	4	0	0	4	6	2	0	0	8	0	0	3	1	3	1	18	19
08:45 AM	0	1	1	1	2	7	5	1	0	13	1	0	4	0	5	1	24	25
Total	0	7	1	1	8	25	11	2	0	38	2	0	15	1	17	2	83	85
Grand Total	1	10	1	1	12	41	16	3	0	60	3	2	28	1	33	1	150	153
Approch %	8.3	83.3	8.3			68.3	26.7	5			9.1	6.1	84.8			2.2	91.1	6.7
Total %	0.7	6.7	0.7			27.3	10.7	2			2	1.3	18.7			0.7	27.3	2

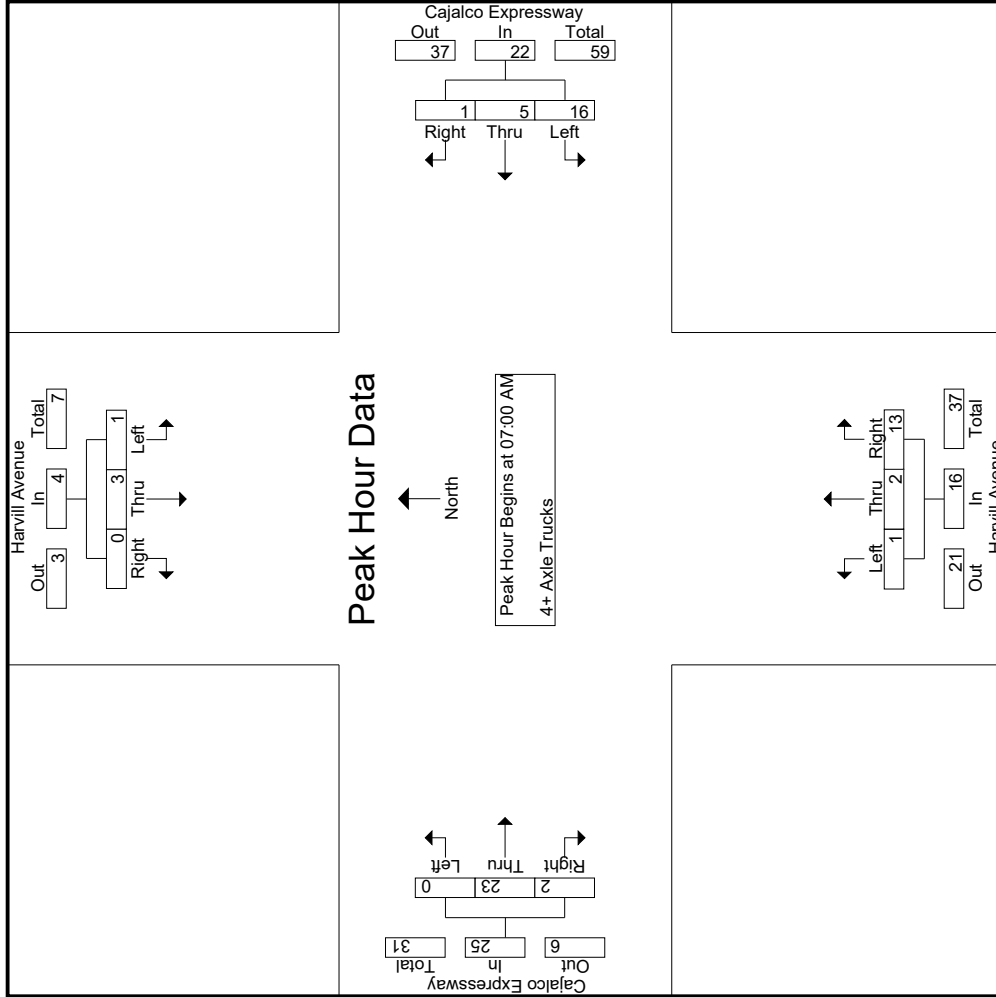
Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	5	1	0	0	6	0	0	0	0	5	0	17	17
07:15 AM	0	1	0	0	1	3	1	0	0	4	1	1	1	0	3	1	14	14
07:30 AM	1	1	0	0	2	3	1	1	0	5	0	1	3	0	4	0	19	19
07:45 AM	0	1	0	0	1	5	2	0	0	7	0	0	3	0	3	0	17	17
Total Volume	1	3	0	0	4	16	5	1	0	22	1	2	13	0	16	1	67	67
% App. Total	25	75	0			72.7	22.7	4.5			6.2	12.5	81.2			0	92	8
PHF	.250	.750	.000			.800	.625	.250			.250	.500	.542		.667	.500	.781	.882

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

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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Harvill Avenue Southbound			Cajalco Expressway Westbound			Harvill Avenue Northbound			Cajalco Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:00 AM			07:00 AM				
+0 mins.	0	0	0	5	1	0	6	0	0	6	0	5	0	5
+15 mins.	0	1	0	3	1	0	4	1	1	3	0	5	1	6
+30 mins.	1	1	0	3	1	1	5	0	3	4	0	8	0	8
+45 mins.	0	1	0	5	2	0	7	0	0	3	0	5	1	6
Total Volume	1	3	0	16	5	1	22	1	2	13	0	23	2	25
% App. Total	25	75	0	72.7	22.7	4.5	78.6	6.2	12.5	81.2	0	92	8	781
PHF	.250	.750	.000	.800	.625	.250	.786	.250	.500	.542	.000	.719	.500	.781

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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Harvill Avenue Southbound						Cajalco Expressway Westbound						Harvill Avenue Northbound						Cajalco Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total									
04:00 PM	53	55	6	0	114		35	164	23	2	202		65	44	18	10	127		4	121	26	24	151		36	614	650			
04:15 PM	47	54	4	2	105		28	160	14	11	202		76	47	9	11	132		2	162	42	23	206		47	645	692			
04:30 PM	49	58	4	1	111		34	161	27	10	222		44	33	10	13	87		6	216	43	24	265		48	685	733			
04:45 PM	66	56	2	1	124		27	171	16	13	214		58	38	9	19	105		5	201	52	16	258		49	701	750			
Total	215	223	16	4	454		124	656	80	36	860		243	162	46	53	451		17	700	163	87	880		180	2645	2825			
05:00 PM	54	39	6	3	99		34	153	13	11	200		53	30	16	8	99		7	199	44	15	250		37	648	685			
05:15 PM	53	52	4	1	109		38	162	18	11	218		53	34	15	8	102		2	208	48	18	258		38	687	725			
05:30 PM	71	58	8	2	137		16	142	17	12	175		41	31	9	12	81		1	206	43	24	250		50	643	693			
05:45 PM	48	44	4	1	96		19	130	16	6	165		54	23	11	4	88		3	226	40	25	269		36	618	654			
Total	226	193	22	7	441		107	587	64	40	758		201	118	51	32	370		13	839	175	82	1027		161	2596	2757			
Grand Total	441	416	38	11	895		231	1243	144	76	1618		444	280	97	85	821		30	1539	338	169	1907		341	5241	5582			
Approch %	49.3	46.5	4.2				14.3	76.8	8.9				54.1	34.1	11.8				1.6	80.7	17.7				6.1	93.9				
Total %	8.4	7.9	0.7		17.1		4.4	23.7	2.7		30.9		8.5	5.3	1.9		15.7		0.6	29.4	6.4		36.4							
Passenger Vehicles	432	395	34		872		185	1195	134		1588		442	275	79		877		28	1485	328		2007		0	0	0		5344	
Passenger Vehicles	98	95	89.5	100	96.2		80.1	96.1	93.1	97.4	93.7		99.5	98.2	81.4	95.3	96.8		93.3	96.5	97	98.2	96.7		0	0	0		95.7	
Large 2 Axle Vehicles	7	10	1		18		6	24	9		41		1	1	2		5		1	18	6		26		0	0	0		90	
Large 2 Axle Vehicles	1.6	2.4	2.6	0	2		2.6	1.9	6.2	2.6	2.4		0.2	0.4	2.1	1.2	0.6		3.3	1.2	1.8	0.6	1.3		0	0	0		1.6	
3 Axle Vehicles	1	0	0		1		4	4	1		9		1	1	2		4		0	7	0		7		0	0	0		21	
3 Axle Vehicles	0.2	0	0	0	0.1		1.7	0.3	0.7	0	0.5		0.2	0.4	2.1	0	0.4		0	0.5	0	0	0.3		0	0	0		0	
4+ Axle Trucks	1	11	3		15		36	20	0		56		0	3	14		20		1	29	4		36		0	0	0		127	
4+ Axle Trucks	0.2	2.6	7.9	0	1.7		15.6	1.6	0	0	3.3		0	1.1	14.4	3.5	2.2		3.3	1.9	1.2	1.2	1.7		0	0	0		2.3	

Start Time	Harvill Avenue Southbound						Cajalco Expressway Westbound						Harvill Avenue Northbound						Cajalco Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				
04:30 PM	49	58	4		111		34	161	27		27		44	33	10		87		6	216	43		265		685
04:45 PM	66	56	2		124		27	171	16		16		58	38	9		105		5	201	52		258		701
05:00 PM	54	39	6		99		34	153	13		13		53	30	16		99		7	199	44		250		648
05:15 PM	53	52	4		109		16	142	17		18		41	31	9		102		1	206	43		258		685
Total Volume	222	205	16		443		133	647	74		854		208	135	50		393		20	824	187		1031		2721
% App. Total	50.1	46.3	3.6		3.6		15.6	75.8	8.7		8.7		52.9	34.4	12.7		79.9		1.9	79.9	18.1		18.1		.970
PHF	.841	.884	.667		.893		.875	.946	.685		.962		.897	.888	.781		.936		.714	.954	.899		.973		

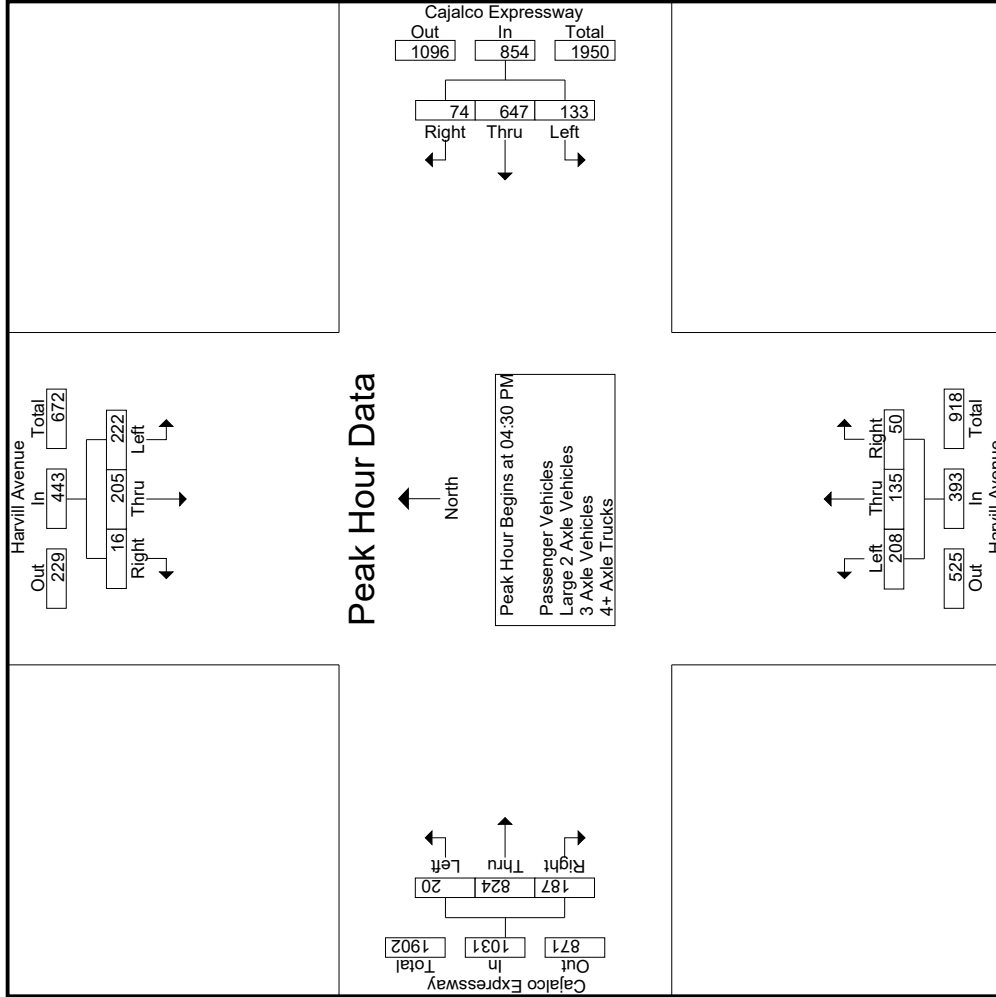
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Harvill Avenue Southbound			Cajalco Expressway Westbound			Harvill Avenue Northbound			Cajalco Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:45 PM			04:00 PM			04:00 PM			04:30 PM				
+0 mins.	66	56	2	35	164	23	222	44	18	6	216	43	265	
+15 mins.	54	39	6	28	160	14	202	47	9	5	201	52	258	
+30 mins.	53	52	4	34	161	27	222	33	10	7	199	44	250	
+45 mins.	71	58	8	27	171	16	214	38	9	2	208	48	258	
Total Volume	244	205	20	124	656	80	860	162	46	20	824	187	1031	
% App. Total	52	43.7	4.3	14.4	76.3	9.3	53.9	35.9	10.2	1.9	79.9	18.1		
PHF	.859	.884	.625	.886	.959	.741	.968	.799	.639	.714	.954	.899	.973	

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 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Passenger Vehicles

Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	53	50	6	0	109	27	156	23	2	206	64	43	15	10	122	3	119	24	24	146	36	583	619
04:15 PM	43	53	3	2	99	20	153	13	11	186	75	46	7	11	128	2	144	42	23	188	47	601	648
04:30 PM	44	55	4	1	103	28	156	27	10	211	44	33	6	12	83	6	209	43	24	258	47	655	702
04:45 PM	66	53	2	1	121	25	166	15	12	206	58	38	9	19	105	5	194	51	16	250	48	682	730
Total	206	211	15	4	432	100	631	78	35	809	241	160	37	52	438	16	666	160	87	842	178	2521	2699
05:00 PM	54	37	6	3	97	29	147	11	10	187	53	29	13	8	95	7	193	43	14	243	35	622	657
05:15 PM	53	49	3	1	105	31	157	15	11	203	53	34	13	7	100	2	203	45	17	250	36	658	694
05:30 PM	71	57	6	2	134	12	135	15	12	162	41	30	6	10	77	1	200	41	23	242	47	615	662
05:45 PM	48	41	4	1	93	13	125	15	6	153	54	22	10	4	86	2	223	39	25	264	36	596	632
Total	226	184	19	7	429	85	564	56	39	705	201	115	42	29	358	12	819	168	79	999	154	2491	2645
Grand Total	432	395	34	11	861	185	1195	134	74	1514	442	275	79	81	796	28	1485	328	166	1841	332	5012	5344
Approch %	50.2	45.9	3.9			12.2	78.9	8.9		30.2	55.5	34.5	9.9		15.9	1.5	80.7	17.8		36.7	6.2	93.8	
Total %	8.6	7.9	0.7		17.2	3.7	23.8	2.7			8.8	5.5	1.6			0.6	29.6	6.5					

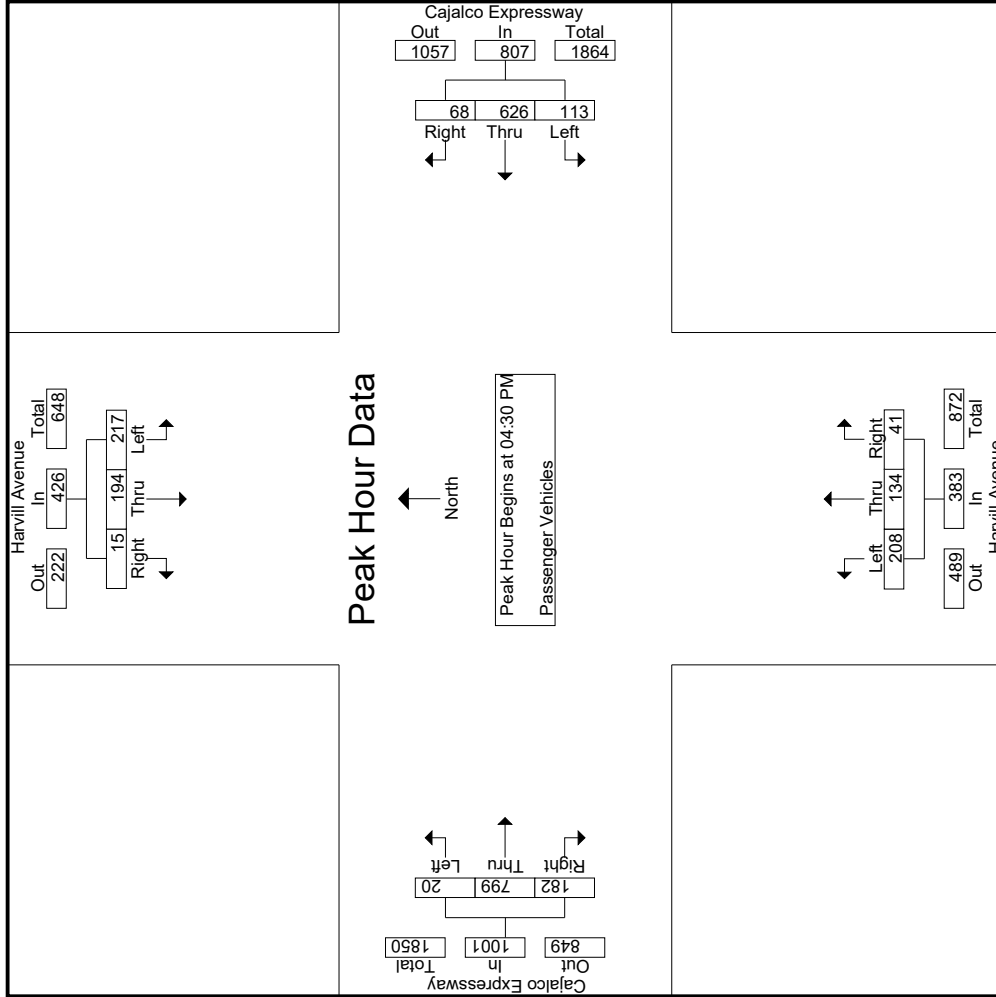
Start Time	Harvill Avenue Southbound					Cajalco Expressway Westbound					Harvill Avenue Northbound					Cajalco Expressway Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
04:30 PM	44	55	4		103	28	156	27		211	44	33	6		83	6	209	43		258	43	51	250	682	655
04:45 PM	66	53	2		121	25	166	15		206	58	38	9		105	5	194	51		250	5	193	43	243	622
05:00 PM	54	37	6		97	29	147	11		187	53	29	13		95	7	193	43		250	7	203	45	250	658
05:15 PM	53	49	3		105	31	157	15		203	53	34	13		100	2	203	45		250	2	193	43	243	622
Total Volume	217	194	15		426	113	626	68		807	208	134	41		383	20	799	182		1001	20	799	182	1001	2617
% App. Total	50.9	45.5	3.5			14	77.6	8.4		30.2	54.3	10.7			15.9	2	79.8	18.2		36.7	6.2	93.8			
PHF	.822	.882	.625		.880	.911	.943	.630		.956	.897	.882	.788		.912	.714	.956	.892		.970	.892	.970	.970	.959	

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

Counts Unlimited
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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Harvill Avenue Southbound			Cajalco Expressway Westbound			Harvill Avenue Northbound			Cajalco Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
	App. Total			App. Total			App. Total			App. Total				
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			04:30 PM			04:30 PM			04:30 PM				
+0 mins.	44	55	4	103	28	156	27	211	33	6	83	209	43	258
+15 mins.	66	53	2	121	25	166	15	206	38	9	105	194	51	250
+30 mins.	54	37	6	97	29	147	11	187	29	13	95	193	43	243
+45 mins.	53	49	3	105	31	157	15	203	34	13	100	203	45	250
Total Volume	217	194	15	426	113	626	68	807	134	41	383	799	182	1001
% App. Total	50.9	45.5	3.5		14	77.6	8.4		35	10.7		79.8	18.2	
PHF	.822	.882	.625	.880	.911	.943	.630	.956	.882	.788	.912	.956	.892	.970

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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	2	0	0	2	2	6	0	0	8	1	1	0	0	2	1	1	0	3
04:15 PM	3	1	0	0	4	1	5	1	0	7	0	0	0	0	0	0	6	0	6
04:30 PM	4	2	0	0	6	0	1	0	0	1	0	0	1	0	1	0	3	0	3
04:45 PM	0	2	0	0	2	0	3	1	1	4	0	0	0	0	0	2	1	0	3
Total	7	7	0	0	14	3	15	2	1	20	1	1	1	0	3	1	12	2	15
05:00 PM	0	1	0	0	1	1	0	2	1	3	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	0	2	1	2	2	0	5	0	0	0	0	0	3	1	0	4
05:30 PM	0	0	0	0	0	0	4	2	0	6	0	0	1	1	1	0	2	1	4
05:45 PM	0	1	0	0	1	1	3	1	0	5	0	0	0	0	0	1	1	0	2
Total	0	3	1	0	4	3	9	7	1	19	0	0	1	1	1	0	6	4	10
Grand Total	7	10	1	0	18	6	24	9	2	39	1	1	2	1	4	1	18	6	25
Approch %	38.9	55.6	5.6			15.4	61.5	23.1		45.3	25	25	50		4.7	4	72	24	29.1
Total %	8.1	11.6	1.2		20.9	7	27.9	10.5			1.2	1.2	2.3		4.7	1.2	20.9	7	29.1

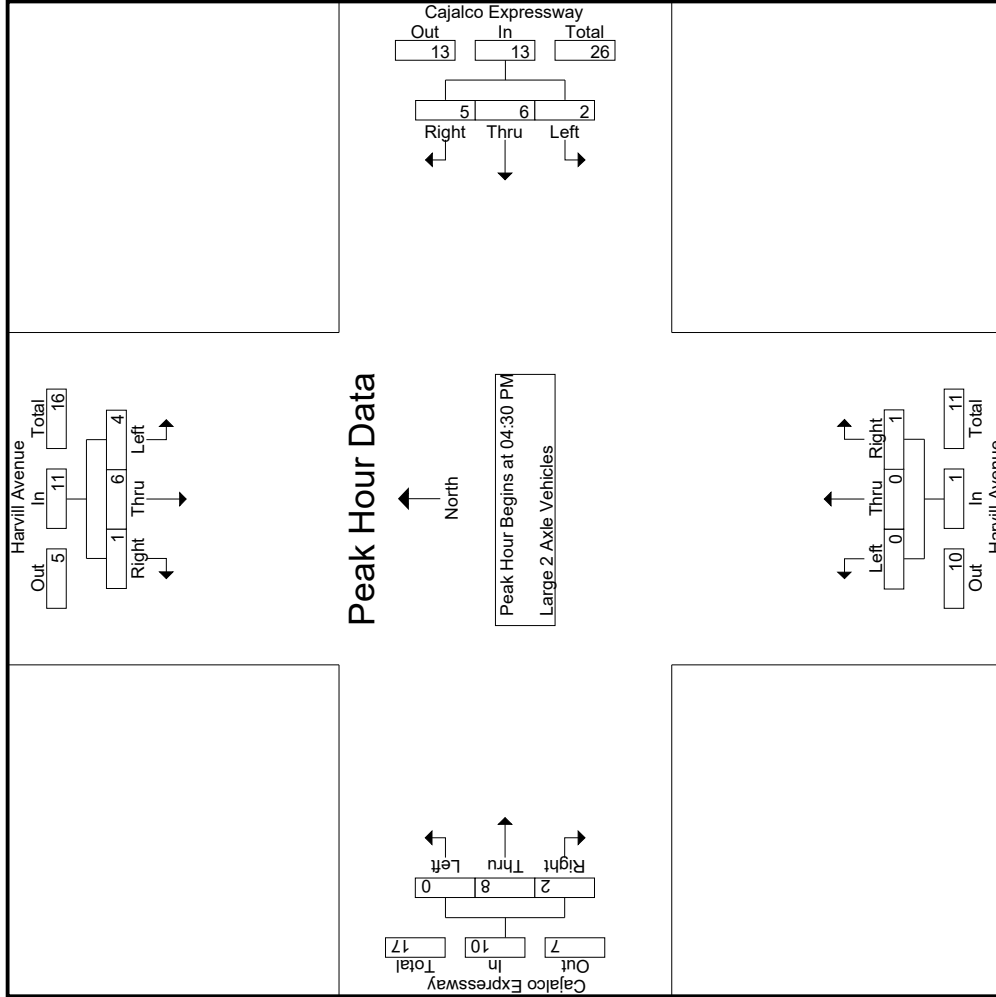
Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	4	2	0	0	6	0	1	0	1	1	0	0	0	0	1	0	3	0	3	11
04:45 PM	0	2	0	0	2	0	0	3	1	4	0	0	0	0	0	0	2	1	3	9
05:00 PM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	1	1	0	2	2	1	2	0	5	0	0	0	0	0	0	3	1	4	11
Total Volume	4	6	1	0	11	2	15.4	46.2	5	13	0	0	0	0	1	0	8	2	10	35
% App. Total	36.4	54.5	9.1			15.4	46.2	38.5		65.0	0	0	100		25.0	0	80	20	62.5	
PHF	.250	.750	.250		.458	.500	.500	.625		.650	.000	.000	.250		.250	.000	.667	.500	.625	.795

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

Counts Unlimited
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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Harvill Avenue Southbound			Cajalco Expressway Westbound			Harvill Avenue Northbound			Cajalco Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	4	2	0	6	1	0	1	0	1	0	0	1	0	3	3
+15 mins.	0	2	0	2	3	1	4	0	0	0	0	0	2	1	3
+30 mins.	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	2	2	2	5	0	0	0	0	3	1	4	10
Total Volume	4	6	1	11	6	5	13	2	6	1	1	8	2	2	20
% App. Total	36.4	54.5	9.1	15.4	46.2	38.5	65.0	15.4	46.2	38.5	65.0	15.4	46.2	38.5	65.0
PHF	.250	.750	.250	.458	.500	.625	.650	.500	.500	.625	.650	.500	.500	.625	.625

Groups Printed- 3 Axle Vehicles

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2
04:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	6	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	1	0	0	0	2	0	4	0	0	4	0	8	8
05:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	2	0	4	4
05:15 PM	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	3	3
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	3
Total	0	0	0	0	0	3	4	1	0	8	0	1	1	0	3	0	13	13
Grand Total	1	0	0	0	1	4	4	1	0	9	1	1	2	0	4	0	21	21
Approch %	100	0	0	0	44.4	19	19	11.1	4.8	42.9	4.8	4.8	9.5	0	19	0	100	0
Total %	4.8	0	0	0	4.8	19	19	4.8	4.8	42.9	4.8	4.8	9.5	0	33.3	0	100	0

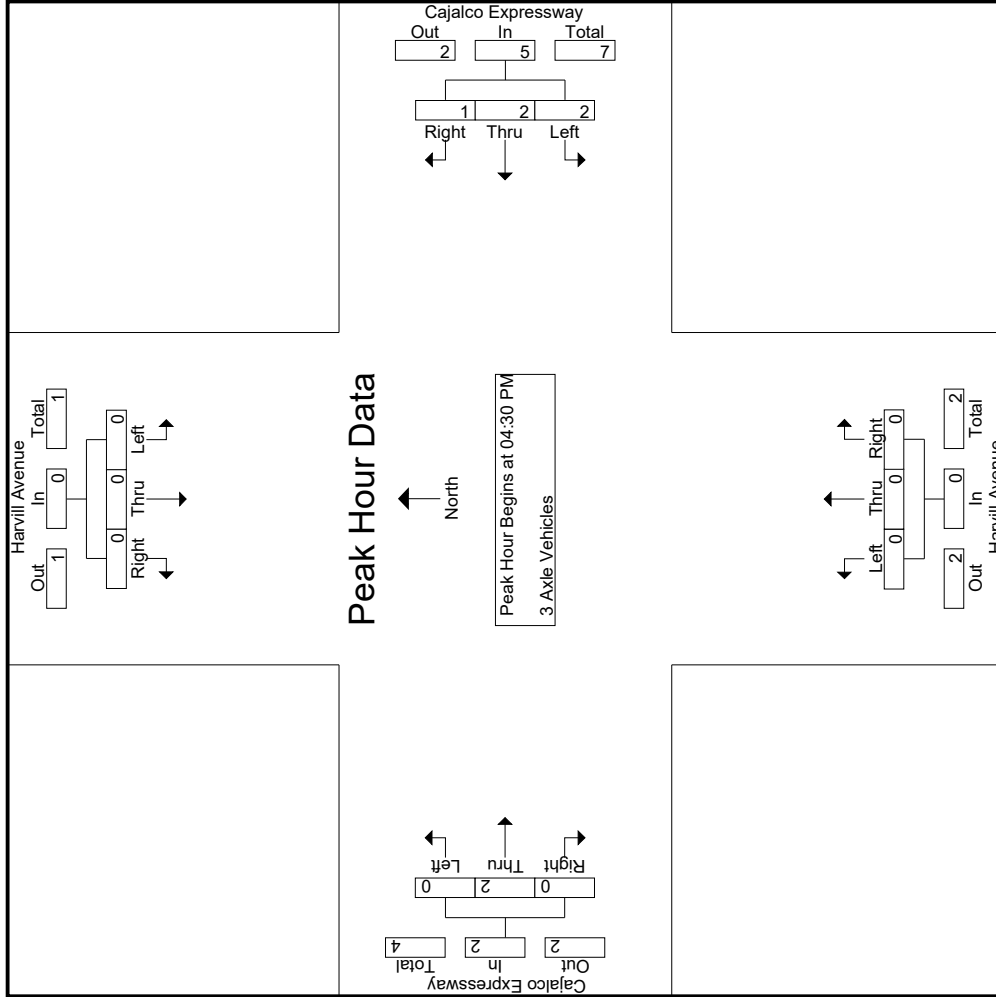
Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	1	1	0	3	0	0	0	0	2	0	4	4
05:15 PM	0	0	0	0	0	2	2	1	1	6	0	0	0	0	2	0	8	8
Total Volume	0	0	0	0	0	2	2	1	1	6	0	0	0	0	2	0	10	10
% App. Total	0	0	0	0	0	40	40	20	20	100	0	0	0	0	100	0	100	0
PHF	.000	.000	.000	.000	.000	.500	.500	.250	.250	.417	.000	.000	.000	.000	.250	.000	.250	.438

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

Counts Unlimited
 PO Box 1178
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County of Riverside
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Start Time	Harvill Avenue Southbound			Cajalco Expressway Westbound			Harvill Avenue Northbound			Cajalco Expressway Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM				04:30 PM				04:30 PM				04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	1	0	2	0	0	0	0	2	0	2	
+45 mins.	0	0	0	0	1	1	3	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	2	2	5	0	0	0	2	2	0	2	
% App. Total	0	0	0	0	40	40	20	0	0	0	100	0	0	250	
PHF	.000	.000	.000	.000	.500	.500	.250	.417	.000	.000	.000	.000	.000	.250	

Counts Unlimited
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County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway
 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total				
04:00 PM	0	3	0	0	3	5	2	0	0	7	0	0	2	0	2	0	14	14				
04:15 PM	0	0	1	0	1	7	2	0	0	9	0	1	2	0	3	0	21	21				
04:30 PM	1	1	0	0	2	6	4	0	0	10	0	0	3	1	3	1	19	20				
04:45 PM	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	0	10	10				
Total	1	5	1	0	7	20	10	0	0	30	0	1	7	1	8	1	64	65				
05:00 PM	0	1	0	0	1	3	5	0	0	8	0	1	3	0	4	1	18	19				
05:15 PM	0	2	0	0	2	5	2	0	0	7	0	0	2	1	2	2	15	17				
05:30 PM	0	1	2	0	3	4	2	0	0	6	0	0	2	1	2	3	14	15				
05:45 PM	0	2	0	0	2	4	1	0	0	5	0	1	0	0	1	0	11	11				
Total	0	6	2	0	8	16	10	0	0	26	0	2	7	2	9	4	58	62				
Grand Total	1	11	3	0	15	36	20	0	0	56	0	3	14	3	17	1	29	4	2	34	5	122
Approch %	6.7	73.3	20		64.3	35.7	0			45.9	0	17.6	82.4		13.9	2.9	85.3	11.8		27.9	3.9	96.1
Total %	0.8	9	2.5		12.3	29.5	16.4				0	2.5	11.5			0.8	23.8	3.3				

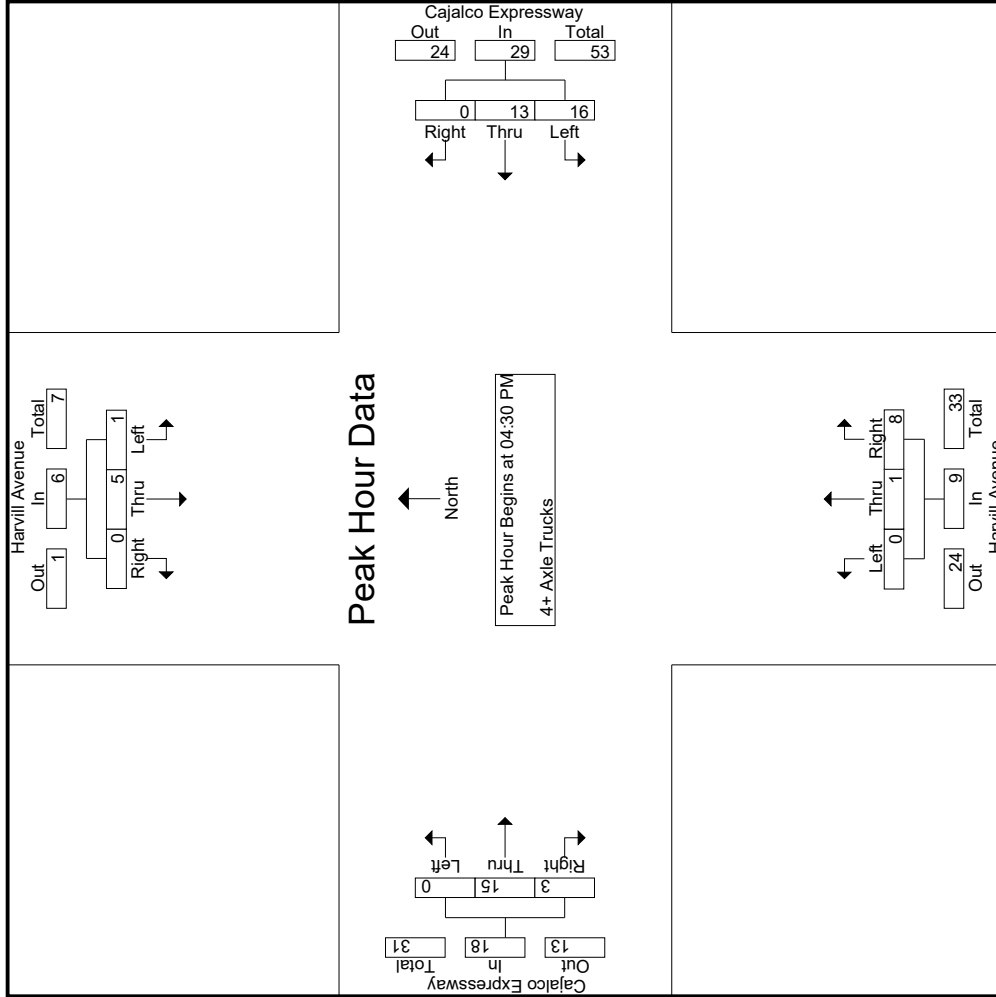
Start Time	Harvill Avenue Southbound				Cajalco Expressway Westbound				Harvill Avenue Northbound				Cajalco Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:30 PM	1	1	0	0	2	6	4	0	0	10	0	0	3	0	3	0	4	0	0	4	0	4	4	19
04:45 PM	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	0	5	0	0	5	0	5	10	10
05:00 PM	0	1	0	0	1	3	5	0	0	8	0	1	3	0	4	0	4	1	0	5	1	5	18	18
05:15 PM	0	2	0	0	2	5	2	0	0	7	0	0	2	0	2	0	2	2	0	2	2	2	4	15
Total Volume	1	5	0	0	6	16	13	0	0	29	0	1	8	0	9	0	15	3	0	18	3	18	62	
% App. Total	16.7	83.3	0		55.2	44.8	0			88.9	0	11.1	88.9		83.3	16.7				16.7				
PHF	.250	.625	.000		.750	.667	.650	.000		.725	.000	.250	.667		.563	.000	.750	.375		.900				.816

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

Counts Unlimited
 PO Box 1178
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County of Riverside
 N/S: Harvill Avenue
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 Weather: Clear

File Name : 01_CRV_Harvill_Cajalco PM
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 Page No : 3

Start Time	Harvill Avenue Southbound			Cajalco Expressway Westbound			Harvill Avenue Northbound			Cajalco Expressway Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			
+0 mins.	1	1	0	2	6	10	0	0	3	0	4	0	4
+15 mins.	0	1	0	1	2	4	0	0	0	0	5	0	5
+30 mins.	0	1	0	1	3	8	0	1	3	0	4	1	5
+45 mins.	0	2	0	2	5	7	0	0	2	0	2	2	4
Total Volume	1	5	0	6	16	29	0	1	8	0	15	3	18
% App. Total	16.7	83.3	0	55.2	44.8	0	0	11.1	88.9	0	83.3	16.7	90.0
PHF	.250	.625	.000	.750	.667	.725	.000	.250	.667	.000	.750	.375	.900

Location: County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg	East Leg	South Leg	West Leg
	Harvill Avenue Pedestrians	Cajalco Expressway Pedestrians	Harvill Avenue Pedestrians	Cajalco Expressway Pedestrians
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	1	1	0
8:15 AM	1	0	0	1
8:30 AM	1	0	0	1
8:45 AM	4	0	4	4
TOTAL VOLUMES:	6	1	5	6
				18

	North Leg	East Leg	South Leg	West Leg
	Harvill Avenue Pedestrians	Cajalco Expressway Pedestrians	Harvill Avenue Pedestrians	Cajalco Expressway Pedestrians
4:00 PM	0	0	0	0
4:15 PM	1	0	1	1
4:30 PM	0	0	0	1
4:45 PM	1	0	0	1
5:00 PM	0	0	0	1
5:15 PM	1	0	0	1
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
TOTAL VOLUMES:	3	0	1	5
				9

Location: County of Riverside
 N/S: Harvill Avenue
 E/W: Cajalco Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Harvill Avenue			Westbound Cajalco Expressway			Northbound Harvill Avenue			Eastbound Cajalco Expressway		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0

	Southbound Harvill Avenue			Westbound Cajalco Expressway			Northbound Harvill Avenue			Eastbound Cajalco Expressway		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0

		I-215 Southbound Off Ramp Southbound							Harley Knox Boulevard Westbound							I-215 Southbound On Ramp Northbound							Harley Knox Boulevard Eastbound						
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total						
Total	318	4	145	47	467	107	110	0	0	217	0	0	0	0	0	0	323	6	3	329	50	1013	1063						
08:00 AM	75	0	21	1	96	27	23	0	0	50	0	0	0	0	0	0	60	0	0	60	1	206	207						
08:15 AM	68	0	28	8	96	25	29	0	0	54	0	0	0	0	0	40	1	0	0	41	8	191	199						
08:30 AM	84	2	20	1	106	14	23	0	0	37	0	0	0	0	0	33	0	0	0	33	1	176	177						
08:45 AM	67	1	39	11	107	23	25	0	0	48	0	0	0	0	0	35	3	3	3	38	14	193	207						
Total	294	3	108	21	405	89	100	0	0	189	0	0	0	0	0	168	4	3	172	24	766	790							
Grand Total	612	7	253	68	872	196	210	0	0	406	0	0	0	0	0	491	10	6	501	74	1779	1853							
Approch %	70.2	0.8	29			48.3	51.7	0	0	22.8	0	0	0	0	0	27.6	0.6			28.2	4	96							
Total %	458	2	200			722	169	191		360	0	0	0	0	0	428	5			436	0	0	1518						
Passenger Vehicles	74.8	28.6	79.1	91.2	76.8	86.2	91	0	0	88.7	0	0	0	0	0	87.2	50	50	50	86	0	0	81.9						
4+ Axle Trucks	30	0	6		36	6	10	0	0	16	0	0	0	0	0	28	3	3	3	32	0	0	84						
% 2 Axle Vehicles	4.9	0	2.4	0	3.8	3.1	4.8	0	0	3.9	0	0	0	0	0	5.7	30	16.7	16.7	6.3	0	0	4.5						
% 3 Axle Vehicles	20	1	5		29	7	4	0	0	11	0	0	0	0	0	8	0	0	0	8	0	0	48						
% 3 Axle Trucks	3.3	14.3	2	4.4	3.1	3.6	1.9	0	0	2.7	0	0	0	0	0	1.6	0	0	0	1.6	0	0	2.6						
4+ Axle Trucks	104	4	42		153	14	5	0	0	19	0	0	0	0	0	27	2	2	2	31	0	0	203						
% 4+ Axle Trucks	17	57.1	16.6	4.4	16.3	7.1	2.4	0	0	4.7	0	0	0	0	0	5.5	20	33.3	33.3	6.1	0	0	11						

		I-215 Southbound Off Ramp Southbound							Harley Knox Boulevard Westbound							I-215 Southbound On Ramp Northbound							Harley Knox Boulevard Eastbound						
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total						
Total	.874	.500	.954		.891	.764	.743	.000	.000	.889	.000	.000	.000	.000	.000	.000	.928	.500	.928	.935	.000	.935	.935						

Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	74	1	35	110	35	25	0	60	0	0	0	0	0	0	0	0	78	3	2	81	17	251	268
07:15 AM	74	0	34	108	21	22	0	43	0	0	0	0	0	0	0	71	2	1	73	12	224	236	
07:30 AM	79	1	38	118	24	37	0	61	0	0	0	0	0	0	0	87	1	0	88	14	267	281	
07:45 AM	91	2	38	131	27	26	0	53	0	0	0	0	0	0	0	87	0	0	87	7	271	278	
Total	318	4	145	467	107	110	0	217	0	0	0	0	0	0	0	323	6	3	329	50	1013	1063	

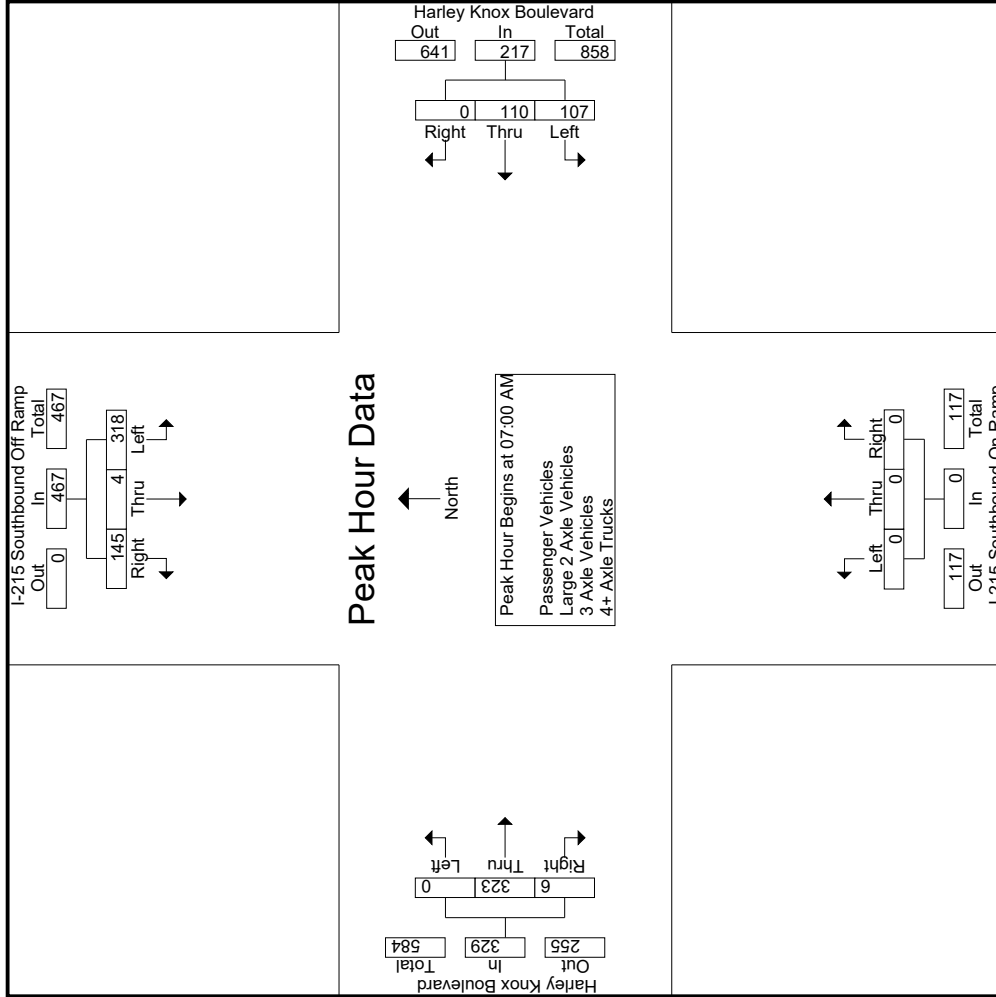
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	74	1	35	110	35	25	0	60	0	0	0	0	0	0	0	0	78	3	2	81	17	251	268
07:15 AM	74	0	34	108	21	22	0	43	0	0	0	0	0	0	0	71	2	1	73	12	224	236	
07:30 AM	79	1	38	118	24	37	0	61	0	0	0	0	0	0	0	87	1	0	88	14	267	281	
07:45 AM	91	2	38	131	27	26	0	53	0	0	0	0	0	0	0	87	0	0	87	7	271	278	
Total	318	4	145	467	107	110	0	217	0	0	0	0	0	0	0	323	6	3	329	50	1013	1063	
% App. Total	68.1	0.9	31		49.3	50.7	0	0	0	0	0	0	0	0	0	98.2	1.8			92.8	.500	.935	.935
PHF	.874	.500	.954	.891	.764	.743	.000	.889	.000	.000	.000	.000	.000	.000	.000	.928	.500	.928	.935	.000	.935	.935	

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

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 02_CRV_215S_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Southbound Off Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Southbound On Ramp Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:	07:00 AM	07:30 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM
+0 mins.	74	1	35	24	37	0	61	0	0	0	78	3
+15 mins.	74	0	34	27	26	0	53	0	0	0	71	2
+30 mins.	79	1	38	27	23	0	50	0	0	0	87	1
+45 mins.	91	2	38	25	29	0	54	0	0	0	87	0
Total Volume	318	4	145	103	115	0	218	0	0	0	323	6
% App. Total	68.1	0.9	31	47.2	52.8	0	893	0	0	0	98.2	1.8
PHF	.874	.500	.954	.954	.777	.000	.893	.000	.000	.000	.928	.500

Groups Printed- Passenger Vehicles

Start Time	I-215 Southbound Off Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Southbound On Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	65	0	27	13	92	30	24	0	0	54	0	0	0	0	0	0	70	1	1	71	14	217	231
07:15 AM	60	0	31	11	91	19	21	0	0	40	0	0	0	0	0	0	64	1	0	65	11	196	207
07:30 AM	62	0	33	13	95	21	34	0	0	55	0	0	0	0	0	0	77	0	0	77	13	227	240
07:45 AM	74	1	33	7	108	25	22	0	0	47	0	0	0	0	0	0	78	0	0	78	7	233	240
Total	261	1	124	44	386	95	101	0	0	196	0	0	0	0	0	0	289	2	1	291	45	873	918
08:00 AM	53	0	12	1	65	20	22	0	0	42	0	0	0	0	0	0	54	0	0	54	1	161	162
08:15 AM	44	0	24	7	68	23	26	0	0	49	0	0	0	0	0	0	33	1	0	34	7	151	158
08:30 AM	53	1	12	0	66	11	21	0	0	32	0	0	0	0	0	0	29	0	0	29	0	127	127
08:45 AM	47	0	28	10	75	20	21	0	0	41	0	0	0	0	0	0	23	2	2	25	12	141	153
Total	197	1	76	18	274	74	90	0	0	164	0	0	0	0	0	0	139	3	2	142	20	580	600
Grand Total	458	2	200	62	660	169	191	0	0	360	0	0	0	0	0	0	428	5	3	433	65	1453	1518
Approch %	69.4	0.3	30.3			46.9	53.1	0	0		0	0	0	0	0	0	98.8	1.2	0.3	99.8	4.3	95.7	
Total %	31.5	0.1	13.8		45.4	11.6	13.1	0	0	24.8	0	0	0	0	0	0	29.5	0.3		29.8			

Start Time	I-215 Southbound Off Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Southbound On Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	65	0	27	13	92	30	24	0	0	54	0	0	0	0	0	0	70	1	1	71	14	217	231
07:15 AM	60	0	31	11	91	19	21	0	0	40	0	0	0	0	0	0	64	1	0	65	11	196	207
07:30 AM	62	0	33	13	95	21	34	0	0	55	0	0	0	0	0	0	77	0	0	77	13	227	240
07:45 AM	74	1	33	7	108	25	22	0	0	47	0	0	0	0	0	0	78	0	0	78	7	233	240
Total	261	1	124	44	386	95	101	0	0	196	0	0	0	0	0	0	289	2	1	291	45	873	918
08:00 AM	53	0	12	1	65	20	22	0	0	42	0	0	0	0	0	0	54	0	0	54	1	161	162
08:15 AM	44	0	24	7	68	23	26	0	0	49	0	0	0	0	0	0	33	1	0	34	7	151	158
08:30 AM	53	1	12	0	66	11	21	0	0	32	0	0	0	0	0	0	29	0	0	29	0	127	127
08:45 AM	47	0	28	10	75	20	21	0	0	41	0	0	0	0	0	0	23	2	2	25	12	141	153
Total	197	1	76	18	274	74	90	0	0	164	0	0	0	0	0	0	139	3	2	142	20	580	600
Grand Total	458	2	200	62	660	169	191	0	0	360	0	0	0	0	0	0	428	5	3	433	65	1453	1518
Approch %	69.4	0.3	30.3			46.9	53.1	0	0		0	0	0	0	0	0	98.8	1.2	0.3	99.8	4.3	95.7	
Total %	31.5	0.1	13.8		45.4	11.6	13.1	0	0	24.8	0	0	0	0	0	0	29.5	0.3		29.8			

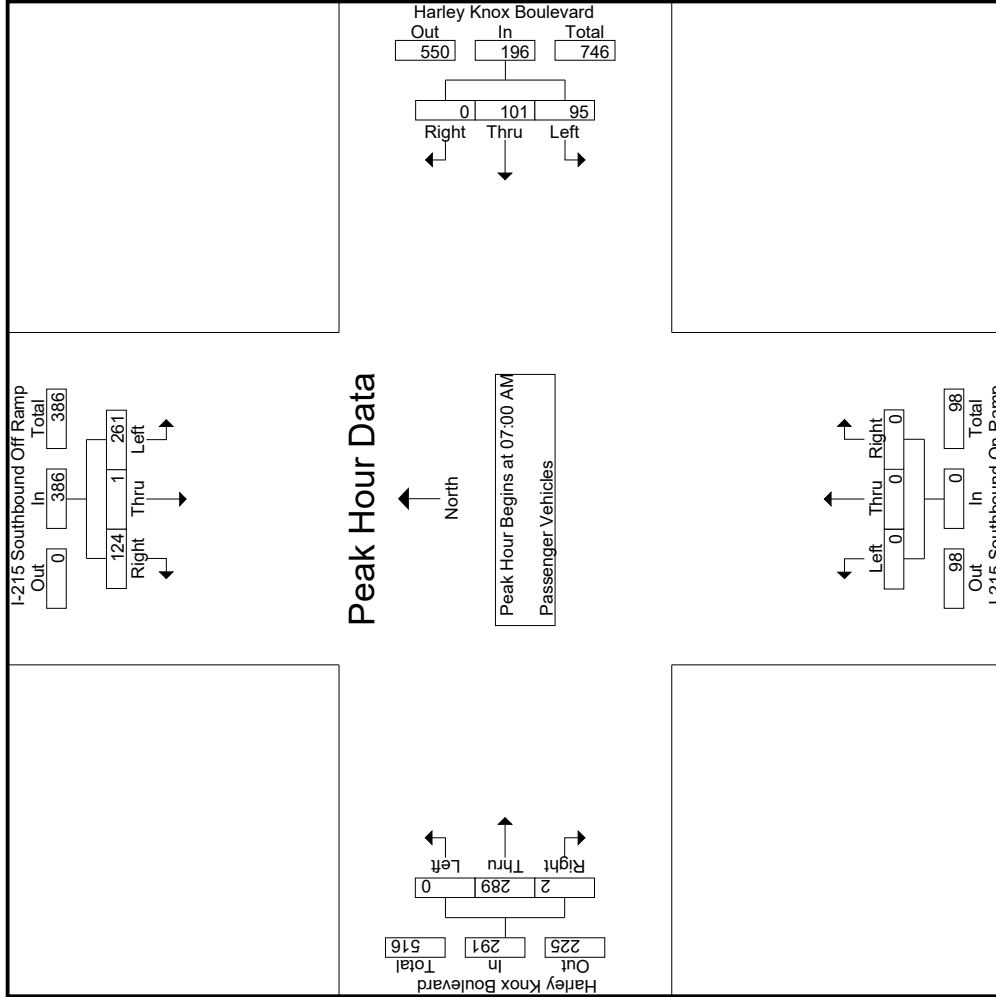
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	I-215 Southbound Off Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Southbound On Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	65	0	27	13	92	30	24	0	0	54	0	0	0	0	0	0	70	1	1	71	14	217	231
07:15 AM	60	0	31	11	91	19	21	0	0	40	0	0	0	0	0	0	64	1	0	65	11	196	207
07:30 AM	62	0	33	13	95	21	34	0	0	55	0	0	0	0	0	0	77	0	0	77	13	227	240
07:45 AM	74	1	33	7	108	25	22	0	0	47	0	0	0	0	0	0	78	0	0	78	7	233	240
Total	261	1	124	44	386	95	101	0	0	196	0	0	0	0	0	0	289	2	1	291	45	873	918
% App. Total	67.6	0.3	32.1			48.5	51.5	0	0		0	0	0	0	0	0	99.3	0.7		99.6	4.3	95.7	
PHF	.882	.250	.939		.894	.792	.743	.000	.891	.000	.000	.000	.000	.000	.000	.000	.926	.500		.933			

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	I-215 Southbound Off Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Southbound On Ramp Northbound			Harley Knox Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	65	0	27	30	24	0	54	0	0	0	70	1	71
+15 mins.	60	0	31	19	21	0	40	0	0	0	64	1	65
+30 mins.	62	0	33	21	34	0	55	0	0	0	77	0	77
+45 mins.	74	1	33	25	22	0	47	0	0	0	78	0	78
Total Volume	261	1	124	95	101	0	196	0	0	0	289	2	291
% App. Total	67.6	0.3	32.1	48.5	51.5	0	891	0	0	0	99.3	0.7	99.3
PHF	.882	.250	.939	.792	.743	.000	.891	.000	.000	.000	.926	.500	.933

Counts Unlimited
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County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Southbound On Ramp Northbound				Harley Knox Boulevard Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	3	0	0	0	3	1	1	0	0	2	0	0	0	0	0	6	0	11	11
07:15 AM	4	0	0	0	4	0	1	0	0	1	0	0	0	1	5	1	10	11	
07:30 AM	2	0	1	0	3	0	1	0	0	1	0	0	0	0	4	0	8	8	
07:45 AM	5	0	0	0	5	0	3	0	0	3	0	0	0	0	5	0	13	13	
Total	14	0	1	0	15	1	6	0	0	7	0	0	0	3	20	1	42	43	
08:00 AM	2	0	1	0	3	3	1	0	0	4	0	0	0	0	2	0	9	9	
08:15 AM	4	0	2	0	6	1	1	0	0	2	0	0	0	0	5	0	13	13	
08:30 AM	5	0	1	0	6	0	1	0	0	1	0	0	0	0	1	0	8	8	
08:45 AM	5	0	1	0	6	1	1	0	0	2	0	0	0	0	3	0	11	11	
Total	16	0	5	0	21	5	4	0	0	9	0	0	0	0	11	0	41	41	
Grand Total	30	0	6	0	36	6	10	0	0	16	0	0	0	3	31	1	83	84	
Approch %	83.3	0	16.7			37.5	62.5	0		19.3	0	0	0	90.3	9.7	1.2	98.8		
Total %	36.1	0	7.2		43.4	7.2	12	0			0	0	0	33.7	3.6				

3.1-39

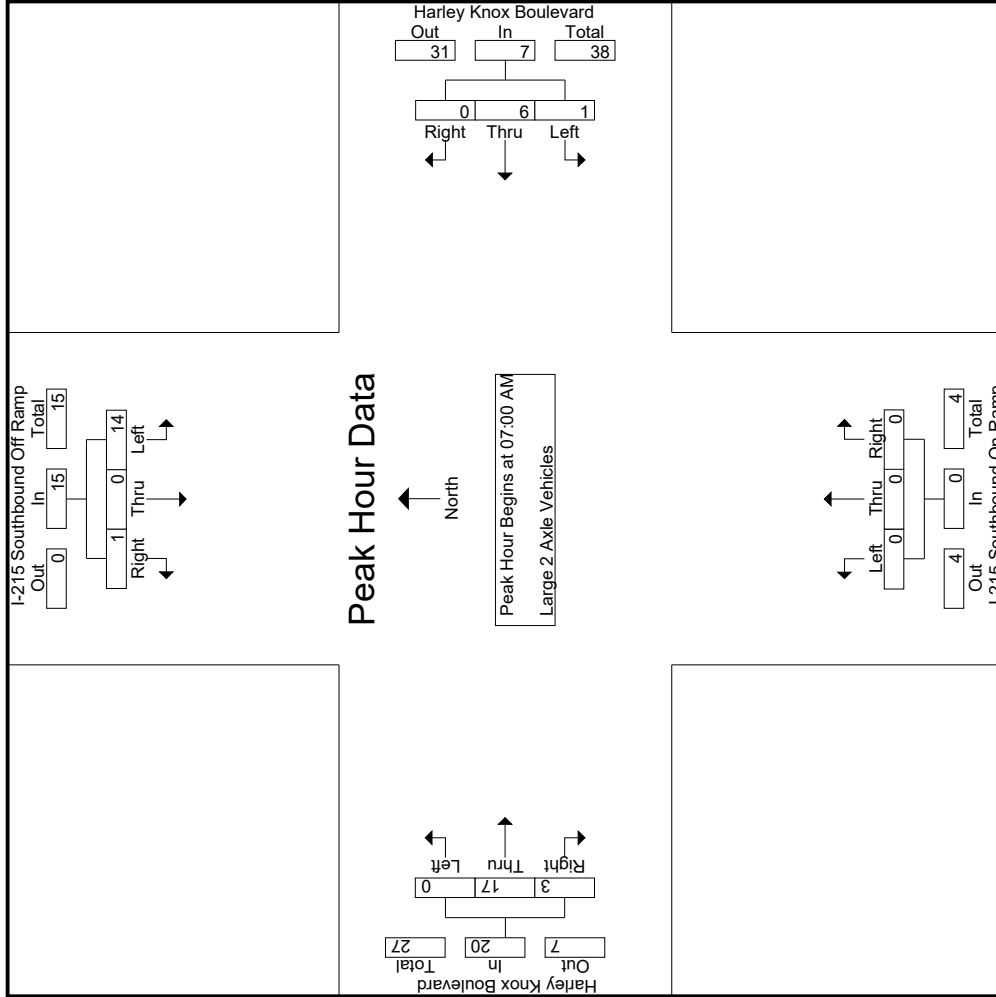
Start Time	I-215 Southbound Off Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Southbound On Ramp Northbound				Harley Knox Boulevard Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	3	0	0	0	3	1	1	0	0	2	0	0	0	0	0	6	0	11	11
07:15 AM	4	0	0	0	4	0	1	0	0	1	0	0	0	1	5	1	10	11	
07:30 AM	2	0	1	0	3	0	1	0	0	1	0	0	0	0	4	0	8	8	
07:45 AM	5	0	0	0	5	0	3	0	0	3	0	0	0	0	5	0	13	13	
Total Volume	14	0	1	0	15	1	6	0	0	7	0	0	0	3	20	1	42	43	
% App. Total	93.3	0	6.7			14.3	85.7	0			0	0	0	85	15				
PHF	.700	.000	.250		.750	.250	.500	.000		.583	.000	.000	.000	.000	.750		.833	.808	

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

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 02_CRV_215S_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Southbound Off Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Southbound On Ramp Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	3	0	0	1	0	2	0	0	0	0	0	0
+15 mins.	4	0	0	0	0	1	0	0	0	0	0	0
+30 mins.	2	0	1	0	0	1	0	0	0	0	0	0
+45 mins.	5	0	0	0	0	3	0	0	0	0	0	0
Total Volume	14	0	1	1	6	7	0	0	0	0	17	3
% App. Total	93.3	0	6.7	14.3	85.7	0	0	0	0	0	85	15
PHF	.700	.000	.250	.250	.500	.583	.000	.000	.000	.000	.850	.750
			.750						.000			.833

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Southbound On Ramp Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	1	0	3	1	0	0	0	1	0	0	0	0	2	0	6	6
07:15 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	1	0	4	4
07:30 AM	4	0	1	1	5	2	1	0	0	3	0	0	0	0	2	1	10	11
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	2	2
Total	6	1	2	1	9	5	2	0	0	7	0	0	0	0	6	1	22	23
08:00 AM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	1	0	4	4
08:15 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
08:30 AM	3	0	2	1	5	1	1	0	0	2	0	0	0	0	0	1	7	8
08:45 AM	5	0	1	1	6	0	1	0	0	1	0	0	0	0	1	1	8	9
Total	14	0	3	2	17	2	2	0	0	4	0	0	0	0	2	2	23	25
Grand Total	20	1	5	3	26	7	4	0	0	11	0	0	0	0	8	3	45	48
Approch %	76.9	3.8	19.2			63.6	36.4	0	0	24.4	0	0	0	0	100	6.2	93.8	
Total %	44.4	2.2	11.1		57.8	15.6	8.9	0	0		0	0	0	0	17.8			

3.1-42

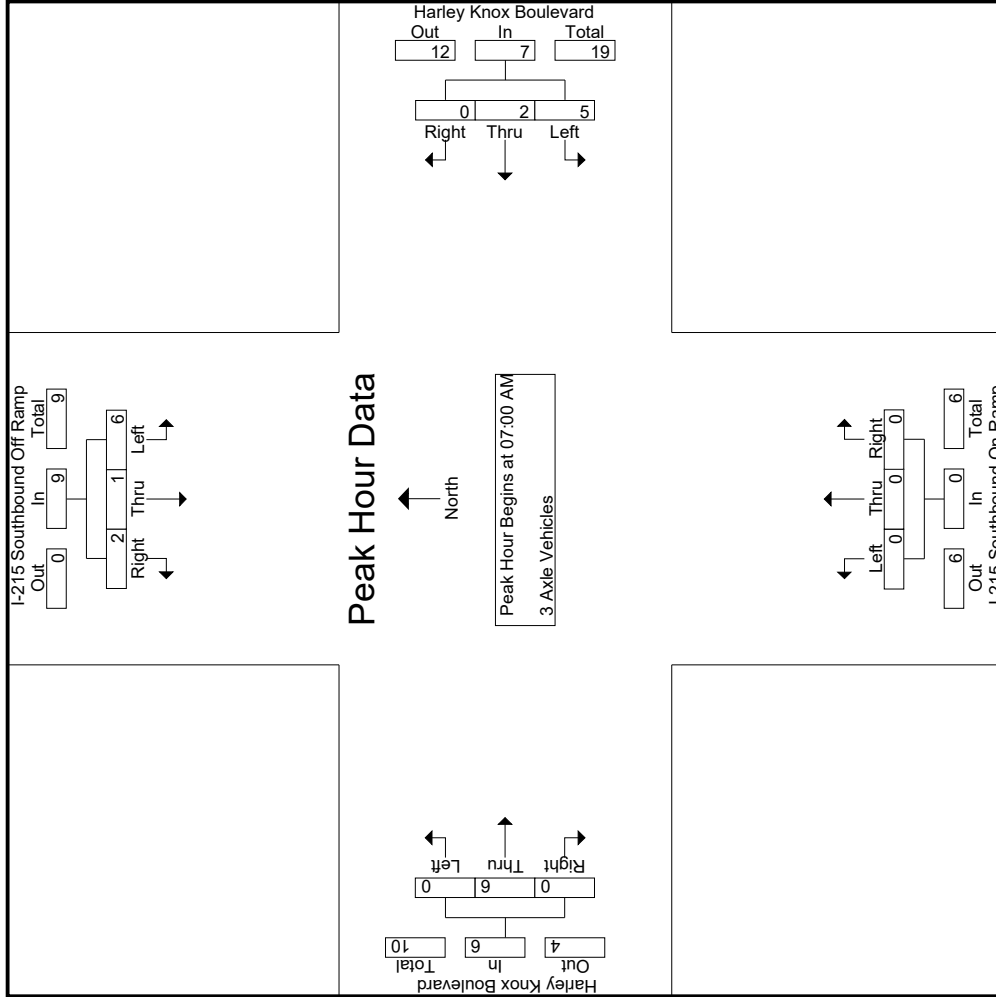
Start Time	I-215 Southbound Off Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Southbound On Ramp Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	1	0	3	1	0	0	0	1	0	0	0	0	2	0	6	6
07:15 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	1	0	4	4
07:30 AM	4	0	1	1	5	2	1	0	0	3	0	0	0	0	2	1	10	11
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	2	2
Total Volume	6	1	2	1	9	5	2	0	0	7	0	0	0	0	6	1	22	23
% App. Total	66.7	11.1	22.2			71.4	28.6	0	0	24.4	0	0	0	0	100	6.2	93.8	
PHF	.375	.250	.500		.450	.625	.500	.000	.583	.000	.000	.000	.000	.750	.000	.750	.550	

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

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Southbound On Ramp Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
+0 mins.	1	1	1	07:00 AM	1	0	0	07:00 AM	0	0	0	07:00 AM	0	2	0
+15 mins.	1	0	0		2	0	0		0	0	0		1	0	1
+30 mins.	4	0	1		2	1	0		0	0	0		2	0	2
+45 mins.	0	0	0		0	1	0		0	0	0		1	0	1
Total Volume	6	1	2		5	2	0		0	0	0		6	0	6
% App. Total	66.7	11.1	22.2		71.4	28.6	0		0	0	0		100	0	0
PHF	.375	.250	.500		.625	.500	.000		.583	.000	.000		.750	.000	.750

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Southbound On Ramp Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	0	7	2	12	3	0	0	0	3	0	0	0	0	0	3	17	20
07:15 AM	9	0	3	0	12	0	0	0	0	0	0	0	0	0	2	0	14	14
07:30 AM	11	1	3	0	15	1	0	0	0	2	0	0	0	0	5	0	22	22
07:45 AM	12	1	5	0	18	2	0	0	0	2	0	0	0	0	3	0	23	23
Total	37	2	18	2	57	6	1	0	0	7	0	0	0	0	11	1	76	79
08:00 AM	18	0	8	0	26	3	0	0	0	3	0	0	0	0	3	0	32	32
08:15 AM	16	0	2	1	18	1	2	0	0	3	0	0	0	0	2	1	23	24
08:30 AM	23	1	5	0	29	2	0	0	0	2	0	0	0	0	3	0	34	34
08:45 AM	10	1	9	0	20	2	2	0	0	4	0	0	0	1	9	1	33	34
Total	67	2	24	1	93	8	4	0	0	12	0	0	0	0	16	1	122	124
Grand Total	104	4	42	3	150	14	5	0	0	19	0	0	0	0	27	2	198	203
Approch %	69.3	2.7	28		73.7	26.3	0			9.6	0	0	0		93.1	6.9		
Total %	52.5	2	21.2		75.8	7.1	2.5	0			0	0	0		14.6	2.5	97.5	

3.1-45

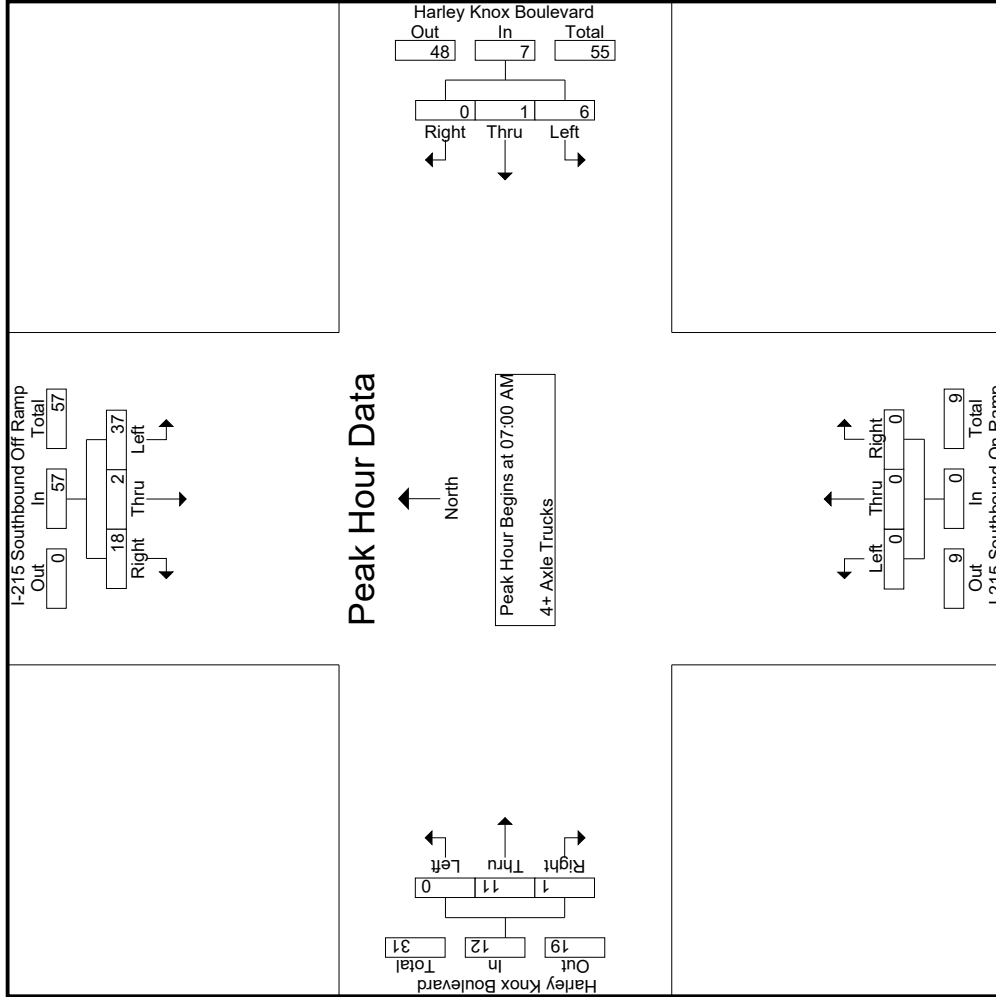
Start Time	I-215 Southbound Off Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Southbound On Ramp Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	0	7	2	12	3	0	0	0	3	0	0	0	0	0	3	17	20
07:15 AM	9	0	3	0	12	0	0	0	0	0	0	0	0	0	2	0	14	14
07:30 AM	11	1	3	0	15	1	0	0	0	2	0	0	0	0	5	0	22	22
07:45 AM	12	1	5	0	18	2	0	0	0	2	0	0	0	0	3	0	23	23
Total Volume	37	2	18	2	57	6	1	0	0	7	0	0	0	0	11	1	76	79
% App. Total	64.9	3.5	31.6		73.7	26.3	0			9.6	0	0	0		93.1	6.9		
PHF	.771	.500	.643		.792	.500	.250	.000	.583	.000	.000	.000	.000	.000	.550	.250	.600	.826

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

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Southbound On Ramp Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
+0 mins.	5	0	7	07:00 AM	3	0	0	07:00 AM	0	0	0	07:00 AM	0	1	1
+15 mins.	9	0	3		0	0	0		0	0	0		2	0	2
+30 mins.	11	1	3		1	0	2		0	0	0		5	0	5
+45 mins.	12	1	5		2	0	2		0	0	0		3	0	3
Total Volume	37	2	18		6	1	0		0	0	0		11	1	12
% App. Total	64.9	3.5	31.6		85.7	14.3	0		0	0	0		91.7	8.3	
PHF	.771	.500	.643		.500	.250	.000		.000	.000	.000		.550	.250	.600

Counts Unlimited
 PO Box 1178
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County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	I-215 Southbound Off Ramp Southbound						Harley Knox Boulevard Westbound						I-215 Southbound On Ramp Northbound						Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total
04:00 PM	69	1	38	17	108	108	56	37	0	0	93	93	0	0	0	0	0	0	0	83	7	2	90	90
04:15 PM	67	0	26	6	93	93	49	31	0	0	80	80	0	0	0	0	0	0	0	83	6	5	89	89
04:30 PM	61	0	30	9	91	91	77	30	0	0	107	107	0	0	0	0	0	0	0	79	8	2	87	87
04:45 PM	68	0	54	27	122	122	95	39	0	0	134	134	0	0	0	0	0	0	0	67	8	3	75	75
Total	265	1	148	59	414	414	277	137	0	0	414	414	0	0	0	0	0	0	0	312	29	12	341	341
05:00 PM	84	0	29	14	113	113	60	42	0	0	102	102	0	0	0	0	0	0	0	71	12	6	83	83
05:15 PM	63	0	30	17	93	93	73	29	0	0	102	102	0	0	0	0	0	0	0	77	7	2	84	84
05:30 PM	66	0	27	17	93	93	37	29	0	0	66	66	0	0	0	0	0	0	0	67	8	4	75	75
05:45 PM	73	0	16	5	89	89	37	25	0	0	62	62	0	0	0	0	0	0	0	64	3	2	67	67
Total	286	0	102	53	388	388	207	125	0	0	332	332	0	0	0	0	0	0	0	279	30	14	309	309
Grand Total	551	1	250	112	802	802	484	262	0	0	746	746	0	0	0	0	0	0	0	591	59	26	650	650
Approch %	68.7	0.1	31.2				64.9	35.1	0	0	0	0	0	0	0	0	0	0	0	90.9	9.1		0	0
Total %	25.1	0	11.4		36.5	36.5	22	11.9	0	0	33.9	33.9	0	0	0	0	0	0	0	26.9	2.7		29.6	29.6
Passenger Vehicles	438	1	219		767	767	463	245	0	0	708	708	0	0	0	0	0	0	0	560	57		643	643
Large 2 Axle Vehicles	79.5	100	87.6		97.3	83.9	95.7	93.5	0	0	94.9	94.9	0	0	0	0	0	0	0	94.8	96.6	100	95.1	95.1
3 Axle Vehicles	26	0	10		38	38	12	7	0	0	19	19	0	0	0	0	0	0	0	12	0		12	12
4+ Axle Trucks	4.7	0	4		4.2	4.2	2.5	2.7	0	0	2.5	2.5	0	0	0	0	0	0	0	2	0		1.8	1.8
% 3 Axle Vehicles	15	0	2		17	17	1	1	0	0	2	2	0	0	0	0	0	0	0	6	2		8	8
% 4+ Axle Trucks	2.7	0	0.8		1.9	1.9	0.2	0.4	0	0	0.3	0.3	0	0	0	0	0	0	0	1	3.4		1.2	1.2
% 4+ Axle Trucks	72	0	19		92	92	8	9	0	0	17	17	0	0	0	0	0	0	0	13	0		13	13
% 4+ Axle Trucks	13.1	0	7.6		10.1	10.1	1.7	3.4	0	0	2.3	2.3	0	0	0	0	0	0	0	2.2	0		1.9	1.9

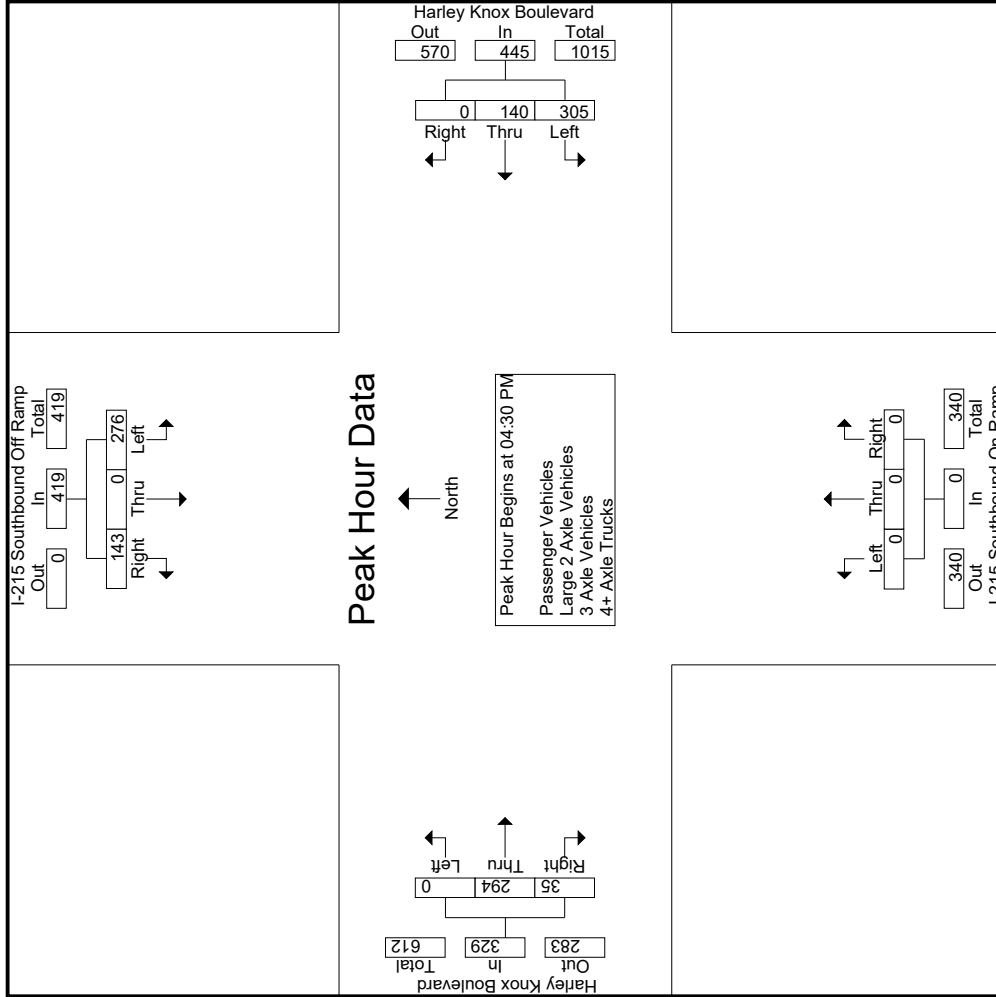
Start Time	I-215 Southbound Off Ramp Southbound						Harley Knox Boulevard Westbound						I-215 Southbound On Ramp Northbound						Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total	Exclu. Total	Int. Total
04:30 PM	61	0	30		91	91	77	30	0	0	107	107	0	0	0	0	0	0	0	79	8		87	87
04:45 PM	68	0	54		122	122	95	39	0	0	134	134	0	0	0	0	0	0	0	67	8		75	75
05:00 PM	84	0	29		113	113	60	42	0	0	102	102	0	0	0	0	0	0	0	71	12		83	83
05:15 PM	63	0	30		93	93	73	29	0	0	102	102	0	0	0	0	0	0	0	77	7		84	84
05:30 PM	66	0	27		93	93	37	29	0	0	66	66	0	0	0	0	0	0	0	67	8		75	75
05:45 PM	73	0	16		89	89	37	25	0	0	62	62	0	0	0	0	0	0	0	64	3		67	67
Total Volume	276	0	143		419	419	305	140	0	0	445	445	0	0	0	0	0	0	0	294	35		329	329
% App. Total	65.9	0	34.1		34.1	34.1	68.5	31.5	0	0	10.6	10.6	0	0	0	0	0	0	0	89.4	10.6		1193	1193
PHF	.821	.000	.662		.859	.859	.803	.833	.000	.830	.000	.000	.000	.000	.000	.000	.000	.000	.000	.729	.945		.945	.945

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited
 PO Box 1178
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County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Southbound Off Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Southbound On Ramp Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:													
	04:45 PM			04:30 PM			04:00 PM			04:00 PM				
+0 mins.	68	0	54	77	30	0	107	0	0	0	0	83	7	90
+15 mins.	84	0	29	95	39	0	134	0	0	0	0	83	6	89
+30 mins.	63	0	30	60	42	0	102	0	0	0	0	79	8	87
+45 mins.	66	0	27	73	29	0	102	0	0	0	0	67	8	75
Total Volume	281	0	140	305	140	0	445	0	0	0	0	312	29	341
% App. Total	66.7	0	33.3	68.5	31.5	0	83.0	0	0	0	0	91.5	8.5	94.7
PHF	.836	.000	.648	.803	.833	.000	.830	.000	.000	.000	.000	.940	.906	.947

Groups Printed- Passenger Vehicles

Start Time	I-215 Southbound Off Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Southbound On Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	52	1	33	16	86	53	34	0	0	87	0	0	0	0	0	0	81	7	2	88	18	261	279
04:15 PM	53	0	21	5	74	48	29	0	0	77	0	0	0	0	0	0	79	6	5	85	10	236	246
04:30 PM	50	0	25	9	75	74	27	0	0	101	0	0	0	0	0	0	76	7	2	83	11	259	270
04:45 PM	53	0	52	27	105	93	37	0	0	130	0	0	0	0	0	0	63	8	3	71	30	306	336
Total	208	1	131	57	340	268	127	0	0	395	0	0	0	0	0	0	299	28	12	327	69	1062	1131
05:00 PM	70	0	24	14	94	57	40	0	0	97	0	0	0	0	0	0	67	12	6	79	20	270	290
05:15 PM	46	0	26	16	72	69	27	0	0	96	0	0	0	0	0	0	73	7	2	80	18	248	266
05:30 PM	51	0	26	17	77	34	28	0	0	62	0	0	0	0	0	0	60	7	4	67	21	206	227
05:45 PM	63	0	12	5	75	35	23	0	0	58	0	0	0	0	0	0	61	3	2	64	7	197	204
Total	230	0	88	52	318	195	118	0	0	313	0	0	0	0	0	0	261	29	14	290	66	921	987
Grand Total	438	1	219	109	658	463	245	0	0	708	0	0	0	0	0	0	560	57	26	617	135	1983	2118
Approch %	66.6	0.2	33.3			65.4	34.6	0	0	35.7	0	0	0	0	0	0	90.8	9.2		31.1	6.4	93.6	
Total %	22.1	0.1	11			23.3	12.4	0	0		0	0	0	0	0	0	28.2	2.9					

3.1-51

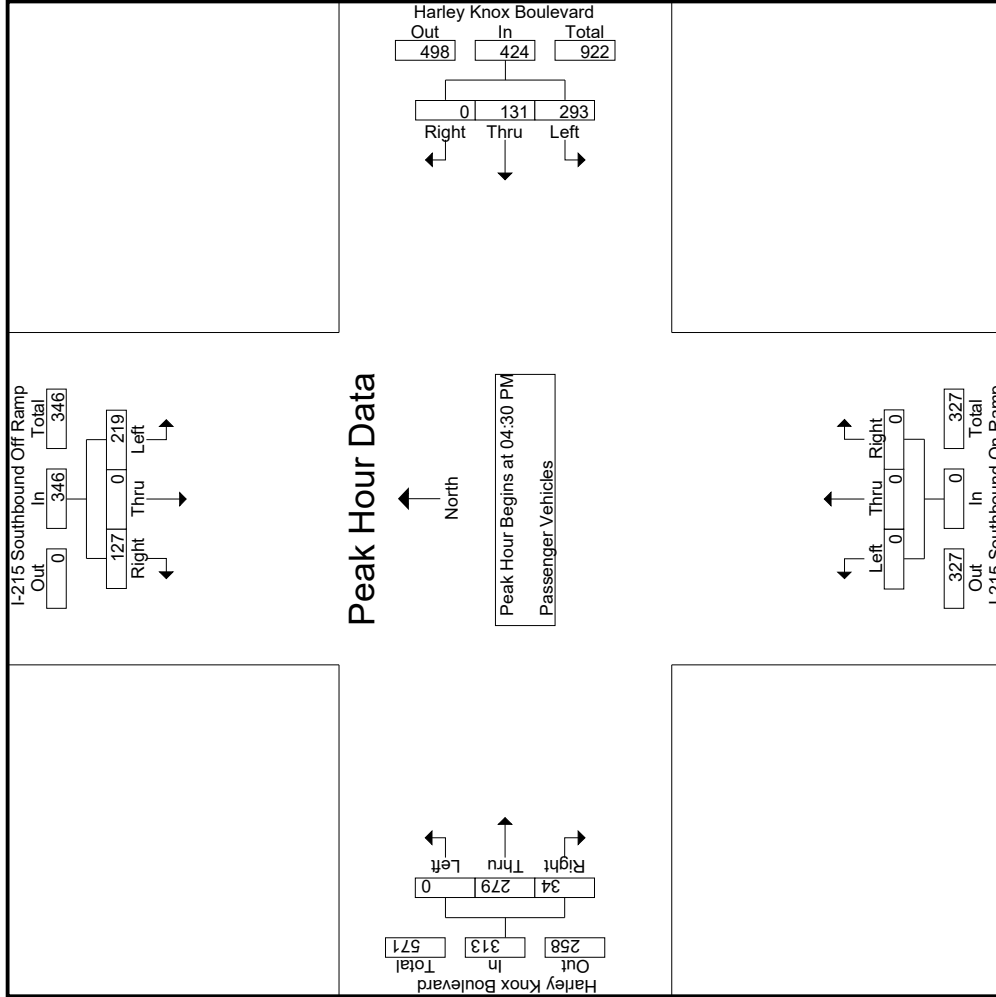
Start Time	I-215 Southbound Off Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Southbound On Ramp Northbound					Harley Knox Boulevard Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total
04:30 PM	50	0	25		75	74	27	0	0	101	0	0	0	0	0	0	76	7		83		259
04:45 PM	53	0	52		105	93	37	0	0	130	0	0	0	0	0	0	63	8		71		306
05:00 PM	70	0	24		94	57	40	0	0	97	0	0	0	0	0	0	67	12		79		270
05:15 PM	46	0	12		72	69	27	0	0	77	0	0	0	0	0	0	73	7		80		246
Total Volume	219	0	127		346	293	131	0	0	424	0	0	0	0	0	0	279	34		313		1083
% App. Total	63.3	0	36.7			69.1	30.9	0	0		0	0	0	0	0	0	89.1	10.9				
PHF	.782	.000	.611		.824	.788	.819	.000	.000	.815	.000	.000	.000	.000	.000	.000	.918	.708		.943		.885

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

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Southbound On Ramp Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:													
	04:30 PM			04:30 PM			04:30 PM			04:30 PM				
+0 mins.	50	0	25	74	27	0	101	0	0	0	0	76	7	83
+15 mins.	53	0	52	93	37	0	130	0	0	0	0	63	8	71
+30 mins.	70	0	24	57	40	0	97	0	0	0	0	67	12	79
+45 mins.	46	0	26	69	27	0	96	0	0	0	0	73	7	80
Total Volume	219	0	127	293	131	0	424	0	0	0	0	279	34	313
% App. Total	63.3	0	36.7	69.1	30.9	0	81.5	0	0	0	0	89.1	10.9	94.3
PHF	.782	.000	.611	.788	.819	.000	.815	.000	.000	.000	.000	.918	.708	.943

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Southbound On Ramp Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	0	1	0	4	2	2	0	0	4	0	0	0	0	0	1	0	9
04:15 PM	3	0	1	1	4	0	1	0	0	1	0	0	0	0	2	1	7	8
04:30 PM	3	0	2	0	5	2	3	0	0	5	0	0	0	0	1	0	11	11
04:45 PM	2	0	1	0	3	1	0	0	0	1	0	0	0	0	3	0	7	7
Total	11	0	5	1	16	5	6	0	0	11	0	0	0	0	7	1	34	35
05:00 PM	2	0	0	0	2	3	1	0	0	4	0	0	0	0	0	0	6	6
05:15 PM	7	0	4	1	11	2	0	0	0	2	0	0	0	0	3	1	16	17
05:30 PM	4	0	1	0	5	2	0	0	0	2	0	0	0	0	2	0	9	9
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	15	0	5	1	20	7	1	0	0	8	0	0	0	0	5	1	33	34
Grand Total	26	0	10	2	36	12	7	0	0	19	0	0	0	0	12	2	67	69
Approch %	72.2	0	27.8		63.2	36.8	0	0	0	28.4	0	0	0	0	17.9	2.9	97.1	
Total %	38.8	0	14.9		53.7	17.9	10.4	0	0	28.4	0	0	0	0	17.9	2.9	97.1	

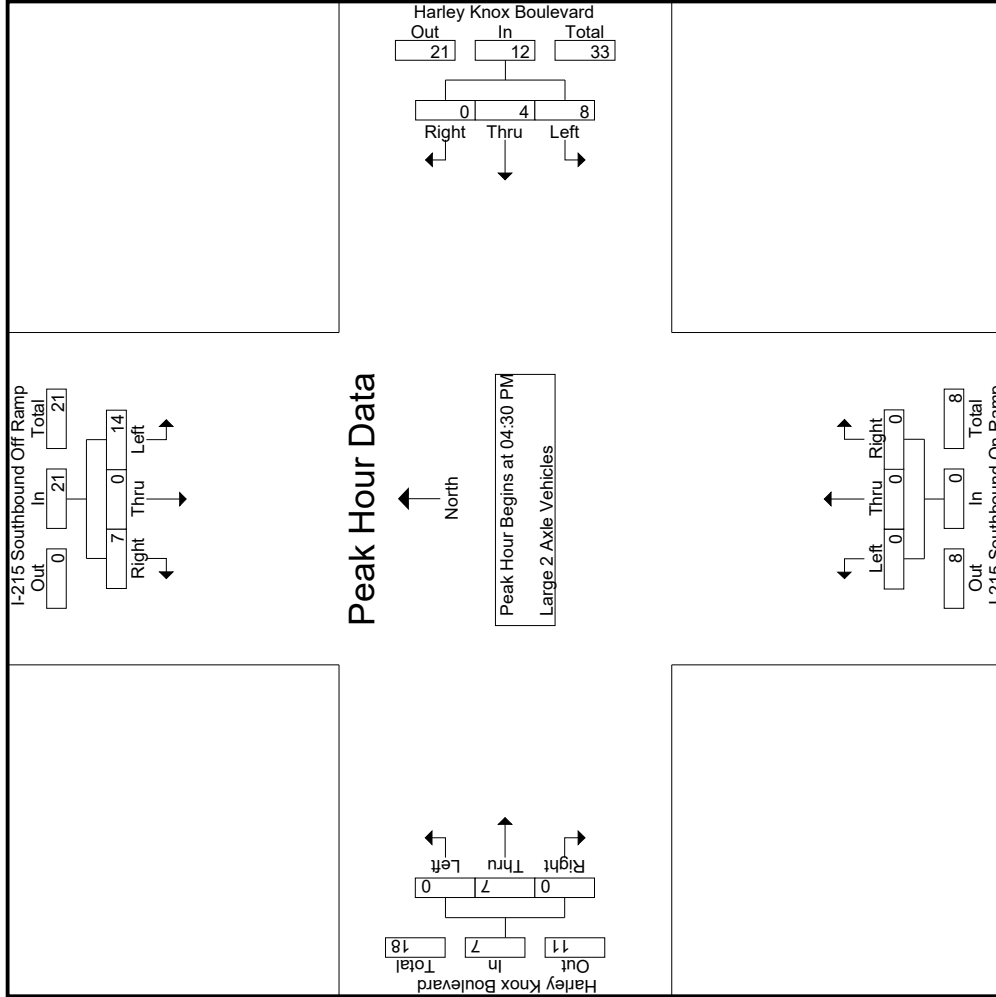
Start Time	I-215 Southbound Off Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Southbound On Ramp Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	3	0	2	0	5	2	3	0	0	5	0	0	0	0	0	1	1	11
04:45 PM	2	0	1	0	3	1	0	0	0	1	0	0	0	0	3	0	3	7
05:00 PM	2	0	0	0	2	3	1	0	0	4	0	0	0	0	0	0	6	6
05:15 PM	7	0	4	0	11	2	0	0	0	2	0	0	0	0	3	0	16	16
Total Volume	14	0	7	0	21	8	4	0	0	12	0	0	0	0	7	0	40	40
% App. Total	66.7	0	33.3		66.7	33.3	0	0	0	100	0	0	0	0	100	0	.583	.625
PHF	.500	.000	.438		.477	.667	.333	.000	.600	.000	.000	.000	.000	.583	.000	.000	.583	.625

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

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Southbound On Ramp Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM					
+0 mins.	3	0	2	2	0	0	5	0	0	0	0	1	0	1	
+15 mins.	2	0	1	1	0	0	1	0	0	0	0	3	0	3	
+30 mins.	2	0	0	3	1	0	4	0	0	0	0	0	0	0	
+45 mins.	7	0	4	2	0	0	2	0	0	0	0	3	0	3	
Total Volume	14	0	7	8	4	0	12	0	0	0	0	7	0	7	
% App. Total	66.7	0	33.3	66.7	33.3	0	60.0	0.000	.000	.000	0	100	0	.583	
PHF	.500	.000	.438	.667	.333	.000	.600	.000	.000	.000	.000	.583	.000	.583	

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Southbound On Ramp Northbound				Harley Knox Boulevard Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2
04:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	1	1	0	2
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Total	5	0	0	5	0	0	0	0	0	0	0	0	4	1	0	5
05:00 PM	4	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	2	0	0	0	2	1	0	0	0	0	0	0	0	1	0	1
05:45 PM	2	0	1	0	3	0	0	0	0	0	0	0	1	0	0	1
Total	10	0	2	0	12	1	1	0	0	2	0	0	2	1	0	3
Grand Total	15	0	2	0	17	1	1	0	0	2	0	0	6	2	0	8
Approch %	88.2	0	11.8		50	50	0		0	0	0	0	75	25	0	100
Total %	55.6	0	7.4		63	3.7	3.7		7.4	0	0	0	22.2	7.4	0	29.6

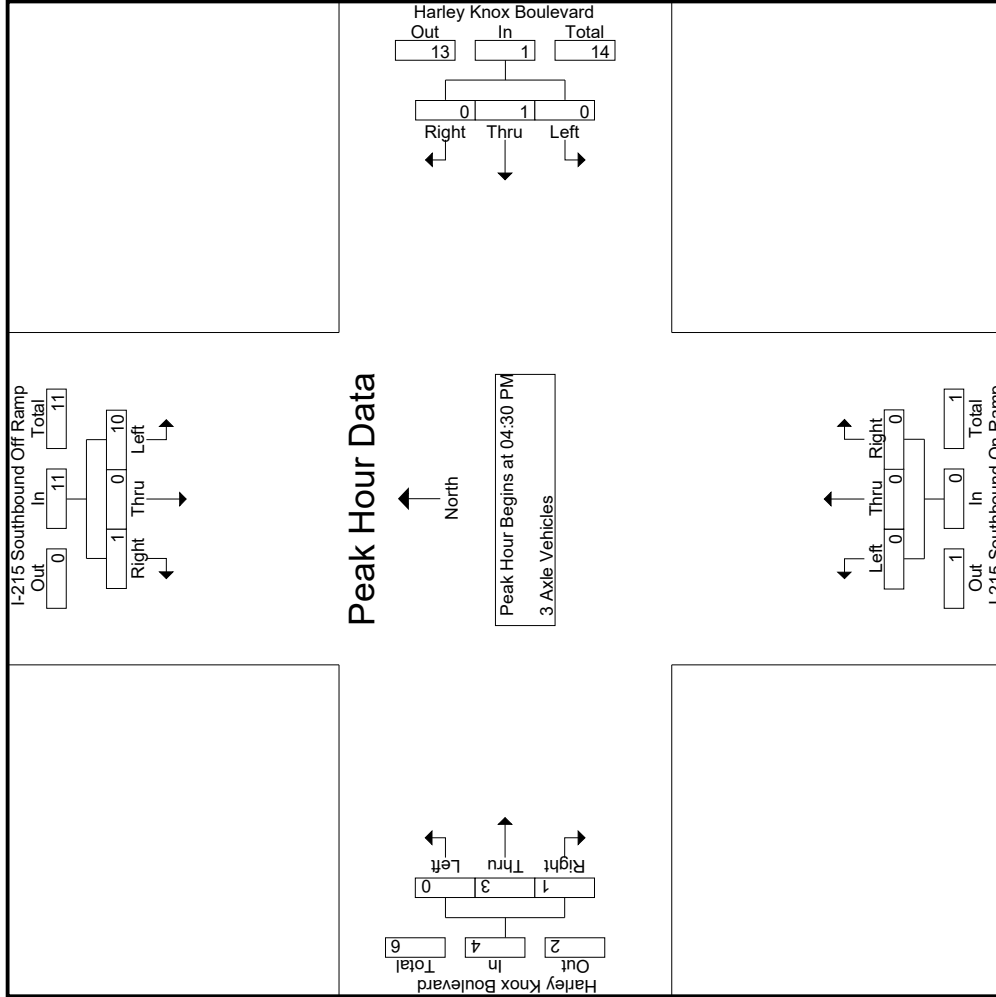
3.1-57

Start Time	I-215 Southbound Off Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Southbound On Ramp Northbound				Harley Knox Boulevard Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
04:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
05:00 PM	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	10	0	1	11	0	1	0	1	0	0	0	0	0	3	1	4
% App. Total	90.9	0	9.1		0	100	0		0	0	0	0	0	75	25	100
PHF	.625	.000	.250	.550	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.250	.500

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Southbound On Ramp Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM					
+0 mins.	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	4	0	1	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	2	0	0	0	1	0	0	0	0	0	0	0	0	0	
Total Volume	10	0	1	0	1	0	1	0	0	0	0	0	0	0	
% App. Total	90.9	0	9.1	0	100	0	0	0	0	0	0	0	0	0	
PHF	.625	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.750	.500	

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Southbound On Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	14	0	4	1	18	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	21	22
04:15 PM	10	0	4	0	14	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	16	16
04:30 PM	5	0	3	0	8	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	10	10
04:45 PM	12	0	1	0	13	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	16	16
Total	41	0	12	1	53	4	4	0	0	8	0	0	0	0	0	0	2	0	0	2	1	63	64
05:00 PM	8	0	4	0	12	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	16	16
05:15 PM	8	0	0	0	8	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	12	12
05:30 PM	9	0	0	0	9	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	15	15
05:45 PM	6	0	3	0	9	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	0	15	15
Total	31	0	7	0	38	4	5	0	0	9	0	0	0	0	0	0	11	0	0	11	0	58	58
Grand Total	72	0	19	1	91	8	9	0	0	17	0	0	0	0	0	0	13	0	0	13	1	121	122
Approch %	79.1	0	20.9			47.1	52.9	0			0	0	0			0	100	0			0.8	99.2	
Total %	59.5	0	15.7			6.6	7.4	0			0	0	0			0	10.7	0					

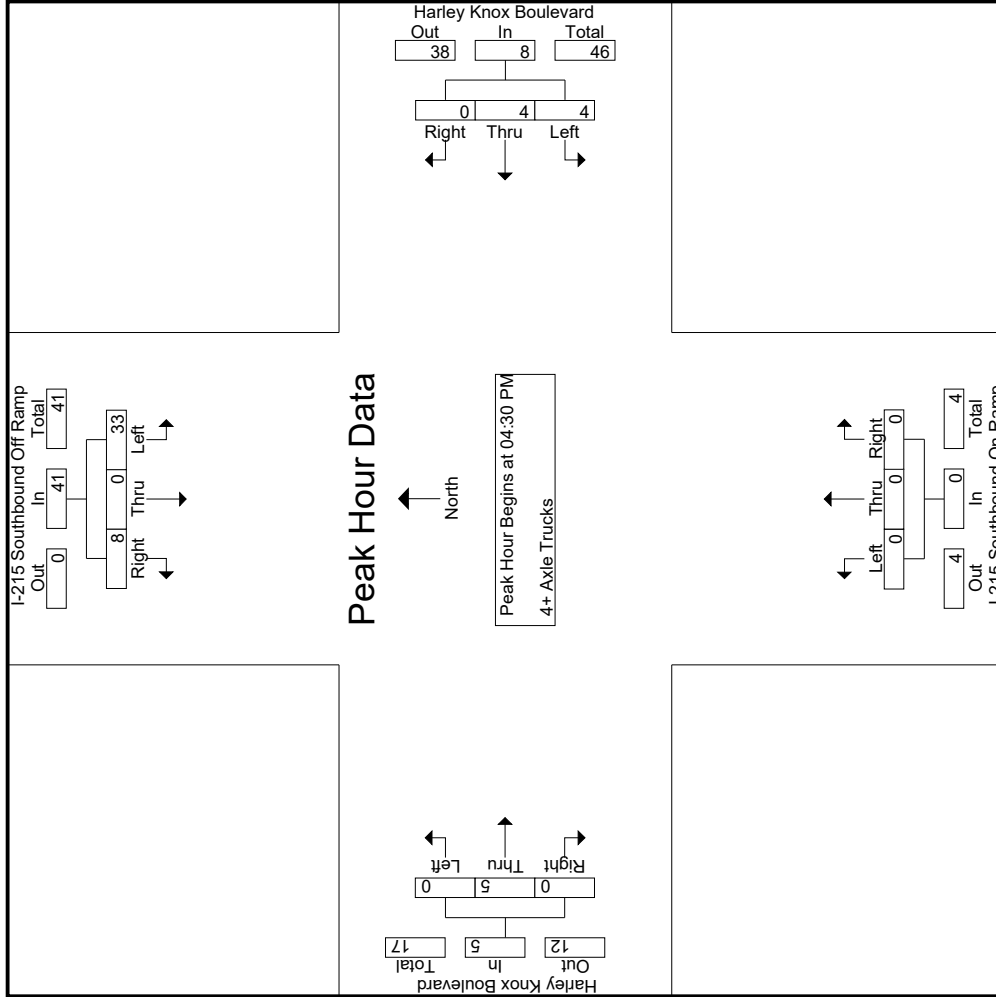
Start Time	I-215 Southbound Off Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Southbound On Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	5	0	0	3	8	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1			
04:45 PM	12	0	1	13	26	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0			
05:00 PM	8	0	4	12	20	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3			
05:15 PM	8	0	0	8	16	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1			
Total Volume	33	0	8	41	82	4	4	0	0	8	0	0	0	0	0	0	5	0	0	5			
% App. Total	80.5	0	19.5			50	50	0			0	0	0			0	100	0					
PHF	.688	.000	.500	.788		.500	.500	.000	.667		.000	.000	.000	.000	.000	.000	.417	.000	.417		.000	.417	.844

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

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 02_CRV_215S_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Southbound On Ramp Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM					
+0 mins.	5	0	3	1	0	0	1	0	0	0	0	1	0	0	1
+15 mins.	12	0	1	1	2	0	3	0	0	0	0	0	0	0	0
+30 mins.	8	0	4	0	1	0	1	0	0	0	0	3	0	0	3
+45 mins.	8	0	0	2	1	0	3	0	0	0	0	1	0	0	1
Total Volume	33	0	8	4	4	0	8	4	0	0	0	5	0	0	5
% App. Total	80.5	0	19.5	50	50	0	66.7	50	0	0	0	100	0	0	100
PHF	.688	.000	.500	.788	.500	.000	.667	.500	.000	.000	.417	.000	.000	.000	.417

Location: County of Riverside
 N/S: I-215 SB Ramps
 E/W: Harley Knox Blvd



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg Ramona Expressway	South Leg I-215 SB Ramps	West Leg Cajalco Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-215 SB Ramps	East Leg Ramona Expressway	South Leg I-215 SB Ramps	West Leg Cajalco Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	2	0	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

Location: County of Riverside
 N/S: I-215 SB Ramps
 E/W: Harley Knox Blvd



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound I-215 SB Ramps			Westbound Ramona Expressway			Northbound I-215 SB Ramps			Eastbound Cajalco Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-215 SB Ramps			Westbound Ramona Expressway			Northbound I-215 SB Ramps			Eastbound Cajalco Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Start Time	I-215 Northbound On Ramp Southbound						Harley Knox Boulevard Westbound						I-215 Northbound Off Ramp Northbound						Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	0	60	191	17	251	10	2	68	55	80	212	433	0	0	645	114	1613	1727
07:15 AM	0	0	0	0	0	0	0	40	183	14	223	2	0	7	5	9	47	95	0	0	142	19	374	393
07:30 AM	0	0	0	0	0	0	0	62	172	15	234	5	0	20	17	25	53	115	0	0	168	32	427	459
07:45 AM	0	0	0	0	0	0	0	50	130	13	180	2	1	33	30	36	51	123	0	0	174	43	390	433
Total	0	0	0	0	0	0	0	212	676	59	888	10	2	68	55	80	212	433	0	0	645	114	1613	1727
08:00 AM	0	0	0	0	0	0	0	50	89	11	139	4	1	21	20	26	35	95	0	0	130	31	295	326
08:15 AM	0	0	0	0	0	0	0	48	90	5	138	1	1	19	19	21	25	91	0	0	116	24	275	299
08:30 AM	0	0	0	0	0	0	0	36	71	11	107	6	0	24	16	30	27	84	0	0	111	27	248	275
08:45 AM	0	0	0	0	0	0	0	35	69	17	104	7	0	17	13	24	24	77	0	0	101	30	229	259
Total	0	0	0	0	0	0	0	169	319	44	488	18	2	81	68	101	111	347	0	0	458	112	1047	1159
Grand Total	0	0	0	0	0	0	0	381	995	103	1376	28	4	149	123	181	323	780	0	0	1103	226	2660	2886
Approach %	0	0	0	0	0	0	0	27.7	72.3	0	51.7	15.5	2.2	82.3	6.8	6.8	29.3	70.7	0	0	41.5	7.8	92.2	0
Total %	0	0	0	0	0	0	0	14.3	37.4	0	51.7	1.1	0.2	5.6	0	0	12.1	29.3	0	0	41.5	7.8	92.2	0
Passenger Vehicles	0	0	0	0	0	0	0	337	847	87.4	1274	25	2	129	264	264	273	616	0	0	889	0	0	2427
Large 2 Axle Vehicles	0	0	0	0	0	0	0	88.5	85.1	87.4	86.1	89.3	50	86.6	87.8	86.8	84.5	79	0	0	80.6	0	0	84.1
3 Axle Vehicles	0	0	0	0	0	0	0	19	43	4.9	67	0	1	5	10	10	15	41	0	0	56	0	0	133
4+ Axle Trucks	0	0	0	0	0	0	0	5	4.3	0	4.5	0	25	3.4	3.3	3.3	4.6	5.3	0	0	5.1	0	0	4.6
% 2 Axle Vehicles	0	0	0	0	0	0	0	7	12	0	20	2	0	5	12	12	8	20	0	0	28	0	0	60
% 3 Axle Vehicles	0	0	0	0	0	0	0	1.8	1.2	1	1.4	7.1	0	3.4	4.1	3.9	2.5	2.6	0	0	2.5	0	0	2.1
% 4+ Axle Trucks	0	0	0	0	0	0	0	18	93	6.8	118	1	1	10	18	18	27	103	0	0	130	0	0	266
% 4+ Axle Trucks	0	0	0	0	0	0	0	4.7	9.3	0	8	3.6	25	6.7	4.9	5.9	8.4	13.2	0	0	11.8	0	0	9.2

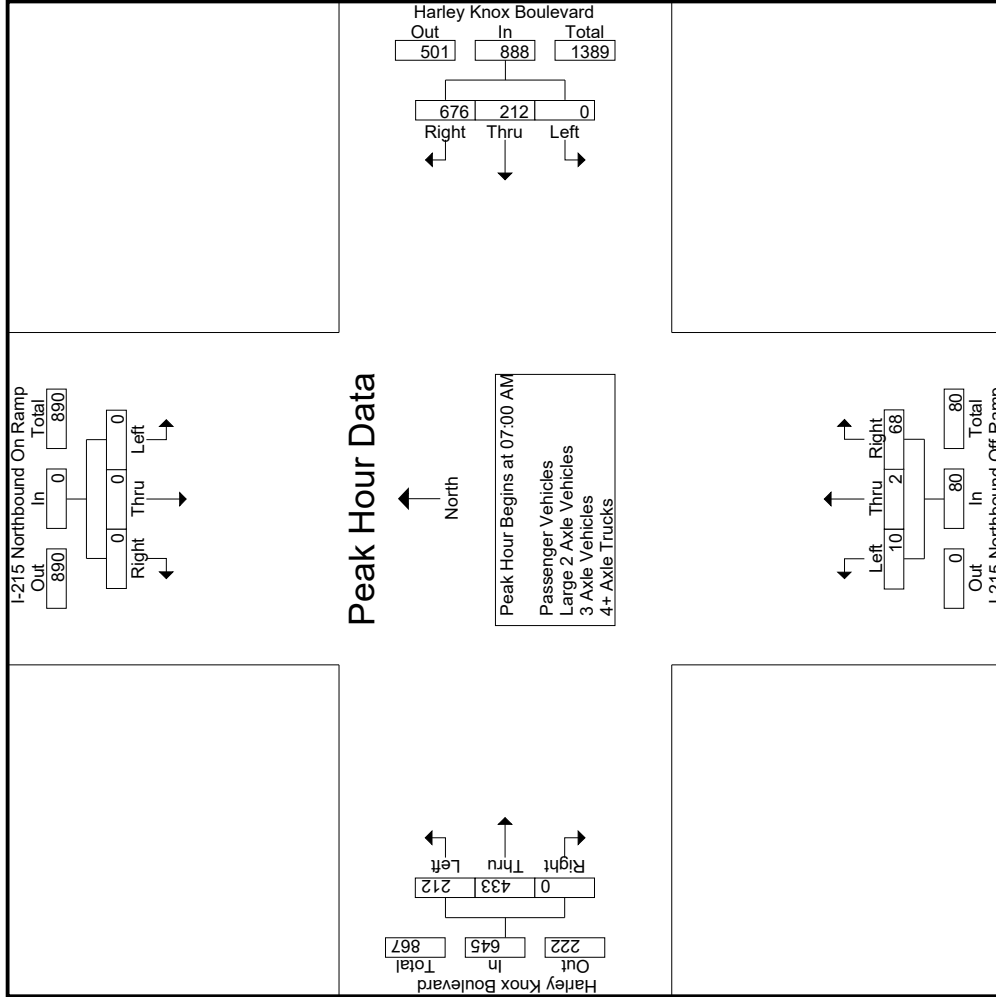
Start Time	I-215 Northbound On Ramp Southbound						Harley Knox Boulevard Westbound						I-215 Northbound Off Ramp Northbound						Harley Knox Boulevard Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	60	191	17	251	10	2	68	55	80	212	433	0	0	645	114	1613	1727
07:15 AM	0	0	0	0	0	0	0	40	183	14	223	2	0	7	5	9	47	95	0	0	142	19	374	393	
07:30 AM	0	0	0	0	0	0	0	62	172	15	234	5	0	20	17	25	53	115	0	0	168	32	427	459	
07:45 AM	0	0	0	0	0	0	0	50	130	13	180	2	1	33	30	36	51	123	0	0	174	43	390	433	
Total	0	0	0	0	0	0	0	212	676	59	888	10	2	68	55	80	212	433	0	0	645	114	1613	1727	
08:00 AM	0	0	0	0	0	0	0	50	89	11	139	4	1	21	20	26	35	95	0	0	130	31	295	326	
08:15 AM	0	0	0	0	0	0	0	48	90	5	138	1	1	19	19	21	25	91	0	0	116	24	275	299	
08:30 AM	0	0	0	0	0	0	0	36	71	11	107	6	0	24	16	30	27	84	0	0	111	27	248	275	
08:45 AM	0	0	0	0	0	0	0	35	69	17	104	7	0	17	13	24	24	77	0	0	101	30	229	259	
Total	0	0	0	0	0	0	0	169	319	44	488	18	2	81	68	101	111	347	0	0	458	112	1047	1159	
Grand Total	0	0	0	0	0	0	0	381	995	103	1376	28	4	149	123	181	323	780	0	0	1103	226	2660	2886	
Approach %	0	0	0	0	0	0	0	27.7	72.3	0	51.7	15.5	2.2	82.3	6.8	6.8	29.3	70.7	0	0	41.5	7.8	92.2	0	
Total %	0	0	0	0	0	0	0	14.3	37.4	0	51.7	1.1	0.2	5.6	0	0	12.1	29.3	0	0	41.5	7.8	92.2	0	
Passenger Vehicles	0	0	0	0	0	0	0	337	847	87.4	1274	25	2	129	264	264	273	616	0	0	889	0	0	2427	
Large 2 Axle Vehicles	0	0	0	0	0	0	0	88.5	85.1	87.4	86.1	89.3	50	86.6	87.8	86.8	84.5	79	0	0	80.6	0	0	84.1	
3 Axle Vehicles	0	0	0	0	0	0	0	19	43	4.9	67	0	1	5	10	10	15	41	0	0	56	0	0	133	
4+ Axle Trucks	0	0	0	0	0	0	0	5	4.3	0	4.5	0	25	3.4	3.3	3.3	4.6	5.3	0	0	5.1	0	0	4.6	
% 2 Axle Vehicles	0	0	0	0	0	0	0	7	12	0	20	2	0	5	12	12	8	20	0	0	28	0	0	60	
% 3 Axle Vehicles	0	0	0	0	0	0	0	1.8	1.2	1	1.4	7.1	0	3.4	4.1	3.9	2.5	2.6	0	0	2.5	0	0	2.1	
% 4+ Axle Trucks	0	0	0	0	0	0	0	18	93	6.8	118	1	1	10	18	18	27	103	0	0	130	0	0	266	
% 4+ Axle Trucks	0	0	0	0	0	0	0	4.7	9.3	0	8	3.6	25	6.7	4.9	5.9	8.4	13.2	0	0	11.8	0	0	9.2	

Start Time	I-215 Northbound On Ramp Southbound						Harley Knox Boulevard Westbound						I-215 Northbound Off Ramp Northbound						Harley Knox Boulevard Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	60	191	17	251	10	2	68	55	80	212	433	0	0	645	114	1613	1727
07:15 AM	0	0	0	0	0	0	0	40	183	14	223	2	0	7	5	9	47	95	0	0	142	19	374	393	
07:30 AM	0	0	0	0	0	0	0	62	172	15	234	5	0	20	17	25	53	115	0	0	168	32	427	459	
07:45 AM	0	0	0	0	0	0	0	50	130	13	180	2	1	33	30	36	51	123	0	0	174	43	390	433	
Total	0	0	0	0	0	0	0	212	676	59	888	10	2	68	55	80	212	433	0	0	645	114	1613	1727	
08:00 AM	0	0	0	0	0	0	0	50	89	11	139	4	1	21	20	26	35	95	0	0	130	31	295	326	
08:15 AM	0	0	0	0	0	0	0	48	90	5	138	1	1	19	19	21	25	91	0	0	116	24	275	299	
08:30 AM	0	0	0	0	0	0	0	36	71	11	107	6	0	24	16	30	27	84	0	0	111	27	248	275	
08:45 AM	0	0	0	0	0	0	0	35	69	17	104	7	0	17	13	24	24	77	0	0	101	30	229	259	
Total	0	0	0	0	0	0	0	169	319	44	488	18	2	81	68	101	111	347	0	0	458	112	1047	1159	
Grand Total	0	0	0	0	0	0	0	381	995	103	1376	28	4	149	123	181	323	780	0	0	1103	226	2660	2886	
Approach %	0	0	0	0	0	0	0	27.7	72.3	0	51.7	15.5	2.2	82.3	6.8	6.8	29.3	70.7	0	0	41.5	7.8	92.2	0	
Total %	0	0	0	0	0	0	0	14.3	37.4	0	51.7	1.1	0.2												

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 03_PER_215N_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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File Name : 03_PER_215N_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Northbound Off Ramp Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:45 AM			07:00 AM				
+0 mins.	0	0	0	0	60	191	251	2	1	33	61	100	0	161
+15 mins.	0	0	0	0	40	183	223	4	1	21	47	95	0	142
+30 mins.	0	0	0	0	62	172	234	1	1	19	53	115	0	168
+45 mins.	0	0	0	0	50	130	180	6	0	24	51	123	0	174
Total Volume	0	0	0	0	212	676	888	13	3	97	212	433	0	645
% App. Total	0	0	0	0	23.9	76.1	88.4	11.5	2.7	85.8	32.9	67.1	0	92.7
PHF	.000	.000	.000	.000	.855	.885	.884	.542	.750	.735	.869	.880	.000	.927

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File Name : 03_PER_215N_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed- Passenger Vehicles

Start Time	I-215 Northbound On Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Northbound Off Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	53	170	17	223	1	1	7	3	9	53	86	0	0	139	20	371	391
07:15 AM	0	0	0	0	0	0	37	161	10	198	2	0	6	5	8	42	81	0	0	123	15	329	344
07:30 AM	0	0	0	0	0	0	54	148	12	202	5	0	16	13	21	45	99	0	0	144	25	367	392
07:45 AM	0	0	0	0	0	0	46	114	12	160	2	0	30	27	32	44	103	0	0	147	39	339	378
Total	0	0	0	0	0	0	190	593	51	783	10	1	59	48	70	184	369	0	0	553	99	1406	1505
08:00 AM	0	0	0	0	0	0	42	75	10	117	4	0	21	20	25	32	72	0	0	104	30	246	276
08:15 AM	0	0	0	0	0	0	43	70	5	113	1	1	14	14	16	22	62	0	0	84	19	213	232
08:30 AM	0	0	0	0	0	0	30	55	9	85	5	0	20	15	25	22	56	0	0	78	24	188	212
08:45 AM	0	0	0	0	0	0	32	54	15	86	5	0	15	11	20	13	57	0	0	70	26	176	202
Total	0	0	0	0	0	0	147	254	39	401	15	1	70	60	86	89	247	0	0	336	99	823	922
Grand Total	0	0	0	0	0	0	337	847	90	1184	25	2	129	108	156	273	616	0	0	889	198	2229	2427
Approch %	0	0	0	0	0	0	28.5	71.5			16	1.3	82.7		7	30.7	69.3	0	0				
Total %	0	0	0	0	0	0	15.1	38		53.1	1.1	0.1	5.8		7	12.2	27.6	0	0	39.9	8.2	91.8	

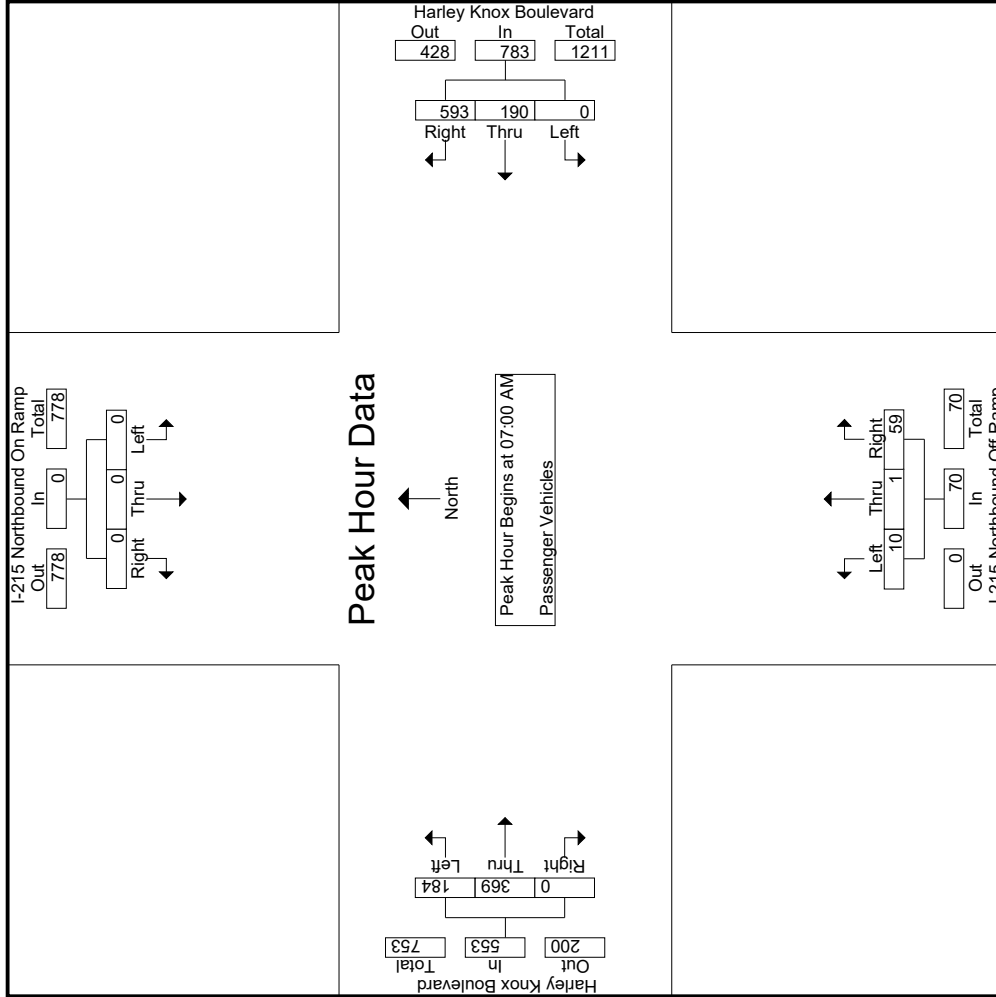
3.1-68

Start Time	I-215 Northbound On Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Northbound Off Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour for Entire Intersection Begins at 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	53	170	17	223	1	1	7	3	9	53	86	0	0	139	20	371	371
07:15 AM	0	0	0	0	0	0	37	161	10	198	2	0	6	5	8	42	81	0	0	123	15	329	329
07:30 AM	0	0	0	0	0	0	54	148	12	202	5	0	16	13	21	45	99	0	0	144	25	367	367
07:45 AM	0	0	0	0	0	0	46	114	12	160	2	0	30	27	32	44	103	0	0	147	39	339	339
Total Volume	0	0	0	0	0	0	190	593	51	783	10	1	59	48	70	184	369	0	0	553	99	1406	1406
% App. Total	0	0	0	0	0	0	24.3	75.7			14.3	1.4	84.3		7	33.3	66.7	0	0				
PHF	.000	.000	.000	.000	.000	.000	.880	.872		.878	.500	.250	.492		.547	.868	.896	.000	.000	.940	.940	.940	.947

Counts Unlimited
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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 03_PER_215N_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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File Name : 03_PER_215N_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Northbound Off Ramp Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
+0 mins.	0	0	0	0	0	0	0	0	0	1	1	7	53	86	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	6	42	81	0
+30 mins.	0	0	0	0	0	0	5	0	16	5	0	16	45	99	0
+45 mins.	0	0	0	0	0	0	2	0	30	2	0	30	44	103	0
Total Volume	0	0	0	0	0	0	10	1	59	10	1	59	184	369	0
% App. Total	0	0	0	0	0	0	14.3	1.4	84.3	14.3	1.4	84.3	33.3	66.7	0
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.492	.500	.250	.492	.868	.896	.000

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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 03_PER_215N_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Harley Knox Boulevard Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	3	9	0	0	0	0	0	4	4	0	0
07:15 AM	0	0	0	0	0	1	6	0	0	0	0	0	2	7	0	0
07:30 AM	0	0	0	0	0	4	9	2	2	0	2	2	2	2	0	0
07:45 AM	0	0	0	0	0	2	3	1	0	0	0	3	6	0	0	
Total	0	0	0	0	0	10	27	3	2	0	2	11	19	0	0	
08:00 AM	0	0	0	0	0	4	2	1	0	0	0	0	4	0	0	0
08:15 AM	0	0	0	0	0	2	4	0	2	2	2	1	8	0	0	0
08:30 AM	0	0	0	0	0	1	5	1	0	1	0	1	5	0	0	0
08:45 AM	0	0	0	0	0	2	5	0	0	0	0	2	5	0	0	0
Total	0	0	0	0	0	9	16	2	2	0	2	4	22	0	0	0
Grand Total	0	0	0	0	0	19	43	5	6	15	41	0	56	9	124	133
Apprch %	0	0	0	0	0	30.6	69.4		26.8	73.2	0	45.2	6.8	93.2		
Total %	0	0	0	0	0	15.3	34.7		4.8	12.1	33.1	0				

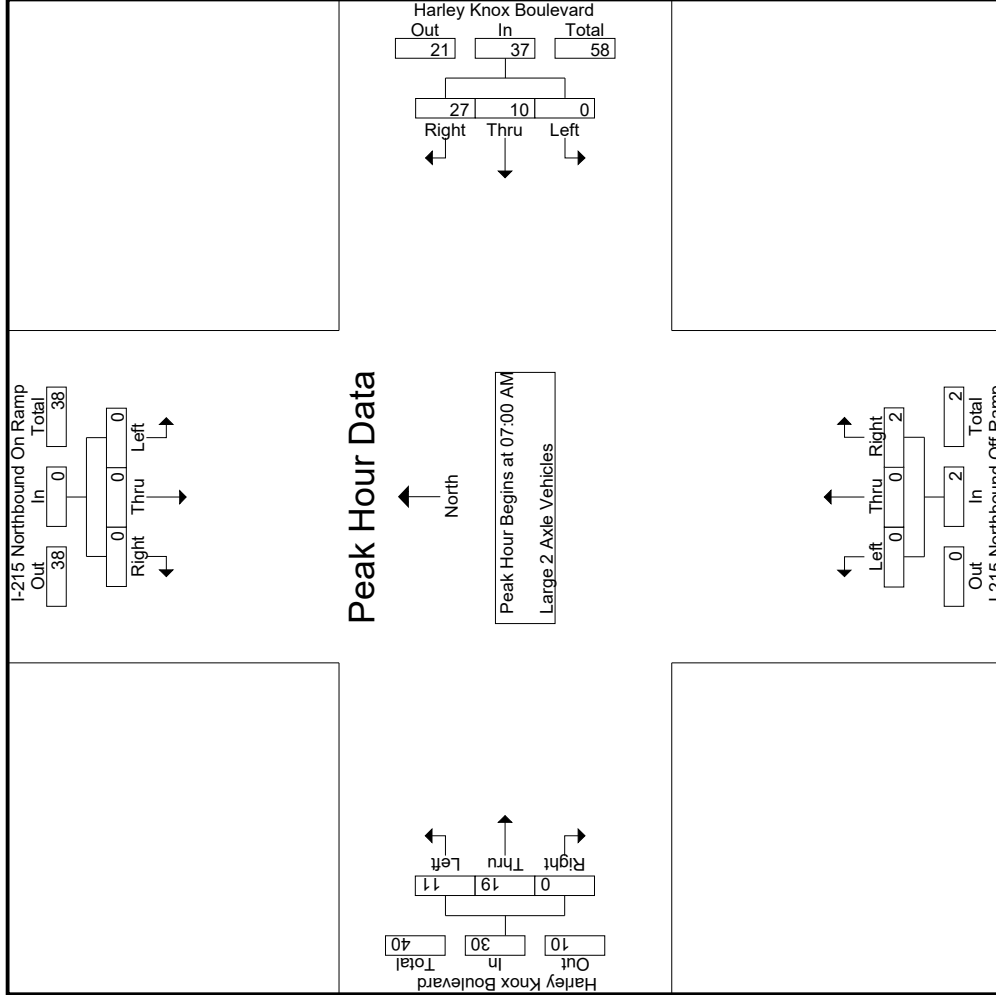
3.1-71

Start Time	I-215 Northbound On Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Harley Knox Boulevard Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	6	7	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	4	9	13	0	0	2	2	2	2	0	4
07:45 AM	0	0	0	0	0	2	3	5	0	0	0	0	3	6	0	9
Total Volume	0	0	0	0	0	10	27	37	0	0	2	2	11	19	0	30
% App. Total	0	0	0	0	0	27	73	73	0	0	100	100	36.7	63.3	0	69
PHF	.000	.000	.000	.000	.000	.625	.750	.712	.000	.000	.250	.250	.688	.679	.000	.833

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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 03_PER_215N_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Counts Unlimited
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 (951) 268-6268

File Name : 03_PER_215N_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Northbound Off Ramp Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	10	27	37	0	0	2	11	19
% App. Total	0	0	0	0	27	73	73	0	0	100	36.7	63.3
PHF	.000	.000	.000	.000	.625	.750	.712	.000	.250	.688	.679	.000

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

File Name : 03_PER_215N_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Northbound Off Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5	0	6	6
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	4	4
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	7	7
07:45 AM	0	0	0	0	0	0	2	0	1	2	0	0	1	1	1	1	0	0	1	1	1	4	5
Total	0	0	0	0	0	5	2	0	1	7	0	0	1	1	1	5	8	0	0	13	1	21	22
08:00 AM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	1	2	0	0	3	0	7	7
08:15 AM	0	0	0	0	0	0	2	0	2	2	0	2	2	2	2	0	5	0	0	5	2	9	11
08:30 AM	0	0	0	0	0	1	4	1	5	1	0	0	1	0	1	0	1	0	0	1	1	7	8
08:45 AM	0	0	0	0	0	0	0	1	1	2	2	2	2	2	3	2	4	0	0	6	2	10	12
Total	0	0	0	0	0	2	10	1	12	2	0	4	4	6	6	3	12	0	0	15	5	33	38
Grand Total	0	0	0	0	0	0	7	12	1	19	2	0	5	5	7	8	20	0	0	28	6	54	60
Approch %	0	0	0	0	0	0	36.8	63.2		28.6	0	71.4			13	28.6	71.4	0	0	51.9	10	90	90
Total %	0	0	0	0	0	0	13	22.2		35.2	0	9.3			13	14.8	37	0	0	51.9	10	90	90

3.1-74

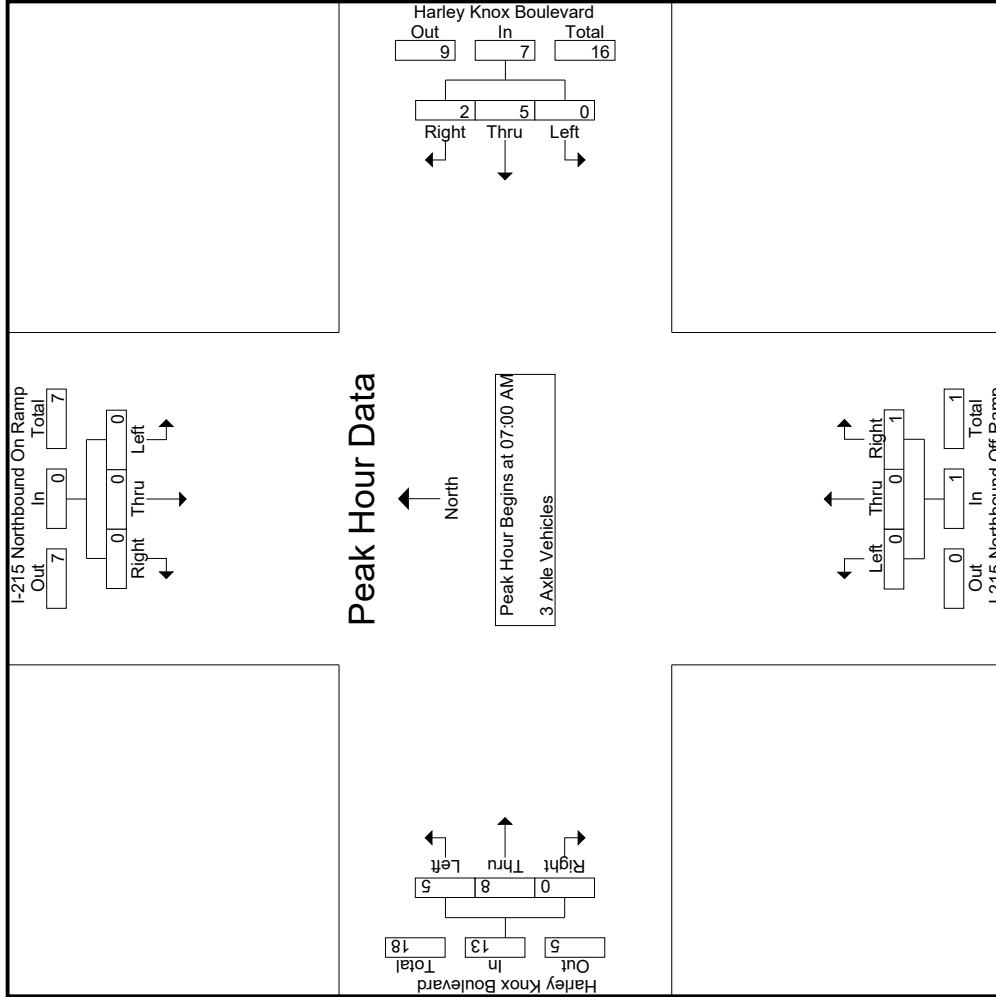
Start Time	I-215 Northbound On Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Northbound Off Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	2	0	2	7	0	0	1	1	1	1	0	0	0	1	1	1	1
Total Volume	0	0	0	0	0	0	5	2	7	28.6	0	0	1	1	100	38.5	61.5	0	0	61.5	0	13	21
% App. Total	0.000	0.000	0.000	0.000	0.000	0.000	.625	.250	.875	.250	.000	.000	.250	.250	.250	.625	.500	.000	.650	.650	.000	.650	.750
PHF																							

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

Counts Unlimited
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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 03_PER_215N_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
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File Name : 03_PER_215N_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Northbound Off Ramp Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	0	0	1	1	0
+30 mins.	0	0	0	0	0	2	0	0	0	1	4	0
+45 mins.	0	0	0	0	0	2	0	0	1	1	0	0
Total Volume	0	0	0	0	0	7	0	0	1	5	8	0
% App. Total	.000	.000	.000	.000	.000	.875	.000	.000	.250	.625	61.5	0
PHF											.500	.000

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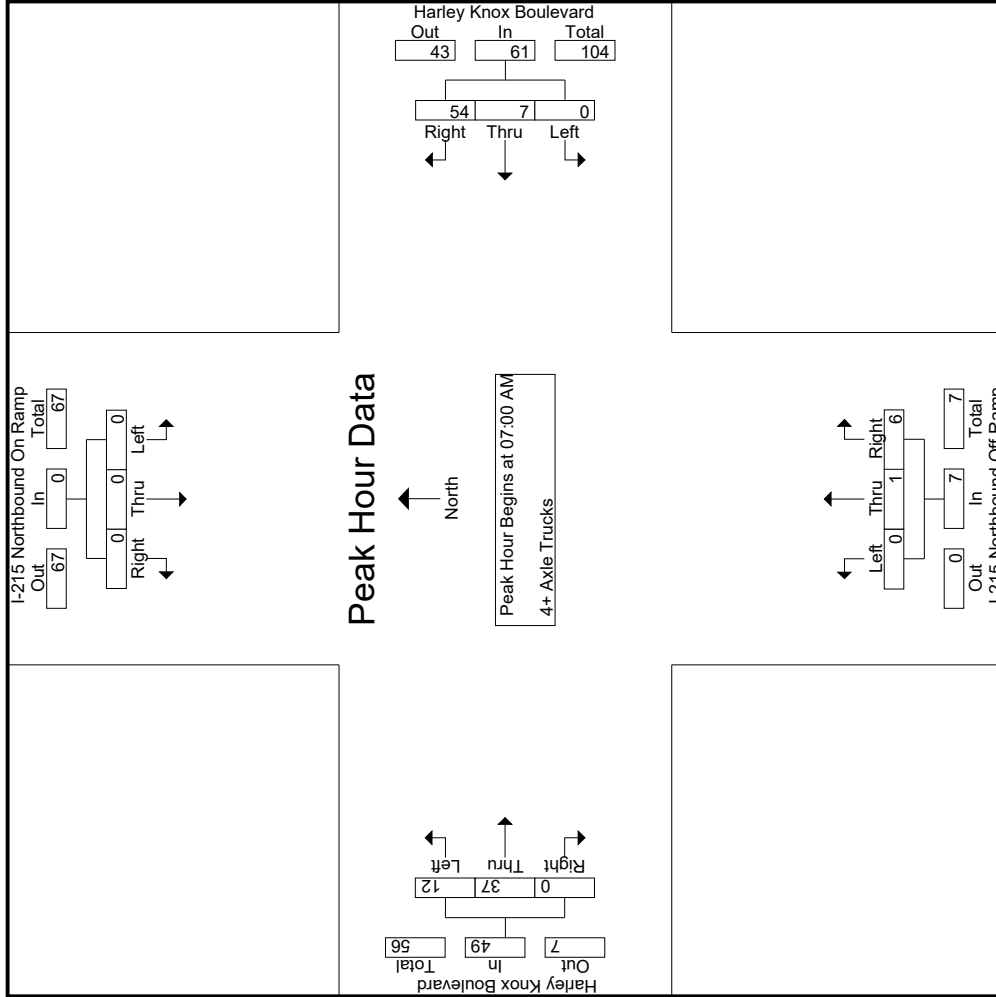
City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Harley Knox Boulevard Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR					
07:00 AM	0	0	0	0	0	3	12	0	15	0	1	0	0	2	7	0	0	9	0	25	25
07:15 AM	0	0	0	0	0	0	16	4	16	0	0	1	0	2	6	0	0	8	4	25	29
07:30 AM	0	0	0	0	0	2	15	1	17	0	0	2	2	5	10	0	0	15	3	34	37
07:45 AM	0	0	0	0	0	2	11	0	13	0	1	2	2	3	14	0	0	17	2	33	35
Total	0	0	0	0	0	7	54	5	61	0	1	6	4	12	37	0	0	49	9	117	126
08:00 AM	0	0	0	0	0	3	9	0	12	0	0	0	0	2	17	0	0	19	0	31	31
08:15 AM	0	0	0	0	0	3	14	0	17	0	0	1	1	2	16	0	0	18	1	36	37
08:30 AM	0	0	0	0	0	4	7	0	11	0	3	1	3	4	22	0	0	26	1	40	41
08:45 AM	0	0	0	0	0	1	9	2	10	1	0	0	1	7	11	0	0	18	2	29	31
Total	0	0	0	0	0	11	39	2	50	1	0	4	2	15	66	0	0	81	4	136	140
Grand Total	0	0	0	0	0	18	93	7	111	1	1	10	6	27	103	0	0	130	13	253	266
Approch %	0	0	0	0	0	16.2	83.8		43.9	8.3	8.3	83.3		20.8	79.2	0	0	51.4	4.9	95.1	
Total %	0	0	0	0	0	7.1	36.8		43.9	0.4	0.4	4		10.7	40.7	0	0	51.4	4.9	95.1	

3.1-77

Start Time	I-215 Northbound On Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Harley Knox Boulevard Eastbound								
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour for Entire Intersection Begins at 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	15	0	0	1	0	1	7	0	0	7	0	9	25
07:15 AM	0	0	0	0	0	0	0	0	16	0	0	1	0	1	6	0	0	6	0	8	25
07:30 AM	0	0	0	0	0	0	0	0	17	0	0	2	0	2	10	0	0	10	0	15	34
07:45 AM	0	0	0	0	0	0	0	0	13	0	1	2	1	3	14	0	0	14	0	17	33
Total Volume	0	0	0	0	0	0	0	0	61	0	0	6	0	7	37	0	0	37	0	49	117
% App. Total	0	0	0	0	0	0	0	0	88.5	0	14.3	85.7	0	24.5	75.5	0	0	75.5	0	95.1	95.1
PHF	.000	.000	.000	.000	.000	.000	.897	.844	.897	.000	.250	.750	.583	.600	.661	.000	.721	.661	.000	.721	.860



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 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Northbound Off Ramp Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	16	0	0	1	2	6	0
+30 mins.	0	0	0	0	0	15	2	0	2	5	10	0
+45 mins.	0	0	0	0	0	11	2	1	2	3	14	0
Total Volume	0	0	0	0	0	54	7	1	6	12	37	0
% App. Total	.000	.000	.000	.000	.000	88.5	.583	.250	.750	.600	75.5	.000
PHF						.844	.897	.844	.583	.250	.750	.583
						.897	.844	.250	.750	.600	.661	.000
						.897	.844	.250	.750	.600	.661	.000

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

Start Time	I-215 Northbound On Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Northbound Off Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	83	98	13	181	1	0	41	37	42	59	102	0	0	161	50	384	434
04:15 PM	0	0	0	0	0	0	80	80	16	160	2	0	45	36	47	47	96	0	0	143	52	350	402
04:30 PM	0	0	0	0	0	0	119	145	25	264	5	1	51	43	57	39	99	0	0	138	68	459	527
04:45 PM	0	0	0	0	0	0	130	88	18	218	1	0	45	39	46	38	103	0	0	141	57	405	462
Total	0	0	0	0	0	0	412	411	72	823	9	1	182	155	192	183	400	0	0	583	227	1598	1825
05:00 PM	0	0	0	0	0	0	108	108	21	216	2	0	26	24	28	43	103	0	0	146	45	390	435
05:15 PM	0	0	0	0	0	0	82	105	19	187	1	0	30	23	31	48	94	0	0	142	42	360	402
05:30 PM	0	0	0	0	0	0	65	81	18	146	3	0	26	22	29	42	88	0	0	130	40	305	345
05:45 PM	0	0	0	0	0	0	52	59	14	111	4	2	31	31	37	48	94	0	0	142	45	290	335
Total	0	0	0	0	0	0	307	353	72	660	10	2	113	100	125	181	379	0	0	560	172	1345	1517
Grand Total	0	0	0	0	0	0	719	764	144	1483	19	3	295	255	317	364	779	0	0	1143	399	2943	3342
Approach %	0	0	0	0	0	0	48.5	51.5			6	0.9	93.1			31.8	68.2	0	0				
Total %	0	0	0	0	0	0	24.4	26		50.4	0.6	0.1	10		10.8	12.4	26.5	0	0	38.8	11.9	88.1	
% Passenger Vehicles	0	0	0	0	0	0	685	642	91	1458	16	2	235	82.4	463	346	652	0	0	998	0	0	2919
% Passenger Vehicles	0	0	0	0	0	0	95.3	84	91	89.6	84.2	66.7	79.7	82.4	80.9	95.1	83.7	0	0	87.3	0	0	87.3
% 2 Axle Vehicles	0	0	0	0	0	0	15	24	2.1	42	3	1	8	18	18	4	40	0	0	44	0	0	104
% 2 Axle Vehicles	0	0	0	0	0	0	2.1	3.1	2.1	2.6	15.8	33.3	2.7	2.4	3.1	1.1	5.1	0	0	3.8	0	0	3.1
% 3 Axle Vehicles	0	0	0	0	0	0	2	23	3	26	0	0	39	72	72	4	14	0	0	18	0	0	116
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	3	0.7	1.6	0	0	13.2	12.9	12.6	1.1	1.8	0	0	1.6	0	0	3.5
% 4+ Axle Trucks	0	0	0	0	0	0	17	75	6.2	101	0	0	13	19	19	10	73	0	0	83	0	0	203
% 4+ Axle Trucks	0	0	0	0	0	0	2.4	9.8	6.2	6.2	0	0	4.4	2.4	3.3	2.7	9.4	0	0	7.3	0	0	6.1

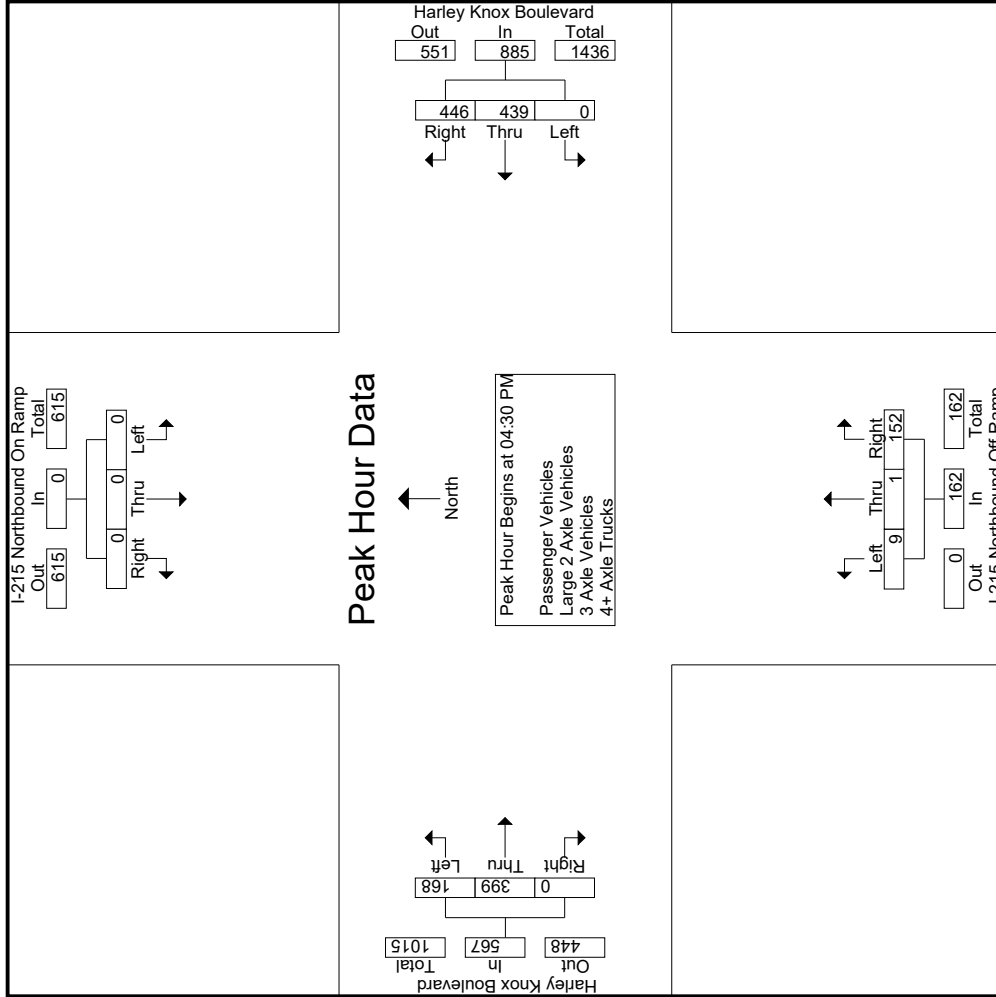
Start Time	I-215 Northbound On Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Northbound Off Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	5	1	51	51	51	39	99	0	0	138	0	0	459
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	45	45	45	38	103	0	0	141	0	0	405
05:00 PM	0	0	0	0	0	0	108	108	0	216	2	0	26	26	26	43	103	0	0	146	0	0	390
05:15 PM	0	0	0	0	0	0	82	105	0	187	1	0	30	30	30	48	94	0	0	142	0	0	360
Total Volume	0	0	0	0	0	0	439	446	0	885	9	1	152	152	152	162	399	0	0	567	0	0	1614
% App. Total	0	0	0	0	0	0	49.6	50.4	0	50.4	5.6	0.6	93.8	93.8	93.8	29.6	70.4	0	0	70.4	0	0	879
PHF	.000	.000	.000	.000	.000	.000	.844	.769	.000	.838	.450	.250	.745	.745	.745	.711	.968	.000	.000	.971	.000	.971	.879

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited
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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 03_PER_215N_HK_PM
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 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Northbound Off Ramp Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM			04:30 PM			04:00 PM			04:00 PM					
+0 mins.	0	0	0	0	0	0	119	145	264	1	0	41	102	0	161
+15 mins.	0	0	0	0	0	0	130	88	218	2	0	45	96	0	143
+30 mins.	0	0	0	0	0	0	108	108	216	5	1	51	99	0	138
+45 mins.	0	0	0	0	0	0	82	105	187	1	0	45	103	0	141
Total Volume	0	0	0	0	0	0	439	446	885	9	1	182	400	0	583
% App. Total	0.000	0.000	0.000	0.000	0.000	0.000	49.6	50.4	838	4.7	0.5	94.8	68.6	0	905
PHF							.844	.769	.838	.450	.250	.892	.971	.000	.905

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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed - Passenger Vehicles

Start Time	I-215 Northbound On Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Northbound Off Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	78	75	13	153	1	0	29	26	30	58	85	0	0	143	39	326	365
04:15 PM	0	0	0	0	0	0	77	70	14	147	2	0	27	24	29	46	77	0	0	123	38	299	337
04:30 PM	0	0	0	0	0	0	113	126	24	239	4	1	44	38	49	38	86	0	0	124	62	412	474
04:45 PM	0	0	0	0	0	0	126	78	17	204	1	0	34	31	35	37	85	0	0	122	48	361	409
Total	0	0	0	0	0	0	394	349	68	743	8	1	134	119	143	179	333	0	0	512	187	1398	1585
05:00 PM	0	0	0	0	0	0	103	92	19	195	2	0	24	23	26	41	87	0	0	128	42	349	391
05:15 PM	0	0	0	0	0	0	78	81	15	159	0	0	27	21	27	44	77	0	0	121	36	307	343
05:30 PM	0	0	0	0	0	0	61	69	15	130	3	0	23	20	26	37	71	0	0	108	35	264	299
05:45 PM	0	0	0	0	0	0	49	51	14	100	3	1	27	27	31	45	84	0	0	129	41	260	301
Total	0	0	0	0	0	0	291	293	63	584	8	1	101	91	110	167	319	0	0	486	154	1180	1334
Grand Total	0	0	0	0	0	0	685	642	131	1327	16	2	235	210	253	346	652	0	0	998	341	2578	2919
Approch %	0	0	0	0	0	0	51.6	48.4		51.5	6.3	0.8	92.9		9.8	34.7	65.3	0	0	38.7	11.7	88.3	
Total %	0	0	0	0	0	0	26.6	24.9		51.5	0.6	0.1	9.1		9.8	13.4	25.3	0	0	38.7	11.7	88.3	

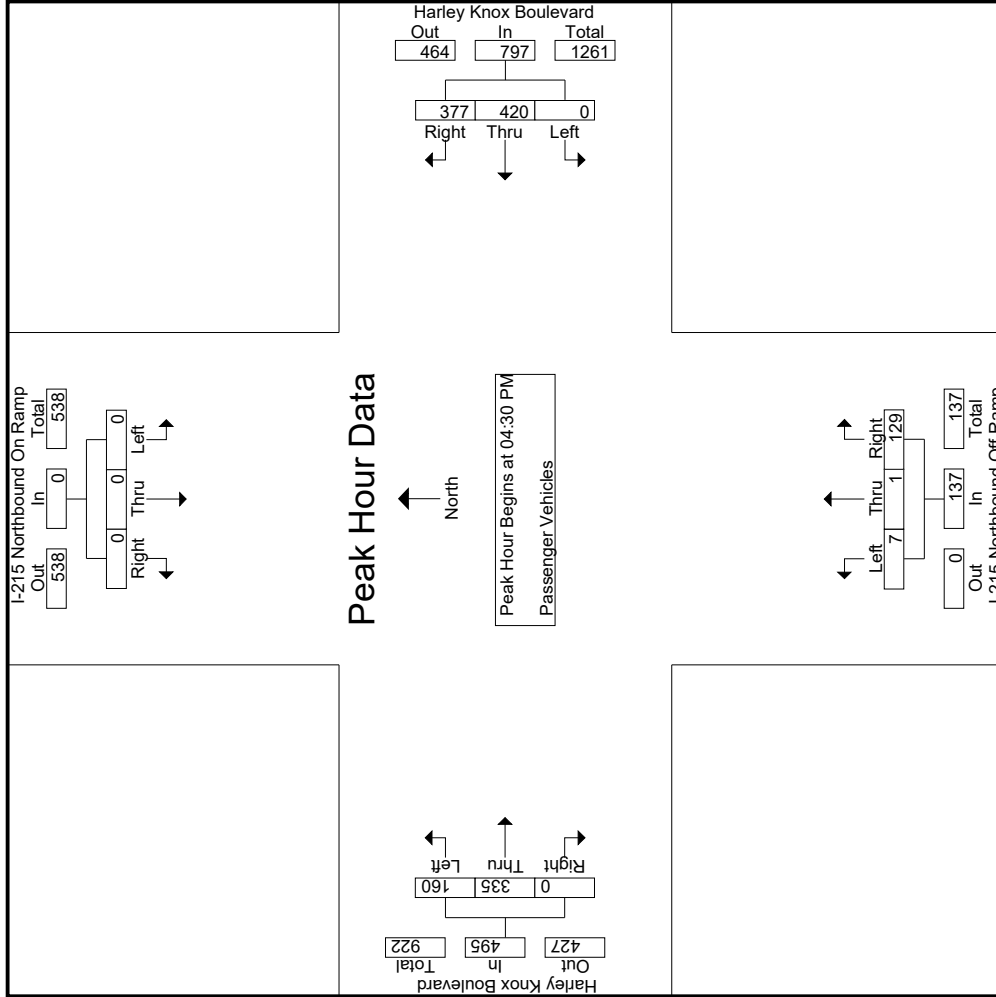
Start Time	I-215 Northbound On Ramp Southbound					Harley Knox Boulevard Westbound					I-215 Northbound Off Ramp Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	113	126		239	4	1	44		49	38	86	0	0	124			412
04:45 PM	0	0	0	0	0	0	126	78		204	1	0	34		35	37	85	0	0	122			361
05:00 PM	0	0	0	0	0	0	103	92		195	2	0	24		26	41	87	0	0	128			349
05:15 PM	0	0	0	0	0	0	78	81		159	0	0	27		27	44	77	0	0	121			307
Total Volume	0	0	0	0	0	0	420	377		797	7	1	129		137	160	335	0	0	495			1429
% App. Total	0	0	0	0	0	0	52.7	47.3		47.3	5.1	0.7	94.2		94.2	32.3	67.7	0	0	38.7			88.3
PHF	.000	.000	.000	.000	.000	.000	.833	.748		.834	.438	.250	.733		.699	.909	.963	.000	.000	.967			.867

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

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 03_PER_215N_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 03_PER_215N_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Northbound Off Ramp Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	113	126	239	4	1	44	38	86	0	124	
+15 mins.	0	0	0	0	126	78	204	1	0	34	37	85	0	122	
+30 mins.	0	0	0	0	103	92	195	2	0	24	41	87	0	128	
+45 mins.	0	0	0	0	78	81	159	0	0	27	44	77	0	121	
Total Volume	0	0	0	0	420	377	797	7	1	129	160	335	0	495	
% App. Total	0.000	0.000	0.000	0.000	52.7	47.3	83.4	5.1	0.7	94.2	32.3	67.7	0.000	96.7	
PHF					.833	.748	.834	.438	.250	.733	.909	.963	.000	.967	

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

File Name : 03_PER_215N_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Harley Knox Boulevard Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
04:00 PM	0	0	0	0	0	3	0	0	6	1	1	1	0	4	0	0	4
04:15 PM	0	0	0	0	0	1	0	0	1	0	3	1	0	7	0	0	7
04:30 PM	0	0	0	0	0	4	5	1	9	1	0	1	0	6	0	0	6
04:45 PM	0	0	0	0	0	2	1	0	3	0	0	0	0	5	0	0	5
Total	0	0	0	0	0	10	9	1	19	1	0	5	3	22	0	0	22
05:00 PM	0	0	0	0	0	4	4	0	8	0	0	0	0	2	0	0	2
05:15 PM	0	0	0	0	0	0	6	1	6	1	0	2	2	3	6	0	9
05:30 PM	0	0	0	0	0	1	5	1	6	0	0	0	0	1	6	0	7
05:45 PM	0	0	0	0	0	0	0	0	0	1	1	1	1	4	0	0	4
Total	0	0	0	0	0	5	15	2	20	2	1	3	3	4	18	0	22
Grand Total	0	0	0	0	0	15	24	3	39	3	1	8	6	4	40	0	44
Apprch %	0	0	0	0	0	38.5	61.5		25	8.3	66.7		9.1	90.9	0	0	95
Total %	0	0	0	0	0	15.8	25.3		41.1	3.2	1.1	8.4	12.6	4.2	42.1	0	46.3

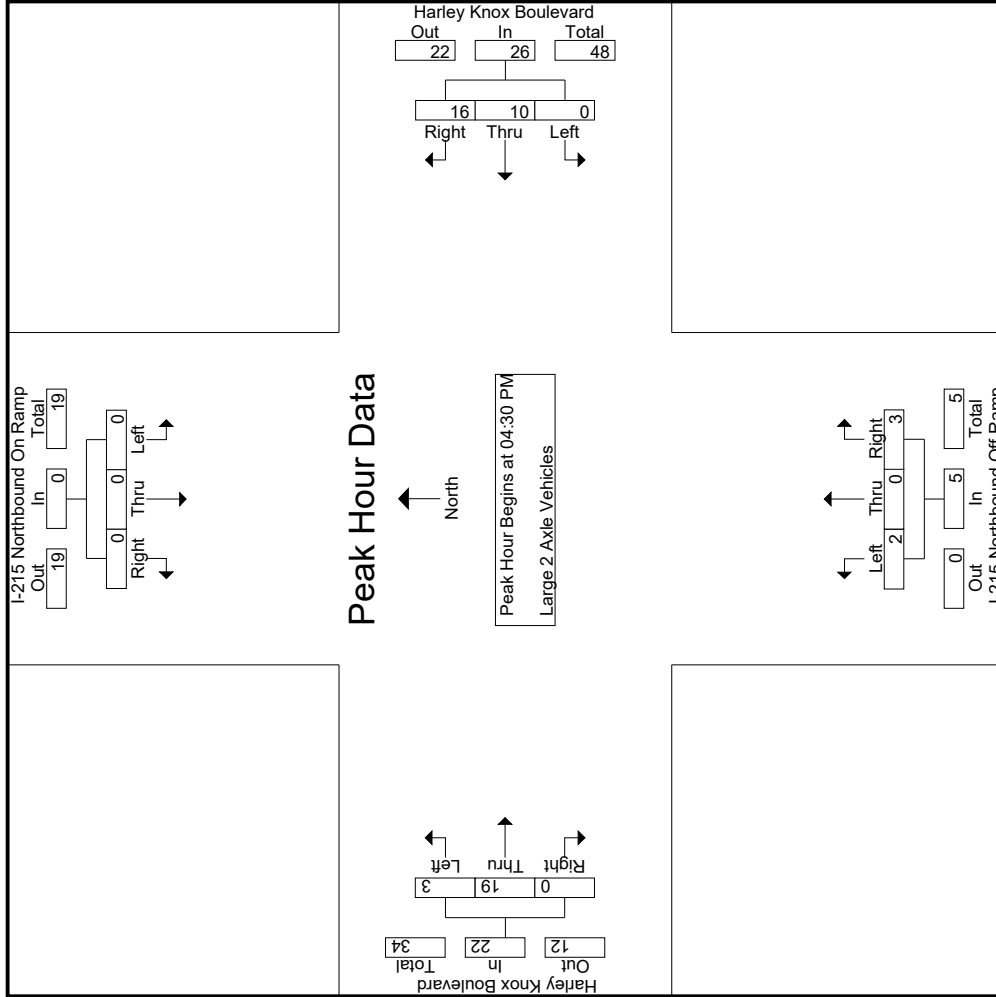
Start Time	I-215 Northbound On Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Harley Knox Boulevard Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
04:30 PM	0	0	0	0	0	0	0	0	5	9	1	0	1	2	0	0	6
04:45 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	4	8	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	6	6	1	0	2	3	6	0	9
Total Volume	0	0	0	0	0	0	0	0	16	26	2	0	3	5	19	0	22
% App. Total	0	0	0	0	0	38.5	61.5		61.5	0	40	0	60	13.6	86.4	0	95
PHF	.000	.000	.000	.000	.000	.625	.667	.722	.667	.500	.000	.375	.417	.250	.792	.000	.611

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

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 03_PER_215N_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 03_PER_215N_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Northbound Off Ramp Northbound			Harley Knox Boulevard Eastbound									
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total					
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																			
Peak Hour for Each Approach Begins at:																			
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM						
+0 mins.	0	0	0	0	0	0	4	5	9	1	0	1	0	0	6	0	0	6	
+15 mins.	0	0	0	0	0	0	2	1	3	0	0	0	0	0	5	0	0	5	
+30 mins.	0	0	0	0	0	0	4	4	8	0	0	0	0	0	2	0	0	2	
+45 mins.	0	0	0	0	0	0	0	6	6	1	0	2	0	0	6	0	0	9	
Total Volume	0	0	0	0	10	16	10	16	26	2	0	3	0	19	0	0	0	22	
% App. Total	0	0	0	0	38.5	61.5	0	61.5	72.2	40	0	60	0	86.4	0	0	0	13.6	
PHF	.000	.000	.000	.000	.625	.667	.000	.667	.722	.500	.000	.375	.000	.792	.000	.000	.000	.250	.417

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

File Name : 03_PER_215N_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR				
04:00 PM	0	0	0	0	0	0	0	0	8	0	0	9	0	1	0	0	1	9	18	27
04:15 PM	0	0	0	0	0	0	0	0	3	0	0	12	1	2	0	0	3	10	18	28
04:30 PM	0	0	0	0	0	0	0	0	2	0	4	3	0	2	0	0	2	3	8	11
04:45 PM	0	0	0	0	0	0	0	0	0	0	8	7	1	1	0	0	2	7	10	17
Total	0	0	0	0	0	0	0	0	13	0	0	33	29	2	6	0	8	29	54	83
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	4	0	5	1	6	7
05:15 PM	0	0	0	0	0	1	6	0	7	0	0	1	0	2	0	2	0	0	10	10
05:30 PM	0	0	0	0	0	1	3	1	4	0	0	2	1	0	1	0	1	2	7	9
05:45 PM	0	0	0	0	0	0	1	0	1	0	0	2	2	1	1	0	2	2	5	7
Total	0	0	0	0	0	2	10	1	12	0	0	6	4	2	8	0	10	5	28	33
Grand Total	0	0	0	0	0	2	23	1	25	0	0	39	33	4	14	0	18	34	82	116
Approch %	0	0	0	0	0	8	92			0	0	100		22.2	77.8	0				
Total %	0	0	0	0	0	2.4	28		30.5	0	0	47.6		4.9	17.1	0	22	29.3	70.7	

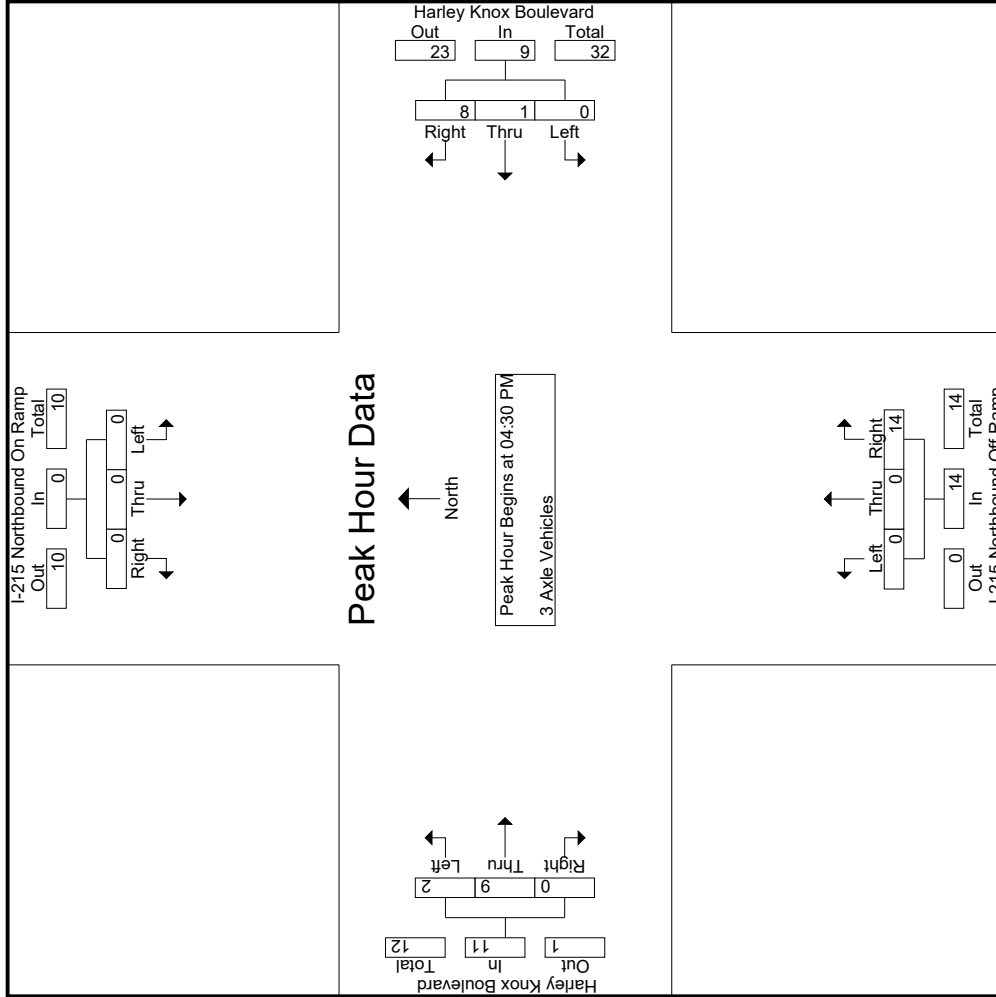
Start Time	I-215 Northbound On Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR				
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	4	0	0	0	0	2	0	2	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	1	0	2	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	4	0	5	6
05:15 PM	0	0	0	0	0	0	1	0	6	0	0	1	0	0	0	2	0	2	10	10
Total Volume	0	0	0	0	0	0	1	0	8	0	0	14	0	2	9	0	9	0	11	34
% App. Total	0	0	0	0	0	11.1	88.9		88.9	0	0	100		18.2	81.8	0				
PHF	.000	.000	.000	.000	.000	.000	.250	.333	.321	.000	.000	.438	.438	.500	.563	.000	.550	.000	.850	

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

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 03_PER_215N_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 03_PER_215N_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Northbound Off Ramp Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	2	0	0	0	0	4	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	8	8	1	1	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	1	1	1	4	0	5
+45 mins.	0	0	0	0	1	6	7	0	0	1	1	0	2	0	2
Total Volume	0	0	0	0	1	8	9	0	0	14	14	2	9	0	11
% App. Total	0	0	0	0	11.1	88.9	.321	.000	.000	.000	.438	18.2	81.8	0	.550
PHF	.000	.000	.000	.000	.250	.333	.321	.000	.000	.000	.438	.500	.563	.000	.550

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

File Name : 03_PER_215N_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

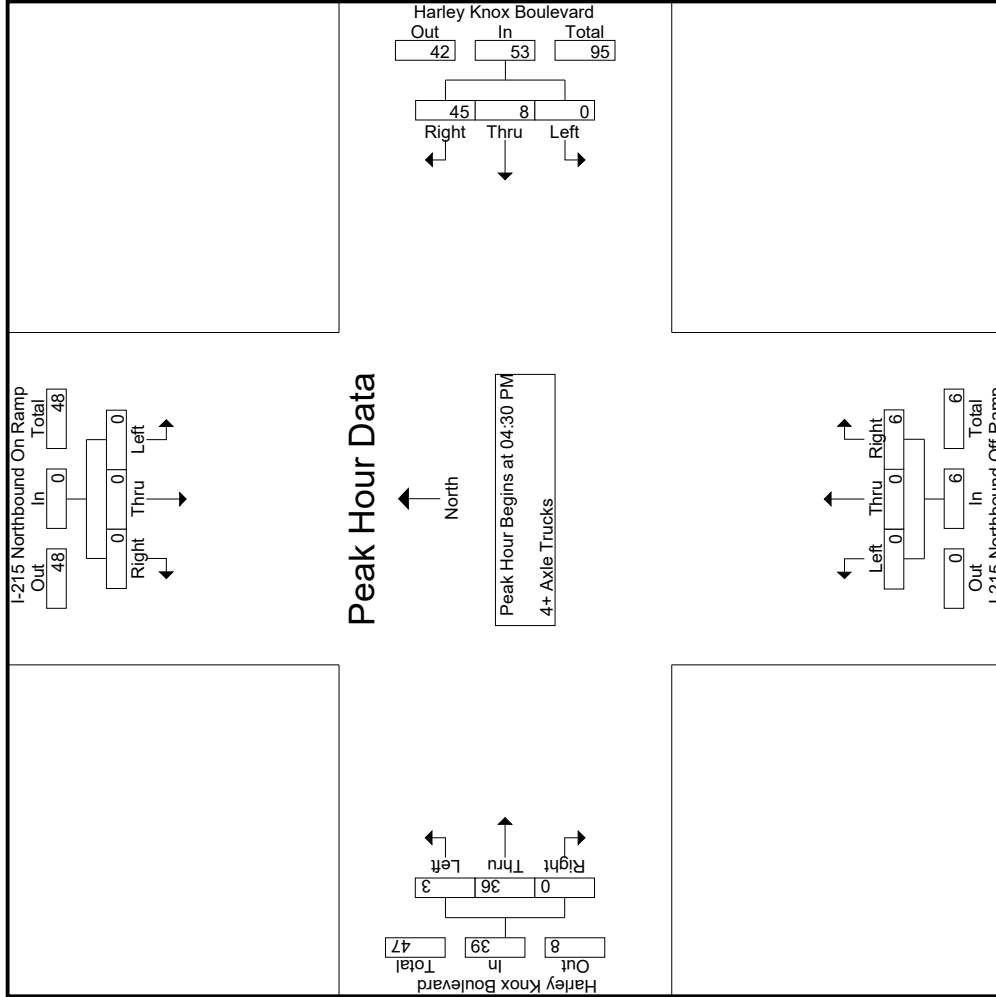
City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Harley Knox Boulevard Eastbound						
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			
04:00 PM	0	0	0	0	0	2	12	0	14	0	0	2	1	12	0	0	13		
04:15 PM	0	0	0	0	0	2	7	2	9	0	0	3	1	10	0	0	10		
04:30 PM	0	0	0	0	0	2	12	0	14	0	0	2	1	5	0	0	6		
04:45 PM	0	0	0	0	0	2	9	1	11	0	0	3	1	12	0	0	12		
Total	0	0	0	0	0	8	40	3	48	0	0	10	4	2	39	0	41		
05:00 PM	0	0	0	0	0	1	12	2	13	0	0	1	0	1	10	0	0	11	
05:15 PM	0	0	0	0	0	3	12	3	15	0	0	0	0	1	9	0	0	10	
05:30 PM	0	0	0	0	0	2	4	1	6	0	0	1	1	4	10	0	0	14	
05:45 PM	0	0	0	0	0	3	7	0	10	0	0	1	1	2	5	0	0	7	
Total	0	0	0	0	0	9	35	6	44	0	0	3	2	8	34	0	42		
Grand Total	0	0	0	0	0	17	75	9	92	0	0	13	6	10	73	0	83		
Approch %	0	0	0	0	0	18.5	81.5			0	0	100		12	88	0	15	188	
Total %	0	0	0	0	0	9	39.9		48.9	0	0	6.9		5.3	38.8	0	44.1	7.4	92.6

Start Time	I-215 Northbound On Ramp Southbound				Harley Knox Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Harley Knox Boulevard Eastbound									
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR						
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	26	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	25	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	25	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	98	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.667	.938	.883	.000	.000	.000	.500	.500	.750	.000	.813	.000	.000	.942		

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



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

File Name : 03_PER_215N_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Harley Knox Boulevard Westbound			I-215 Northbound Off Ramp Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:														
	04:30 PM			04:30 PM			04:30 PM			04:30 PM					
+0 mins.	0	0	0	2	12	14	0	0	2	0	0	1	5	0	6
+15 mins.	0	0	0	2	9	11	0	0	3	0	0	0	12	0	12
+30 mins.	0	0	0	1	12	13	0	0	1	1	0	1	10	0	11
+45 mins.	0	0	0	3	12	15	0	0	0	0	0	1	9	0	10
Total Volume	0	0	0	8	45	53	0	0	6	0	0	3	36	0	39
% App. Total	0	0	0	15.1	84.9	88.3	0	0	100	0	0	7.7	92.3	0	81.3
PHF	.000	.000	.000	.667	.938	.883	.000	.000	.500	.000	.000	.750	.750	.000	.813

Location: Perris
 N/S: I-215 NB Ramps
 E/W: Harley Knox Blvd



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg I-215 NB Ramps	East Leg Ramona Expressway	South Leg I-215 NB Ramps	West Leg Cajalco Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-215 NB Ramps	East Leg Ramona Expressway	South Leg I-215 NB Ramps	West Leg Cajalco Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: I-215 NB Ramps
 E/W: Harley Knox Blvd



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound I-215 NB Ramps			Westbound Ramona Expressway			Northbound I-215 NB Ramps			Eastbound Cajalco Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-215 NB Ramps			Westbound Ramona Expressway			Northbound I-215 NB Ramps			Eastbound Cajalco Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Start Time	I-215 Southbound Off Ramp Southbound						Ramona Expressway Westbound						I-215 Southbound On Ramp Northbound						Cajalco Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	149	0	32	14	181	70	225	0	0	295	0	0	0	0	0	0	106	54	18	160	32	636	668	
07:15 AM	140	0	38	16	178	91	245	0	0	336	0	0	0	0	0	0	142	56	15	198	31	712	743	
07:30 AM	140	0	43	21	183	71	190	0	0	261	0	0	0	0	0	0	155	64	23	219	44	663	707	
07:45 AM	152	0	48	18	200	64	210	0	0	274	0	0	0	0	0	0	167	79	30	246	48	720	768	
Total	581	0	161	69	742	296	870	0	0	1166	0	0	0	0	0	0	570	253	86	823	155	2731	2886	
08:00 AM	117	0	48	15	165	64	221	0	0	285	0	0	0	0	0	0	148	67	25	215	40	665	705	
08:15 AM	139	1	36	15	176	65	205	0	0	270	0	0	0	0	0	0	125	77	30	202	45	648	693	
08:30 AM	133	1	46	16	180	63	194	0	0	257	0	0	0	0	0	0	120	59	21	179	37	616	653	
08:45 AM	139	2	43	16	184	66	138	0	0	204	0	0	0	0	0	0	105	57	18	162	34	550	584	
Total	528	4	173	62	705	258	758	0	0	1016	0	0	0	0	0	0	498	260	94	758	156	2479	2635	
Grand Total	1109	4	334	131	1447	554	1628	0	0	2182	0	0	0	0	0	0	1068	513	180	1581	311	5210	5521	
Approch %	76.6	0.3	23.1			25.4	74.6	0	0	41.9	0	0	0	0	0	0	67.6	32.4		30.3	5.6	94.4		
Total %	21.3	0.1	6.4			10.6	31.2	0	0	20.5	0	0	0	0	0	0	20.5	9.8		30.3	5.6	94.4		
Passenger Vehicles	953	4	268		1335	518	1554	0	0	2072	0	0	0	0	0	0	946	480		1599	0	0	5006	
Large Passenger Vehicles	85.9	100	80.2	84	84.6	93.5	95.5	0	0	95	0	0	0	0	0	0	88.6	93.6	96.1	90.8	0	0	90.7	
Large 2 Axle Vehicles	43	0	26		79	20	40	0	0	60	0	0	0	0	0	0	50	17		71	0	0	210	
% Large 2 Axle Vehicles	3.9	0	7.8	7.6	5	3.6	2.5	0	0	2.7	0	0	0	0	0	0	4.7	3.3	2.2	4	0	0	3.8	
3 Axle Vehicles	16	0	7		29	4	6	0	0	10	0	0	0	0	0	0	12	5		20	0	0	59	
% 3 Axle Vehicles	1.4	0	2.1	4.6	1.8	0.7	0.4	0	0	0.5	0	0	0	0	0	0	1.1	1	1.7	1.1	0	0	1.1	
4+ Axle Trucks	97	0	33		135	12	28	0	0	40	0	0	0	0	0	0	60	11		71	0	0	246	
% 4+ Axle Trucks	8.7	0	9.9	3.8	8.6	2.2	1.7	0	0	1.8	0	0	0	0	0	0	5.6	2.1	0	4	0	0	4.5	

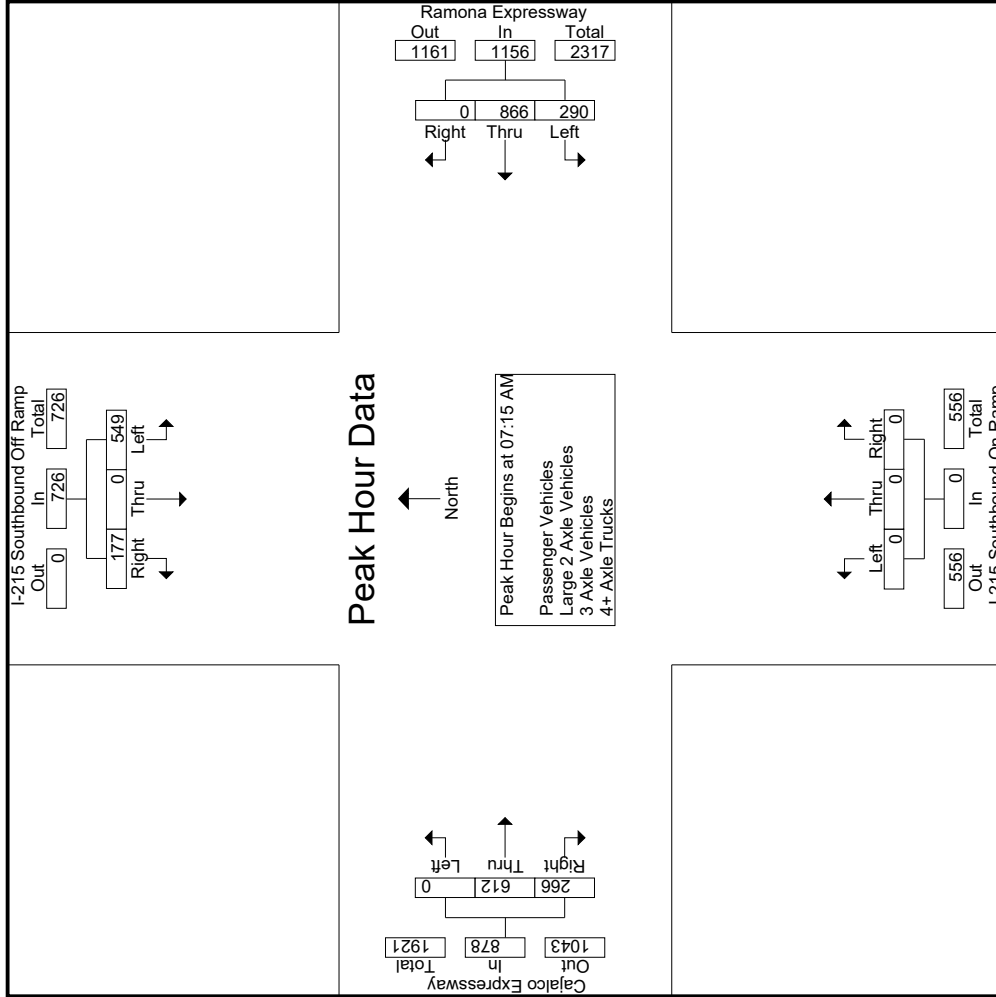
Start Time	I-215 Southbound Off Ramp Southbound						Ramona Expressway Westbound						I-215 Southbound On Ramp Northbound						Cajalco Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:15 AM	140	0	38		178	91	245	0	0	336	0	0	0	0	0	0	142	56		198	32	636	668	
07:30 AM	140	0	43		183	71	190	0	0	261	0	0	0	0	0	0	155	64		219	44	663	707	
07:45 AM	152	0	48		200	64	210	0	0	274	0	0	0	0	0	0	167	79		246	48	720	768	
08:00 AM	117	0	48		165	64	221	0	0	285	0	0	0	0	0	0	148	67		215	40	665	705	
Total Volume	549	0	177		726	290	866	0	0	1156	0	0	0	0	0	0	612	266		878	155	2731	2886	
% App. Total	75.6	0	24.4		90.8	25.1	74.9	0	0	86.0	0	0	0	0	0	0	69.7	30.3		84.2	15.6	2479	2635	
PHF	.903	.000	.922		.908	.797	.884	.000	.000	.860	.000	.000	.000	.000	.000	.000	.916	.842		.892	.311	5210	5521	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Ramona Expressway Westbound			I-215 Southbound On Ramp Northbound			Cajalco Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:00 AM			07:30 AM					
+0 mins.	149	0	32	70	225	0	295	0	0	0	0	155	64	219	
+15 mins.	140	0	38	91	245	0	336	0	0	0	0	167	79	246	
+30 mins.	140	0	43	71	190	0	261	0	0	0	0	148	67	215	
+45 mins.	152	0	48	64	210	0	274	0	0	0	0	125	77	202	
Total Volume	581	0	161	296	870	0	1166	0	0	0	0	595	287	882	
% App. Total	78.3	0	21.7	25.4	74.6	0	868	0	0	0	0	67.5	32.5	896	
PHF	.956	.000	.839	.813	.888	.000	.868	.000	.000	.000	.000	.891	.908	.896	

Groups Printed- Passenger Vehicles

Start Time	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	120	0	24	11	144	65	217	0	0	282	0	0	0	0	0	0	94	50	18	144	29	570	599
07:15 AM	123	0	32	15	155	88	238	0	0	326	0	0	0	0	0	0	128	50	13	178	28	659	687
07:30 AM	131	0	37	17	168	68	178	0	0	246	0	0	0	0	0	0	138	59	23	197	40	611	651
07:45 AM	139	0	42	18	181	58	200	0	0	258	0	0	0	0	0	0	145	77	28	222	46	661	707
Total	513	0	135	61	648	279	833	0	0	1112	0	0	0	0	0	0	505	236	82	741	143	2501	2644
08:00 AM	101	0	34	12	135	62	211	0	0	273	0	0	0	0	0	0	130	64	24	194	36	602	638
08:15 AM	119	1	29	10	149	59	196	0	0	255	0	0	0	0	0	0	111	72	30	183	40	587	627
08:30 AM	103	1	40	15	144	57	187	0	0	244	0	0	0	0	0	0	107	51	19	158	34	546	580
08:45 AM	117	2	30	12	149	61	127	0	0	188	0	0	0	0	0	0	93	57	18	150	30	487	517
Total	440	4	133	49	577	239	721	0	0	960	0	0	0	0	0	0	441	244	91	685	140	2222	2362
Grand Total	953	4	268	110	1225	518	1554	0	0	2072	0	0	0	0	0	0	946	480	173	1426	283	4723	5006
Approch %	77.8	0.3	21.9			25	75	0	0	43.9	0	0	0	0	0	0	66.3	33.7		30.2	5.7	94.3	
Total %	20.2	0.1	5.7			11	32.9	0	0		0	0	0	0	0	0	20	10.2					

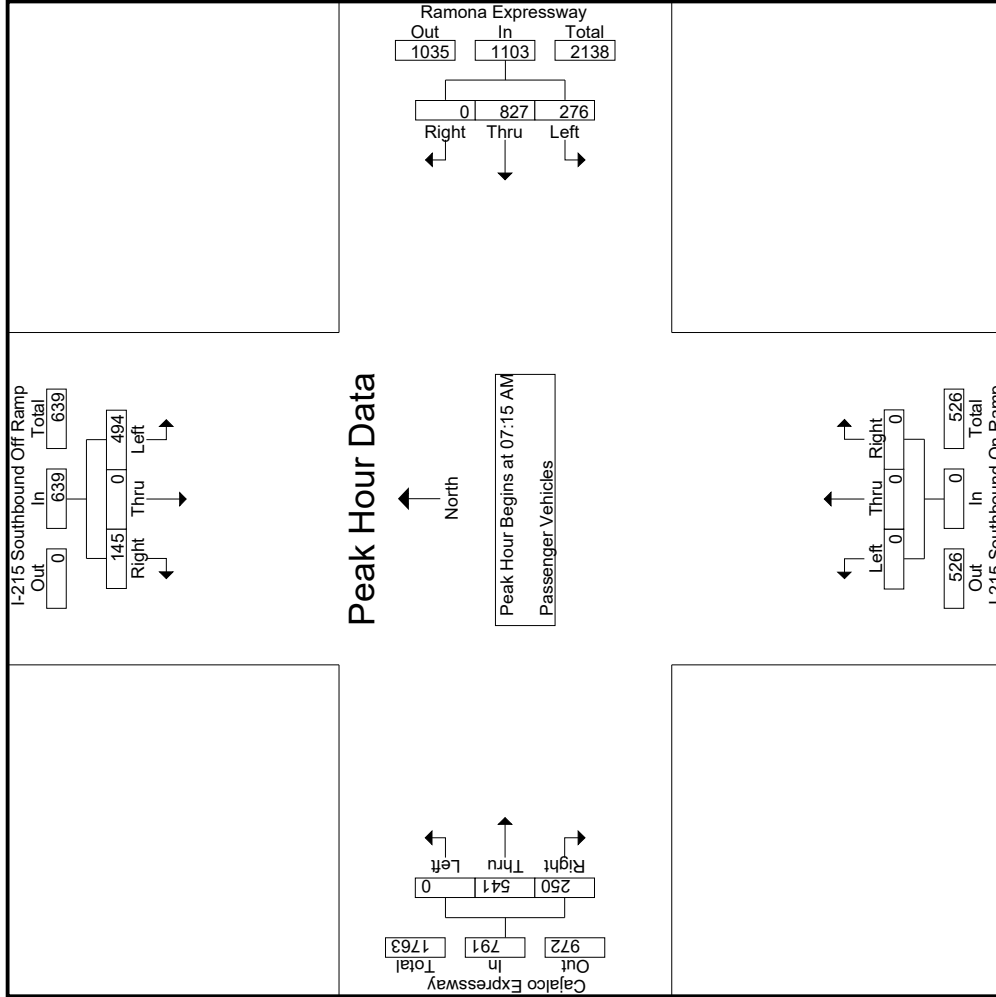
Start Time	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound																		
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR
07:15 AM	123	0	32		155	88	238	0	0	326	0	0	0	0	0	0	94	50	18	144	29	570	599											
07:30 AM	131	0	37		168	68	178	0	0	246	0	0	0	0	0	0	128	50	13	178	28	659	687											
07:45 AM	139	0	42		181	58	200	0	0	258	0	0	0	0	0	0	138	59	23	197	40	611	651											
08:00 AM	101	0	34		135	62	211	0	0	273	0	0	0	0	0	0	130	64	24	194	36	602	638											
Total Volume	494	0	145		639	276	827	0	0	1103	0	0	0	0	0	0	441	244	91	685	140	2222	2362											
% App. Total	77.3	0	22.7			25	75	0	0	43.9	0	0	0	0	0	0	66.3	33.7		30.2	5.7	94.3												
PHF	.888	.000	.863		.883	.784	.869	.000	.846	.000	.000	.000	.000	.000	.000	.000	.933	.812		.891		.958												

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

Counts Unlimited
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 Corona, CA 92878
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County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

Start Time	I-215 Southbound Off Ramp Southbound			Ramona Expressway Westbound			I-215 Southbound On Ramp Northbound			Cajalco Expressway Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:												
	07:15 AM			07:15 AM			07:15 AM			07:15 AM			
+0 mins.	123	0	32	88	238	0	326	0	0	0	128	50	178
+15 mins.	131	0	37	68	178	0	246	0	0	0	138	59	197
+30 mins.	139	0	42	58	200	0	258	0	0	0	145	77	222
+45 mins.	101	0	34	62	211	0	273	0	0	0	130	64	194
Total Volume	494	0	145	276	827	0	1103	0	0	0	541	250	791
% App. Total	77.3	0	22.7	25	75	0	75	0	0	0	68.4	31.6	
PHF	.888	.000	.863	.784	.869	.000	.846	.000	.000	.000	.933	.812	.891

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound											
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	9	0	3	1	4	7	0	0	11	0	0	0	0	0	4	2	0	6	0	4	0	1	29	30
07:15 AM	3	0	3	1	1	5	0	0	6	0	0	0	0	0	4	3	0	7	0	4	0	1	19	20
07:30 AM	1	0	1	1	2	6	0	0	8	0	0	0	0	0	5	1	0	6	0	5	0	1	16	17
07:45 AM	3	0	3	0	4	7	0	0	11	0	0	0	0	0	12	2	2	14	0	12	2	2	31	33
Total	16	0	10	3	11	25	0	0	36	0	0	0	0	0	25	8	2	33	0	25	8	5	95	100
08:00 AM	5	0	3	1	2	6	0	0	8	0	0	0	0	0	10	3	1	13	0	10	3	2	29	31
08:15 AM	6	0	5	4	3	7	0	0	10	0	0	0	0	0	5	1	0	6	0	5	1	4	27	31
08:30 AM	8	0	2	0	3	1	0	0	4	0	0	0	0	0	6	5	1	11	0	6	5	1	25	26
08:45 AM	8	0	6	2	1	1	0	0	2	0	0	0	0	0	4	0	0	4	0	4	0	2	20	22
Total	27	0	16	7	9	15	0	0	24	0	0	0	0	0	25	9	2	34	0	25	9	9	101	110
Grand Total	43	0	26	10	20	40	0	0	60	0	0	0	0	0	50	17	4	67	0	50	17	14	196	210
Approch %	62.3	0	37.7		33.3	66.7	0		30.6	0	0	0	0	0	74.6	25.4		34.2	0	74.6	25.4	6.7	93.3	
Total %	21.9	0	13.3		10.2	20.4	0		30.6	0	0	0	0	0	25.5	8.7		34.2	0	25.5	8.7	6.7	93.3	

3.1-103

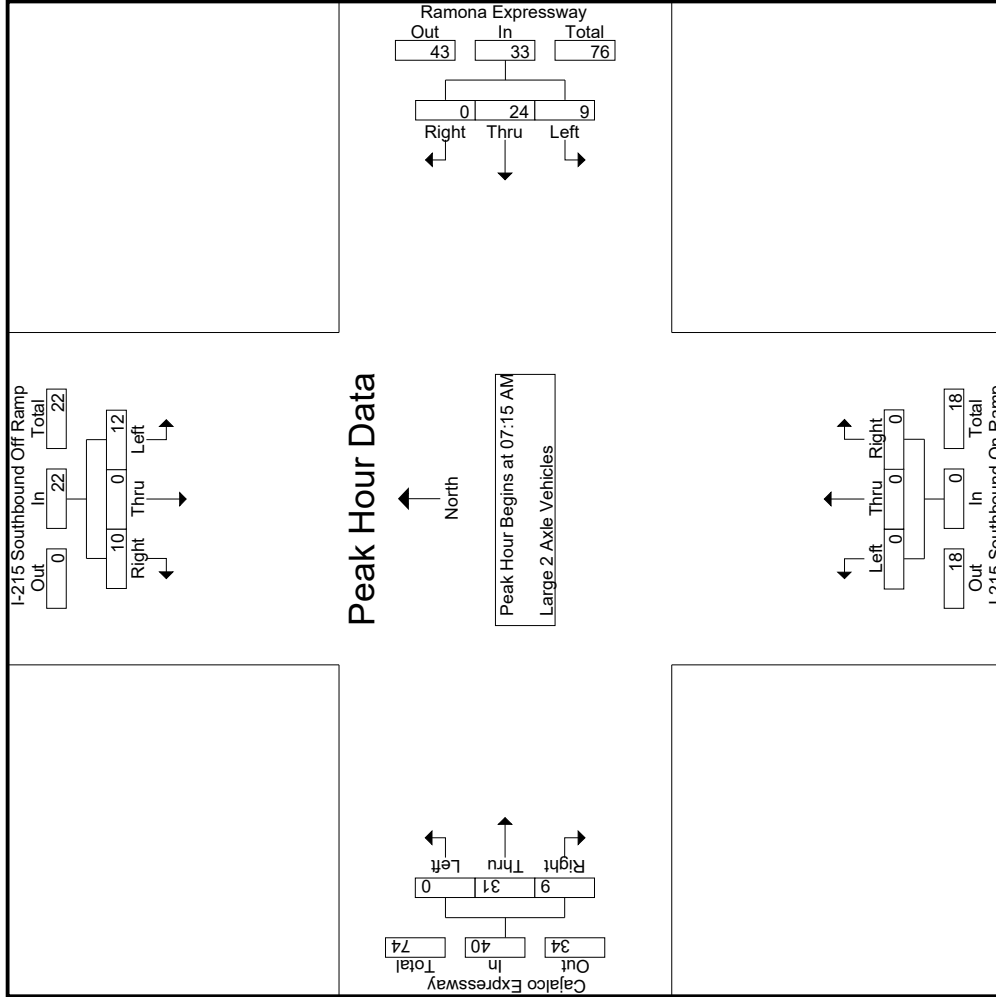
Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound												
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:15 AM	3	0	3	6	1	5	0	6	0	0	0	0	0	0	4	3	7	0	4	0	0	3	4	7	19
07:30 AM	1	0	1	2	2	6	0	8	0	0	0	0	0	0	5	1	6	0	5	0	0	1	5	6	16
07:45 AM	3	0	3	6	4	7	0	11	0	0	0	0	0	0	12	2	14	0	12	2	2	14	3	31	
08:00 AM	5	0	5	8	2	6	0	8	0	0	0	0	0	0	10	3	13	0	10	3	3	13	10	29	
Total Volume	12	0	10	22	9	24	0	33	0	0	0	0	0	0	31	9	40	0	31	9	9	22.5	40	95	
% App. Total	54.5	0	45.5		27.3	72.7	0		0	0	0	0	0	0	77.5	22.5		22.5	0	77.5	22.5	6.7	93.3		
PHF	.600	.000	.833	.688	.563	.857	.000	.750	.000	.000	.000	.000	.000	.000	.646	.750	.000	.714	.000	.646	.750	.714	.766		

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

Counts Unlimited
 PO Box 1178
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County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Ramona Expressway Westbound			I-215 Southbound On Ramp Northbound			Cajalco Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:													
+0 mins.	3	0	3	07:15 AM	1	5	0	07:15 AM	0	0	0	0	0	0
+15 mins.	1	0	1	2	6	0	8	0	0	0	0	0	4	3
+30 mins.	3	0	3	4	7	0	11	0	0	0	0	0	5	1
+45 mins.	5	0	3	2	6	0	8	0	0	0	0	0	12	2
Total Volume	12	0	10	9	24	0	33	0	0	0	0	0	31	9
% App. Total	54.5	0	45.5	27.3	72.7	0	75.0	0	0	0	0	0	77.5	22.5
PHF	.600	.000	.833	.563	.857	.000	.750	.000	.000	.000	.000	.000	.646	.750
														.714

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File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	0	0	0	3	1	0	0	0	2	0	0	0	0	0	0	0	8
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	5	7
07:30 AM	3	0	3	3	6	1	2	0	0	3	0	0	0	0	2	3	11	14
07:45 AM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	1	0	5	5
Total	10	0	3	3	13	3	3	0	0	6	0	0	0	0	10	5	29	34
08:00 AM	2	0	2	2	4	0	1	0	0	1	0	0	0	0	0	2	5	7
08:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	1	0	3	3
08:30 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	4	1	7	8
08:45 AM	1	0	1	1	2	0	2	0	0	2	0	0	0	0	2	1	6	7
Total	6	0	4	3	10	1	3	0	0	4	0	0	0	0	7	4	21	25
Grand Total	16	0	7	6	23	4	6	0	0	10	0	0	0	0	17	9	50	59
Approch %	69.6	0	30.4		40	60	0			20	0	0			34	15.3	84.7	
Total %	32	0	14		46	8	12	0		20	0	0			34	15.3	84.7	

3.1-106

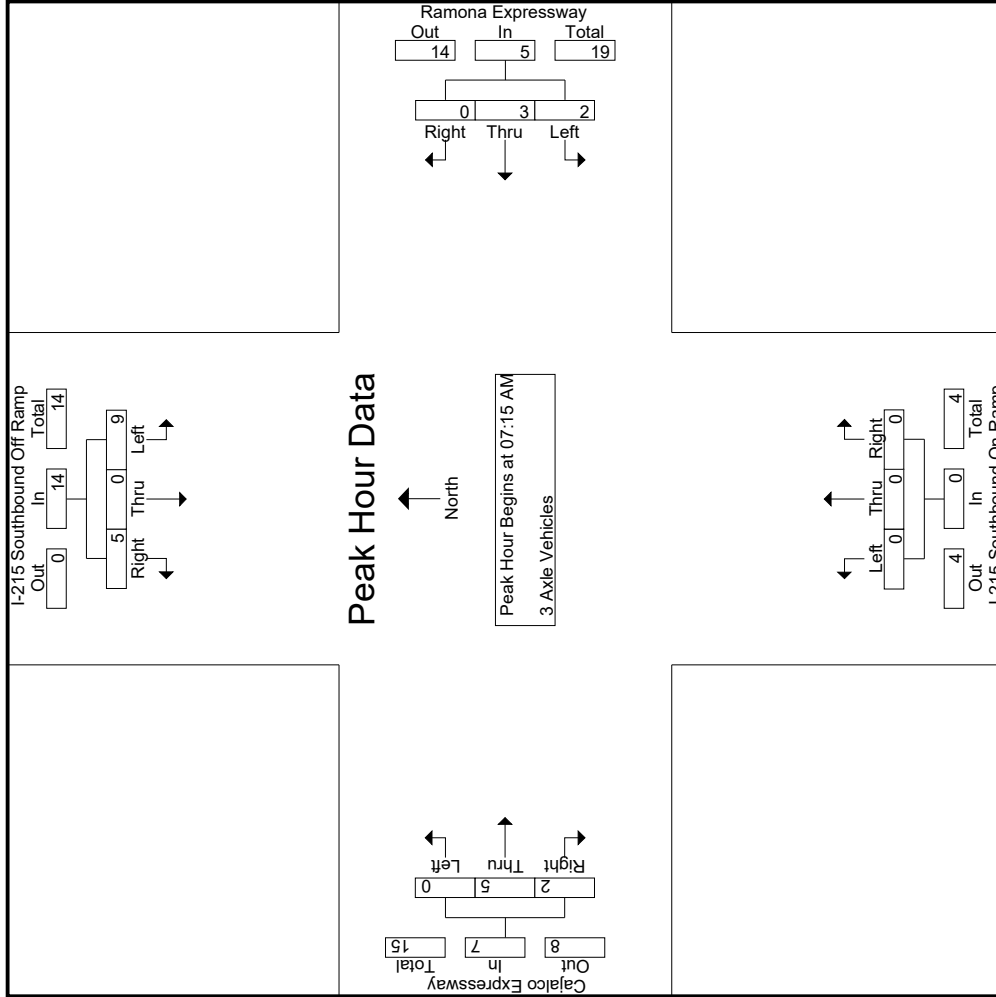
Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	5
07:30 AM	3	0	3	6	1	2	0	3	0	0	0	0	0	2	0	2	11	11
07:45 AM	3	0	0	3	1	0	0	1	0	0	0	0	0	1	0	1	5	5
08:00 AM	2	0	2	4	0	1	0	1	0	0	0	0	0	0	0	0	0	5
Total Volume	9	0	5	14	2	3	0	5	0	0	0	0	0	5	2	7	26	26
% App. Total	64.3	0	35.7		40	60	0			20	0	0		34	15.3	84.7		
PHF	.750	.000	.417	.583	.500	.375	.000	.417	.000	.000	.000	.000	.000	.625	.250	.438	.591	

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

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Ramona Expressway Westbound			I-215 Southbound On Ramp Northbound			Cajalco Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:	07:15 AM	07:15 AM	07:15 AM	07:15 AM	07:15 AM	07:15 AM	07:15 AM	07:15 AM	07:15 AM	07:15 AM	07:15 AM	07:15 AM	07:15 AM	07:15 AM
+0 mins.	1	0	0	0	0	0	0	0	0	0	0	0	2	4
+15 mins.	3	0	3	1	2	0	3	0	0	0	0	0	2	2
+30 mins.	3	0	0	1	0	0	1	0	0	0	0	0	1	1
+45 mins.	2	0	2	0	1	0	1	0	0	0	0	0	0	0
Total Volume	9	0	5	2	3	0	5	0	0	0	0	5	2	7
% App. Total	64.3	0	35.7	40	60	0	417	0	0	0	0	71.4	28.6	438
PHF	.750	.000	.417	.500	.375	.000	.417	.000	.000	.000	.000	.625	.250	.438

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

File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	17	0	5	2	0	0	0	0	0	0	0	0	0	6	1	0	7	2	29	31
07:15 AM	13	0	3	0	2	2	0	0	0	0	0	0	0	8	1	0	9	0	29	29
07:30 AM	5	0	2	0	4	4	0	0	0	0	0	0	0	10	4	0	14	0	25	25
07:45 AM	7	0	3	0	1	3	0	0	0	0	0	0	0	9	0	0	9	0	23	23
Total	42	0	13	2	3	9	0	0	12	0	0	0	0	33	6	0	39	2	106	108
08:00 AM	9	0	9	0	0	3	0	0	3	0	0	0	0	8	0	0	8	0	29	29
08:15 AM	13	0	2	1	2	2	0	0	4	0	0	0	0	8	4	0	12	1	31	32
08:30 AM	20	0	3	1	3	6	0	0	9	0	0	0	0	5	1	0	6	1	38	39
08:45 AM	13	0	6	1	4	8	0	0	12	0	0	0	0	6	0	0	6	1	37	38
Total	55	0	20	3	9	19	0	0	28	0	0	0	0	27	5	0	32	3	135	138
Grand Total	97	0	33	5	12	28	0	0	40	0	0	0	0	60	11	0	71	5	241	246
Approch %	74.6	0	25.4		30	70	0		16.6	0	0		0	84.5	15.5		29.5	2	98	
Total %	40.2	0	13.7		5	11.6	0		16.6	0	0		0	24.9	4.6		29.5	2	98	

3.1-109

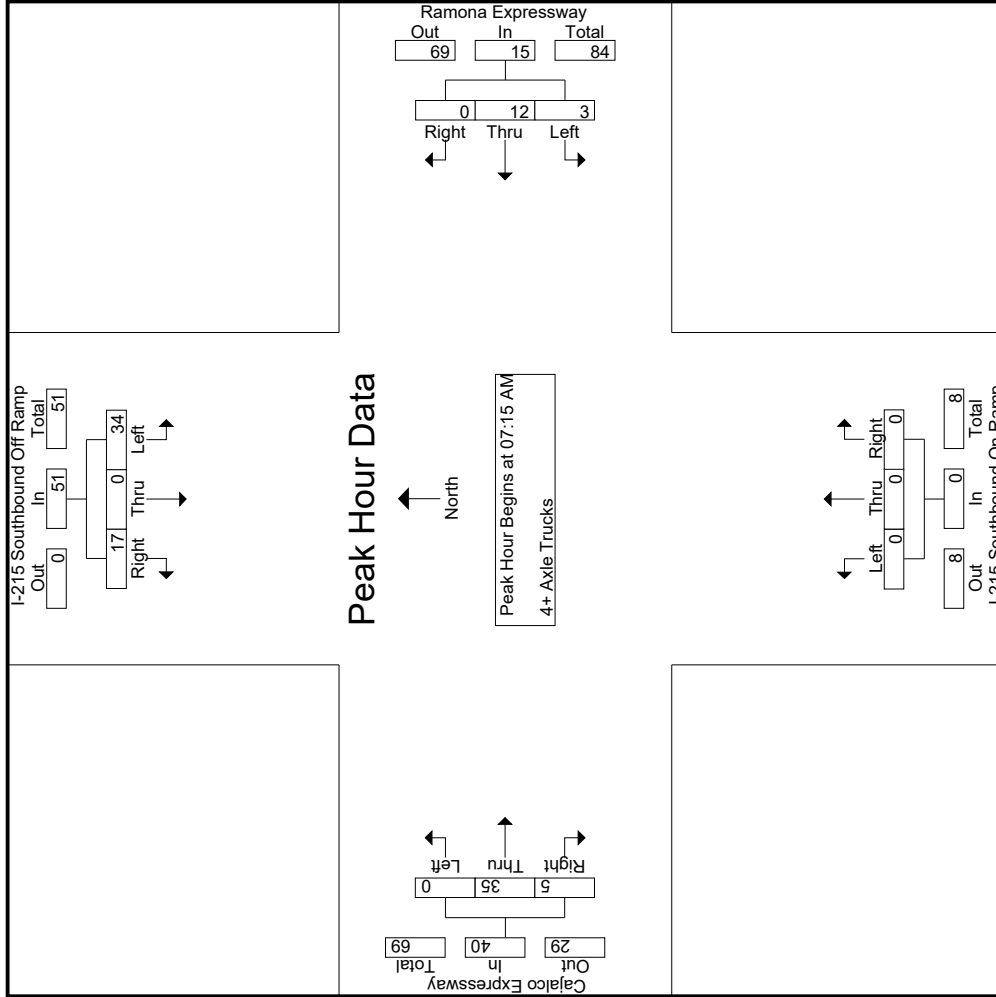
Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
07:15 AM	13	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	9	29
07:30 AM	5	0	2	0	4	4	0	0	4	0	0	0	0	10	4	0	14	0	25	25
07:45 AM	7	0	3	0	1	3	0	0	3	0	0	0	0	9	0	0	9	0	23	23
08:00 AM	9	0	3	0	0	3	0	0	3	0	0	0	0	8	0	0	8	0	29	29
Total Volume	34	0	17		3	12	0		15	0	0		0	35	5		40		106	
% App. Total	66.7	0	33.3		20	80	0		80	0	0		0	87.5	12.5		12.5		106	
PHF	.654	.000	.472		.375	.750	.000		.938	.000	.000		.000	.875	.313		.714		.914	

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

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Ramona Expressway Westbound			I-215 Southbound On Ramp Northbound			Cajalco Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:	07:15 AM														
+0 mins.	13	0	3	2	0	0	4	0	0	0	0	0	0	8	1
+15 mins.	5	0	2	4	0	0	4	0	0	0	0	0	10	4	14
+30 mins.	7	0	3	1	0	0	4	0	0	0	0	0	9	0	9
+45 mins.	9	0	9	0	0	0	3	0	0	0	0	0	8	0	8
Total Volume	34	0	17	3	12	0	15	0	0	0	0	0	35	5	40
% App. Total	66.7	0	33.3	20	80	0	938	0	0	0	0	0	87.5	12.5	100
PHF	.654	.000	.472	.375	.750	.000	.938	.000	.000	.000	.000	.000	.875	.313	.714

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

Start Time	I-215 Southbound Off Ramp Southbound						Ramona Expressway Westbound						I-215 Southbound On Ramp Northbound						Cajalco Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:00 PM	231	1	33	17	265		88	202	0	0	290		0	0	0	0	0		0	142	52	22	194		39	749				
04:15 PM	228	2	41	18	271		82	170	0	0	252		0	148	60	28	208		46	731					45	830				
04:30 PM	225	1	35	13	261		81	199	0	0	280		0	206	83	32	289		45	830					45	830				
04:45 PM	223	1	33	21	257		86	185	0	0	271		0	191	92	34	283		55	811					55	811				
Total	907	5	142	69	1054		337	756	0	0	1093		0	687	287	116	974		185	3121					185	3121				
05:00 PM	236	0	39	16	275		80	174	0	0	254		0	184	96	36	280		52	809					52	809				
05:15 PM	225	0	46	18	271		88	183	0	0	271		0	197	90	28	287		46	829					46	829				
05:30 PM	217	1	32	17	250		80	150	0	0	230		0	221	75	35	296		52	776					52	776				
05:45 PM	213	0	39	16	252		71	140	0	0	211		0	206	90	40	296		56	759					56	759				
Total	891	1	156	67	1048		319	647	0	0	966		0	808	351	139	1159		206	3173					206	3173				
Grand Total	1798	6	298	136	2102		656	1403	0	0	2059		0	1495	638	255	2133		391	6294					391	6294				
Approch %	85.5	0.3	14.2				31.9	68.1	0	0			0	70.1	29.9			0	23.8	10.1				0	5.8	94.2				
Total %	1708	5	254				649	1343	0	0	1992		0	1429	623		2304		0	0	0		0	0	0	0	0		6388	
Passenger Vehicles	95	83.3	85.2	91.9	93.5		98.9	95.7	0	0	96.7		0	95.6	97.6	98.8	96.5		0	0	0		0	0	0	0	0		95.6	
Large 2 Axle Vehicles	22	0	9		35		3	33	0	0	36		0	15	9		27		0	0	0		0	0	0	0	0		98	
% Large 2 Axle Vehicles	1.2	0	3	2.9	1.6		0.5	2.4	0	0	1.7		0	1	1.4	1.2	1.1		0	0	0		0	0	0	0	0		1.5	
3 Axle Vehicles	5	0	4		10		0	4	0	0	4		0	7	2		9		0	0	0		0	0	0	0	0		23	
% 3 Axle Vehicles	0.3	0	1.3	0.7	0.4		0	0.3	0	0	0.2		0	0.5	0.3	0	0.4		0	0	0		0	0	0	0	0		0.3	
4+ Axle Trucks	63	1	31		101		4	23	0	0	27		0	44	4		48		0	0	0		0	0	0	0	0		176	
% 4+ Axle Trucks	3.5	16.7	10.4	4.4	4.5		0.6	1.6	0	0	1.3		0	2.9	0.6	0	2		0	0	0		0	0	0	0	0		2.6	

Start Time	I-215 Southbound Off Ramp Southbound						Ramona Expressway Westbound						I-215 Southbound On Ramp Northbound						Cajalco Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:30 PM	225	1	35		261		81	199	0	0	280		0	0	0		0		0	206	83		289		83	289			830	
04:45 PM	223	1	33		257		86	185	0	0	271		0	0	0		0		0	191	92		283		92	283			811	
05:00 PM	236	0	39		275		80	174	0	0	254		0	0	0		0		0	184	96		280		96	280			809	
05:15 PM	225	0	46		250		88	183	0	0	271		0	0	0		0		0	197	90		287		90	287			829	
Total Volume	909	2	153		1064		335	741	0	0	1076		0	0	0		0		0	778	361		1139		361	1139			3279	
% App. Total	85.4	0.2	14.4				31.1	68.9	0	0			0	0	0		0		0	68.3	31.7		94.4		31.7	94.4			98.8	
PHF	.963	.500	.832		.967		.952	.931	.000	.000	.961		.000	.000	.000	.000	.000		.000	.944	.940		.985		.940	.985			.988	

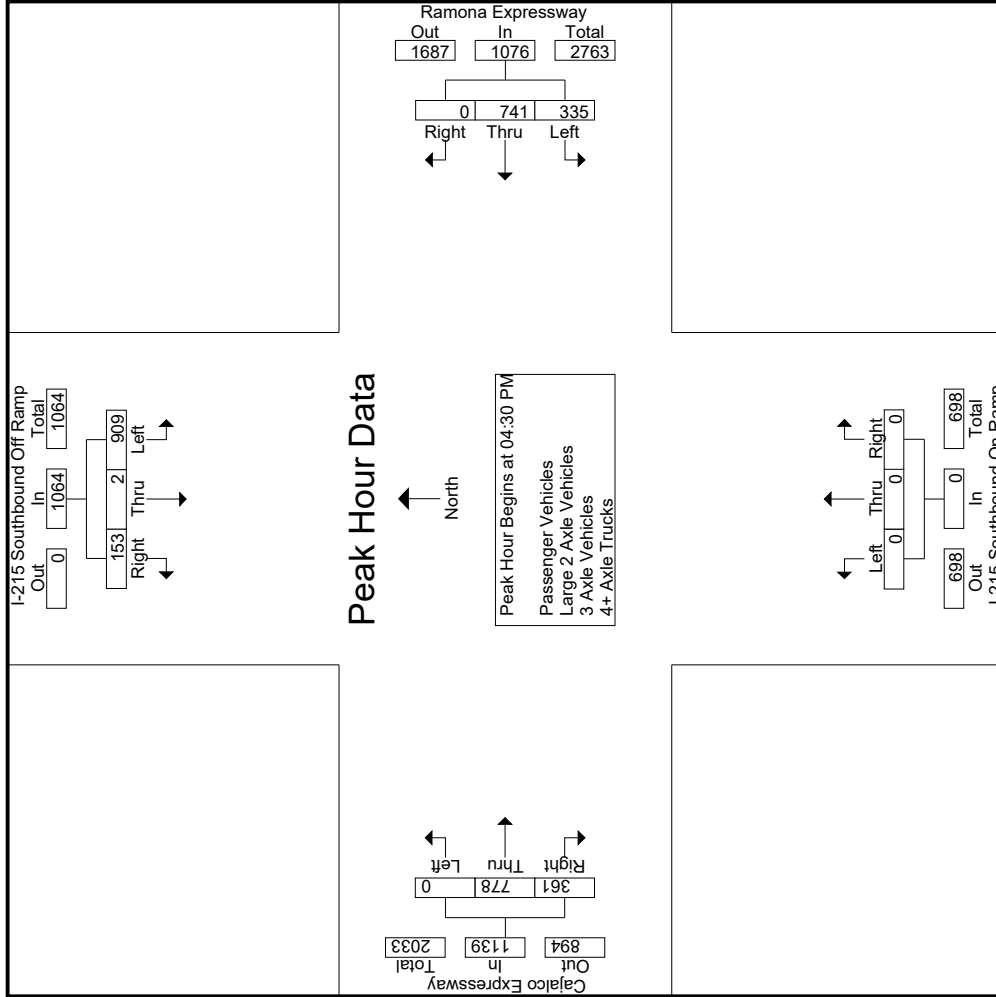
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco PM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Ramona Expressway Westbound			I-215 Southbound On Ramp Northbound			Cajalco Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:													
	04:15 PM			04:00 PM			04:00 PM			05:00 PM				
+0 mins.	228	2	41	88	202	0	290	0	0	0	184	96	280	
+15 mins.	225	1	35	82	170	0	252	0	0	0	197	90	287	
+30 mins.	223	1	33	81	199	0	280	0	0	0	221	75	296	
+45 mins.	236	0	39	86	185	0	271	0	0	0	206	90	296	
Total Volume	912	4	148	337	756	0	1093	0	0	0	808	351	1159	
% App. Total	85.7	0.4	13.9	30.8	69.2	0	94.2	0	0	0	69.7	30.3	97.9	
PHF	.966	.500	.902	.957	.936	.000	.942	.000	.000	.000	.914	.914	.979	

Groups Printed- Passenger Vehicles

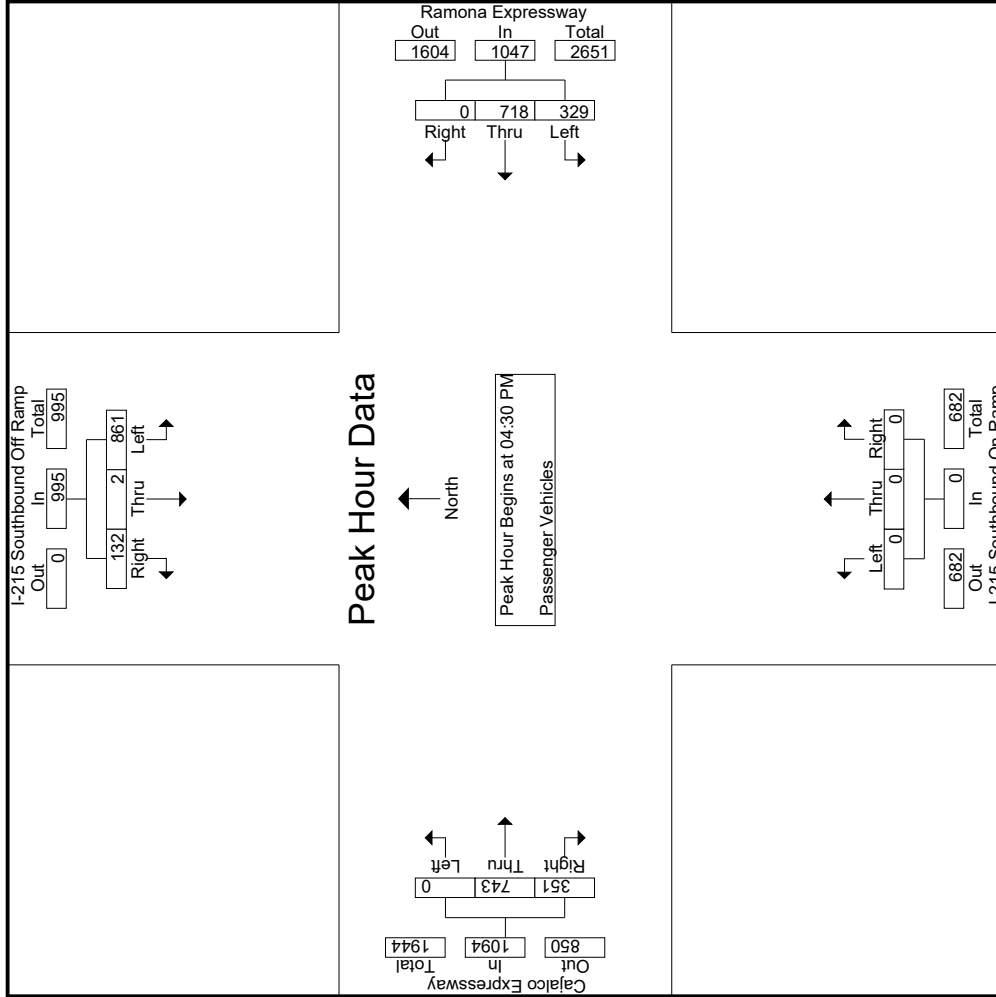
Start Time	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	219	1	30	16	250	88	185	0	0	273	0	0	0	0	0	0	136	52	22	188	38	711	749
04:15 PM	212	1	34	17	247	81	163	0	0	244	0	0	0	0	0	0	134	57	28	191	45	682	727
04:30 PM	212	1	31	13	244	79	194	0	0	273	0	0	0	0	0	0	189	77	31	266	44	783	827
04:45 PM	210	1	30	21	241	84	182	0	0	266	0	0	0	0	0	0	186	90	34	276	55	783	838
Total	853	4	125	67	982	332	724	0	0	1056	0	0	0	0	0	0	645	276	115	921	182	2959	3141
05:00 PM	224	0	34	15	258	78	166	0	0	244	0	0	0	0	0	0	177	95	36	272	51	774	825
05:15 PM	215	0	37	16	252	88	176	0	0	264	0	0	0	0	0	0	191	89	28	280	44	796	840
05:30 PM	210	1	26	14	237	80	144	0	0	224	0	0	0	0	0	0	214	74	34	288	48	749	797
05:45 PM	206	0	32	13	238	71	133	0	0	204	0	0	0	0	0	0	202	89	39	291	52	733	785
Total	855	1	129	58	985	317	619	0	0	936	0	0	0	0	0	0	784	347	137	1131	195	3052	3247
Grand Total	1708	5	254	125	1967	649	1343	0	0	1992	0	0	0	0	0	0	1429	623	252	2052	377	6011	6388
Approch %	86.8	0.3	12.9			32.6	67.4	0	0	33.1	0	0	0	0	0	0	69.6	30.4			5.9	94.1	
Total %	28.4	0.1	4.2		32.7	10.8	22.3	0	0		0	0	0	0	0	0	23.8	10.4		34.1			

Start Time	I-215 Southbound Off Ramp Southbound					Ramona Expressway Westbound					I-215 Southbound On Ramp Northbound					Cajalco Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	212	1	31	16	244	79	194	0	0	273	0	0	0	0	0	0	189	77	31	266	44	783	827
04:45 PM	210	1	30	17	241	84	182	0	0	266	0	0	0	0	0	0	186	90	28	272	55	783	838
05:00 PM	224	0	34	15	258	78	166	0	0	244	0	0	0	0	0	0	177	95	36	272	51	774	825
05:15 PM	215	0	37	16	252	88	176	0	0	264	0	0	0	0	0	0	191	89	28	280	44	796	840
05:30 PM	210	1	26	14	237	80	144	0	0	224	0	0	0	0	0	0	214	74	34	288	48	749	797
05:45 PM	206	0	32	13	238	71	133	0	0	204	0	0	0	0	0	0	202	89	39	291	52	733	785
Total	855	1	129	58	985	317	619	0	0	936	0	0	0	0	0	0	784	347	137	1131	195	3052	3247
Grand Total	1708	5	254	125	1967	649	1343	0	0	1992	0	0	0	0	0	0	1429	623	252	2052	377	6011	6388
Approch %	86.8	0.3	12.9			32.6	67.4	0	0	33.1	0	0	0	0	0	0	69.6	30.4			5.9	94.1	
Total %	28.4	0.1	4.2		32.7	10.8	22.3	0	0		0	0	0	0	0	0	23.8	10.4		34.1			

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Counts Unlimited
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County of Riverside
 N/S: I-215 Southbound Ramps
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File Name : 04_CRV_215S_Cajalco PM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Ramona Expressway Westbound			I-215 Southbound On Ramp Northbound			Cajalco Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:														
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	212	1	31	79	194	0	273	0	0	0	0	189	77	266	
+15 mins.	210	1	30	84	182	0	266	0	0	0	0	186	90	276	
+30 mins.	224	0	34	78	166	0	244	0	0	0	0	177	95	272	
+45 mins.	215	0	37	88	176	0	264	0	0	0	0	191	89	280	
Total Volume	861	2	132	329	718	0	1047	0	0	0	0	743	351	1094	
% App. Total	86.5	0.2	13.3	31.4	68.6	0	95.9	0	0	0	0	67.9	32.1	97.7	
PHF	.961	.500	.892	.935	.925	.000	.959	.000	.000	.000	.000	.973	.924	.977	

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	4	0	1	1	0	10	0	0	0	0	0	0	0	0	1	0
04:15 PM	4	0	1	1	0	3	0	0	0	0	0	0	0	5	2	0
04:30 PM	3	0	0	0	1	2	0	0	0	0	0	0	0	5	3	1
04:45 PM	5	0	2	0	1	1	0	0	0	0	0	0	0	1	1	0
Total	16	0	4	2	2	16	0	0	0	0	0	0	0	12	6	1
05:00 PM	4	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	1	0	4	0	0	0	0	0	0	0	2	1	0
05:30 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	1	1	1
05:45 PM	2	0	1	0	0	5	0	0	0	0	0	0	0	0	1	1
Total	6	0	5	2	1	17	0	0	0	0	0	0	0	3	3	2
Grand Total	22	0	9	4	3	33	0	0	0	0	0	0	0	15	9	3
Approch %	71	0	29		8.3	91.7	0		0	0	0		0	62.5	37.5	
Total %	24.2	0	9.9		3.3	36.3	0		0	0	0		0	16.5	9.9	

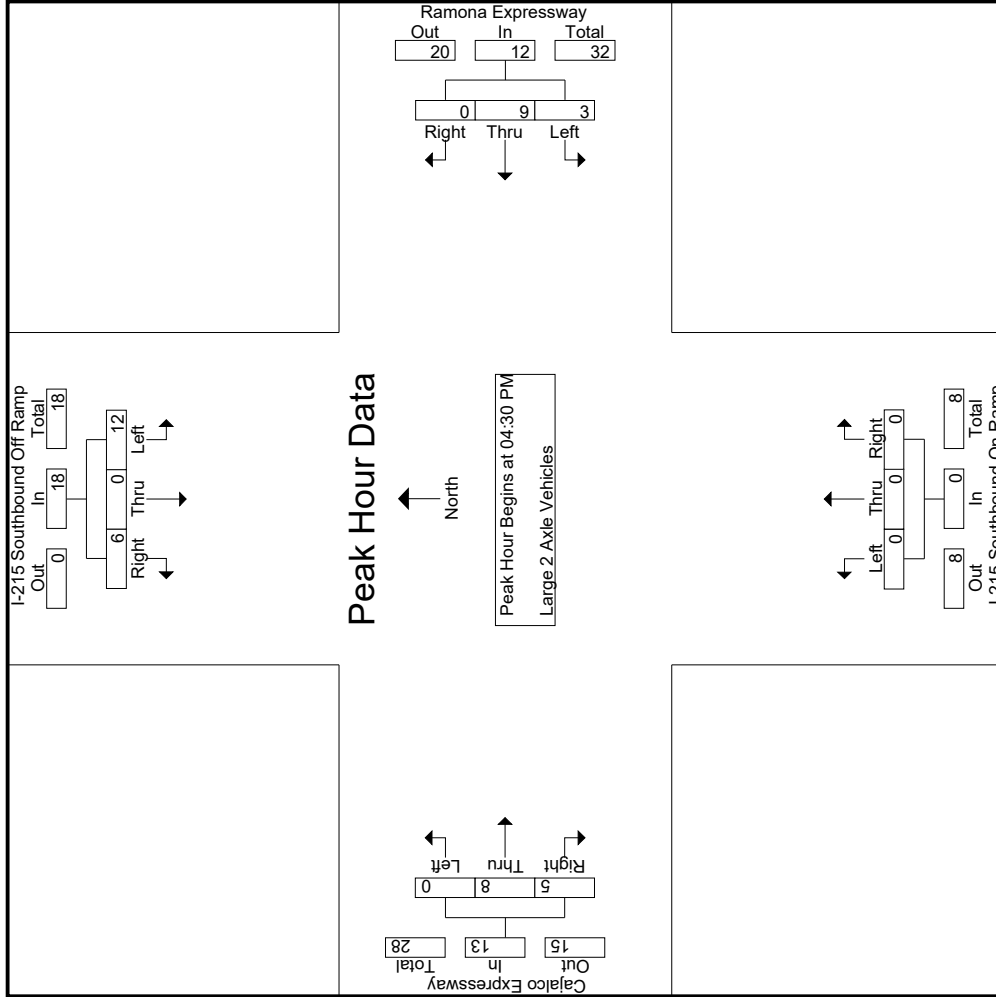
3.1-118

Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
04:30 PM	3	0	0	3	1	2	0	3	0	0	0	0	0	0	0	0
04:45 PM	5	0	2	7	1	1	0	2	0	0	0	0	0	1	1	2
05:00 PM	4	0	2	6	1	2	0	3	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	2	0	4	0	4	0	0	0	0	0	2	1	3
Total Volume	12	0	6	18	3	9	0	12	0	0	0	0	0	8	5	13
% App. Total	66.7	0	33.3		25	75	0		0	0	0		0	61.5	38.5	
PHF	.600	.000	.750	.643	.750	.563	.000	.750	.000	.000	.000	.000	.000	.400	.417	.406

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Ramona Expressway Westbound			I-215 Southbound On Ramp Northbound			Cajalco Expressway Eastbound																	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total													
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:																										
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM														
+0 mins.	3	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	5	0	2	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	4	0	2	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	2	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	12	0	6	3	9	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	5	3	1	1	8
% App. Total	66.7	0	33.3	25	75	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61.5	38.5	0	0	0	13
PHF	.600	.000	.750	.750	.563	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.400	.417	.000	.000	.000	.406

Groups Printed - 3 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound						
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	2	2
04:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	4
04:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	6	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	1	0	0	1	0	0	1	0	0	0	0	5	1	0	0	12	12
05:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3	3
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2	3
05:45 PM	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	0	4	4
Total	1	0	3	1	0	3	0	0	3	0	0	0	0	2	1	0	1	10	11
Grand Total	5	0	4	1	0	4	0	0	4	0	0	0	0	7	2	0	1	22	23
Approch %	55.6	0	44.4		0	100	0		0	0	0		0	77.8	22.2		4.3	95.7	
Total %	22.7	0	18.2		0	18.2	0		18.2	0	0		0	31.8	9.1		40.9		

3.1-121

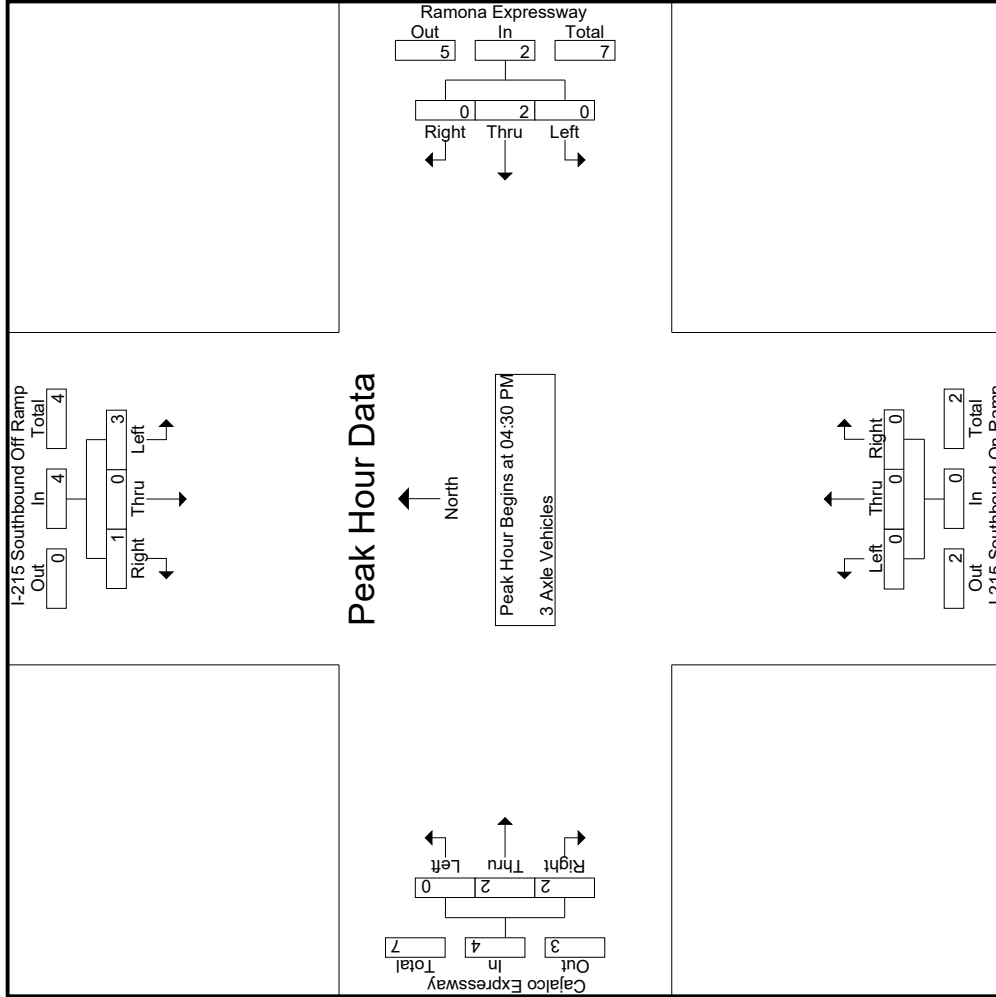
Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound						
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	3
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	1	0	0	2	0	0	2	0	0	0	0	2	2	0	0	4	10
% App. Total	.75	0	.25		0	100	0		.50	0	0		0	.50	.50		.333	.417	
PHF	.250	.000	.250		.000	.500	.000		.000	.000	.000		.000	.250	.500		.333	.417	

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

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Ramona Expressway Westbound			I-215 Southbound On Ramp Northbound			Cajalco Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:	04:30 PM														
+0 mins.	3	0	0	0	0	0	0	0	0	0	0	0	2	1	3
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	0	1	0	1	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	3	0	1	0	2	0	2	0	0	0	0	0	2	2	4
% App. Total	.75	.00	.25	.00	.50	.00	.50	.00	.00	.00	.00	.50	.25	.50	.333
PHF	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500	.250	.500	.333

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

File Name : 04_CRV_215S_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	8	0	2	0	10	0	6	0	0	6	0	0	0	0	0	4	0	20	20
04:15 PM	11	1	5	0	17	1	4	0	0	5	0	0	0	0	8	0	30	30	
04:30 PM	7	0	4	0	11	1	3	0	0	4	0	0	0	0	12	0	27	27	
04:45 PM	8	0	1	0	9	1	2	0	0	3	0	0	0	0	5	0	17	17	
Total	34	1	12	0	47	3	15	0	0	18	0	0	0	0	29	0	94	94	
05:00 PM	8	0	2	0	10	1	5	0	0	6	0	0	0	0	7	0	23	23	
05:15 PM	10	0	7	1	17	0	2	0	0	2	0	0	0	0	4	1	23	24	
05:30 PM	7	0	5	2	12	0	0	0	0	0	0	0	0	0	5	2	17	19	
05:45 PM	4	0	5	3	9	0	1	0	0	1	0	0	0	0	3	3	13	16	
Total	29	0	19	6	48	1	8	0	0	9	0	0	0	0	19	6	76	82	
Grand Total	63	1	31	6	95	4	23	0	0	27	0	0	0	0	48	6	170	176	
Approch %	66.3	1.1	32.6			14.8	85.2	0		15.9	0	0	0		28.2	3.4	96.6		
Total %	37.1	0.6	18.2		55.9	2.4	13.5	0			0	0	0						

3.1-124

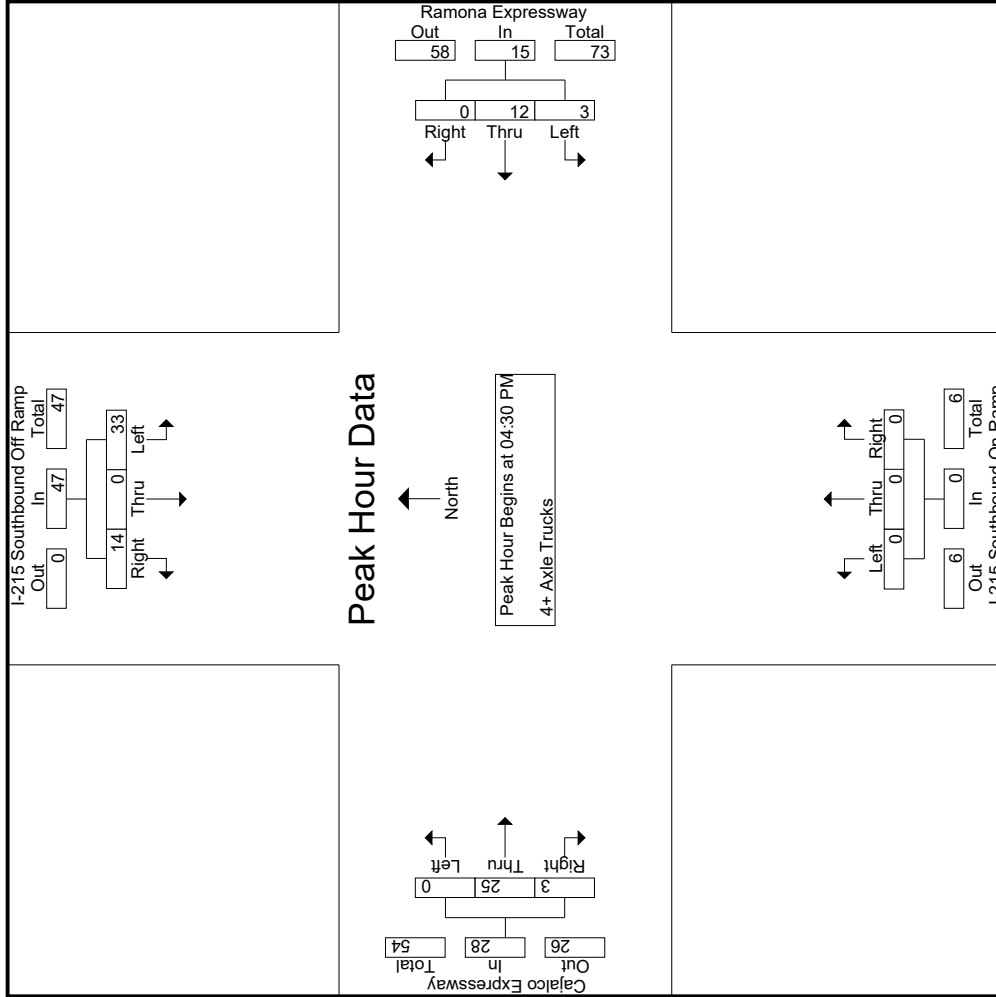
Start Time	I-215 Southbound Off Ramp Southbound				Ramona Expressway Westbound				I-215 Southbound On Ramp Northbound				Cajalco Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	7	0	4		11	1	3	0	4	0	0	0	0	0	10	2	12	27
04:45 PM	8	0	1		9	1	2	0	3	0	0	0	0	0	4	1	5	17
05:00 PM	8	0	2		10	1	5	0	6	0	0	0	0	7	0	7	23	23
05:15 PM	10	0	7		17	0	2	0	2	0	0	0	0	4	0	4	23	23
Total Volume	33	0	14		47	3	12	0	15	0	0	0	0	0	25	3	28	90
% App. Total	70.2	0	29.8			20	80	0		0	0	0	0		89.3	10.7		
PHF	.825	.000	.500		.691	.750	.600	.000	.625	.000	.000	.000	.000	.000	.625	.375	.583	.833

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

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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: I-215 Southbound Ramps
 E/W: Cajalco Expy/Ramona Expy
 Weather: Clear

File Name : 04_CRV_215S_Cajalco PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Ramona Expressway Westbound			I-215 Southbound On Ramp Northbound			Cajalco Expressway Eastbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:																
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM				
+0 mins.	7	0	4	11	1	3	0	0	4	0	0	0	0	0	10	2	12
+15 mins.	8	0	1	9	1	2	0	0	3	0	0	0	0	0	4	1	5
+30 mins.	8	0	2	10	1	5	0	0	6	0	0	0	0	0	7	0	7
+45 mins.	10	0	7	17	0	2	0	0	2	0	0	0	0	0	4	0	4
Total Volume	33	0	14	47	3	12	0	0	15	0	0	0	0	0	25	3	28
% App. Total	70.2	0	29.8	.691	.750	.600	.000	.000	.625	.000	.000	.000	.000	.000	89.3	10.7	.583
PHF	.825	.000	.500	.691	.750	.600	.000	.000	.625	.000	.000	.000	.000	.000	.625	.375	.583

Location: County of Riverside
 N/S: I-215 SB Ramps
 E/W: Cajalco Expy/Ramona Expy



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg Ramona Expressway	South Leg I-215 SB Ramps	West Leg Cajalco Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	1

	North Leg I-215 SB Ramps	East Leg Ramona Expressway	South Leg I-215 SB Ramps	West Leg Cajalco Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	2	0	0	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	6	0	0	0	6

Location: County of Riverside
 N/S: I-215 SB Ramps
 E/W: Cajalco Expy/Ramona Expy



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound I-215 SB Ramps			Westbound Ramona Expressway			Northbound I-215 SB Ramps			Eastbound Cajalco Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound I-215 SB Ramps			Westbound Ramona Expressway			Northbound I-215 SB Ramps			Eastbound Cajalco Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

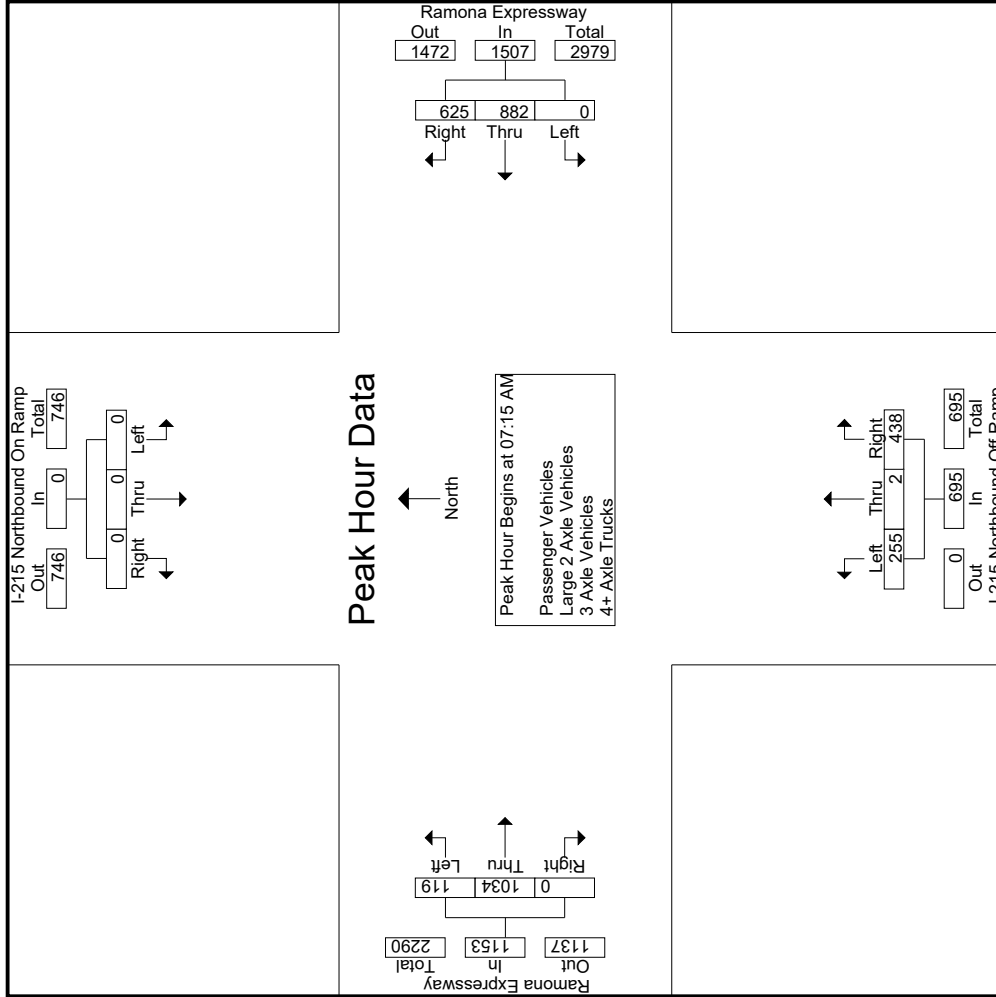
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound						Ramona Expressway Westbound						I-215 Northbound Off Ramp Northbound						Ramona Expressway Eastbound								
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	0	240	174	43	414	0	58	0	68	34	126	0	36	227	0	0	263	0	77	803	880
07:15 AM	0	0	0	0	0	0	0	242	162	38	404	0	84	0	111	35	195	0	22	249	0	0	271	0	73	870	943
07:30 AM	0	0	0	0	0	0	0	196	147	38	343	0	59	1	111	48	171	0	31	269	0	0	300	0	86	814	900
07:45 AM	0	0	0	0	0	0	0	224	140	44	364	0	55	0	118	26	173	0	38	281	0	0	319	0	70	856	926
Total	0	0	0	0	0	0	0	902	623	163	1525	0	256	1	408	143	665	0	127	1026	0	0	1153	0	306	3343	3649
08:00 AM	0	0	0	0	0	0	0	220	176	36	396	0	57	1	98	46	156	0	28	235	0	0	263	0	82	815	897
08:15 AM	0	0	0	0	0	0	0	220	160	43	380	0	61	0	68	36	129	0	34	226	0	0	260	0	79	769	848
08:30 AM	0	0	0	0	0	0	0	175	142	45	317	0	81	0	60	15	141	0	40	211	0	0	251	0	60	709	769
08:45 AM	0	0	0	0	0	0	0	159	150	47	309	0	51	0	84	35	135	0	32	209	0	0	241	0	82	685	767
Total	0	0	0	0	0	0	0	774	628	171	1402	0	250	1	310	132	561	0	134	881	0	0	1015	0	303	2978	3281
Grand Total	0	0	0	0	0	0	0	1676	1251	334	2927	0	506	2	718	275	1226	0	261	1907	0	0	2168	0	609	6321	6930
Approch %	0	0	0	0	0	0	0	57.3	42.7	0	46.3	0	41.3	0.2	58.6	0	19.4	0	12	88	0	0	34.3	0	8.8	91.2	0
Total %	0	0	0	0	0	0	0	1595	1143	91.6	3044	0	477	0	665	94.5	1402	0	204	1688	0	0	1892	0	0	0	6338
Passenger Vehicles	0	0	0	0	0	0	0	95.2	91.4	91.6	93.3	0	94.3	0	92.6	94.5	93.4	0	78.2	88.5	0	0	87.3	0	0	0	91.5
Large 2 Axle Vehicles	0	0	0	0	0	0	0	37	31	3.3	79	0	18	2	22	2.9	50	0	16	71	0	0	87	0	0	0	216
3 Axle Vehicles	0	0	0	0	0	0	0	2.2	2.5	3.3	2.4	0	3.6	100	3.1	2.9	3.3	0	6.1	3.7	0	0	4	0	0	0	3.1
% 3 Axle Vehicles	0	0	0	0	0	0	0	8	10	1.2	0.7	0	3	0	3	0.4	6	0	8	26	0	0	34	0	0	0	62
4+ Axle Trucks	0	0	0	0	0	0	0	0.5	0.8	3.9	3.6	0	0.6	0	0.4	0	0.4	0	3.1	1.4	0	0	1.6	0	0	0	0.9
% 4+ Axle Trucks	0	0	0	0	0	0	0	36	67	3.9	3.6	0	1.6	0	3.9	2.5	2.9	0	12.6	6.4	0	0	7.1	0	0	0	4.5

Start Time	I-215 Northbound On Ramp Southbound						Ramona Expressway Westbound						I-215 Northbound Off Ramp Northbound						Ramona Expressway Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

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

Peak Hour for Entire Intersection Begins at 07:15 AM



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Ramona Expressway Westbound			I-215 Northbound Off Ramp Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:15 AM			07:00 AM				
+0 mins.	0	0	0	0	240	174	414	0	84	0	111	227	0	263
+15 mins.	0	0	0	242	162	404	59	195	1	111	249	0	271	
+30 mins.	0	0	0	196	147	343	55	171	0	118	31	0	300	
+45 mins.	0	0	0	224	140	364	57	156	1	98	38	0	319	
Total Volume	0	0	0	902	623	1525	255	695	2	438	127	1026	0	1153
% App. Total	0	0	0	59.1	40.9	92.1	36.7	89.1	0.3	63	11	89	0	904
PHF	.000	.000	.000	.000	.932	.895	.759	.891	.500	.928	.836	.913	.000	.904

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed- Passenger Vehicles

Start Time	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	231	156	39	387	55	0	61	31	116	23	199	0	0	222	70	725	795
07:15 AM	0	0	0	0	0	0	235	151	34	386	76	0	108	33	184	17	221	0	0	238	67	808	875
07:30 AM	0	0	0	0	0	0	186	136	36	322	54	0	101	48	155	26	249	0	0	275	84	752	836
07:45 AM	0	0	0	0	0	0	212	131	41	343	52	0	112	24	164	28	257	0	0	285	65	792	857
Total	0	0	0	0	0	0	864	574	150	1438	237	0	382	136	619	94	926	0	0	1020	286	3077	3363
08:00 AM	0	0	0	0	0	0	213	162	32	375	54	0	88	41	142	25	203	0	0	228	73	745	818
08:15 AM	0	0	0	0	0	0	205	145	41	350	60	0	64	34	124	28	199	0	0	227	75	701	776
08:30 AM	0	0	0	0	0	0	164	123	40	287	80	0	54	15	134	32	175	0	0	207	55	628	683
08:45 AM	0	0	0	0	0	0	149	139	43	288	46	0	77	34	123	25	185	0	0	210	77	621	698
Total	0	0	0	0	0	0	731	569	156	1300	240	0	283	124	523	110	762	0	0	872	280	2695	2975
Grand Total	0	0	0	0	0	0	1595	1143	306	2738	477	0	665	260	1142	204	1688	0	0	1892	566	5772	6338
Approch %	0	0	0	0	0	0	58.3	41.7		41.8	0	58.2		19.8	10.8	89.2	0	0	32.8	8.9	91.1		
Total %	0	0	0	0	0	0	27.6	19.8		47.4	8.3	0	11.5		19.8	3.5	29.2	0	0				

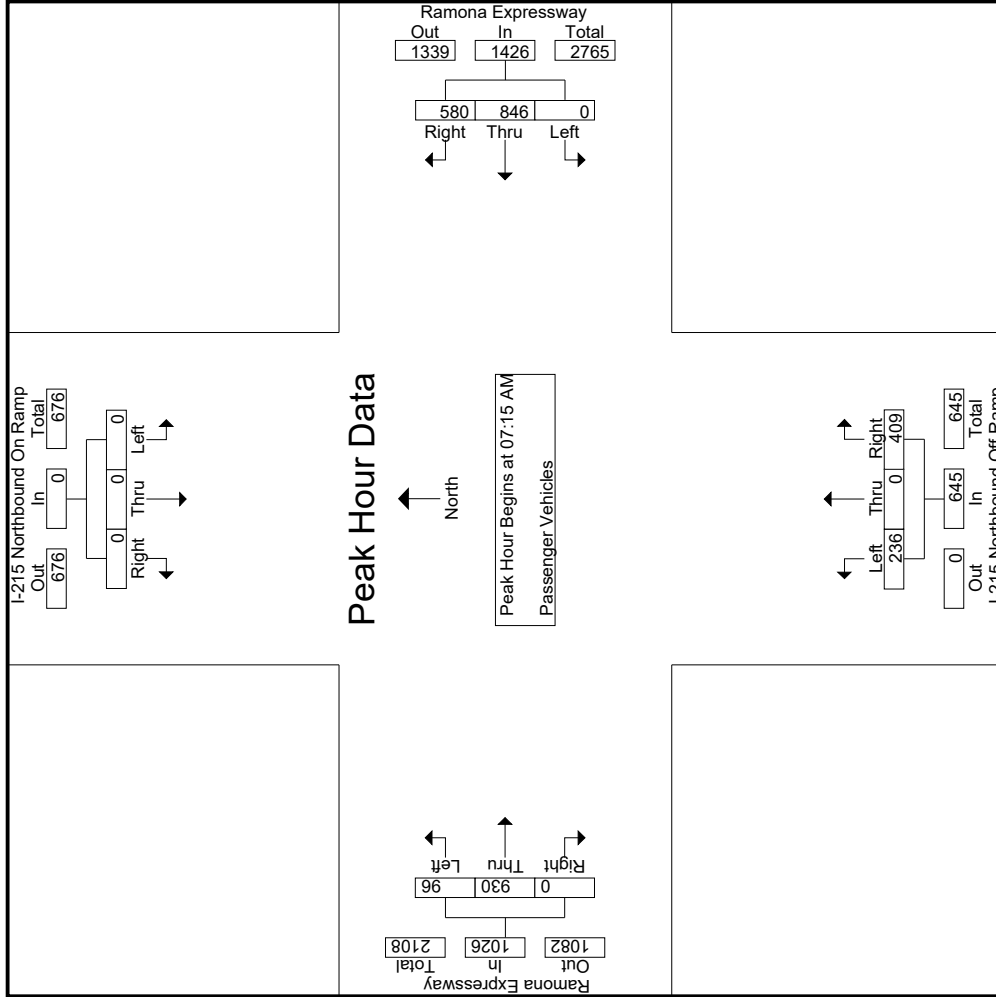
Start Time	I-215 Northbound On Ramp Southbound					Ramona Expressway Westbound					I-215 Northbound Off Ramp Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	186	136	34	322	54	0	101	48	155	26	249	0	0	275	67	808	875
07:45 AM	0	0	0	0	0	0	212	131	41	343	52	0	112	24	164	28	257	0	0	285	65	792	857
08:00 AM	0	0	0	0	0	0	213	162	32	375	54	0	88	41	142	25	203	0	0	228	73	745	818
Total Volume	0	0	0	0	0	0	846	580	1426	1426	236	0	409	0	645	96	930	0	0	1026	286	3077	3363
% App. Total	0	0	0	0	0	0	59.3	40.7		40.7	36.6	0	63.4		63.4	9.4	90.6	0	0				
PHF	.000	.000	.000	.000	.000	.000	.900	.895	.924	.924	.776	.000	.913		.876	.857	.905	.000	.000	.900	.900	.900	.958

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

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Northbound On Ramp Southbound			Ramona Expressway Westbound			I-215 Northbound Off Ramp Northbound			Ramona Expressway Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:											
	07:15 AM			07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	76	0	108	17	221	0
+15 mins.	0	0	0	0	0	0	54	0	101	26	249	0
+30 mins.	0	0	0	0	0	0	52	0	112	28	257	0
+45 mins.	0	0	0	0	0	0	54	0	88	25	203	0
Total Volume	0	0	0	0	0	0	236	0	409	96	930	0
% App. Total	0	0	0	0	0	0	36.6	0	63.4	9.4	90.6	0
PHF	.000	.000	.000	.000	.000	.000	.776	.000	.913	.857	.905	.000

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

File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	7	5	0	0	12	3	0	1	0	4	4	8	0	12
07:15 AM	0	0	0	0	0	2	2	1	0	4	7	0	2	1	9	0	8	0	8
07:30 AM	0	0	0	0	0	6	2	0	0	8	2	1	3	0	6	0	5	0	5
07:45 AM	0	0	0	0	0	7	2	2	0	9	2	0	2	0	4	4	11	0	15
Total	0	0	0	0	0	22	11	3	33	33	14	1	8	1	23	8	32	0	40
08:00 AM	0	0	0	0	0	3	6	2	2	9	3	1	8	5	12	2	12	0	14
08:15 AM	0	0	0	0	0	9	6	1	15	15	0	0	2	1	2	3	6	0	9
08:30 AM	0	0	0	0	0	2	4	2	6	6	0	0	1	0	1	2	12	0	14
08:45 AM	0	0	0	0	0	1	4	3	5	5	1	0	3	1	4	1	9	0	10
Total	0	0	0	0	0	15	20	8	35	35	4	1	14	7	19	8	39	0	47
Grand Total	0	0	0	0	0	37	31	11	68	68	18	2	22	8	42	16	71	0	87
Approch %	0	0	0	0	0	54.4	45.6				42.9	4.8	52.4			18.4	81.6	0	
Total %	0	0	0	0	0	18.8	15.7		34.5	34.5	9.1	1	11.2		21.3	8.1	36	0	44.2

3.1-135

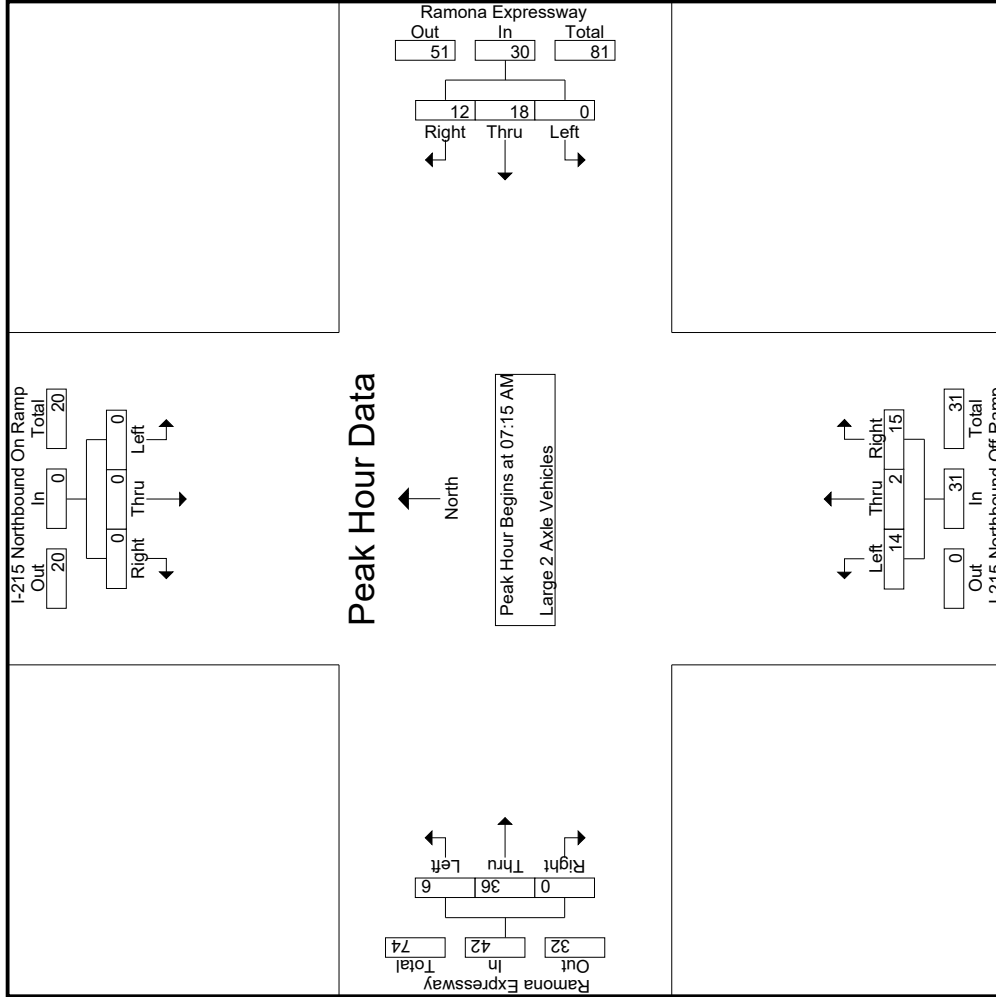
Start Time	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
07:15 AM	0	0	0	0	0	0	2	2	4	0	0	2	9	0	8	0	8	0	8
07:30 AM	0	0	0	0	0	6	2	8	8	2	1	3	6	0	5	0	5	0	5
07:45 AM	0	0	0	0	0	7	2	9	9	2	0	2	4	0	11	0	15	0	15
08:00 AM	0	0	0	0	0	3	6	9	6	3	1	8	12	2	12	0	14	0	14
Total Volume	0	0	0	0	0	18	12	30	30	14	2	15	31	6	36	0	42	0	42
% App. Total	0	0	0	0	0	60	40	40	40	45.2	6.5	48.4	14.3	85.7	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.643	.500	.833	.833	.500	.500	.469	.646	.375	.750	.000	.700	.000	.736

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

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Northbound On Ramp Southbound			Ramona Expressway Westbound			I-215 Northbound Off Ramp Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:													
	07:15 AM			07:15 AM			07:15 AM			07:15 AM				
+0 mins.	0	0	0	0	0	2	2	2	0	0	2	8	0	8
+15 mins.	0	0	0	0	0	6	2	3	1	3	0	5	0	5
+30 mins.	0	0	0	0	0	7	2	2	0	2	0	11	0	15
+45 mins.	0	0	0	0	0	3	6	8	1	8	2	12	0	14
Total Volume	0	0	0	0	0	18	12	15	2	15	6	36	0	42
% App. Total	0	0	0	0	0	60	40	48.4	6.5	48.4	14.3	85.7	0	700
PHF	.000	.000	.000	.000	.000	.643	.500	.469	.500	.646	.375	.750	.000	.700

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

File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
07:00 AM	0	0	0	0	0	1	2	0	3	0	0	1	2	4	0	0	6
07:15 AM	0	0	0	0	0	2	1	0	3	0	0	0	2	3	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5
07:45 AM	0	0	0	0	0	1	2	1	3	0	0	1	1	4	0	0	5
Total	0	0	0	0	0	4	5	1	9	1	0	3	5	16	0	0	21
08:00 AM	0	0	0	0	0	1	2	0	3	0	0	0	0	1	0	0	1
08:15 AM	0	0	0	0	0	1	1	1	2	1	0	0	0	4	0	0	4
08:30 AM	0	0	0	0	0	1	2	2	3	0	0	0	2	3	0	0	5
08:45 AM	0	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	3
Total	0	0	0	0	0	4	5	3	9	2	0	0	3	10	0	0	13
Grand Total	0	0	0	0	0	8	10	4	18	3	0	3	8	26	0	0	34
Apprch %	0	0	0	0	0	44.4	55.6			50	0	50	23.5	76.5	0	0	58
Total %	0	0	0	0	0	13.8	17.2		31	5.2	0	10.3	13.8	44.8	0	6.5	93.5

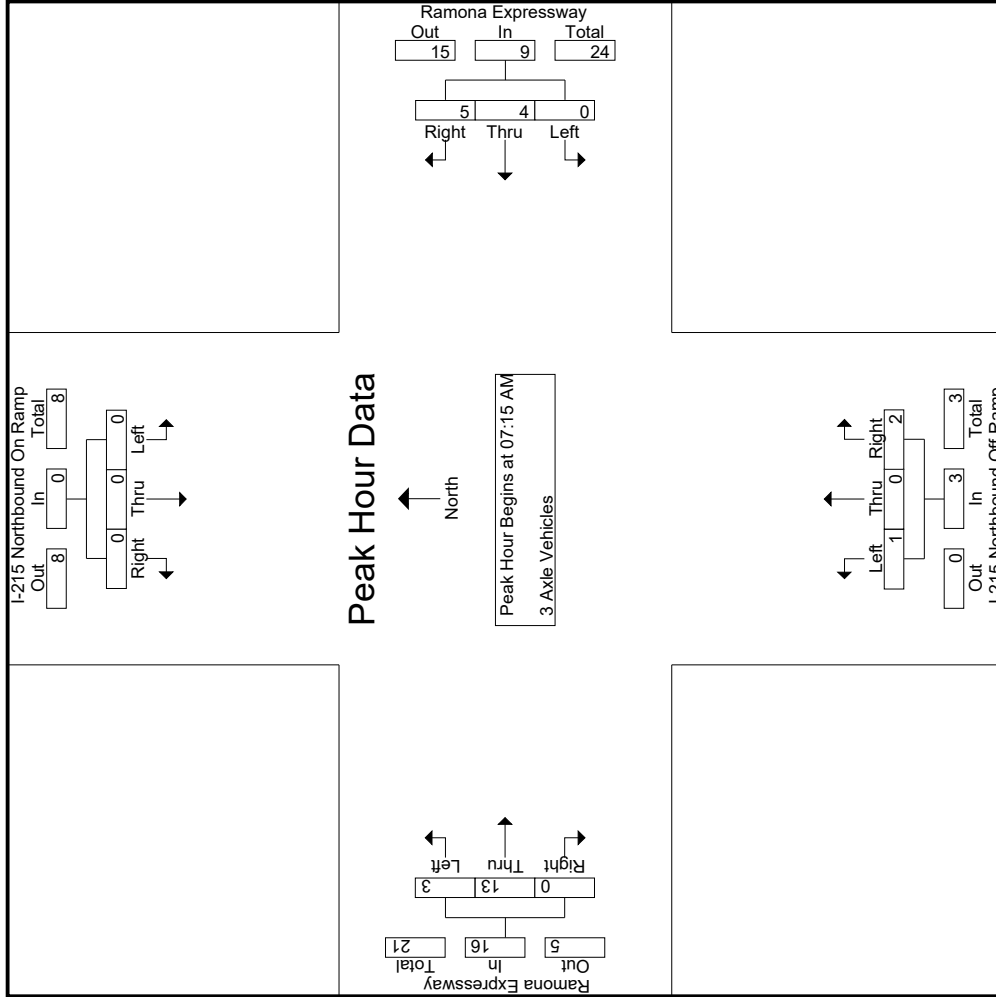
3.1-138

Start Time	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour for Entire Intersection Begins at 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	2	0	3	3	1	1	4	5
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	9	1	0	2	3	13	0	16
% App. Total	0	0	0	0	0	0	0	0	33.3	0	66.7	0	18.8	81.2	0	0
PHF	.000	.000	.000	.000	.000	.500	.625	.750	.250	.000	.500	.375	.375	.650	.000	.800

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 (951) 268-6268

File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
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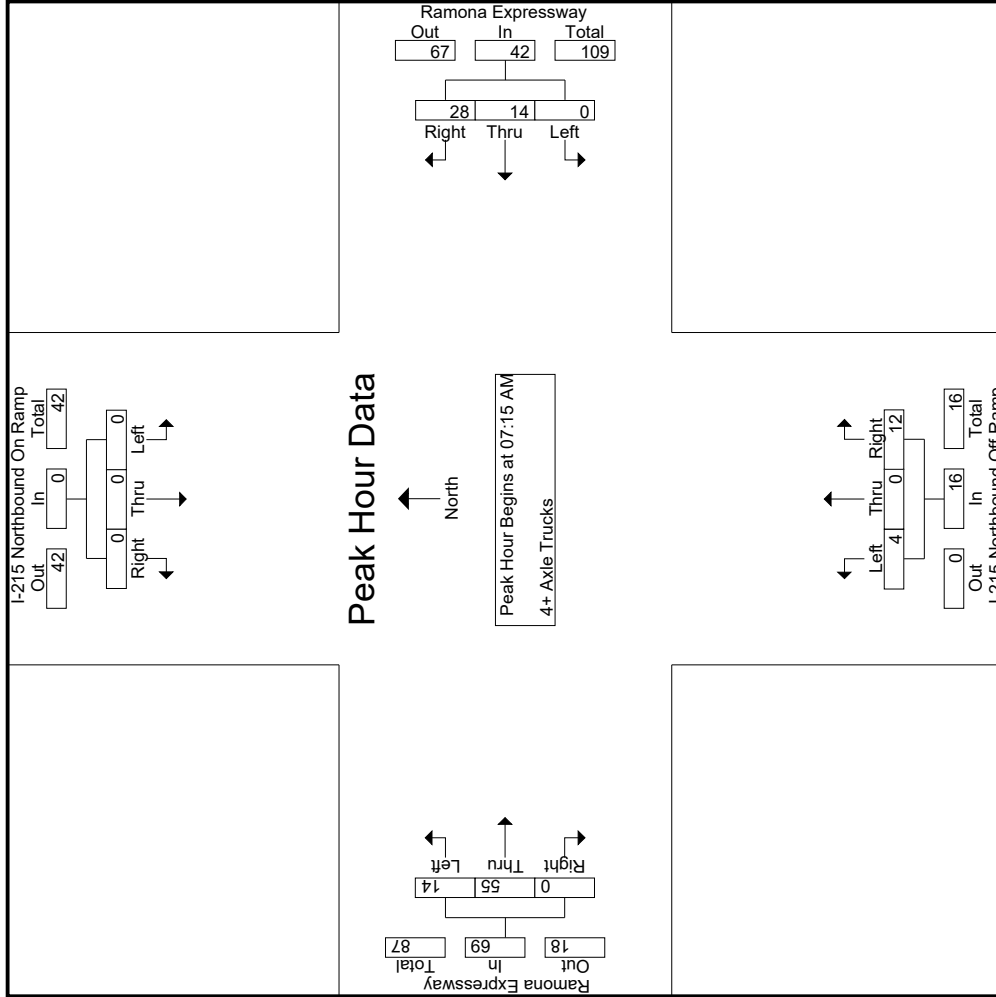
City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Ramona Expressway Westbound			I-215 Northbound Off Ramp Northbound			Ramona Expressway Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:														
+0 mins.	07:15 AM			07:15 AM			07:15 AM			07:15 AM					
+15 mins.	0	0	0	0	0	3	0	0	0	0	0	0	2	3	5
+30 mins.	0	0	0	0	0	0	1	0	1	0	0	1	0	5	5
+45 mins.	0	0	0	0	0	3	0	0	0	0	0	0	1	4	5
Total Volume	0	0	0	0	0	9	0	0	2	0	0	0	0	1	16
% App. Total	0	0	0	0	0	55.6	0	0	66.7	0	0	0	0	81.2	0
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.500	.250	.000	.500	.375	.650	.800

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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File Name : 05_PER_215N_Ramona AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Ramona Expressway Westbound			I-215 Northbound Off Ramp Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:													
+0 mins.	0	0	0	0	0	8	11	0	1	0	1	0	0	20
+15 mins.	0	0	0	0	4	9	13	0	2	0	6	10	0	15
+30 mins.	0	0	0	0	4	5	9	1	1	0	3	9	0	14
+45 mins.	0	0	0	0	3	6	9	0	0	0	2	19	0	20
Total Volume	0	0	0	0	14	28	42	4	4	0	12	14	55	69
% App. Total	0	0	0	0	33.3	66.7	808	25	500	0	75	20.3	79.7	0
PHF	.000	.000	.000	.000	.875	.778	.808	.500	.500	.000	.500	.700	.724	.000

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

File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

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

Start Time	I-215 Northbound On Ramp Southbound						Ramona Expressway Westbound						I-215 Northbound Off Ramp Northbound						Ramona Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Total						Total						Total						Total											
04:00 PM	0	0	0	0	0	0	0	223	157	50	380	145	70	0	75	17	145	48	329	0	0	377	67	902	969	67	902	969		
04:15 PM	0	0	0	0	0	0	0	175	160	44	335	171	78	0	93	23	171	41	337	0	0	378	67	884	951	67	884	951		
04:30 PM	0	0	0	0	0	0	0	209	176	58	385	170	67	1	102	24	170	56	369	0	0	425	82	980	1062	82	980	1062		
04:45 PM	0	0	0	0	0	0	0	194	155	53	349	198	80	0	118	19	198	43	370	0	0	413	72	960	1032	72	960	1032		
Total	0	0	0	0	0	0	0	801	648	205	1449	684	295	1	388	83	684	188	1405	0	0	1593	288	3726	4014	288	3726	4014		
05:00 PM	0	0	0	0	0	0	0	181	166	46	347	176	71	0	105	19	176	36	380	0	0	416	65	939	1004	65	939	1004		
05:15 PM	0	0	0	0	0	0	0	193	160	33	353	177	83	1	93	22	177	41	372	0	0	413	55	943	998	55	943	998		
05:30 PM	0	0	0	0	0	0	0	164	136	43	300	189	66	0	123	18	189	43	397	0	0	440	61	929	990	61	929	990		
05:45 PM	0	0	0	0	0	0	0	154	141	41	295	162	49	0	113	23	162	34	392	0	0	426	64	883	947	64	883	947		
Total	0	0	0	0	0	0	0	692	603	163	1295	704	269	1	434	82	704	154	1541	0	0	1695	245	3694	3939	245	3694	3939		
Grand Total	0	0	0	0	0	0	0	1493	1251	368	2744	1388	564	2	822	165	1388	342	2946	0	0	3288	533	7420	7953	533	7420	7953		
Approach %	0	0	0	0	0	0	0	54.4	45.6			40.6	0.1	59.2			10.4	89.6			4.6	39.7			44.3			6.7	93.3	
Total %	0	0	0	0	0	0	0	1448	1173	94.6	2969	1496	544	2	790	97	1496	313	2821	0	0	3134	0	7599	8133	0	7599	8133		
% Passenger Vehicles	0	0	0	0	0	0	0	97	93.8	94.6	95.4	96.3	96.5	100	96.1	97	96.3	91.5	95.8	0	0	95.3	0	95.5	95.5	0	95.5	95.5		
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	22	8	1.1	34	23	10	0	13	0	23	1	31	0	0	32	0	89	89	0	89	89		
% 3 Axle Vehicles	0	0	0	0	0	0	0	1.5	0.6	1.1	1.1	1.5	1.8	0	1.6	0	1.5	0.3	1.1	0	0	1	0	1.1	1.1	0	1.1	1.1		
% 4+ Axle Trucks	0	0	0	0	0	0	0	2	1.6		21	13	2	0	9		13	3	8	0	0	11	0	45	45	0	45	45		
% 4+ Axle Trucks	0	0	0	0	0	0	0	0.1	1.3	0.8	0.7	0.8	0.4	0	1.1	1.2	0.8	0.9	0.3	0	0	0.3	0	0.6	0.6	0	0.6	0.6		
% 4+ Axle Trucks	0	0	0	0	0	0	0	21	54	3.5	88	21	8	0	10	1.8	21	25	86	0	0	111	0	220	220	0	220	220		
% 4+ Axle Trucks	0	0	0	0	0	0	0	1.4	4.3	2.8	2.8	1.4	1.4	0	1.2	1.8	1.4	7.3	2.9	0	0	3.4	0	2.8	2.8	0	2.8	2.8		

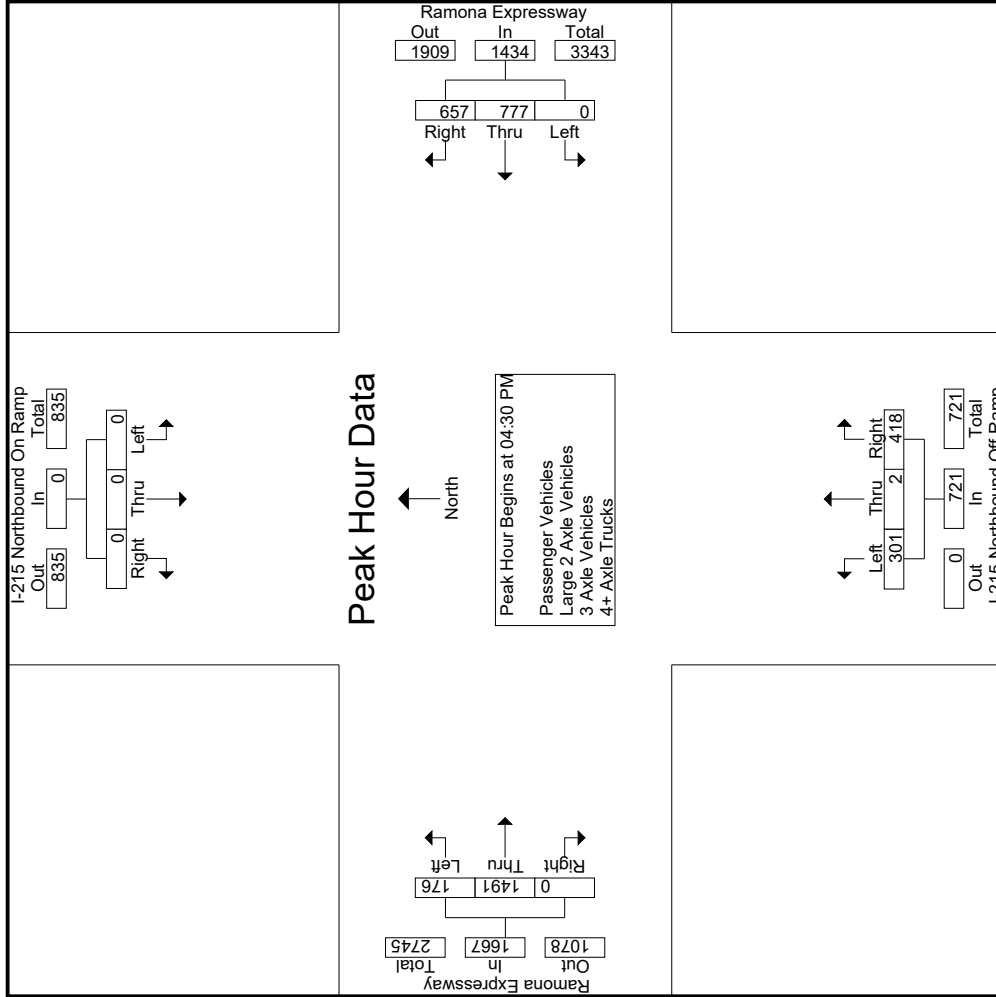
Start Time	I-215 Northbound On Ramp Southbound						Ramona Expressway Westbound						I-215 Northbound Off Ramp Northbound						Ramona Expressway Eastbound																
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total						
	Total						Total						Total						Total																
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	194	155		176	102	349	0	118		198	43	370	0	0	413	0	413	960	0	413	960							
05:00 PM	0	0	0	0	0	0	0	181	166		166	105	347	0	105		176	36	380	0	0	416	0	416	939	0	416	939							
05:15 PM	0	0	0	0	0	0	0	193	160		160	93	347	0	93		177	41	372	0	0	413	0	413	943	0	413	943							
Total Volume	0	0	0	0	0	0	0	777	657	1434	721	301	2	418	58	886	176	1491	0	0	1667	0	3822	3822	0	3822	3822								
% App. Total	0	0	0	0	0	0	0	54.2	45.8		931	0.3	907	0.3	58		886	10.6	89.4	0	0	981	0	981	981	0	981	981							
PHF	.000	.000	.000	.000	.000	.000	.000	.929	.933		.910	.500	.907	.500	.886		.910	.786	.000	.000	.981	.000	.981	.975	.000	.975	.975								

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Ramona Expressway Westbound			I-215 Northbound Off Ramp Northbound			Ramona Expressway Eastbound			Int. Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM			04:00 PM			04:45 PM			05:00 PM							
+0 mins.	0	0	0	0	0	0	223	157	380	80	0	118	198	36	380	0	416
+15 mins.	0	0	0	0	0	0	175	160	335	71	0	105	176	41	372	0	413
+30 mins.	0	0	0	0	0	0	209	176	385	83	1	93	177	43	397	0	440
+45 mins.	0	0	0	0	0	0	194	155	349	66	0	123	189	34	392	0	426
Total Volume	0	0	0	0	0	0	801	648	1449	300	1	439	740	154	1541	0	1695
% App. Total	0	0	0	0	0	0	55.3	44.7	94.1	40.5	0.1	59.3	93.4	9.1	90.9	0	96.3
PHF	.000	.000	.000	.000	.000	.000	.898	.920	.941	.904	.250	.892	.934	.895	.970	.000	.963

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-215 Northbound On Ramp Southbound						Ramona Expressway Westbound						I-215 Northbound Off Ramp Northbound						Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	0	0	0	0	0	0	211	148	49	359	140	67	0	73	17	140	66	43	318	0	0	361	826
04:15 PM	0	0	0	0	0	0	0	168	148	40	316	164	76	0	88	21	164	61	35	312	0	0	347	888
04:30 PM	0	0	0	0	0	0	0	204	170	56	374	162	64	1	97	23	162	79	52	342	0	0	394	1009
04:45 PM	0	0	0	0	0	0	0	190	150	51	340	191	78	0	113	18	191	69	41	355	0	0	396	996
Total	0	0	0	0	0	0	0	773	616	196	1389	657	285	1	371	79	657	275	171	1327	0	0	1498	3819
05:00 PM	0	0	0	0	0	0	0	173	151	41	324	171	69	0	102	18	171	59	33	364	0	0	397	951
05:15 PM	0	0	0	0	0	0	0	190	148	31	338	167	79	1	87	22	167	53	40	358	0	0	398	956
05:30 PM	0	0	0	0	0	0	0	160	128	42	288	186	65	0	121	18	186	60	38	387	0	0	425	959
05:45 PM	0	0	0	0	0	0	0	152	130	38	282	155	46	0	109	23	155	61	31	385	0	0	416	914
Total	0	0	0	0	0	0	0	675	557	152	1232	679	259	1	419	81	679	233	142	1494	0	0	1636	3780
Grand Total	0	0	0	0	0	0	0	1448	1173	348	2621	1336	544	2	790	160	1336	508	313	2821	0	0	3134	7599
Approch %	0	0	0	0	0	0	0	55.2	44.8		40.7	0.1	59.1		18.8		6.7	10	90	0	0	44.2	93.3	
Total %	0	0	0	0	0	0	0	20.4	16.5		37		11.1					4.4	39.8	0	0			

3.1-147

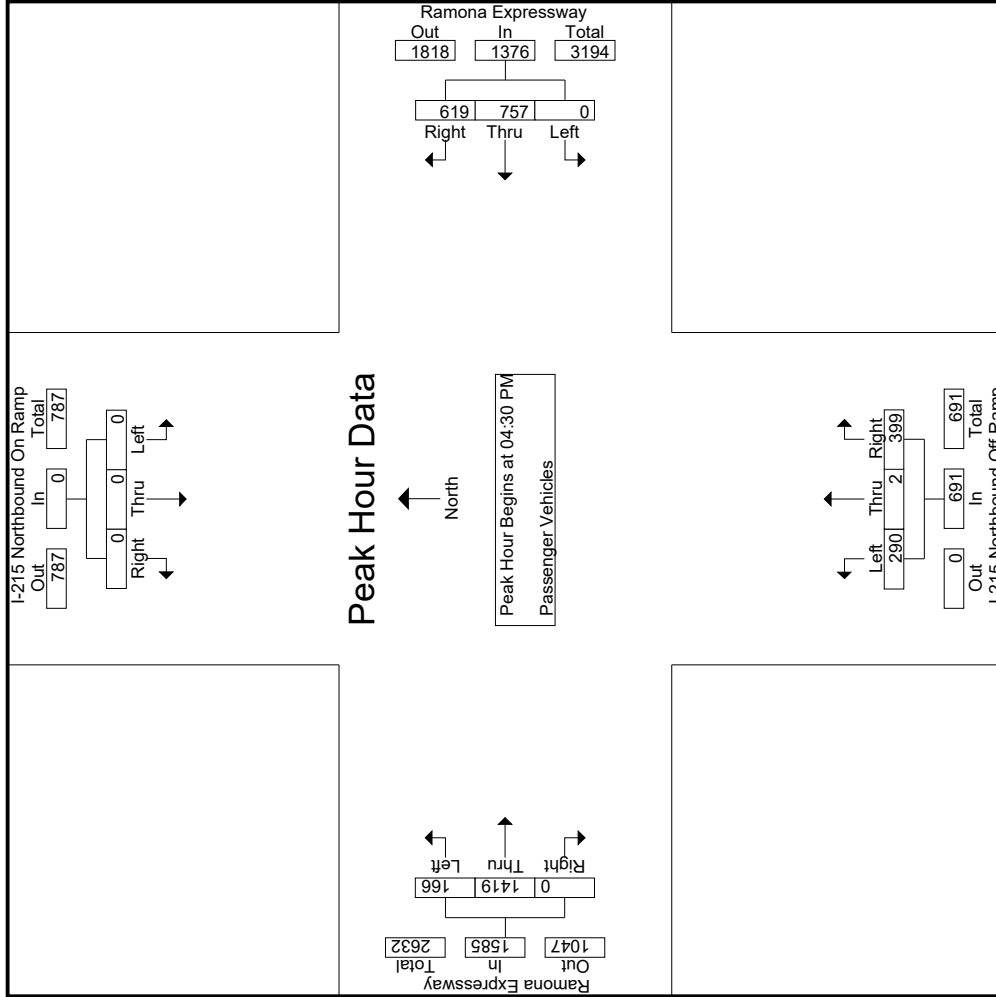
Start Time	I-215 Northbound On Ramp Southbound						Ramona Expressway Westbound						I-215 Northbound Off Ramp Northbound						Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
04:30 PM	0	0	0	0	0	0	0	204	170	51	340	97	78	0	113	0	113	394	52	342	0	0	394	930		
04:45 PM	0	0	0	0	0	0	0	190	150	40	340	102	69	0	102	0	102	396	41	355	0	0	396	927		
05:00 PM	0	0	0	0	0	0	0	173	151	41	324	87	79	1	87	22	167	397	33	364	0	0	397	892		
05:15 PM	0	0	0	0	0	0	0	190	148	31	338	87	69	0	102	0	102	398	40	358	0	0	398	956		
Total Volume	0	0	0	0	0	0	0	757	619	1376	399	290	2	399	2	399	1585	166	1419	0	0	1585	3652			
% App. Total	0	0	0	0	0	0	0	55	45	45	57.7	42	0.3	57.7	0.3	57.7	89.5	10.5	89.5	0	0	89.5	93.3			
PHF	.000	.000	.000	.000	.000	.000	.000	.928	.910	.920	.883	.918	.500	.883	.904	.996	.000	.975	.000	.996	.798	.975	.000	.996	.982	.982

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

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Ramona Expressway Westbound			I-215 Northbound Off Ramp Northbound			Ramona Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:													
	04:30 PM													
+0 mins.	0	0	0	0	0	0	64	1	97	162	52	342	0	394
+15 mins.	0	0	0	0	170	374	78	0	113	191	41	355	0	396
+30 mins.	0	0	0	0	150	340	69	0	102	171	33	364	0	397
+45 mins.	0	0	0	0	151	324	79	1	87	167	40	358	0	398
Total Volume	0	0	0	0	619	1376	290	2	399	691	166	1419	0	1585
% App. Total	0.000	0.000	0.000	0.000	.928	.920	.918	0.3	57.7	.904	.798	89.5	0.000	.996
PHF														

Counts Unlimited
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File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	0	8	0	0	0	8	0	0	1	0	2	0	0	11	11
04:15 PM	0	0	0	0	3	2	1	0	0	3	1	0	2	1	9	0	10	15	15
04:30 PM	0	0	0	0	4	2	2	1	0	4	1	0	3	0	9	0	9	16	17
04:45 PM	0	0	0	0	2	2	0	0	0	2	0	0	2	0	3	0	3	7	7
Total	0	0	0	0	17	14	3	1	17	2	0	6	8	1	23	0	24	49	50
05:00 PM	0	0	0	0	4	2	2	2	0	4	0	0	2	0	4	0	4	10	12
05:15 PM	0	0	0	0	3	2	1	0	0	3	2	0	6	0	2	0	2	11	11
05:30 PM	0	0	0	0	5	4	1	1	0	5	1	0	2	0	1	0	1	8	9
05:45 PM	0	0	0	0	1	0	1	0	0	1	3	0	5	0	1	0	1	7	7
Total	0	0	0	0	13	8	5	3	13	8	0	7	15	0	8	0	8	36	39
Grand Total	0	0	0	0	30	22	8	4	30	10	0	13	23	1	31	0	32	85	89
Approch %	0	0	0	0	73.3	26.7			43.5	0	56.5		27.1	3.1	96.9	0	37.6	4.5	95.5
Total %	0	0	0	0	35.3	25.9	9.4		11.8	0	15.3		27.1	1.2	36.5	0	37.6	4.5	95.5

3.1-150

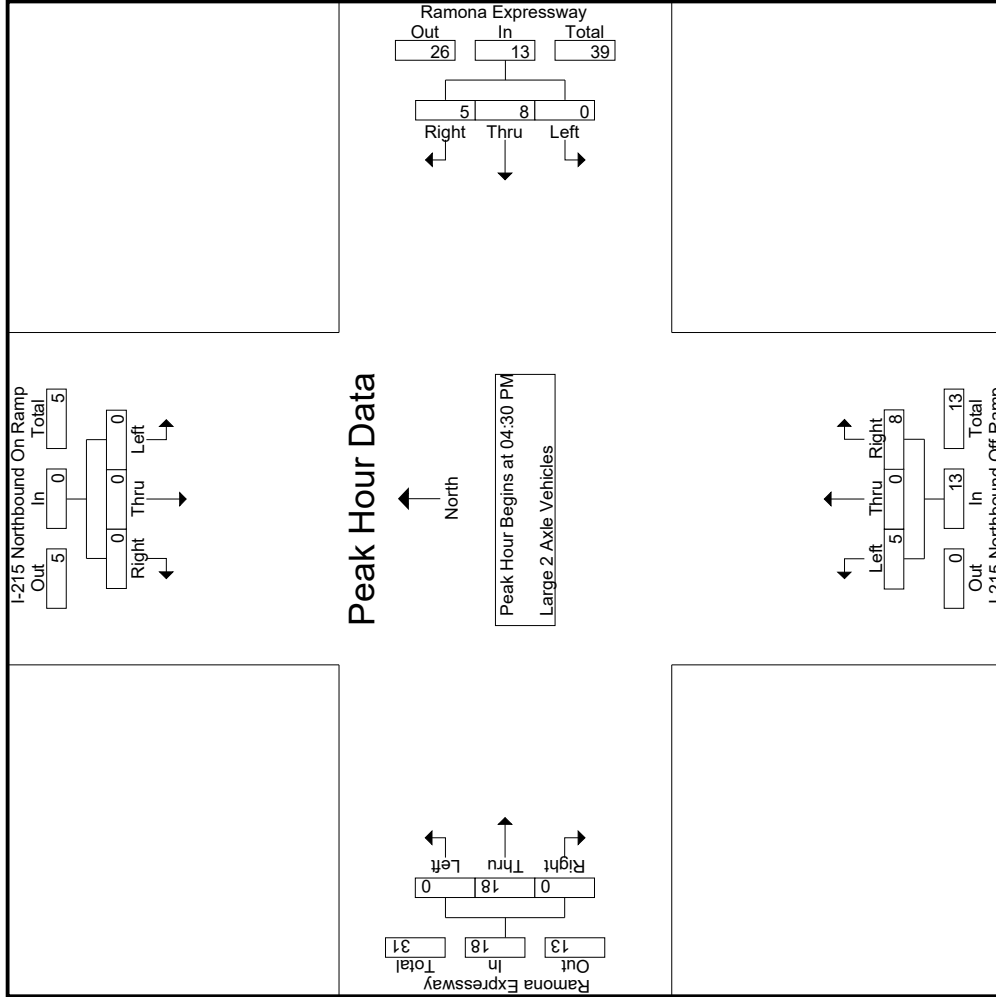
Start Time	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
04:30 PM	0	0	0	0	0	0	0	0	4	1	0	2	3	0	0	0	9	16
04:45 PM	0	0	0	0	0	0	0	2	2	0	2	2	2	0	3	0	3	7
05:00 PM	0	0	0	0	0	0	0	4	2	2	0	4	2	0	4	0	4	10
05:15 PM	0	0	0	0	0	0	0	3	1	2	0	4	6	0	2	0	2	11
Total Volume	0	0	0	0	0	0	0	13	13	5	0	8	13	0	18	0	18	44
% App. Total	0	0	0	0	61.5	38.5		61.5	38.5	38.5	0	61.5	0	100	0	0	0	688
PHF	.000	.000	.000	.000	.000	.813	.625	.500	.542	.000	.500	.000	.500	.000	.500	.000	.500	.688

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

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Ramona Expressway Westbound			I-215 Northbound Off Ramp Northbound			Ramona Expressway Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:														
	04:30 PM			04:30 PM			04:30 PM			04:30 PM					
+0 mins.	0	0	0	0	0	2	2	4	1	0	2	0	9	0	9
+15 mins.	0	0	0	0	0	2	0	2	2	0	2	0	3	0	3
+30 mins.	0	0	0	0	0	2	2	4	2	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	2	1	3	2	0	4	0	2	0	2
Total Volume	0	0	0	0	8	5	13	13	5	0	8	0	18	0	18
% App. Total	0	0	0	0	61.5	38.5	38.5	38.5	38.5	0	61.5	0	100	0	100
PHF	.000	.000	.000	.000	1.000	.625	.813	.813	.625	.000	.500	.000	.500	.000	.500

Counts Unlimited
 PO Box 1178
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File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed - 3 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	6
04:15 PM	0	0	0	0	4	0	0	3	1	3	1	0	0	0	1	3	8
04:30 PM	0	0	0	0	2	0	0	0	0	0	0	5	0	0	5	0	7
04:45 PM	0	0	0	0	0	0	0	3	1	3	0	0	0	0	0	1	3
Total	0	0	0	0	9	0	0	6	2	6	3	6	0	0	9	4	24
05:00 PM	0	0	0	0	1	2	1	1	0	1	0	0	0	0	0	1	4
05:15 PM	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2
05:45 PM	0	0	0	0	2	0	2	0	2	2	0	1	0	0	1	0	6
Total	0	0	0	0	9	2	0	3	0	5	0	2	0	0	2	1	16
Grand Total	0	0	0	0	18	2	0	9	2	11	3	8	0	0	11	5	40
Approch %	0	0	0	0	11.1	88.9	0	0	0	27.5	72.7	0	0	0	27.5	11.1	88.9
Total %	0	0	0	0	5	40	0	0	0	27.5	72.7	0	0	0	27.5	11.1	88.9

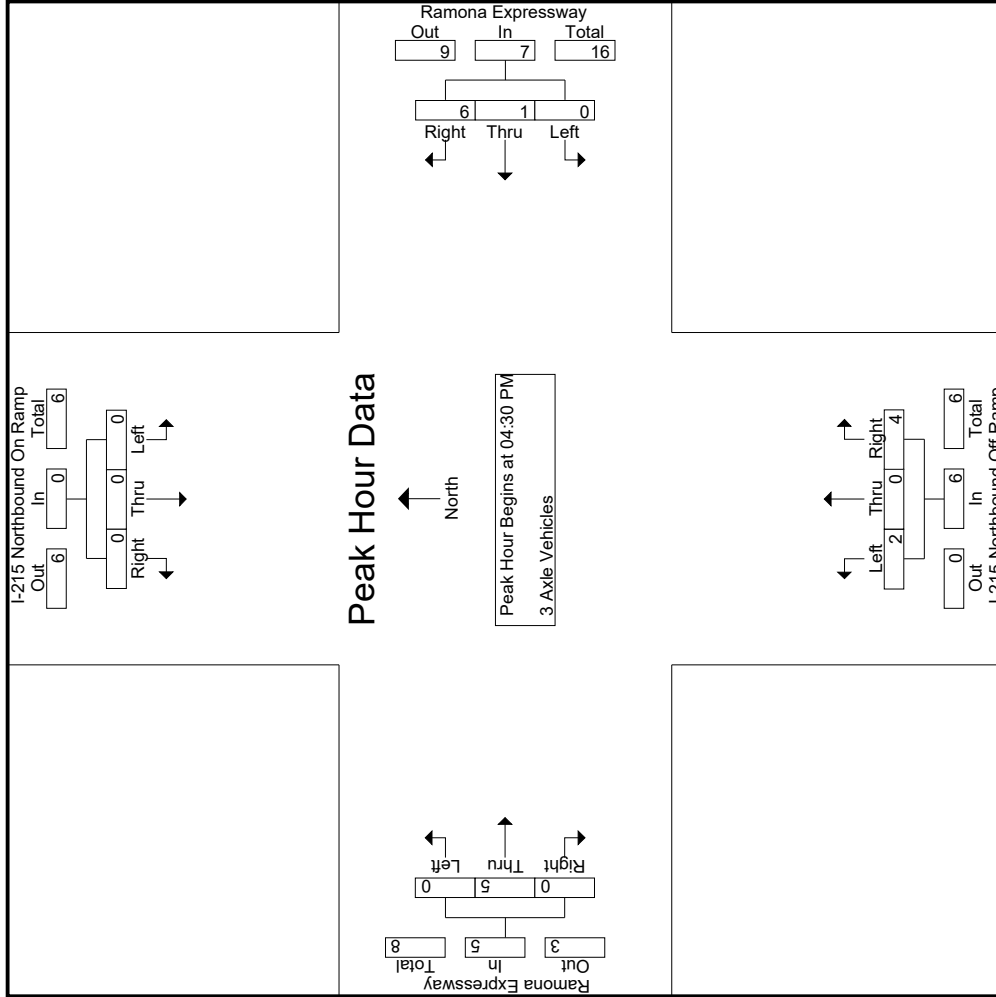
Start Time	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	2	1	2	0	2	2	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	6	7	1	6	4	7	2	0	0	0	5	0	18
Total Volume	0	0	0	0	14.3	85.7	6	7	66.7	66.7	33.3	0	0	100	0	0	18
% App. Total	0.000	0.000	0.000	0.000	.000	.583	.750	.583	.333	.333	.250	.000	.250	.000	.250	.000	.643
PHF	.000	.000	.000	.000	.000	.250	.583	.500	.333	.333	.250	.000	.250	.000	.250	.000	.643

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

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Ramona Expressway Westbound			I-215 Northbound Off Ramp Northbound			Ramona Expressway Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	App. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:														
	04:30 PM			04:30 PM			04:30 PM			04:30 PM					
+0 mins.	0	0	0	0	2	2	0	0	0	0	0	0	0	0	5
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	3	3	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	2	2	0	0	2	2	0	0	0	0	0
Total Volume	0	0	0	0	1	6	7	2	0	4	6	0	5	0	5
% App. Total	0	0	0	0	14.3	85.7	0	33.3	0	66.7	0	100	0	0	0
PHF	.000	.000	.000	.000	.583	.750	.000	.250	.000	.333	.500	.000	.250	.000	.250

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

File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR					
04:00 PM	0	0	0	0	0	4	6	1	10	3	0	1	0	4	3	8	0	11	1	25	26
04:15 PM	0	0	0	0	0	5	7	2	12	1	0	1	1	2	4	16	0	20	3	34	37
04:30 PM	0	0	0	0	0	3	2	1	5	2	0	3	1	5	4	13	0	17	2	27	29
04:45 PM	0	0	0	0	0	2	5	2	7	2	0	0	2	2	2	12	0	14	2	23	25
Total	0	0	0	0	0	14	20	6	34	8	0	5	2	13	13	49	0	62	8	109	117
05:00 PM	0	0	0	0	0	5	11	2	16	0	0	2	1	2	3	12	0	15	3	33	36
05:15 PM	0	0	0	0	0	1	9	2	10	0	0	2	0	2	1	12	0	13	2	25	27
05:30 PM	0	0	0	0	0	0	6	0	6	0	0	1	0	1	5	8	0	13	0	20	20
05:45 PM	0	0	0	0	0	1	8	3	9	0	0	0	0	0	3	5	0	8	3	17	20
Total	0	0	0	0	0	7	34	7	41	0	0	5	1	5	12	37	0	49	8	95	103
Grand Total	0	0	0	0	0	21	54	13	75	8	0	10	3	18	25	86	0	111	16	204	220
Approch %	0	0	0	0	0	28	72			44.4	0	55.6		8.8	22.5	77.5	0	54.4	7.3	92.7	
Total %	0	0	0	0	0	10.3	26.5		36.8	3.9	0	4.9		8.8	12.3	42.2	0	54.4	7.3	92.7	

3.1-156

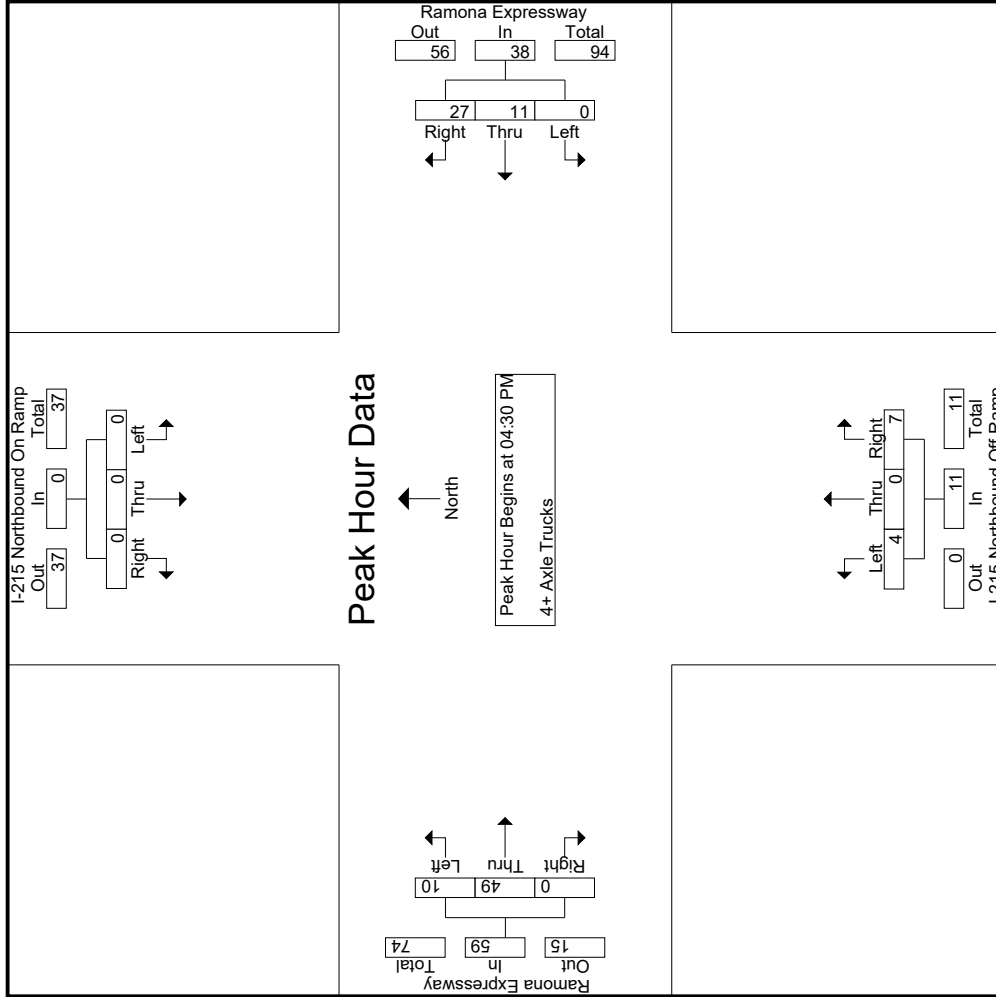
Start Time	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound								
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
04:30 PM	0	0	0	0	0	0	2	5	3	0	0	3	5	4	13	0	17	0	17	27	
04:45 PM	0	0	0	0	0	0	2	5	7	2	0	0	2	2	2	12	0	14	0	14	23
05:00 PM	0	0	0	0	0	0	5	11	16	0	0	2	2	2	3	12	0	15	3	33	37
05:15 PM	0	0	0	0	0	0	1	9	10	0	0	2	2	2	1	12	0	13	2	27	29
Total Volume	0	0	0	0	0	0	11	27	38	4	0	7	11	10	49	0	59	0	59	108	
% App. Total	0	0	0	0	0	28.9	71.1			36.4	0	63.6		8.8	16.9	83.1	0	54.4	7.3	92.7	
PHF	.000	.000	.000	.000	.000	.550	.614		.594	.500	.000	.583		.550	.625	.942	.000	.868	.000	.818	

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

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 05_PER_215N_Ramona PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Ramona Expressway
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound				Ramona Expressway Westbound				I-215 Northbound Off Ramp Northbound				Ramona Expressway Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	3	2	5	2	0	3	4	13	0	17
+15 mins.	0	0	0	0	0	2	5	7	7	0	0	0	2	12	0	14
+30 mins.	0	0	0	0	0	5	11	16	16	0	0	2	3	12	0	15
+45 mins.	0	0	0	0	0	1	9	10	10	0	0	2	1	12	0	13
Total Volume	0	0	0	0	0	11	27	38	38	4	0	7	10	49	0	59
% App. Total	0	0	0	0	0	28.9	71.1	59.4	59.4	36.4	0	63.6	16.9	83.1	0	86.8
PHF	.000	.000	.000	.000	.000	.550	.614	.594	.594	.500	.000	.583	.625	.942	.000	.868

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

Location: Perris
 N/S: I-215 NB Ramps
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg I-215 NB Ramps	East Leg Ramona Expressway	South Leg I-215 NB Ramps	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	1	0	1	0	2

	North Leg I-215 NB Ramps	East Leg Ramona Expressway	South Leg I-215 NB Ramps	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: I-215 NB Ramps
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound I-215 NB Ramps			Westbound Ramona Expressway			Northbound I-215 NB Ramps			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound I-215 NB Ramps			Westbound Ramona Expressway			Northbound I-215 NB Ramps			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Start Time	I-215 Southbound Off Ramp Southbound						Nuevo Road Westbound						I-215 Southbound On Ramp Northbound						Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	65	0	25	17	90	85	184	0	0	269	0	0	0	0	0	0	60	28	15	88	32	447	479			
07:15 AM	51	1	26	16	78	86	220	0	0	306	0	0	0	0	0	0	111	36	0	147	16	531	547			
07:30 AM	44	0	11	9	55	114	211	0	0	325	0	0	0	0	0	0	142	31	7	173	16	553	569			
07:45 AM	57	0	15	11	72	118	237	0	0	355	0	0	0	0	0	0	123	54	6	177	17	604	621			
Total	217	1	77	53	295	403	852	0	0	1255	0	0	0	0	0	0	436	149	28	585	81	2135	2216			
08:00 AM	58	1	7	4	66	92	79	0	0	171	0	0	0	0	0	0	82	31	5	113	9	350	359			
08:15 AM	43	1	12	11	56	80	70	0	0	150	0	0	0	0	0	0	42	23	5	65	16	271	287			
08:30 AM	58	1	13	11	72	78	73	0	0	151	0	0	0	0	0	0	35	23	6	58	17	281	298			
08:45 AM	65	0	8	8	73	74	60	0	0	134	0	0	0	0	0	0	57	18	4	75	12	282	294			
Total	224	3	40	34	267	324	282	0	0	606	0	0	0	0	0	0	216	95	20	311	54	1184	1238			
Grand Total	441	4	117	87	562	727	1134	0	0	1861	0	0	0	0	0	0	652	244	48	896	135	3319	3454			
Approch %	78.5	0.7	20.8			39.1	60.9	0	0	56.1	0	0	0	0	0	0	72.8	27.2		27	3.9	96.1				
Total %	13.3	0.1	3.5		16.9	21.9	34.2	0	0	56.1	0	0	0	0	0	0	19.6	7.4		27	3.9	96.1				
Passenger Vehicles	417	3	105		605	700	1109	0	0	1809	0	0	0	0	0	0	636	224		903	0	0	3317			
Passenger Vehicles	94.6	75	89.7	92	93.2	96.3	97.8	0	0	97.2	0	0	0	0	0	0	97.5	91.8	89.6	95.7	0	0	96			
Large 2 Axle Vehicles	16	1	10		34	12	19	0	0	31	0	0	0	0	0	0	10	9		20	0	0	85			
Large 2 Axle Vehicles	3.6	25	8.5	8	5.2	1.7	1.7	0	0	1.7	0	0	0	0	0	0	1.5	3.7	2.1	2.1	0	0	2.5			
3 Axle Vehicles	3	0	0		3	3	1	0	0	4	0	0	0	0	0	0	0	3		5	0	0	12			
3 Axle Vehicles	0.7	0	0	0	0.5	0.4	0.1	0	0	0.2	0	0	0	0	0	0	0	1.2	4.2	0.5	0	0	0.3			
4+ Axle Trucks	5	0	2		7	12	5	0	0	17	0	0	0	0	0	0	6	8		16	0	0	40			
4+ Axle Trucks	1.1	0	1.7	0	1.1	1.7	0.4	0	0	0.9	0	0	0	0	0	0	0.9	3.3	4.2	1.7	0	0	1.2			
PHF	.835	.250	.740		.819	.854	.899	.000	.884	.000	.000	.000	.000	.000	.000	.000	.690	.690	.826	.884						

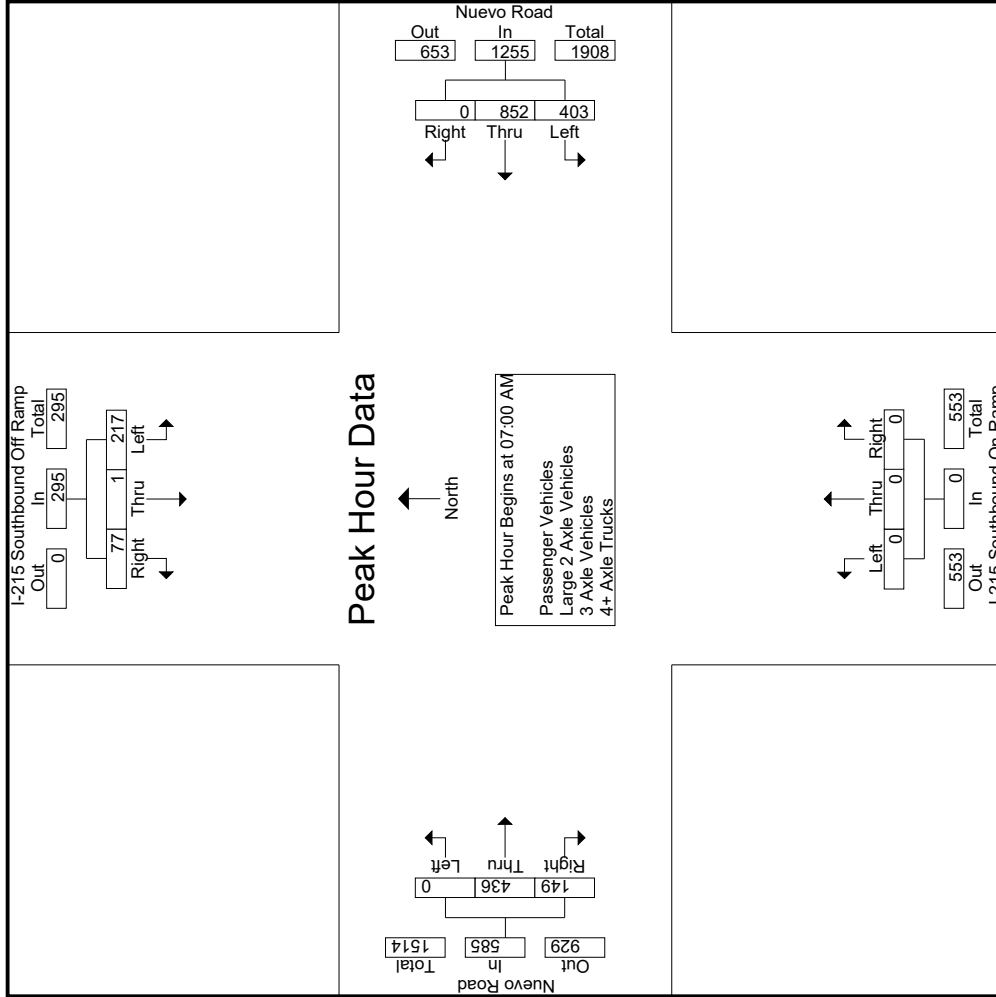
Start Time	I-215 Southbound Off Ramp Southbound						Nuevo Road Westbound						I-215 Southbound On Ramp Northbound						Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	65	0	25	17	90	85	184	0	0	269	0	0	0	0	0	0	60	28	15	88	32	447	479			
07:15 AM	51	1	26	16	78	86	220	0	0	306	0	0	0	0	0	0	111	36	0	147	16	531	547			
07:30 AM	44	0	11	9	55	114	211	0	0	325	0	0	0	0	0	0	142	31	7	173	16	553	569			
07:45 AM	57	0	15	11	72	118	237	0	0	355	0	0	0	0	0	0	123	54	6	177	17	604	621			
Total	217	1	77	53	295	403	852	0	0	1255	0	0	0	0	0	0	436	149	28	585	81	2135	2216			
08:00 AM	58	1	7	4	66	92	79	0	0	171	0	0	0	0	0	0	82	31	5	113	9	350	359			
08:15 AM	43	1	12	11	56	80	70	0	0	150	0	0	0	0	0	0	42	23	5	65	16	271	287			
08:30 AM	58	1	13	11	72	78	73	0	0	151	0	0	0	0	0	0	35	23	6	58	17	281	298			
08:45 AM	65	0	8	8	73	74	60	0	0	134	0	0	0	0	0	0	57	18	4	75	12	282	294			
Total	224	3	40	34	267	324	282	0	0	606	0	0	0	0	0	0	216	95	20	311	54	1184	1238			
Grand Total	441	4	117	87	562	727	1134	0	0	1861	0	0	0	0	0	0	652	244	48	896	135	3319	3454			
Approch %	78.5	0.7	20.8			39.1	60.9	0	0	56.1	0	0	0	0	0	0	72.8	27.2		27	3.9	96.1				
Total %	13.3	0.1	3.5		16.9	21.9	34.2	0	0	56.1	0	0	0	0	0	0	19.6	7.4		27	3.9	96.1				
Passenger Vehicles	417	3	105		605	700	1109	0	0	1809	0	0	0	0	0	0	636	224		903	0	0	3317			
Passenger Vehicles	94.6	75	89.7	92	93.2	96.3	97.8	0	0	97.2	0	0	0	0	0	0	97.5	91.8	89.6	95.7	0	0	96			
Large 2 Axle Vehicles	16	1	10		34	12	19	0	0	31	0	0	0	0	0	0	10	9		20	0	0	85			
Large 2 Axle Vehicles	3.6	25	8.5	8	5.2	1.7	1.7	0	0	1.7	0	0	0	0	0	0	1.5	3.7	2.1	2.1	0	0	2.5			
3 Axle Vehicles	3	0	0		3	3	1	0	0	4	0	0	0	0	0	0	0	3		5	0	0	12			
3 Axle Vehicles	0.7	0	0	0	0.5	0.4	0.1	0	0	0.2	0	0	0	0	0	0	0	1.2	4.2	0.5	0	0	0.3			
4+ Axle Trucks	5	0	2		7	12	5	0	0	17	0	0	0	0	0	0	6	8		16	0	0	40			
4+ Axle Trucks	1.1	0	1.7	0	1.1	1.7	0.4	0	0	0.9	0	0	0	0	0	0	0.9	3.3	4.2	1.7	0	0	1.2			
PHF	.835	.250	.740		.819	.854	.899	.000	.884	.000	.000	.000	.000	.000	.000	.000	.690	.690	.826	.884						

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

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

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Southbound Off Ramp Southbound			Nuevo Road Westbound			I-215 Southbound On Ramp Northbound			Nuevo Road Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:15 AM		
+0 mins.	65	0	25	85	184	0	269	0	0	0	0	111	36	147	
+15 mins.	51	1	26	86	220	0	306	0	0	0	0	142	31	173	
+30 mins.	44	0	11	114	211	0	325	0	0	0	0	123	54	177	
+45 mins.	57	0	15	118	237	0	355	0	0	0	0	82	31	113	
Total Volume	217	1	77	403	852	0	1255	0	0	0	0	458	152	610	
% App. Total	73.6	0.3	26.1	32.1	67.9	0	88.4	0	0	0	0	75.1	24.9	86.2	
PHF	.835	.250	.740	.854	.899	.000	.884	.000	.000	.000	.000	.806	.704	.862	

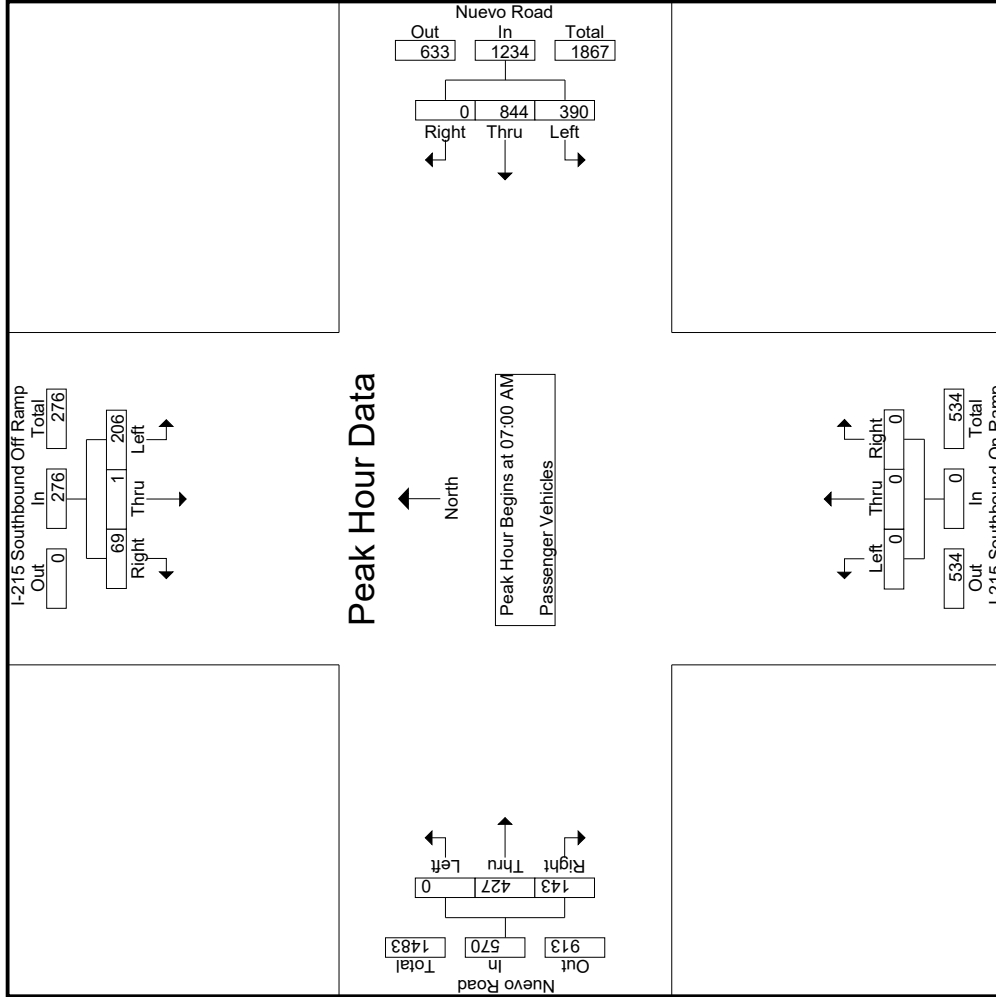
Groups Printed- Passenger Vehicles

Start Time	I-215 Southbound Off Ramp Southbound					Nuevo Road Westbound					I-215 Southbound On Ramp Northbound					Nuevo Road Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	64	0	21	16	85	79	183	0	0	262	0	0	0	0	0	0	58	27	15	85	31	432	463	
07:15 AM	48	1	22	14	71	85	220	0	0	305	0	0	0	0	0	0	109	35	0	144	14	520	534	
07:30 AM	41	0	11	9	52	109	206	0	0	315	0	0	0	0	0	0	139	30	7	169	16	536	552	
07:45 AM	53	0	15	11	68	117	235	0	0	352	0	0	0	0	0	0	121	51	4	172	15	592	607	
Total	206	1	69	50	276	390	844	0	0	1234	0	0	0	0	0	0	427	143	26	570	76	2080	2156	
08:00 AM	57	0	6	3	63	88	78	0	0	166	0	0	0	0	0	0	80	26	5	106	8	335	343	
08:15 AM	40	1	10	9	51	76	63	0	0	139	0	0	0	0	0	0	42	21	5	63	14	253	267	
08:30 AM	52	1	12	10	65	75	69	0	0	144	0	0	0	0	0	0	35	17	3	52	13	261	274	
08:45 AM	62	0	8	8	70	71	55	0	0	126	0	0	0	0	0	0	52	17	4	69	12	265	277	
Total	211	2	36	30	249	310	265	0	0	575	0	0	0	0	0	0	209	81	17	290	47	1114	1161	
Grand Total	417	3	105	80	525	700	1109	0	0	1809	0	0	0	0	0	0	636	224	43	860	123	3194	3317	
Approch %	79.4	0.6	20			38.7	61.3	0	0	56.6	0	0	0	0	0	0	74	26		26.9	3.7	96.3		
Total %	13.1	0.1	3.3		16.4	21.9	34.7	0	0		0	0	0	0	0	0	19.9	7						
Start Time	I-215 Southbound Off Ramp Southbound					Nuevo Road Westbound					I-215 Southbound On Ramp Northbound					Nuevo Road Eastbound								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:00 AM																								
07:00 AM	64	0	21	16	85	79	183	0	0	262	0	0	0	0	0	0	58	27	15	85	31	432	463	
07:15 AM	48	1	22	14	71	85	220	0	0	305	0	0	0	0	0	0	109	35	0	144	14	520	534	
07:30 AM	41	0	11	9	52	109	206	0	0	315	0	0	0	0	0	0	139	30	7	169	16	536	552	
07:45 AM	53	0	15	11	68	117	235	0	0	352	0	0	0	0	0	0	121	51	4	172	15	592	607	
Total Volume	206	1	69	50	276	390	844	0	0	1234	0	0	0	0	0	0	427	143	26	570	76	2080	2156	
% App. Total	74.6	0.4	25			31.6	68.4	0	0	56.6	0	0	0	0	0	0	74.9	25.1		26.9	3.7	96.3		
PHF	.805	.250	.784		.812	.833	.898	.000	.000	.876	.000	.000	.000	.000	.000	.000	.768	.701		.828				

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

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Nuevo Road Westbound			I-215 Southbound On Ramp Northbound			Nuevo Road Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM			
+0 mins.	64	0	21	79	183	0	262	0	0	0	0	0	58	27	85
+15 mins.	48	1	22	85	220	0	305	0	0	0	0	0	109	35	144
+30 mins.	41	0	11	109	206	0	315	0	0	0	0	0	139	30	169
+45 mins.	53	0	15	117	235	0	352	0	0	0	0	0	121	51	172
Total Volume	206	1	69	390	844	0	1234	0	0	0	0	0	427	143	570
% App. Total	74.6	0.4	25	31.6	68.4	0	876	0	0	0	0	0	74.9	25.1	828
PHF	.805	.250	.784	.833	.898	.000	.876	.000	.000	.000	.000	.000	.768	.701	.828

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	4	1	5	2	1	0	0	3	0	0	0	0	0	1	9	10
07:15 AM	3	0	2	2	5	1	0	0	0	1	0	0	0	0	1	2	7	9
07:30 AM	2	0	0	0	2	2	4	0	0	6	0	0	0	0	1	0	9	9
07:45 AM	3	0	0	0	3	1	2	0	0	3	0	0	0	0	2	0	8	8
Total	9	0	6	3	15	6	7	0	0	13	0	0	0	0	5	3	33	36
08:00 AM	1	1	1	1	3	2	1	0	0	3	0	0	0	0	6	1	12	13
08:15 AM	2	0	2	2	4	2	4	0	0	6	0	0	2	0	2	2	12	14
08:30 AM	2	0	1	1	3	1	4	0	0	5	0	0	2	1	2	2	10	12
08:45 AM	2	0	0	0	2	1	3	0	0	4	0	0	0	0	4	0	10	10
Total	7	1	4	4	12	6	12	0	0	18	0	0	0	0	14	5	44	49
Grand Total	16	1	10	7	27	12	19	0	0	31	0	0	0	0	19	8	77	85
Approch %	59.3	3.7	37		38.7	61.3	0			40.3	0	0	0	0	52.6	47.4		
Total %	20.8	1.3	13		35.1	15.6	24.7	0			0	0	0	0	13	11.7	9.4	90.6

3.1-167

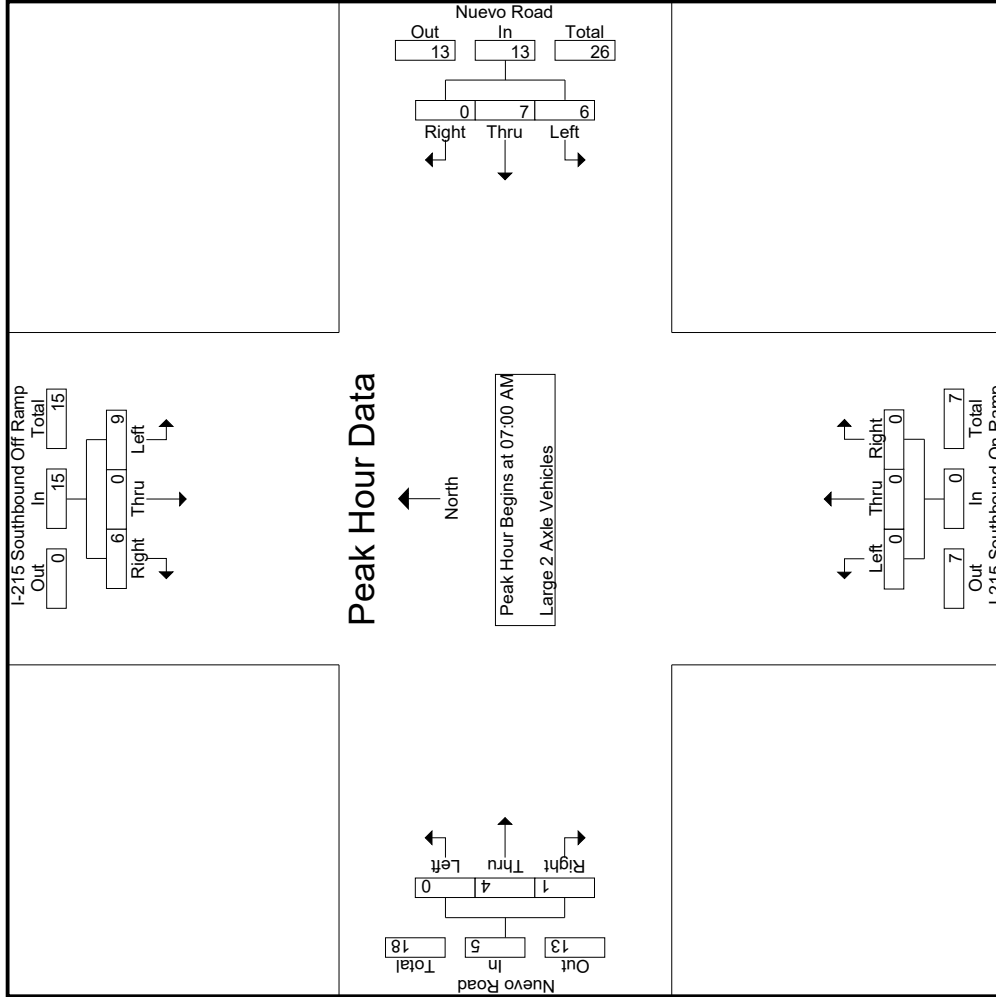
Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	4	1	5	2	1	0	0	3	0	0	0	0	0	1	9	9
07:15 AM	3	0	2	2	5	1	0	0	0	1	0	0	0	0	1	0	7	7
07:30 AM	2	0	0	0	2	2	4	0	0	6	0	0	0	0	1	0	9	9
07:45 AM	3	0	0	0	3	1	2	0	0	3	0	0	0	0	2	0	8	8
Total Volume	9	0	6	3	15	6	7	0	0	13	0	0	0	0	5	3	33	36
% App. Total	60	0	40		46.2	53.8	0			40.3	0	0	0	0	52.6	47.4		
PHF	.750	.000	.375		.750	.750	.438	.000		.542	.000	.000	.000	1.00	.250	.625	.917	

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

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

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Southbound Off Ramp Southbound			Nuevo Road Westbound			I-215 Southbound On Ramp Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	1	0	4	2	1	0	3	0	0	0	0	0
+15 mins.	3	0	2	1	0	0	1	0	0	0	0	0
+30 mins.	2	0	0	2	4	0	6	0	0	0	0	0
+45 mins.	3	0	0	1	2	0	3	0	0	0	0	0
Total Volume	9	0	6	6	7	0	13	0	0	0	4	1
% App. Total	.750	.000	.375	.750	.438	.000	.542	.000	.000	.000	.250	.625
PHF												

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

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	1	0	0	0	2	0	0	0	0	1	0	4	4
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	2	3
Total	2	0	0	0	2	1	0	0	0	2	0	0	0	2	1	1	6	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	2	3
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
Total	1	0	0	0	1	2	0	0	0	2	0	0	0	1	1	1	4	5
Grand Total	3	0	0	0	3	3	1	0	0	4	0	0	0	0	3	2	10	12
Approch %	100	0	0	0		75	25	0	0		0	0	0	100	0	16.7	83.3	
Total %	30	0	0	0	30	30	10	0	0	40	0	0	0	30	30			

3.1-170

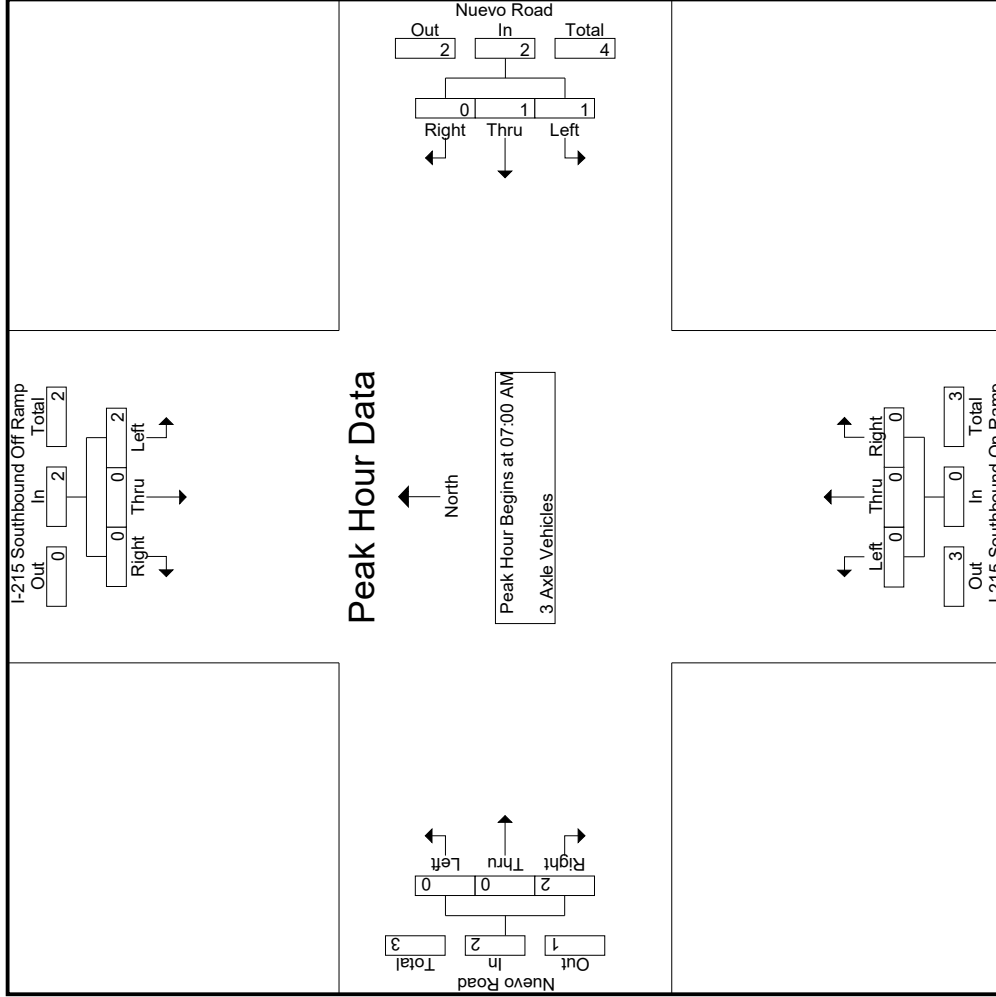
Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	1	0	0	0	2	0	0	0	0	1	0	1	4
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	2	0	0	0	2	1	0	0	0	2	0	0	0	0	2	2	6	6
% App. Total	100	0	0	0		50	50	0	0		0	0	0	100	0	.500	.500	
PHF	.500	.000	.000	.000	.500	.250	.250	.000	.000	.250	.000	.000	.000	.000	.500		.375	

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

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

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Southbound Off Ramp Southbound			Nuevo Road Westbound			I-215 Southbound On Ramp Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	2	0	0	0	0	0	1
+45 mins.	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	1	1	0	2	0	0	0	0	2
% App. Total	100	0	0	50	50	0	0	0	0	0	0	100
PHF	.500	.000	.000	.250	.250	.000	.250	.000	.000	.000	.000	.500

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

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	6
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	4	4
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	3
Total	0	0	2	0	2	6	0	0	0	6	0	0	0	3	8	1	16	17
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	3	3
08:15 AM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	5	5
08:30 AM	3	0	0	0	3	2	0	0	0	2	0	0	3	1	3	1	8	9
08:45 AM	1	0	0	0	1	1	2	0	0	3	0	0	1	0	2	0	6	6
Total	5	0	0	0	5	6	5	0	0	11	0	0	5	1	6	1	22	23
Grand Total	5	0	2	0	7	12	5	0	0	17	0	0	6	8	14	2	38	40
Approch %	71.4	0	28.6			70.6	29.4	0	0	44.7	0	0	42.9	57.1	36.8	5	95	
Total %	13.2	0	5.3		18.4	31.6	13.2	0	0		0	0	15.8	21.1				

3.1-173

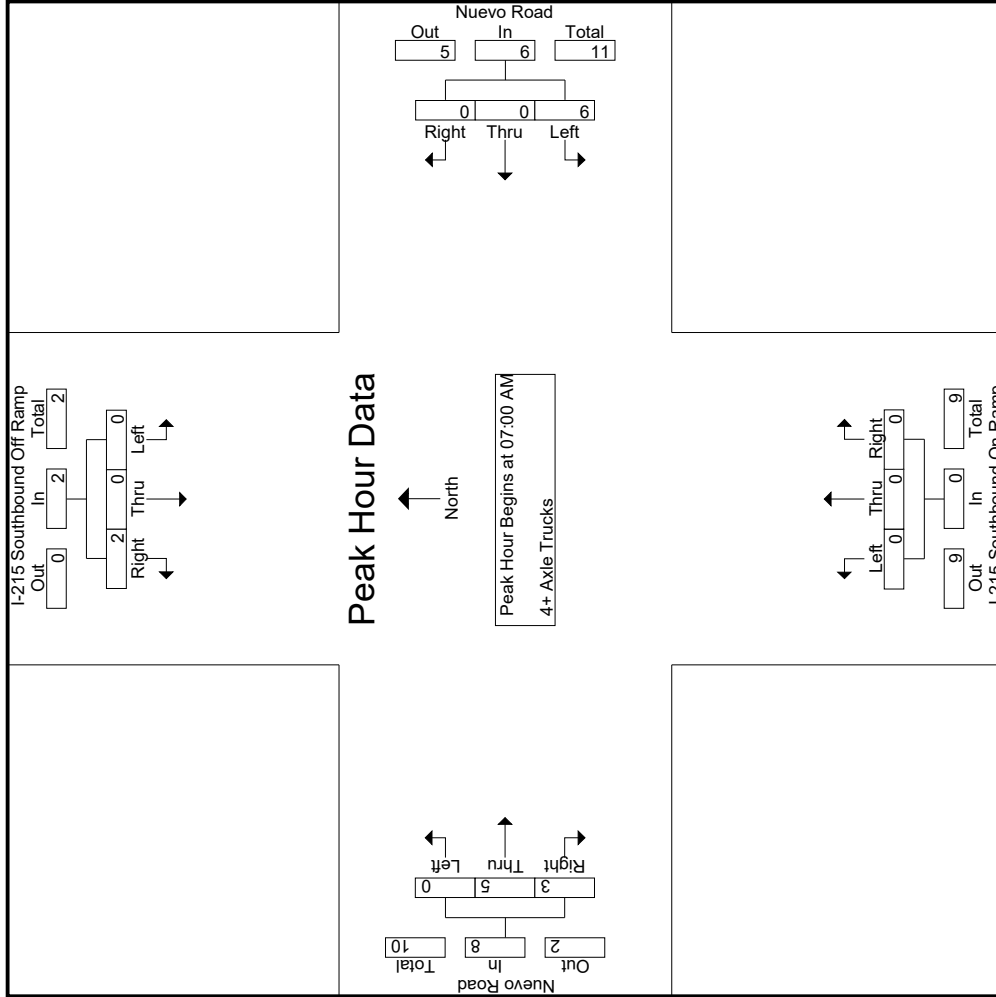
Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	1	1	2	6
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	1	2	4
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total Volume	0	0	2	0	2	6	0	0	0	6	0	0	0	0	5	3	8	16
% App. Total	0.000	0.000	0.250		0.250	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.625	0.750	1.000	0.667
PHF																		

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

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

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 08_PER_215S_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

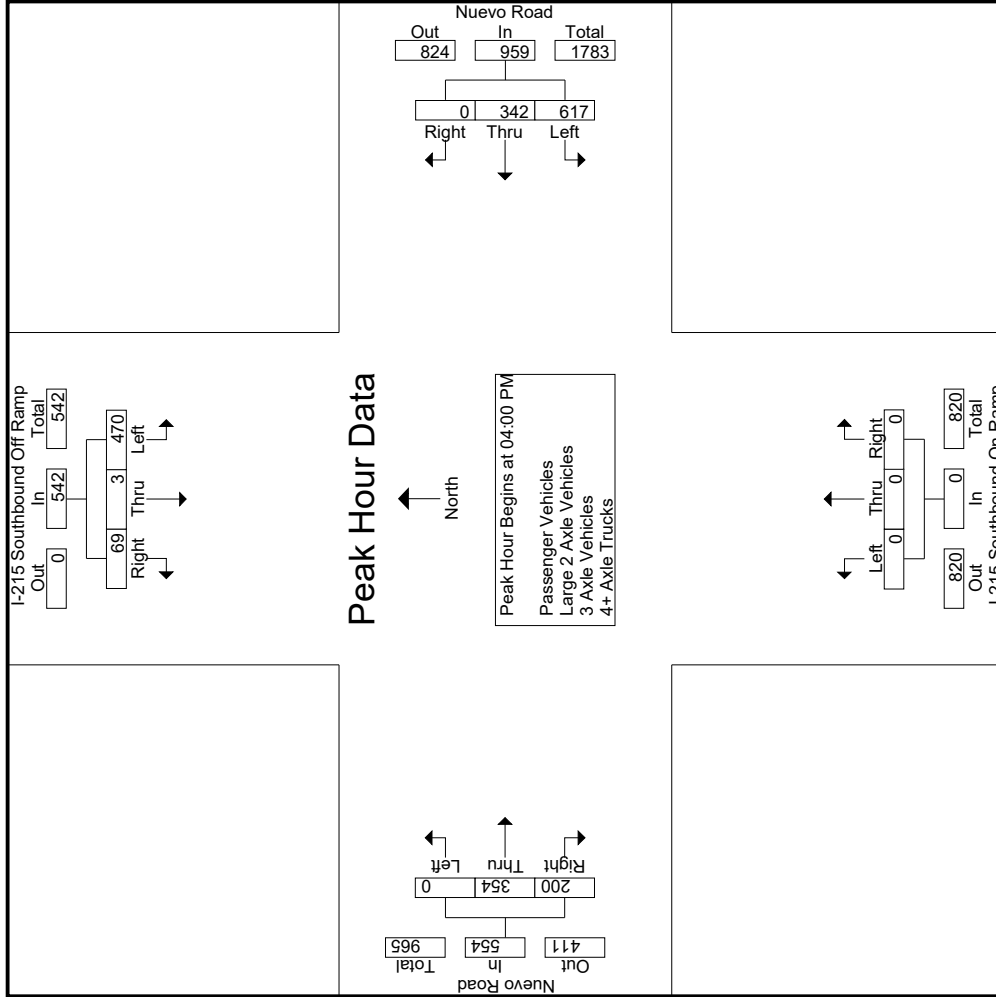
City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Southbound Off Ramp Southbound			Nuevo Road Westbound			I-215 Southbound On Ramp Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+0 mins.	0	0	0	07:00 AM	4	0	0	07:00 AM	0	0	0	07:00 AM	0	1	1	2
+15 mins.	0	0	2		0	0	0		0	0	0		0	1	1	2
+30 mins.	0	0	0		2	0	0		0	0	0		0	2	0	2
+45 mins.	0	0	0		0	0	0		0	0	0		0	1	1	2
Total Volume	0	0	2	07:00 AM	6	0	0	07:00 AM	6	0	0	07:00 AM	0	5	3	8
% App. Total	0	0	100		100	0	0		100	0	0		0	62.5	37.5	1.000
PHF	.000	.000	.250	07:00 AM	.375	.000	.000	07:00 AM	.375	.000	.000	07:00 AM	.000	.625	.750	1.000

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

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 08_PER_215S_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Southbound Off Ramp Southbound			Nuevo Road Westbound			I-215 Southbound On Ramp Northbound			Nuevo Road Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:													
	04:30 PM			04:00 PM			04:00 PM			04:00 PM				
+0 mins.	124	1	17	142	145	85	0	230	0	0	0	92	46	138
+15 mins.	113	0	18	131	158	77	0	235	0	0	0	85	60	145
+30 mins.	120	0	17	137	167	88	0	255	0	0	0	93	52	145
+45 mins.	128	0	18	146	147	92	0	239	0	0	0	84	42	126
Total Volume	485	1	70	556	617	342	0	959	0	0	0	354	200	554
% App. Total	87.2	0.2	12.6	95.2	64.3	35.7	0	94.0	0	0	0	63.9	36.1	95.5
PHF	.947	.250	.972	.952	.924	.929	.000	.940	.000	.000	.000	.952	.833	.955

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

File Name : 08_PER_215S_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

Groups Printed- Passenger Vehicles

Start Time	I-215 Southbound Off Ramp Southbound					Nuevo Road Westbound					I-215 Southbound On Ramp Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	117	0	20	17	137	143	83	0	0	226	0	0	0	0	0	0	90	44	13	134	30	497	527
04:15 PM	113	2	12	9	127	155	73	0	0	228	0	0	0	0	0	0	85	60	10	145	19	500	519
04:30 PM	122	1	17	13	140	164	87	0	0	251	0	0	0	0	0	0	92	51	13	143	26	534	560
04:45 PM	108	0	17	14	125	147	92	0	0	239	0	0	0	0	0	0	83	42	6	125	20	489	509
Total	460	3	66	53	529	609	335	0	0	944	0	0	0	0	0	0	350	197	42	547	95	2020	2115
05:00 PM	117	0	17	11	134	140	84	0	0	224	0	0	0	0	0	0	70	49	6	119	17	477	494
05:15 PM	127	0	15	13	142	126	93	0	0	219	0	0	0	0	0	0	69	40	7	109	20	470	490
05:30 PM	113	0	22	11	135	128	69	0	0	197	0	0	0	0	0	0	82	33	5	115	16	447	463
05:45 PM	97	0	18	13	115	131	80	0	0	211	0	0	0	0	0	0	81	42	14	123	27	449	476
Total	454	0	72	48	526	525	326	0	0	851	0	0	0	0	0	0	302	164	32	466	80	1843	1923
Grand Total	914	3	138	101	1055	1134	661	0	0	1795	0	0	0	0	0	0	652	361	74	1013	175	3863	4038
Approch %	86.6	0.3	13.1			63.2	36.8	0	0	46.5	0	0	0	0	0	0	16.9	9.3		26.2	4.3	95.7	
Total %	23.7	0.1	3.6		27.3	29.4	17.1	0	0		0	0	0	0	0	0							

3.1-179

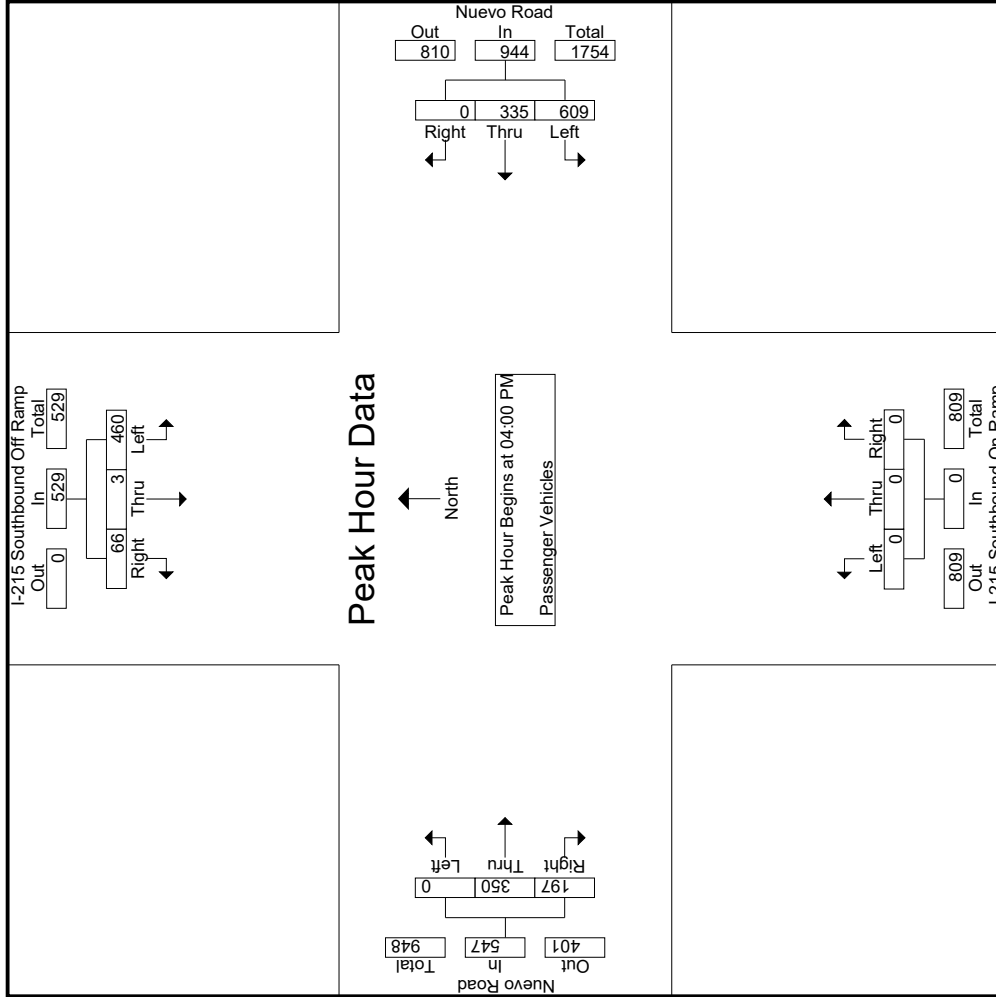
Start Time	I-215 Southbound Off Ramp Southbound					Nuevo Road Westbound					I-215 Southbound On Ramp Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	117	0	20	17	137	143	83	0	0	226	0	0	0	0	0	0	90	44	13	134	30	497	527
04:15 PM	113	2	12	9	127	155	73	0	0	228	0	0	0	0	0	0	85	60	10	145	19	500	519
04:30 PM	122	1	17	13	140	164	87	0	0	251	0	0	0	0	0	0	92	51	13	143	26	534	560
04:45 PM	108	0	17	14	125	147	92	0	0	239	0	0	0	0	0	0	83	42	6	125	20	489	509
Total Volume	460	3	66	53	529	609	335	0	0	944	0	0	0	0	0	0	350	197	42	547	95	2020	2115
% App. Total	87	0.6	12.5			64.5	35.5	0	0	46.5	0	0	0	0	0	0	16.9	9.3		26.2	4.3	95.7	
PHF	.943	.375	.825		.945	.928	.910	.000	.000	.940	.000	.000	.000	.000	.000	.000	.951	.821		.943		.946	

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

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

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 08_PER_215S_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Southbound Off Ramp Southbound			Nuevo Road Westbound			I-215 Southbound On Ramp Northbound			Nuevo Road Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:	04:00 PM														
+0 mins.	117	0	20	143	83	0	226	0	0	0	0	0	90	44	134
+15 mins.	113	2	12	155	73	0	228	0	0	0	0	0	85	60	145
+30 mins.	122	1	17	164	87	0	251	0	0	0	0	0	92	51	143
+45 mins.	108	0	17	147	92	0	239	0	0	0	0	0	83	42	125
Total Volume	460	3	66	609	335	0	944	0	0	0	0	0	350	197	547
% App. Total	87	0.6	12.5	64.5	35.5	0	94	0	0	0	0	0	64	36	94.3
PHF	.943	.375	.825	.928	.910	.000	.940	.000	.000	.000	.000	.000	.951	.821	.943

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	1	0	0	0	2	2	0	0	4	0	0	0	0	2	2	0
04:15 PM	2	0	1	1	3	1	0	0	4	0	0	0	0	0	0	0
04:30 PM	2	0	0	0	3	1	0	0	4	0	0	0	0	1	0	0
04:45 PM	3	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
Total	8	0	2	2	8	4	0	0	12	0	0	0	0	4	2	0
05:00 PM	3	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0
05:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	2	1	1
05:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0
Total	4	1	1	0	2	2	0	0	4	0	0	0	0	3	4	1
Grand Total	12	1	3	2	10	6	0	0	16	0	0	0	0	7	6	1
Approch %	75	6.2	18.8		62.5	37.5	0		35.6	0	0	0	0	53.8	46.2	
Total %	26.7	2.2	6.7		22.2	13.3	0						0	15.6	13.3	

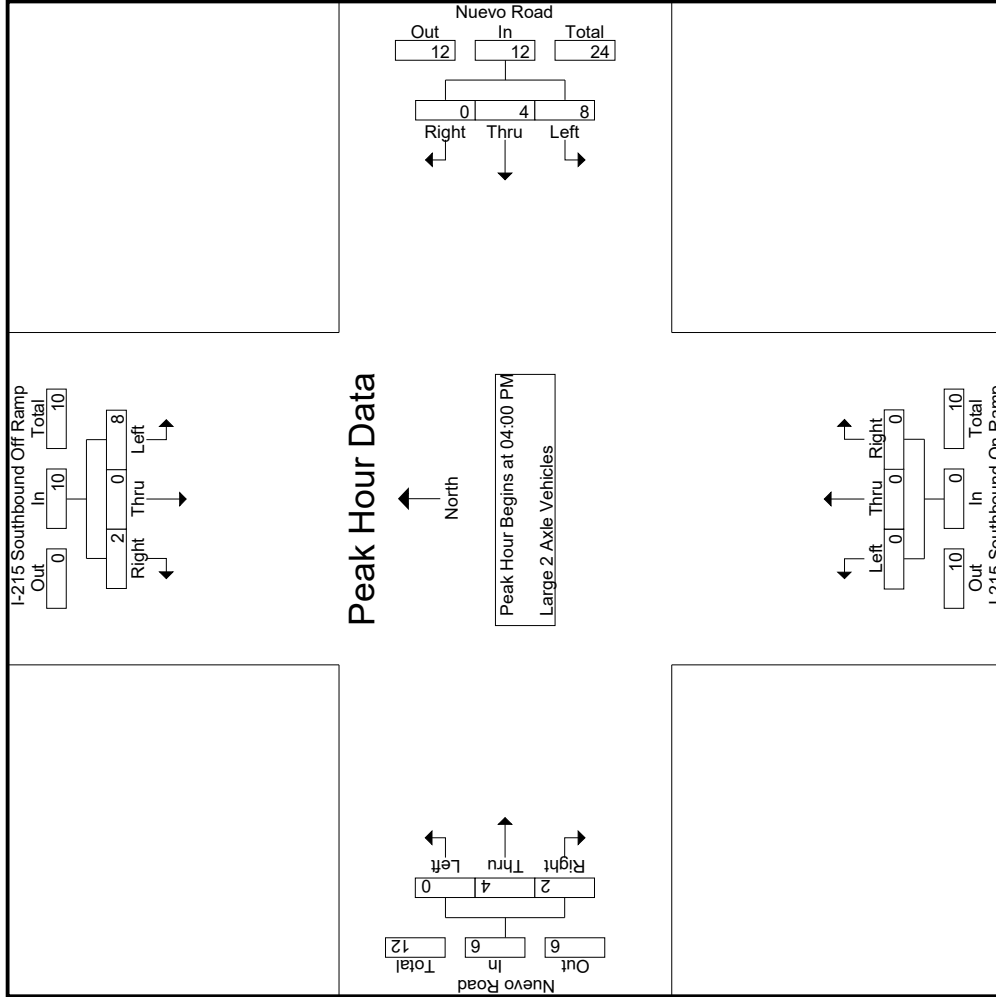
Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	1	0	0	0	2	2	0	0	4	0	0	0	0	2	2	0
04:15 PM	2	0	1	1	3	1	0	0	4	0	0	0	0	0	0	0
04:30 PM	2	0	0	0	3	1	0	0	4	0	0	0	0	1	0	0
04:45 PM	3	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
Total Volume	8	0	2	2	8	4	0	0	12	0	0	0	0	4	2	0
% App. Total	80	0	20		66.7	33.3	0		0	0	0	0	66.7	33.3		
PHF	.667	.000	.500		.667	.500	.000		.750	.000	.000		.500	.250	.375	

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

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

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 08_PER_215S_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	2	3
05:45 PM	1	0	0	0	1	0	0	0	0	1	0	1	1	1	2	1	4	5
Total	1	0	1	1	2	0	2	0	0	2	0	1	2	1	3	2	7	9
Grand Total	2	0	1	1	3	0	3	0	0	3	0	1	2	1	3	2	9	11
Approch %	66.7	0	33.3			100	0			33.3	0	33.3	66.7		33.3	18.2	81.8	
Total %	22.2	0	11.1		33.3	0	33.3	0		33.3	0	11.1	22.2		33.3	18.2	81.8	

3.1-185

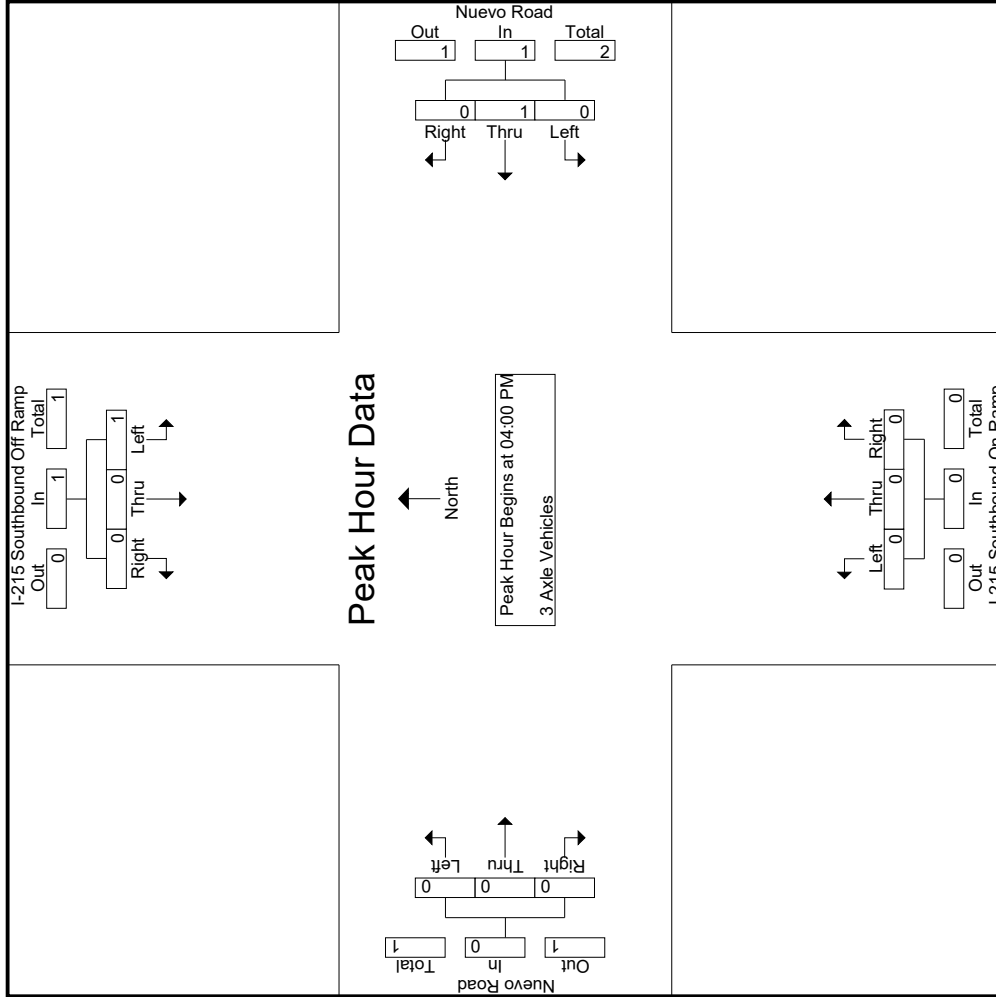
Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	100	0		0	0	0	0	0	0	0	0	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500	

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

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

City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

File Name : 08_PER_215S_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Southbound Off Ramp Southbound			Nuevo Road Westbound			I-215 Southbound On Ramp Northbound			Nuevo Road Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM			04:00 PM			04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	0	1	1	2	0	2	0	0	2	0	0	0	1	1	1	5	6
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	2	2
05:15 PM	1	0	3	3	4	0	0	0	0	0	0	1	1	0	2	3	6	9
05:30 PM	2	0	1	0	3	1	2	0	0	3	0	0	2	0	2	0	8	8
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	4	3	7	1	3	0	0	4	0	1	4	0	5	3	16	19
Grand Total	4	0	5	4	9	1	5	0	0	6	0	1	5	0	6	4	21	25
Approch %	44.4	0	55.6			16.7	83.3	0		28.6	0	16.7	83.3		28.6	16	84	
Total %	19	0	23.8		42.9	4.8	23.8	0		28.6	0	4.8	23.8		28.6	16	84	

3.1-188

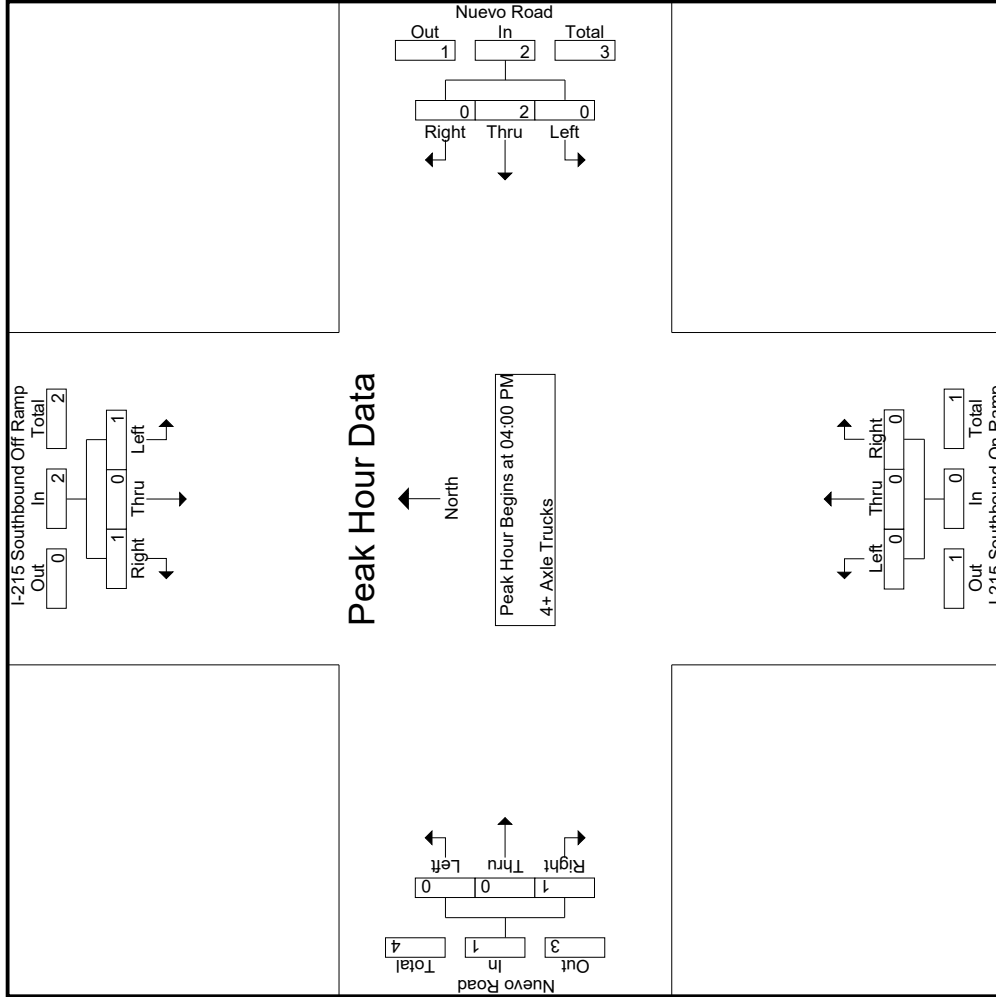
Start Time	I-215 Southbound Off Ramp Southbound				Nuevo Road Westbound				I-215 Southbound On Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	2	0	2	0	0	2	0	0	0	0	1	1	1	5
% App. Total	50	0	0	50		0	100	0		0	0	0	0	0	100	0	100	
PHF	.250	.000	.250	.500	.250	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250	.250	.625	

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

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: I-215 Southbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 08_PER_215S_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

File Name : 08_PER_215S_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Southbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Southbound Off Ramp Southbound			Nuevo Road Westbound			I-215 Southbound On Ramp Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	1	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	1
+45 mins.	1	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	2	0	0	0	0	0	0	1
% App. Total	50	0	50	0	100	0	0	0	0	0	0	100
PHF	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250

Location: Perris
 N/S: I-215 SB Ramps
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg I-215 SB Ramps	East Leg Nuevo Road	South Leg I-215 SB Ramps	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	2	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	2	0	1	0	3
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	0	3	0	6

	North Leg I-215 SB Ramps	East Leg Nuevo Road	South Leg I-215 SB Ramps	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	2	0	0	0	2
5:15 PM	1	0	0	0	1
5:30 PM	2	0	0	0	2
5:45 PM	0	0	2	0	2
TOTAL VOLUMES:	5	0	3	0	8

Location: Perris
 N/S: I-215 SB Ramps
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound I-215 SB Ramps			Westbound Nuevo Road			Northbound I-215 SB Ramps			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	2	0	3

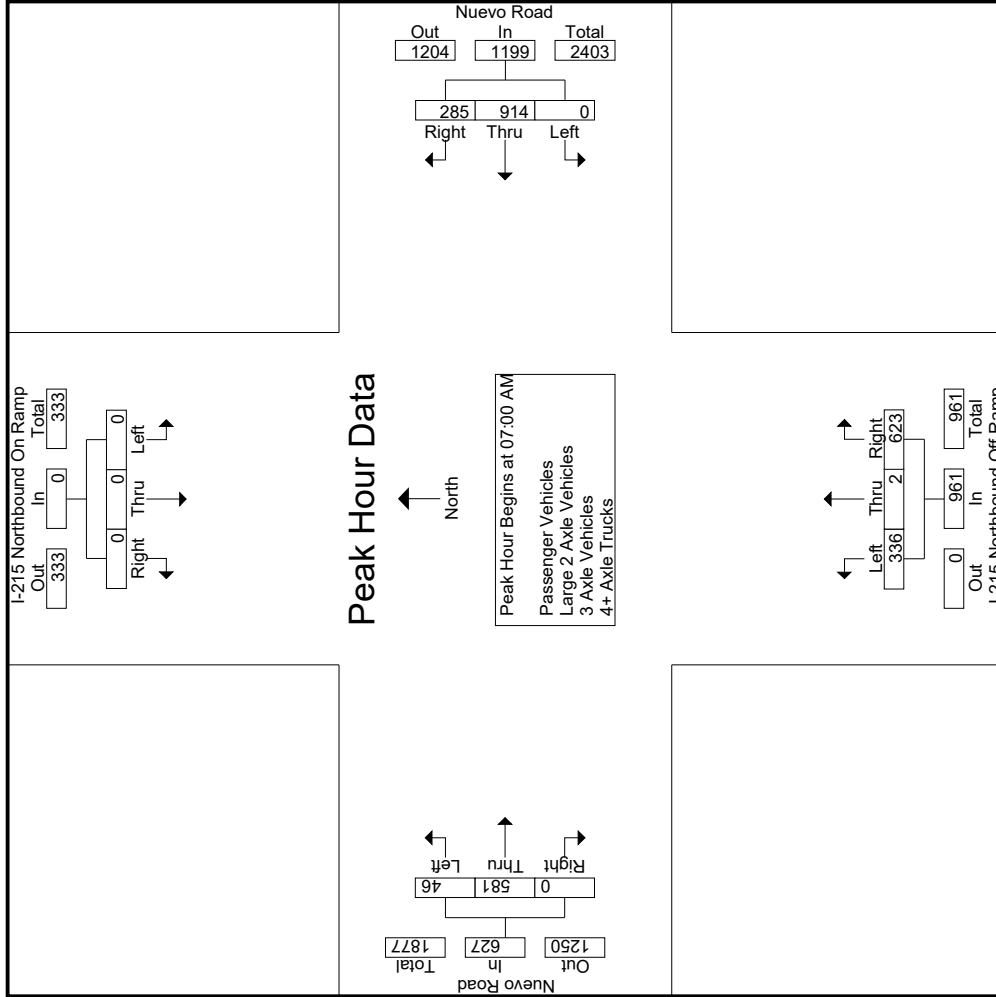
	Southbound I-215 SB Ramps			Westbound Nuevo Road			Northbound I-215 SB Ramps			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks																							
Start Time	I-215 Northbound On Ramp Southbound					Nuevo Road Westbound					I-215 Northbound Off Ramp Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	182	76	4	258	83	0	135	38	218	17	101	0	0	118	42	594	636
07:15 AM	0	0	0	0	0	0	240	61	2	301	68	0	159	71	227	9	149	0	0	158	73	686	759
07:30 AM	0	0	0	0	0	0	238	80	21	318	95	1	178	116	274	8	183	0	0	191	137	783	920
07:45 AM	0	0	0	0	0	0	254	68	9	322	90	1	151	93	242	12	148	0	0	160	102	724	826
Total	0	0	0	0	0	0	914	285	36	1199	336	2	623	318	961	46	581	0	0	627	354	2787	3141
08:00 AM	0	0	0	0	0	0	141	78	6	219	36	0	131	105	167	10	148	0	0	158	111	544	655
08:15 AM	0	0	0	0	0	0	137	79	13	216	28	0	100	74	128	7	76	0	0	83	87	427	514
08:30 AM	0	0	0	0	0	0	129	94	5	223	21	0	90	66	111	7	83	0	0	90	71	424	495
08:45 AM	0	0	0	0	0	0	113	97	5	210	26	0	100	85	126	16	99	0	0	115	90	451	541
Total	0	0	0	0	0	0	520	348	29	868	111	0	421	330	532	40	406	0	0	446	359	1846	2205
Grand Total	0	0	0	0	0	0	1434	633	65	2067	447	2	1044	648	1493	86	987	0	0	1073	713	4633	5346
Approch %	0	0	0	0	0	0	69.4	30.6			29.9	0.1	69.9			8	92						
Total %	0	0	0	0	0	0	31	13.7			9.6	0	22.5			1.9	21.3			23.2	13.3	86.7	
% Passenger Vehicles	0	0	0	0	0	0	1392	611			434	1	1018			76	963			1039	0	0	5192
% Passenger Vehicles	0	0	0	0	0	0	97.1	96.5	96.9	96.9	97.1	50	97.5	97.8	97.5	88.4	97.6			96.8	0	0	97.1
% 2 Axle Vehicles	0	0	0	0	0	0	28	14	1.5	43	8	1	20	2	42	6	21			27	0	0	112
% 2 Axle Vehicles	0	0	0	0	0	0	2.2	2.2	1.5	2	1.8	50	1.9	2	2	7	2.1			2.5	0	0	2.1
3 Axle Vehicles	0	0	0	0	0	0	3	2		5	1	0	1		2	0	2			2	0	0	9
% 3 Axle Vehicles	0	0	0	0	0	0	0.2	0.3	0	0.2	0.2	0	0.1	0	0.1	0	0.2			0.2	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	11	6		18	4	0	5		10	4	1			5	0	0	33
% 4+ Axle Trucks	0	0	0	0	0	0	0.8	0.9	1.5	0.8	0.9	0	0.5	0.2	0.5	4.7	0.1			0.5	0	0	0.6

Start Time	I-215 Northbound On Ramp Southbound					Nuevo Road Westbound					I-215 Northbound Off Ramp Northbound					Nuevo Road Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.891	.931	.884	.500	.875	.877	.676	.794	.000	.000	.821	.000	.821	.890	.890

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

Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	83	0	135	0	218	17	101	0	0	118	42	594	636
07:15 AM	0	0	0	0	0	68	0	159	0	227	9	149	0	0	158	7	76	0	0	83	87	427	514
07:30 AM	0	0	0	0	0	95	1	178	116	274	8	183	0	0	191	7	83	0	0	90	71	424	495
07:45 AM	0	0	0	0	0	90	1	151	93	242	12	148	0	0	160	16	99	0	0	115	90	451	541
Total Volume	0	0	0	0	0	336	2	623	318	961	46	581	0	0	627	40	406	0	0	446	359	1846	2205
% App. Total	0	0	0	0	0	33.6	0.2	62.3	31.8	96.1	4.6	58.1	0	0	62.7	4.0	40.6	0	0	44.6	35.9	184.6	220.5



Counts Unlimited
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File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

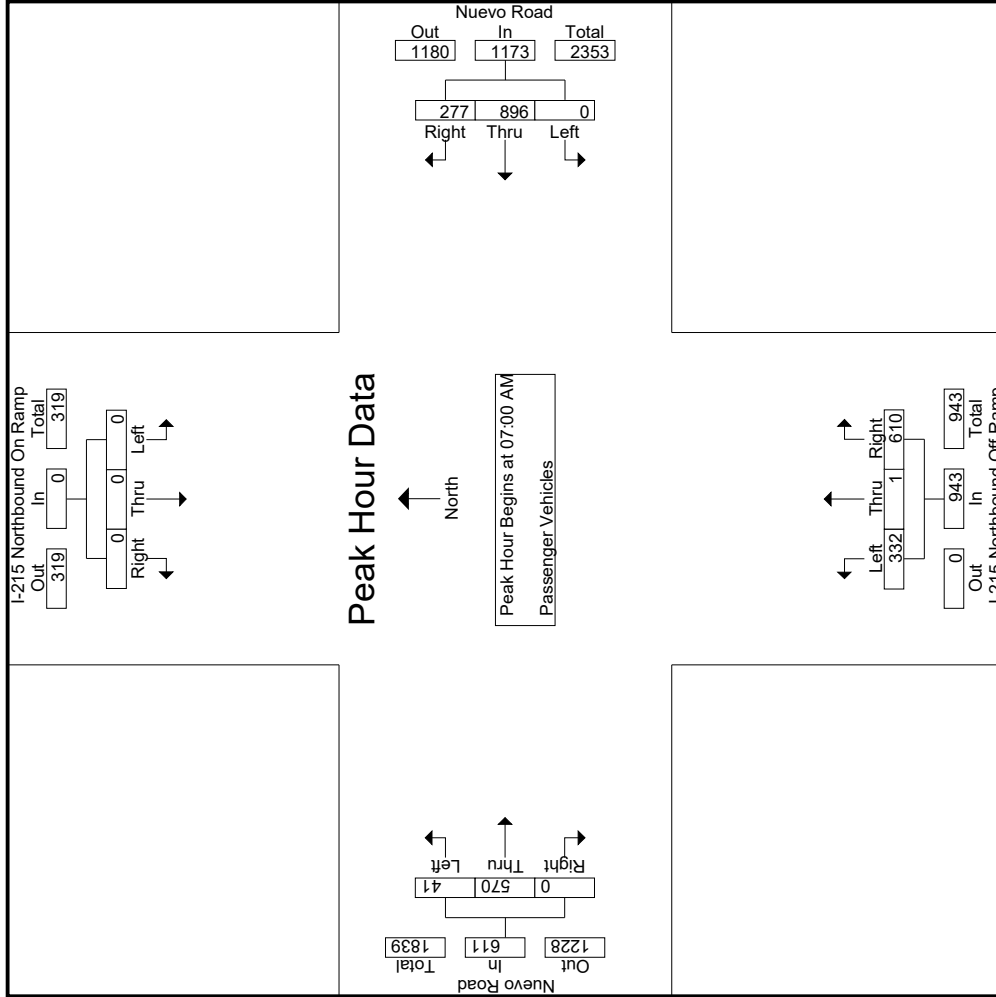
City of Perris
 N/S: I-215 Northbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Nuevo Road Westbound			I-215 Northbound Off Ramp Northbound			Nuevo Road Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:00 AM			07:15 AM				
+0 mins.	0	0	0	0	182	76	258	0	135	218	9	149	0	158
+15 mins.	0	0	0	0	240	61	301	0	159	227	8	183	0	191
+30 mins.	0	0	0	0	238	80	318	1	178	274	12	148	0	160
+45 mins.	0	0	0	0	254	68	322	1	151	242	10	148	0	158
Total Volume	0	0	0	0	914	285	1199	2	623	961	39	628	0	667
% App. Total	0.000	0.000	0.000	0.000	76.2	23.8	931	0.2	64.8	87.7	5.8	94.2	0.000	87.3
PHF	.000	.000	.000	.000	.900	.891	.931	.500	.875	.877	.813	.858	.000	.873

Counts Unlimited
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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Nuevo Road Westbound			I-215 Northbound Off Ramp Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	176	75	251	83	0	133	100	0
+15 mins.	0	0	0	0	239	59	298	68	0	157	146	0
+30 mins.	0	0	0	0	229	76	305	93	1	176	180	0
+45 mins.	0	0	0	0	252	67	319	88	0	144	144	0
Total Volume	0	0	0	0	896	277	1173	332	1	610	570	0
% App. Total	0	0	0	0	76.4	23.6	91.9	35.2	0.1	64.7	93.3	0
PHF	.000	.000	.000	.000	.889	.911	.919	.892	.250	.866	.792	.000
								.873				.817

Counts Unlimited
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File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 EW: Nuevo Road
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	1	1	1	0	0	2
07:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	2	1	2	0	0	0	3
07:30 AM	0	0	0	0	0	0	6	3	1	9	1	0	1	1	2	0	0	0	3
07:45 AM	0	0	0	0	0	0	2	1	0	3	2	1	6	4	3	0	0	4	
Total	0	0	0	0	0	12	6	1	18	18	3	1	10	7	14	3	9	0	12
08:00 AM	0	0	0	0	0	0	3	3	0	6	0	0	2	1	2	0	0	0	3
08:15 AM	0	0	0	0	0	0	4	3	0	7	3	0	4	2	7	1	2	0	3
08:30 AM	0	0	0	0	0	0	5	0	0	5	1	0	2	1	3	0	3	0	3
08:45 AM	0	0	0	0	0	0	4	2	0	6	1	0	2	2	3	2	4	0	6
Total	0	0	0	0	0	16	8	0	24	24	5	0	10	6	15	3	12	0	15
Grand Total	0	0	0	0	0	28	14	1	42	42	8	1	20	13	29	6	21	0	27
Approch %	0	0	0	0	0	66.7	33.3				27.6	3.4	69		29.6	22.2	77.8	0	27.6
Total %	0	0	0	0	0	28.6	14.3			42.9	8.2	1	20.4		29.6	6.1	21.4	0	27.6

3.1-199

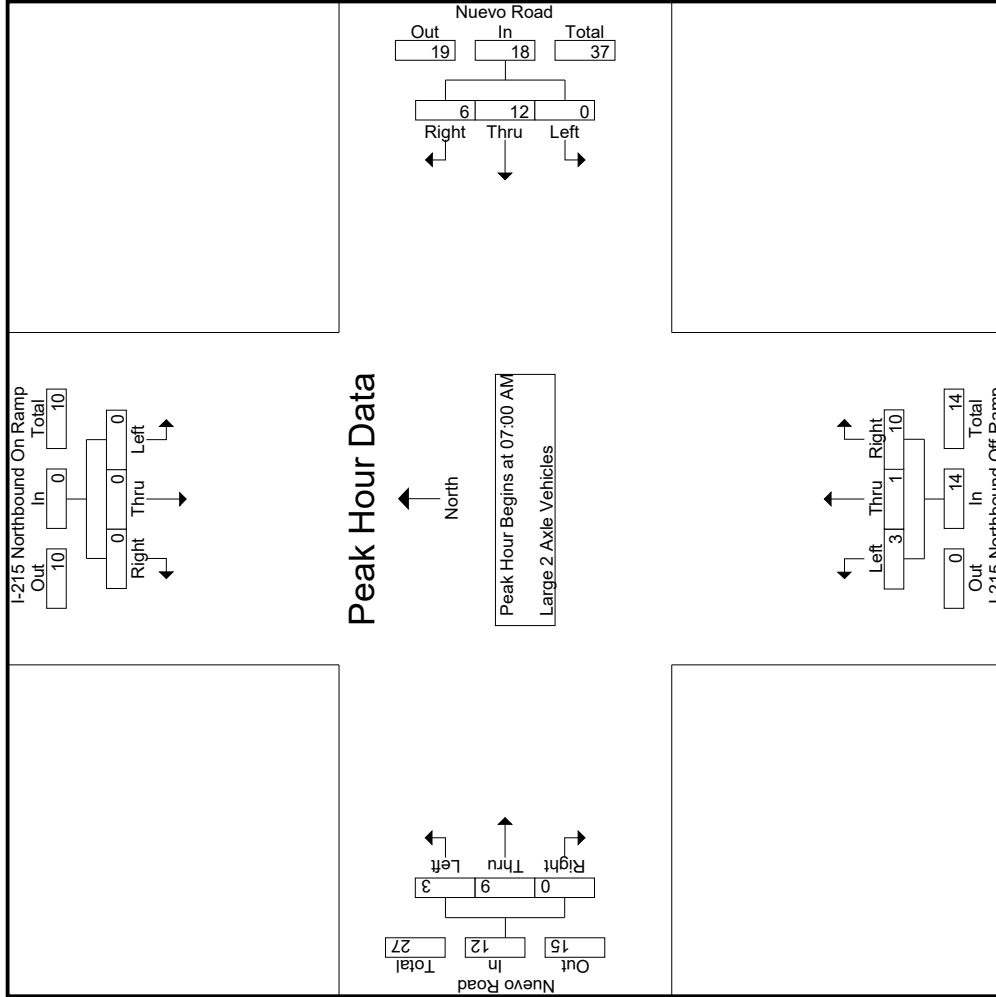
Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
07:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	2	1	2	0	0	0	3
07:30 AM	0	0	0	0	0	0	6	3	1	9	1	0	1	1	2	0	0	0	3
07:45 AM	0	0	0	0	0	0	2	1	0	3	2	1	6	4	3	0	0	4	
Total Volume	0	0	0	0	0	12	6	1	18	18	3	1	10	7	14	3	9	0	12
% App. Total	0	0	0	0	0	66.7	33.3				21.4	7.1	71.4		25	75	0	0	25
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.500	.500	.375	.250	.417	.389	.750	.000	.750	.000	.750

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

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Nuevo Road Westbound			I-215 Northbound Off Ramp Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:											
+0 mins.	0	0	0	0	0	4	0	0	1	1	0	2
+15 mins.	0	0	0	0	1	2	0	0	2	2	0	3
+30 mins.	0	0	0	0	6	9	1	0	1	2	0	3
+45 mins.	0	0	0	0	2	3	2	1	6	9	3	4
Total Volume	0	0	0	0	12	18	3	1	10	14	3	9
% App. Total	0	0	0	0	66.7	33.3	21.4	7.1	71.4	25	75	0
PHF	.000	.000	.000	.000	.500	.500	.375	.250	.417	.389	.750	.000

Counts Unlimited
 PO Box 1178
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File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 EW: Nuevo Road
 Weather: Clear

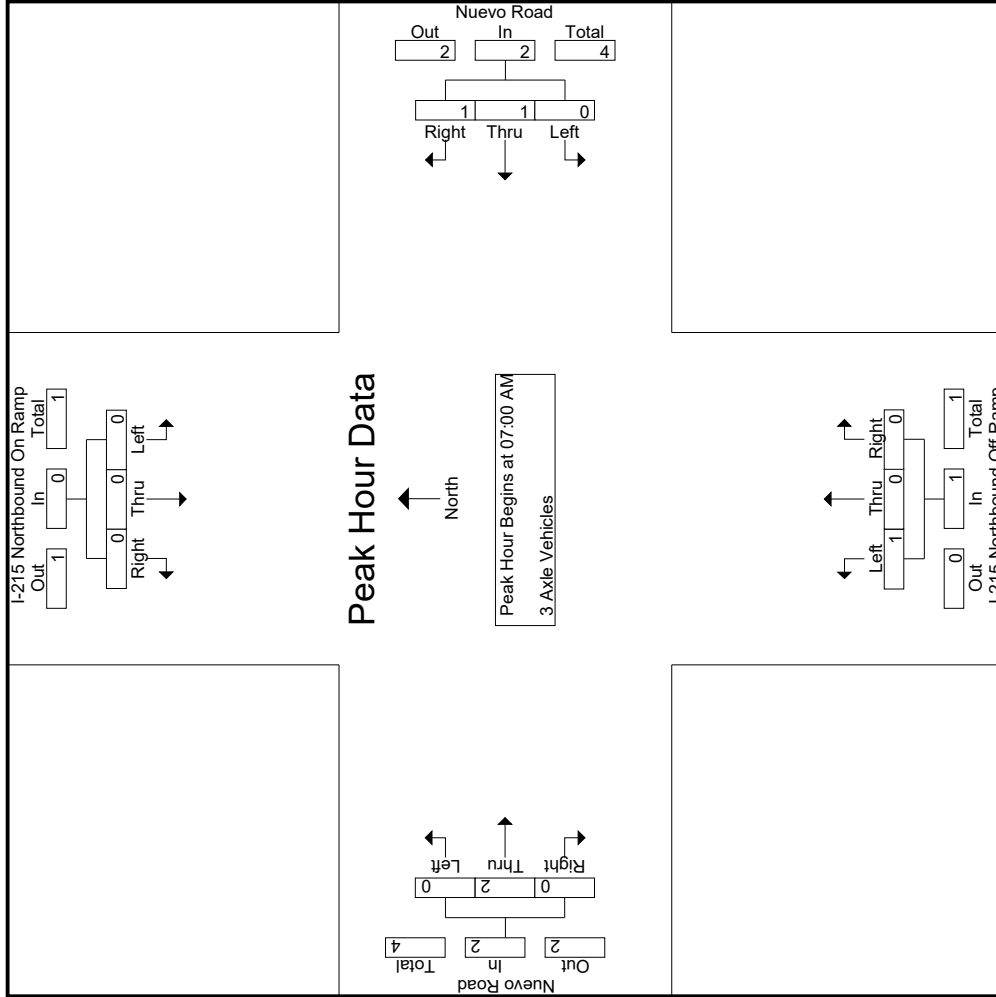
Groups Printed- 3 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	2	1	0	0	0	1	0	0	0	0	1	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	2	1	0	0	0	1	0	0	0	0	2	0	5	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	3	0	0	1	0	1	0	0	0	0	0	0	4	4
Grand Total	0	0	0	0	5	1	0	1	0	2	0	2	0	0	2	0	9	9
Approch %	0	0	0	0	55.6	50	0	50	0	22.2	0	100	0	0	22.2	0	100	0
Total %	0	0	0	0	11.1	11.1	0	11.1	0	22.2	0	22.2	0	0	22.2	0	100	0
Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour for Entire Intersection Begins at 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	2	1	0	0	0	1	0	0	0	0	1	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	2	1	0	0	0	1	0	0	0	0	2	0	5	5
% App. Total	0	0	0	0	50	50	0	50	0	25.0	0	100	0	0	25.0	0	100	0
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.000	.250	.000	.500	.000	.000	.500	.000	.313	.313

Counts Unlimited
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City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 PO Box 1178
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File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Nuevo Road Westbound			I-215 Northbound Off Ramp Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	1	2	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	1	1	2	1	0	0	2	2
% App. Total	.000	.000	.000	.000	.250	.250	.250	.250	.000	.000	.500	.000
PHF												

Counts Unlimited
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File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 EW: Nuevo Road
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	3	0	0	3	0	0	1	1	2	0	0
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	0	0	2	0	0	1	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Total	0	0	0	0	0	5	1	0	6	0	0	3	2	0	0	0
08:00 AM	0	0	0	0	0	2	0	0	2	0	0	1	0	0	0	0
08:15 AM	0	0	0	0	0	2	2	1	4	2	0	0	2	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	1	0	1	0	1	1	0	0
08:45 AM	0	0	0	0	0	1	3	0	4	2	0	0	2	1	0	0
Total	0	0	0	0	0	6	5	1	11	4	0	2	6	2	1	0
Grand Total	0	0	0	0	0	11	6	1	17	4	0	5	9	4	1	0
Apprch %	0	0	0	0	0	64.7	35.3		44.4	0	55.6		29	80	20	0
Total %	0	0	0	0	0	35.5	19.4		54.8	12.9	0	16.1	29	12.9	3.2	0

3.1-205

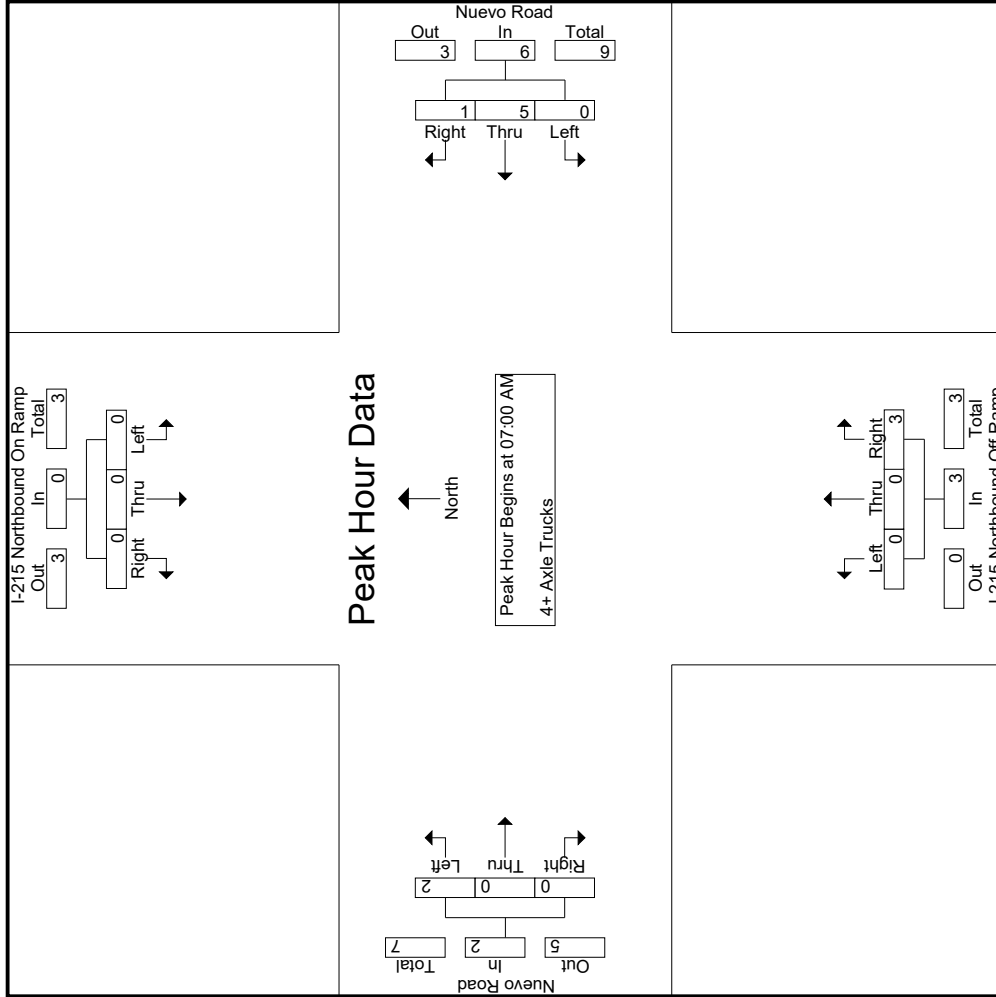
Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	3	0	0	3	0	0	1	1	2	0	0
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	0	0	2	0	0	1	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	5	1	0	6	0	0	3	3	2	0	0
% App. Total	0	0	0	0	0	83.3	16.7		100	0	100		100	0	0	0
PHF	.000	.000	.000	.000	.000	.417	.250		.500	.000	.750		.250	.000	.000	.250

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

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 09_PER_215N_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Nuevo Road Westbound			I-215 Northbound Off Ramp Northbound			Nuevo Road Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	3	0	0	1	0	0	0	2	
+15 mins.	0	0	0	0	0	1	1	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	2	2	0	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
Total Volume	0	0	0	0	0	5	6	1	3	3	0	0	0	2	
% App. Total	0	0	0	0	0	83.3	16.7	.250	.500	.750	.000	.000	.000	.250	
PHF	.000	.000	.000	.000	.000	.417	.250	.500	.750	.750	.000	.000	.000	.250	

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

File Name : 09_PER_215N_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

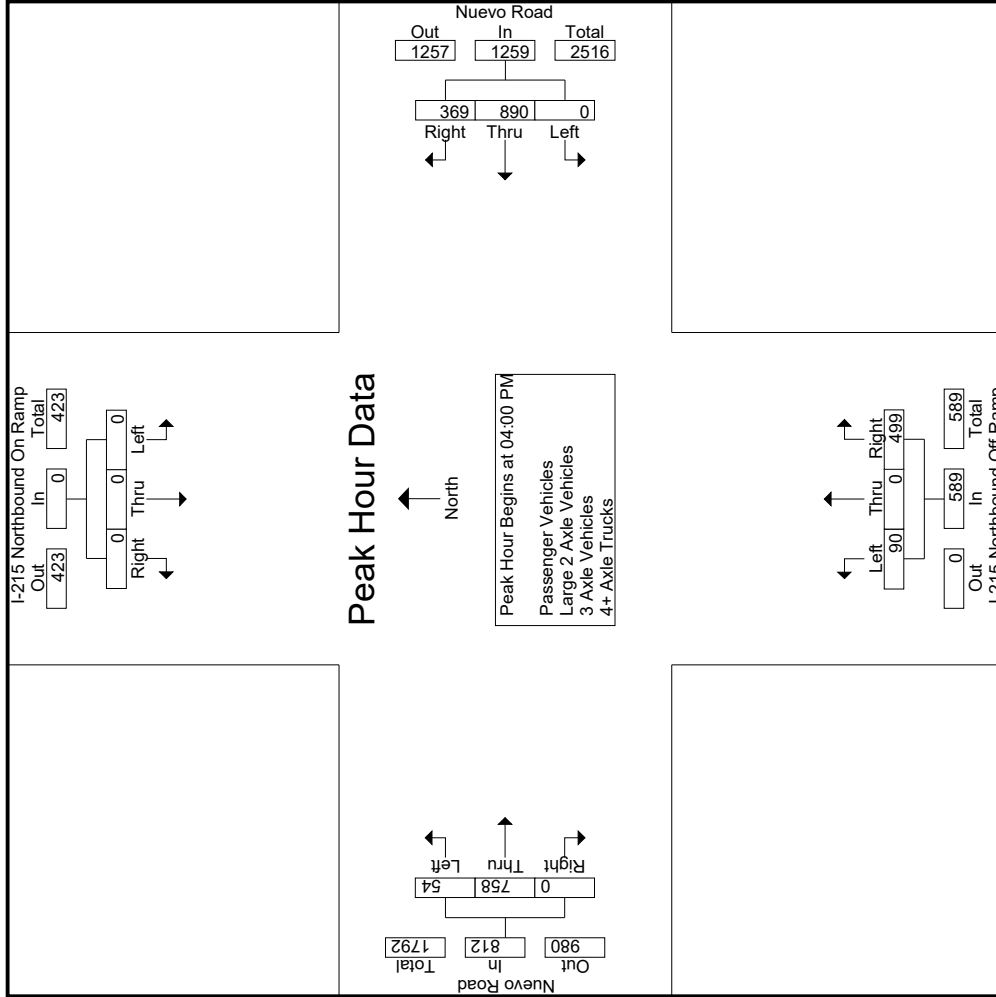
City of Perris
 N/S: I-215 Northbound Ramps
 EW: Nuevo Road
 Weather: Clear

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

Start Time	I-215 Northbound On Ramp Southbound						Nuevo Road Westbound						I-215 Northbound Off Ramp Northbound						Nuevo Road Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	0	0	0	0	0	0	210	96	4	306	0	28	0	121	97	149	0	19	198	0	0	217	101	101	672	672	0	217	773
04:15 PM	0	0	0	0	0	0	0	217	85	2	302	0	20	0	133	108	153	0	10	179	0	0	189	110	110	644	644	0	189	754
04:30 PM	0	0	0	0	0	0	0	238	91	0	329	0	21	0	114	88	135	0	14	189	0	0	203	88	88	667	667	0	203	755
04:45 PM	0	0	0	0	0	0	0	225	97	4	322	0	21	0	131	89	152	0	11	192	0	0	203	93	93	677	677	0	203	770
Total	0	0	0	0	0	0	0	890	369	10	1259	0	90	0	499	382	589	0	54	758	0	0	812	392	392	2660	2660	0	812	3052
05:00 PM	0	0	0	0	0	0	0	204	76	8	280	0	14	0	123	95	137	0	9	167	0	0	176	103	103	593	593	0	176	696
05:15 PM	0	0	0	0	0	0	0	206	88	4	294	0	25	0	133	95	158	0	5	182	0	0	187	99	99	639	639	0	187	738
05:30 PM	0	0	0	2	0	0	0	178	85	12	263	0	18	1	105	80	124	0	7	199	0	0	206	94	94	593	687	0	206	687
05:45 PM	0	0	0	0	0	0	0	194	73	0	267	0	17	0	106	91	123	0	8	165	0	0	173	91	91	563	654	0	173	654
Total	0	0	0	2	0	0	0	782	322	24	1104	0	74	1	467	361	542	0	29	713	0	0	742	387	387	2388	2775	0	742	2775
Grand Total	0	0	0	2	0	0	0	1672	691	34	2363	0	164	1	966	743	1131	0	83	1471	0	0	1554	779	779	5048	5827	0	1554	5827
Approach %	0	0	0	0	0	0	0	70.8	29.2	0	46.8	0	14.5	0.1	85.4	0	22.4	0	5.3	94.7	0	0	30.8	13.4	13.4	86.6	86.6	0	30.8	86.6
Total %	0	0	0	0	0	0	0	33.1	13.7	0	46.8	0	3.2	0	19.1	0	22.4	0	1.6	29.1	0	0	30.8	13.4	13.4	86.6	86.6	0	30.8	86.6
Passenger Vehicles	0	0	0	0	0	0	0	1659	668	97.1	2360	0	153	1	949	98.1	1832	0	79	1454	0	0	1533	0	0	0	5725	0	1533	5725
Passenger Vehicles	0	0	0	0	0	0	0	99.2	96.7	0	98.5	0	93.3	100	98.2	98.1	97.8	0	95.2	98.8	0	0	98.6	0	0	0	98.2	0	98.6	98.2
Large 2 Axle Vehicles	0	0	0	0	0	0	0	12	20	0	33	0	3	0	15	0	30	0	4	12	0	0	16	0	0	0	79	0	16	79
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0.7	2.9	2.9	1.4	0	1.8	0	1.6	1.6	1.6	0	4.8	0.8	0	0	1	0	0	0	1.4	0	1	1.4
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	1	0	2	0	1	0	4	0	0	1	0	0	1	0	0	0	8	0	1	8
3 Axle Vehicles	0	0	0	100	0	0	0	0	0.1	0	0	0	1.2	0	0.1	0.1	0.2	0	0	0.1	0	0	0.1	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	1	2	0	3	0	6	0	1	0	8	0	0	4	0	0	4	0	0	0	15	0	4	15
4+ Axle Trucks	0	0	0	0	0	0	0	0.1	0.3	0	0.1	0	3.7	0	0.1	0.1	0.4	0	0	0.3	0	0	0.3	0	0	0	0.3	0	0.3	0.3
Total Volume	0	0	0	0	0	0	0	890	369	10	1259	0	90	0	499	382	589	0	54	758	0	0	812	392	392	2660	2660	0	812	3052
% App. Total	0	0	0	0	0	0	0	70.7	29.3	0	46.8	0	15.3	0	84.7	0	22.4	0	6.7	93.3	0	0	30.8	13.4	13.4	86.6	86.6	0	30.8	86.6
PHF	.000	.000	.000	.000	.000	.000	.000	.935	.951	.957	.938	.000	.957	.804	.000	.938	.935	.000	.962	.711	.957	.000	.935	.935	.935	.935	.935	.000	.935	.982

Start Time	I-215 Northbound On Ramp Southbound						Nuevo Road Westbound						I-215 Northbound Off Ramp Northbound						Nuevo Road Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	0	0	0	0	0	0	210	96	4	306	0	28	0	121	97	149	0	19	198	0	0	217	101	101	672	672	0	217	773
04:15 PM	0	0	0	0	0	0	0	217	85	2	302	0	20	0	133	108	153	0	10	179	0	0	189	110	110	644	644	0	189	754
04:30 PM	0	0	0	0	0	0	0	238	91	0	329	0	21	0	114	88	135	0	14	189	0	0	203	88	88	667	667	0	203	755
04:45 PM	0	0	0	0	0	0	0	225	97	4	322	0	21	0	131	89	152	0	11	192	0	0	203	93	93	677	677	0	203	770
Total	0	0	0	0	0	0	0	890	369	10	1259	0	90	0	499	382	589	0	54	758	0	0	812	392	392	2660	2660	0	812	3052
Grand Total	0	0	0	2	0	0	0	1672	691	34	2363	0	164	1	966	743	1131	0	83	1471	0	0	1554	779	779	5048	5827	0	1554	5827
Approach %	0	0	0	0	0	0	0	70.8	29.2	0	46.8	0	14.5	0.1	85.4	0	22.4	0	5.3	94.7	0	0	30.8	13.4	13.4	86.6	86.6	0	30.8	86.6
Total %	0	0	0	0	0	0	0	33.1	13.7	0	46.8	0	3.2	0	19.1	0	22.4	0	1.6	29.1	0	0	30.8	13.4	13.4	86.6	86.6	0	30.8	86.6
Passenger Vehicles	0	0	0	0	0	0	0	1659	668	97.1	2360	0	153	1	949	98.1	1832	0	79	1454	0	0	1533	0	0	0	5725	0	1533	5725
Passenger Vehicles	0	0	0	0	0	0	0	99.2	96.7	0	98.5	0	93.3	100	98.2	98.1	97.8	0	95.2	98.8	0	0	98.6	0	0	0	98.2	0	98.6	98.2
Large 2 Axle Vehicles	0	0	0	0	0	0	0	12	20	0	33	0	3	0	15	0	30	0	4	12	0	0	16	0	0	0	79	0	16	79
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0.7	2.9	2.9	1.4	0	1.8	0	1.6	1.6	1.6	0	4.8	0.8	0	0	1	0	0	0	1.4	0	1	1.4
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	1	0	2	0	1	0	4	0	0	1	0	0	1	0	0	0	8	0	1	8
3 Axle Vehicles	0	0	0	100	0	0	0	0	0.1	0	0	0	1.2	0	0.1	0.1	0.2	0	0	0.1	0	0	0.1	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	1	2	0	3	0	6	0	1	0	8	0	0	4	0	0	4	0	0	0	15	0	4	15
4+ Axle Trucks	0	0	0	0	0	0	0	0.1	0.3	0	0.1	0	3.7	0	0.1	0.1	0.4	0	0	0.3	0	0	0.3	0	0	0	0.3	0	0.3	0.3
Total Volume	0	0	0	0	0	0	0	890	369	10	1259	0	90	0	499	382	589	0	54	758	0	0	812	392	392	2660	2660	0	812	3052
% App. Total	0	0	0	0	0	0	0	70.7	29.3	0	46.8	0	15.3	0	84.7	0	22.4	0	6.7	93.3	0	0	30.8	13.4	13.4	86.6	86.6	0	30.8	86.6
PHF	.000	.000	.000	.000	.000	.000	.000	.935	.951	.957	.938	.000	.957	.804	.000	.938	.935	.000	.962	.711	.957	.000	.935	.935	.935	.935	.935	.000	.935	.982

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



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

File Name : 09_PER_215N_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Nuevo Road
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
	Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	210	96	306	0	0	0	0	121	149	198	0	0	217
+15 mins.	0	0	0	0	217	85	302	0	20	0	0	133	153	179	0	0	189
+30 mins.	0	0	0	0	238	91	329	0	21	0	0	114	135	189	0	0	203
+45 mins.	0	0	0	0	225	97	322	0	21	0	0	131	152	192	0	0	203
Total Volume	0	0	0	0	890	369	1259	0	90	0	0	499	589	758	0	0	812
% App. Total	0.000	0.000	0.000	0.000	70.7	29.3	.957	0.000	15.3	0.000	0.000	84.7	.962	93.3	0.000	0.000	.935
PHF																	

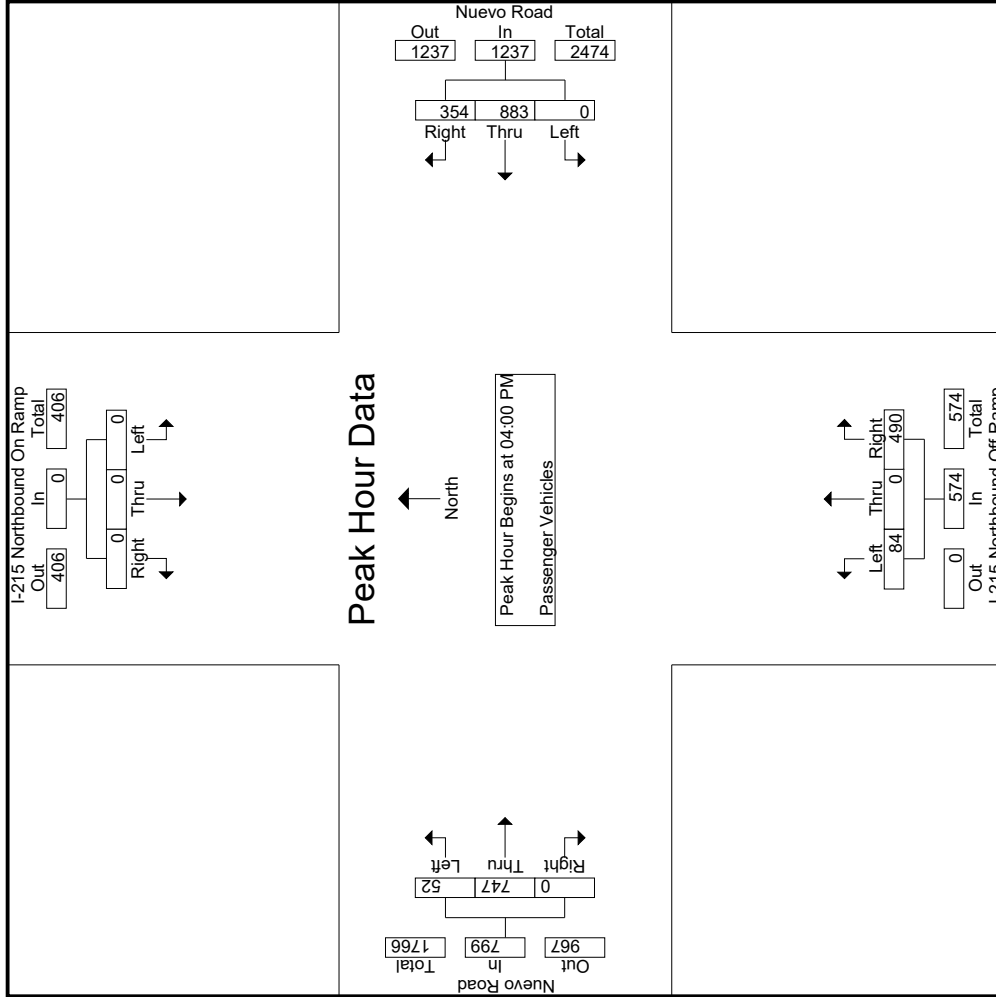
Groups Printed- Passenger Vehicles

Start Time	I-215 Northbound On Ramp Southbound					Nuevo Road Westbound					I-215 Northbound Off Ramp Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	207	90	3	297	26	0	119	95	145	19	194	0	0	213	98	655	753
04:15 PM	0	0	0	0	0	0	215	82	2	297	17	0	129	106	146	10	178	0	0	188	108	631	739
04:30 PM	0	0	0	0	0	0	236	86	0	322	20	0	113	87	133	13	187	0	0	200	87	655	742
04:45 PM	0	0	0	0	0	0	225	96	4	321	21	0	129	87	150	10	188	0	0	198	91	669	760
Total	0	0	0	0	0	0	883	354	9	1237	84	0	490	375	574	52	747	0	0	799	384	2610	2994
05:00 PM	0	0	0	0	0	0	203	75	8	278	13	0	120	93	133	9	165	0	0	174	101	585	686
05:15 PM	0	0	0	0	0	0	205	84	4	289	24	0	131	93	155	5	180	0	0	185	97	629	726
05:30 PM	0	0	0	0	0	0	177	83	12	260	16	1	103	78	120	6	197	0	0	203	90	583	673
05:45 PM	0	0	0	0	0	0	191	72	0	263	16	0	105	90	121	7	165	0	0	172	90	556	646
Total	0	0	0	0	0	0	776	314	24	1090	69	1	459	354	529	27	707	0	0	734	378	2353	2731
Grand Total	0	0	0	0	0	0	1659	668	33	2327	153	1	949	729	1103	79	1454	0	0	1533	762	4963	5725
Approch %	0	0	0	0	0	0	71.3	28.7		46.9	13.9	0.1	86		22.2	5.2	94.8	0	0	30.9	13.3	86.7	
Total %	0	0	0	0	0	0	33.4	13.5			3.1	0	19.1			1.6	29.3	0	0				

3.1-211

Start Time	I-215 Northbound On Ramp Southbound					Nuevo Road Westbound					I-215 Northbound Off Ramp Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	207	90	3	297	26	0	119	95	145	19	194	0	0	213	98	655	753
04:15 PM	0	0	0	0	0	0	215	82	2	297	17	0	129	106	146	10	178	0	0	188	108	631	739
04:30 PM	0	0	0	0	0	0	236	86	0	322	20	0	113	87	133	13	187	0	0	200	87	655	742
04:45 PM	0	0	0	0	0	0	225	96	4	321	21	0	129	87	150	10	188	0	0	198	91	669	760
Total Volume	0	0	0	0	0	0	883	354	9	1237	84	0	490	375	574	52	747	0	0	799	384	2610	2994
% App. Total	0	0	0	0	0	0	71.4	28.6		46.9	13.9	0.1	86		22.2	5.2	94.8	0	0	30.9	13.3	86.7	
PHF	.000	.000	.000	.000	.000	.000	.935	.922		.960	.808	.000	.950		.957	.684	.963	.000	.000	.938			.975

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



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

File Name : 09_PER_215N_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Nuevo Road
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Nuevo Road Westbound			I-215 Northbound Off Ramp Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:											
	04:00 PM			04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	207	90	297	0	119	145	194	0
+15 mins.	0	0	0	0	215	82	297	0	129	146	178	0
+30 mins.	0	0	0	0	236	86	322	0	113	133	187	0
+45 mins.	0	0	0	0	225	96	321	0	129	150	188	0
Total Volume	0	0	0	0	883	354	1237	0	490	574	747	0
% App. Total	0.000	0.000	0.000	0.000	71.4	28.6	960	0.000	85.4	957	93.5	0.000
PHF	.000	.000	.000	.000	.935	.922	.960	.808	.950	.957	.684	.938

Groups Printed - Large 2 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	3	5	1	8	1	0	2	2	0	4	3	15	18
04:15 PM	0	0	0	0	0	2	3	0	5	0	0	3	1	0	1	1	9	10
04:30 PM	0	0	0	0	0	2	5	0	7	1	0	1	1	2	3	1	12	13
04:45 PM	0	0	0	0	0	0	1	0	1	0	0	2	2	1	3	2	6	8
Total	0	0	0	0	21	7	14	1	21	2	0	8	6	2	11	7	42	49
05:00 PM	0	0	0	0	0	1	0	0	1	0	0	3	2	0	2	2	6	8
05:15 PM	0	0	0	0	0	1	4	0	5	0	0	2	2	0	1	2	8	10
05:30 PM	0	0	0	0	0	0	1	0	1	0	0	2	2	1	0	2	4	6
05:45 PM	0	0	0	0	0	0	3	1	4	1	0	0	0	1	1	0	6	6
Total	0	0	0	0	11	5	6	0	11	1	0	7	6	2	5	6	24	30
Grand Total	0	0	0	0	32	12	20	1	32	3	0	15	12	4	16	13	66	79
Approch %	0	0	0	0	16.7	0	83.3	0	27.3	6.1	18.2	0	0	24.2	16.5	83.5		
Total %	0	0	0	0	48.5	18.2	30.3	0	27.3	6.1	18.2	0	0	24.2	16.5	83.5		

3.1-214

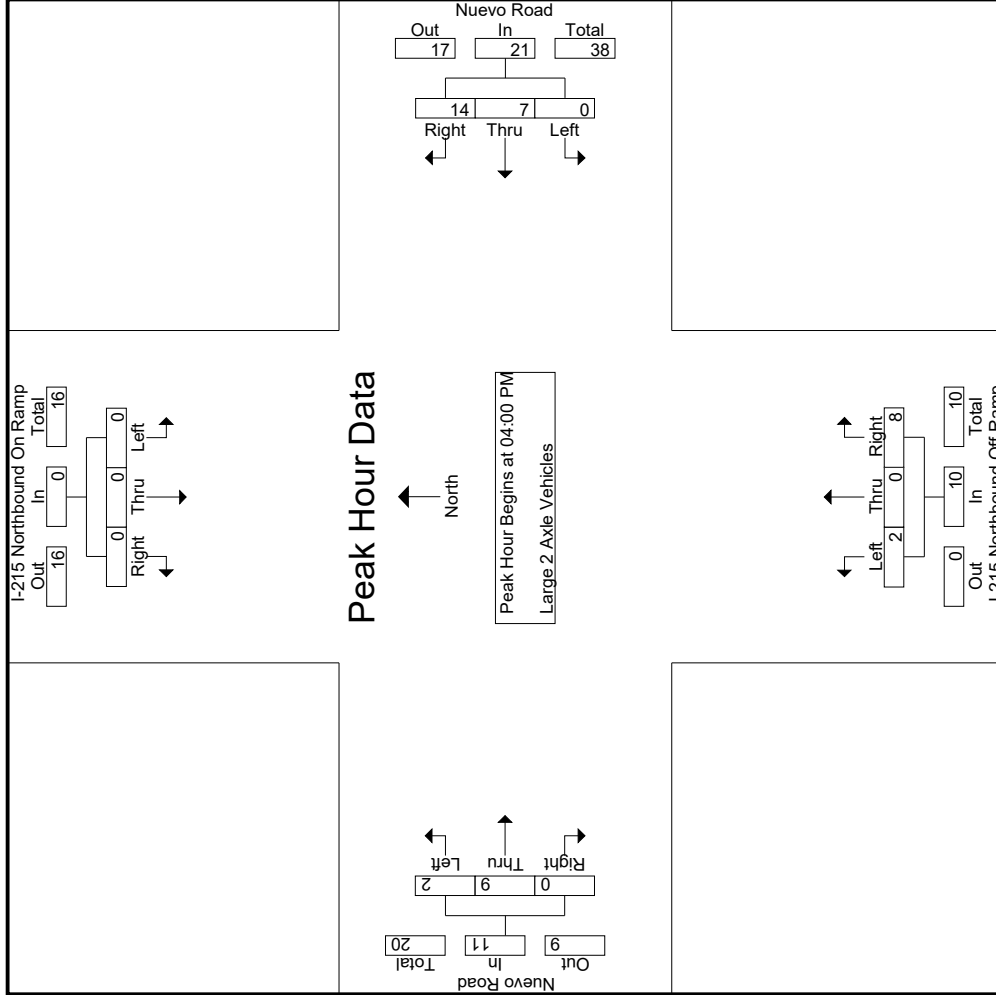
Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	2	2	0	4	0	4	15
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	1	9	10
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	2	3	1	12	13
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	1	3	2	6	8
Total Volume	0	0	0	0	0	0	0	0	0	21	2	8	6	2	11	7	42	49
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.583	.700	.656	.500	.000	.667	.833	.500	.563	.000	.688	.700

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

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 09_PER_215N_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 09_PER_215N_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 EW: Nuevo Road
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Nuevo Road Westbound			I-215 Northbound Off Ramp Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	8	1	0	2	3	0	4
+15 mins.	0	0	0	0	3	5	0	0	3	3	0	1
+30 mins.	0	0	0	0	2	7	1	0	1	2	1	0
+45 mins.	0	0	0	0	2	5	1	0	2	2	2	0
Total Volume	0	0	0	0	7	14	2	0	8	10	2	9
% App. Total	0	0	0	0	33.3	66.7	20	0	80	18.2	81.8	0
PHF	.000	.000	.000	.000	.583	.700	.500	.000	.667	.833	.500	.000

Groups Printed- 3 Axle Vehicles

Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total	0	0	0	0	0	0	0	0	1	0	1	1	2	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0
Grand Total	0	0	0	2	0	0	0	0	2	0	1	1	3	0	1	0
Approch %	0	0	0	0	0	0	0	0	66.7	0	33.3	0	60	0	100	0
Total %	0	0	0	0	0	0	0	0	40	0	20	0	20	0	20	0
														37.5	62.5	

3.1-217

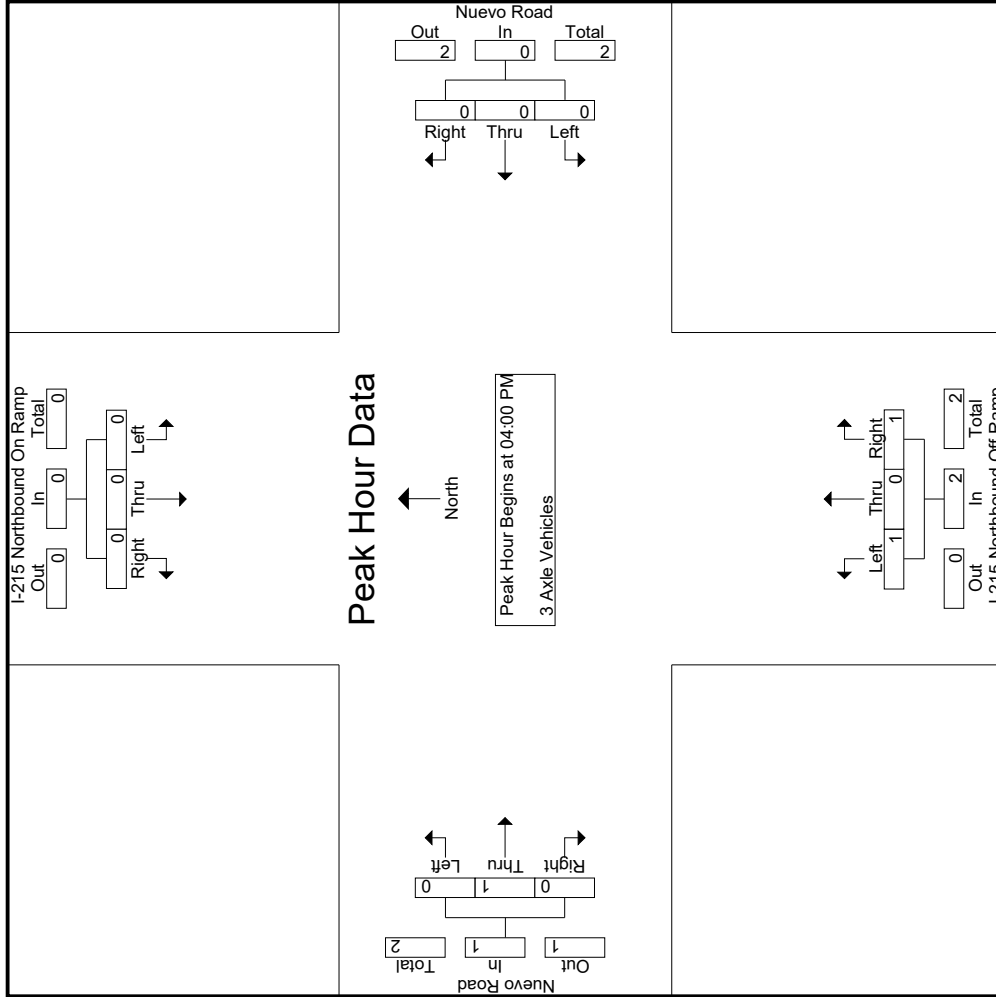
Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	1	1	2	0	1	0
% App. Total	0	0	0	0	0	0	0	0	50	0	50	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.375

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

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

File Name : 09_PER_215N_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Nuevo Road
 Weather: Clear



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

File Name : 09_PER_215N_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Nuevo Road
 Weather: Clear

Start Time	I-215 Northbound On Ramp Southbound			Nuevo Road Westbound			I-215 Northbound Off Ramp Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0
Total Volume	0	0	0	0	0	0	1	0	1	0	1	0
% App. Total	0	0	0	0	0	0	50	0	50	0	100	0
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000

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

File Name : 09_PER_215N_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: I-215 Northbound Ramps
 EW: Nuevo Road
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total	0	0	0	0	0	0	1	0	3	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0
Total	0	0	0	0	0	1	1	0	3	0	1	1	0	3	0	0
Grand Total	0	0	0	0	0	1	2	0	6	0	1	1	0	4	0	0
Approch %	0	0	0	0	0	33.3	66.7	0	85.7	0	14.3	0	0	100	0	0
Total %	0	0	0	0	0	7.1	14.3	0	21.4	0	7.1	0	0	28.6	0	0
														28.6		
														6.7		
														93.3		

3.1-220

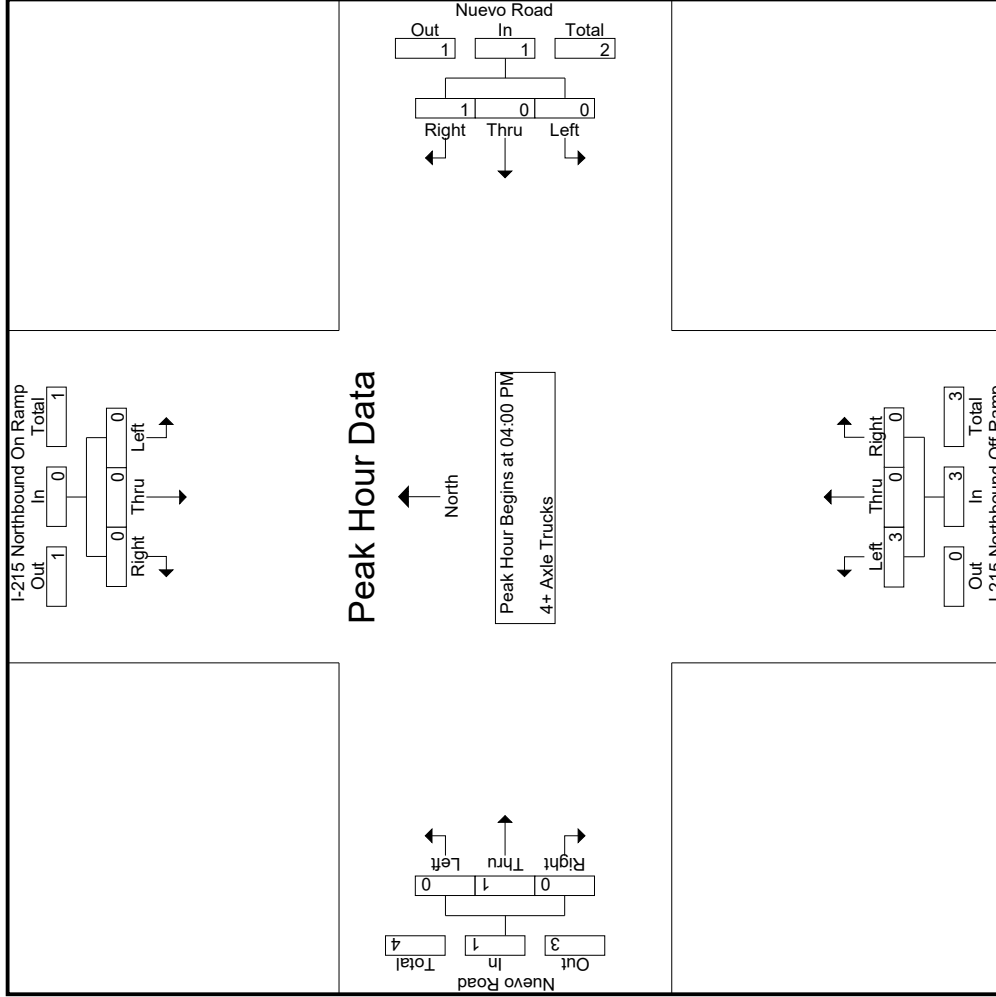
Start Time	I-215 Northbound On Ramp Southbound				Nuevo Road Westbound				I-215 Northbound Off Ramp Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.375	.000	.000	.250	.000	.250

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

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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 09_PER_215N_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: I-215 Northbound Ramps
 E/W: Nuevo Road
 Weather: Clear

File Name : 09_PER_215N_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	I-215 Northbound On Ramp Southbound			Nuevo Road Westbound			I-215 Northbound Off Ramp Northbound			Nuevo Road Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM				04:00 PM				04:00 PM				04:00 PM		
+0 mins.	0	0	0	0	0	0	1	1	1	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	2	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total Volume	0	0	0	0	0	0	1	1	3	0	0	0	1	1	
% App. Total	0	0	0	0	0	0	100	0	100	0	0	0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.375	.000	.000	.000	.375	.250	
														.000	
														.250	

Location: Perris
 N/S: I-215 NB Ramps
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg I-215 NB Ramps Pedestrians	East Leg Nuevo Road Pedestrians	South Leg I-215 NB Ramps Pedestrians	West Leg Nuevo Road Pedestrians
7:00 AM	0	0	0	0
7:15 AM	0	0	4	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	2	0	0	0
8:15 AM	1	0	1	0
8:30 AM	1	0	0	0
8:45 AM	0	0	0	0
TOTAL VOLUMES:	4	0	5	0

	North Leg I-215 NB Ramps Pedestrians	East Leg Nuevo Road Pedestrians	South Leg I-215 NB Ramps Pedestrians	West Leg Nuevo Road Pedestrians
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	2	0	0	0
5:15 PM	1	0	0	0
5:30 PM	2	0	0	0
5:45 PM	0	0	2	0
TOTAL VOLUMES:	5	0	2	0

Location: Perris
 N/S: I-215 NB Ramps
 E/W: Nuevo Road

Date: 3/11/2020
 Day: Wednesday



BICYCLES

	Southbound I-215 NB Ramps			Westbound Nuevo Road			Northbound I-215 NB Ramps			Eastbound Nuevo Road		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0

	Southbound I-215 NB Ramps			Westbound Nuevo Road			Northbound I-215 NB Ramps			Eastbound Nuevo Road		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0

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

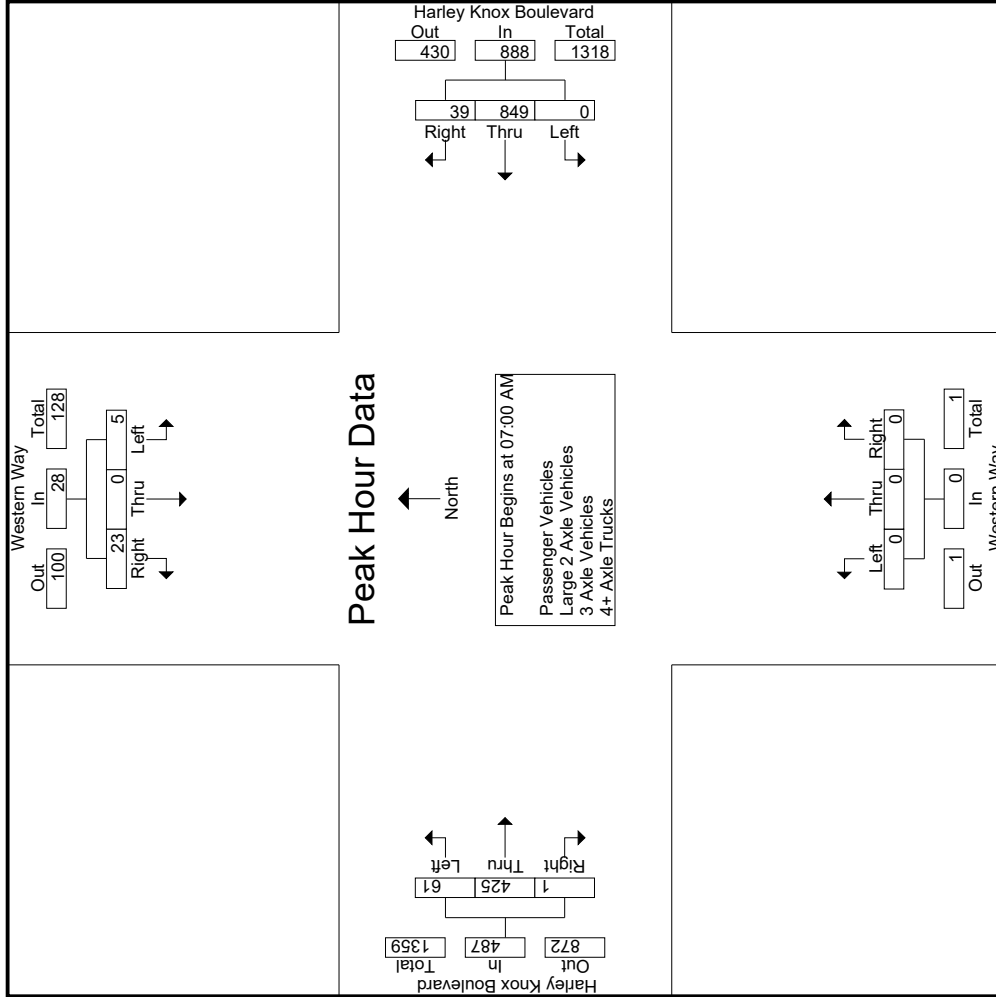
Start Time	Western Way Southbound					Harley Knox Boulevard Westbound					Western Way Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	6	2	7	0	243	2	0	245	0	0	0	0	0	16	88	0	0	104	2	356	358
07:15 AM	2	0	4	2	6	0	218	12	0	230	0	0	0	0	0	9	91	0	0	100	2	336	338
07:30 AM	1	0	8	5	9	0	216	6	2	222	0	0	0	0	0	13	109	1	0	123	7	354	361
07:45 AM	1	0	5	2	6	0	172	19	0	191	0	0	0	0	0	23	137	0	0	160	2	357	359
Total	5	0	23	11	28	0	849	39	2	888	0	0	0	0	0	61	425	1	0	487	13	1403	1416
08:00 AM	7	0	14	8	21	0	126	8	0	134	0	0	0	0	0	14	108	0	0	122	8	277	285
08:15 AM	2	0	8	4	10	0	125	11	0	136	0	0	0	0	0	16	84	0	0	100	4	246	250
08:30 AM	7	0	22	11	29	0	89	9	0	98	0	0	0	0	0	16	98	1	0	115	11	242	253
08:45 AM	3	0	16	11	19	1	88	4	1	93	0	2	0	2	0	13	81	0	0	94	12	208	220
Total	19	0	60	34	79	1	428	32	1	461	0	0	2	0	2	59	371	1	0	431	35	973	1008
Grand Total	24	0	83	45	107	1	1277	71	3	1349	0	0	2	0	2	120	796	2	0	918	48	2376	2424
Approach %	22.4	0	77.6			0.1	94.7	5.3			0	0	100			13.1	86.7	0.2			2	98	
Total %	1	0	3.5		4.5	0	53.7	3		56.8	0	0	0.1		0.1	5.1	33.5	0.1		38.6	2	98	
Passenger Vehicles	19	0	54	54	107	1	1119	65	33.3	1186	0	0	2	0	2	101	639	2	0	742	0	0	2037
Passenger Vehicles	79.2	0	65.1	75.6	70.4	100	87.6	91.5	33.3	87.7	0	0	100	0	100	84.2	80.3	100	0	80.8	0	0	84
Large 2 Axle Vehicles	5	0	11	11.1	13.8	0	48	4	4	53	0	0	0	0	0	9	32	0	0	41	0	0	115
Large 2 Axle Vehicles	20.8	0	13.3	11.1	13.8	0	3.8	5.6	33.3	3.9	0	0	0	0	0	7.5	4	0	0	4.5	0	0	4.7
3 Axle Vehicles	0	0	10	6.7	13	0	9	2	2	12	0	0	0	0	0	7	19	0	0	26	0	0	51
% 3 Axle Vehicles	0	0	12	6.7	8.6	0	0.7	2.8	33.3	0.9	0	0	0	0	0	5.8	2.4	0	0	2.8	0	0	2.1
4+ Axle Trucks	0	0	8	6.7	11	0	101	0	0	101	0	0	0	0	0	3	106	0	0	109	0	0	221
% 4+ Axle Trucks	0	0	9.6	6.7	7.2	0	7.9	0	0	7.5	0	0	0	0	0	2.5	13.3	0	0	11.9	0	0	9.1
PHF	.625	.000	.719		.778	.000	.873	.513		.906	.000	.000	.000		.000	.000	.663	.250		.761	.982		

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

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

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Western Way
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Western Way Southbound			Harley Knox Boulevard Westbound			Western Way Northbound			Harley Knox Boulevard Eastbound								
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total					
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Each Approach Begins at:																		
+0 mins.	7	0	14	21	07:00 AM	0	243	2	245	08:00 AM	0	0	0	07:15 AM	9	91	0	100
+15 mins.	2	0	8	10	0	0	218	12	230	0	0	0	0	13	109	1	123	
+30 mins.	7	0	22	29	0	216	6	222	0	0	0	0	23	137	0	160		
+45 mins.	3	0	16	19	0	172	19	191	0	0	2	2	14	108	0	122		
Total Volume	19	0	60	79	0	849	39	888	0	0	2	2	59	445	1	505		
% App. Total	24.1	0	75.9	681	0	95.6	4.4	906	0	0	100	250	11.7	88.1	0.2	789		
PHF	.679	.000	.682	.681	.000	.873	.513	.906	.000	.000	.250	.250	.641	.812	.250	.789		

Groups Printed- Passenger Vehicles

Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
07:00 AM	1	0	2	0	3	0	216	2	0	218	0	0	0	0	0	91	0	312	312		
07:15 AM	1	0	3	2	4	0	194	10	0	204	0	0	0	0	0	85	2	293	295		
07:30 AM	0	0	4	3	4	0	192	4	1	196	0	0	0	0	0	105	4	305	309		
07:45 AM	1	0	2	0	3	0	157	18	0	175	0	0	0	0	0	137	0	315	315		
Total	3	0	11	5	14	0	759	34	1	793	0	0	0	0	0	418	6	1225	1231		
08:00 AM	5	0	11	7	16	0	106	8	0	114	0	0	0	0	0	100	7	230	237		
08:15 AM	2	0	5	3	7	0	105	11	0	116	0	0	0	0	0	68	3	191	194		
08:30 AM	7	0	16	10	23	0	74	9	0	83	0	0	0	0	0	80	10	186	196		
08:45 AM	2	0	11	9	13	1	75	3	0	79	0	2	0	2	0	76	9	170	179		
Total	16	0	43	29	59	1	360	31	0	392	0	2	0	2	0	324	29	777	806		
Grand Total	19	0	54	34	73	1	1119	65	1	1185	0	2	0	2	0	742	35	2002	2037		
Approch %	26	0	74			0.1	94.4	5.5		59.2	0	0	100		0.1	13.6	86.1	0.3			
Total %	0.9	0	2.7			0	55.9	3.2		59.2	0	0	0.1		0.1	5	31.9	0.1		1.7	98.3

3.1-228

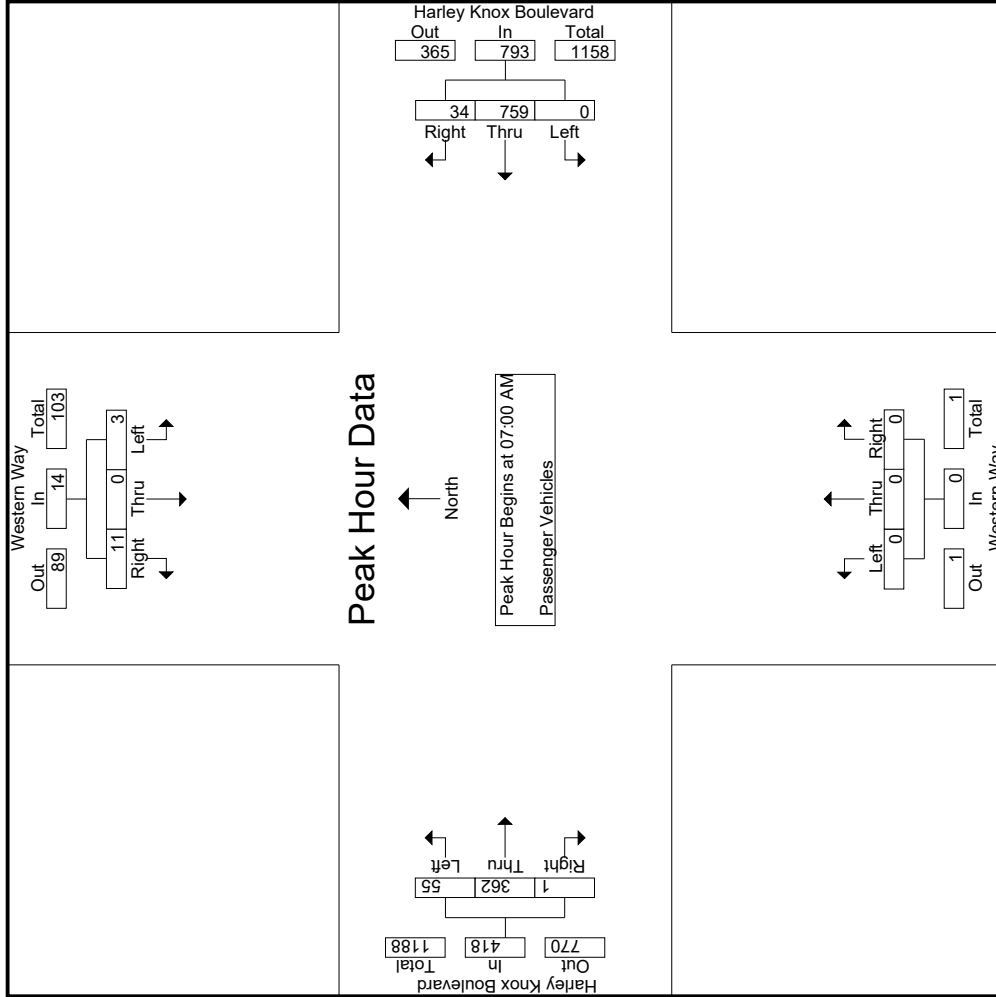
Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	1	0	2	0	3	0	216	2	0	218	0	0	0	0	0	91	0	312	312	
07:15 AM	1	0	3	2	4	0	194	10	0	204	0	0	0	0	0	85	2	293	295	
07:30 AM	0	0	4	3	4	0	192	4	1	196	0	0	0	0	0	105	4	305	309	
07:45 AM	1	0	2	0	3	0	157	18	0	175	0	0	0	0	0	137	0	315	315	
Total Volume	3	0	11	5	14	0	759	34	1	793	0	0	0	0	0	418	6	1225	1231	
% App. Total	21.4	0	78.6			0	95.7	4.3		59.2	0	0	100		0.1	13.2	86.6	0.2		
PHF	.750	.000	.688			.875	.878	.472		.909	.000	.000	.000		.000	.655	.780	.250		.763

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

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

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Western Way
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Western Way Southbound			Harley Knox Boulevard Westbound			Western Way Northbound			Harley Knox Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	1	0	2	0	216	2	218	0	0	0	14	77	0
+15 mins.	1	0	3	0	194	10	204	0	0	0	8	77	0
+30 mins.	0	0	4	0	192	4	196	0	0	0	12	92	1
+45 mins.	1	0	2	0	157	18	175	0	0	0	21	116	0
Total Volume	3	0	11	0	759	34	793	0	0	0	55	362	1
% App. Total	21.4	0	78.6	0	95.7	4.3	909	0	0	0	13.2	86.6	0.2
PHF	.750	.000	.688	.000	.878	.472	.909	.000	.000	.000	.655	.780	.250

Groups Printed - Large 2 Axle Vehicles

Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	2	1	0	11	0	0	0	0	0	0	1	3	0	0	4	1	17	18
07:15 AM	1	0	0	0	0	7	2	0	0	0	0	0	1	4	0	0	5	0	15	15
07:30 AM	1	0	2	1	0	8	0	0	0	0	0	0	1	4	0	0	5	1	16	17
07:45 AM	0	0	1	1	0	3	1	0	0	0	0	0	1	5	0	0	6	1	11	12
Total	2	0	5	3	0	29	3	0	0	0	0	0	4	16	0	0	20	3	59	62
08:00 AM	2	0	2	1	0	6	0	0	0	0	0	0	1	1	0	0	2	1	12	13
08:15 AM	0	0	2	1	0	5	0	0	0	0	0	0	2	8	0	0	10	1	17	18
08:30 AM	0	0	1	0	0	3	0	0	0	0	0	0	1	2	0	0	3	0	7	7
08:45 AM	1	0	1	0	2	0	5	1	1	0	0	0	1	5	0	0	6	1	14	15
Total	3	0	6	2	0	19	1	1	1	20	0	0	5	16	0	0	21	3	50	53
Grand Total	5	0	11	5	0	48	4	1	0	52	0	0	9	32	0	0	41	6	109	115
Approch %	31.2	0	68.8		0	92.3	7.7		0	0	0		22	78	0		37.6	5.2	94.8	
Total %	4.6	0	10.1		0	44	3.7		0	47.7	0	0	8.3	29.4	0					

3.1-231

Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	2	1	0	11	0	0	0	0	0	0	1	3	0	0	4	1	17	18
07:15 AM	1	0	0	0	0	7	2	0	0	0	0	0	1	4	0	0	5	0	15	15
07:30 AM	1	0	2	1	0	8	0	0	0	0	0	0	1	4	0	0	5	1	16	17
07:45 AM	0	0	1	1	0	3	1	0	0	0	0	0	1	5	0	0	6	1	11	12
Total	2	0	5	3	0	29	3	0	0	32	0	0	4	16	0	0	20	3	59	62
08:00 AM	2	0	2	1	0	6	0	0	0	0	0	0	1	1	0	0	2	1	12	13
08:15 AM	0	0	2	1	0	5	0	0	0	0	0	0	2	8	0	0	10	1	17	18
08:30 AM	0	0	1	0	0	3	0	0	0	0	0	0	1	2	0	0	3	0	7	7
08:45 AM	1	0	1	0	2	0	5	1	1	0	0	0	1	5	0	0	6	1	14	15
Total	3	0	6	2	0	19	1	1	1	20	0	0	5	16	0	0	21	3	50	53
Grand Total	5	0	11	5	0	48	4	1	0	52	0	0	9	32	0	0	41	6	109	115
Approch %	31.2	0	68.8		0	92.3	7.7		0	0	0		22	78	0		37.6	5.2	94.8	
Total %	4.6	0	10.1		0	44	3.7		0	47.7	0	0	8.3	29.4	0					

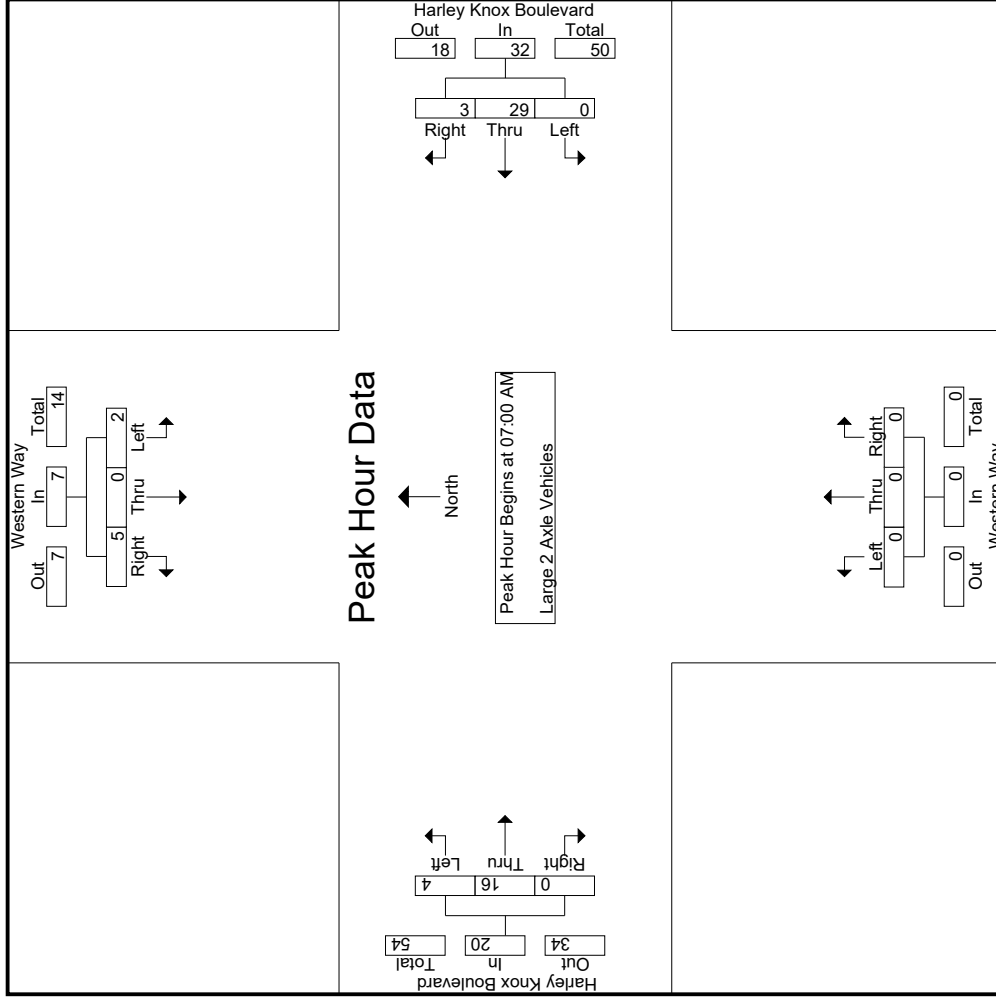
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	2	1	0	11	0	0	0	0	0	0	1	3	0	0	4	1	17	18
07:15 AM	1	0	0	0	0	7	2	0	0	0	0	0	1	4	0	0	5	0	15	15
07:30 AM	1	0	2	1	0	8	0	0	0	0	0	0	1	4	0	0	5	1	16	17
07:45 AM	0	0	1	1	0	3	1	0	0	0	0	0	1	5	0	0	6	1	11	12
Total	2	0	5	3	0	29	3	0	0	32	0	0	4	16	0	0	20	3	59	62
% App. Total	28.6	0	71.4		0	90.6	9.4		0	0	0		20	80	0					
PHF	.500	.000	.625		.000	.659	.375		.000	.000	.000		1.00	.800	.000		.833	.000	.868	

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

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Western Way Southbound			Harley Knox Boulevard Westbound			Western Way Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	2	0	11	0	11	0	0	1	3	0
+15 mins.	1	0	0	0	7	0	2	0	0	1	4	0
+30 mins.	1	0	2	0	8	0	0	0	0	1	4	0
+45 mins.	0	0	1	0	3	0	1	0	0	1	5	0
Total Volume	2	0	5	0	29	0	3	0	0	4	16	0
% App. Total	28.6	0	71.4	0	90.6	0	9.4	0	0	20	80	0
PHF	.500	.000	.625	.000	.659	.000	.375	.000	.000	1.000	.800	.000
					.727				.000		.000	.833

Groups Printed- 3 Axle Vehicles

Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	5	5
07:15 AM	0	0	1	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	4	4
07:30 AM	0	0	1	1	0	1	2	1	0	0	0	0	0	3	0	0	3	2	7	9
07:45 AM	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	1	1	4	5
Total	0	0	4	2	0	5	2	1	0	0	0	0	2	7	0	0	9	3	20	23
08:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	3	0	5	5
08:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	3	3	0	0	6	0	8	8
08:30 AM	0	0	4	1	0	1	0	0	0	0	0	0	1	3	0	0	4	1	9	10
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	5	5
Total	0	0	6	1	0	4	0	0	0	0	0	0	5	12	0	0	17	1	27	28
Grand Total	0	0	10	3	0	9	2	1	0	0	0	0	7	19	0	0	26	4	47	51
Approch %	0	0	100		0	81.8	18.2		0	0	0	0	26.9	73.1	0	0	55.3	7.8	92.2	
Total %	0	0	21.3		0	19.1	4.3		0	0	0	0	14.9	40.4	0	0				

3.1-234

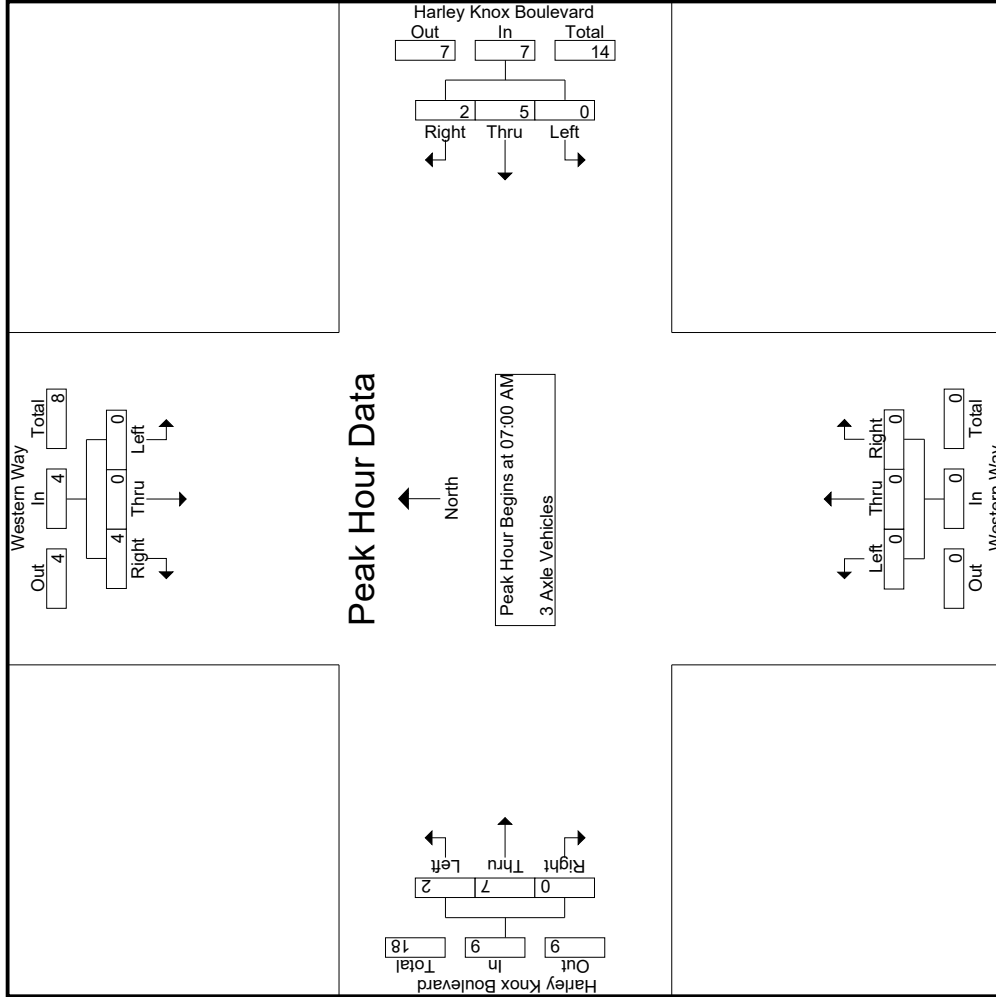
Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	1	0	1	1
07:30 AM	0	0	1	1	0	1	2	1	0	0	0	0	0	3	0	0	3	0	3	3
07:45 AM	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	1
Total Volume	0	0	4	4	0	5	2	7	0	0	0	0	2	7	0	0	9	0	9	20
% App. Total	0	0	100		0	71.4	28.6		0	0	0	0	22.2	77.8	0	0				
PHF	.000	.000	1.00		0.000	.625	.250		.583	.000	.000	.000	.500	.583	.000	.000	.563	.000	.714	

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

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

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 (951) 268-6268

File Name : 10_PER_Western_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

Start Time	Western Way Southbound			Harley Knox Boulevard Westbound			Western Way Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
+15 mins.	0	0	1	0	2	0	0	0	0	0	0	1	0	1	
+30 mins.	0	0	1	0	1	3	0	0	0	0	0	3	0	3	
+45 mins.	0	0	1	0	2	0	0	0	0	0	1	0	0	1	
Total Volume	0	0	4	0	5	2	7	0	0	0	2	7	0	9	
% App. Total	0	0	100	0	71.4	28.6	7	0	0	0	22.2	77.8	0	9	
PHF	.000	.000	1.000	.000	.625	.250	.583	.000	.000	.000	.500	.583	.000	.563	

Groups Printed- 4+ Axle Trucks

Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	1	1	1	0	16	0	0	16	0	0	0	0	0	5	1	22	23
07:15 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	9	0	24	24	
07:30 AM	0	0	1	0	1	0	15	0	0	15	0	0	0	0	10	0	26	26	
07:45 AM	0	0	1	0	1	0	10	0	0	10	0	0	0	0	16	0	27	27	
Total	0	0	3	1	3	0	56	0	0	56	0	0	0	0	40	1	99	100	
08:00 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	17	0	30	30	
08:15 AM	0	0	1	0	1	0	13	0	0	13	0	0	0	0	16	0	30	30	
08:30 AM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	28	0	40	40	
08:45 AM	0	0	3	2	3	0	8	0	0	8	0	0	0	0	8	2	19	21	
Total	0	0	5	2	5	0	45	0	0	45	0	0	0	0	69	2	119	121	
Grand Total	0	0	8	3	8	0	101	0	0	101	0	0	0	0	109	3	218	221	
Apprch %	0	0	100			0	100	0			0	0	0		109				
Total %	0	0	3.7		3.7	0	46.3	0		46.3	0	0	0		50	1.4	98.6		

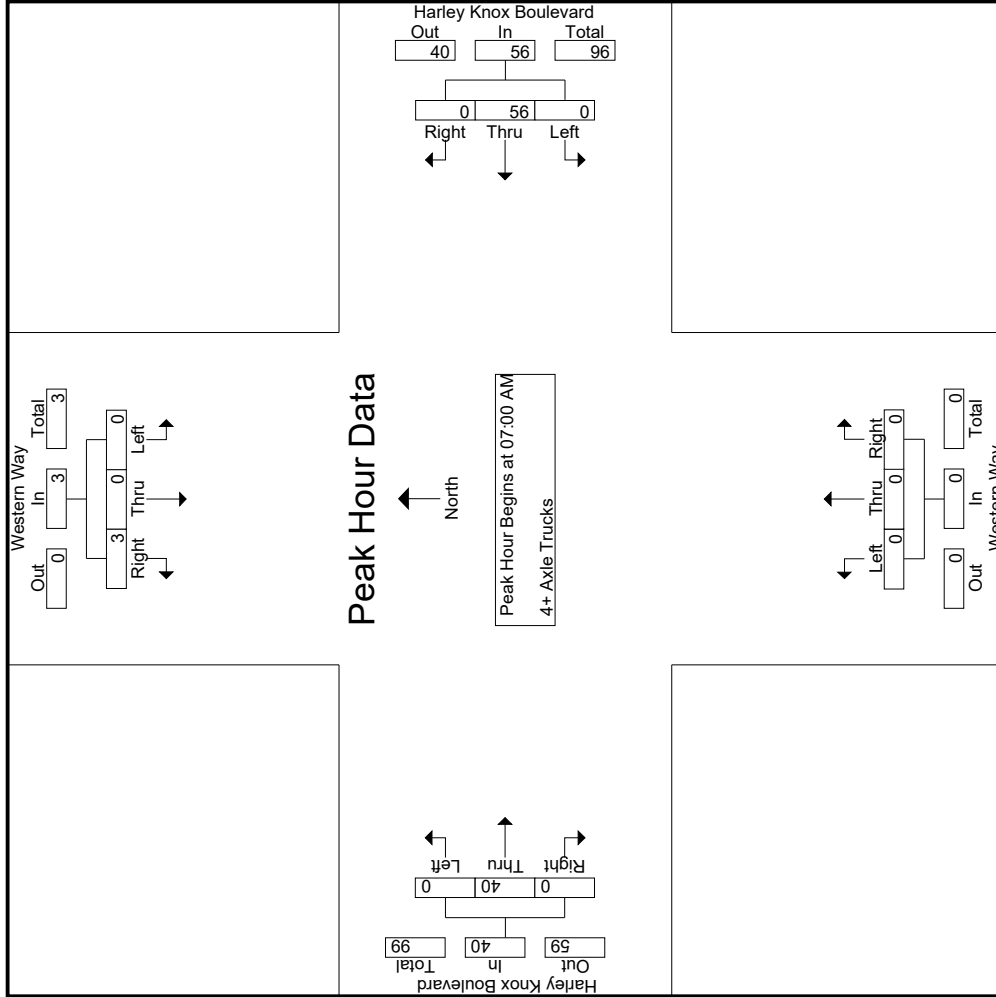
3.1-237

Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	5	5	22
07:00 AM	0	0	1	1	1	0	15	0	0	15	0	0	0	0	9	0	9	24
07:15 AM	0	0	1	0	1	0	15	0	0	15	0	0	0	0	10	0	10	26
07:30 AM	0	0	1	1	1	0	10	0	0	10	0	0	0	0	16	0	16	27
07:45 AM	0	0	1	1	1	0	56	0	0	56	0	0	0	0	40	0	40	99
Total Volume	0	0	3	3	3	0	100	0	0	100	0	0	0	0	100	0	100	0
% App. Total	0	0	100			0	100	0			0	0	0		100			
PHF	.000	.000	.750		.750	.000	.875	.000		.875	.000	.000	.000		.625	.000	.625	.917

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

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Western Way Southbound			Harley Knox Boulevard Westbound			Western Way Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	1	0	0	16	0	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	15	0	0	0	0	0	0	9	0	9
+30 mins.	0	0	1	0	0	15	0	0	0	0	0	0	10	0	10
+45 mins.	0	0	1	0	0	10	0	0	0	0	0	0	16	0	16
Total Volume	0	0	3	0	0	56	0	0	0	0	0	0	40	0	40
% App. Total	0	0	100	0	0	100	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.750	.000	.000	.875	.000	.000	.000	.000	.000	.000	.625	.000	.625

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

Start Time	Western Way Southbound						Harley Knox Boulevard Westbound						Western Way Northbound						Harley Knox Boulevard Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
04:00 PM	5	0	14	10	19	0	170	1	0	171	0	0	0	0	0	2	136	0	0	138	10	328	0	0	338
04:15 PM	1	0	5	3	6	1	156	1	0	158	1	0	0	1	1	1	144	1	0	146	3	311	3	0	314
04:30 PM	11	0	38	25	49	0	216	1	0	217	0	0	0	0	0	4	137	0	0	141	25	407	0	0	432
04:45 PM	2	0	15	10	17	0	196	2	0	198	0	0	0	0	0	6	143	1	0	150	10	365	10	0	375
Total	19	0	72	48	91	1	738	5	0	744	1	0	0	0	1	13	560	2	0	575	48	1411	2	0	1459
05:00 PM	3	0	34	16	37	1	186	0	0	187	3	0	0	0	3	4	123	1	0	128	16	355	1	0	371
05:15 PM	1	0	15	12	16	2	180	0	0	182	0	0	0	0	0	5	123	0	0	128	12	326	0	0	338
05:30 PM	3	0	4	2	7	0	132	1	0	133	0	0	0	0	0	2	112	0	0	114	2	254	0	0	256
05:45 PM	1	0	10	7	11	0	112	1	0	113	0	0	0	0	0	2	126	0	0	128	7	252	0	0	259
Total	8	0	63	37	71	3	610	2	0	615	3	0	0	0	3	13	484	1	0	498	37	1187	1	0	1224
Grand Total	27	0	135	85	162	4	1348	7	0	1359	4	0	0	0	4	26	1044	3	0	1073	85	2598	3	0	2683
Approach %	16.7	0	83.3			0.3	99.2	0.5			100	0	0			2.4	97.3	0.3			41.3	96.8	0.1		
Total %	1	0	5.2		6.2	0.2	51.9	0.3		52.3	0.2	0	0	0.2		1	40.2	0.1		41.3	3.2	96.8	0.1		
Passenger Vehicles	27	0	132	243	243	4	1192	6	0	1202	4	0	0	4	4	19	867	3	0	889	0	0	0	0	2338
Passenger Vehicles	100	0	97.8	98.8	98.4	100	88.4	85.7	0	88.4	100	0	0	100	100	73.1	83	100	0	82.9	0	0	0	0	87.1
Large 2 Axle Vehicles	0	0	2	1.2	3	0	33	1	0	34	0	0	0	0	0	3	33	0	0	36	0	0	0	0	73
% Large 2 Axle Vehicles	0	0	1.5	1.2	1.2	0	2.4	14.3	0	2.5	0	0	0	0	0	11.5	3.2	0	0	3.4	0	0	0	0	2.7
3 Axle Vehicles	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	60	0	0	60	0	0	0	0	88
% 3 Axle Vehicles	0	0	0	0	0	0	2.1	0	0	2.1	0	0	0	0	0	0	5.7	0	0	5.6	0	0	0	0	3.3
4+ Axle Trucks	0	0	1	0	1	0	95	0	0	95	0	0	0	0	0	4	84	0	0	88	0	0	0	0	184
% 4+ Axle Trucks	0	0	0.7	0	0.4	0	7	0	0	7	0	0	0	0	0	15.4	8	0	0	8.2	0	0	0	0	6.9

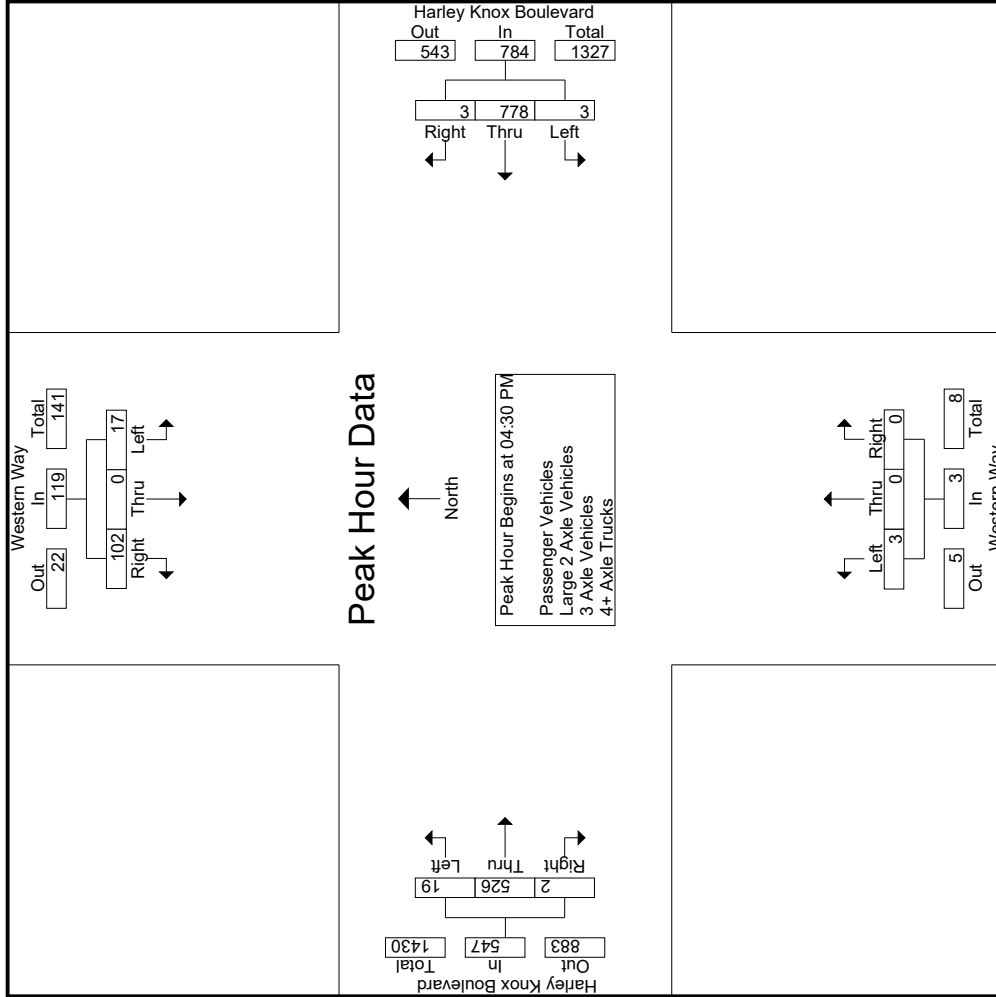
Start Time	Western Way Southbound						Harley Knox Boulevard Westbound						Western Way Northbound						Harley Knox Boulevard Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
04:30 PM	11	0	38		49	0	216	1	0	217	0	0	0	0	0	0	0	0	0	0	4	137	0	0	141
04:45 PM	2	0	15		17	0	196	2	0	198	0	0	0	0	0	0	0	0	0	0	6	143	1	0	150
05:00 PM	3	0	34		37	1	186	0	0	187	3	0	0	0	3	4	123	1	0	128	12	326	0	0	338
05:15 PM	1	0	10		11	0	112	1	0	113	0	0	0	0	0	2	126	0	0	128	7	252	0	0	259
Total Volume	17	0	102		119	3	778	3	0	784	3	0	0	0	3	19	526	2	0	547	48	1411	2	0	1459
% App. Total	14.3	0	85.7		60.7	0.4	99.2	0.4		60.7	0.250	0.000	0.000	0.000	0.000	0.250	96.2	0.4		60.7	0.375	912	0.4		60.7
PHF	.386	.000	.671		.607	.375	.900	.375		.903	.250	.000	.000	.000	.000	.250	.920	.500		.912	.375	.912	.500		.912

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 (951) 268-6268

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Western Way Southbound			Harley Knox Boulevard Westbound			Western Way Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			04:30 PM			04:15 PM			04:00 PM				
+0 mins.	11	0	38	49	216	1	217	1	0	0	2	136	0	138
+15 mins.	2	0	15	17	196	2	198	0	0	0	1	144	1	146
+30 mins.	3	0	34	37	186	0	187	0	0	0	4	137	0	141
+45 mins.	1	0	15	16	180	0	182	3	0	0	6	143	1	150
Total Volume	17	0	102	119	778	3	784	4	0	0	13	560	2	575
% App. Total	14.3	0	85.7	.607	99.2	0.4	.903	100	0	0	2.3	97.4	0.3	.958
PHF	.386	.000	.671	.607	.900	.375	.903	.333	.000	.000	.542	.972	.500	.958

Groups Printed- Passenger Vehicles

Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	5	0	14	10	19	0	141	1	0	142	0	0	0	1	109	0	0	110	10	271	281
04:15 PM	1	0	5	3	6	1	140	1	0	142	1	0	0	1	111	1	0	113	3	262	265
04:30 PM	11	0	38	25	49	0	192	1	0	193	0	0	0	3	118	0	0	121	25	363	388
04:45 PM	2	0	14	9	16	0	184	1	0	185	0	0	0	6	112	1	0	119	9	320	329
Total	19	0	71	47	90	1	657	4	0	662	1	0	0	11	450	2	0	463	47	1216	1263
05:00 PM	3	0	32	16	35	1	168	0	0	169	3	0	0	2	109	1	0	112	16	319	335
05:15 PM	1	0	15	12	16	2	145	0	0	147	0	0	0	4	98	0	0	102	12	265	277
05:30 PM	3	0	4	2	7	0	122	1	0	123	0	0	0	1	94	0	0	95	2	225	227
05:45 PM	1	0	10	7	11	0	100	1	0	101	0	0	0	1	116	0	0	117	7	229	236
Total	8	0	61	37	69	3	535	2	0	540	3	0	0	8	417	1	0	426	37	1038	1075
Grand Total	27	0	132	84	159	4	1192	6	0	1202	4	0	0	19	867	3	0	889	84	2254	2338
Approch %	17	0	83			0.3	99.2	0.5		100	0	0		2.1	97.5	0.3					
Total %	1.2	0	5.9			0.2	52.9	0.3		53.3	0.2	0		0.8	38.5	0.1		39.4	3.6	96.4	

3.1-243

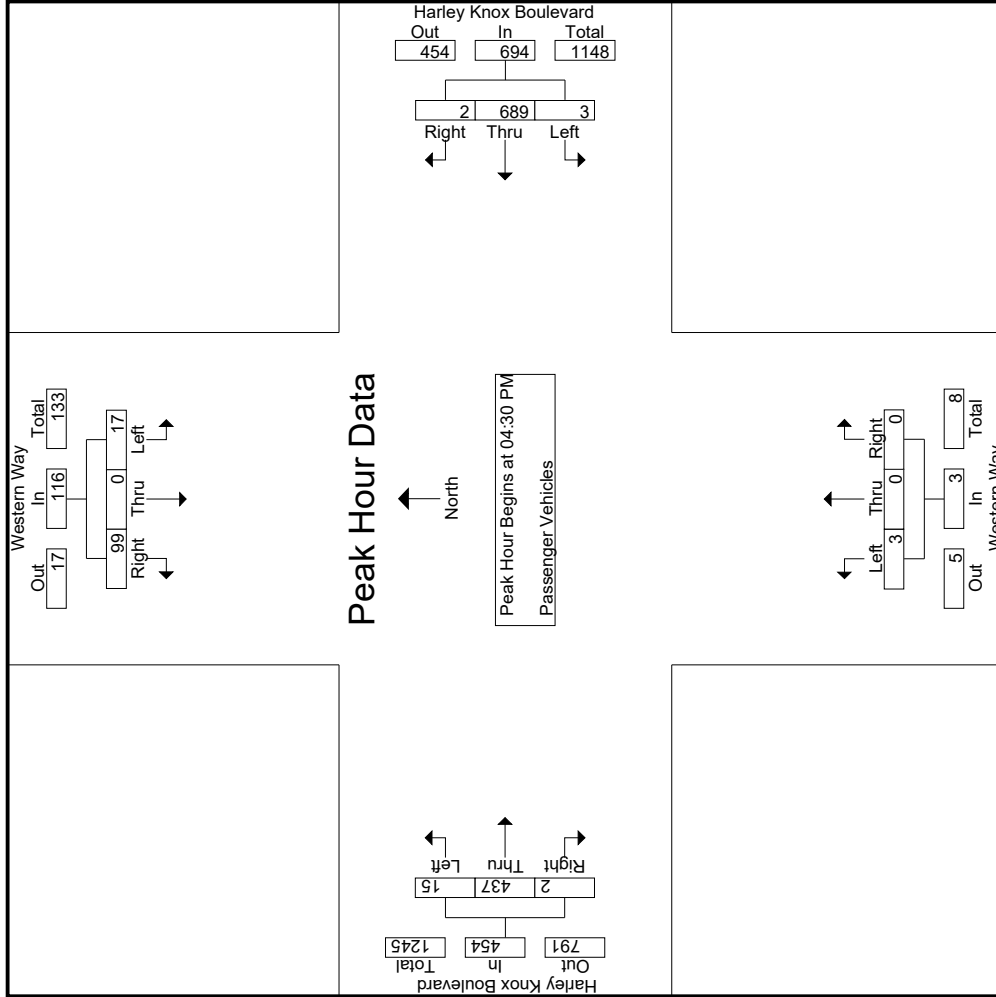
Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	App. Total	App. Total	Int. Total	
04:30 PM	11	0	38	49	0	192	1	193	0	0	0	0	3	118	0	0	121			363	
04:45 PM	2	0	14	16	0	184	1	185	0	0	0	0	6	112	1	119				320	
05:00 PM	3	0	32	35	1	168	0	169	3	0	0	0	2	109	1	112				319	
05:15 PM	1	0	15	16	2	145	0	147	0	0	0	0	4	98	0	102				265	
Total Volume	17	0	99	116	3	689	2	694	3	0	0	0	15	437	2	454				1267	
% App. Total	14.7	0	85.3		0.4	99.3	0.3	100	0	0	0	0	3.3	96.3	0.4						
PHF	.386	.000	.651	.592	.375	.897	.500	.899	.250	.000	.000	.000	.625	.926	.500	.938				.873	

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

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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Western Way
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Western Way Southbound			Harley Knox Boulevard Westbound			Western Way Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:	04:30 PM	04:30 PM	04:30 PM	04:30 PM	04:30 PM	04:30 PM	04:30 PM	04:30 PM	04:30 PM	04:30 PM	04:30 PM	04:30 PM			
+0 mins.	11	0	38	49	0	192	1	193	0	0	0	3	118	0	121
+15 mins.	2	0	14	16	0	184	1	185	0	0	0	6	112	1	119
+30 mins.	3	0	32	35	1	168	0	169	3	0	0	2	109	1	112
+45 mins.	1	0	15	16	2	145	0	147	0	0	0	4	98	0	102
Total Volume	17	0	99	116	3	689	2	694	3	0	0	15	437	2	454
% App. Total	14.7	0	85.3	.592	0.4	99.3	0.3	.899	100	0	0	3.3	96.3	0.4	.938
PHF	.386	.000	.651	.375	.375	.897	.500	.899	.250	.000	.000	.625	.926	.500	.938

Groups Printed - Large 2 Axle Vehicles

Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3	0	0	0	9	9
04:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	11	11
04:30 PM	0	0	0	0	0	6	0	0	0	0	0	0	1	4	0	0	0	0	11	11
04:45 PM	0	0	1	1	0	1	0	0	0	0	0	0	0	4	0	0	4	1	7	8
Total	0	0	1	1	0	16	1	0	0	0	0	0	1	19	0	0	20	1	38	39
05:00 PM	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	6
05:15 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	7	0	0	7	0	15	15
05:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	1	4	0	0	5	0	9	9
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	4	4
Total	0	0	1	0	0	17	0	0	0	0	0	0	2	14	0	0	16	0	34	34
Grand Total	0	0	2	1	0	33	1	0	0	0	0	0	3	33	0	0	36	1	72	73
Approch %	0	0	100		0	97.1	2.9		0	0	0		8.3	91.7	0		50	1.4	98.6	
Total %	0	0	2.8		0	45.8	1.4		0	0	0		4.2	45.8	0		50			

3.1-246

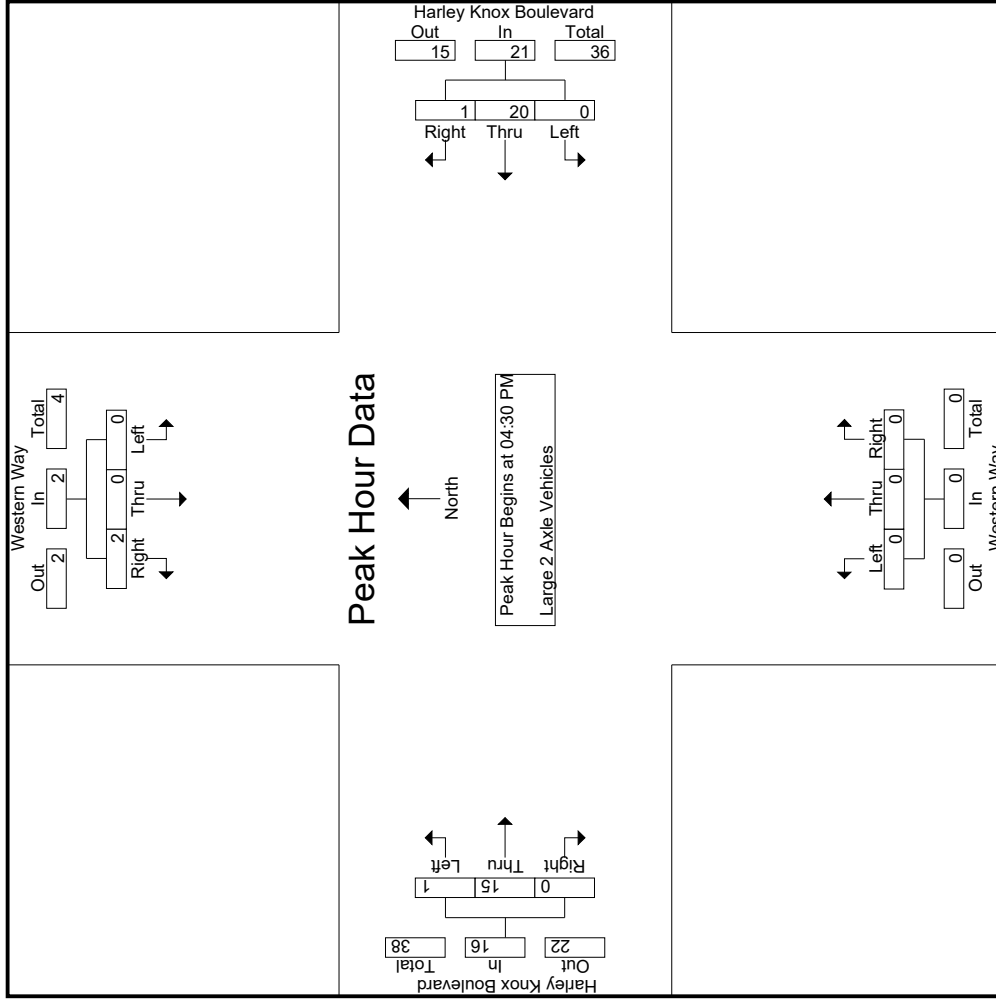
Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	0	5	11
04:45 PM	0	0	1	1	0	1	2	0	0	0	0	0	0	4	0	0	4	0	4	7
05:00 PM	0	0	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	6
05:15 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	7	0	0	7	0	7	15
Total Volume	0	0	2	2	0	20	1	21	0	0	0	0	1	15	0	0	16	0	39	39
% App. Total	0	0	100		0	95.2	4.8		0	0	0		6.2	93.8	0		50	1.4	98.6	
PHF	.000	.000	.500		.000	.625	.250		.000	.000	.000		.250	.536	.000		.571		.650	

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

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Western Way Southbound			Harley Knox Boulevard Westbound			Western Way Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	6	0	0	0	0	0	4	0
+15 mins.	0	0	1	0	1	1	0	0	0	0	4	0
+30 mins.	0	0	1	0	5	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	8	0	0	0	0	0	7	0
Total Volume	0	0	2	0	20	1	21	0	0	0	15	0
% App. Total	0	0	100	0	95.2	4.8	.250	.000	.000	6.2	93.8	0
PHF	.000	.000	.500	.000	.625	.250	.656	.000	.000	.250	.536	.000
												.571

Groups Printed - 3 Axle Vehicles

Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	8	0	0	8	0	12	0	0	12	0	20	20
04:15 PM	0	0	0	0	0	3	0	0	0	3	0	10	0	0	10	0	13	13
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	8	0	0	8	0	10	10
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	11	0	0	11	0	14	14
Total	0	0	0	0	0	16	0	0	0	16	0	41	0	0	41	0	57	57
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	5
05:15 PM	0	0	0	0	0	11	0	0	0	11	0	10	0	0	10	0	21	21
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	5	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	12	0	0	0	12	0	19	0	0	19	0	31	31
Grand Total	0	0	0	0	0	28	0	0	0	28	0	60	0	0	60	0	88	88
Approch %	0	0	0	0	0	100	0	0	0	100	0	100	0	0	100	0	100	100
Total %	0	0	0	0	0	31.8	0	0	0	31.8	0	68.2	0	0	68.2	0	100	100

3.1-249

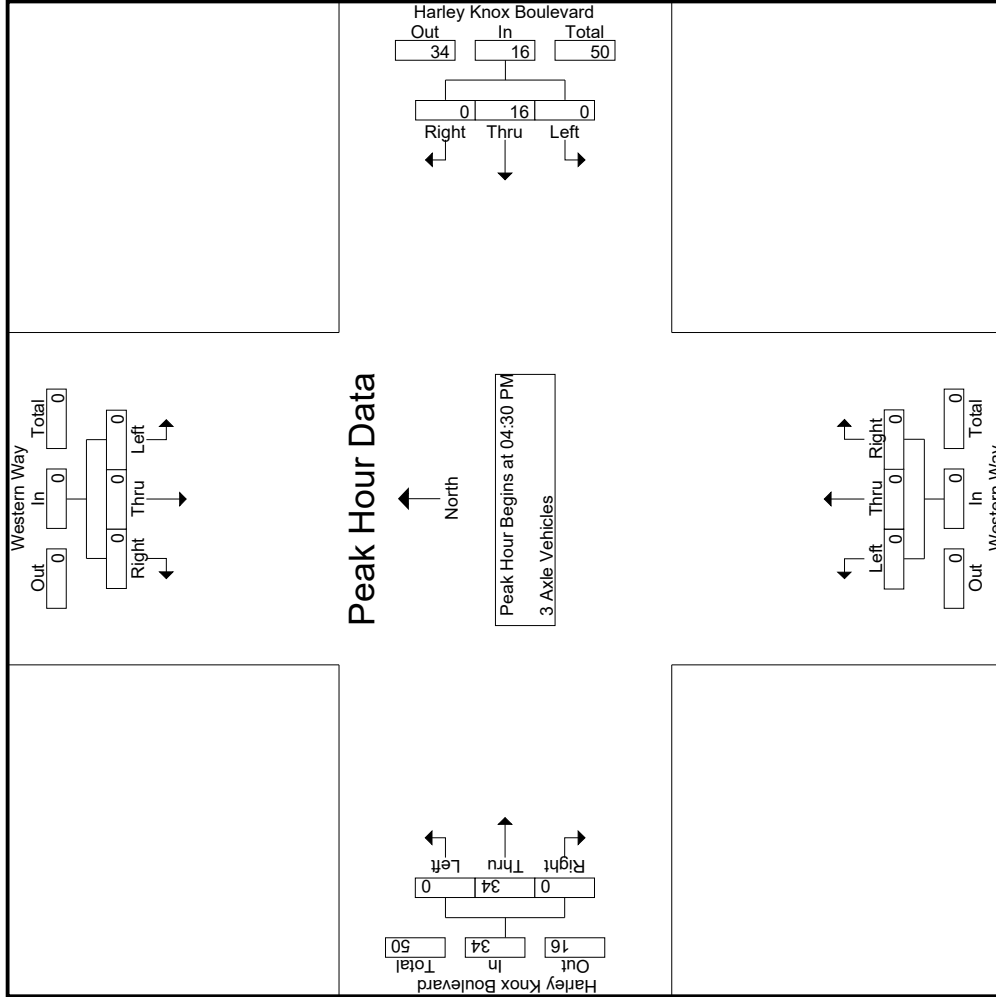
Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	10
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	11	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
05:15 PM	0	0	0	0	0	11	0	0	0	11	0	10	0	0	10	0	10	21
Total Volume	0	0	0	0	0	16	0	0	0	16	0	34	0	0	34	0	34	50
% App. Total	0	0	0	0	0	100	0	0	0	100	0	100	0	0	100	0	100	100
PHF	.000	.000	.000	.000	.000	.364	.000	.000	.000	.364	.000	.773	.000	.000	.773	.000	.773	.595

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

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 PO Box 1178
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City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 (951) 268-6268

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Western Way Southbound			Harley Knox Boulevard Westbound			Western Way Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	2	0	0	0	0	0	0	8
+15 mins.	0	0	0	0	3	0	0	0	0	0	0	11
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	5
+45 mins.	0	0	0	0	11	0	0	0	0	0	0	10
Total Volume	0	0	0	0	16	0	0	0	0	0	0	34
% App. Total	0	0	0	0	100	0	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.364	.000	.000	.000	.000	.000	.000	.773
	04:30 PM			04:30 PM			04:30 PM			04:30 PM		
	0	0	0	0	2	0	0	0	0	0	0	8
	0	0	0	0	3	0	0	0	0	0	0	11
	0	0	0	0	0	0	0	0	0	0	0	5
	0	0	0	0	11	0	0	0	0	0	0	10
Total Volume	0	0	0	0	16	0	0	0	0	0	0	34
% App. Total	0	0	0	0	100	0	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.364	.000	.000	.000	.000	.000	.000	.773

Groups Printed- 4+ Axle Trucks

Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	15	0	0	0	0	1	12	0	13	0	28	28
04:15 PM	0	0	0	0	0	0	10	0	0	0	0	0	15	0	15	0	25	25
04:30 PM	0	0	0	0	0	0	16	0	0	0	0	0	7	0	7	0	23	23
04:45 PM	0	0	0	0	0	0	8	0	0	0	0	0	16	0	16	0	24	24
Total	0	0	0	0	0	0	49	0	0	0	0	1	50	0	51	0	100	100
05:00 PM	0	0	1	0	1	0	13	0	0	0	0	2	9	0	11	0	25	25
05:15 PM	0	0	0	0	0	0	16	0	0	0	0	1	8	0	9	0	25	25
05:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	10	0	10	0	15	15
05:45 PM	0	0	0	0	0	0	12	0	0	0	0	0	7	0	7	0	19	19
Total	0	0	1	0	1	0	46	0	0	0	0	3	34	0	37	0	84	84
Grand Total	0	0	1	0	1	0	95	0	0	0	0	4	84	0	88	0	184	184
Approch %	0	0	100			0	100	0			0	4.5	95.5	0	47.8	0	100	
Total %	0	0	0.5		0.5	0	51.6	0			2.2	45.7	0					

3.1-252

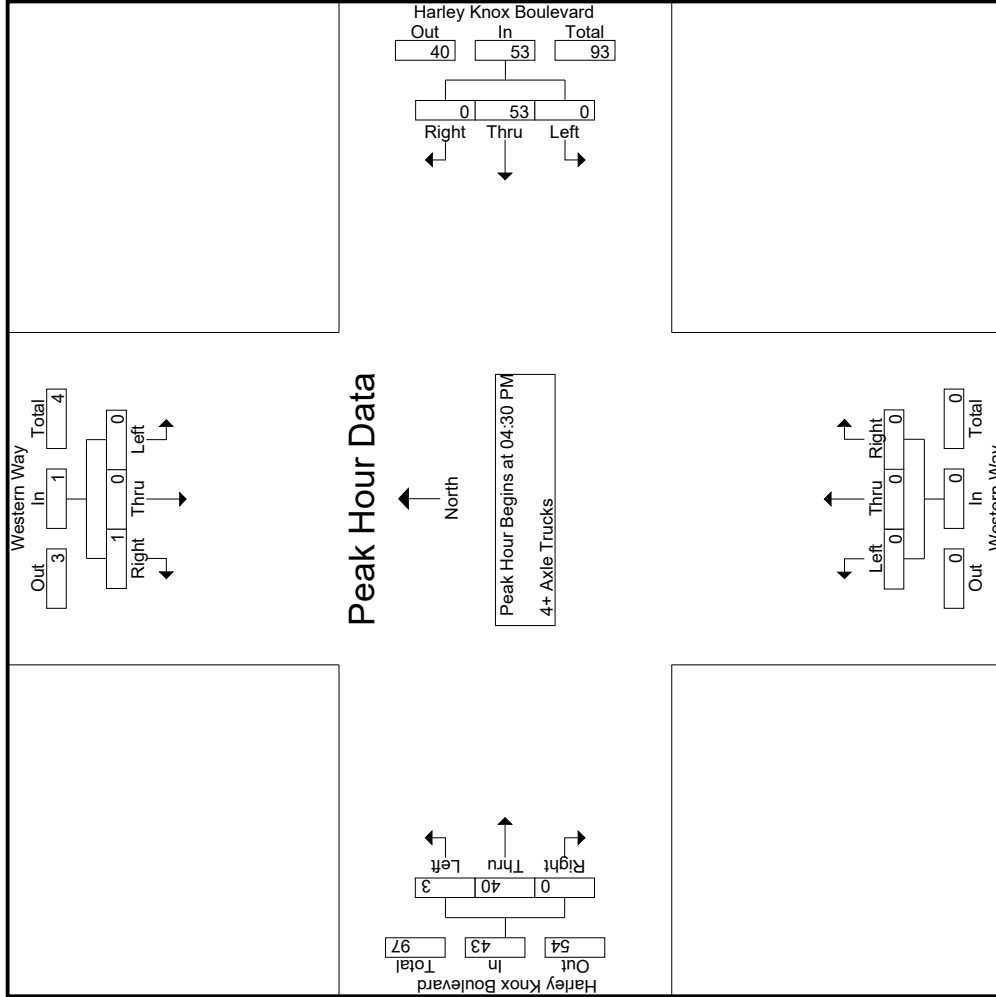
Start Time	Western Way Southbound				Harley Knox Boulevard Westbound				Western Way Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	7	7
04:45 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	16	16
05:00 PM	0	0	1	0	1	0	13	0	0	0	0	0	9	0	9	0	11	11
05:15 PM	0	0	0	0	0	0	16	0	0	0	0	1	8	0	9	0	9	9
Total Volume	0	0	1	0	1	0	53	0	0	0	0	3	40	0	43	0	43	43
% App. Total	0	0	100			0	100	0			0	7	93	0	93	0	100	
PHF	.000	.000	.250		.250	.000	.828	.000		.000	.000	.375	.625	.000	.672	.000	.970	

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

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

City of Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 10_PER_Western_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Location: Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Western Way	East Leg Harley Knox Boulevard	South Leg Western Way	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Western Way	East Leg Harley Knox Boulevard	South Leg Western Way	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: Western Way
 E/W: Harley Knox Boulevard



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Western Way			Westbound Harley Knox Boulevard			Northbound Western Way			Eastbound Harley Knox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Western Way			Westbound Harley Knox Boulevard			Northbound Western Way			Eastbound Harley Knox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
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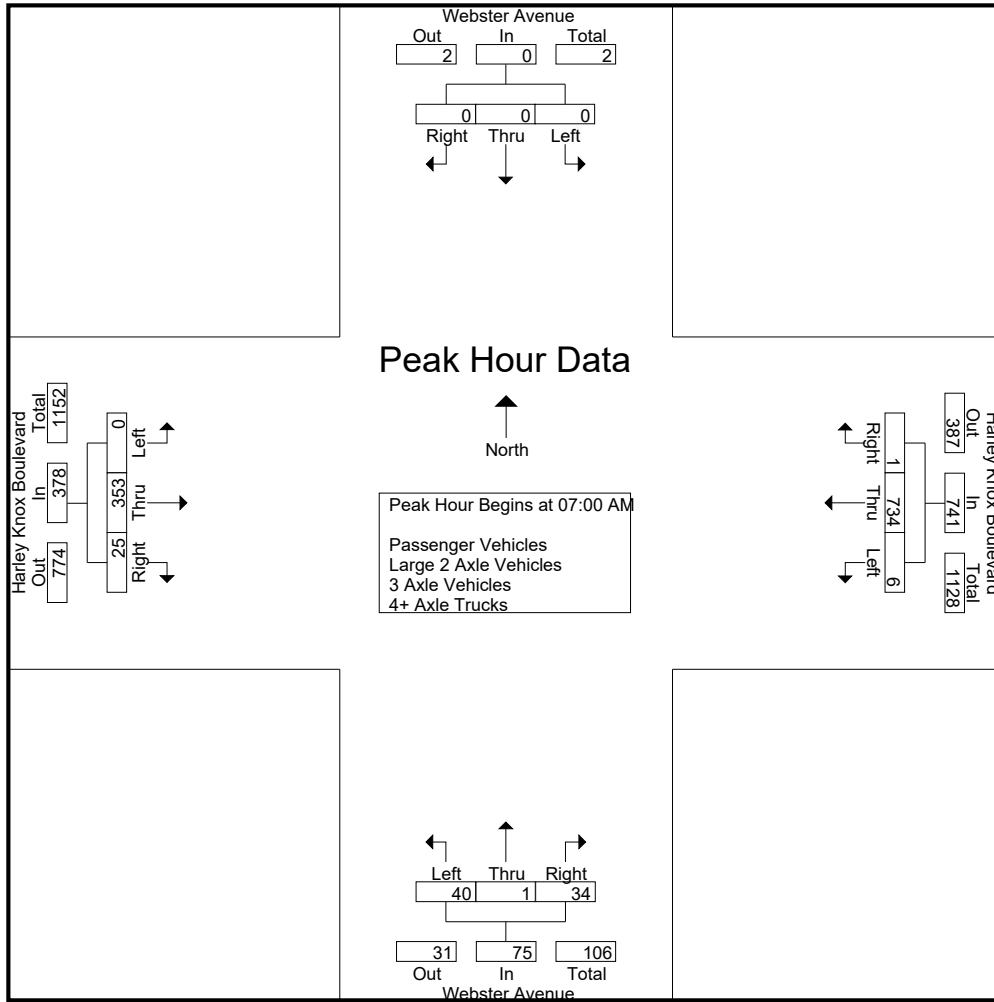
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	178	1	179	10	1	6	17	0	60	4	64	260
07:15 AM	0	0	0	0	1	206	0	207	13	0	7	20	0	79	9	88	315
07:30 AM	0	0	0	0	1	194	0	195	8	0	11	19	0	101	3	104	318
07:45 AM	0	0	0	0	4	156	0	160	9	0	10	19	0	113	9	122	301
Total	0	0	0	0	6	734	1	741	40	1	34	75	0	353	25	378	1194
08:00 AM	0	0	0	0	3	128	0	131	8	0	10	18	1	90	10	101	250
08:15 AM	0	0	0	0	6	112	0	118	10	0	5	15	0	77	6	83	216
08:30 AM	0	0	0	0	2	76	0	78	9	0	9	18	0	67	15	82	178
08:45 AM	0	0	0	0	1	68	0	69	8	0	5	13	0	67	9	76	158
Total	0	0	0	0	12	384	0	396	35	0	29	64	1	301	40	342	802
Grand Total	0	0	0	0	18	1118	1	1137	75	1	63	139	1	654	65	720	1996
Apprch %	0	0	0		1.6	98.3	0.1		54	0.7	45.3		0.1	90.8	9		
Total %	0	0	0		0.9	56	0.1	57	3.8	0.1	3.2	7	0.1	32.8	3.3	36.1	
Passenger Vehicles	0	0	0	0	17	978	1	996	66	1	59	126	1	498	56	555	1677
% Passenger Vehicles	0	0	0	0	94.4	87.5	100	87.6	88	100	93.7	90.6	100	76.1	86.2	77.1	84
Large 2 Axle Vehicles	0	0	0	0	1	29	0	30	6	0	3	9	0	35	3	38	77
% Large 2 Axle Vehicles	0	0	0	0	5.6	2.6	0	2.6	8	0	4.8	6.5	0	5.4	4.6	5.3	3.9
3 Axle Vehicles	0	0	0	0	0	19	0	19	1	0	1	2	0	15	3	18	39
% 3 Axle Vehicles	0	0	0	0	0	1.7	0	1.7	1.3	0	1.6	1.4	0	2.3	4.6	2.5	2
4+ Axle Trucks	0	0	0	0	0	92	0	92	2	0	0	2	0	106	3	109	203
% 4+ Axle Trucks	0	0	0	0	0	8.2	0	8.1	2.7	0	0	1.4	0	16.2	4.6	15.1	10.2

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	178	1	179	10	1	6	17	0	60	4	64	260
07:15 AM	0	0	0	0	1	206	0	207	13	0	7	20	0	79	9	88	315
07:30 AM	0	0	0	0	1	194	0	195	8	0	11	19	0	101	3	104	318
07:45 AM	0	0	0	0	4	156	0	160	9	0	10	19	0	113	9	122	301
Total Volume	0	0	0	0	6	734	1	741	40	1	34	75	0	353	25	378	1194
% App. Total	0	0	0	0	0.8	99.1	0.1	0.1	53.3	1.3	45.3	6.5	0	93.4	6.6	6.6	0.1
PHF	.000	.000	.000	.000	.375	.891	.250	.895	.769	.250	.773	.938	.000	.781	.694	.775	.939

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	178	1	179	13	0	7	20	0	79	9	88
+15 mins.	0	0	0	0	1	206	0	207	8	0	11	19	0	101	3	104
+30 mins.	0	0	0	0	1	194	0	195	9	0	10	19	0	113	9	122
+45 mins.	0	0	0	0	4	156	0	160	8	0	10	18	1	90	10	101
Total Volume	0	0	0	0	6	734	1	741	38	0	38	76	1	383	31	415
% App. Total	0	0	0	0	0.8	99.1	0.1		50	0	50		0.2	92.3	7.5	
PHF	.000	.000	.000	.000	.375	.891	.250	.895	.731	.000	.864	.950	.250	.847	.775	.850

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

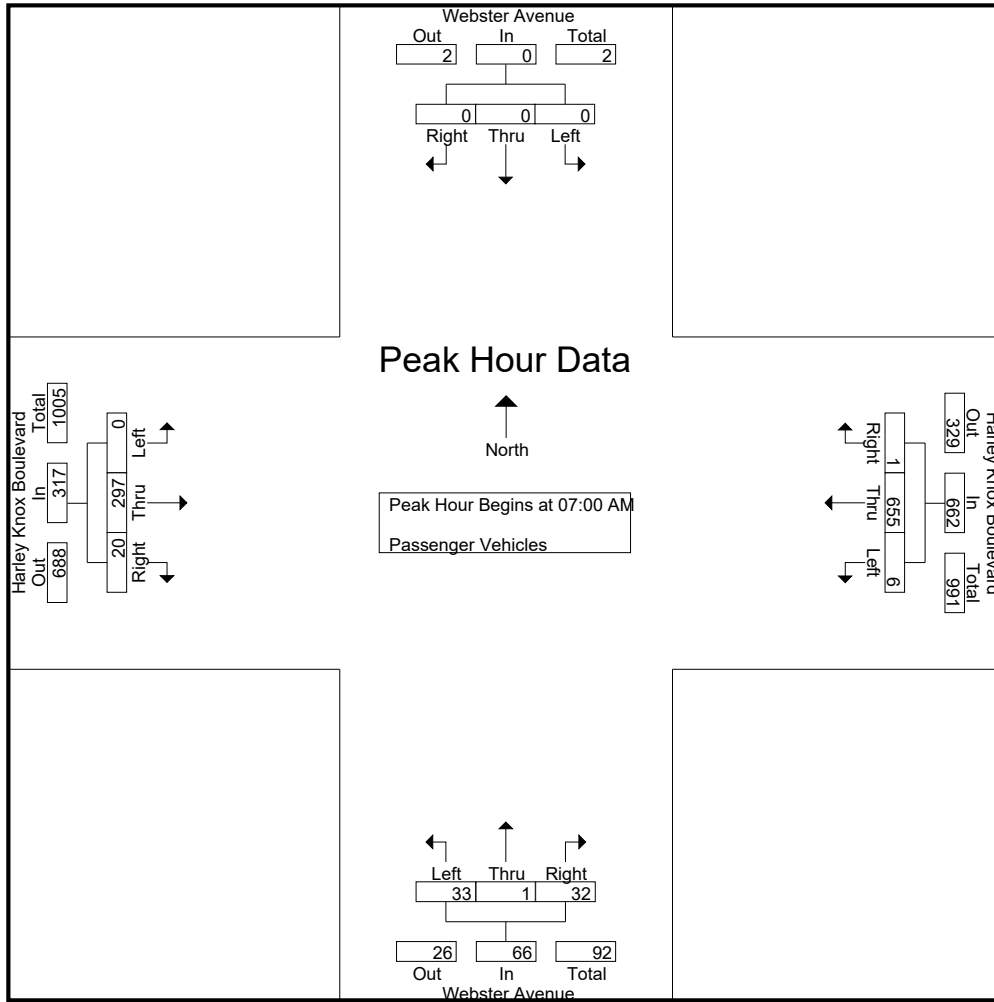
Groups Printed- Passenger Vehicles

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	163	1	164	7	1	6	14	0	53	4	57	235
07:15 AM	0	0	0	0	1	182	0	183	12	0	7	19	0	68	6	74	276
07:30 AM	0	0	0	0	1	170	0	171	6	0	10	16	0	81	2	83	270
07:45 AM	0	0	0	0	4	140	0	144	8	0	9	17	0	95	8	103	264
Total	0	0	0	0	6	655	1	662	33	1	32	66	0	297	20	317	1045
08:00 AM	0	0	0	0	3	109	0	112	7	0	9	16	1	65	9	75	203
08:15 AM	0	0	0	0	5	97	0	102	9	0	5	14	0	48	6	54	170
08:30 AM	0	0	0	0	2	63	0	65	9	0	8	17	0	39	14	53	135
08:45 AM	0	0	0	0	1	54	0	55	8	0	5	13	0	49	7	56	124
Total	0	0	0	0	11	323	0	334	33	0	27	60	1	201	36	238	632
Grand Total	0	0	0	0	17	978	1	996	66	1	59	126	1	498	56	555	1677
Apprch %	0	0	0		1.7	98.2	0.1		52.4	0.8	46.8		0.2	89.7	10.1		
Total %	0	0	0	0	1	58.3	0.1	59.4	3.9	0.1	3.5	7.5	0.1	29.7	3.3	33.1	

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	163	1	164	7	1	6	14	0	53	4	57	235
07:15 AM	0	0	0	0	1	182	0	183	12	0	7	19	0	68	6	74	276
07:30 AM	0	0	0	0	1	170	0	171	6	0	10	16	0	81	2	83	270
07:45 AM	0	0	0	0	4	140	0	144	8	0	9	17	0	95	8	103	264
Total Volume	0	0	0	0	6	655	1	662	33	1	32	66	0	297	20	317	1045
% App. Total	0	0	0		0.9	98.9	0.2		50	1.5	48.5		0	93.7	6.3		
PHF	.000	.000	.000	.000	.375	.900	.250	.904	.688	.250	.800	.868	.000	.782	.625	.769	.947

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	163	1	164	7	1	6	14	0	53	4	57
+15 mins.	0	0	0	0	1	182	0	183	12	0	7	19	0	68	6	74
+30 mins.	0	0	0	0	1	170	0	171	6	0	10	16	0	81	2	83
+45 mins.	0	0	0	0	4	140	0	144	8	0	9	17	0	95	8	103
Total Volume	0	0	0	0	6	655	1	662	33	1	32	66	0	297	20	317
% App. Total	0	0	0	0	0.9	98.9	0.2		50	1.5	48.5		0	93.7	6.3	
PHF	.000	.000	.000	.000	.375	.900	.250	.904	.688	.250	.800	.868	.000	.782	.625	.769

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

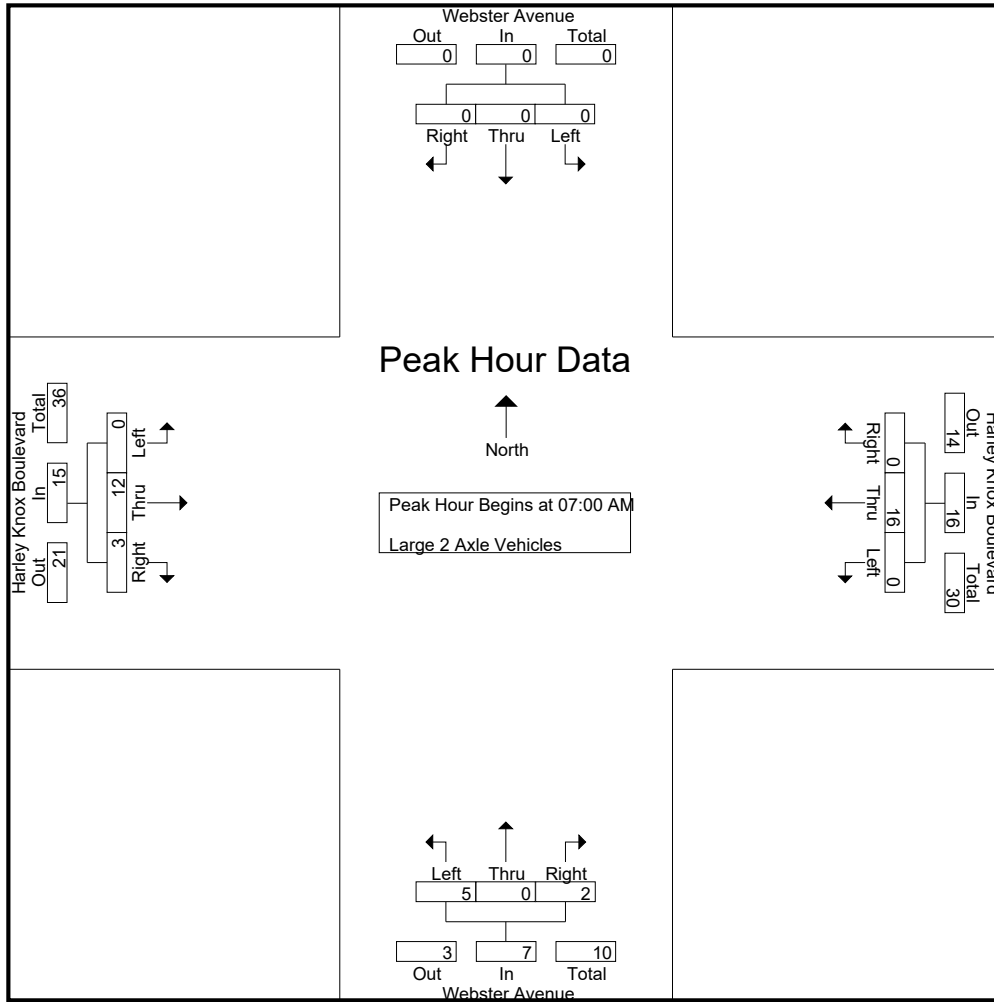
Groups Printed- Large 2 Axle Vehicles

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	1	0	1	5
07:15 AM	0	0	0	0	0	9	0	9	1	0	0	1	0	2	2	4	14
07:30 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	5	0	5	9
07:45 AM	0	0	0	0	0	3	0	3	1	0	1	2	0	4	1	5	10
Total	0	0	0	0	0	16	0	16	5	0	2	7	0	12	3	15	38
08:00 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	5	0	5	9
08:15 AM	0	0	0	0	1	4	0	5	0	0	0	0	0	6	0	6	11
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
Total	0	0	0	0	1	13	0	14	1	0	1	2	0	23	0	23	39
Grand Total	0	0	0	0	1	29	0	30	6	0	3	9	0	35	3	38	77
Apprch %	0	0	0		3.3	96.7	0		66.7	0	33.3		0	92.1	7.9		
Total %	0	0	0	0	1.3	37.7	0	39	7.8	0	3.9	11.7	0	45.5	3.9	49.4	

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	1	0	1	5
07:15 AM	0	0	0	0	0	9	0	9	1	0	0	1	0	2	2	4	14
07:30 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	5	0	5	9
07:45 AM	0	0	0	0	0	3	0	3	1	0	1	2	0	4	1	5	10
Total Volume	0	0	0	0	0	16	0	16	5	0	2	7	0	12	3	15	38
% App. Total	0	0	0		0	100	0		71.4	0	28.6		0	80	20		
PHF	.000	.000	.000	.000	.000	.444	.000	.444	.625	.000	.500	.875	.000	.600	.375	.750	.679

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	2	0	0	2	0	1	0	1
+15 mins.	0	0	0	0	0	9	0	9	1	0	0	1	0	2	2	4
+30 mins.	0	0	0	0	0	2	0	2	1	0	1	2	0	5	0	5
+45 mins.	0	0	0	0	0	3	0	3	1	0	1	2	0	4	1	5
Total Volume	0	0	0	0	0	16	0	16	5	0	2	7	0	12	3	15
% App. Total	0	0	0	0	0	100	0		71.4	0	28.6		0	80	20	
PHF	.000	.000	.000	.000	.000	.444	.000	.444	.625	.000	.500	.875	.000	.600	.375	.750

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

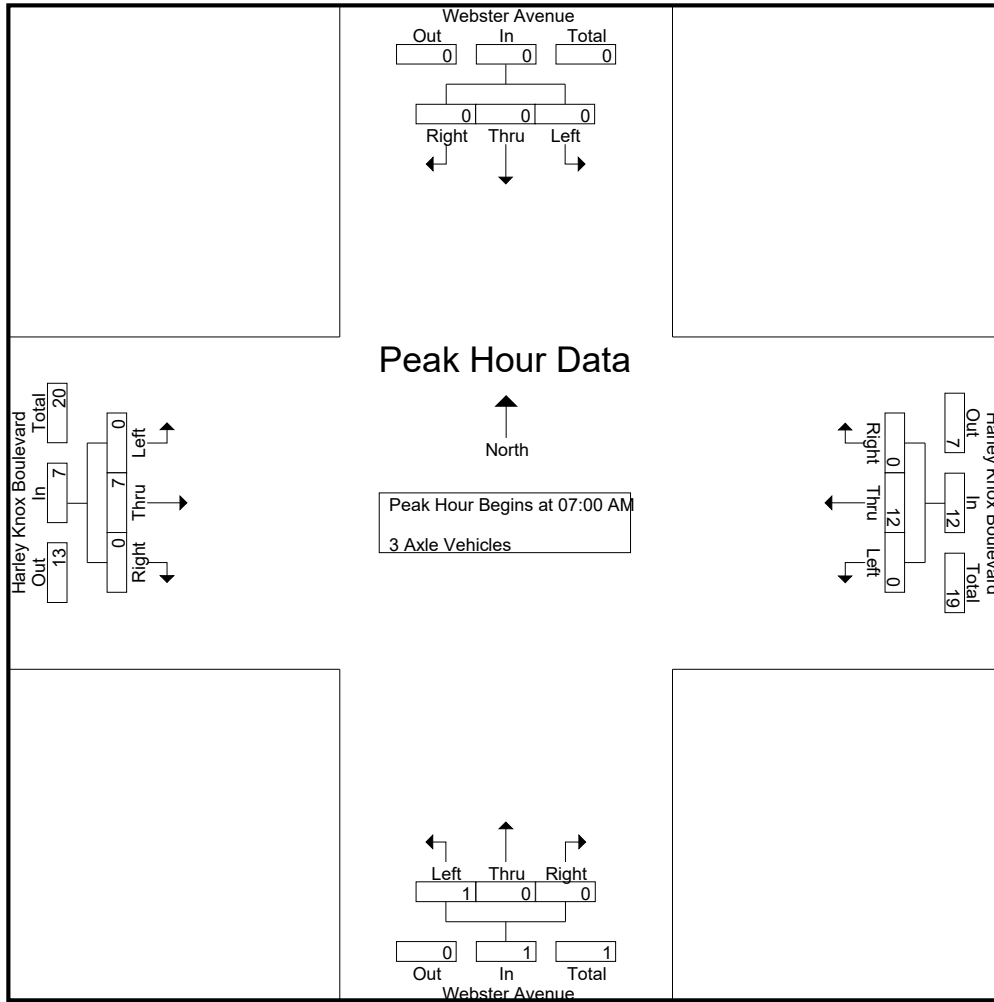
Groups Printed- 3 Axle Vehicles

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	5	0	5	11
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	12	0	12	1	0	0	1	0	7	0	7	20
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	1	3	6
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	4	6
Total	0	0	0	0	0	7	0	7	0	0	1	1	0	8	3	11	19
Grand Total	0	0	0	0	0	19	0	19	1	0	1	2	0	15	3	18	39
Apprch %	0	0	0		0	100	0		50	0	50		0	83.3	16.7		
Total %	0	0	0		0	48.7	0	48.7	2.6	0	2.6	5.1	0	38.5	7.7	46.2	

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	5	0	5	11
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	0	12	0	12	1	0	0	1	0	7	0	7	20
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.250	.000	.000	.250	.000	.350	.000	.350	.455

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	5	0	5	1	0	0	1	0	5	0	5
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	12	0	12	1	0	0	1	0	7	0	7
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.250	.000	.000	.250	.000	.350	.000	.350

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK AM
 Site Code : 05120169
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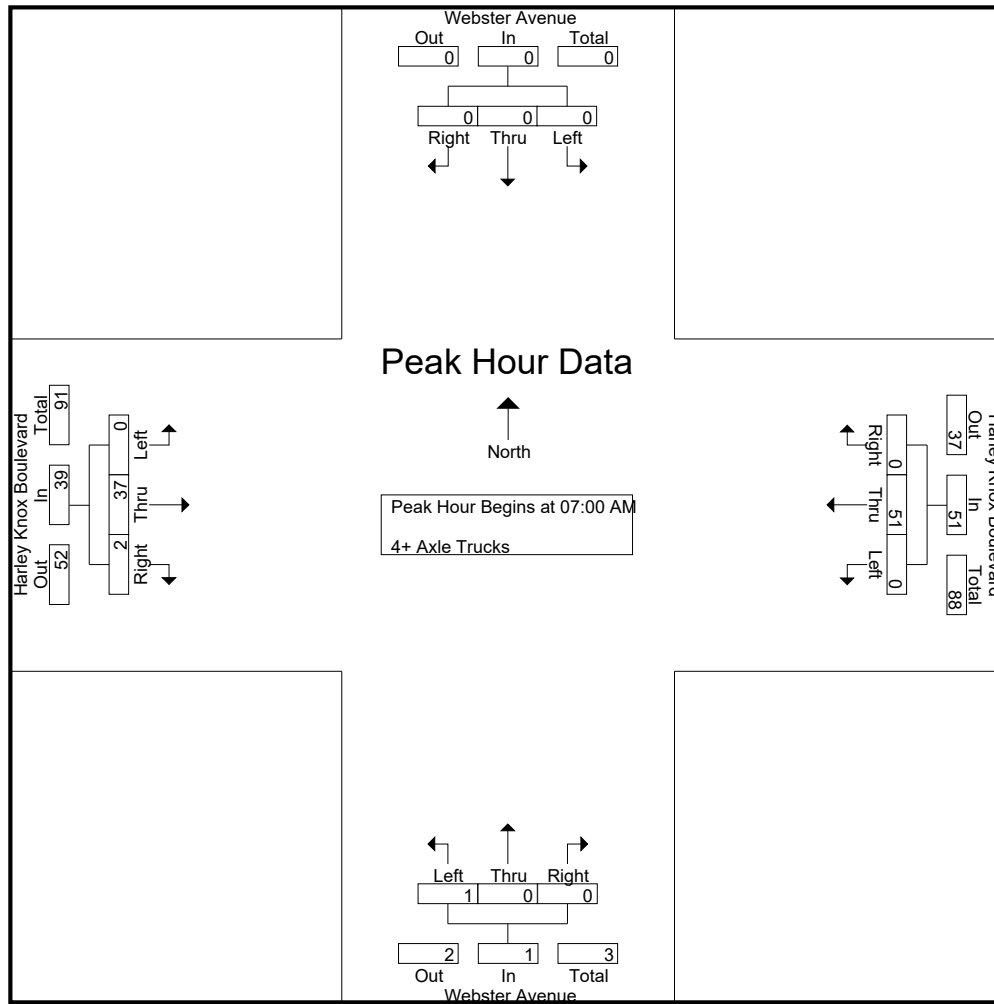
Groups Printed- 4+ Axle Trucks

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	11	0	11	1	0	0	1	0	6	0	6	18
07:15 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	9	1	10	23
07:30 AM	0	0	0	0	0	17	0	17	0	0	0	0	0	10	1	11	28
07:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	12	0	12	22
Total	0	0	0	0	0	51	0	51	1	0	0	1	0	37	2	39	91
08:00 AM	0	0	0	0	0	14	0	14	0	0	0	0	0	18	0	18	32
08:15 AM	0	0	0	0	0	10	0	10	1	0	0	1	0	19	0	19	30
08:30 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	23	1	24	34
08:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	9	0	9	16
Total	0	0	0	0	0	41	0	41	1	0	0	1	0	69	1	70	112
Grand Total	0	0	0	0	0	92	0	92	2	0	0	2	0	106	3	109	203
Apprch %	0	0	0		0	100	0		100	0	0		0	97.2	2.8		
Total %	0	0	0		0	45.3	0	45.3	1	0	0	1	0	52.2	1.5	53.7	

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	11	0	11	1	0	0	1	0	6	0	6	18
07:15 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	9	1	10	23
07:30 AM	0	0	0	0	0	17	0	17	0	0	0	0	0	10	1	11	28
07:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	12	0	12	22
Total Volume	0	0	0	0	0	51	0	51	1	0	0	1	0	37	2	39	91
% App. Total	0	0	0		0	100	0		100	0	0		0	94.9	5.1		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.000	.771	.500	.813	.813

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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	11	0	11	1	0	0	1	0	6	0	6
+15 mins.	0	0	0	0	0	13	0	13	0	0	0	0	0	9	1	10
+30 mins.	0	0	0	0	0	17	0	17	0	0	0	0	0	10	1	11
+45 mins.	0	0	0	0	0	10	0	10	0	0	0	0	0	12	0	12
Total Volume	0	0	0	0	0	51	0	51	1	0	0	1	0	37	2	39
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	94.9	5.1	100
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.000	.771	.500	.813

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

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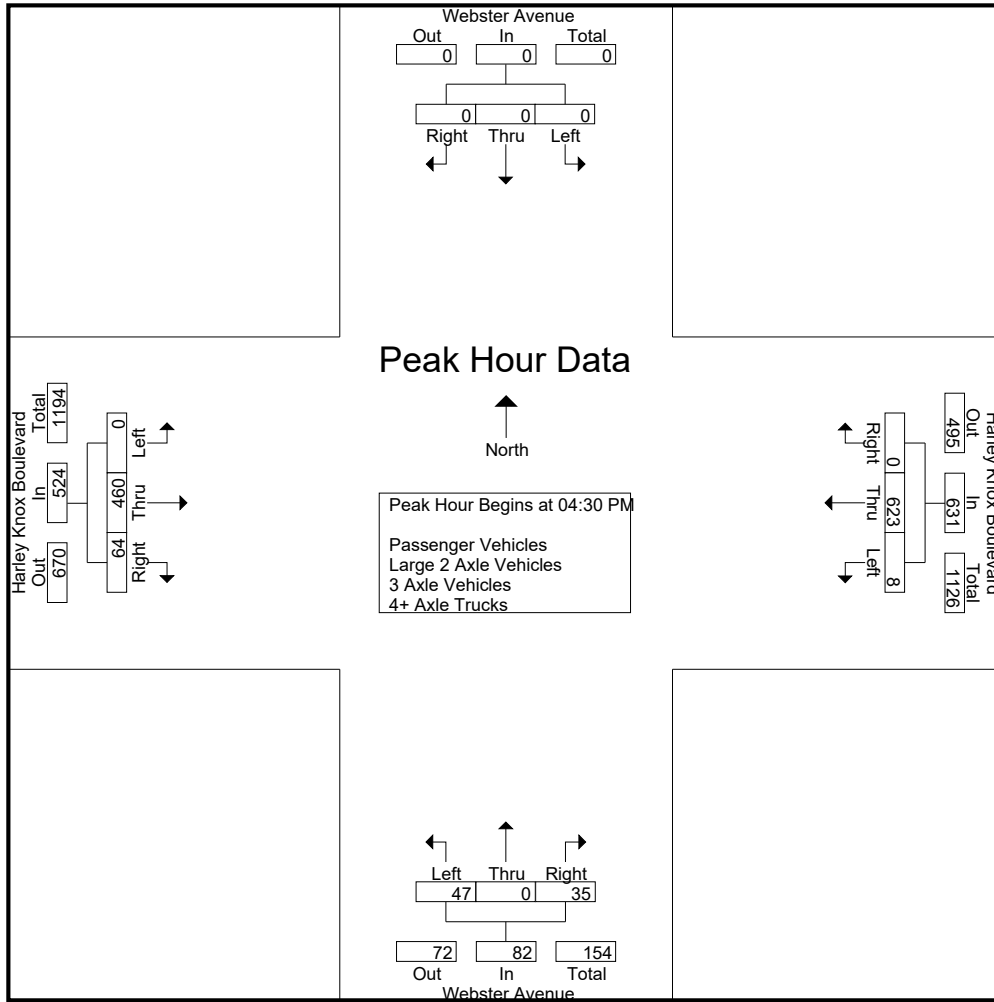
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	2	139	0	141	22	0	4	26	0	124	17	141	308
04:15 PM	0	0	0	0	0	103	0	103	6	0	11	17	4	114	9	127	247
04:30 PM	0	0	0	0	2	183	0	185	7	0	11	18	0	131	9	140	343
04:45 PM	0	0	0	0	3	153	0	156	12	0	9	21	0	126	21	147	324
Total	0	0	0	0	7	578	0	585	47	0	35	82	4	495	56	555	1222
05:00 PM	0	0	0	0	2	153	0	155	15	0	5	20	0	110	19	129	304
05:15 PM	0	0	0	0	1	134	0	135	13	0	10	23	0	93	15	108	266
05:30 PM	0	0	0	0	5	116	0	121	13	0	9	22	0	110	11	121	264
05:45 PM	0	0	0	0	2	80	0	82	12	0	6	18	0	96	16	112	212
Total	0	0	0	0	10	483	0	493	53	0	30	83	0	409	61	470	1046
Grand Total	0	0	0	0	17	1061	0	1078	100	0	65	165	4	904	117	1025	2268
Apprch %	0	0	0		1.6	98.4	0		60.6	0	39.4		0.4	88.2	11.4		
Total %	0	0	0		0.7	46.8	0	47.5	4.4	0	2.9	7.3	0.2	39.9	5.2	45.2	
Passenger Vehicles	0	0	0	0	16	919	0	935	88	0	58	146	4	751	111	866	1947
% Passenger Vehicles	0	0	0	0	94.1	86.6	0	86.7	88	0	89.2	88.5	100	83.1	94.9	84.5	85.8
Large 2 Axle Vehicles	0	0	0	0	1	23	0	24	6	0	5	11	0	21	2	23	58
% Large 2 Axle Vehicles	0	0	0	0	5.9	2.2	0	2.2	6	0	7.7	6.7	0	2.3	1.7	2.2	2.6
3 Axle Vehicles	0	0	0	0	0	24	0	24	2	0	0	2	0	53	1	54	80
% 3 Axle Vehicles	0	0	0	0	0	2.3	0	2.2	2	0	0	1.2	0	5.9	0.9	5.3	3.5
4+ Axle Trucks	0	0	0	0	0	95	0	95	4	0	2	6	0	79	3	82	183
% 4+ Axle Trucks	0	0	0	0	0	9	0	8.8	4	0	3.1	3.6	0	8.7	2.6	8	8.1

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	2	183	0	185	7	0	11	18	0	131	9	140	343
04:45 PM	0	0	0	0	3	153	0	156	12	0	9	21	0	126	21	147	324
05:00 PM	0	0	0	0	2	153	0	155	15	0	5	20	0	110	19	129	304
05:15 PM	0	0	0	0	1	134	0	135	13	0	10	23	0	93	15	108	266
Total Volume	0	0	0	0	8	623	0	631	47	0	35	82	0	460	64	524	1237
% App. Total	0	0	0		1.3	98.7	0		57.3	0	42.7		0	87.8	12.2		
PHF	.000	.000	.000	.000	.667	.851	.000	.853	.783	.000	.795	.891	.000	.878	.762	.891	.902

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

	04:00 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	0	0	0	0	2	183	0	185	12	0	9	21	0	124	17	141
+15 mins.	0	0	0	0	3	153	0	156	15	0	5	20	4	114	9	127
+30 mins.	0	0	0	0	2	153	0	155	13	0	10	23	0	131	9	140
+45 mins.	0	0	0	0	1	134	0	135	13	0	9	22	0	126	21	147
Total Volume	0	0	0	0	8	623	0	631	53	0	33	86	4	495	56	555
% App. Total	0	0	0	0	1.3	98.7	0		61.6	0	38.4		0.7	89.2	10.1	
PHF	.000	.000	.000	.000	.667	.851	.000	.853	.883	.000	.825	.935	.250	.945	.667	.944

City of Perris
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 E/W: Harley Knox Boulevard
 Weather: Clear

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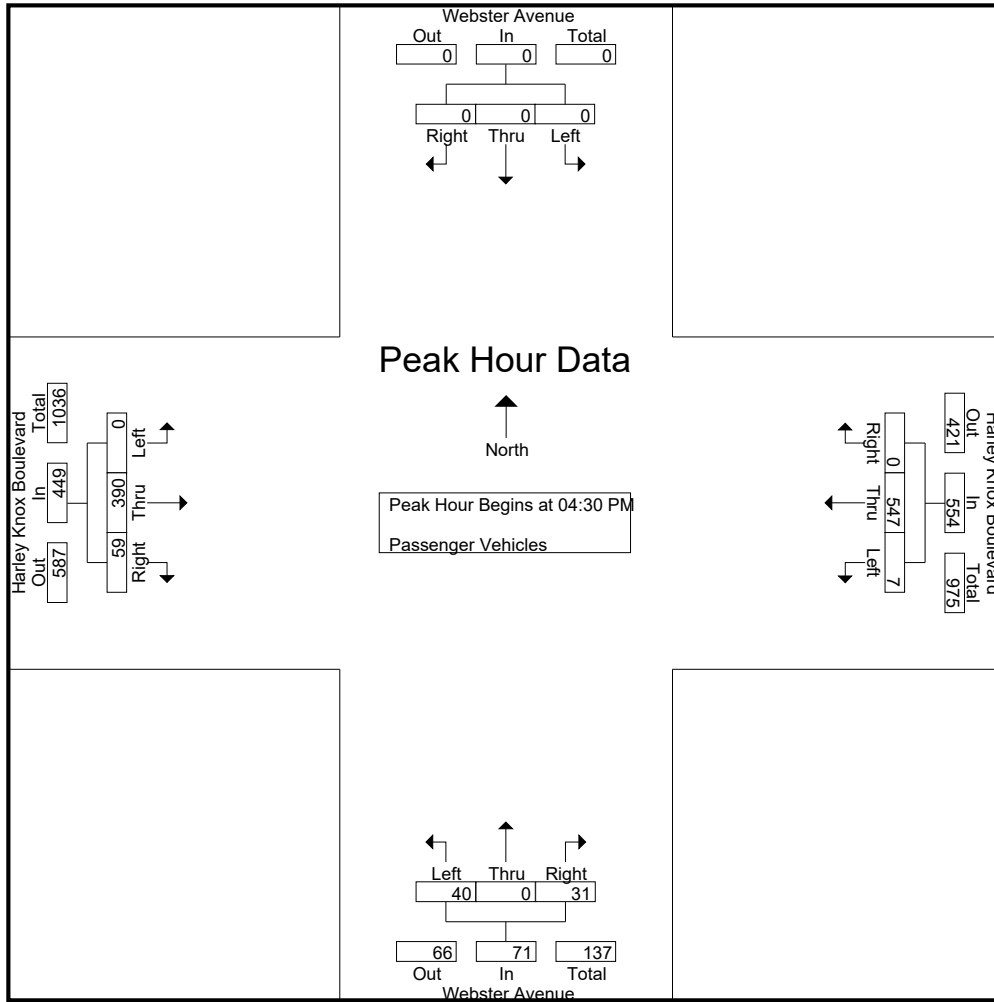
Groups Printed- Passenger Vehicles

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	2	116	0	118	20	0	4	24	0	102	17	119	261
04:15 PM	0	0	0	0	0	90	0	90	6	0	9	15	4	84	9	97	202
04:30 PM	0	0	0	0	1	161	0	162	7	0	10	17	0	115	9	124	303
04:45 PM	0	0	0	0	3	141	0	144	10	0	8	18	0	97	20	117	279
Total	0	0	0	0	6	508	0	514	43	0	31	74	4	398	55	457	1045
05:00 PM	0	0	0	0	2	135	0	137	12	0	4	16	0	99	17	116	269
05:15 PM	0	0	0	0	1	110	0	111	11	0	9	20	0	79	13	92	223
05:30 PM	0	0	0	0	5	98	0	103	11	0	8	19	0	90	11	101	223
05:45 PM	0	0	0	0	2	68	0	70	11	0	6	17	0	85	15	100	187
Total	0	0	0	0	10	411	0	421	45	0	27	72	0	353	56	409	902
Grand Total	0	0	0	0	16	919	0	935	88	0	58	146	4	751	111	866	1947
Apprch %	0	0	0		1.7	98.3	0		60.3	0	39.7		0.5	86.7	12.8		
Total %	0	0	0	0	0.8	47.2	0	48	4.5	0	3	7.5	0.2	38.6	5.7	44.5	

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	161	0	162	7	0	10	17	0	115	9	124	303
04:45 PM	0	0	0	0	3	141	0	144	10	0	8	18	0	97	20	117	279
05:00 PM	0	0	0	0	2	135	0	137	12	0	4	16	0	99	17	116	269
05:15 PM	0	0	0	0	1	110	0	111	11	0	9	20	0	79	13	92	223
Total Volume	0	0	0	0	7	547	0	554	40	0	31	71	0	390	59	449	1074
% App. Total	0	0	0		1.3	98.7	0		56.3	0	43.7		0	86.9	13.1		
PHF	.000	.000	.000	.000	.583	.849	.000	.855	.833	.000	.775	.888	.000	.848	.738	.905	.886

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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	1	161	0	162	7	0	10	17	0	115	9	124
+15 mins.	0	0	0	0	3	141	0	144	10	0	8	18	0	97	20	117
+30 mins.	0	0	0	0	2	135	0	137	12	0	4	16	0	99	17	116
+45 mins.	0	0	0	0	1	110	0	111	11	0	9	20	0	79	13	92
Total Volume	0	0	0	0	7	547	0	554	40	0	31	71	0	390	59	449
% App. Total	0	0	0	0	1.3	98.7	0		56.3	0	43.7		0	86.9	13.1	
PHF	.000	.000	.000	.000	.583	.849	.000	.855	.833	.000	.775	.888	.000	.848	.738	.905

City of Perris
 N/S: Webster Avenue
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 Weather: Clear

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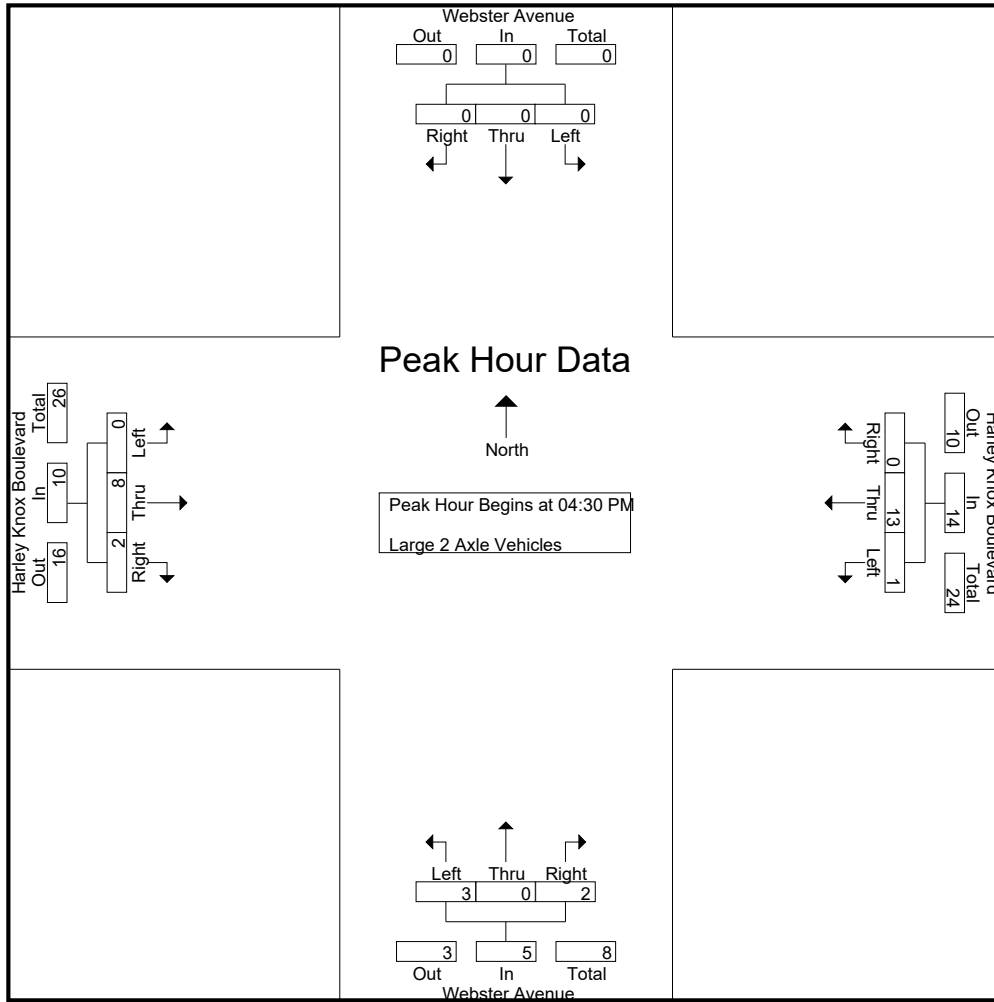
Groups Printed- Large 2 Axle Vehicles

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	3	0	3	9
04:15 PM	0	0	0	0	0	1	0	1	0	0	2	2	0	4	0	4	7
04:30 PM	0	0	0	0	1	5	0	6	0	0	0	0	0	2	0	2	8
04:45 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	4	1	5	8
Total	0	0	0	0	1	12	0	13	2	0	3	5	0	13	1	14	32
05:00 PM	0	0	0	0	0	2	0	2	1	0	1	2	0	0	1	1	5
05:15 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	2	0	2	8
05:30 PM	0	0	0	0	0	4	0	4	2	0	1	3	0	4	0	4	11
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	11	0	11	4	0	2	6	0	8	1	9	26
Grand Total	0	0	0	0	1	23	0	24	6	0	5	11	0	21	2	23	58
Apprch %	0	0	0		4.2	95.8	0		54.5	0	45.5		0	91.3	8.7		
Total %	0	0	0		1.7	39.7	0	41.4	10.3	0	8.6	19	0	36.2	3.4	39.7	

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	5	0	6	0	0	0	0	0	2	0	2	8
04:45 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	4	1	5	8
05:00 PM	0	0	0	0	0	2	0	2	1	0	1	2	0	0	1	1	5
05:15 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	2	0	2	8
Total Volume	0	0	0	0	1	13	0	14	3	0	2	5	0	8	2	10	29
% App. Total	0	0	0		7.1	92.9	0		60	0	40		0	80	20		
PHF	.000	.000	.000	.000	.250	.650	.000	.583	.750	.000	.500	.625	.000	.500	.500	.500	.906

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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	1	5	0	6	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	1	0	1	2	0	4	1	5
+30 mins.	0	0	0	0	0	2	0	2	1	0	1	2	0	0	1	1
+45 mins.	0	0	0	0	0	5	0	5	1	0	0	1	0	2	0	2
Total Volume	0	0	0	0	1	13	0	14	3	0	2	5	0	8	2	10
% App. Total	0	0	0	0	7.1	92.9	0		60	0	40		0	80	20	
PHF	.000	.000	.000	.000	.250	.650	.000	.583	.750	.000	.500	.625	.000	.500	.500	.500

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

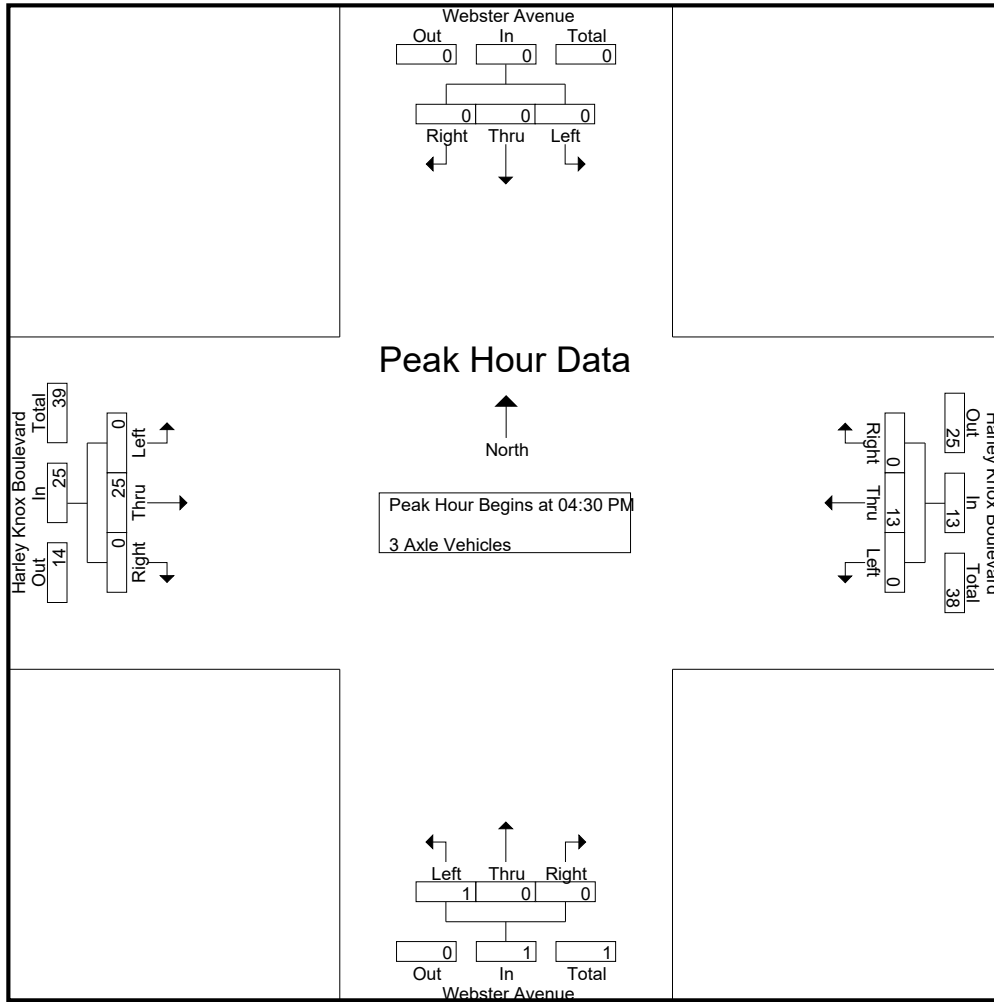
Groups Printed- 3 Axle Vehicles

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	6	0	6	1	0	0	1	0	11	0	11	18
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	10	0	10	12
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	9	0	9	13
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
Total	0	0	0	0	0	13	0	13	1	0	0	1	0	39	0	39	53
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:15 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	3	0	3	9
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
Total	0	0	0	0	0	11	0	11	1	0	0	1	0	14	1	15	27
Grand Total	0	0	0	0	0	24	0	24	2	0	0	2	0	53	1	54	80
Apprch %	0	0	0		0	100	0		100	0	0		0	98.1	1.9		
Total %	0	0	0		0	30	0		2.5	0	0		0	66.2	1.2		67.5

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	9	0	9	13
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:15 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	3	0	3	9
Total Volume	0	0	0	0	0	13	0	13	1	0	0	1	0	25	0	25	39
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.650	.000	.650	.250	.000	.000	.250	.000	.694	.000	.694	.750

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	9	0	9
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	5	0	5	1	0	0	1	0	3	0	3
Total Volume	0	0	0	0	0	13	0	13	1	0	0	1	0	25	0	25
% App. Total	0	0	0	0	0	100	0	100	100	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.650	.000	.650	.250	.000	.000	.250	.000	.694	.000	.694

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

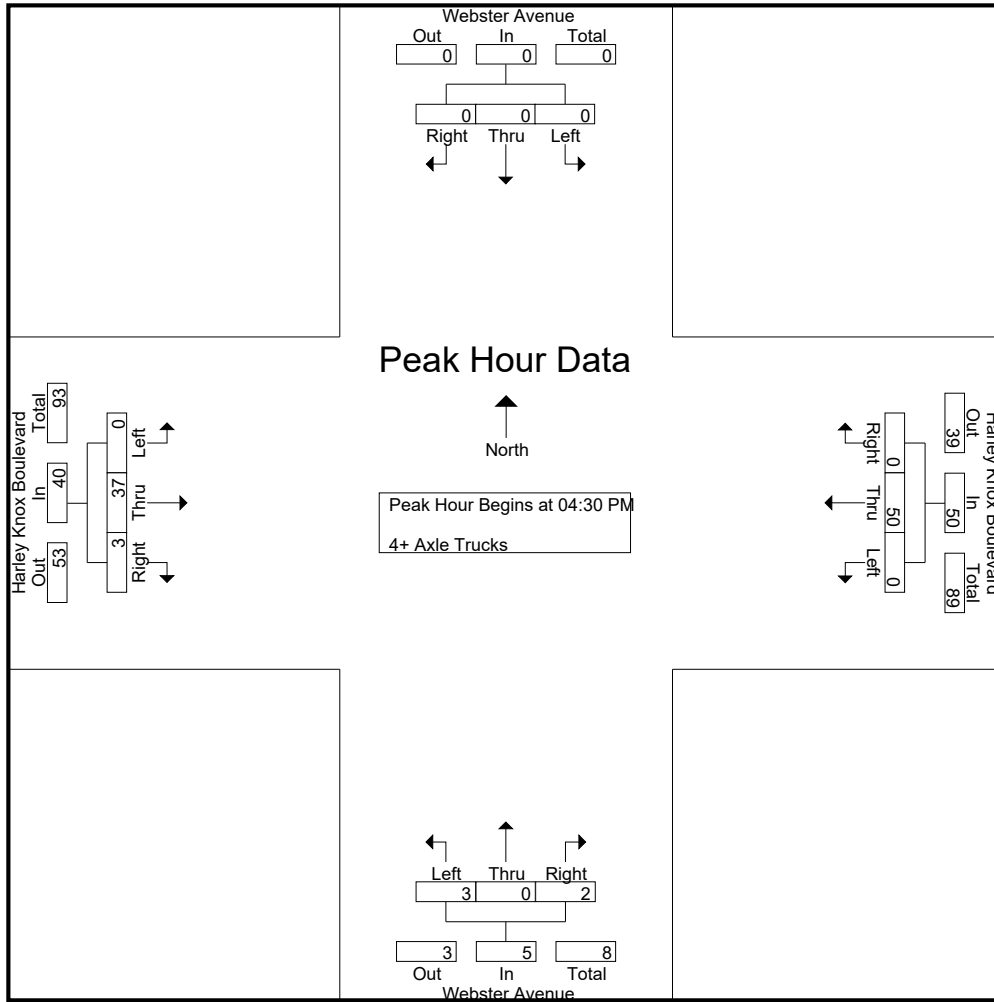
Groups Printed- 4+ Axle Trucks

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	8	0	8	20
04:15 PM	0	0	0	0	0	10	0	10	0	0	0	0	0	16	0	16	26
04:30 PM	0	0	0	0	0	13	0	13	0	0	1	1	0	5	0	5	19
04:45 PM	0	0	0	0	0	10	0	10	1	0	0	1	0	16	0	16	27
Total	0	0	0	0	0	45	0	45	1	0	1	2	0	45	0	45	92
05:00 PM	0	0	0	0	0	13	0	13	2	0	0	2	0	7	1	8	23
05:15 PM	0	0	0	0	0	14	0	14	0	0	1	1	0	9	2	11	26
05:30 PM	0	0	0	0	0	11	0	11	0	0	0	0	0	12	0	12	23
05:45 PM	0	0	0	0	0	12	0	12	1	0	0	1	0	6	0	6	19
Total	0	0	0	0	0	50	0	50	3	0	1	4	0	34	3	37	91
Grand Total	0	0	0	0	0	95	0	95	4	0	2	6	0	79	3	82	183
Apprch %	0	0	0		0	100	0		66.7	0	33.3		0	96.3	3.7		
Total %	0	0	0		0	51.9	0	51.9	2.2	0	1.1	3.3	0	43.2	1.6	44.8	

Start Time	Webster Avenue Southbound				Harley Knox Boulevard Westbound				Webster Avenue Northbound				Harley Knox Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	13	0	13	0	0	1	1	0	5	0	5	19
04:45 PM	0	0	0	0	0	10	0	10	1	0	0	1	0	16	0	16	27
05:00 PM	0	0	0	0	0	13	0	13	2	0	0	2	0	7	1	8	23
05:15 PM	0	0	0	0	0	14	0	14	0	0	1	1	0	9	2	11	26
Total Volume	0	0	0	0	0	50	0	50	3	0	2	5	0	37	3	40	95
% App. Total	0	0	0		0	100	0		60	0	40		0	92.5	7.5		
PHF	.000	.000	.000	.000	.000	.893	.000	.893	.375	.000	.500	.625	.000	.578	.375	.625	.880

City of Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 11_PER_Webster_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	13	0	13	0	0	1	1	0	5	0	5
+15 mins.	0	0	0	0	0	10	0	10	1	0	0	1	0	16	0	16
+30 mins.	0	0	0	0	0	13	0	13	2	0	0	2	0	7	1	8
+45 mins.	0	0	0	0	0	14	0	14	0	0	1	1	0	9	2	11
Total Volume	0	0	0	0	0	50	0	50	3	0	2	5	0	37	3	40
% App. Total	0	0	0	0	0	100	0	100	60	0	40	60	0	92.5	7.5	92.5
PHF	.000	.000	.000	.000	.000	.893	.000	.893	.375	.000	.500	.625	.000	.578	.375	.625

Location: Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Webster Avenue	East Leg Harley Knox Boulevard	South Leg Webster Avenue	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Webster Avenue	East Leg Harley Knox Boulevard	South Leg Webster Avenue	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: Webster Avenue
 E/W: Harley Knox Boulevard



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Webster Avenue			Westbound Harley Knox Boulevard			Northbound Webster Avenue			Eastbound Harley Knox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Webster Avenue			Westbound Harley Knox Boulevard			Northbound Webster Avenue			Eastbound Harley Knox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Start Time	Webster Avenue Southbound						Ramona Expressway Westbound						Webster Avenue Northbound						Ramona Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
07:00 AM	3	4	21	10	28	3	379	9	0	391	44	24	12	8	1	44	264	36	210	18	0	264	11	727	738					
07:15 AM	4	6	20	6	30	7	343	6	1	356	46	22	15	9	1	46	310	36	259	15	2	310	10	742	752					
07:30 AM	13	7	22	14	42	7	290	5	0	302	48	27	17	4	2	48	345	43	292	10	7	345	23	737	760					
07:45 AM	14	10	25	15	49	14	351	10	3	375	60	37	15	8	6	60	324	52	254	18	8	324	32	808	840					
Total	34	27	88	45	149	31	1363	30	4	1424	198	110	59	29	10	198	1243	167	1015	61	17	1243	76	3014	3090					
08:00 AM	8	10	25	8	43	9	348	7	4	364	52	29	16	7	5	52	292	47	235	10	2	292	19	751	770					
08:15 AM	13	7	21	10	41	7	327	6	1	340	32	17	7	8	5	32	255	39	197	19	4	255	20	668	688					
08:30 AM	8	6	20	17	34	5	283	6	0	294	19	12	4	3	2	19	236	36	187	13	0	236	19	583	602					
08:45 AM	15	9	17	8	41	6	279	8	1	293	21	13	5	3	1	21	247	31	207	9	0	247	10	602	612					
Total	44	32	83	43	159	27	1237	27	6	1291	124	153	826	51	6	1030	2273	320	1841	112	23	2273	144	5618	5762					
Grand Total	78	59	171	88	308	58	2600	57	10	2715	322	181	91	50	23	322	2273	320	1841	112	23	2273	144	5618	5762					
Approch %	25.3	19.2	55.5			2.1	95.8	2.1			56.2	28.3	15.5			14.1	81	4.9			5.7	32.8	2			2.5	97.5			
Total %	1.4	1.1	3		5.5	1	46.3	1		48.3	5.7	3.2	1.6	0.9		5.7	40.5	5.7	32.8	2		40.5	2.5	97.5						
Passenger Vehicles	64	57	153		355	54	2439	51		2553	311	167	87	37		311	2051	278	1648	103		2051	0	0	0	0	0	0		
Passenger Vehicles	82.1	96.6	89.5	92	89.6	93.1	93.8	89.5	90	93.7	90.1	92.3	95.6	74	87	90.1	89.3	86.9	89.5	92	95.7	89.3	0	0	0	0	0	0		
Large 2 Axle Vehicles	13	1	16		36	4	51	4		59	30	11	4	12		30	92	30	58	3		92	0	0	0	0	0	0		
Large 2 Axle Vehicles	16.7	1.7	9.4	6.8	9.1	6.9	2	7	0	2.2	8.7	6.1	4.4	24	13	8.7	4	9.4	3.2	2.7	4.3	4	0	0	0	0	0	0		
3 Axle Vehicles	0	0	0		0	0	14	2		17	0	0	0	0		0	19	3	15	1		19	0	0	0	0	0	0		
3 Axle Vehicles	0	0	0		0	0	0.5	3.5	10	0.6	0	0	0	0		0	0.8	0.9	0.8	0.9	0	0.8	0	0	0	0	0	0		
4+ Axle Trucks	1	1	2		5	0	96	0		96	4	3	0	1		4	134	9	120	5		134	0	0	0	0	0	0		
4+ Axle Trucks	1.3	1.7	1.2	1.1	1.3	0	3.7	0	0	3.5	1.2	1.7	0	2	0	1.2	5.8	2.8	6.5	4.5	0	5.8	0	0	0	0	0	0		

Start Time	Webster Avenue Southbound						Ramona Expressway Westbound						Webster Avenue Northbound						Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
07:15 AM	4	6	20		30	7	343	6		6	9	22	15			9	310	36	259	15		15	310	15	742
07:30 AM	13	7	22		42	7	290	5		5	4	27	17			4	345	43	292	10		10	345	23	760
07:45 AM	14	10	25		49	14	351	10		10	8	37	15			8	324	52	254	18		18	324	32	840
08:00 AM	8	10	25		43	9	348	7		7	7	29	16			7	292	47	235	10		10	292	19	770
Total Volume	39	33	92		164	37	1332	28		28	28	115	63			28	1271	178	1040	53		53	1271	76	3090
% App. Total	23.8	20.1	56.1		56.1	2.6	95.3	2		2	13.6	55.8	30.6			13.6	4.2	14	81.8	4.2		4.2	4.2	68	2604
PHF	.696	.825	.920		.920	.661	.949	.700		.931	.778	.777	.926			.778	.858	.858	.890	.736		.736	.921	144	5618

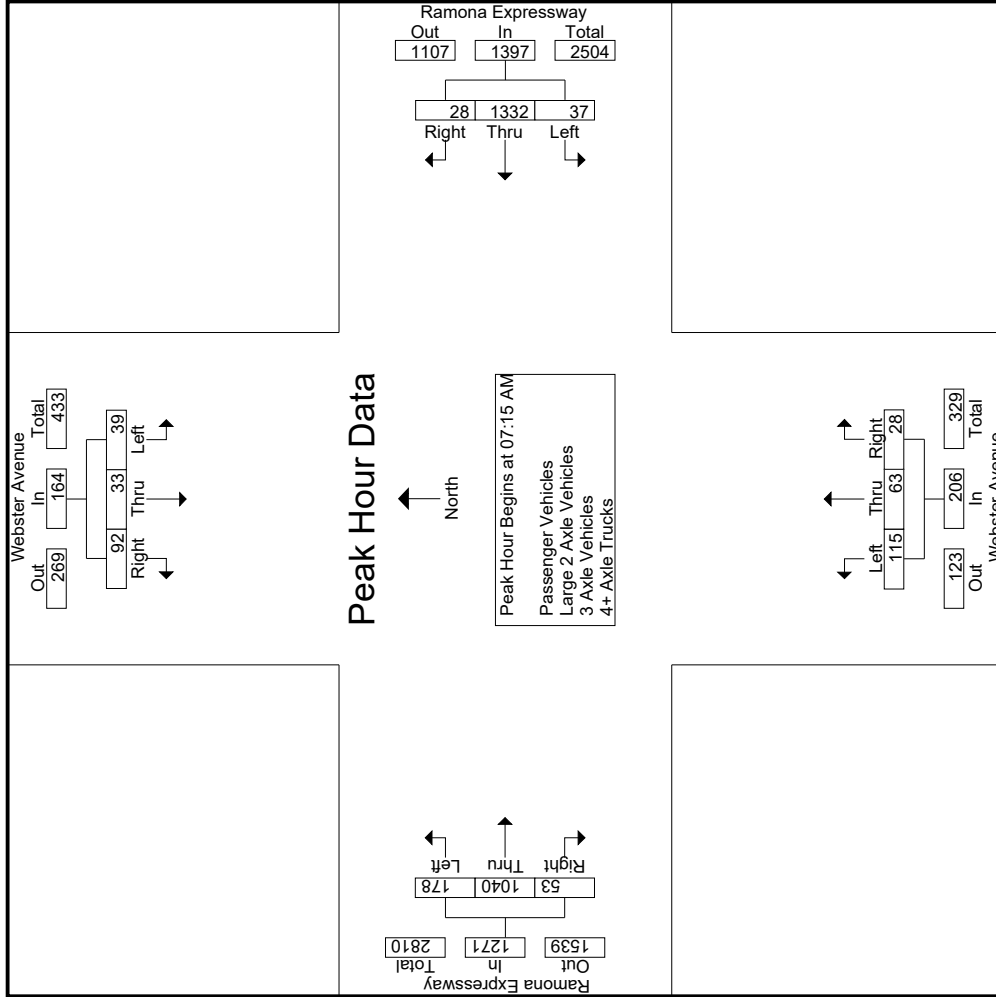
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

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

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

Start Time	Webster Avenue Southbound			Ramona Expressway Westbound			Webster Avenue Northbound			Ramona Expressway Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM			07:00 AM			07:15 AM			07:15 AM						
+0 mins.	13	7	22	42	3	379	9	391	22	15	9	46	36	259	15	310
+15 mins.	14	10	25	49	7	343	6	356	27	17	4	48	43	292	10	345
+30 mins.	8	10	25	43	7	290	5	302	37	15	8	60	52	254	18	324
+45 mins.	13	7	21	41	14	351	10	375	29	16	7	52	47	235	10	292
Total Volume	48	34	93	175	31	1363	30	1424	115	63	28	206	178	1040	53	1271
% App. Total	27.4	19.4	53.1		2.2	95.7	2.1		55.8	30.6	13.6		14	81.8	4.2	
PHF	.857	.850	.930	.893	.554	.899	.750	.910	.777	.926	.778	.858	.856	.890	.736	.921

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

File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed- Passenger Vehicles

Start Time	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	4	17	10	23	3	362	8	0	373	24	11	5	1	40	33	188	14	0	235	11	671	682
07:15 AM	4	6	17	5	27	6	329	4	1	339	22	15	7	1	44	30	240	14	2	284	9	694	703
07:30 AM	11	7	20	12	38	7	271	5	0	283	26	17	3	1	46	39	267	9	6	315	19	682	701
07:45 AM	12	9	21	13	42	14	335	10	3	359	34	14	6	5	54	44	237	18	8	299	29	754	783
Total	29	26	75	40	130	30	1297	27	4	1354	106	57	21	8	184	146	932	55	16	1133	68	2801	2869
08:00 AM	6	10	23	7	39	9	332	7	4	348	25	16	5	4	46	39	204	10	2	253	17	686	703
08:15 AM	9	7	19	9	35	5	298	5	0	308	17	6	7	5	30	35	174	18	4	227	18	600	618
08:30 AM	7	6	20	17	33	5	255	4	0	264	8	4	2	2	14	32	156	12	0	200	19	511	530
08:45 AM	13	8	16	8	37	5	257	8	1	270	11	4	2	1	17	26	182	8	0	216	10	540	550
Total	35	31	78	41	144	24	1142	24	5	1190	61	30	16	12	107	132	716	48	6	896	64	2337	2401
Grand Total	64	57	153	81	274	54	2439	51	9	2544	167	87	37	20	291	278	1648	103	22	2029	132	5138	5270
Approch %	23.4	20.8	55.8			2.1	95.9	2		49.5	57.4	29.9	12.7	0.7	5.7	13.7	81.2	5.1		39.5	2.5	97.5	
Total %	1.2	1.1	3		5.3	1.1	47.5	1			3.3	1.7	0.7			5.4	32.1	2					

3.1-282

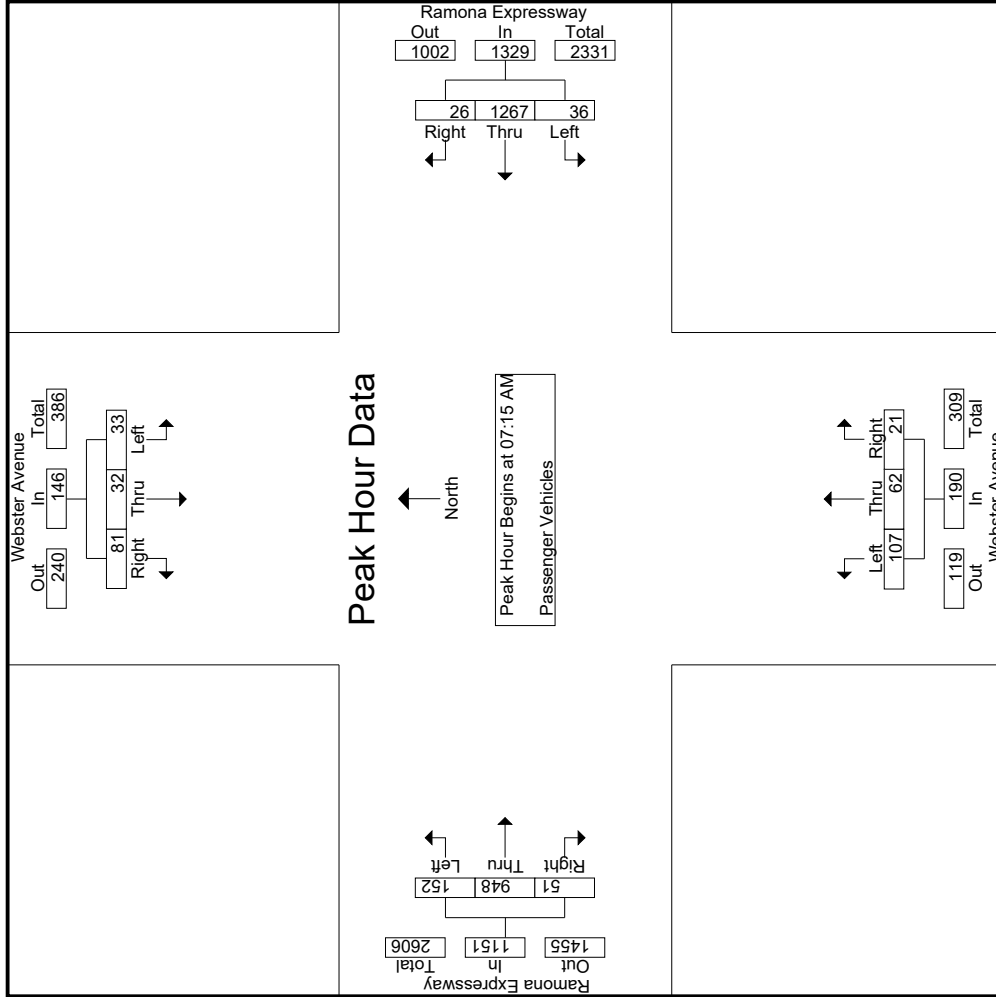
Start Time	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	4	6	17		27	6	329	4		339	22	15	7		44	30	240	14		284			694
07:30 AM	11	7	20		38	7	271	5		283	26	17	3		46	39	267	9		315			682
07:45 AM	12	9	21		42	14	335	10		359	34	14	6		54	44	237	18		299			754
08:00 AM	6	10	23		39	9	332	7		348	25	16	5		46	39	204	10		253			686
Total Volume	33	32	81		146	36	1267	26		1329	107	62	21		190	152	948	51		1151			2816
% App. Total	22.6	21.9	55.5			2.7	95.3	2		49.5	56.3	32.6	11.1		5.7	13.2	82.4	4.4					
PHF	.688	.800	.880		.869	.643	.946	.650		.925	.787	.912	.750		.880	.864	.888	.708					.913

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

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

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Webster Avenue Southbound			Ramona Expressway Westbound			Webster Avenue Northbound			Ramona Expressway Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:15 AM			07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	6	17	6	329	4	22	15	7	30	240	14
+15 mins.	11	7	20	7	271	5	26	17	3	39	267	9
+30 mins.	12	9	21	14	335	10	34	14	6	44	237	18
+45 mins.	6	10	23	9	332	7	25	16	5	39	204	10
Total Volume	33	32	81	36	1267	26	107	62	21	152	948	51
% App. Total	22.6	21.9	55.5	2.7	95.3	2	56.3	32.6	11.1	13.2	82.4	4.4
PHF	.688	.800	.880	.643	.946	.650	.787	.912	.750	.864	.888	.708
			.869		.925			.880			.913	

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed - Large 2 Axle Vehicles

Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
07:00 AM	1	0	4	0	0	5	1	0	6	0	1	3	0	4	0	0	5
07:15 AM	0	0	2	1	3	2	0	0	6	0	0	2	0	2	0	0	12
07:30 AM	2	0	1	1	0	7	0	0	7	1	0	1	1	2	1	1	9
07:45 AM	2	1	4	2	7	0	0	0	7	2	1	2	1	5	0	0	12
Total	5	1	11	4	17	1	22	3	26	3	2	8	2	13	1	1	38
08:00 AM	2	0	2	1	4	0	7	0	7	3	0	2	1	5	0	0	18
08:15 AM	3	0	2	1	5	2	15	0	17	0	1	1	0	2	0	0	10
08:30 AM	1	0	0	0	1	0	4	1	5	3	0	1	0	4	1	0	12
08:45 AM	2	0	1	0	3	1	3	0	4	2	1	0	0	3	4	1	13
Total	8	0	5	2	13	3	29	1	33	8	2	4	1	14	15	2	53
Grand Total	13	1	16	6	30	4	51	4	59	11	4	12	3	27	30	58	91
Approch %	43.3	3.3	53.3		6.8	86.4	6.8		40.7	14.8	44.4			33	63.7	3.3	
Total %	6.3	0.5	7.7		1.9	24.6	1.9		28.5	5.3	1.9	5.8		13	14.5	28	44

3.1-285

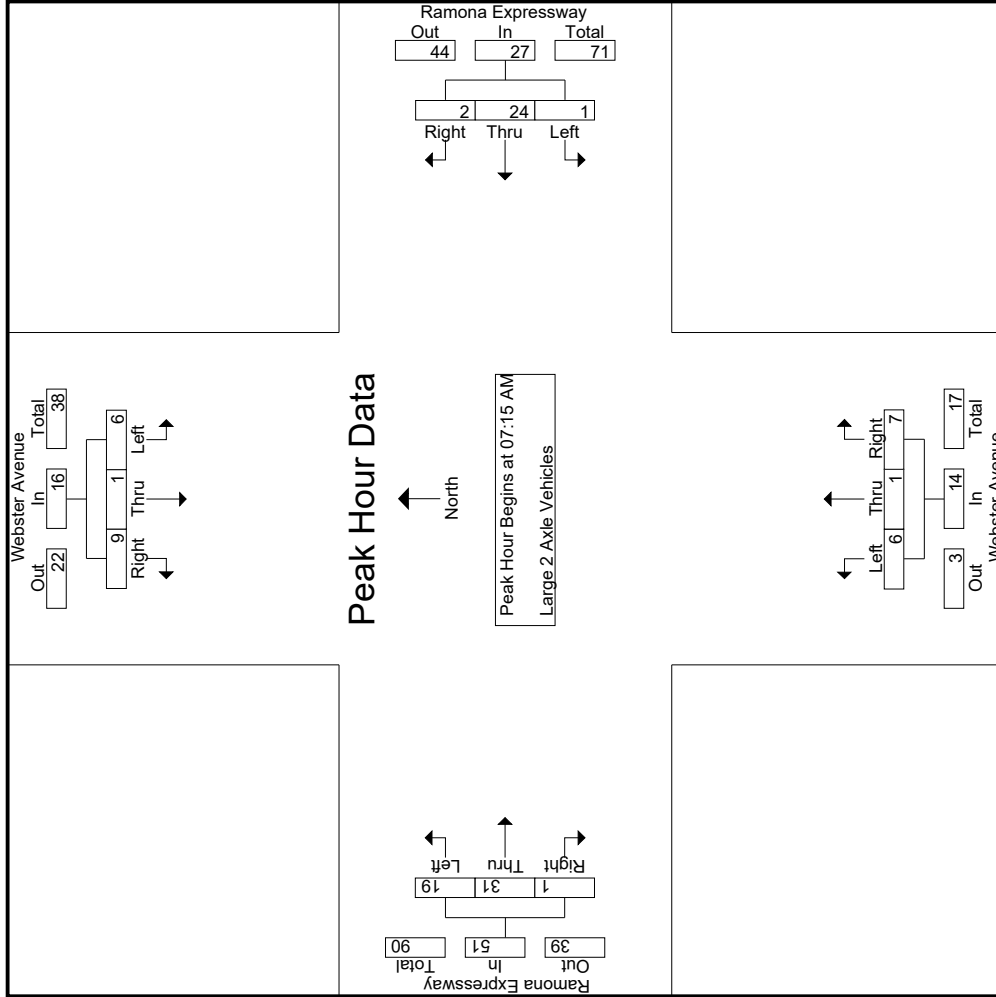
Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
07:15 AM	0	0	0	2	2	1	3	2	2	6	0	0	2	2	0	0	12
07:30 AM	2	0	1	1	3	0	7	0	7	7	1	0	1	2	5	1	9
07:45 AM	2	1	4	2	7	0	7	0	7	2	1	2	1	5	6	0	12
08:00 AM	2	0	2	2	4	0	4	0	7	3	0	2	2	5	5	0	18
Total Volume	6	1	9	9	16	1	24	2	27	6	1	7	7	14	19	31	51
% App. Total	37.5	6.2	56.2		3.7	88.9	7.4		42.9	7.1	50			37.3	60.8	2	
PHF	.750	.250	.563		.571	.250	.857		.964	.500	.250	.875		.700	.792	.596	.708

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

Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Webster Avenue Southbound			Ramona Expressway Westbound			Webster Avenue Northbound			Ramona Expressway Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
+0 mins.	0	0	2	1	3	2	6	0	0	2	5	7	
+15 mins.	2	0	1	0	7	0	7	1	0	2	3	5	
+30 mins.	2	1	4	0	7	0	7	2	1	5	6	6	
+45 mins.	2	0	2	0	7	0	7	3	0	5	5	13	
Total Volume	6	1	9	1	24	2	27	6	1	7	19	31	
% App. Total	37.5	6.2	56.2	3.7	88.9	7.4	96.4	42.9	7.1	50	37.3	60.8	
PHF	.750	.250	.563	.250	.857	.250	.964	.500	.250	.875	.792	.250	
											07:15 AM	07:15 AM	07:15 AM
											.700	.700	.708

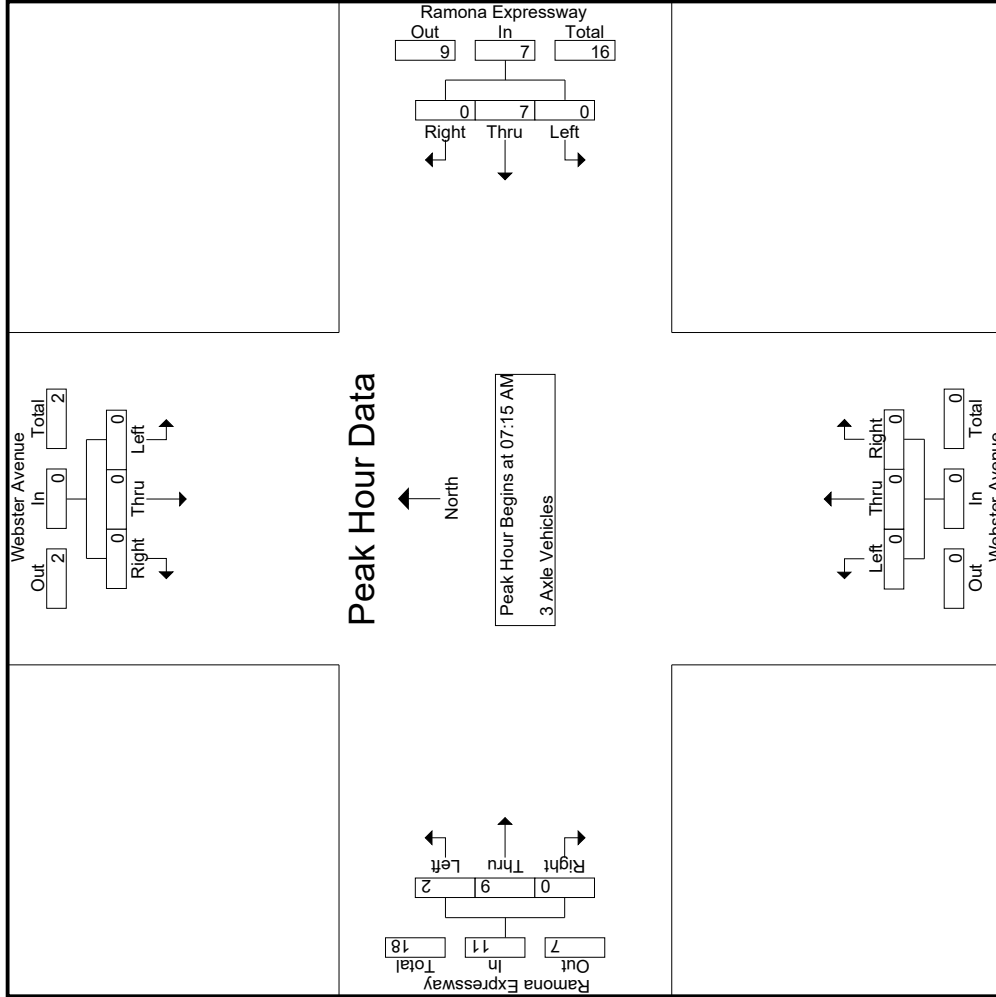
Groups Printed- 3 Axle Vehicles

Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound				Int. Total	
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		Exclu. Total
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	5
07:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	4
Total	0	0	0	0	0	7	0	0	0	0	0	0	1	8	1	0	0	17
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	6
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	3	1	0	0	0	0	0	2	0	0	0	0	6
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	4
Total	0	0	0	0	0	7	2	1	9	0	0	0	2	7	0	0	1	18
Grand Total	0	0	0	0	0	14	2	1	16	0	0	0	3	15	1	0	1	35
Approch %	0	0	0	0	0	87.5	12.5		45.7	0	0	0	15.8	78.9	5.3		2.8	97.2
Total %	0	0	0	0	0	40	5.7			0	0	0	8.6	42.9	2.9			
Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.000	.000	.450	.550

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

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Webster Avenue Southbound			Ramona Expressway Westbound			Webster Avenue Northbound			Ramona Expressway Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	App. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM			07:15 AM			07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
+30 mins.	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
+45 mins.	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0
Total Volume	0	0	0	0	0	7	0	0	0	0	0	0	2	9	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	18.2	81.8	0
PHF	.000	.000	.000	.000	.000	.583	.000	.000	.000	.000	.000	.000	.250	.450	.000

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File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	10	0	0	0	0	1	17	3	0	21	0	31	31
07:15 AM	0	0	1	0	1	8	0	0	0	0	0	12	1	0	14	0	23	23
07:30 AM	0	0	1	1	1	12	0	0	0	0	1	15	0	0	16	1	29	30
07:45 AM	0	0	0	0	0	7	1	0	0	1	2	9	0	0	11	0	19	19
Total	0	0	2	1	2	37	0	0	0	1	5	53	4	0	62	1	102	103
08:00 AM	0	0	0	0	0	7	0	0	0	1	1	16	0	0	17	0	25	25
08:15 AM	1	0	0	0	1	14	0	0	0	0	1	15	1	0	17	0	32	32
08:30 AM	0	0	0	0	0	21	1	0	0	1	1	21	0	0	22	0	44	44
08:45 AM	0	1	0	0	1	17	0	1	0	1	1	15	0	0	16	0	35	35
Total	1	1	0	0	2	59	0	0	0	3	4	67	1	0	72	0	136	136
Grand Total	1	1	2	1	4	96	0	0	0	4	9	120	5	0	134	1	238	239
Approch %	25	25	50			75	0	25			6.7	89.6	3.7		56.3	0.4	99.6	
Total %	0.4	0.4	0.8		1.7	40.3	0	0.4		1.7	3.8	50.4	2.1					

3.1-291

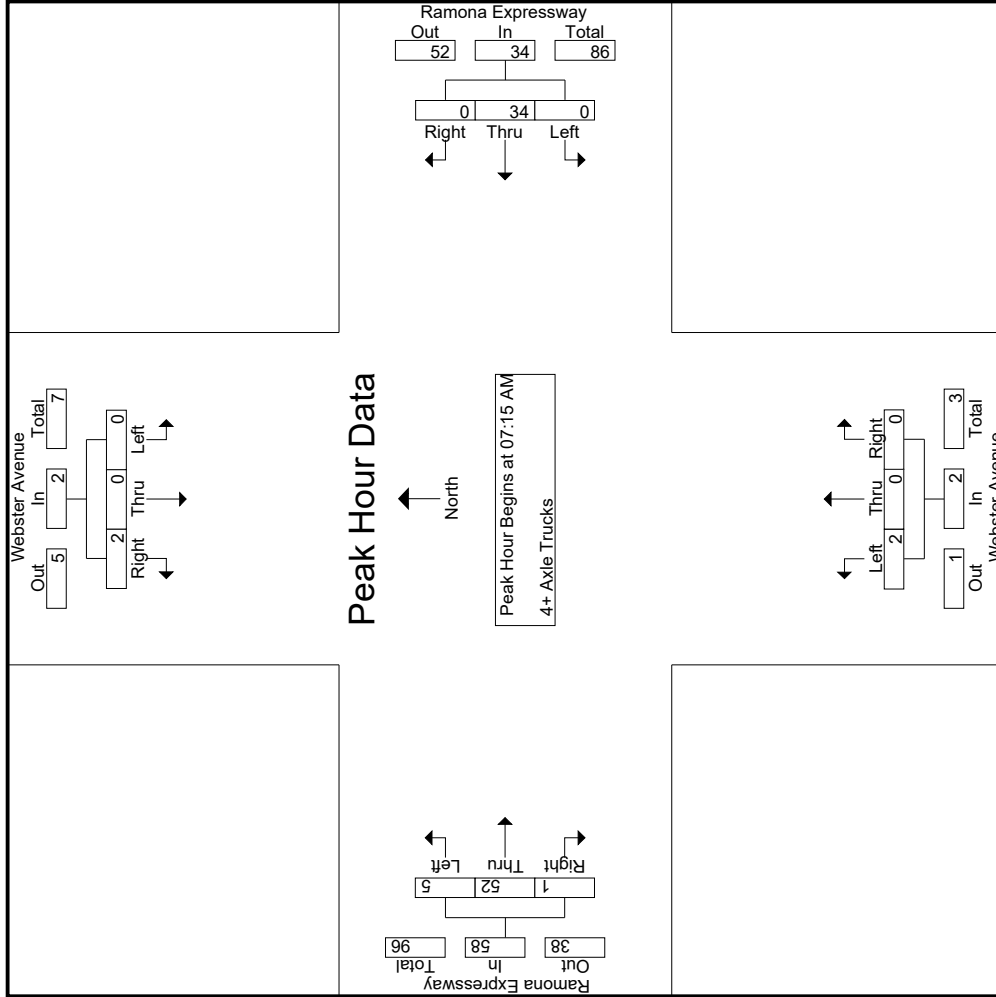
Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	0	0	1	1	0	8	0	0	0	0	0	0	0	0	0	14	23
07:30 AM	0	0	0	1	1	12	0	0	0	0	0	15	0	0	16	0	29	29
07:45 AM	0	0	0	0	0	7	0	0	0	0	2	9	0	0	11	0	19	19
08:00 AM	0	0	0	0	0	7	0	0	0	0	1	16	0	0	17	0	25	25
Total Volume	0	0	0	2	2	34	0	34	0	2	5	52	1	1	58	0	96	96
% App. Total	0	0	0	100	0	100	0	100	0	0	8.6	89.7	1.7					
PHF	.000	.000	.500	.500	.500	.708	.000	.708	.000	.500	.625	.813	.250		.853		.828	

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

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

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Webster Avenue Southbound			Ramona Expressway Westbound			Webster Avenue Northbound			Ramona Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:15 AM			07:15 AM			07:15 AM			07:15 AM				
+0 mins.	0	0	1	0	8	0	0	0	0	0	1	12	1	14
+15 mins.	0	0	1	0	12	0	0	0	0	0	1	15	0	16
+30 mins.	0	0	0	0	7	0	0	0	0	1	2	9	0	11
+45 mins.	0	0	0	0	7	0	0	0	0	1	1	16	0	17
Total Volume	0	0	2	0	34	0	0	0	0	2	5	52	1	58
% App. Total	0	0	100	0	100	0	0	0	0	100	8.6	89.7	1.7	100
PHF	.000	.000	.500	.000	.708	.000	.000	.000	.000	.500	.625	.813	.250	.853

Counts Unlimited
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File Name : 12_PER_Webster_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

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

Start Time	Webster Avenue Southbound						Ramona Expressway Westbound						Webster Avenue Northbound						Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				
04:00 PM	22	11	44	29	77	7	270	17	5	294	40	14	10	6	64	41	290	6	0	337	40	772	40	0	812
04:15 PM	16	5	26	14	47	4	270	6	1	280	37	13	2	0	52	45	318	8	1	371	16	750	16	0	766
04:30 PM	15	10	41	30	66	6	309	11	1	326	45	5	5	1	55	31	345	4	1	380	33	827	33	0	860
04:45 PM	18	10	31	18	59	10	267	7	1	284	40	6	3	0	49	41	350	8	2	399	21	791	21	0	812
Total	71	36	142	91	249	27	1116	41	8	1184	162	38	20	7	220	158	1303	26	4	1487	110	3140	110	0	3250
05:00 PM	21	6	41	16	68	6	313	9	1	328	31	10	2	0	43	49	390	10	1	449	18	888	18	0	906
05:15 PM	23	15	35	26	73	3	288	8	0	299	22	2	2	1	26	34	348	5	1	387	28	785	28	0	813
05:30 PM	30	10	34	28	74	6	239	6	2	251	20	7	3	1	30	32	414	3	1	449	32	804	32	0	836
05:45 PM	20	10	33	21	63	6	240	9	0	255	21	3	2	0	26	35	398	2	0	435	21	779	21	0	800
Total	94	41	143	91	278	21	1080	32	3	1133	94	22	9	2	125	150	1550	20	3	1720	99	3256	99	0	3355
Grand Total	165	77	285	182	527	48	2196	73	11	2317	256	60	29	9	345	308	2853	46	7	3207	209	6396	209	0	6605
Approch %	31.3	14.6	54.1			2.1	94.8	3.2			74.2	17.4	8.4			9.6	89	1.4			3.2	96.8	3.2		
Total %	2.6	1.2	4.5		8.2	0.8	34.3	1.1		36.2	4	0.9	0.5		5.4	4.8	44.6	0.7		50.1	0	0	0		62.23
Passenger Vehicles	161	77	280		697	48	2067	68		2191	242	59	15		323	298	2662	45		3012	0	0	0		94.2
Large 2 Axle Vehicles	97.6	100	98.2	98.4	98.3	100	94.1	93.2	72.7	94.1	94.5	98.3	51.7	77.8	91.2	96.8	93.3	97.8	100	93.7	0	0	0		112
3 Axle Vehicles	2	0	3		8	0	35	2		37	3	1	14		19	7	40	1		48	0	0	0		1.7
4+ Axle Trucks	1.2	0	1.1	1.6	1.1	0	1.6	2.7	0	1.6	1.2	1.7	48.3	11.1	5.4	2.3	1.4	2.2	0	1.5	0	0	0		102
% 3 Axle Vehicles	1	0	1		2	0	35	2		39	4	0	0		4	0	57	0		57	0	0	0		1.5
% 4+ Axle Trucks	0.6	0	0.4		0.3	0	1.6	2.7	18.2	1.7	1.6	0	0		1.1	0	2	0		1.8	0	0	0		168
% 4+ Axle Trucks	1	0	1		2	0	59	1		61	7	0	0		8	3	94	0		97	0	0	0		2.5
% 4+ Axle Trucks	0.6	0	0.4		0.3	0	2.7	1.4	9.1	2.6	2.7	0	0		2.3	1	3.3	0		3	0	0	0		

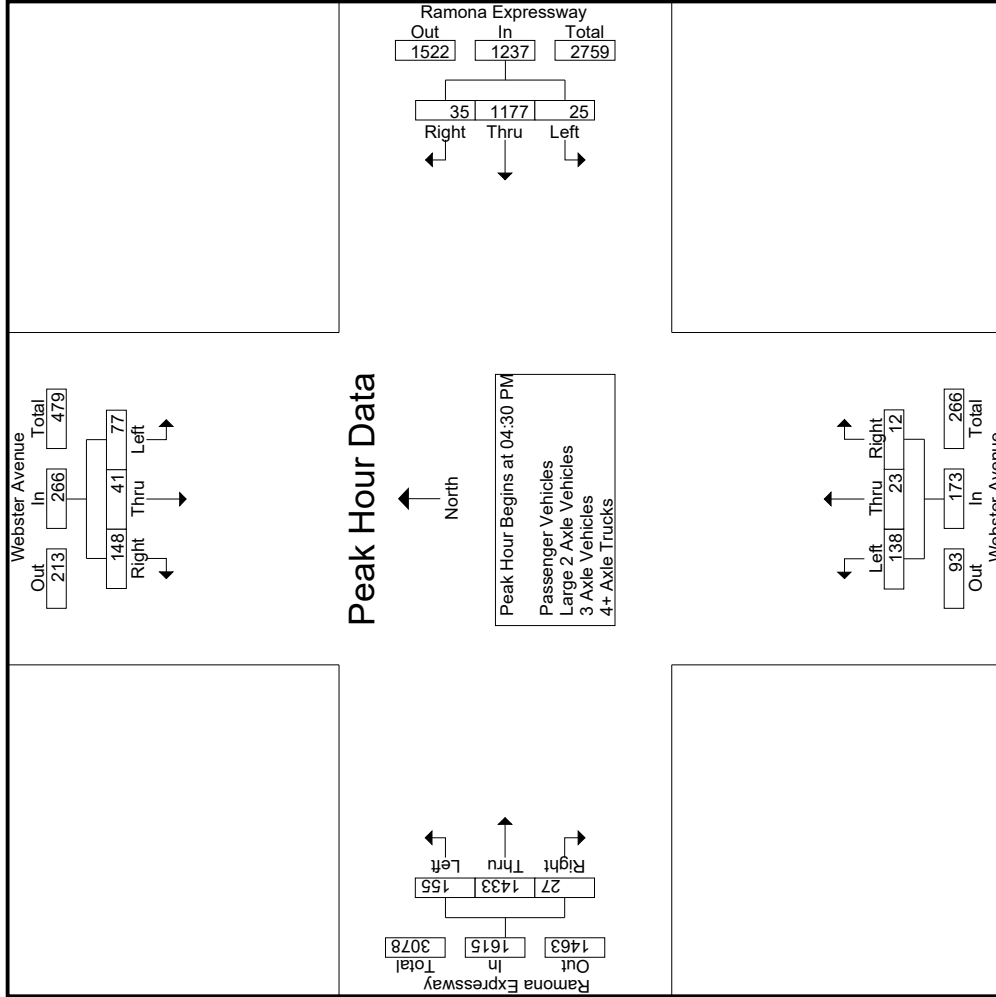
Start Time	Webster Avenue Southbound						Ramona Expressway Westbound						Webster Avenue Northbound						Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				
04:30 PM	15	10	41		66	6	309	11		326	45	5	5		55	31	345	4		380	4	380	4		827
04:45 PM	18	10	31		59	10	267	7		284	40	6	3		49	41	350	8		399	8	399	8		791
05:00 PM	21	6	41		68	6	313	9		328	31	10	2		43	49	390	10		449	10	449	10		888
05:15 PM	23	15	35		73	3	288	8		299	22	2	2		26	34	348	5		387	28	785	28		813
Total Volume	77	41	148		266	25	1177	35		1237	138	23	12		173	155	1433	27		1615	17	1615	17		3291
% App. Total	28.9	15.4	55.6			2	95.1	2.8			79.8	13.3	6.9			9.6	88.7	1.7			0.6	0.6	0.6		
PHF	.837	.683	.902		.911	.625	.940	.795		.943	.767	.575	.600		.786	.791	.919	.675		.899	.927	.927	.927		

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

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

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Webster Avenue Southbound			Ramona Expressway Westbound			Webster Avenue Northbound			Ramona Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
	App. Total			App. Total			App. Total			App. Total				
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	05:00 PM			04:30 PM			04:00 PM			05:00 PM				
+0 mins.	21	6	41	6	309	11	326	40	14	10	49	390	10	449
+15 mins.	23	15	35	10	267	7	284	37	13	2	34	348	5	387
+30 mins.	30	10	34	6	313	9	328	45	5	5	32	414	3	449
+45 mins.	20	10	33	3	288	8	299	40	6	3	35	398	2	435
Total Volume	94	41	143	25	1177	35	1237	162	38	20	150	1550	20	1720
% App. Total	33.8	14.7	51.4	2	95.1	2.8	94.3	73.6	17.3	9.1	8.7	90.1	1.2	95.8
PHF	.783	.683	.872	.625	.940	.795	.943	.900	.679	.500	.765	.936	.500	.958

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Passenger Vehicles

Start Time	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	22	11	40	27	73	7	249	15	3	271	39	14	8	6	61	41	266	6	0	313	36	718	754
04:15 PM	15	5	26	14	46	4	243	6	1	253	36	13	1	0	50	42	278	8	1	328	16	677	693
04:30 PM	12	10	41	30	63	6	299	11	1	316	43	5	2	1	50	30	309	4	1	343	33	772	805
04:45 PM	18	10	31	18	59	10	252	7	1	269	35	5	1	0	41	40	325	8	2	373	21	742	763
Total	67	36	138	89	241	27	1043	39	6	1109	153	37	12	7	202	153	1178	26	4	1357	106	2909	3015
05:00 PM	21	6	41	16	68	6	295	9	1	310	30	10	1	0	41	45	372	10	1	427	18	846	864
05:15 PM	23	15	35	26	73	3	271	8	0	282	22	2	0	0	24	34	329	4	1	367	27	746	773
05:30 PM	30	10	34	28	74	6	229	3	1	238	18	7	1	0	26	31	398	3	1	432	30	770	800
05:45 PM	20	10	32	20	62	6	229	9	0	244	19	3	1	0	23	35	385	2	0	422	20	751	771
Total	94	41	142	90	277	21	1024	29	2	1074	89	22	3	0	114	145	1484	19	3	1648	95	3113	3208
Grand Total	161	77	280	179	518	48	2067	68	8	2183	242	59	15	7	316	298	2662	45	7	3005	201	6022	6223
Approch %	31.1	14.9	54.1		8.6	2.2	94.7	3.1		36.3	76.6	18.7	4.7	5.2	4.9	88.6	1.5		49.9	3.2	96.8		
Total %	2.7	1.3	4.6			0.8	34.3	1.1			4	1	0.2		4.9	44.2	0.7						

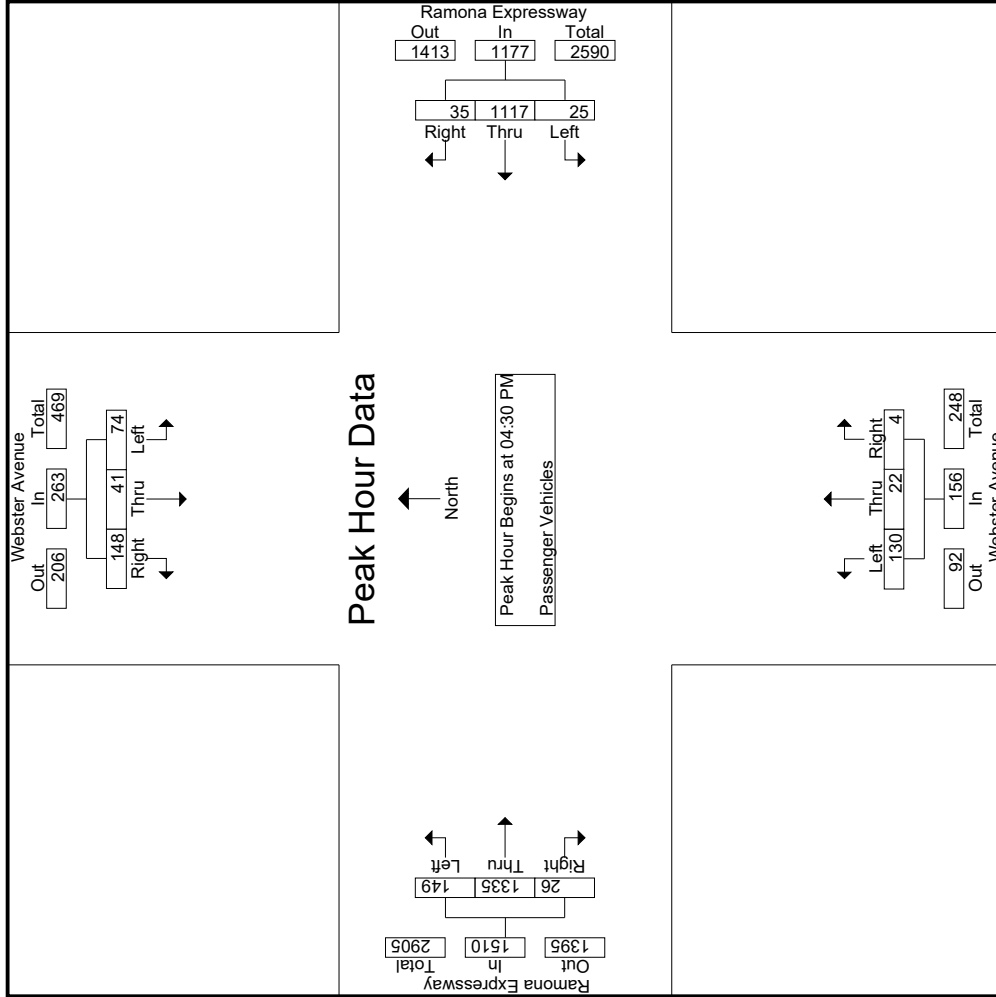
Start Time	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total
04:30 PM	12	10	41	63	63	6	299	11	316	316	43	5	2	50	30	309	4	343	772			
04:45 PM	18	10	31	59	59	10	252	7	269	269	35	5	1	41	40	325	8	373	742			
05:00 PM	21	6	41	68	68	6	295	9	310	310	30	10	1	41	45	372	10	427	846			
05:15 PM	23	15	35	73	73	3	271	8	282	282	22	2	0	24	34	329	4	367	746			
Total Volume	74	41	148	263	263	25	1117	35	1177	1177	130	22	4	156	149	1335	26	1510	3106			
% App. Total	28.1	15.6	56.3		56.3	2.1	94.9	3		3	83.3	14.1	2.6		9.9	88.4	1.7					
PHF	.804	.683	.902	.901	.901	.625	.934	.795	.931	.931	.756	.550	.500	.780	.828	.897	.650	.884	.918			

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

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

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Webster Avenue Southbound			Ramona Expressway Westbound			Webster Avenue Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
	04:30 PM			04:30 PM			04:30 PM			04:30 PM				
+0 mins.	12	10	41	6	299	11	316	43	5	2	30	309	4	343
+15 mins.	18	10	31	10	252	7	269	35	5	1	40	325	8	373
+30 mins.	21	6	41	6	295	9	310	30	10	1	45	372	10	427
+45 mins.	23	15	35	3	271	8	282	22	2	0	34	329	4	367
Total Volume	74	41	148	25	1117	35	1177	130	22	4	149	1335	26	1510
% App. Total	28.1	15.6	56.3	2.1	94.9	3	93.1	83.3	14.1	2.6	9.9	88.4	1.7	88.4
PHF	.804	.683	.902	.625	.934	.795	.931	.756	.550	.500	.828	.897	.650	.884

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

Groups Printed - Large 2 Axle Vehicles

Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	2	2	2	0	5	0	0	5	1	0	2	0	3	2	12	14	
04:15 PM	1	0	0	0	1	0	7	0	0	7	1	0	1	0	2	0	19	19	
04:30 PM	1	0	0	0	1	0	4	0	0	4	0	0	3	0	3	0	17	17	
04:45 PM	0	0	0	0	0	0	5	0	0	5	1	1	2	0	4	0	15	15	
Total	2	0	2	2	4	0	21	0	0	21	3	1	8	0	12	2	63	65	
05:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	11	11	
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	0	14	14	
05:30 PM	0	0	0	0	0	0	4	2	0	6	0	0	2	1	2	1	13	14	
05:45 PM	0	0	1	1	1	0	1	0	0	1	0	0	1	0	1	1	7	8	
Total	0	0	1	1	1	0	14	2	0	16	0	0	6	1	6	2	45	47	
Grand Total	2	0	3	3	5	0	35	2	0	37	3	1	14	1	18	4	108	112	
Approch %	40	0	60			0	94.6	5.4		16.7	5.6	77.8			14.6	83.3	2.1		
Total %	1.9	0	2.8		4.6	0	32.4	1.9		34.3	2.8	0.9	13		16.7	37	0.9		44.4

3.1-300

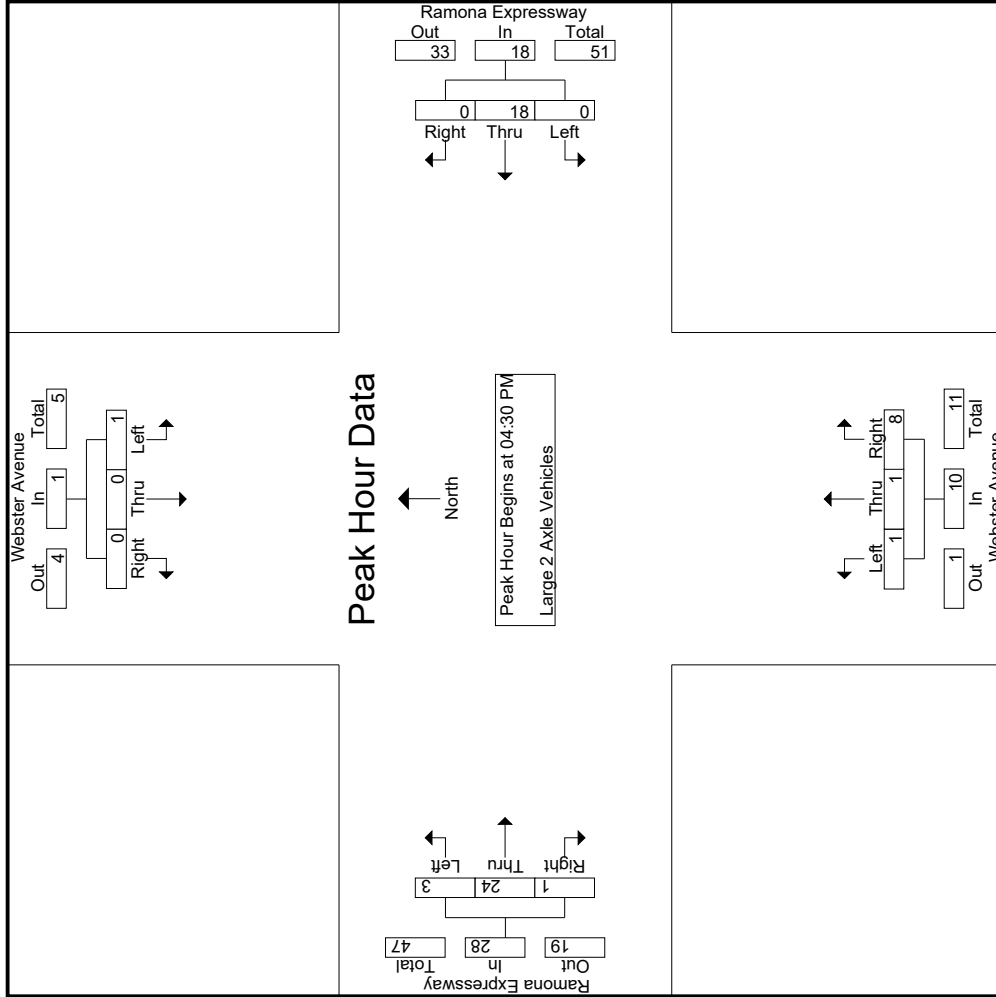
Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	1	0	0	0	1	0	4	0	0	4	0	0	3	0	3	0	9	17
04:45 PM	0	0	0	0	0	0	5	0	0	5	1	1	2	0	4	0	6	15
05:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	1	5	0	6	11
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	2	0	6	1	7	14
Total Volume	1	0	0	0	1	0	18	0	0	18	1	1	8	0	10	3	24	57
% App. Total	100	0	0	0	0	0	100	0	0	100	10	10	80	0	85.7	3.6	28	57
PHF	.250	.000	.000	.000	.250	.000	.900	.000	.000	.900	.250	.250	.667	.000	.750	.250	.778	.838

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

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

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Groups Printed - 3 Axle Vehicles

Start Time	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	8	1	1	9	0	0	0	0	0	0	11	0	0	11	1	21	22
04:15 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	17	0	0	17	0	27	27
04:30 PM	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	0	14	0	0	14	0	19	19
04:45 PM	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	0	10	0	0	10	0	17	17
Total	1	0	1	0	2	0	26	1	1	27	3	0	0	0	3	0	52	0	0	52	1	84	85
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	4	4
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	1	0	0	1	1	3	4
05:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	7	7
Total	0	0	0	0	0	0	9	1	1	10	1	0	0	0	1	0	5	0	0	5	1	16	17
Grand Total	1	0	1	0	2	0	35	2	2	37	4	0	0	0	4	0	57	0	0	57	2	100	102
Approch %	50	0	50			0	94.6	5.4			100	0	0			0	100	0			2	98	
Total %	1	0	1			0	35	2			4	0	0			0	57	0			2	98	

3.1-303

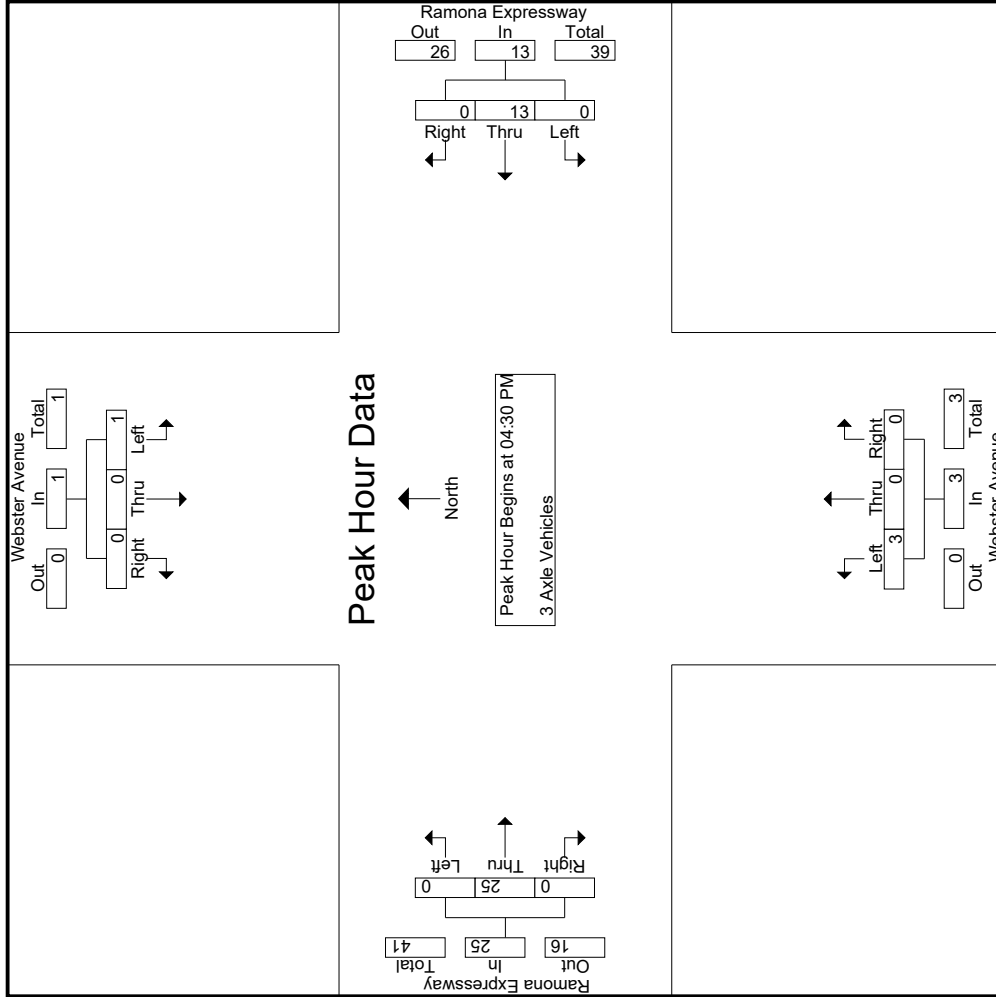
Start Time	Webster Avenue Southbound					Ramona Expressway Westbound					Webster Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	0	14	0	0	14	0	14	19
04:45 PM	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	0	10	0	0	10	0	10	17
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	0	0	0	1	0	13	0	0	13	3	0	0	0	3	0	25	0	0	25	0	25	42
% App. Total	100	0	0	0	100	0	100	0	0	100	100	0	0	0	100	0	100	0	0	100	0	100	
PHF	.250	.000	.000	.000	.250	.000	.650	.000	.650	.650	.375	.000	.000	.000	.375	.000	.446	.000	.446	.446	.000	.446	.553

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

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

City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Webster Avenue Southbound			Ramona Expressway Westbound			Webster Avenue Northbound			Ramona Expressway Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	0	0	1	0	3	1	0	0	1	0	14
+15 mins.	0	0	0	0	5	5	2	0	0	2	10	0
+30 mins.	0	0	0	0	3	3	0	0	0	0	1	0
+45 mins.	0	0	0	0	2	2	0	0	0	0	0	0
Total Volume	1	0	0	1	13	13	3	0	0	3	25	0
% App. Total	100	0	0	100	100	100	100	0	0	100	100	0
PHF	.250	.000	.000	.250	.650	.650	.375	.000	.000	.375	.446	.000

Groups Printed- 4+ Axle Trucks

Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	1	0	1	0	8	1	1	9	0	0	0	0	0	11	1	21	22
04:15 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	17	0	27	27	
04:30 PM	1	0	0	0	1	0	3	0	0	3	1	0	0	0	14	0	19	19	
04:45 PM	0	0	0	0	0	0	5	0	0	5	2	0	0	0	10	0	17	17	
Total	1	0	1	0	2	0	26	1	1	27	3	0	0	0	52	1	84	85	
05:00 PM	0	0	0	0	0	0	11	0	0	11	1	0	0	0	15	0	27	27	
05:15 PM	0	0	0	0	0	0	10	0	1	10	0	0	0	0	13	1	23	24	
05:30 PM	0	0	0	0	0	0	5	0	0	5	2	0	0	0	11	0	18	18	
05:45 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	6	0	14	14	
Total	0	0	0	0	0	0	33	0	1	33	4	0	0	0	45	1	82	83	
Grand Total	1	0	1	0	2	0	59	1	1	60	7	0	0	1	97	2	166	168	
Approch %	50	0	50		1.2	0	98.3	1.7		36.1	100	0	0	4.2	3.1	96.9	0	166	
Total %	0.6	0	0.6		1.2	0	35.5	0.6		36.1	4.2	0	0	4.2	1.8	56.6	0	98.8	

3.1-306

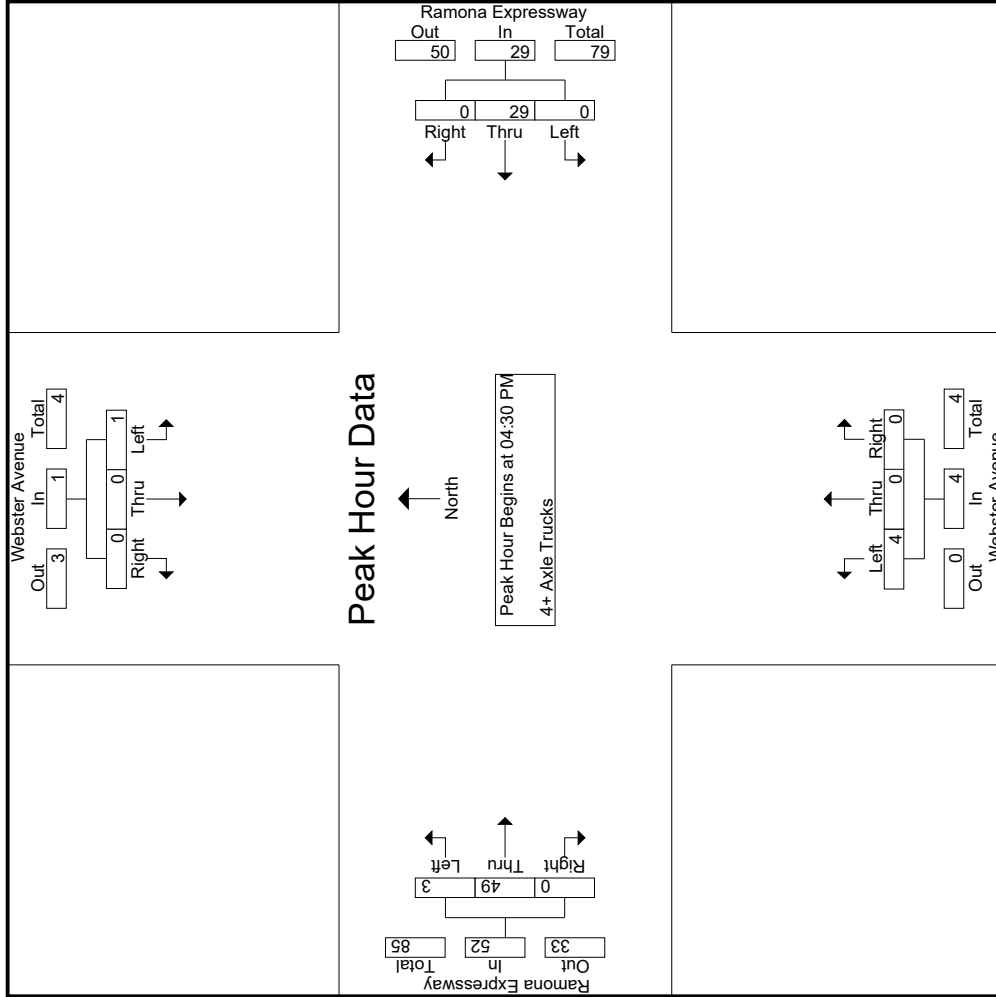
Start Time	Webster Avenue Southbound				Ramona Expressway Westbound				Webster Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	1	0	0	0	1	0	0	3	0	3	1	0	0	0	14	0	14	19
04:45 PM	0	0	0	0	0	0	0	5	0	5	2	0	0	0	10	0	10	17
05:00 PM	0	0	0	0	0	0	0	11	0	11	1	0	0	0	12	0	15	27
05:15 PM	0	0	0	0	0	0	0	10	0	10	0	0	0	0	13	0	13	23
Total Volume	1	0	0	0	1	0	0	29	0	29	4	0	0	4	49	0	52	86
% App. Total	100	0	0		.250	0	0	100	0	.659	100	0	0	0	94.2	0	.867	.796
PHF	.250	.000	.000		.250	.000	.000	.659	.000	.659	.500	.000	.000	.500	.875	.000	.867	.796

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

Counts Unlimited
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City of Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 12_PER_Webster_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Location: Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Webster Avenue	East Leg Ramona Expressway	South Leg Webster Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Webster Avenue	East Leg Ramona Expressway	South Leg Webster Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

Location: Perris
 N/S: Webster Avenue
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

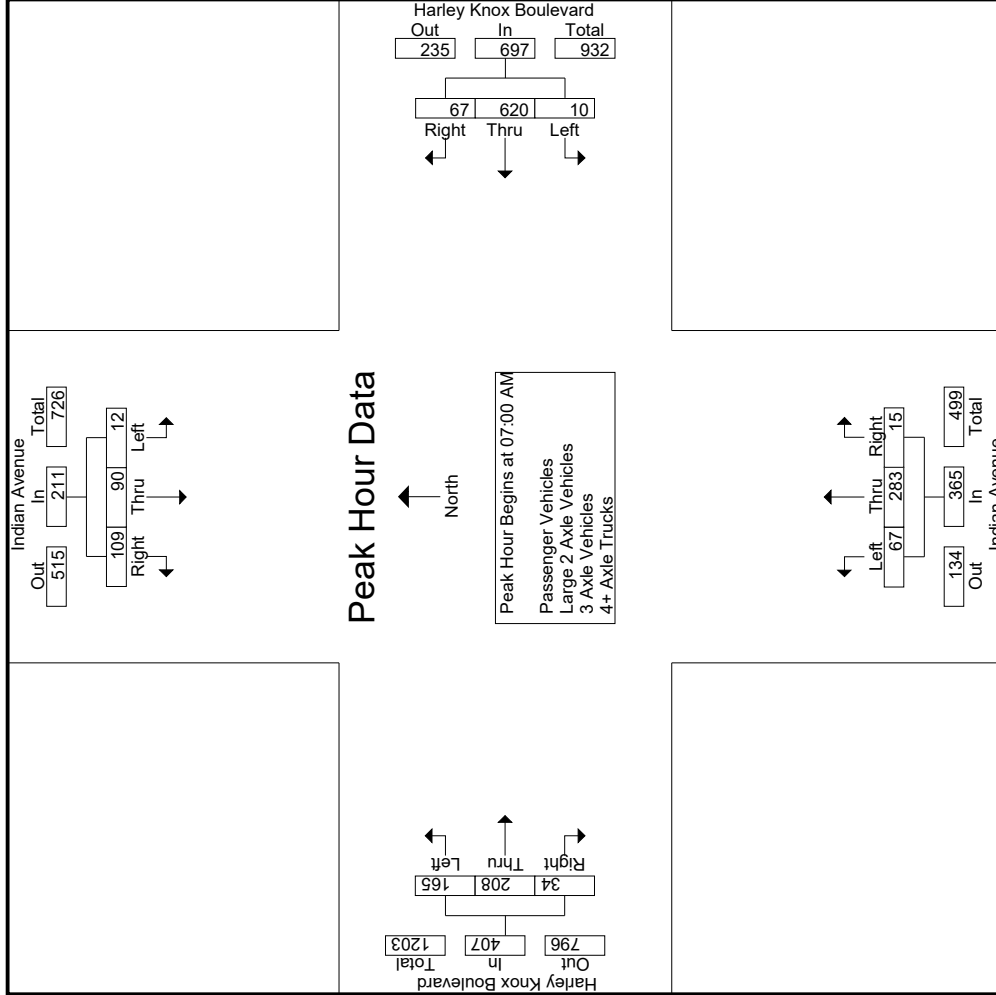
	Southbound Webster Avenue			Westbound Ramona Expressway			Northbound Webster Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Webster Avenue			Westbound Ramona Expressway			Northbound Webster Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	1	0	0	1

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

City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

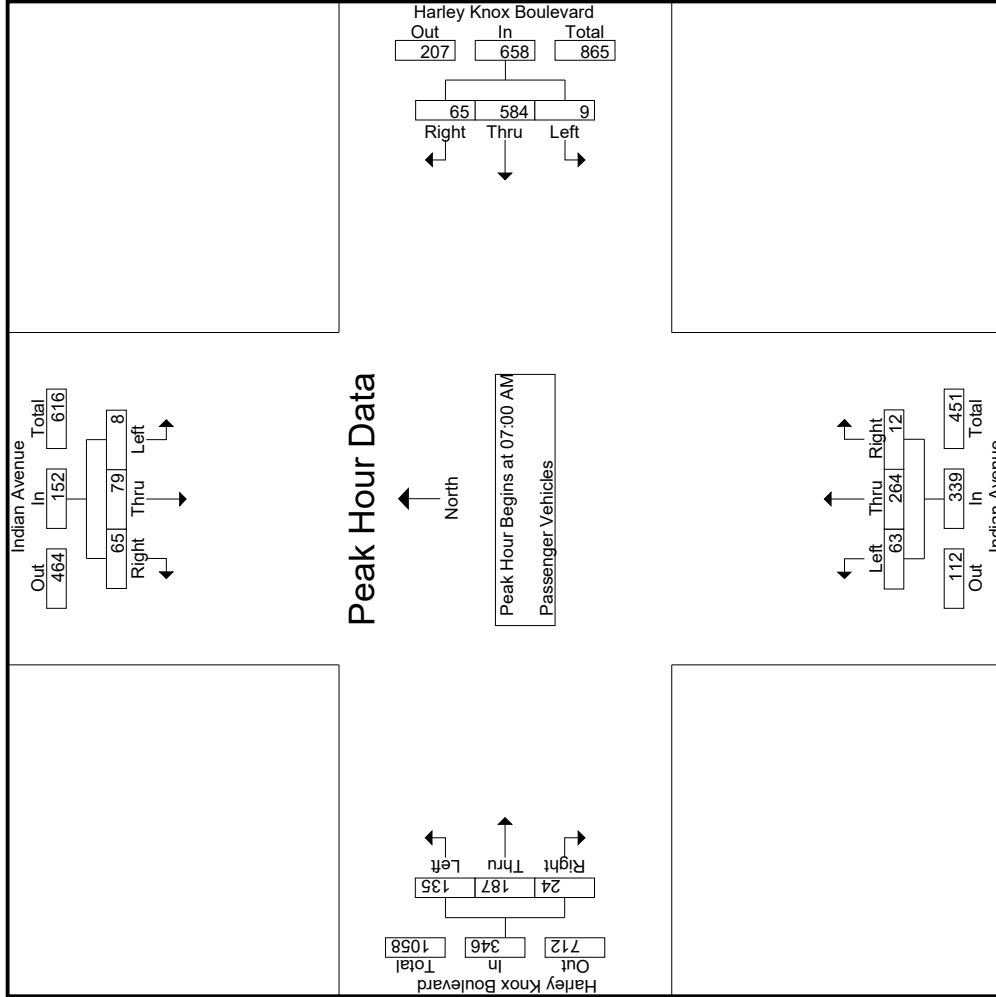
City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Harley Knox Boulevard Westbound			Indian Avenue Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:00 AM			07:00 AM			07:15 AM				
+0 mins.	3	32	32	5	168	17	190	17	59	3	79	35	46	11
+15 mins.	3	27	35	2	187	15	204	22	95	3	120	49	44	6
+30 mins.	2	19	21	1	133	19	153	14	67	4	85	57	81	9
+45 mins.	0	19	24	2	132	16	150	14	62	5	81	30	47	8
Total Volume	8	97	112	10	620	67	697	67	283	15	365	171	218	34
% App. Total	3.7	44.7	51.6	1.4	89	9.6	854	18.4	77.5	4.1	760	40.4	51.5	8
PHF	.667	.758	.800	.500	.829	.882	.854	.761	.745	.750	.760	.750	.673	.773

Groups Printed - Passenger Vehicles

Start Time	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	3	11	16	8	30	4	161	17	4	182	17	53	2	1	72	22	33	4	1	59	14	343	357	
07:15 AM	3	16	9	6	28	2	169	15	4	186	21	91	1	0	113	29	42	8	1	79	11	406	417	
07:30 AM	1	26	17	5	44	1	129	19	6	149	13	61	4	2	78	40	37	4	2	81	15	352	367	
07:45 AM	1	26	23	10	50	2	125	14	4	141	12	59	5	2	76	44	75	8	2	127	18	394	412	
Total	8	79	65	29	152	9	584	65	18	658	63	264	12	5	339	135	187	24	6	346	58	1495	1553	
08:00 AM	2	14	12	5	28	3	74	5	1	82	8	41	3	1	52	20	38	8	1	66	8	228	236	
08:15 AM	0	16	14	3	30	3	75	4	0	82	11	26	2	0	39	15	30	2	1	47	4	198	202	
08:30 AM	2	13	11	4	26	4	55	8	1	67	5	12	2	0	19	16	35	6	0	57	5	169	174	
08:45 AM	0	9	10	8	19	3	38	6	0	47	7	13	4	2	24	17	31	5	0	53	10	143	153	
Total	4	52	47	20	103	13	242	23	2	278	31	92	11	3	134	68	134	21	2	223	27	738	765	
Grand Total	12	131	112	49	255	22	826	88	20	936	94	356	23	8	473	203	321	45	8	569	85	2233	2318	
Approch %	4.7	51.4	43.9			2.4	88.2	9.4		41.9	19.9	75.3	4.9		21.2	35.7	56.4	7.9		25.5	3.7	96.3		
Total %	0.5	5.9	5		11.4	1	37	3.9			4.2	15.9	1			9.1	14.4	2						
Start Time	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:00 AM																								
07:00 AM	3	11	16		30	4	161	17		182	17	53	2		72	22	33	4		59	14	343	357	
07:15 AM	3	16	9		28	2	169	15		186	21	91	1		113	29	42	8		79	11	406	417	
07:30 AM	1	26	17		44	1	129	19		149	13	61	4		78	40	37	4		81	15	352	367	
07:45 AM	1	26	23		50	2	125	14		141	12	59	5		76	44	75	8		127	18	394	412	
Total Volume	8	79	65		152	9	584	65		658	63	264	12		339	135	187	24		346	58	1495	1553	
% App. Total	5.3	52	42.8			1.4	88.8	9.9			18.6	77.9	3.5			39	54	6.9						
PHF	.667	.760	.707		.760	.563	.864	.855		.884	.750	.725	.600		.750	.767	.623	.750		.681				



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

City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Harley Knox Boulevard Westbound			Indian Avenue Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	3	11	16	4	161	17	182	17	53	2	72	33	4	59	
+15 mins.	3	16	9	2	169	15	186	21	91	1	113	42	8	79	
+30 mins.	1	26	17	1	129	19	149	13	61	4	78	37	4	81	
+45 mins.	1	26	23	2	125	14	141	12	59	5	76	44	8	127	
Total Volume	8	79	65	9	584	65	658	63	264	12	339	135	24	346	
% App. Total	5.3	52	42.8	1.4	88.8	9.9	88.4	18.6	77.9	3.5	75.0	39	6.9	68.1	
PHF	.667	.760	.707	.563	.864	.855	.884	.750	.725	.600	.750	.767	.750	.681	

Groups Printed - Large 2 Axle Vehicles

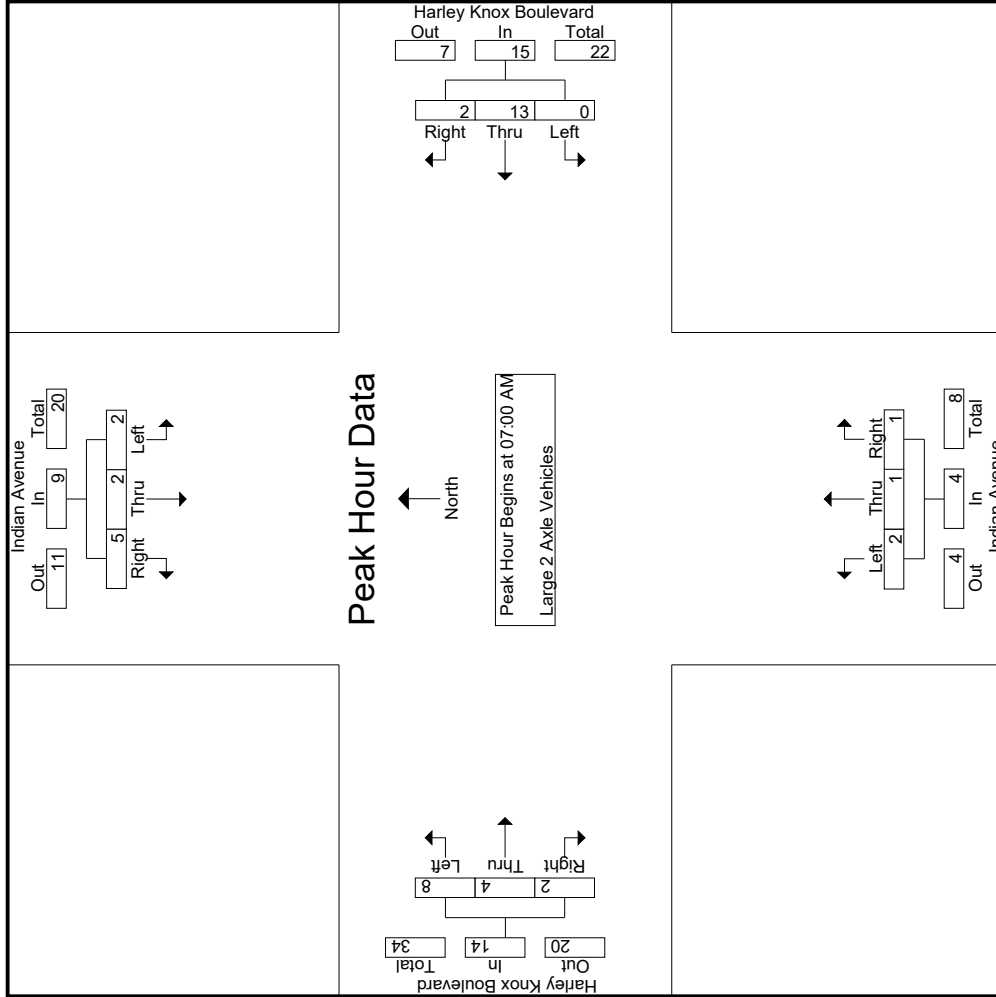
Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	2	1	0	2	0	0	2	0	0	0	0	0	0	2	2	7	7	9
07:15 AM	0	0	1	0	0	8	0	0	1	1	1	1	3	0	0	3	1	15	16	16
07:30 AM	1	0	1	0	0	0	0	0	1	0	0	0	1	2	0	4	0	7	7	7
07:45 AM	1	1	1	1	0	3	2	0	5	0	0	0	0	3	2	0	1	13	14	14
Total	2	2	5	2	0	13	2	0	15	2	1	1	4	8	4	2	1	4	42	46
08:00 AM	0	2	2	0	0	0	0	0	0	0	3	0	3	2	3	0	0	0	12	12
08:15 AM	0	0	2	2	0	3	0	0	3	0	1	0	2	3	3	1	0	2	14	16
08:30 AM	0	1	0	0	1	3	0	0	4	0	0	0	2	2	0	0	4	0	9	9
08:45 AM	2	2	3	2	0	4	0	0	4	1	1	0	2	4	1	3	0	2	21	23
Total	2	5	7	4	1	10	0	0	11	1	5	1	7	11	9	4	0	4	56	60
Grand Total	4	7	12	6	1	23	2	0	26	3	6	2	11	19	13	6	1	8	98	106
Approch %	17.4	30.4	52.2		3.8	88.5	7.7		27.3	54.5	18.2		11.2	50	34.2	15.8		7.5	92.5	
Total %	4.1	7.1	12.2		1	23.5	2		26.5	3.1	6.1	2		19.4	13.3	6.1				

3.1-317

Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	2	1	0	2	0	0	2	0	0	0	0	0	0	2	2	7	7	9
07:15 AM	0	0	1	0	0	8	0	0	1	1	1	1	3	0	0	3	1	15	16	16
07:30 AM	1	0	1	0	0	0	0	0	1	0	0	0	1	2	0	4	0	7	7	7
07:45 AM	1	1	1	1	0	3	2	0	5	0	0	0	0	3	2	0	1	13	14	14
Total	2	2	5	2	0	13	2	0	15	2	1	1	4	8	4	2	1	4	42	46
08:00 AM	0	2	2	0	0	0	0	0	0	0	3	0	3	2	3	0	0	0	12	12
08:15 AM	0	0	2	2	0	3	0	0	3	0	1	0	2	3	3	1	0	2	14	16
08:30 AM	0	1	0	0	1	3	0	0	4	0	0	0	2	2	0	0	4	0	9	9
08:45 AM	2	2	3	2	0	4	0	0	4	1	1	0	2	4	1	3	0	2	21	23
Total	2	5	7	4	1	10	0	0	11	1	5	1	7	11	9	4	0	4	56	60
Grand Total	4	7	12	6	1	23	2	0	26	3	6	2	11	19	13	6	1	8	98	106
Approch %	17.4	30.4	52.2		3.8	88.5	7.7		27.3	54.5	18.2		11.2	50	34.2	15.8		7.5	92.5	
Total %	4.1	7.1	12.2		1	23.5	2		26.5	3.1	6.1	2		19.4	13.3	6.1				

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

Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	2	1	0	2	0	0	2	0	0	0	0	0	0	2	2	7	7	9
07:15 AM	0	0	1	0	0	8	0	0	1	1	1	1	3	0	0	3	0	15	16	16
07:30 AM	1	0	1	0	0	0	0	0	1	0	0	0	1	2	0	4	0	7	7	7
07:45 AM	1	1	1	1	0	3	2	0	5	0	0	0	0	3	2	0	1	13	14	14
Total Volume	2	2	5	2	0	13	2	0	15	2	1	1	4	8	4	2	1	4	42	46
% App. Total	22.2	22.2	55.6		0	86.7	13.3		25	50	25	25	57.1	28.6	14.3			14.3		
PHF	.500	.500	.625		.000	.406	.250		.469	.500	.250	.250	.667	.500	.250		.700	.700	.700	.700



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

City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Harley Knox Boulevard Westbound			Indian Avenue Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	2	0	2	0	0	0	0	0	0	0	0	2	
+15 mins.	0	0	1	0	8	0	1	1	0	3	0	0	0	3	
+30 mins.	1	0	1	0	0	0	1	0	0	1	0	0	0	4	
+45 mins.	1	1	1	0	3	2	0	0	0	0	0	0	0	5	
Total Volume	2	2	5	0	13	2	2	1	1	4	4	4	2	14	
% App. Total	22.2	22.2	55.6	0	86.7	13.3	25	25	25	57.1	28.6	14.3	250	700	
PHF	.500	.500	.625	.000	.406	.250	.500	.250	.250	.667	.500	.250	.500	.700	

Groups Printed- 3 Axle Vehicles

Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	4	4
07:15 AM	0	1	2	2	3	0	2	0	0	2	0	0	0	0	0	2	5	7
07:30 AM	0	0	3	0	3	0	0	0	0	0	2	1	2	1	4	0	9	9
07:45 AM	0	0	3	1	3	0	0	0	0	0	0	0	0	0	3	1	6	7
Total	0	1	9	3	10	0	2	0	0	2	3	3	1	0	9	3	24	27
08:00 AM	0	1	2	1	3	0	0	0	0	0	0	0	0	0	2	1	5	6
08:15 AM	0	1	2	2	3	0	1	1	0	2	1	2	1	2	5	2	13	15
08:30 AM	0	1	1	1	2	0	0	0	0	0	1	0	0	0	0	1	3	4
08:45 AM	0	2	0	0	2	0	1	0	0	1	1	1	0	0	1	1	6	7
Total	0	5	5	4	10	0	2	1	0	3	4	4	2	2	8	5	27	32
Grand Total	0	6	14	7	20	0	4	1	0	5	1	7	1	1	9	8	51	59
Approch %	0	30	70			0	80	20		11.1	77.8	11.1		52.9	29.4	17.6		
Total %	0	11.8	27.5		39.2	0	7.8	2		9.8	2	13.7	2	17.6	9.8	5.9	13.6	86.4

3.1-320

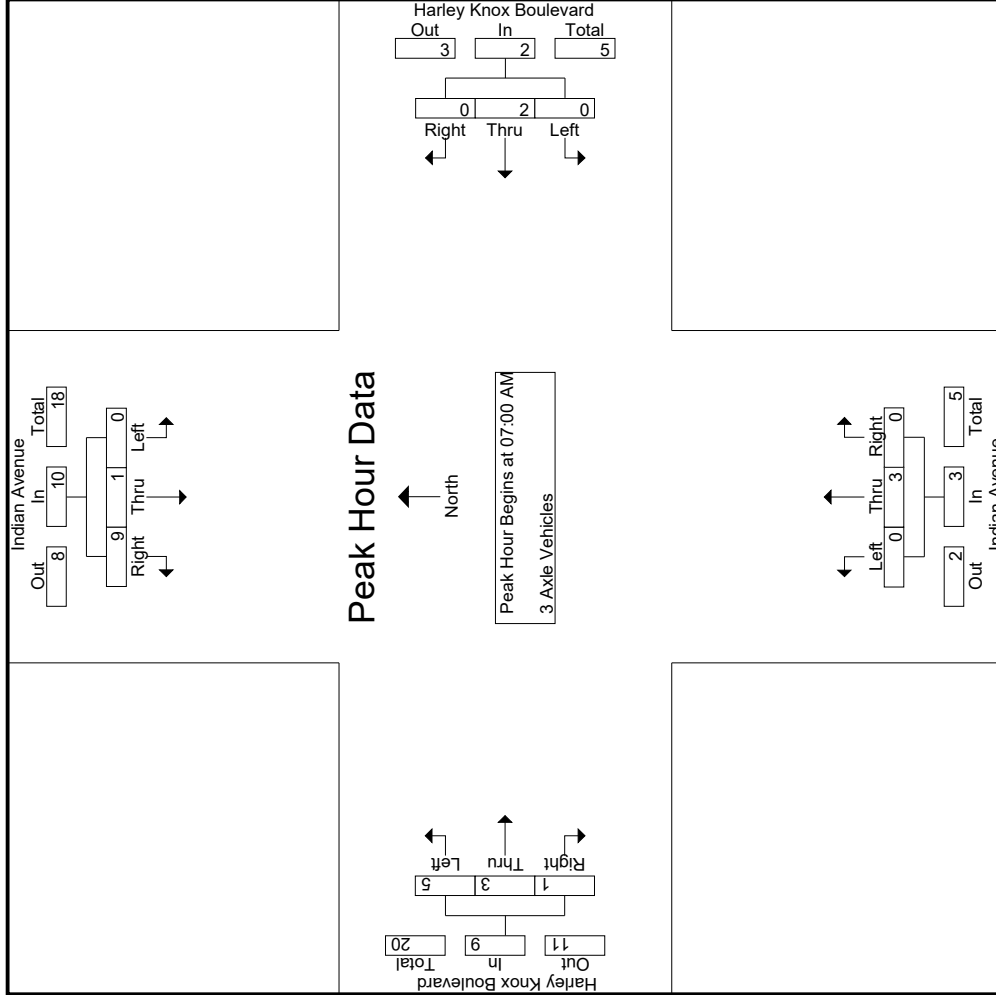
Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	4	4
07:15 AM	0	1	2	2	3	0	2	0	0	2	0	0	0	0	0	2	5	7
07:30 AM	0	0	3	0	3	0	0	0	0	0	2	1	2	1	4	0	9	9
07:45 AM	0	0	3	1	3	0	0	0	0	0	0	0	0	0	3	1	6	7
Total Volume	0	1	9	3	10	0	2	0	0	2	3	3	1	0	9	3	24	27
% App. Total	0	10	90			0	100	0		100	0	100	0	33.3	11.1			
PHF	.000	.250	.750		.833	.000	.250	.000		.250	.000	.375	.000	.417	.375	.250	.563	.667

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

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

City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Harley Knox Boulevard Westbound			Indian Avenue Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	1	0	0	0	0	0	1	0	1	0
+15 mins.	0	1	2	0	2	0	0	0	0	0	0	0
+30 mins.	0	0	3	0	0	0	0	0	2	0	2	1
+45 mins.	0	0	3	0	0	0	0	0	0	0	0	0
Total Volume	0	1	9	0	2	0	2	0	3	0	3	1
% App. Total	.000	.250	.750	.000	.250	.000	.250	.000	.375	.000	.375	.111
PHF	.833			.250			.375			.375		
										.563		

Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	6	2	1	5	0	0	6	0	5	1	0	1	3	2	0	2	26	28
07:15 AM	0	0	5	2	0	8	0	0	8	0	3	1	0	3	4	3	0	2	27	29
07:30 AM	1	6	11	5	0	4	0	0	4	0	4	0	0	6	3	1	0	5	36	41
07:45 AM	1	0	8	2	0	4	0	0	4	2	3	0	0	7	4	1	1	3	30	33
Total	2	8	30	11	1	21	0	0	22	2	15	2	0	17	14	7	1	12	119	131
08:00 AM	0	2	5	3	0	4	0	0	4	1	5	0	0	7	5	0	0	3	29	32
08:15 AM	0	2	6	0	0	3	0	0	3	1	9	0	0	11	7	1	0	0	40	40
08:30 AM	0	4	8	4	0	4	1	0	5	0	2	0	0	11	8	3	0	4	41	45
08:45 AM	0	2	2	0	0	5	0	0	5	0	1	0	0	4	3	2	0	0	19	19
Total	0	10	21	7	0	16	1	0	17	2	17	0	0	33	23	6	0	7	129	136
Grand Total	2	18	51	18	1	37	1	0	39	4	32	2	0	50	37	13	1	100	248	267
Approch %	2.8	25.4	71.8		2.6	94.9	2.6		15.7	10.5	84.2	5.3		50	37	13		40.3	7.1	92.9
Total %	0.8	7.3	20.6		0.4	14.9	0.4		15.7	1.6	12.9	0.8		20.2	14.9	5.2				

3.1-323

Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	6	2	1	5	0	0	6	0	5	1	0	1	3	2	0	2	26	28
07:15 AM	0	0	5	2	0	8	0	0	8	0	3	1	0	3	4	3	0	2	27	29
07:30 AM	1	6	11	5	0	4	0	0	4	0	4	0	0	6	3	1	0	5	36	41
07:45 AM	1	0	8	2	0	4	0	0	4	2	3	0	0	7	4	1	1	3	30	33
Total	2	8	30	11	1	21	0	0	22	2	15	2	0	17	14	7	1	12	119	131
08:00 AM	0	2	5	3	0	4	0	0	4	1	5	0	0	7	5	0	0	3	29	32
08:15 AM	0	2	6	0	0	3	0	0	3	1	9	0	0	11	7	1	0	0	40	40
08:30 AM	0	4	8	4	0	4	1	0	5	0	2	0	0	11	8	3	0	4	41	45
08:45 AM	0	2	2	0	0	5	0	0	5	0	1	0	0	4	3	2	0	0	19	19
Total	0	10	21	7	0	16	1	0	17	2	17	0	0	33	23	6	0	7	129	136
Grand Total	2	18	51	18	1	37	1	0	39	4	32	2	0	50	37	13	1	100	248	267
Approch %	2.8	25.4	71.8		2.6	94.9	2.6		15.7	10.5	84.2	5.3		50	37	13		40.3	7.1	92.9
Total %	0.8	7.3	20.6		0.4	14.9	0.4		15.7	1.6	12.9	0.8		20.2	14.9	5.2				

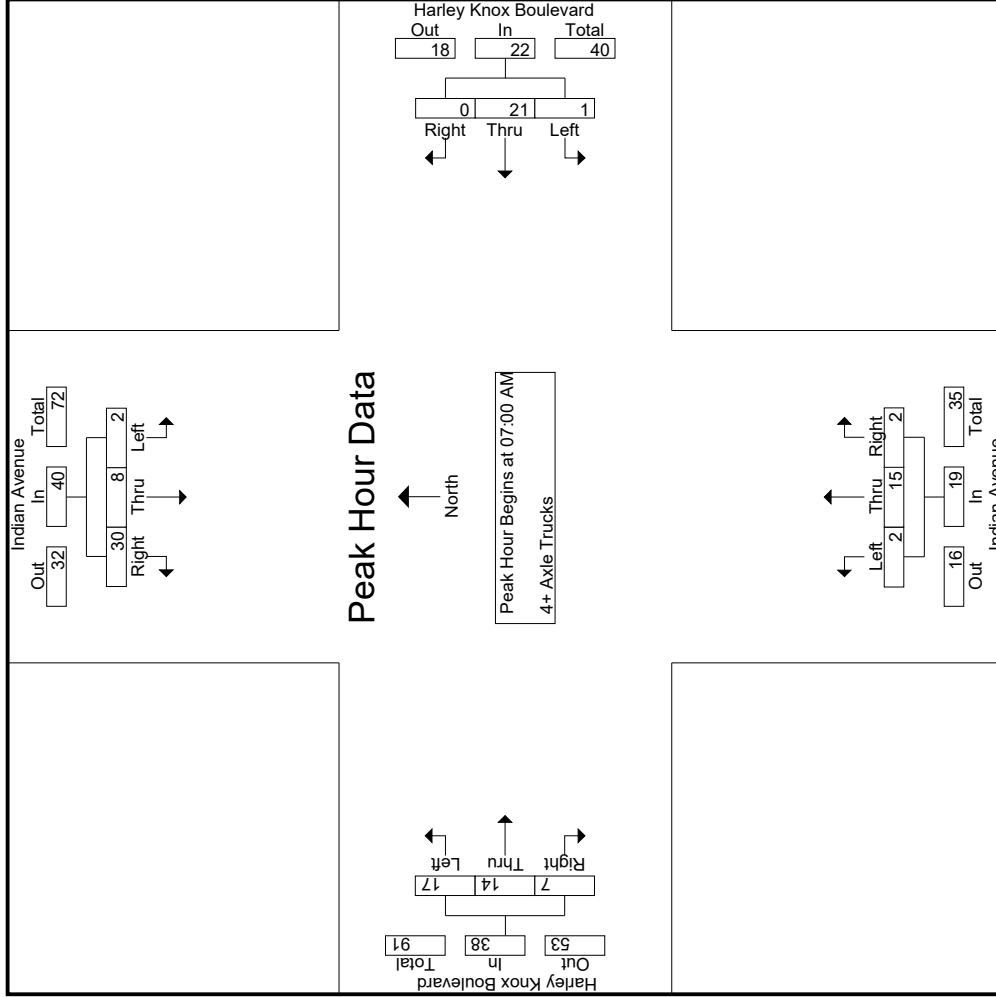
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	6	2	1	5	0	0	6	0	5	1	0	1	3	2	0	2	26	28
07:15 AM	0	0	5	2	0	8	0	0	8	0	3	1	0	3	4	3	0	3	27	29
07:30 AM	1	6	11	5	0	4	0	0	4	0	4	0	0	6	3	1	0	5	36	41
07:45 AM	1	0	8	2	0	4	0	0	4	2	3	0	0	7	4	1	1	3	30	33
Total Volume	2	8	30	11	1	21	0	0	22	2	15	2	0	17	14	7	1	12	119	131
% App. Total	5	20	75		4.5	95.5	0		10.5	78.9	10.5			44.7	36.8	18.4				
PHF	.500	.333	.682		.250	.656	.000		.688	.250	.750	.500		.607	.875	.583		.792	.792	.826

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City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

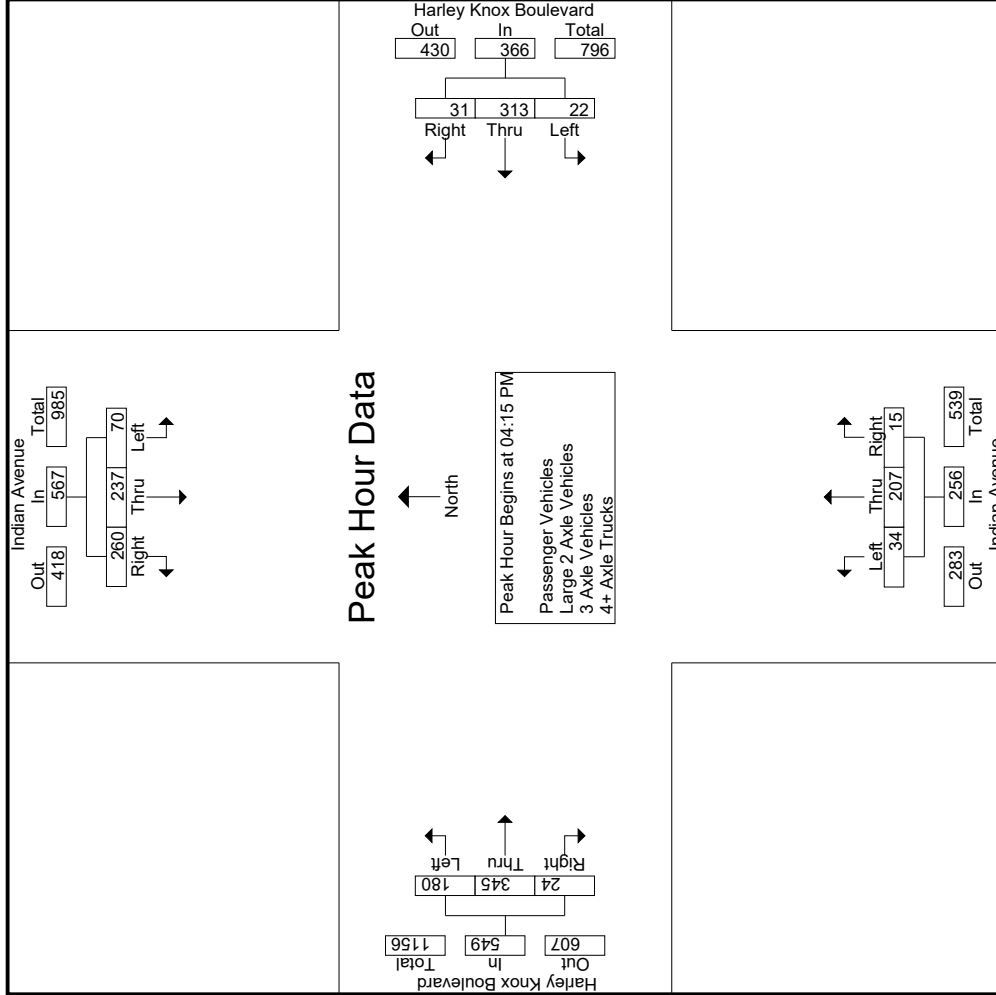
Start Time	Indian Avenue Southbound			Harley Knox Boulevard Westbound			Indian Avenue Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	2	6	1	5	0	6	0	5	1	3	2	6		
+15 mins.	0	0	5	0	8	0	8	0	3	1	4	3	10		
+30 mins.	1	6	11	0	4	0	4	0	4	0	6	1	10		
+45 mins.	1	0	8	0	4	0	4	2	3	0	7	4	12		
Total Volume	2	8	30	1	21	0	22	2	15	2	17	14	38		
% App. Total	.500	.333	.682	.250	.656	.000	.688	.250	.750	.500	.607	.875	.583	.792	
PHF															

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

Start Time	Indian Avenue Southbound						Harley Knox Boulevard Westbound						Indian Avenue Northbound						Harley Knox Boulevard Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total					
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total							
04:00 PM	9	50	62	21	121	1	72	3	1	76	7	30	3	1	40	39	90	6	1	135	24	372	396					
04:15 PM	18	47	45	13	110	5	72	11	5	88	11	42	5	4	58	54	87	10	1	151	23	407	430					
04:30 PM	15	59	77	20	151	1	82	6	0	89	13	60	6	2	79	43	91	4	1	138	23	457	480					
04:45 PM	15	68	75	22	158	11	82	7	5	100	5	71	4	2	80	52	80	8	3	140	32	478	510					
Total	57	224	259	76	540	18	308	27	11	353	36	203	18	9	257	188	348	28	6	564	102	1714	1816					
05:00 PM	22	63	63	21	148	5	77	7	3	89	5	34	0	0	39	31	87	2	1	120	25	396	421					
05:15 PM	15	64	55	18	134	5	67	4	2	76	11	22	3	2	36	20	78	4	1	102	23	348	371					
05:30 PM	9	61	51	22	121	4	69	7	1	80	8	39	2	1	49	27	91	3	0	121	24	371	395					
05:45 PM	15	41	29	12	85	2	48	2	1	52	1	18	5	2	24	29	65	5	1	99	16	260	276					
Total	61	229	198	73	488	16	261	20	7	297	25	113	10	5	148	107	321	14	3	442	88	1375	1463					
Grand Total	118	453	457	149	1028	34	569	47	18	650	61	316	28	14	405	295	669	42	9	1006	190	3089	3279					
Approch %	11.5	44.1	44.5			5.2	87.5	7.2			15.1	78	6.9			29.3	66.5	4.2			29.3	66.5	4.2			5.8	94.2	
Total %	3.8	14.7	14.8			1.1	18.4	1.5			2	10.2	0.9			9.6	21.7	1.4			32.6					0	0	2860
Passenger Vehicles	115	424	399		1065	33	507	37		591	44	272	27		357	206	603	30		847	0	0	0		0	0	0	87.2
Large 2 Axle Vehicles	97.5	93.6	87.3	85.2	90.5	97.1	89.1	78.7	77.8	88.5	72.1	86.1	96.4	100	85.2	69.8	90.1	71.4	88.9	83.4	0	0	0		0	0	0	67
3 Axle Vehicles	1.7	1.3	1.1	1.3	1.3	0	2.3	2.1	0	2.1	3	7	0	0	2.4	16	12	0	0	2.8	0	0	0		0	0	0	2
% 3 Axle Vehicles	0	6	11		21	1	8	7		20	2	15	1		18	41	11	0		52	0	0	0		0	0	0	111
4+ Axle Trucks	1	17	42		76	0	41	2		43	12	22	0		34	32	43	12		88	0	0	0		0	0	0	241
% 4+ Axle Trucks	0.8	3.8	9.2	10.7	6.5	0	7.2	4.3	0	6.4	19.7	7	0	0	8.1	10.8	6.4	28.6	11.1	8.7	0	0	0		0	0	0	7.3

Start Time	Indian Avenue Southbound						Harley Knox Boulevard Westbound						Indian Avenue Northbound						Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:15 PM	18	47	45		110	5	72	11		88	11	42	5		58	54	87	10		151	23	407	430	
04:30 PM	15	59	77		151	1	82	6		89	13	60	6		79	43	91	4		138	23	457	480	
04:45 PM	15	68	75		158	11	82	7		100	5	71	4		80	52	80	8		140	32	478	510	
05:00 PM	22	63	63		148	5	77	7		89	5	34	0		39	31	87	2		120	25	396	421	
Total Volume	70	237	260		567	22	313	31		366	34	207	15		256	180	345	24		549	102	1714	1816	
% App. Total	12.3	41.8	45.9		844	6	85.5	8.5		8.5	13.3	80.9	5.9		6.25	32.8	62.8	4.4		948	88	1375	1463	
PHF	.795	.871	.844		.897	.500	.954	.705		.915	.654	.729	.625		.800	.833	.948	.600		.909				

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



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City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Harley Knox Boulevard Westbound			Indian Avenue Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			04:15 PM			04:00 PM			04:00 PM				
+0 mins.	15	59	77	5	72	11	88	7	30	3	39	90	6	135
+15 mins.	15	68	75	1	82	6	89	11	42	5	54	87	10	151
+30 mins.	22	63	63	11	82	7	100	13	60	6	43	91	4	138
+45 mins.	15	64	55	5	77	7	89	5	71	4	52	80	8	140
Total Volume	67	254	270	22	313	31	366	36	203	18	188	348	28	564
% App. Total	11.3	43	45.7	6	85.5	8.5	91.5	14	79	7	33.3	61.7	5	93.4
PHF	.761	.934	.877	.500	.954	.705	.915	.692	.715	.750	.870	.956	.700	.934

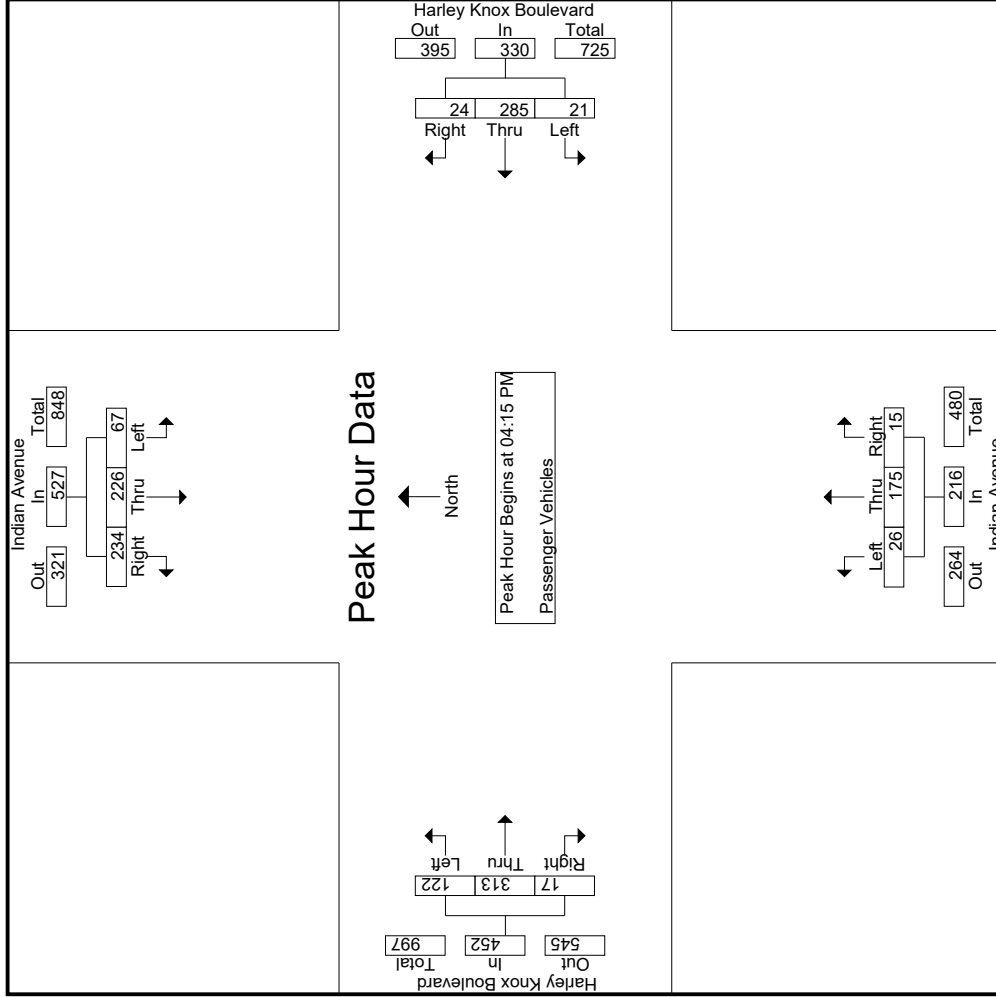
Groups Printed - Passenger Vehicles

Start Time	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	9	44	54	18	107	1	61	3	1	65	4	26	3	1	33	26	83	4	1	113	21	318	339
04:15 PM	17	45	35	10	97	5	67	8	4	80	8	30	5	4	43	30	77	7	1	114	19	334	353
04:30 PM	14	59	71	18	144	1	73	5	0	79	10	57	6	2	73	36	86	2	1	124	21	420	441
04:45 PM	15	62	72	21	149	10	76	7	5	93	4	60	4	2	68	36	67	6	2	109	30	419	449
Total	55	210	232	67	497	17	277	23	10	317	26	173	18	9	217	128	313	19	5	460	91	1491	1582
05:00 PM	21	60	56	16	137	5	69	4	2	78	4	28	0	0	32	20	83	2	1	105	19	352	371
05:15 PM	15	62	47	16	124	5	54	3	1	62	8	19	2	2	29	18	68	2	1	88	20	303	323
05:30 PM	9	55	41	19	105	4	63	5	0	72	6	37	2	1	45	18	81	2	0	101	20	323	343
05:45 PM	15	37	23	9	75	2	44	2	1	48	0	15	5	2	20	22	58	5	1	85	13	228	241
Total	60	214	167	60	441	16	230	14	4	260	18	99	9	5	126	78	290	11	3	379	72	1206	1278
Grand Total	115	424	399	127	938	33	507	37	14	577	44	272	27	14	343	206	603	30	8	839	163	2697	2860
Approch %	12.3	45.2	42.5			5.7	87.9	6.4		21.4	12.8	79.3	7.9		12.7	24.6	71.9	3.6		31.1	5.7	94.3	
Total %	4.3	15.7	14.8			1.2	18.8	1.4			1.6	10.1	1			7.6	22.4	1.1					

3.1-329

Start Time	Indian Avenue Southbound					Harley Knox Boulevard Westbound					Indian Avenue Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	17	45	35		97	5	67	8		80	8	30	5		43	30	77	7		114	7	114	334
04:30 PM	14	59	71		144	1	73	5		79	10	57	6		73	36	86	2		124	2	124	420
04:45 PM	15	62	72		149	10	76	7		93	4	60	4		68	36	67	6		109	6	109	419
05:00 PM	21	60	56		137	5	69	4		78	4	28	0		32	20	83	2		105	2	105	352
Total Volume	67	226	234		527	21	285	24		330	26	175	15		216	122	313	17		452	17	452	1525
% App. Total	12.7	42.9	44.4			6.4	86.4	7.3			12	81	6.9			27	69.2	3.8			3.8		
PHF	.798	.911	.813		.884	.525	.938	.750		.887	.650	.729	.625		.740	.847	.910	.607		.911			.908

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



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City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Harley Knox Boulevard Westbound			Indian Avenue Northbound			Harley Knox Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:	04:15 PM			04:15 PM			04:15 PM			04:15 PM			
+0 mins.	17	45	35	5	67	8	80	30	5	43	30	77	7
+15 mins.	14	59	71	1	73	5	79	57	6	73	36	86	2
+30 mins.	15	62	72	10	76	7	93	60	4	68	36	67	6
+45 mins.	21	60	56	5	69	4	78	28	0	32	20	83	2
Total Volume	67	226	234	21	285	24	330	175	15	216	122	313	17
% App. Total	12.7	42.9	44.4	6.4	86.4	7.3	88.7	81	6.9	62.5	27	69.2	3.8
PHF	.798	.911	.813	.525	.938	.750	.887	.729	.625	.740	.847	.910	.607

Groups Printed - Large 2 Axle Vehicles

Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	2	1	3	0	3	0	0	3	1	2	0	0	3	1	10	11
04:15 PM	0	1	1	0	2	0	1	0	0	1	3	4	0	0	7	0	11	11
04:30 PM	1	0	1	0	2	0	3	0	0	3	2	2	0	0	4	0	9	9
04:45 PM	0	2	0	0	2	0	0	0	0	0	3	1	0	0	4	0	9	9
Total	1	4	4	1	9	0	7	0	0	7	9	9	0	0	18	1	39	40
05:00 PM	1	0	0	0	1	0	2	1	0	3	2	0	0	0	2	0	7	7
05:15 PM	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	0	7	7
05:30 PM	0	2	1	1	3	0	2	0	0	2	2	2	0	0	4	1	10	11
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2
Total	1	2	1	1	4	0	6	1	0	7	7	3	0	0	10	1	26	27
Grand Total	2	6	5	2	13	0	13	1	0	14	16	12	0	0	28	2	65	67
Approch %	15.4	46.2	38.5			0	92.9	7.1			57.1	42.9	0		43.1			
Total %	3.1	9.2	7.7		20	0	20	1.5		21.5	4.6	10.8	0		15.4	3	97	

3.1-332

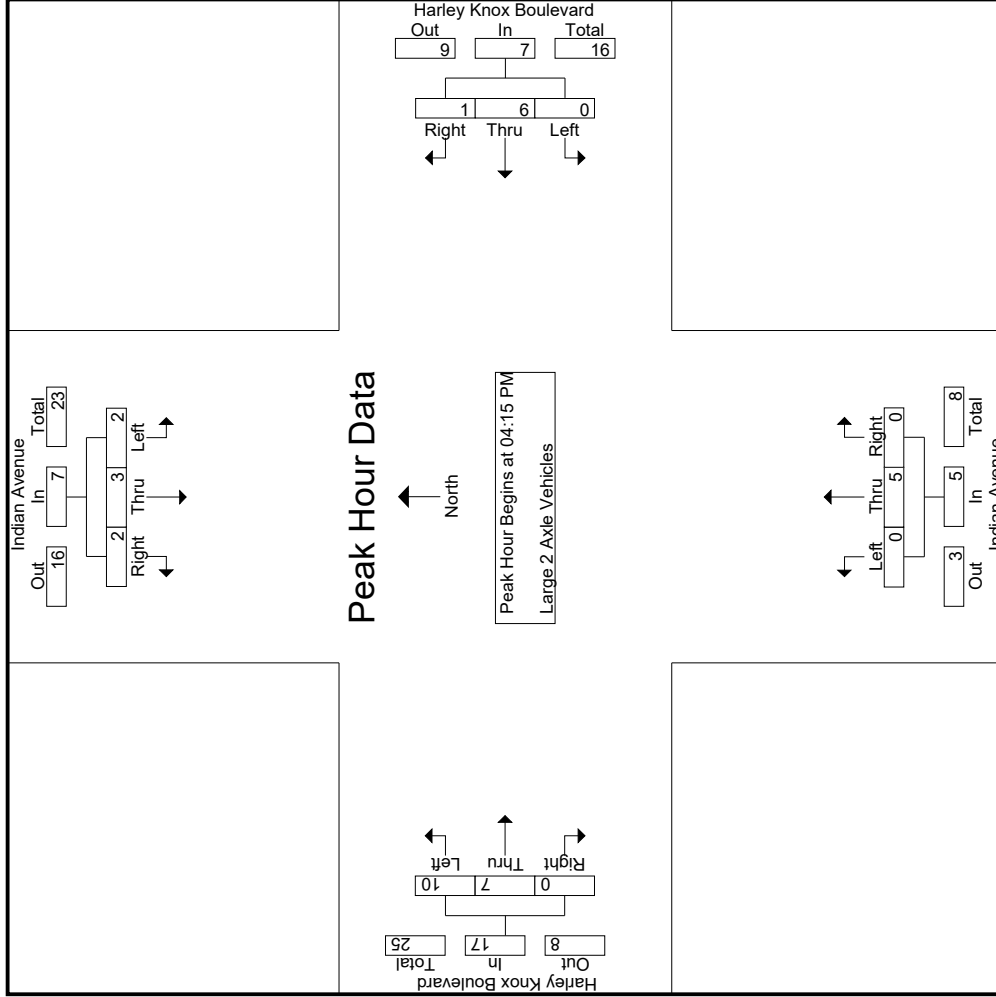
Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	1	1	1	2	0	1	0	0	1	0	0	0	0	1	0	7	7
04:30 PM	1	0	1	1	2	0	3	0	0	3	0	0	0	0	3	0	4	4
04:45 PM	0	2	0	0	2	0	0	0	0	0	3	1	0	0	4	0	9	9
05:00 PM	1	0	0	0	1	0	2	1	0	3	2	0	0	0	4	0	9	9
Total Volume	2	3	2	2	7	0	6	1	7	7	10	7	0	0	17	0	36	36
% App. Total	28.6	42.9	28.6			0	85.7	14.3			58.8	41.2	0		43.1			
PHF	.500	.375	.500		.875	.000	.500	.250	.583	.000	.417	.000	.417	.000	.438	.000	.607	.818

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

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 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Harley Knox Boulevard Westbound			Indian Avenue Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	1	1	2	0	1	0	1	0	0	1	0
+15 mins.	1	0	1	2	0	3	0	3	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	3	1	0
+45 mins.	1	0	0	1	0	2	1	3	0	0	0	0
Total Volume	2	3	2	7	0	6	1	7	0	5	0	0
% App. Total	28.6	42.9	28.6	87.5	0	85.7	14.3	100	0	41.7	0	0
PHF	.500	.375	.500	.875	.000	.500	.250	.583	.000	.417	.000	.000
										.833	.438	.607

Groups Printed- 3 Axle Vehicles

Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	4	1	0	1	0	0	1	1	0	0	2	10	0	0	10	1	18	19
04:15 PM	0	0	1	0	1	1	1	1	2	6	0	0	6	12	0	0	12	1	21	22
04:30 PM	0	0	2	1	0	1	0	0	1	0	0	0	1	4	3	0	7	1	11	12
04:45 PM	0	0	0	0	1	1	0	0	2	3	0	0	3	7	1	0	8	0	13	13
Total	0	1	7	2	3	2	1	0	6	10	0	0	12	33	4	0	37	3	63	66
05:00 PM	0	2	2	2	0	0	2	1	2	0	0	0	2	4	1	0	5	3	13	16
05:15 PM	0	1	0	0	0	4	1	1	5	1	1	0	2	1	0	0	1	1	9	10
05:30 PM	0	0	2	0	0	1	2	1	3	0	0	0	0	2	3	0	5	1	10	11
05:45 PM	0	2	0	0	0	0	0	0	0	0	2	0	2	1	3	0	4	0	8	8
Total	0	5	4	2	0	5	3	0	10	0	5	1	6	8	7	0	15	5	40	45
Grand Total	0	6	11	4	1	8	7	4	16	2	15	1	18	41	11	0	52	8	103	111
Approch %	0	35.3	64.7		6.2	50	43.8		15.5	11.1	83.3	5.6	17.5	78.8	21.2	0	50.5	7.2	92.8	
Total %	0	5.8	10.7		1	7.8	6.8		15.5	1.9	14.6	1	17.5	39.8	10.7	0	50.5	7.2	92.8	

3.1-335

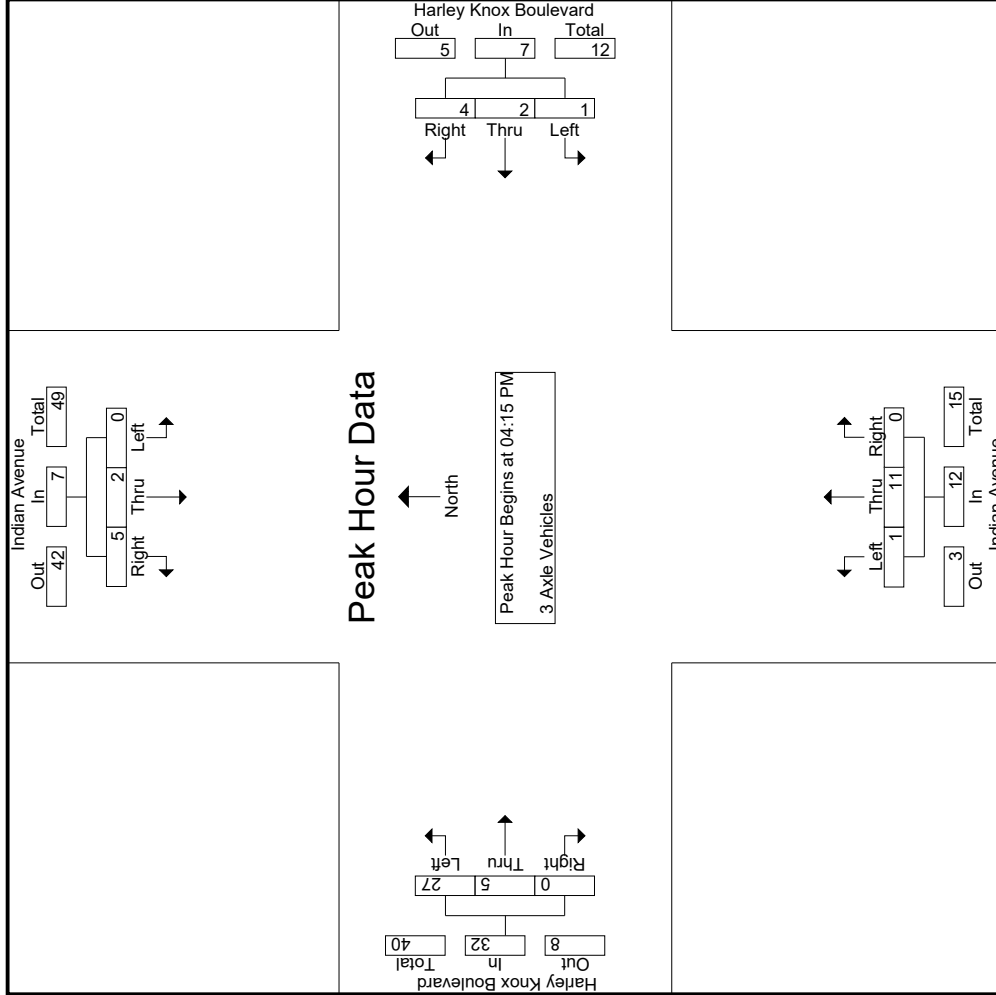
Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	0	0	1	0	1	1	1	1	0	0	0	6	0	0	0	6	0	12	21
04:30 PM	0	0	0	2	0	0	0	1	1	1	0	0	0	1	4	3	3	0	7	11
04:45 PM	0	0	0	0	1	1	0	0	2	0	3	0	0	7	1	0	8	0	13	13
05:00 PM	0	2	2	2	0	0	0	0	2	0	2	0	0	4	2	1	5	0	13	13
Total Volume	0	2	2	5	1	2	4	7	7	1	11	0	0	12	27	5	32	0	58	58
% App. Total	0	28.6	71.4		14.3	28.6	57.1		8.3	91.7	0	0	0	84.4	15.6	0	100.0	0	100.0	100.0
PHF	.000	.250	.625		.250	.500	.875		.250	.458	.000	.000	.500	.563	.417	.000	.667	.000	.667	.690

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

Counts Unlimited
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City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Harley Knox Boulevard Westbound			Indian Avenue Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:15 PM			04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	1	1	1	1	2	0	0	0	6	0	0	0	12
+15 mins.	0	0	2	0	0	1	1	0	0	0	1	0	0	0	7
+30 mins.	0	0	0	1	1	0	2	0	0	0	3	0	0	0	8
+45 mins.	0	2	2	0	0	2	2	0	0	2	2	0	0	0	5
Total Volume	0	2	5	1	2	4	7	1	11	0	12	27	5	0	32
% App. Total	0	28.6	71.4	14.3	28.6	57.1	8.3	91.7	0	84.4	15.6	0	0	0	66.7
PHF	.000	.250	.625	.250	.500	.875	.250	.458	.000	.563	.417	.000	.000	.000	.667

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File Name : 13_PER_Indian_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total					
04:00 PM	0	4	2	1	6	0	7	0	0	7	2	2	0	0	4	2	5	2	0	9	1	26	27
04:15 PM	1	1	8	3	10	0	3	2	0	5	3	5	0	0	8	9	6	3	0	18	3	41	44
04:30 PM	0	0	3	1	3	0	6	0	0	6	2	3	0	0	5	1	0	2	0	3	1	17	18
04:45 PM	0	4	3	1	7	0	5	0	0	5	1	5	0	0	6	6	11	2	1	19	2	37	39
Total	1	9	16	6	26	0	21	2	0	23	8	15	0	0	23	18	22	9	1	49	7	121	128
05:00 PM	0	1	5	3	6	0	6	0	0	6	1	3	0	0	4	5	3	0	0	8	3	24	27
05:15 PM	0	1	8	2	9	0	7	0	0	7	0	2	0	0	2	0	9	2	0	11	2	29	31
05:30 PM	0	4	7	2	11	0	3	0	0	3	2	1	0	0	3	5	5	1	0	11	2	28	30
05:45 PM	0	2	6	3	8	0	4	0	0	4	1	1	0	0	2	4	4	0	0	8	3	22	25
Total	0	8	26	10	34	0	20	0	0	20	4	7	0	0	11	14	21	3	0	38	10	103	113
Grand Total	1	17	42	16	60	0	41	2	0	43	12	22	0	0	34	32	43	12	1	87	17	224	241
Approch %	1.7	28.3	70			0	95.3	4.7		35.3	64.7	0		15.2	36.8	49.4	13.8		38.8		7.1	92.9	
Total %	0.4	7.6	18.8		26.8	0	18.3	0.9		19.2	5.4	9.8	0		15.2	14.3	19.2	5.4		38.8		7.1	92.9

3.1-338

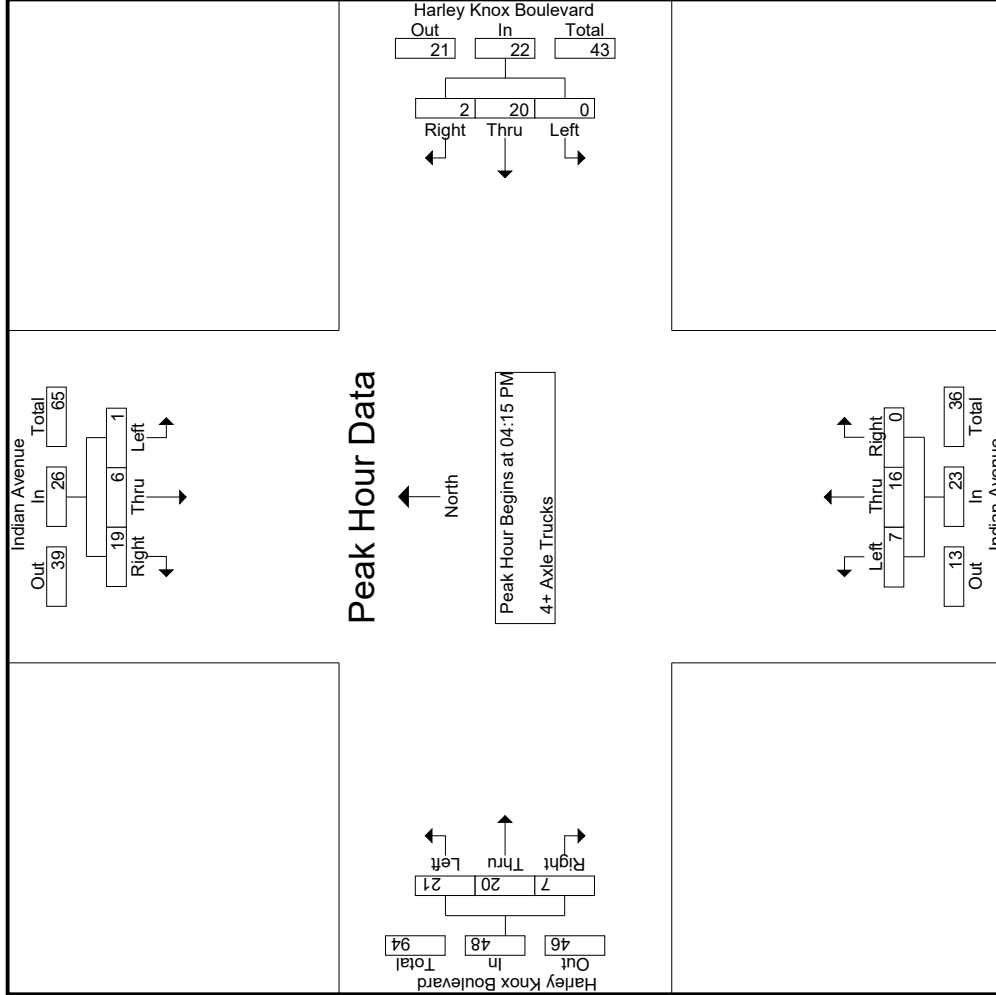
Start Time	Indian Avenue Southbound				Harley Knox Boulevard Westbound				Indian Avenue Northbound				Harley Knox Boulevard Eastbound													
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:15 PM	1	1	8	3	10	0	3	2	0	5	3	5	0	0	8	9	6	3	0	18	3	41	44			
04:30 PM	0	0	3	1	3	0	6	0	0	6	2	3	0	0	5	1	0	2	0	3	1	17	18			
04:45 PM	0	4	3	1	7	0	5	0	0	5	1	5	0	0	6	6	11	2	1	19	2	37	39			
05:00 PM	0	1	6	3	9	0	4	0	0	4	1	1	0	0	2	4	4	0	0	8	3	22	25			
Total Volume	1	6	19		26	0	20	2		22	7	16	0		23	21	20	7		48	7	48	119			
% App. Total	3.8	23.1	73.1		90.9	0	90.9	9.1		30.4	69.6	0			43.8	41.7	14.6			14.6		14.6	119			
PHF	.250	.375	.594		.650	.000	.833	.250		.917	.583	.800	.000		.719	.583	.455	.583		.632		.632	.726			

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

Counts Unlimited
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City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 (951) 268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 13_PER_Indian_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Harley Knox Boulevard Westbound			Indian Avenue Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:15 PM			04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	1	0	8	10	0	3	2	5	3	5	0	8	6	3	18
+15 mins.	0	0	3	3	0	6	0	6	2	3	0	5	0	2	3
+30 mins.	0	4	3	7	0	5	0	5	1	5	0	6	11	2	19
+45 mins.	0	1	5	6	0	6	0	6	1	3	0	4	3	0	8
Total Volume	1	6	19	26	0	20	2	22	7	16	0	23	20	7	48
% App. Total	3.8	23.1	73.1		0	90.9	9.1		30.4	69.6	0		43.8	41.7	14.6
PHF	.250	.375	.594	.650	.000	.833	.250	.917	.583	.800	.000	.719	.455	.583	.632

Location: Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Indian Avenue	East Leg Harley Knox Boulevard	South Leg Indian Avenue	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Indian Avenue	East Leg Harley Knox Boulevard	South Leg Indian Avenue	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: Indian Avenue
 E/W: Harley Knox Boulevard



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Indian Avenue			Westbound Harley Knox Boulevard			Northbound Indian Avenue			Eastbound Harley Knox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Indian Avenue			Westbound Harley Knox Boulevard			Northbound Indian Avenue			Eastbound Harley Knox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	1	0	0	0	0	0	0	1

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

City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram AM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 1

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

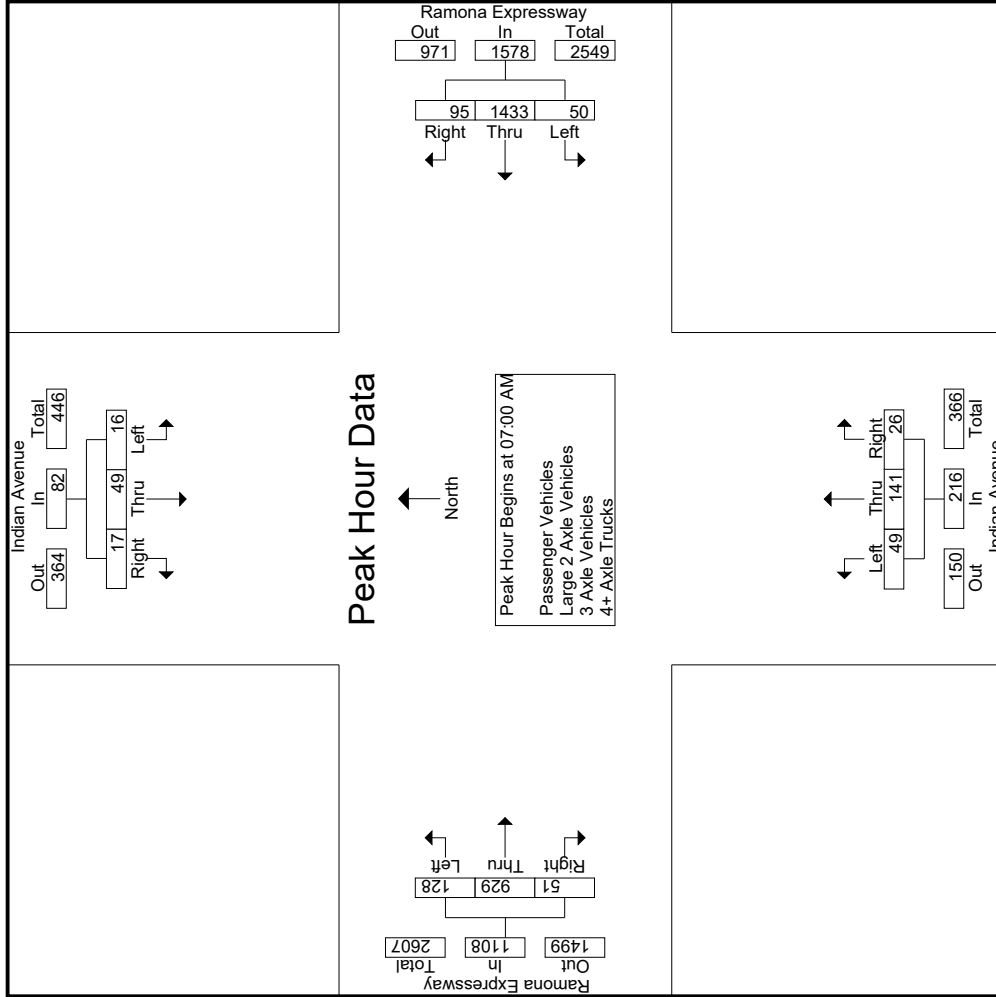
Start Time	Indian Avenue Southbound						Ramona Expressway Westbound						Indian Avenue Northbound						Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	6	5	3	2	14	16	406	27	12	449	16	39	9	4	64	25	198	9	0	232	18	759	777	
07:15 AM	3	13	3	3	19	9	352	25	7	386	12	37	7	5	56	46	209	15	1	270	16	731	747	
07:30 AM	4	20	6	0	30	14	328	24	5	366	8	29	7	1	44	36	254	9	0	299	6	739	745	
07:45 AM	3	11	5	2	19	11	347	19	4	377	13	36	3	1	52	21	268	18	1	307	8	755	763	
Total	16	49	17	7	82	50	1433	95	28	1578	49	141	26	11	216	128	929	51	2	1108	48	2984	3032	
08:00 AM	7	14	4	3	25	14	363	22	11	399	13	21	5	3	39	23	199	14	1	236	18	699	717	
08:15 AM	6	9	3	2	18	13	350	11	3	374	18	15	3	3	36	19	216	15	1	250	9	678	687	
08:30 AM	3	14	7	4	24	5	260	15	7	280	20	6	9	8	35	8	162	17	3	187	22	526	548	
08:45 AM	9	12	4	0	25	5	266	10	5	281	15	11	5	3	31	8	206	9	1	223	9	560	569	
Total	25	49	18	9	92	37	1239	58	26	1334	66	53	22	17	141	58	783	55	6	896	58	2463	2521	
Grand Total	41	98	35	16	174	87	2672	153	54	2912	115	194	48	28	357	186	1712	106	8	2004	106	5447	5553	
Approch %	23.6	56.3	20.1			3	91.8	5.3			32.2	54.3	13.4			9.3	85.4	5.3			36.8	1.9	98.1	
Total %	0.8	1.8	0.6			3.2	49.1	2.8			2.1	3.6	0.9			3.4	31.4	1.9						
Passenger Vehicles	37	74	19		142	75	2572	151		2852	63	170	45		305	151	1588	44		1789	0	0	5088	
Passenger Vehicles	90.2	75.5	54.3	75	74.7	86.2	96.3	98.7	100	96.2	54.8	87.6	93.8	96.4	79.2	81.2	92.8	41.5	75	88.9	0	0	91.6	
% 2 Axle Vehicles	2	2	1		6	10	47	0	0	57	5	1	1		8	7	67	4		78	0	0	149	
% 3 Axle Vehicles	4.9	2	2.9	6.2	3.2	11.5	1.8	0	0	1.9	4.3	0.5	2.1	3.6	2.1	3.8	3.9	3.8	0	3.9	0	0	2.7	
% 4+ Axle Trucks	1	6	1		8	0	11	1		12	7	2	1		10	4	9	6		19	0	0	49	
% 3 Axle Vehicles	2.4	6.1	2.9	0	4.2	0	0.4	0.7	0	0.4	6.1	1	2.1	0	2.6	2.2	0.5	5.7	0	0.9	0	0	0.9	
4+ Axle Trucks	1	16	14		34	2	42	1		45	40	21	1		62	24	48	52		126	0	0	267	
% 4+ Axle Trucks	2.4	16.3	40	18.8	17.9	2.3	1.6	0.7	0	1.5	34.8	10.8	2.1	0	16.1	12.9	2.8	49.1	25	6.3	0	0	4.8	

Start Time	Indian Avenue Southbound						Ramona Expressway Westbound						Indian Avenue Northbound						Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	6	5	3		14	16	406	27		449	16	39	9		64	25	198	9		232	18	759	777	
07:15 AM	3	13	3		19	9	352	25		386	12	37	7		56	46	209	15		270	16	731	747	
07:30 AM	4	20	6		30	14	328	24		366	8	29	7		44	36	254	9		299	6	739	745	
07:45 AM	3	11	5		19	11	347	19		377	13	36	3		52	21	268	18		307	8	755	763	
Total	16	49	17		82	50	1433	95		1578	49	141	26		216	128	929	51		1108	48	2984	3032	
08:00 AM	7	14	4		25	14	363	22		399	13	21	5		39	23	199	14		236	18	699	717	
08:15 AM	6	9	3		18	13	350	11		374	18	15	3		36	19	216	15		250	9	678	687	
08:30 AM	3	14	7		24	5	260	15		280	20	6	9		35	8	162	17		187	22	526	548	
08:45 AM	9	12	4		25	5	266	10		281	15	11	5		31	8	206	9		223	9	560	569	
Total	25	49	18		92	37	1239	58		1334	66	53	22		141	58	783	55		896	58	2463	2521	
Grand Total	41	98	35		174	87	2672	153		2912	115	194	48		357	186	1712	106		2004	106	5447	5553	
Approch %	23.6	56.3	20.1			3	91.8	5.3			32.2	54.3	13.4			9.3	85.4	5.3			36.8	1.9	98.1	
Total %	0.8	1.8	0.6			3.2	49.1	2.8			2.1	3.6	0.9			3.4	31.4	1.9						
Passenger Vehicles	37	74	19		142	75	2572	151		2852	63	170	45		305	151	1588	44		1789	0	0	5088	
Passenger Vehicles	90.2	75.5	54.3	75	74.7	86.2	96.3	98.7	100	96.2	54.8	87.6	93.8	96.4	79.2	81.2	92.8	41.5	75	88.9	0	0	91.6	
% 2 Axle Vehicles	2	2	1		6	10	47	0	0	57	5	1	1		8	7	67	4		78	0	0	149	
% 3 Axle Vehicles	4.9	2	2.9	6.2	3.2	11.5	1.8	0	0	1.9	4.3	0.5	2.1	3.6	2.1	3.8	3.9	3.8	0	3.9	0	0	2.7	
% 4+ Axle Trucks	1	6	1		8	0	11	1		12	7	2	1		10	4	9	6		19	0	0	49	
% 3 Axle Vehicles	2.4	6.1	2.9	0	4.2	0	0.4	0.7	0	0.4	6.1	1	2.1	0	2.6	2.2	0.5	5.7	0	0.9	0	0	0.9	
4+ Axle Trucks	1	16	14		34	2	42	1		45	40	21	1		62	24	48	52		126	0	0	267	
% 4+ Axle Trucks	2.4	16.3	40	18.8	17.9	2.3	1.6	0.7	0	1.5	34.8	10.8	2.1	0	16.1	12.9	2.8	49.1	25	6.3	0	0	4.8	

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

Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	Indian Avenue Southbound						Ramona Expressway Westbound						Indian Avenue Northbound						Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	6	5	3		14	16	406	27		449	16	39	9		64	25	198	9		232	18	759	777	
07:15 AM	3	13	3		19	9	352	25		386	12	37	7		56	46	209	15		270	16	731	747	
07:30 AM	4	20	6		30	14	328	24		366	8	29	7		44	36	254	9		299	6	739	745	
07:45 AM	3	11	5		19	11	347	19		377	13	36	3		52	21	268	18		307	8	755	763	
Total Volume	16	49	17		82	50	1433	95		1578	49	141	26		216	128	929	51		1108	48	2984	3032	
% App. Total	19.5	59.8	20.7			3.2	90.8	6			22.7	65.3	12		11.6	83.8	4.6			867	7.08	902	.983	
PHF	.667	.613	.708		.683	.781	.882	.880		.879	.766	.904	.722		.844	.696	.867	.708		.902	.902	.902	.983	



Counts Unlimited
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City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram AM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Ramona Expressway Westbound			Indian Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM			07:00 AM			07:00 AM			07:15 AM			
+0 mins.	3	13	3	16	27	449	16	39	9	46	209	15	270
+15 mins.	4	20	6	9	25	386	12	37	7	36	254	9	299
+30 mins.	3	11	5	14	24	366	8	29	7	21	268	18	307
+45 mins.	7	14	4	11	19	377	13	36	3	23	199	14	236
Total Volume	17	58	18	50	95	1578	49	141	26	126	930	56	1112
% App. Total	18.3	62.4	19.4	3.2	90.8	6	22.7	65.3	12	11.3	83.6	5	906
PHF	.607	.725	.750	.781	.882	.879	.766	.904	.722	.685	.868	.778	.906

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City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

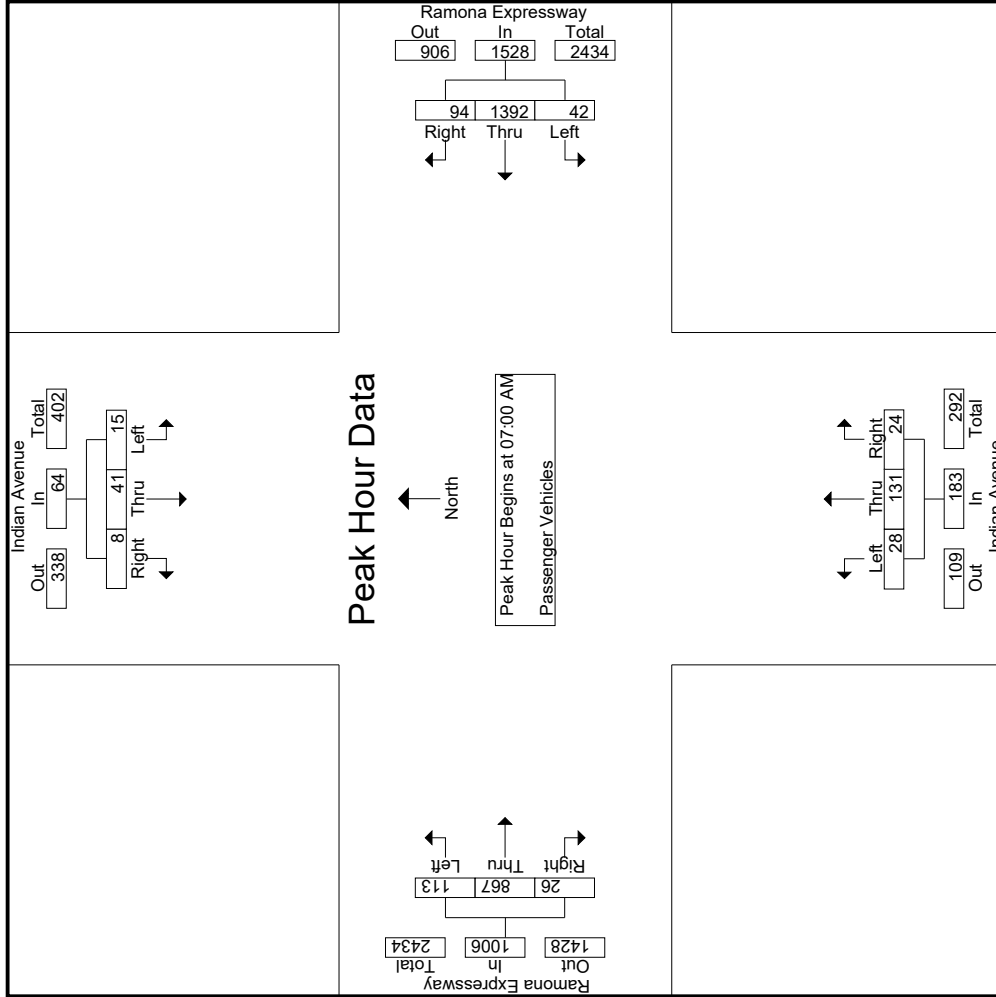
Groups Printed- Passenger Vehicles

Start Time	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	5	2	2	13	14	395	27	12	436	10	34	9	4	53	17	183	4	0	204	18	706	724
07:15 AM	3	12	2	2	17	7	338	25	7	370	9	36	6	4	51	45	196	6	1	247	14	685	699
07:30 AM	3	14	2	0	19	12	319	23	5	354	3	27	6	1	36	33	236	4	0	273	6	682	688
07:45 AM	3	10	2	1	15	9	340	19	4	368	6	34	3	1	43	18	252	12	1	282	7	708	715
Total	15	41	8	5	64	42	1392	94	28	1528	28	131	24	10	183	113	867	26	2	1006	45	2781	2826
08:00 AM	6	10	3	3	19	13	349	22	11	384	4	17	4	3	25	16	186	7	1	209	18	637	655
08:15 AM	6	7	3	2	16	13	335	11	3	359	9	6	3	3	18	13	196	6	1	215	9	608	617
08:30 AM	3	11	3	2	17	2	243	15	7	260	13	5	9	8	27	4	149	2	1	155	18	459	477
08:45 AM	7	5	2	0	14	5	253	9	5	267	9	11	5	3	25	5	190	3	1	198	9	504	513
Total	22	33	11	7	66	33	1180	57	26	1270	35	39	21	17	95	38	721	18	4	777	54	2208	2262
Grand Total	37	74	19	12	130	75	2572	151	54	2798	63	170	45	27	278	151	1588	44	6	1783	99	4989	5088
Approch %	28.5	56.9	14.6			2.7	91.9	5.4		56.1	22.7	61.2	16.2		5.6	8.5	89.1	2.5		35.7	1.9	98.1	
Total %	0.7	1.5	0.4		2.6	1.5	51.6	3			1.3	3.4	0.9			3	31.8	0.9					

3.1-346

Start Time	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	5	2	2	13	14	395	27	12	436	10	34	9	4	53	17	183	4	0	204	18	706	724
07:15 AM	3	12	2	2	17	7	338	25	7	370	9	36	6	4	51	45	196	6	1	247	14	685	699
07:30 AM	3	14	2	0	19	12	319	23	5	354	3	27	6	1	36	33	236	4	0	273	6	682	688
07:45 AM	3	10	2	1	15	9	340	19	4	368	6	34	3	1	43	18	252	12	1	282	7	708	715
Total Volume	15	41	8	5	64	42	1392	94	28	1528	28	131	24	10	183	113	867	26	2	1006	45	2781	2826
% App. Total	23.4	64.1	12.5			2.7	91.1	6.2		56.1	22.7	61.2	16.2		5.6	8.5	89.1	2.5		35.7	1.9	98.1	
PHF	.625	.732	1.00		.842	.750	.881	.870		.876	.700	.910	.667		.863	.628	.860	.542		.892			

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



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

City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram AM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Ramona Expressway Westbound			Indian Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	6	5	2	14	27	436	10	34	9	17	183	4	204
+15 mins.	3	12	2	7	25	370	9	36	6	45	196	6	247
+30 mins.	3	14	2	12	23	354	3	27	6	33	236	4	273
+45 mins.	3	10	2	9	19	368	6	34	3	18	252	12	282
Total Volume	15	41	8	42	94	1528	28	131	24	113	867	26	1006
% App. Total	23.4	64.1	12.5	2.7	6.2	91.1	15.3	71.6	13.1	11.2	86.2	2.6	
PHF	.625	.732	1.000	.750	.870	.876	.700	.910	.667	.628	.860	.542	.892

Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	12	0	17	17
07:15 AM	0	0	0	0	0	2	7	0	0	9	1	0	1	1	2	5	1	16	17
07:30 AM	0	0	0	0	0	1	6	0	0	7	1	1	0	0	2	9	0	18	18
07:45 AM	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	11	0	19	19
Total	0	0	0	0	0	7	22	0	0	29	2	1	1	1	4	37	1	70	71
08:00 AM	1	1	0	0	2	1	11	0	0	12	1	0	0	0	1	14	0	29	29
08:15 AM	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	10	0	19	19
08:30 AM	0	0	1	1	1	2	1	0	0	3	1	0	0	1	1	7	0	13	14
08:45 AM	1	1	0	0	2	0	5	0	0	5	0	0	0	0	0	9	0	16	16
Total	2	2	1	1	5	3	25	0	0	28	3	0	0	0	3	41	1	77	78
Grand Total	2	2	1	1	5	10	47	0	0	57	5	1	1	1	7	78	2	147	149
Approch %	40	40	20		17.5	82.5	0			38.8	71.4	14.3	14.3		4.8	85.9	5.1		
Total %	1.4	1.4	0.7		3.4	6.8	32			38.8	3.4	0.7	0.7		4.8	45.6	2.7	1.3	98.7

3.1-349

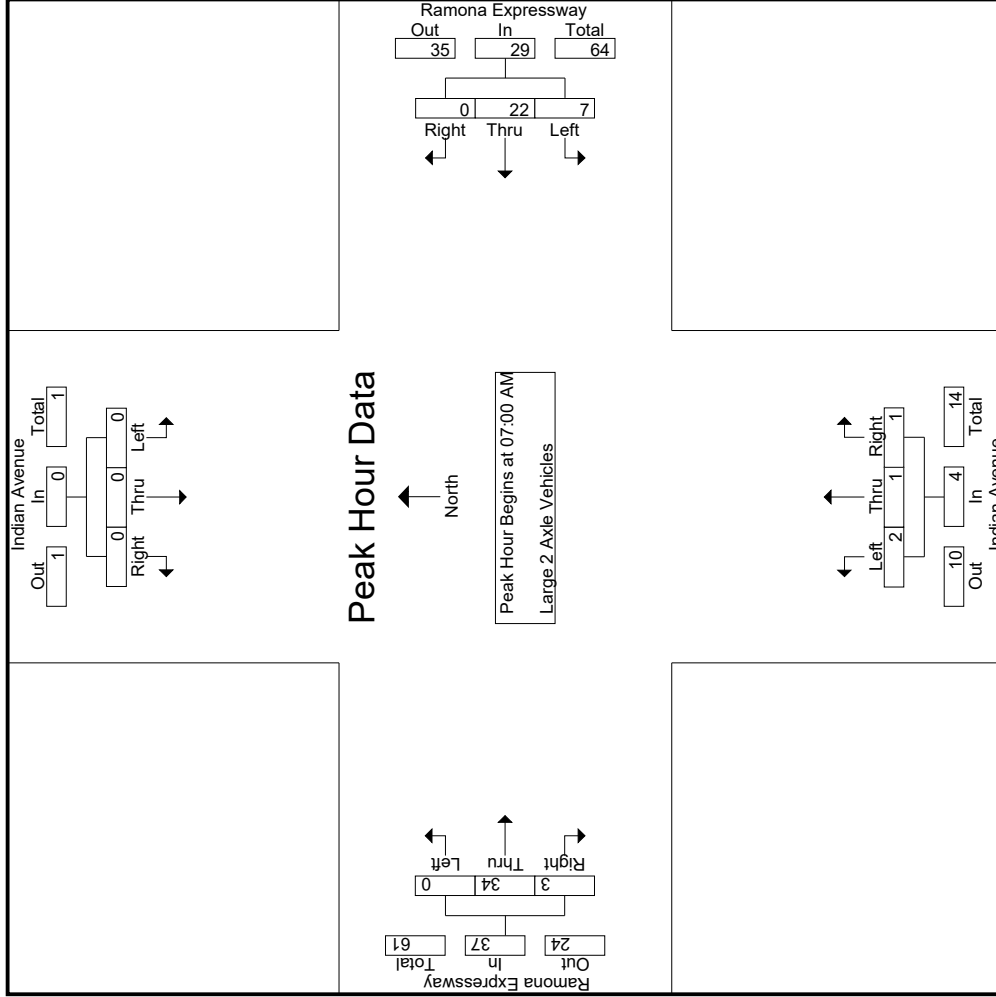
Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	11	0	17	17
07:15 AM	0	0	0	0	0	2	7	0	0	9	1	0	1	1	2	5	1	16	17
07:30 AM	0	0	0	0	0	1	6	0	0	7	1	1	0	0	2	9	0	18	18
07:45 AM	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	11	0	19	19
Total Volume	0	0	0	0	0	7	22	0	0	29	2	1	1	1	4	37	1	70	70
% App. Total	0	0	0	0	0	24.1	75.9	0	0	25	50	25	25	0	91.9	8.1			
PHF	.000	.000	.000	.000	.000	.875	.786	.000	.806	.500	.500	.250	.250	.000	.773	.750	.771		.921

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

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

City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Ramona Expressway Westbound			Indian Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	2	3	0	5	0	0	0	0	0	11	1	12
+15 mins.	0	0	0	2	7	0	9	0	1	0	2	4	4	1	5
+30 mins.	0	0	0	1	6	0	7	1	1	0	2	9	9	0	9
+45 mins.	0	0	0	2	6	0	8	0	0	0	0	10	10	1	11
Total Volume	0	0	0	7	22	0	29	2	1	1	4	34	34	3	37
% App. Total	0	0	0	24.1	75.9	0	80.6	.500	.250	.250	.500	91.9	77.3	8.1	.771
PHF	.000	.000	.000	.875	.786	.000	.806	.500	.250	.250	.500	.919	.773	.750	.771

Groups Printed- 3 Axle Vehicles

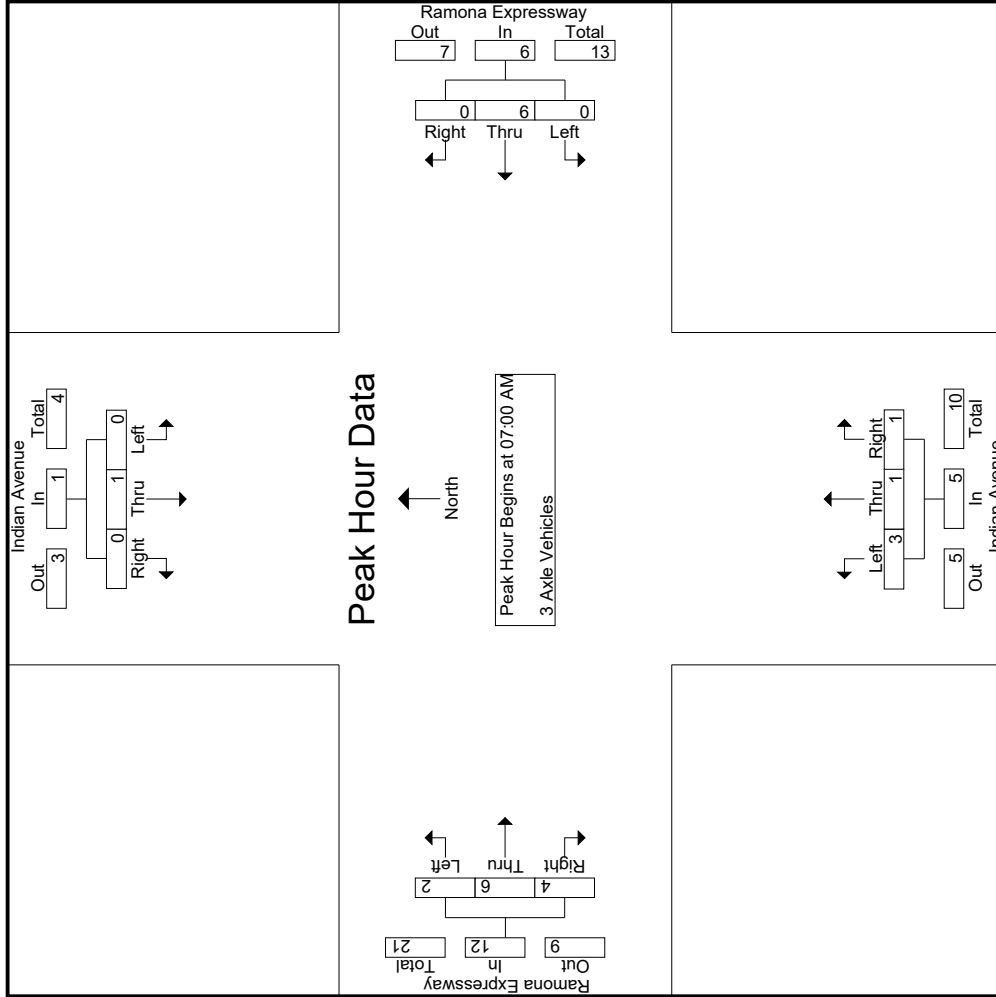
Start Time	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	0	0	5	5
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	5	5
07:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	1	1	3	0	5	0	0	8	8
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	2	1	0	3	0	0	6	6
Total	0	1	0	0	1	0	6	0	0	6	3	1	1	0	5	2	6	4	0	12	0	24	24	
08:00 AM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	4	4
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	1	1	0	3	0	0	5	5
08:30 AM	0	2	1	0	3	0	2	0	0	2	2	0	0	0	2	1	1	0	0	2	0	0	9	9
08:45 AM	1	2	0	0	3	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2	0	0	7	7
Total	1	5	1	0	7	0	5	1	0	6	4	1	0	0	5	2	3	2	0	7	0	25	25	
Grand Total	1	6	1	0	8	0	11	1	0	12	7	2	1	0	10	4	9	6	0	19	0	49	49	
Approch %	12.5	75	12.5			0	91.7	8.3			70	20	10		20.4	21.1	47.4	31.6			0	100		
Total %	2	12.2	2		16.3	0	22.4	2		24.5	14.3	4.1	2			8.2	18.4	12.2		38.8	0			

Start Time	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	1	0	0	0	0	0	6	3	1	1	6	3	0	0	0	5	2	4	12	24
% App. Total	0	100	0			0	100	0			100	20	20		20	60	20	50		33.3	50	33.3	100	
PHF	.000	.250	.000		.250	.000	.500	.000		.500	.250	.250	.250		.250	.500	.500	.333		.600	.333	.600	.750	

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram AM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Ramona Expressway Westbound			Indian Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	3	0	0	1	0	0	0	1	
+15 mins.	0	0	0	0	0	2	0	0	0	0	0	3	0	3	
+30 mins.	0	1	0	0	1	0	1	0	1	0	1	1	3	5	
+45 mins.	0	0	0	0	0	0	0	0	0	3	0	2	1	3	
Total Volume	0	1	0	0	6	0	6	0	1	3	1	6	4	12	
% App. Total	0	100	0	0	100	0	100	0	20	60	20	50	33.3	600	
PHF	.000	.250	.000	.000	.500	.000	.500	.000	.250	.250	.250	.500	.333	.600	

Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			App. Total
07:00 AM	0	0	1	0	0	5	0	0	6	4	0	0	7	4	4	0	15	0	31
07:15 AM	0	1	1	1	0	5	0	0	2	1	0	0	1	6	8	0	15	1	25
07:30 AM	1	5	4	0	1	2	1	0	4	1	0	0	2	8	2	0	12	0	31
07:45 AM	0	1	3	1	0	1	0	0	4	2	0	0	3	4	4	0	11	1	22
Total	1	7	9	2	1	13	1	0	15	8	0	0	13	22	18	0	53	2	109
08:00 AM	0	2	1	0	0	2	0	0	6	4	1	0	3	4	6	0	13	0	29
08:15 AM	0	2	0	0	0	6	0	0	8	8	0	0	5	9	8	0	22	0	46
08:30 AM	0	1	2	1	3	1	14	0	4	1	0	0	2	5	15	2	22	3	45
08:45 AM	0	4	2	0	0	7	0	0	6	0	0	0	1	8	5	0	14	0	33
Total	0	9	5	1	14	29	0	0	30	13	1	0	11	26	34	2	71	3	153
Grand Total	1	16	14	3	2	42	1	0	45	21	1	0	24	48	52	2	124	5	262
Approch %	3.2	51.6	45.2		4.4	93.3	2.2		64.5	33.9	1.6		19.4	38.7	41.9		47.3	1.9	98.1
Total %	0.4	6.1	5.3		0.8	16	0.4		17.2	8	0.4		9.2	18.3	19.8				

Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			App. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	5	4	0	1	2	1	0	4	1	0	0	2	8	2	0	12	0	31
07:45 AM	0	1	3	1	0	1	0	0	4	2	0	0	3	4	4	0	11	1	22
Total	1	7	9	2	1	13	1	0	15	8	0	0	13	22	18	0	53	2	109
08:00 AM	0	2	1	0	0	2	0	0	6	4	1	0	3	4	6	0	13	0	29
08:15 AM	0	2	0	0	0	6	0	0	8	8	0	0	5	9	8	0	22	0	46
08:30 AM	0	1	2	1	3	1	14	0	4	1	0	0	2	5	15	2	22	3	45
08:45 AM	0	4	2	0	0	7	0	0	6	0	0	0	1	8	5	0	14	0	33
Total	0	9	5	1	14	29	0	0	30	13	1	0	11	26	34	2	71	3	153
Grand Total	1	16	14	3	2	42	1	0	45	21	1	0	24	48	52	2	124	5	262
Approch %	3.2	51.6	45.2		4.4	93.3	2.2		64.5	33.9	1.6		19.4	38.7	41.9		47.3	1.9	98.1
Total %	0.4	6.1	5.3		0.8	16	0.4		17.2	8	0.4		9.2	18.3	19.8				

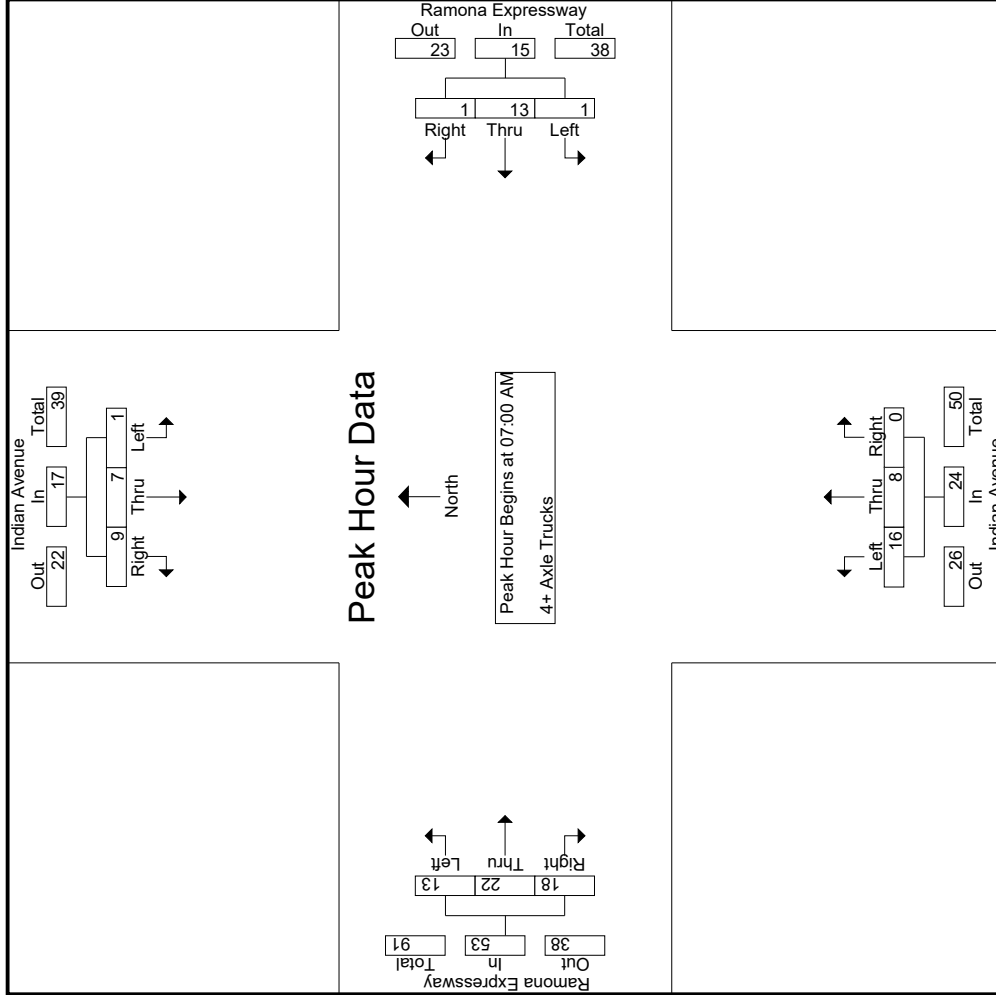
Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			App. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	5	4	0	1	2	1	0	4	1	0	0	2	8	2	0	12	0	31
07:45 AM	0	1	3	1	0	1	0	0	4	2	0	0	3	4	4	0	11	1	22
Total	1	7	9	2	1	13	1	0	15	8	0	0	13	22	18	0	53	2	109
08:00 AM	0	2	1	0	0	2	0	0	6	4	1	0	3	4	6	0	13	0	29
08:15 AM	0	2	0	0	0	6	0	0	8	8	0	0	5	9	8	0	22	0	46
08:30 AM	0	1	2	1	3	1	14	0	4	1	0	0	2	5	15	2	22	3	45
08:45 AM	0	4	2	0	0	7	0	0	6	0	0	0	1	8	5	0	14	0	33
Total	0	9	5	1	14	29	0	0	30	13	1	0	11	26	34	2	71	3	153
Grand Total	1	16	14	3	2	42	1	0	45	21	1	0	24	48	52	2	124	5	262
Approch %	3.2	51.6	45.2		4.4	93.3	2.2		64.5	33.9	1.6		19.4	38.7	41.9		47.3	1.9	98.1
Total %	0.4	6.1	5.3		0.8	16	0.4		17.2	8	0.4		9.2	18.3	19.8				

Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound				Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			App. Total
07:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	5	4	0	1	2	1	0	4	1	0	0	2	8	2	0	12	0	31
07:45 AM	0	1	3	1	0	1	0	0	4	2	0	0	3	4	4	0	11	1	22
Total	1	7	9	2	1	13	1	0	15	8	0	0	13	22	18	0	53	2	109
08:00 AM	0	2	1	0	0	2	0	0	6	4	1	0	3	4	6	0	13	0	29
08:15 AM	0	2	0	0	0	6	0	0	8	8	0	0	5	9	8	0	22	0	46
08:30 AM	0	1	2	1	3	1	14	0	4	1	0	0	2	5	15	2	22	3	45
08:45 AM	0	4	2	0	0	7	0	0	6	0	0	0	1	8	5	0	14	0	33
Total	0	9	5	1	14	29	0	0	30	13	1	0	11	26	34	2	71	3	153
Grand Total	1	16	14	3	2	42	1	0	45	21	1	0	24	48	52	2	124	5	262
Approch %	3.2	51.6	45.2		4.4	93.3	2.2		64.5	33.9	1.6		19.4	38.7	41.9		47.3	1.9	98.1
Total %	0.4	6.1	5.3		0.8	16	0.4		17.2	8	0.4		9.2	18.3	19.8				

Counts Unlimited
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City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram AM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Ramona Expressway Westbound			Indian Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	1	0	5	0	6	4	0	7	4	4	15		
+15 mins.	0	1	1	0	5	0	2	1	0	1	6	8	15		
+30 mins.	1	5	4	1	2	1	4	1	0	2	8	2	12		
+45 mins.	0	1	3	0	1	0	4	2	0	3	4	4	11		
Total Volume	1	7	9	1	13	1	16	8	0	13	22	18	53		
% App. Total	5.9	41.2	52.9	6.7	86.7	6.7	66.7	33.3	0	24.5	41.5	34			
PHF	.250	.350	.563	.250	.650	.250	.667	.500	.000	.464	.688	.563	.883		

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City of Perris
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 Weather: Clear

File Name : 14_PER_Indian_Ram_PM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Indian Avenue Southbound						Indian Avenue Northbound						Ramona Expressway Westbound						Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:00 PM	14	22	5	9	41	13	273	4	3	290	21	14	6	7	41	13	287	15	0	315	19	687	706	
04:15 PM	14	27	6	4	47	10	221	11	4	242	26	18	15	13	59	17	298	17	0	332	21	680	701	
04:30 PM	11	44	5	4	60	7	261	8	8	276	52	42	44	13	138	16	296	19	3	331	28	805	833	
04:45 PM	20	26	8	4	54	16	267	9	9	292	25	28	7	5	60	20	350	15	1	385	19	791	810	
Total	59	119	24	21	202	46	1022	32	24	1100	124	102	72	38	298	66	1231	66	4	1363	87	2963	3050	
05:00 PM	25	27	8	10	60	16	267	7	1	290	23	11	5	4	39	15	362	16	9	393	24	782	806	
05:15 PM	13	40	1	9	54	21	271	6	5	298	20	14	7	3	41	7	371	23	2	401	19	794	813	
05:30 PM	13	42	6	5	61	47	232	7	7	286	19	15	9	8	43	13	380	27	10	420	30	810	840	
05:45 PM	10	24	3	2	37	18	238	3	3	259	26	8	3	4	37	6	409	13	3	428	12	761	773	
Total	61	133	18	26	212	102	1008	23	16	1133	88	48	24	19	160	41	1522	79	24	1642	85	3147	3232	
Grand Total	120	252	42	47	414	148	2030	55	40	2233	212	150	96	57	458	107	2753	145	28	3005	172	6110	6282	
Approch %	29	60.9	10.1			6.6	90.9	2.5			46.3	32.8	21			3.6	91.6	4.8			2.7	97.3		
Total %	2	4.1	0.7		6.8	2.4	33.2	0.9		36.5	3.5	2.5	1.6		7.5	1.8	45.1	2.4		49.2	0	0	5922	
Passenger Vehicles	114	234	28		416	124	1977	55		2194	166	133	87		441	83	2694	70		2871	0	0	94.3	
Passenger Vehicles	95	92.9	66.7	85.1	90.2	83.8	97.4	100	95	96.5	78.3	88.7	90.6	96.5	85.6	77.6	97.9	48.3	85.7	94.7	0	0	109	
Large 2 Axle Vehicles	0	8	0	0	8	18	24	0	0	44	4	3	2	2	10	4	38	5	0	47	0	0	1.7	
Large 2 Axle Vehicles	0	3.2	0	0	1.7	12.2	1.2	0	5	1.9	1.9	2	2.1	1.8	1.9	3.7	1.4	3.4	0	1.5	0	0	1.7	
3 Axle Vehicles	1	3	0	0	4	2	6	0	0	8	13	6	4		24	9	5	2		16	0	0	52	
% 3 Axle Vehicles	0.8	1.2	0	0	0.9	1.4	0.3	0	0	0.4	6.1	4	4.2	1.8	4.7	8.4	0.2	1.4	0	0.5	0	0	0.8	
4+ Axle Trucks	5	7	14		33	4	23	0	0	27	29	8	3		40	11	16	68		99	0	0	199	
% 4+ Axle Trucks	4.2	2.8	33.3	14.9	7.2	2.7	1.1	0	0	1.2	13.7	5.3	3.1	0	7.8	10.3	0.6	46.9	14.3	3.3	0	0	3.2	

Start Time	Indian Avenue Southbound						Indian Avenue Northbound						Ramona Expressway Westbound						Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:45 PM	20	26	8		54	16	267	9		292	25	28	7		7	60	350	15		385	791			
05:00 PM	25	27	8		60	16	267	7		290	23	11	5		5	39	362	16		393	782			
05:15 PM	13	40	1		54	47	232	6		298	20	14	7		7	41	371	23		401	794			
05:30 PM	13	42	6		61	21	271	6		286	19	15	9		9	43	380	27		420	810			
05:45 PM	10	24	3		37	18	238	3		259	26	8	3		28	6	409	13		428	773			
Total Volume	71	135	23		229	100	1037	29		1166	87	68	28		183	183	1463	81		1599	3177			
% App. Total	31	59	10		10	8.6	88.9	2.5		2.5	47.5	37.2	15.3		15.3	3.4	91.5	5.1		5.1	5.1	317.7		
PHF	.710	.804	.719		.939	.532	.957	.806		.978	.870	.607	.778		.763	.688	.963	.750		.952	.981			

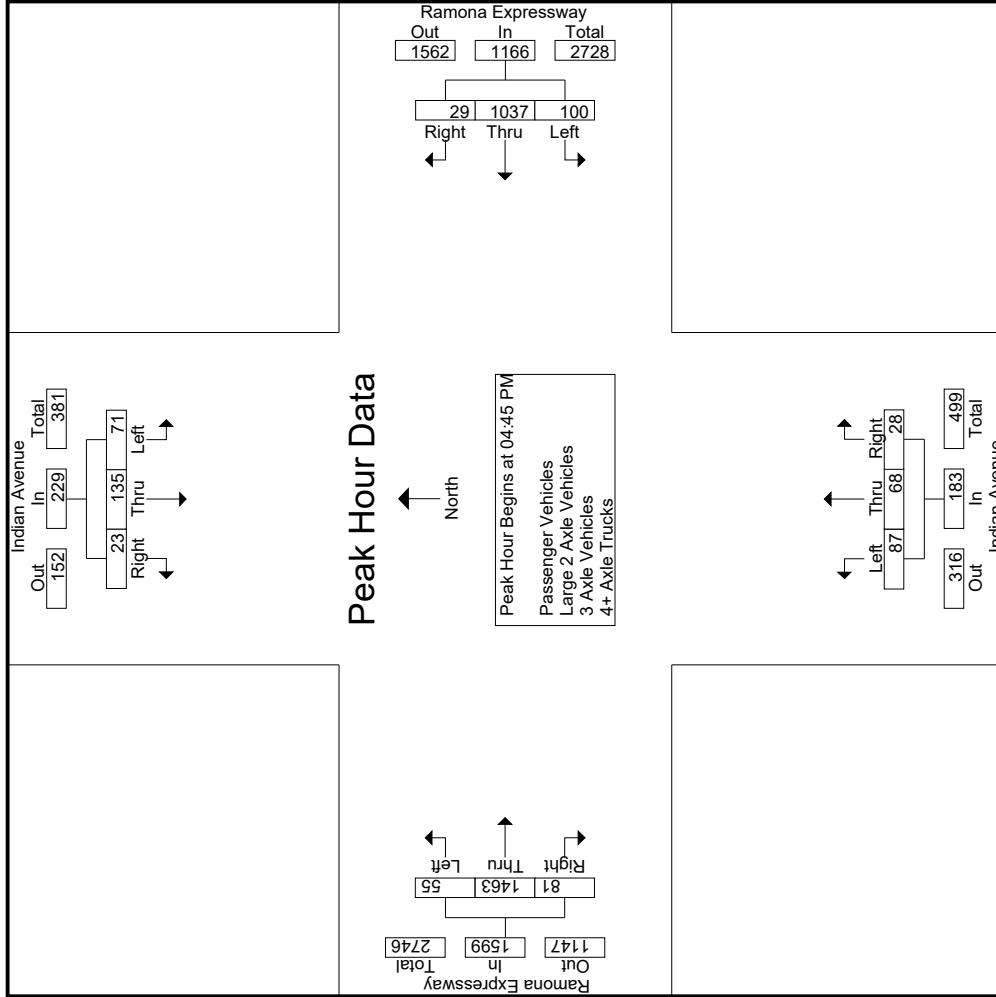
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

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City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram_PM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Ramona Expressway Westbound			Indian Avenue Northbound			Ramona Expressway Eastbound						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
	App. Total			App. Total			App. Total			App. Total						
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM			04:45 PM			04:00 PM			05:00 PM						
+0 mins.	20	26	8	54	16	267	9	292	21	14	6	41	15	362	16	393
+15 mins.	25	27	8	60	16	267	7	290	26	18	15	59	7	371	23	401
+30 mins.	13	40	1	54	21	271	6	298	52	42	44	138	13	380	27	420
+45 mins.	13	42	6	61	47	232	7	286	25	28	7	60	6	409	13	428
Total Volume	71	135	23	229	100	1037	29	1166	124	102	72	298	41	1522	79	1642
% App. Total	31	59	10	939	8.6	88.9	2.5	978	41.6	34.2	24.2	540	2.5	92.7	4.8	959
PHF	.710	.804	.719	.939	.532	.957	.806	.978	.596	.607	.409	.540	.683	.930	.731	.959

Groups Printed - Passenger Vehicles

Start Time	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	13	22	2	7	37	8	266	4	3	278	15	13	3	7	31	10	282	6	0	298	17	644	661
04:15 PM	13	25	2	3	40	7	217	11	4	235	19	14	15	13	48	12	294	5	0	311	20	634	654
04:30 PM	9	40	5	4	54	6	255	8	8	269	50	39	42	13	131	13	280	4	3	297	28	751	779
04:45 PM	19	24	7	3	50	13	261	9	7	283	19	26	7	5	52	14	341	7	0	362	15	747	762
Total	54	111	16	17	181	34	999	32	22	1065	103	92	67	38	262	49	1197	22	3	1268	80	2776	2856
05:00 PM	25	25	6	10	56	12	254	7	1	273	16	8	5	3	29	10	358	9	9	377	23	735	758
05:15 PM	13	37	0	8	50	18	263	6	5	287	14	12	5	3	31	6	364	8	0	378	16	746	762
05:30 PM	13	38	5	4	56	44	226	7	7	277	15	13	7	7	35	12	373	21	10	406	28	774	802
05:45 PM	9	23	1	1	33	16	235	3	3	254	18	8	3	4	29	6	402	10	2	418	10	734	744
Total	60	123	12	23	195	90	978	23	16	1091	63	41	20	17	124	34	1497	48	21	1579	77	2989	3066
Grand Total	114	234	28	40	376	124	1977	55	38	2156	166	133	87	55	386	83	2694	70	24	2847	157	5765	5922
Approch %	30.3	62.2	7.4	0.5	6.5	5.8	91.7	2.6	1	37.4	4.3	34.5	22.5	6.7	2.9	94.6	2.5	1.2	49.4	2.7	97.3		
Total %	2	4.1	0.5			2.2	34.3	1			2.9	2.3	1.5		1.4	46.7	1.2						

3.1-361

Start Time	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	19	24	7	3	50	13	261	9	7	283	19	26	7	7	31	10	282	6	0	298	17	644	661
05:00 PM	25	25	6	10	56	12	254	7	1	273	16	8	5	3	29	10	358	9	9	377	23	735	758
05:15 PM	13	37	0	8	50	18	263	6	5	287	14	12	5	3	31	6	364	8	0	378	16	746	762
05:30 PM	13	38	5	4	56	44	226	7	7	277	15	13	7	7	35	12	373	21	10	406	28	774	802
05:45 PM	9	23	1	1	33	16	235	3	3	254	18	8	3	4	29	6	402	10	2	418	10	734	744
Total	60	123	12	23	195	90	978	23	16	1091	63	41	20	17	124	34	1497	48	21	1579	77	2989	3066
Grand Total	114	234	28	40	376	124	1977	55	38	2156	166	133	87	55	386	83	2694	70	24	2847	157	5765	5922
Approch %	30.3	62.2	7.4	0.5	6.5	5.8	91.7	2.6	1	37.4	4.3	34.5	22.5	6.7	2.9	94.6	2.5	1.2	49.4	2.7	97.3		
Total %	2	4.1	0.5			2.2	34.3	1			2.9	2.3	1.5		1.4	46.7	1.2						

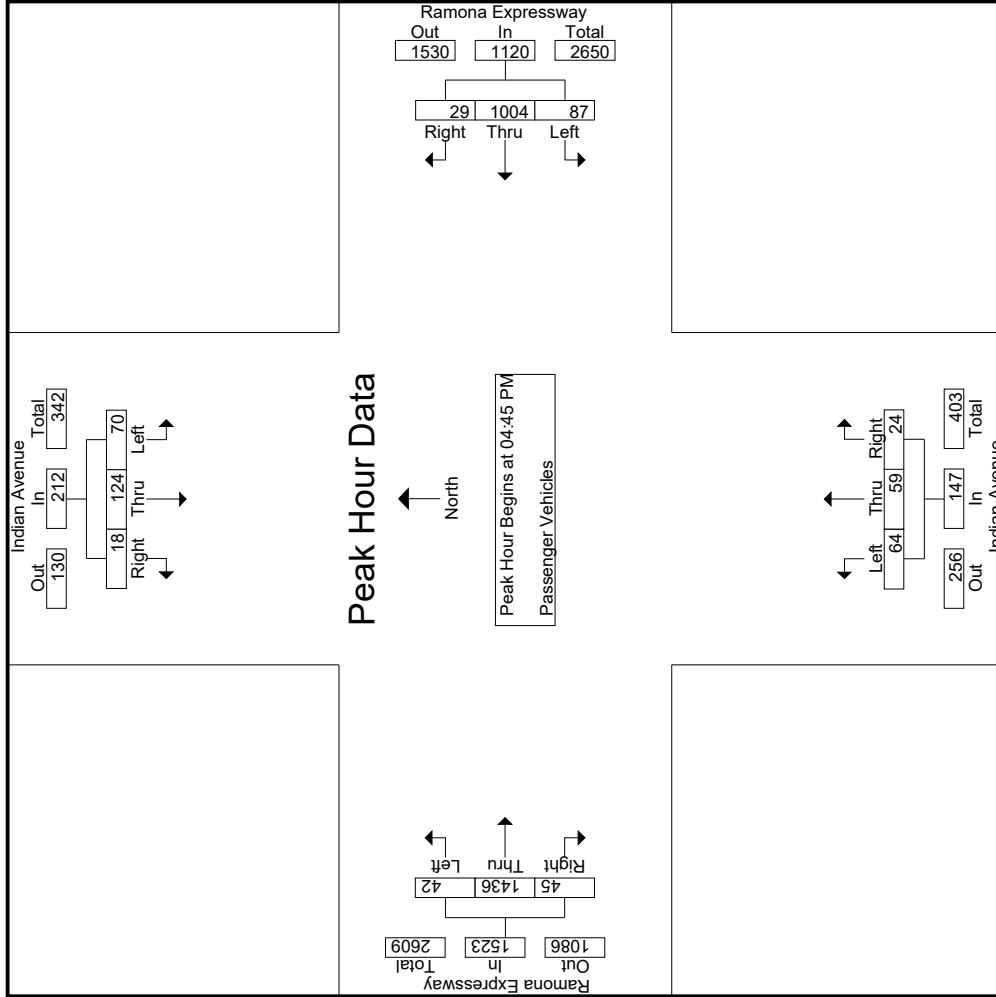
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

Start Time	Indian Avenue Southbound					Ramona Expressway Westbound					Indian Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	19	24	7	3	50	13	261	9	7	283	19	26	7	7	31	10	282	6	0	298	17	644	661
05:00 PM	25	25	6	10	56	12	254	7	1	273	16	8	5	3	29	10	358	9	9	377	23	735	758
05:15 PM	13	37	0	8	50	18	263	6	5	287	14	12	5	3	31	6	364	8	0	378	16	746	762
05:30 PM	13	38	5	4	56	44	226	7	7	277	15	13	7	7	35	12	373	21	10	406	28	774	802
05:45 PM	9	23	1	1	33	16	235	3	3	254	18	8	3	4	29	6	402	10	2	418	10	734	744
Total	60	123	12	23	195	90	978	23	16	1091	63	41	20	17	124	34	1497	48	21	1579	77	2989	3066
% App. Total	33	58.5	8.5	0.5	6.5	7.8	89.6	2.6	1	37.4	4.3	34.5	22.5	6.7	2.9	94.3	2.8	1.2	49.4	2.7	97.3		
PHF	.700	.816	.643		.946	.494	.954	.806		.976	.842	.567	.857		.707	.750	.962	.536		.938			.970

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City of Perris
 N/S: Indian Avenue
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 Weather: Clear

File Name : 14_PER_Indian_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 14_PER_Indian_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Ramona Expressway Westbound			Indian Avenue Northbound			Ramona Expressway Eastbound														
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right												
	Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																							
	Peak Hour for Each Approach Begins at:																							
+0 mins.	19	24	7	04:45 PM			13	261	9	04:45 PM														
+15 mins.	25	25	6	50	283	7	12	254	7	273	16	8	5	29	52	10	358	9	377	7	341	7	362	
+30 mins.	13	37	0	56	273	6	18	263	6	287	14	12	5	31	7	6	364	8	378	8	364	8	378	
+45 mins.	13	38	5	56	277	7	44	226	7	277	15	13	7	35	7	12	373	21	406	21	373	21	406	
Total Volume	70	124	18	212	1120	29	87	1004	29	1120	64	59	24	147	42	1436	45	1523	45	1523	42	1436	45	1523
% App. Total	33	58.5	8.5	946	976	2.6	7.8	89.6	2.6	976	43.5	40.1	16.3	707	2.8	94.3	3	938	3	938	2.8	94.3	3	938
PHF	.700	.816	.643	.946	.976	.806	.494	.954	.806	.976	.842	.567	.857	.707	.750	.962	.536	.938	.536	.938	.750	.962	.536	.938

Groups Printed - Large 2 Axle Vehicles

Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	0	4	4	0	0	8	1	1	0	0	2	3	3	0	5
04:15 PM	0	1	0	0	1	3	1	0	0	4	0	1	0	0	1	2	1	0	3
04:30 PM	0	2	0	0	2	1	3	0	0	4	0	0	2	0	2	0	13	3	16
04:45 PM	0	1	0	0	1	2	3	0	2	5	1	0	0	0	1	0	5	0	5
Total	0	4	0	0	4	10	11	0	2	21	2	2	2	0	6	2	23	4	29
05:00 PM	0	1	0	0	1	2	5	0	0	7	0	0	0	1	0	2	0	0	3
05:15 PM	0	1	0	0	1	2	4	0	0	6	1	1	0	0	2	0	6	1	7
05:30 PM	0	2	0	0	2	2	3	0	0	5	1	0	0	1	1	4	0	5	
05:45 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3	0	3	
Total	0	4	0	0	4	8	13	0	0	21	2	1	0	1	3	2	15	1	18
Grand Total	0	8	0	0	8	18	24	0	2	42	4	3	2	1	9	4	38	5	47
Approch %	0	100	0	0	0	42.9	57.1	0	0	44.4	33.3	22.2	0	0	8.5	80.9	10.6	0	106
Total %	0	7.5	0	0	7.5	17	22.6	0	0	39.6	3.8	2.8	1.9	0	8.5	35.8	4.7	44.3	97.2

3.1-364

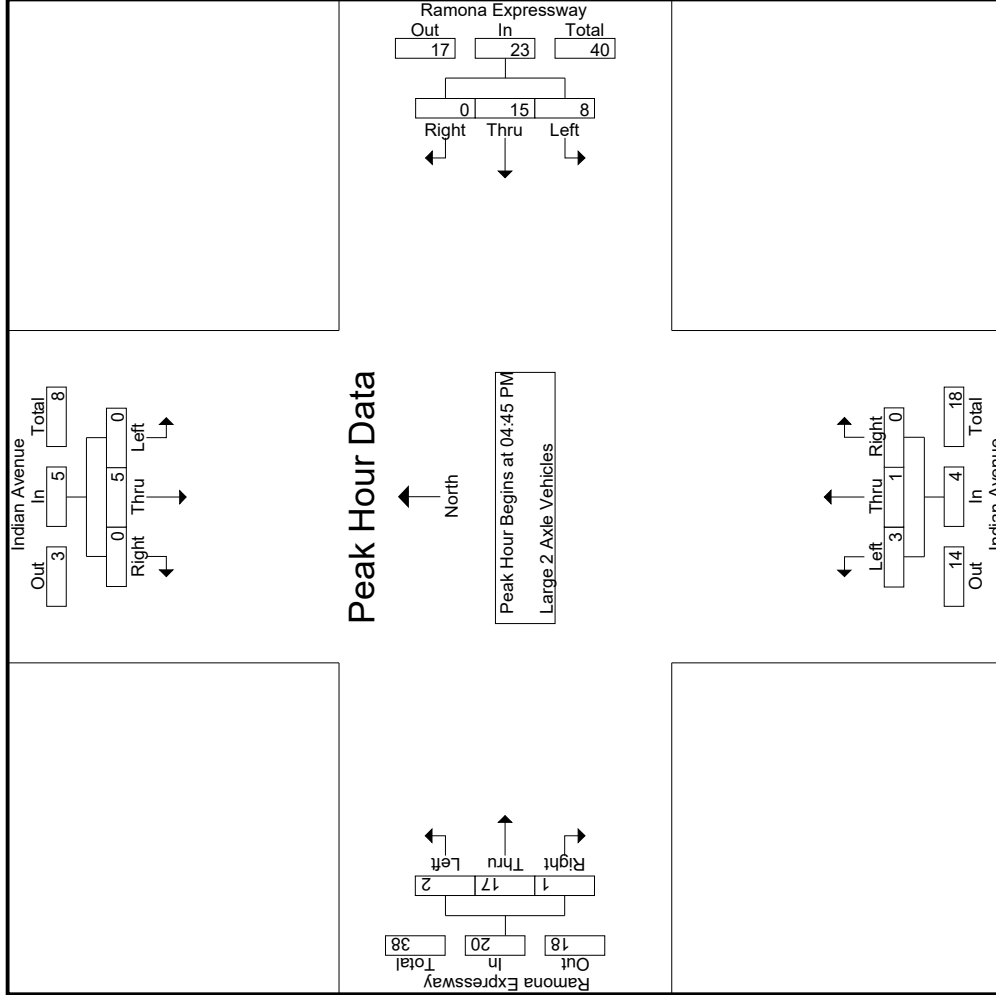
Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:45 PM	0	1	0	0	1	2	3	0	0	5	1	0	0	0	1	0	0	0	5
05:00 PM	0	1	0	0	1	2	5	0	0	7	0	0	0	0	0	2	0	0	3
05:15 PM	0	1	0	0	1	2	4	0	0	6	1	1	0	0	2	0	6	1	7
05:30 PM	0	2	0	0	2	2	3	0	0	5	1	0	0	1	1	4	0	5	
Total Volume	0	5	0	0	5	8	15	0	0	23	3	1	0	0	4	2	17	1	20
% App. Total	0	100	0	0	0	34.8	65.2	0	0	65.2	75	25	0	0	10	85	5	0	106
PHF	.000	.625	.000	.000	.625	1.00	.750	.000	.821	.821	.750	.250	.000	.000	.500	.708	.250	.714	.813

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

Counts Unlimited
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City of Perris
 N/S: Indian Avenue
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File Name : 14_PER_Indian_Ram_PM
 Site Code : 05120169
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City of Perris
 N/S: Indian Avenue
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 Weather: Clear

File Name : 14_PER_Indian_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Indian Avenue Southbound			Ramona Expressway Westbound			Indian Avenue Northbound			Ramona Expressway Eastbound									
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total					
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																			
Peak Hour for Each Approach Begins at:																			
	04:45 PM			04:45 PM			04:45 PM			04:45 PM			04:45 PM						
+0 mins.	0	1	0	1	0	0	2	3	0	5	1	0	0	1	0	5	0	0	5
+15 mins.	0	1	0	1	0	0	2	5	0	7	0	0	0	0	1	2	0	0	3
+30 mins.	0	1	0	1	0	0	2	4	0	6	1	1	0	2	0	6	1	1	7
+45 mins.	0	2	0	2	0	0	2	3	0	5	1	0	0	1	1	4	0	0	5
Total Volume	0	5	0	5	0	0	8	15	0	23	3	1	0	4	2	17	1	1	20
% App. Total	0	100	0	100	0	0	34.8	65.2	0	82.1	75	25	0	500	10	85	5	5	100
PHF	.000	.625	.000	.625	.000	.000	1.000	.750	.000	.821	.750	.250	.000	.500	.500	.708	.250	.5	.714

Groups Printed - 3 Axle Vehicles

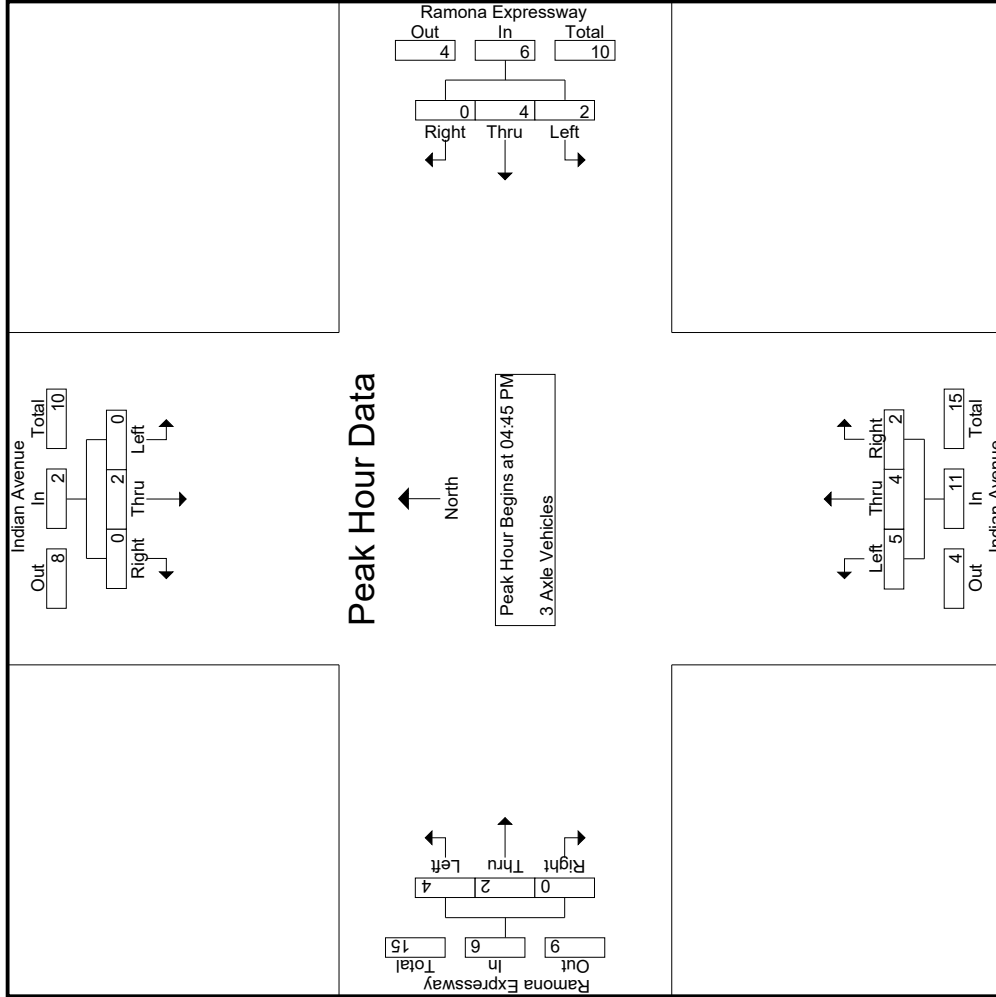
Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	4
04:15 PM	0	1	0	0	1	0	1	0	0	4	3	0	1	0	4	0	10	10
04:30 PM	1	0	0	0	1	0	0	0	0	2	1	1	1	0	3	0	6	6
04:45 PM	0	0	0	0	0	0	0	0	0	2	3	1	0	0	4	0	6	6
Total	1	1	0	0	2	0	1	0	0	11	8	2	2	0	12	0	26	26
05:00 PM	0	1	0	0	1	0	2	0	0	3	1	0	0	0	1	0	7	7
05:15 PM	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	4	4
05:30 PM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	1	8	9
05:45 PM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	2	0	6	6
Total	0	2	0	0	2	2	5	0	0	12	1	3	0	0	4	1	25	26
Grand Total	1	3	0	0	4	2	6	0	0	23	9	5	2	0	16	1	51	52
Approch %	25	75	0	0	0	25	75	0	0	45.1	56.2	31.2	12.5	0	31.4	1.9	98.1	
Total %	2	5.9	0	0	7.8	3.9	11.8	0	0	15.7	25.5	11.8	7.8	0	17.6	9.8	3.9	

3.1-367

Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	4
05:00 PM	0	1	0	0	1	0	2	0	0	2	2	3	0	0	5	0	7	7
05:15 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	3	3
05:30 PM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	1	8	9
05:45 PM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	2	0	6	6
Total	0	2	0	0	2	2	5	0	0	12	1	3	0	0	4	1	25	26
Grand Total	1	3	0	0	4	2	6	0	0	23	9	5	2	0	16	1	51	52
Approch %	25	75	0	0	0	25	75	0	0	45.1	56.2	31.2	12.5	0	31.4	1.9	98.1	
Total %	2	5.9	0	0	7.8	3.9	11.8	0	0	15.7	25.5	11.8	7.8	0	17.6	9.8	3.9	

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

Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	4
05:00 PM	0	1	0	0	1	0	2	0	0	2	2	3	0	0	5	0	7	7
05:15 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	3	3
05:30 PM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	1	8	9
Total Volume	0	2	0	0	2	2	4	0	0	6	5	4	2	0	6	0	25	26
% App. Total	0	100	0	0	0	33.3	66.7	0	0	18.2	45.5	36.4	18.2	0	33.3	0	78.1	78.1
PHF	.000	.500	.000	.000	.500	.500	.500	.000	.000	.917	.625	1.000	.500	.000	.375	.000	.781	



Counts Unlimited
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City of Perris
N/S: Indian Avenue
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Weather: Clear

File Name : 14_PER_Indian_Ram_PM
Site Code : 05T20169
Start Date : 3/11/2020
Page No : 3

Start Time	Indian Avenue Southbound			Ramona Expressway Westbound			Indian Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
	App. Total			App. Total			App. Total			App. Total					
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM			04:45 PM			04:45 PM			04:45 PM					
+0 mins.	0	0	0	0	0	0	0	0	1	0	2	1	0	0	4
+15 mins.	0	1	0	0	2	0	0	0	1	0	3	1	0	0	1
+30 mins.	0	0	0	1	0	1	0	0	1	1	3	0	0	0	0
+45 mins.	0	1	0	1	2	0	3	1	1	1	3	0	1	0	1
Total Volume	0	2	0	2	4	0	6	4	4	2	11	4	2	0	6
% App. Total	0	100	0	33.3	66.7	0	50	36.4	18.2	50	91.7	66.7	33.3	0	37.5
PHF	.000	.500	.000	.500	.500	.000	.500	1.000	.500	.500	.917	.333	.500	.000	.375

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City of Perris
 N/S: Indian Avenue
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 Weather: Clear

File Name : 14_PER_Indian_Ram_PM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 1

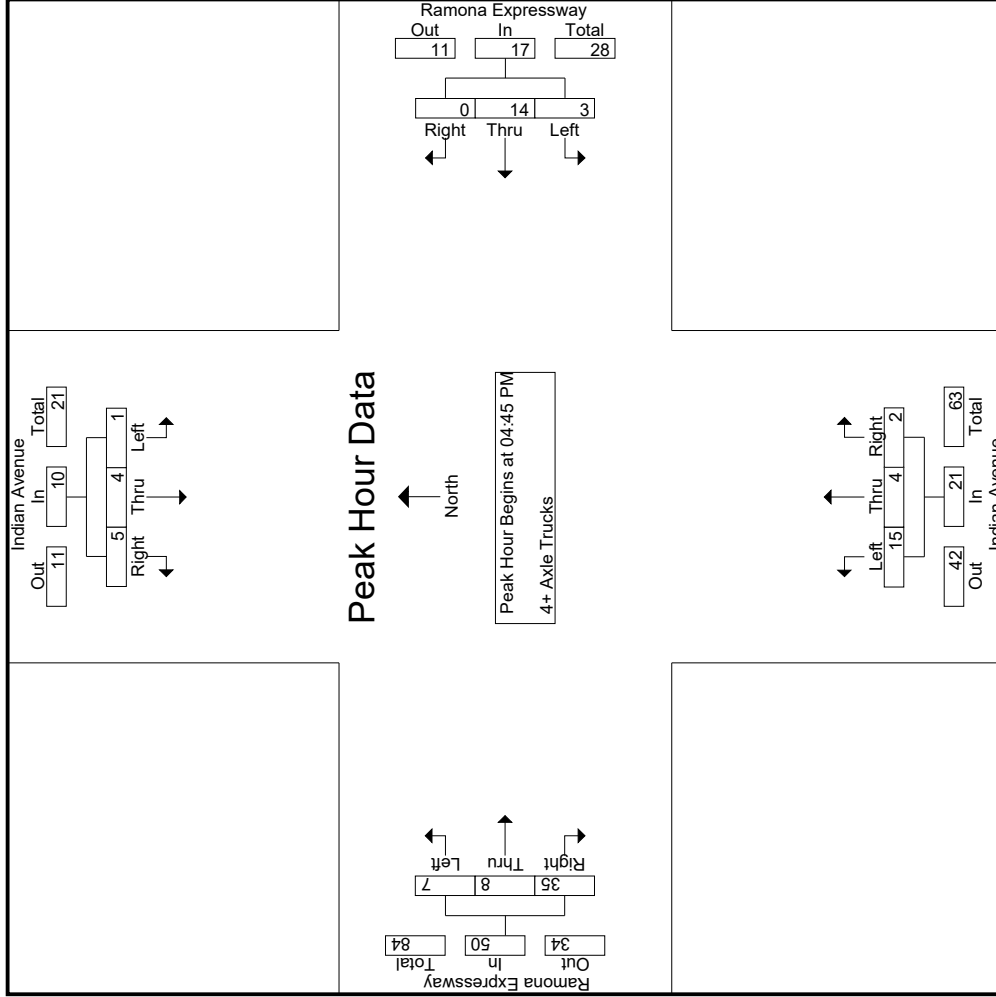
Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	1	0	3	2	4	1	3	0	0	4	4	0	1	0	0	5
04:15 PM	1	0	4	1	5	0	2	0	0	2	4	2	2	2	10	6
04:30 PM	1	2	0	0	3	0	3	0	0	3	1	2	0	2	11	0
04:45 PM	1	1	1	1	3	1	3	0	0	4	4	1	0	3	8	1
Total	4	3	8	4	15	2	11	0	0	13	13	5	1	7	38	1
05:00 PM	0	0	2	0	2	2	6	0	0	8	5	2	0	3	2	7
05:15 PM	0	2	1	1	3	0	4	0	0	4	4	0	1	1	14	2
05:30 PM	0	1	1	1	2	0	1	0	0	2	2	1	0	0	6	0
05:45 PM	1	1	2	1	4	0	1	0	0	1	5	0	0	2	3	1
Total	1	4	6	3	11	2	12	0	0	14	16	3	2	4	7	30
Grand Total	5	7	14	7	26	4	23	0	0	27	29	8	3	11	16	68
Approch %	19.2	26.9	53.8			14.8	85.2	0			72.5	20	7.5	40	11.6	71.6
Total %	2.7	3.7	7.4		13.8	2.1	12.2	0		14.4	15.4	4.3	1.6	21.3	5.9	36.2
														50.5		94.5

3.1-370

Start Time	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:45 PM	1	1	1	1	3	1	3	0	0	4	4	1	0	0	5	0
05:00 PM	0	0	2	1	2	2	6	0	0	8	5	2	0	7	1	14
05:15 PM	0	2	1	1	3	0	4	0	0	4	4	0	1	1	1	6
05:30 PM	0	1	1	1	2	0	1	0	0	2	2	1	0	0	2	3
Total Volume	1	4	5	5	10	3	14	0	0	17	15	4	2	7	8	35
% App. Total	10	40	50			17.6	82.4	0			71.4	19	9.5	70	16	70
PHF	.250	.500	.625		.833	.375	.583	.000		.531	.750	.500	.500	.667	.625	.781

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



Location: Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Indian Avenue	East Leg Ramona Expressway	South Leg Indian Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	2	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	1	0	3

	North Leg Indian Avenue	East Leg Ramona Expressway	South Leg Indian Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: Indian Avenue
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Indian Avenue			Westbound Ramona Expressway			Northbound Indian Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	1	0	0	1

	Southbound Indian Avenue			Westbound Ramona Expressway			Northbound Indian Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

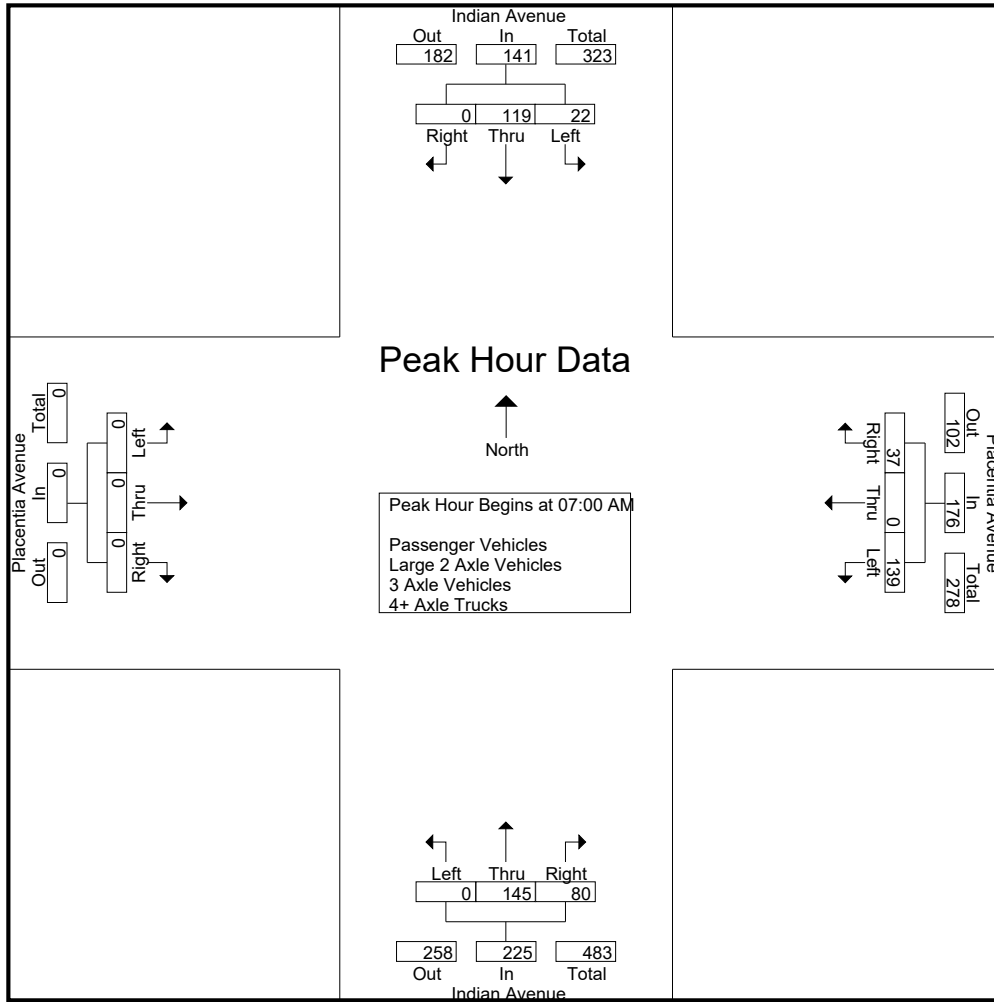
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	29	0	36	14	0	10	24	0	33	10	43	0	0	0	0	103
07:15 AM	2	26	0	28	19	0	7	26	0	30	11	41	0	0	0	0	95
07:30 AM	3	25	0	28	52	0	8	60	0	39	19	58	0	0	0	0	146
07:45 AM	10	39	0	49	54	0	12	66	0	43	40	83	0	0	0	0	198
Total	22	119	0	141	139	0	37	176	0	145	80	225	0	0	0	0	542
08:00 AM	2	25	0	27	18	0	8	26	0	15	10	25	0	0	0	0	78
08:15 AM	3	21	0	24	14	0	5	19	0	12	4	16	0	0	0	0	59
08:30 AM	4	15	0	19	8	0	7	15	0	16	9	25	0	0	0	0	59
08:45 AM	7	10	0	17	1	0	4	5	0	17	20	37	0	0	0	0	59
Total	16	71	0	87	41	0	24	65	0	60	43	103	0	0	0	0	255
Grand Total	38	190	0	228	180	0	61	241	0	205	123	328	0	0	0	0	797
Apprch %	16.7	83.3	0		74.7	0	25.3		0	62.5	37.5		0	0	0		
Total %	4.8	23.8	0	28.6	22.6	0	7.7	30.2	0	25.7	15.4	41.2	0	0	0	0	
Passenger Vehicles	35	185	0	220	179	0	58	237	0	202	123	325	0	0	0	0	782
% Passenger Vehicles	92.1	97.4	0	96.5	99.4	0	95.1	98.3	0	98.5	100	99.1	0	0	0	0	98.1
Large 2 Axle Vehicles	0	3	0	3	1	0	2	3	0	3	0	3	0	0	0	0	9
% Large 2 Axle Vehicles	0	1.6	0	1.3	0.6	0	3.3	1.2	0	1.5	0	0.9	0	0	0	0	1.1
3 Axle Vehicles	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	2.6	0	0	0.4	0	0	1.6	0.4	0	0	0	0	0	0	0	0	0.3
4+ Axle Trucks	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
% 4+ Axle Trucks	5.3	1.1	0	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0.5

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	7	29	0	36	14	0	10	24	0	33	10	43	0	0	0	0	103
07:15 AM	2	26	0	28	19	0	7	26	0	30	11	41	0	0	0	0	95
07:30 AM	3	25	0	28	52	0	8	60	0	39	19	58	0	0	0	0	146
07:45 AM	10	39	0	49	54	0	12	66	0	43	40	83	0	0	0	0	198
Total Volume	22	119	0	141	139	0	37	176	0	145	80	225	0	0	0	0	542
% App. Total	15.6	84.4	0		79	0	21		0	64.4	35.6		0	0	0		
PHF	.550	.763	.000	.719	.644	.000	.771	.667	.000	.843	.500	.678	.000	.000	.000	.000	.684

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	7	29	0	36	19	0	7	26	0	33	10	43	0	0	0	0
+15 mins.	2	26	0	28	52	0	8	60	0	30	11	41	0	0	0	0
+30 mins.	3	25	0	28	54	0	12	66	0	39	19	58	0	0	0	0
+45 mins.	10	39	0	49	18	0	8	26	0	43	40	83	0	0	0	0
Total Volume	22	119	0	141	143	0	35	178	0	145	80	225	0	0	0	0
% App. Total	15.6	84.4	0		80.3	0	19.7		0	64.4	35.6		0	0	0	
PHF	.550	.763	.000	.719	.662	.000	.729	.674	.000	.843	.500	.678	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

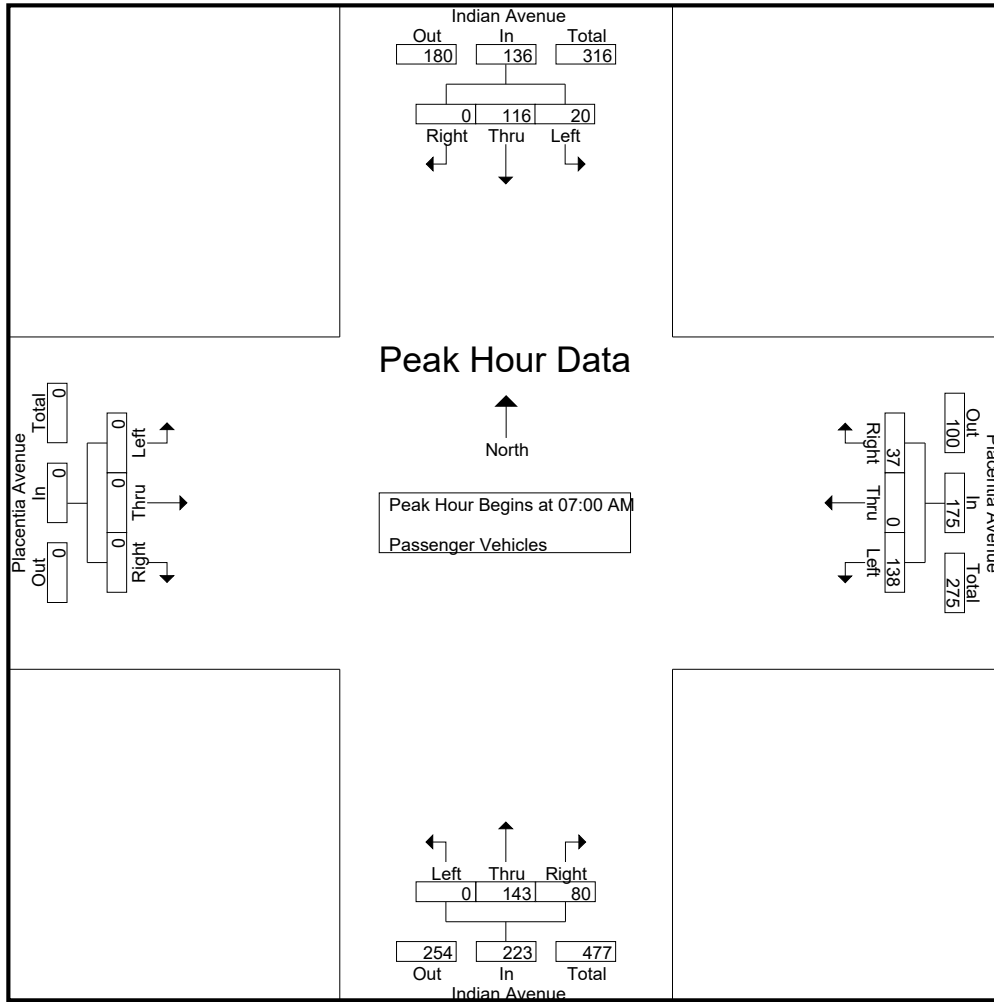
Groups Printed- Passenger Vehicles

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	28	0	34	14	0	10	24	0	32	10	42	0	0	0	0	100
07:15 AM	2	25	0	27	19	0	7	26	0	30	11	41	0	0	0	0	94
07:30 AM	3	25	0	28	52	0	8	60	0	39	19	58	0	0	0	0	146
07:45 AM	9	38	0	47	53	0	12	65	0	42	40	82	0	0	0	0	194
Total	20	116	0	136	138	0	37	175	0	143	80	223	0	0	0	0	534
08:00 AM	2	24	0	26	18	0	7	25	0	15	10	25	0	0	0	0	76
08:15 AM	3	21	0	24	14	0	4	18	0	12	4	16	0	0	0	0	58
08:30 AM	4	14	0	18	8	0	6	14	0	16	9	25	0	0	0	0	57
08:45 AM	6	10	0	16	1	0	4	5	0	16	20	36	0	0	0	0	57
Total	15	69	0	84	41	0	21	62	0	59	43	102	0	0	0	0	248
Grand Total	35	185	0	220	179	0	58	237	0	202	123	325	0	0	0	0	782
Apprch %	15.9	84.1	0		75.5	0	24.5		0	62.2	37.8		0	0	0		
Total %	4.5	23.7	0	28.1	22.9	0	7.4	30.3	0	25.8	15.7	41.6	0	0	0	0	

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	28	0	34	14	0	10	24	0	32	10	42	0	0	0	0	100
07:15 AM	2	25	0	27	19	0	7	26	0	30	11	41	0	0	0	0	94
07:30 AM	3	25	0	28	52	0	8	60	0	39	19	58	0	0	0	0	146
07:45 AM	9	38	0	47	53	0	12	65	0	42	40	82	0	0	0	0	194
Total Volume	20	116	0	136	138	0	37	175	0	143	80	223	0	0	0	0	534
% App. Total	14.7	85.3	0		78.9	0	21.1		0	64.1	35.9		0	0	0		
PHF	.556	.763	.000	.723	.651	.000	.771	.673	.000	.851	.500	.680	.000	.000	.000	.000	.688

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	6	28	0	34	14	0	10	24	0	32	10	42	0	0	0	0
+15 mins.	2	25	0	27	19	0	7	26	0	30	11	41	0	0	0	0
+30 mins.	3	25	0	28	52	0	8	60	0	39	19	58	0	0	0	0
+45 mins.	9	38	0	47	53	0	12	65	0	42	40	82	0	0	0	0
Total Volume	20	116	0	136	138	0	37	175	0	143	80	223	0	0	0	0
% App. Total	14.7	85.3	0		78.9	0	21.1		0	64.1	35.9		0	0	0	
PHF	.556	.763	.000	.723	.651	.000	.771	.673	.000	.851	.500	.680	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

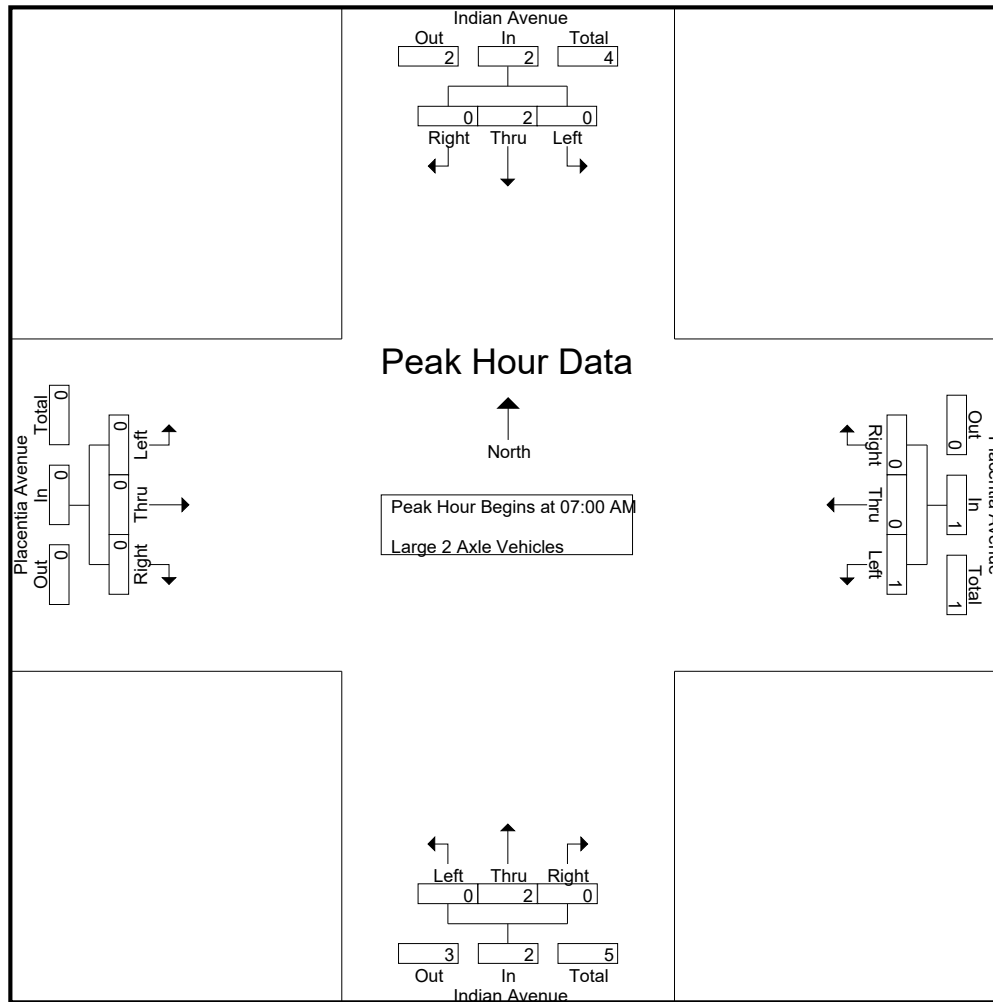
Groups Printed- Large 2 Axle Vehicles

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Total	0	2	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	2	2	0	1	0	1	0	0	0	0	4
Grand Total	0	3	0	3	1	0	2	3	0	3	0	3	0	0	0	0	9
Apprch %	0	100	0		33.3	0	66.7		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	11.1	0	22.2	33.3	0	33.3	0	33.3	0	0	0	0	

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Total Volume	0	2	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.417

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

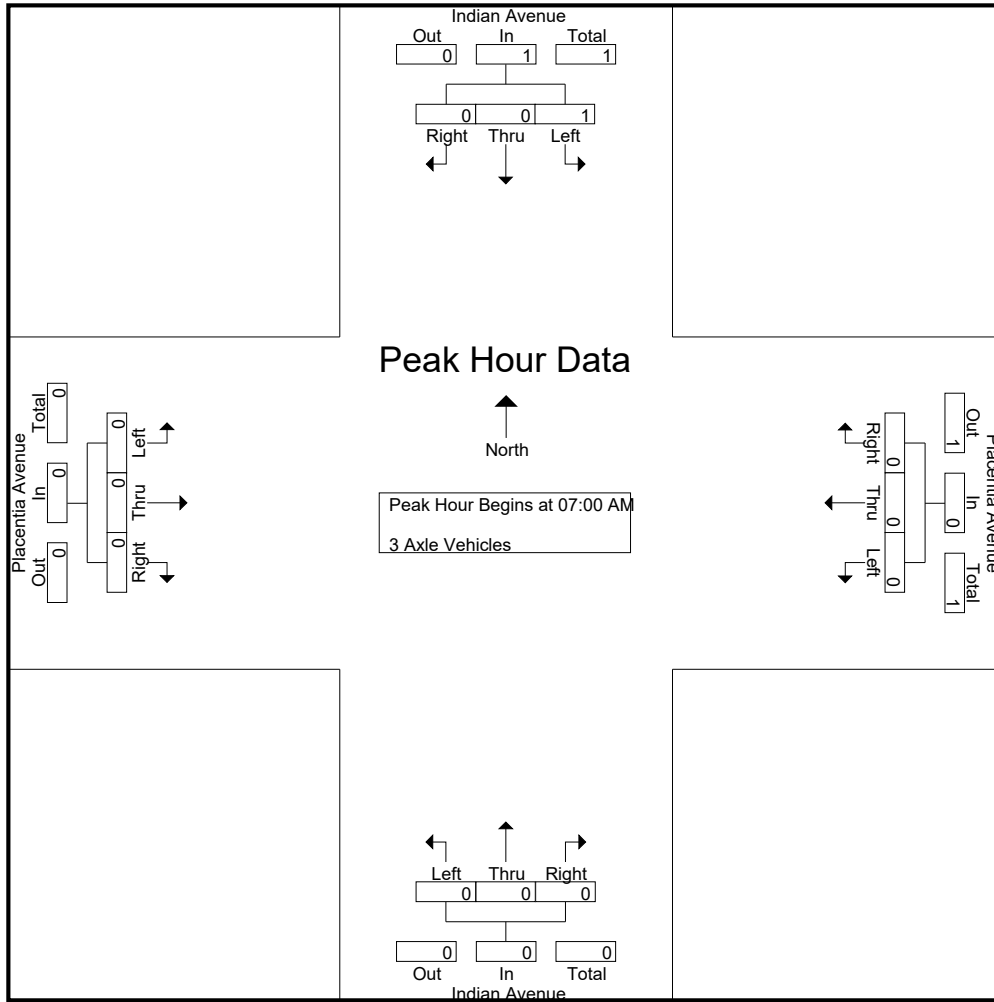
Groups Printed- 3 Axle Vehicles

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Apprch %	100	0	0		0	0	100		0	0	0		0	0	0		
Total %	50	0	0	50	0	0	50	50	0	0	0	0	0	0	0	0	

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

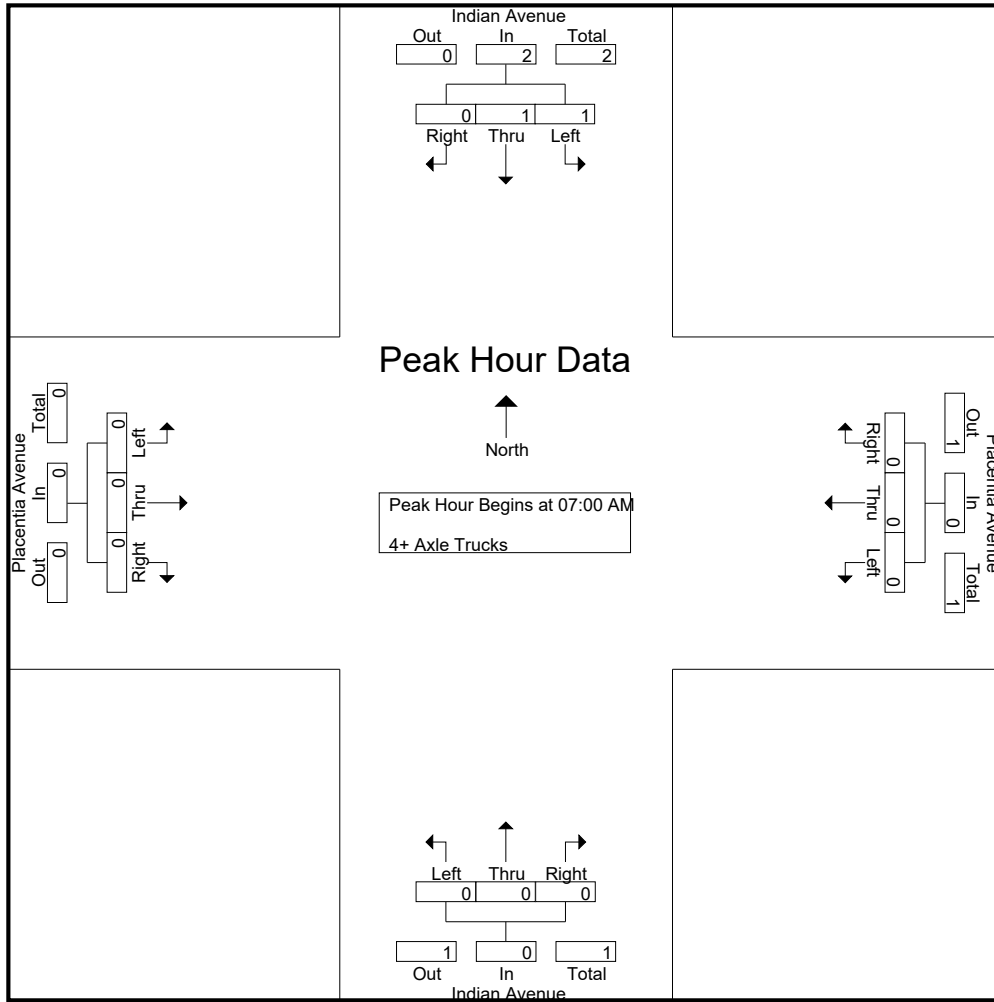
Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Apprch %	50	50	0		0	0	0		0	0	0		0	0	0			
Total %	50	50	0	100	0	0	0		0	0	0		0	0	0			

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	50	50	0		0	0	0		0	0	0		0	0	0			
PHF	.250	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

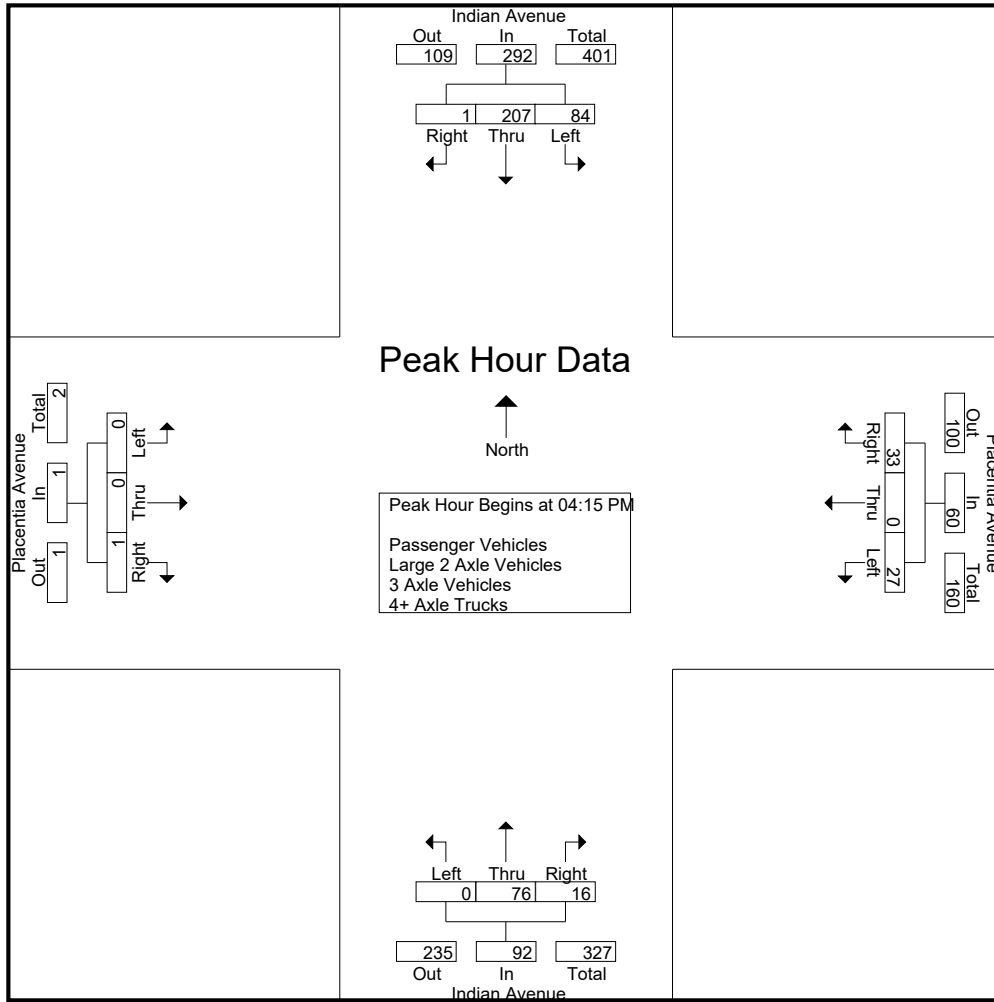
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	15	37	0	52	6	0	5	11	0	13	6	19	0	0	0	0	82
04:15 PM	18	43	0	61	4	0	10	14	0	23	1	24	0	0	0	0	99
04:30 PM	25	83	0	108	14	0	9	23	0	19	6	25	0	0	0	0	156
04:45 PM	15	40	0	55	4	0	7	11	0	17	5	22	0	0	0	0	88
Total	73	203	0	276	28	0	31	59	0	72	18	90	0	0	0	0	425
05:00 PM	26	41	1	68	5	0	7	12	0	17	4	21	0	0	1	1	102
05:15 PM	17	41	0	58	7	0	7	14	0	21	3	24	0	1	0	1	97
05:30 PM	17	55	0	72	9	0	7	16	0	25	7	32	0	0	0	0	120
05:45 PM	19	23	0	42	3	0	6	9	0	20	7	27	0	0	0	0	78
Total	79	160	1	240	24	0	27	51	0	83	21	104	0	1	1	2	397
Grand Total	152	363	1	516	52	0	58	110	0	155	39	194	0	1	1	2	822
Apprch %	29.5	70.3	0.2		47.3	0	52.7		0	79.9	20.1		0	50	50		
Total %	18.5	44.2	0.1	62.8	6.3	0	7.1	13.4	0	18.9	4.7	23.6	0	0.1	0.1	0.2	
Passenger Vehicles	148	354	1	503	52	0	57	109	0	154	39	193	0	1	1	2	807
% Passenger Vehicles	97.4	97.5	100	97.5	100	0	98.3	99.1	0	99.4	100	99.5	0	100	100	100	98.2
Large 2 Axle Vehicles	3	8	0	11	0	0	0	0	0	1	0	1	0	0	0	0	12
% Large 2 Axle Vehicles	2	2.2	0	2.1	0	0	0	0	0	0.6	0	0.5	0	0	0	0	1.5
3 Axle Vehicles	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	0.7	0	0	0.2	0	0	1.7	0.9	0	0	0	0	0	0	0	0	0.2
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.3	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	18	43	0	61	4	0	10	14	0	23	1	24	0	0	0	0	99
04:30 PM	25	83	0	108	14	0	9	23	0	19	6	25	0	0	0	0	156
04:45 PM	15	40	0	55	4	0	7	11	0	17	5	22	0	0	0	0	88
05:00 PM	26	41	1	68	5	0	7	12	0	17	4	21	0	0	1	1	102
Total Volume	84	207	1	292	27	0	33	60	0	76	16	92	0	0	1	1	445
% App. Total	28.8	70.9	0.3		45	0	55		0	82.6	17.4		0	0	100		
PHF	.808	.623	.250	.676	.482	.000	.825	.652	.000	.826	.667	.920	.000	.000	.250	.250	.713

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla PM
 Site Code : 05120169
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				05:00 PM				04:30 PM			
+0 mins.	18	43	0	61	4	0	10	14	0	17	4	21	0	0	0	0
+15 mins.	25	83	0	108	14	0	9	23	0	21	3	24	0	0	0	0
+30 mins.	15	40	0	55	4	0	7	11	0	25	7	32	0	0	1	1
+45 mins.	26	41	1	68	5	0	7	12	0	20	7	27	0	1	0	1
Total Volume	84	207	1	292	27	0	33	60	0	83	21	104	0	1	1	2
% App. Total	28.8	70.9	0.3		45	0	55		0	79.8	20.2		0	50	50	
PHF	.808	.623	.250	.676	.482	.000	.825	.652	.000	.830	.750	.813	.000	.250	.250	.500

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

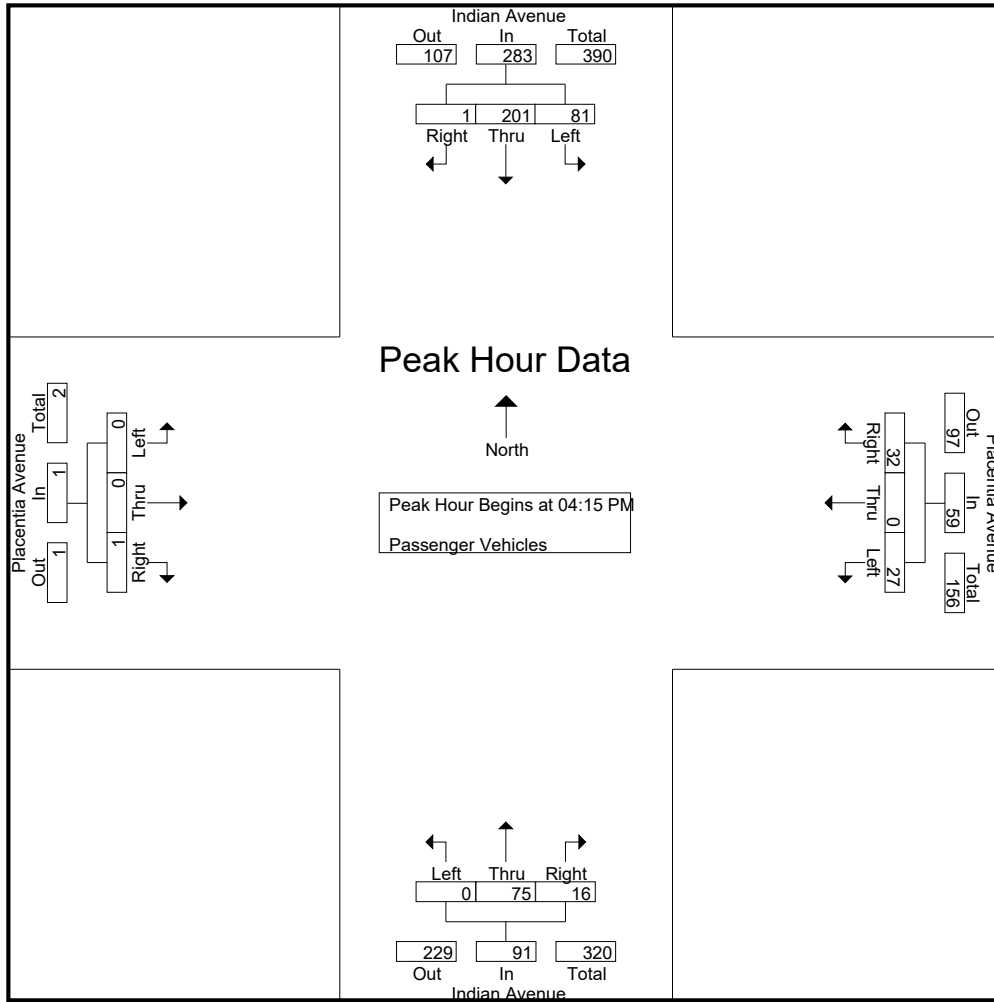
Groups Printed- Passenger Vehicles

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	15	36	0	51	6	0	5	11	0	13	6	19	0	0	0	0	81
04:15 PM	18	40	0	58	4	0	9	13	0	22	1	23	0	0	0	0	94
04:30 PM	25	82	0	107	14	0	9	23	0	19	6	25	0	0	0	0	155
04:45 PM	14	39	0	53	4	0	7	11	0	17	5	22	0	0	0	0	86
Total	72	197	0	269	28	0	30	58	0	71	18	89	0	0	0	0	416
05:00 PM	24	40	1	65	5	0	7	12	0	17	4	21	0	0	1	1	99
05:15 PM	17	40	0	57	7	0	7	14	0	21	3	24	0	1	0	1	96
05:30 PM	16	54	0	70	9	0	7	16	0	25	7	32	0	0	0	0	118
05:45 PM	19	23	0	42	3	0	6	9	0	20	7	27	0	0	0	0	78
Total	76	157	1	234	24	0	27	51	0	83	21	104	0	1	1	2	391
Grand Total	148	354	1	503	52	0	57	109	0	154	39	193	0	1	1	2	807
Apprch %	29.4	70.4	0.2		47.7	0	52.3		0	79.8	20.2		0	50	50		
Total %	18.3	43.9	0.1	62.3	6.4	0	7.1	13.5	0	19.1	4.8	23.9	0	0.1	0.1	0.2	

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	18	40	0	58	4	0	9	13	0	22	1	23	0	0	0	0	94
04:30 PM	25	82	0	107	14	0	9	23	0	19	6	25	0	0	0	0	155
04:45 PM	14	39	0	53	4	0	7	11	0	17	5	22	0	0	0	0	86
05:00 PM	24	40	1	65	5	0	7	12	0	17	4	21	0	0	1	1	99
Total Volume	81	201	1	283	27	0	32	59	0	75	16	91	0	0	1	1	434
% App. Total	28.6	71	0.4		45.8	0	54.2		0	82.4	17.6		0	0	100		
PHF	.810	.613	.250	.661	.482	.000	.889	.641	.000	.852	.667	.910	.000	.000	.250	.250	.700

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla PM
 Site Code : 05120169
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	18	40	0	58	4	0	9	13	0	22	1	23	0	0	0	0
+15 mins.	25	82	0	107	14	0	9	23	0	19	6	25	0	0	0	0
+30 mins.	14	39	0	53	4	0	7	11	0	17	5	22	0	0	0	0
+45 mins.	24	40	1	65	5	0	7	12	0	17	4	21	0	0	1	1
Total Volume	81	201	1	283	27	0	32	59	0	75	16	91	0	0	1	1
% App. Total	28.6	71	0.4		45.8	0	54.2		0	82.4	17.6		0	0	100	
PHF	.810	.613	.250	.661	.482	.000	.889	.641	.000	.852	.667	.910	.000	.000	.250	.250

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

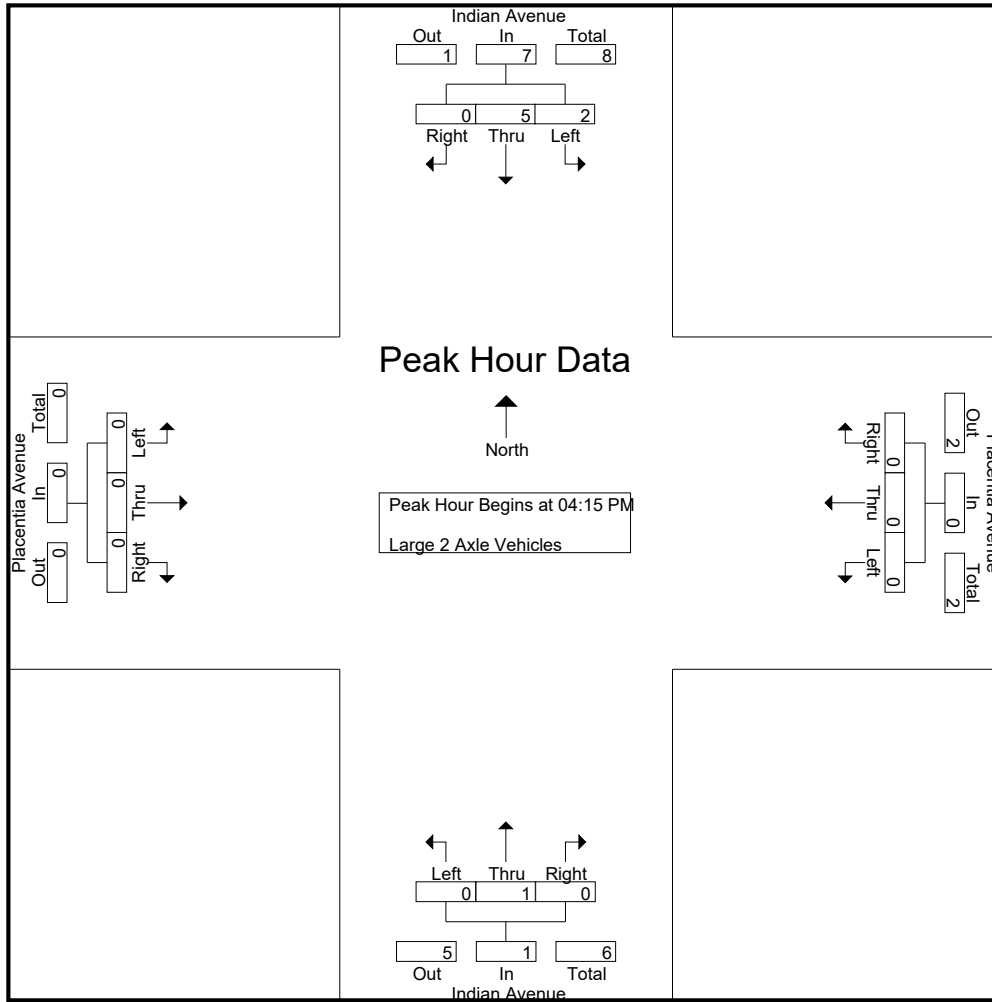
Groups Printed- Large 2 Axle Vehicles

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	0	4
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	0	7
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	3	8	0	11	0	0	0	0	0	1	0	1	0	0	0	0	0	12
Apprch %	27.3	72.7	0		0	0	0		0	100	0		0	0	0			
Total %	25	66.7	0	91.7	0	0	0	0	0	8.3	0	8.3	0	0	0	0	0	

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:15 PM																		
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	0	4
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	5	0	7	0	0	0	0	0	1	0	1	0	0	0	0	0	8
% App. Total	28.6	71.4	0		0	0	0		0	100	0		0	0	0			
PHF	.250	.417	.000	.583	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	5	0	7	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	28.6	71.4	0		0	0	0		0	100	0		0	0	0	
PHF	.250	.417	.000	.583	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

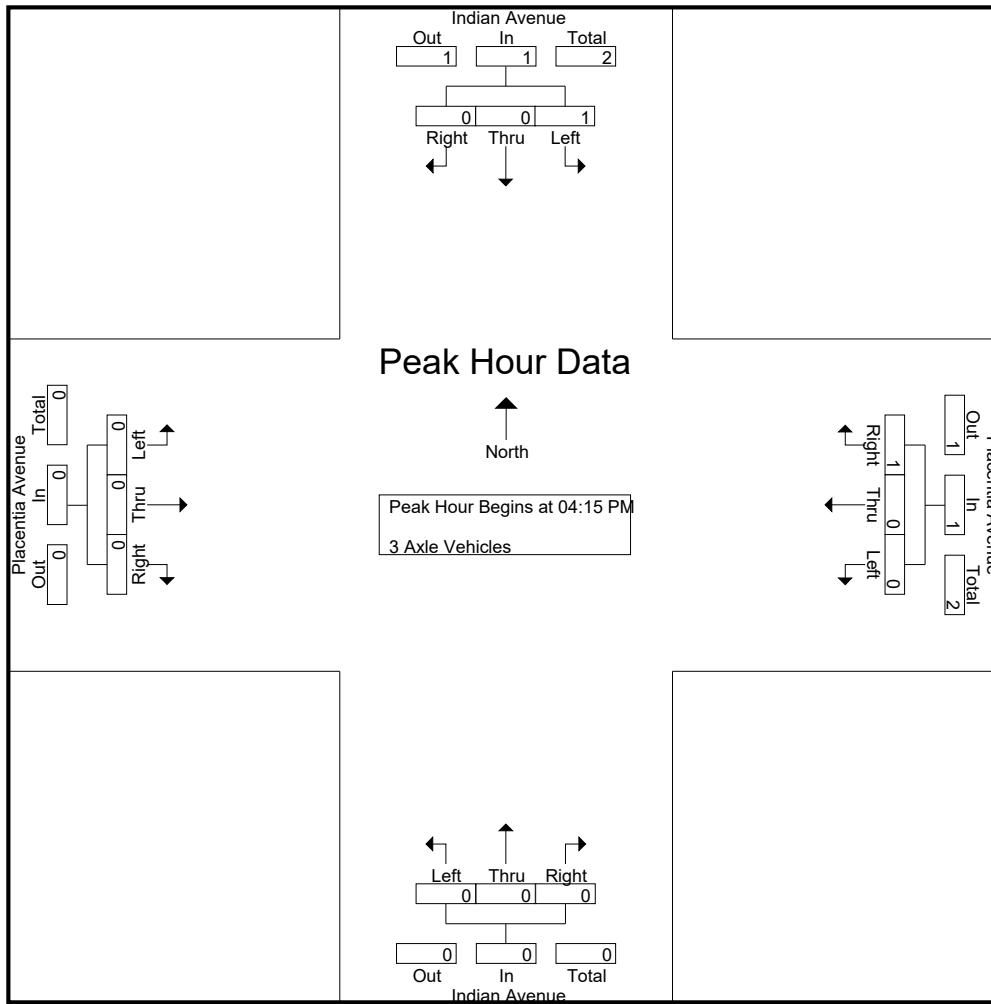
Groups Printed- 3 Axle Vehicles

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Apprch %	100	0	0		0	0	100		0	0	0		0	0	0		
Total %	50	0	0	50	0	0	50	50	0	0	0	0	0	0	0	0	

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

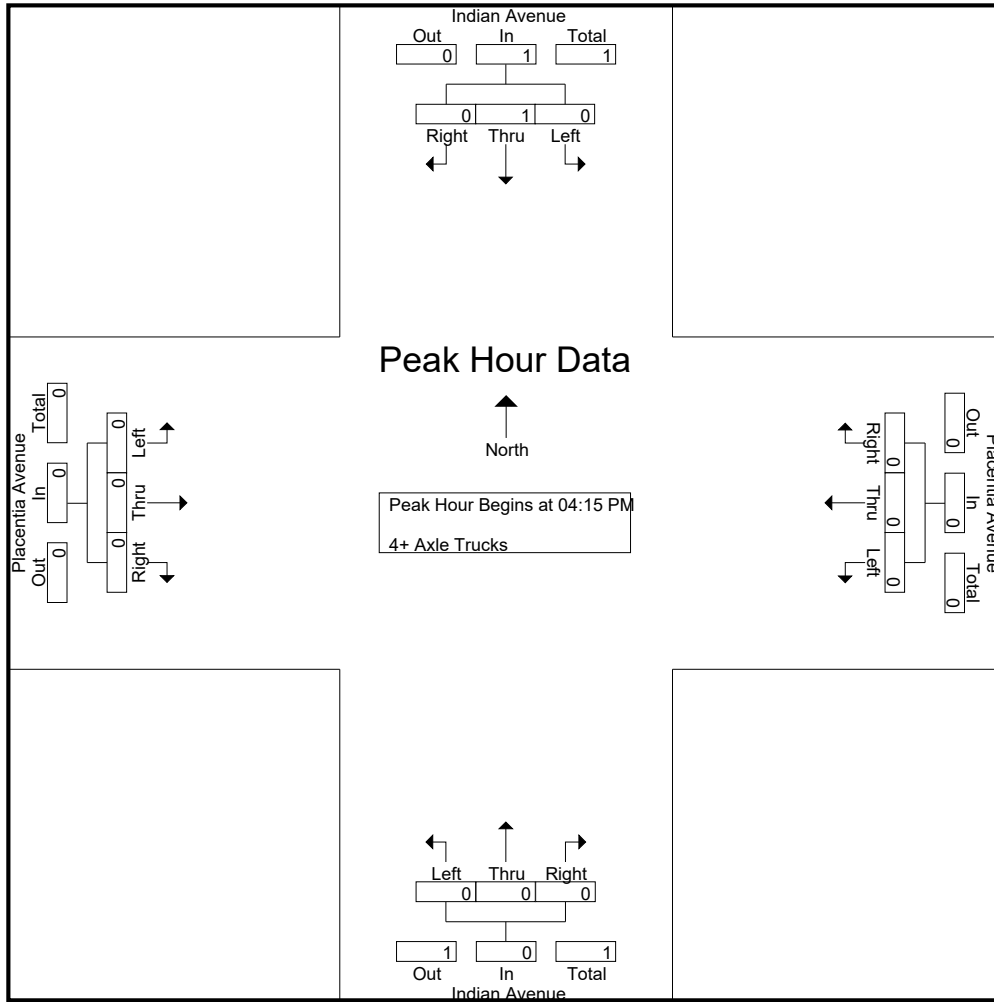
Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0		0	0	0		0	0	0		

Start Time	Indian Avenue Southbound				Placentia Avenue Westbound				Indian Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 15_PER_Indian_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

Location: Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Indian Avenue	East Leg Placentia Avenue	South Leg Indian Avenue	West Leg Placentia Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Indian Avenue	East Leg Placentia Avenue	South Leg Indian Avenue	West Leg Placentia Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

Location: Perris
 N/S: Indian Avenue
 E/W: Placentia Avenue

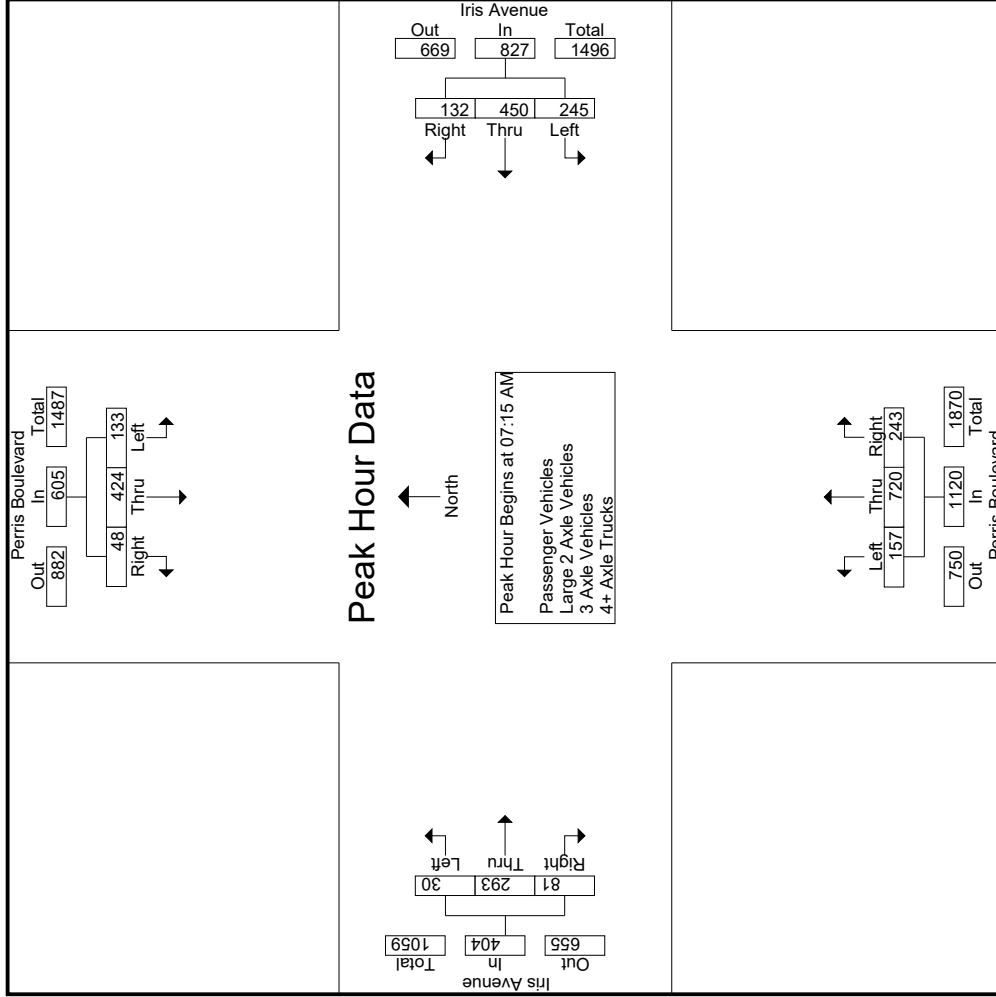


Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Indian Avenue			Westbound Placentia Avenue			Northbound Indian Avenue			Eastbound Placentia Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

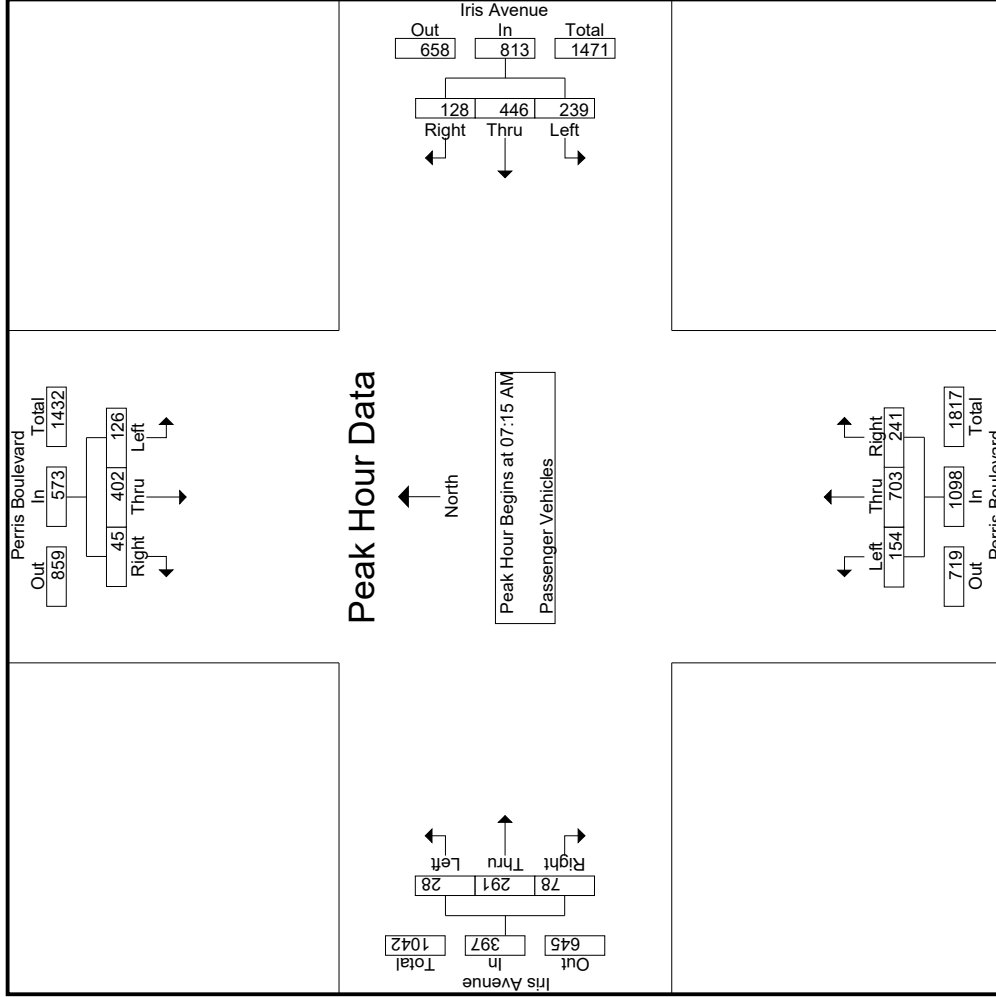
	Southbound Indian Avenue			Westbound Placentia Avenue			Northbound Indian Avenue			Eastbound Placentia Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	0	0	0	0	0	0	0	0	2



Start Time	Perris Boulevard Southbound			Iris Avenue Westbound			Perris Boulevard Northbound			Iris Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:15 AM			07:00 AM			07:15 AM				
+0 mins.	34	102	21	157	65	103	27	195	40	158	45	243	6	59
+15 mins.	46	131	4	181	64	131	39	234	42	182	67	291	3	105
+30 mins.	36	110	5	151	73	141	35	249	42	233	77	352	13	133
+45 mins.	27	88	3	118	43	75	31	149	34	162	50	246	8	107
Total Volume	143	431	33	607	245	450	132	827	158	735	239	1132	30	404
% App. Total	23.6	71	5.4	83.8	29.6	54.4	16	830	14	64.9	21.1	804	7.4	20
PHF	.777	.823	.393	.838	.839	.798	.846	.830	.940	.789	.776	.804	.577	.750

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound						Iris Avenue Westbound						Perris Boulevard Northbound						Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	10	80	2	1	92		60	64	19	12	143	238	39	155	44	12	238	26	4	20	8	1	32	505
07:15 AM	15	75	17	7	107		62	103	26	21	191	285	42	177	66	34	285	68	6	40	13	6	59	642
07:30 AM	31	98	20	0	149		63	130	38	21	231	348	40	231	77	25	348	55	3	85	17	9	105	833
07:45 AM	45	127	3	0	175		71	139	34	16	244	242	34	158	50	28	242	49	12	93	26	5	131	792
Total	101	380	42	8	523		256	436	117	70	809	1113	155	721	237	99	1113	198	25	238	64	21	327	2772
08:00 AM	35	102	5	4	142		43	74	30	14	147	223	38	137	48	26	223	54	7	73	22	10	102	614
08:15 AM	23	85	3	1	111		43	53	21	10	117	203	28	125	50	22	203	37	3	28	14	4	45	476
08:30 AM	27	77	1	0	105		38	46	27	17	111	184	43	110	31	19	184	43	2	26	8	7	36	436
08:45 AM	28	94	4	0	126		34	51	19	8	104	175	33	105	37	25	175	35	4	46	9	2	59	464
Total	113	358	13	5	484		158	224	97	49	479	785	142	477	166	92	785	169	16	173	53	23	242	1990
Grand Total	214	738	55	13	1007		414	660	214	119	1288	1898	297	1198	403	191	1898	367	41	411	117	44	569	4762
Apprch %	21.3	73.3	5.5				32.1	51.2	16.6		27	39.9	15.6	63.1	21.2		39.9	7.2	7.2	72.2	20.6		11.9	7.2
Total %	4.5	15.5	1.2		21.1		8.7	13.9	4.5		27	39.9	6.2	25.2	8.5		39.9	0.9	0.9	8.6	2.5		11.9	92.8
Start Time	Perris Boulevard Southbound						Iris Avenue Westbound						Perris Boulevard Northbound						Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	15	75	17		107		62	103	26		191		42	177	66		285		6	40	13		59	
07:15 AM	31	98	20		149		63	130	38		231		40	231	77		348		3	85	17		105	
07:30 AM	45	127	3		175		71	139	34		244		34	158	50		242		12	93	26		131	
07:45 AM	35	102	5		142		43	74	30		147		38	137	48		223		7	73	22		102	
08:00 AM	126	402	45		573		239	446	128		813		154	703	241		1098		28	291	78		397	
Total Volume	22	70.2	7.9				29.4	54.9	15.7		27		14	64	21.9		78.2		7.1	73.3	19.6		11.9	
% App. Total	.700	.791	.563		.819		.842	.802	.842		.833		.917	.761	.782		.789		.583	.782	.750		.758	
PHF																								



Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Iris Avenue
 Weather: Clear

File Name : 16_MRV_Perris_Iris AM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Iris Avenue Westbound			Perris Boulevard Northbound			Iris Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM			07:15 AM			07:15 AM			07:15 AM						
+0 mins.	15	75	17	107	62	103	26	191	42	177	66	285	6	40	13	59
+15 mins.	31	98	20	149	63	130	38	231	40	231	77	348	3	85	17	105
+30 mins.	45	127	3	175	71	139	34	244	34	158	50	242	12	93	26	131
+45 mins.	35	102	5	142	43	74	30	147	38	137	48	223	7	73	22	102
Total Volume	126	402	45	573	239	446	128	813	154	703	241	1098	28	291	78	397
% App. Total	22	70.2	7.9	29.4	29.4	54.9	15.7	83.3	14	64	21.9	78.2	7.1	73.3	19.6	75.8
PHF	.700	.791	.563	.819	.842	.802	.842	.833	.917	.761	.782	.789	.583	.782	.750	.758

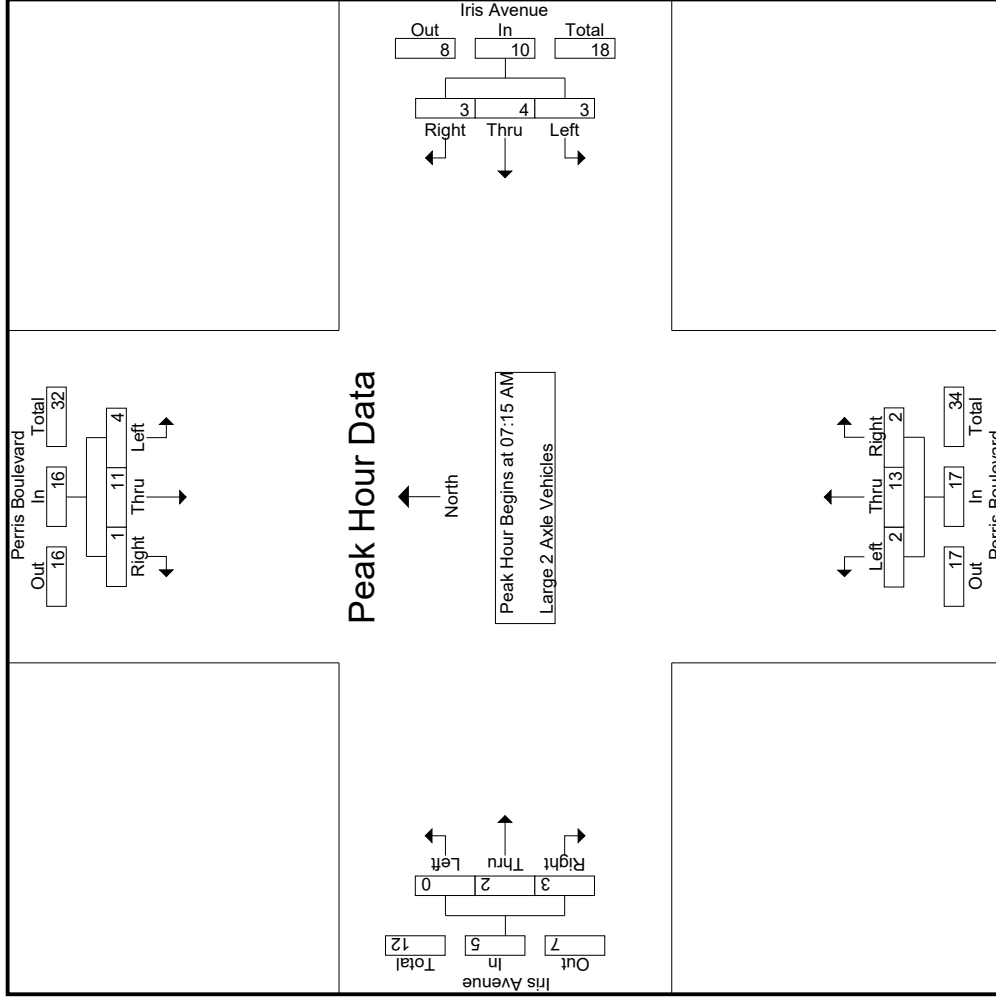
Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	0	0	2	0	2	1	0	2	1	0	4	0	1	0	0	1	9	10
07:15 AM	1	3	0	0	1	0	1	0	2	0	5	1	6	0	0	0	0	0	12	12
07:30 AM	3	2	0	0	1	1	1	0	3	2	1	0	3	0	0	0	0	0	11	11
07:45 AM	0	3	1	0	1	2	1	0	4	0	2	0	2	0	0	1	1	1	11	12
Total	6	8	1	0	15	3	5	1	11	3	10	2	15	0	1	1	1	2	43	45
08:00 AM	0	3	0	0	0	1	0	0	1	0	5	1	6	0	2	2	1	4	14	16
08:15 AM	4	2	0	0	6	0	1	0	1	2	3	1	8	0	1	0	0	1	16	17
08:30 AM	1	2	0	0	3	1	0	1	2	0	2	0	2	0	0	0	0	0	7	7
08:45 AM	1	1	0	0	2	0	1	1	2	0	0	0	2	0	0	2	0	1	6	7
Total	6	8	0	0	14	1	2	3	6	2	10	4	16	0	3	4	1	7	43	47
Grand Total	12	16	1	0	29	4	5	8	17	5	20	6	31	0	4	5	2	9	86	92
Approch %	41.4	55.2	3.4		23.5	29.4	47.1		19.8	16.1	64.5	19.4		0	44.4	55.6		10.5	6.5	93.5
Total %	14	18.6	1.2		4.7	5.8	9.3		33.7	5.8	23.3	7		0	4.7	5.8				

3.1-403

Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	1	3	0	0	1	0	1	0	1	0	2	1	2	0	0	0	0	0	0	12
07:30 AM	3	2	0	0	1	1	1	0	3	2	1	0	6	0	0	0	0	0	0	11
07:45 AM	0	3	1	0	1	2	1	0	4	0	2	0	2	0	1	1	1	1	11	11
08:00 AM	0	3	0	0	3	0	1	0	1	0	5	1	5	0	2	2	2	4	14	14
Total Volume	4	11	1	0	16	3	4	3	10	2	13	2	17	0	2	3	5	5	48	48
% App. Total	25	68.8	6.2		30	40	30		30	11.8	76.5	11.8		0	40	60				
PHF	.333	.917	.250		.800	.750	.750		.625	.250	.650	.500		.708	.250	.375		.313		.857

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



Counts Unlimited
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 Corona, CA 92878
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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Iris Avenue
 Weather: Clear

File Name : 16_MRV_Perris_Iris AM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	1	3	0	4	1	1	1	2	0	2	1	1	5	1	0	0	0
+15 mins.	3	2	0	5	1	1	1	3	0	3	0	0	1	0	0	0	0
+30 mins.	0	3	1	4	1	1	1	4	0	2	0	0	2	0	0	1	1
+45 mins.	0	3	0	3	0	0	0	1	0	1	0	1	5	1	2	2	4
Total Volume	4	11	1	16	3	4	3	10	2	13	2	17	13	2	2	3	5
% App. Total	25	68.8	6.2		30	40	30		11.8	76.5	11.8		65.0	50.0	60		
PHF	.333	.917	.250	.800	.750	.500	.750	.625	.250	.650	.500	.708	.250	.375	.375	.313	

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	3	3
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	1	0	0	1	0	0	0	0	1	0	1	0	0	1	0	3	3
08:30 AM	0	1	0	0	1	0	0	1	1	3	0	0	1	0	1	1	5	6
08:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2
Total	0	4	0	0	4	0	0	0	0	0	2	2	1	1	5	1	11	12
Grand Total	0	4	0	0	4	1	0	0	0	1	2	3	1	1	6	1	14	15
Approch %	0	100	0	0	7.1	33.3	50	16.7	7.1	42.9	33.3	33.3	33.3	7.1	21.4	6.7	93.3	
Total %	0	28.6	0	0	28.6	7.1	14.3	21.4	7.1	42.9	7.1	7.1	7.1	7.1	21.4	6.7	93.3	

3.1-406

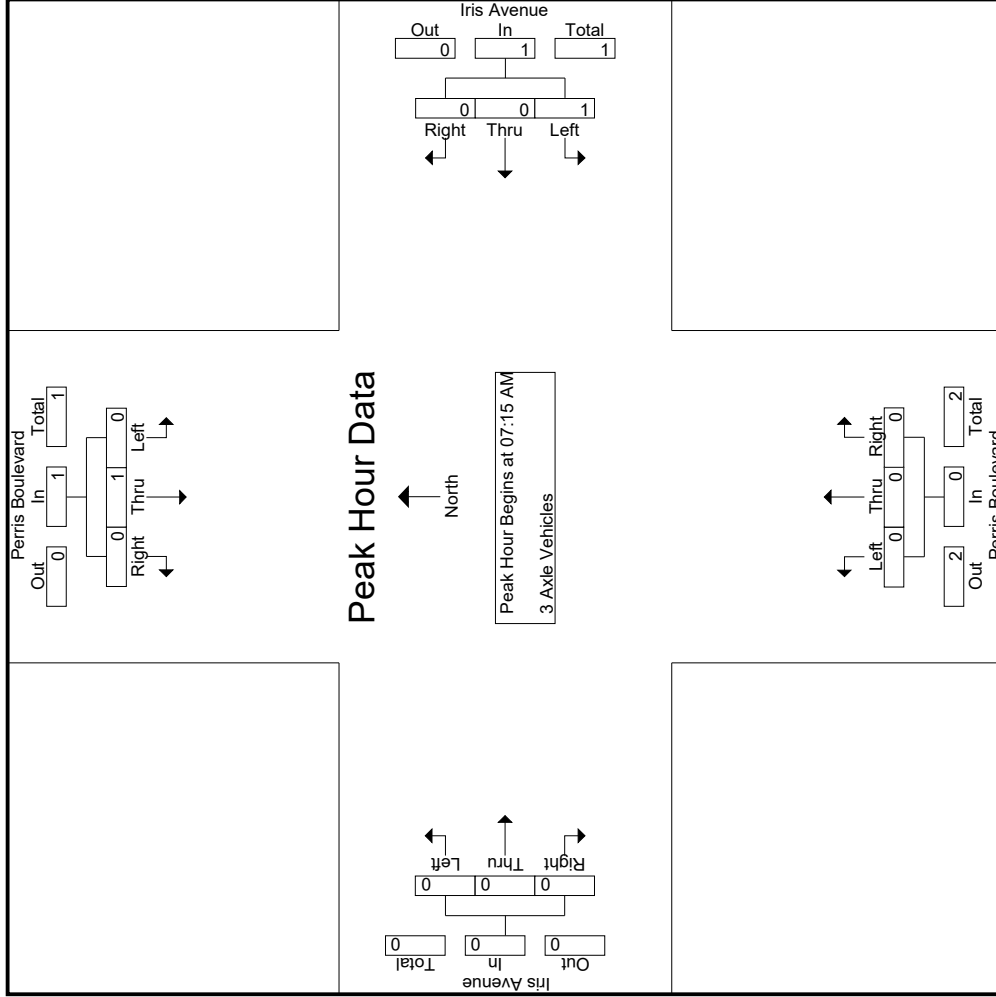
Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	.250	.250	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.500
PHF	.000	.250	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.500

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

Counts Unlimited
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 (951) 268-6268

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Iris Avenue
 Weather: Clear

File Name : 16_MRV_Perris_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Iris Avenue
 Weather: Clear

File Name : 16_MRV_Perris_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Iris Avenue Westbound			Perris Boulevard Northbound			Iris Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	1	1	0	0	0	1	0	0	0	0	0	
% App. Total	0	100	0	0	100	0	0	0	0	0	0	0	0	0	
PHF	.000	.250	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	

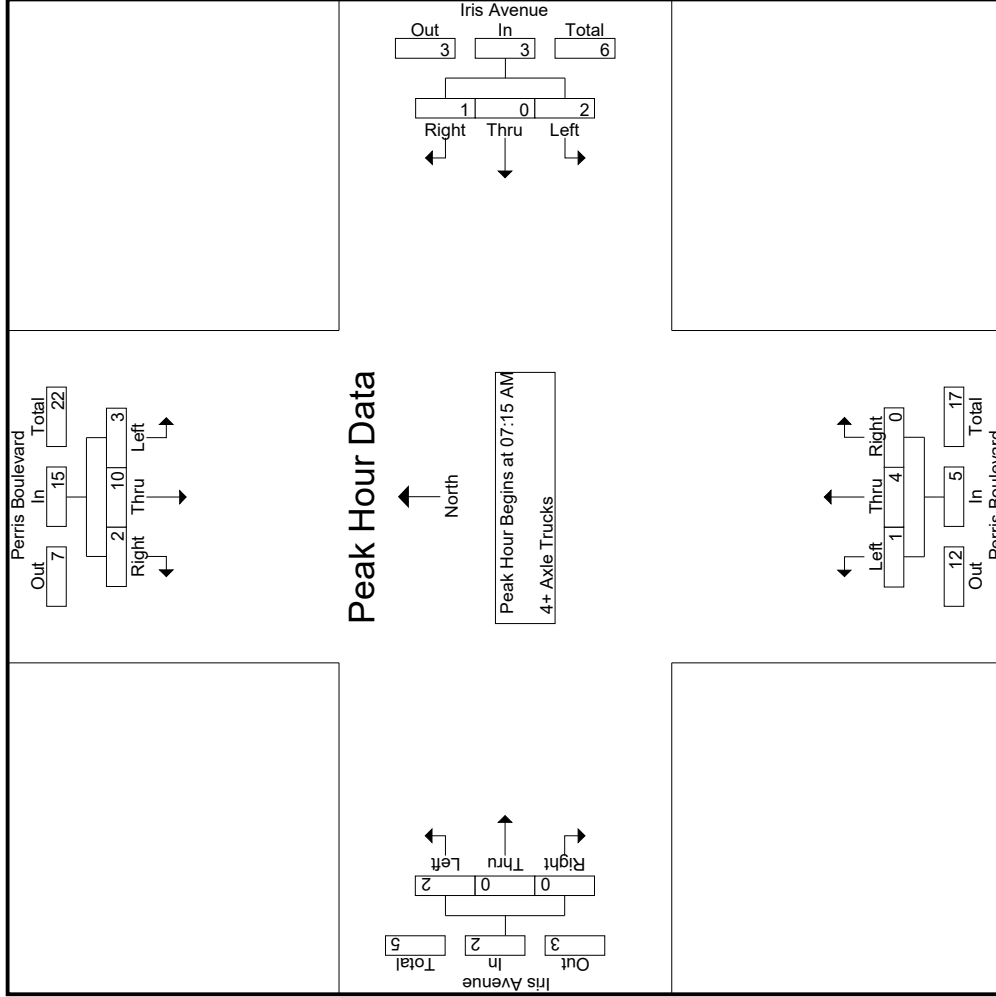
Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	1	3	1	0	5	1	0	0	0	1	0	0	0	0	0	0	6	6
07:30 AM	0	2	1	0	3	0	0	0	0	0	1	0	0	0	0	0	4	4
07:45 AM	1	1	0	0	2	1	0	0	0	1	0	0	0	0	1	0	6	6
Total	3	6	2	0	11	2	0	0	0	2	0	3	0	0	1	0	17	17
08:00 AM	1	4	0	0	5	0	0	1	0	1	1	0	0	0	1	0	9	9
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	1	0	4	4
08:30 AM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	6	6
08:45 AM	0	6	2	0	8	0	0	0	0	0	1	1	0	0	0	0	10	10
Total	2	10	2	0	14	0	0	2	0	2	2	9	0	0	2	0	29	29
Grand Total	5	16	4	0	25	2	0	2	0	4	2	12	0	0	3	0	46	46
Approch %	20	64	16		50	0	50	0	4.3	8.7	14.3	85.7	0	0	100	0	100	
Total %	10.9	34.8	8.7		54.3	4.3	0	4.3		8.7	4.3	26.1	0	0	6.5	0	100	

3.1-409

Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	1	3	1		5	1	0	0		1	0	0		0	0	0	0	6
07:30 AM	0	2	1		3	0	0	0		1	0	0		1	0	0	0	4
07:45 AM	1	1	0		2	1	0	0		2	1	0		2	0	0	1	6
08:00 AM	1	4	0		5	0	0	1		1	1	0		2	0	0	1	9
Total Volume	3	10	2		15	2	0	1		3	1	4		5	0	0	2	25
% App. Total	20	66.7	13.3		33.3	66.7	0	33.3		80	20	80		0	0	0	0	100
PHF	.750	.625	.500		.750	.500	.000	.250		.750	.250	.500		.625	.000	.500	.694	

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



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 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Iris Avenue
 Weather: Clear

File Name : 16_MRV_Perris_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Iris Avenue Westbound			Perris Boulevard Northbound			Iris Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	1	3	1	5	1	0	0	1	0	0	0	0	0	0	
+15 mins.	0	2	1	3	0	0	0	0	0	1	0	0	0	0	
+30 mins.	1	1	0	2	1	0	0	1	0	2	0	0	1	1	
+45 mins.	1	4	0	5	0	0	1	1	1	1	0	0	1	1	
Total Volume	3	10	2	15	2	0	1	3	1	4	0	0	2	2	
% App. Total	20	66.7	13.3	66.7	66.7	0	33.3	75.0	20	80	0	0	100	500	
PHF	.750	.625	.500	.750	.500	.000	.250	.750	.250	.500	.000	.625	.500	.500	

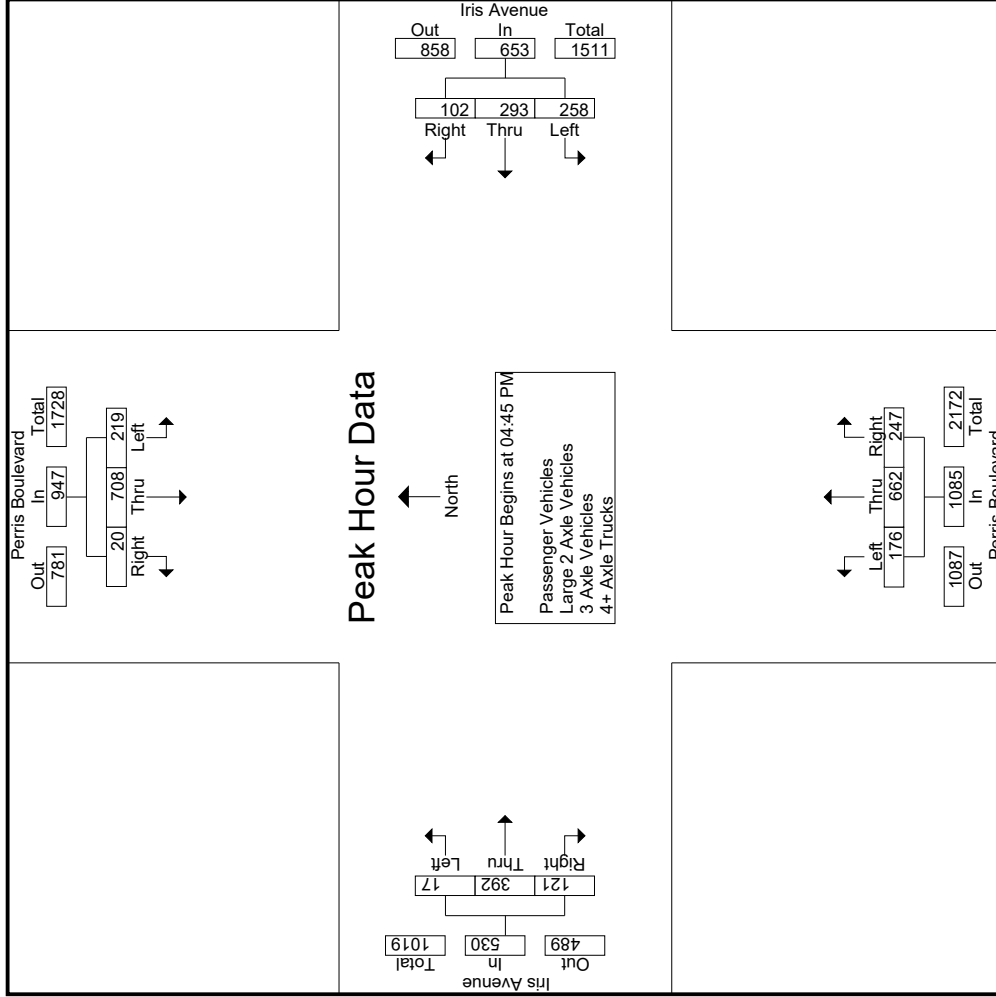
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Perris Boulevard Southbound						Iris Avenue Westbound						Perris Boulevard Northbound						Iris Avenue Eastbound					
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR
04:00 PM	48	154	6	4	208	52	77	43	19	172	35	196	60	33	291	12	68	36	16	116	72	787	859	
04:15 PM	61	151	6	1	218	69	74	28	6	171	47	192	53	28	292	7	74	33	12	114	47	795	842	
04:30 PM	46	170	7	2	223	61	63	22	2	146	40	155	59	33	254	5	83	28	11	116	48	739	787	
04:45 PM	55	179	3	0	237	77	61	21	12	159	53	183	78	34	314	6	84	40	21	130	67	840	907	
Total	210	654	22	7	886	259	275	114	39	648	175	726	250	128	1151	30	309	137	60	476	234	3161	3395	
05:00 PM	51	197	9	0	257	55	66	33	23	154	32	177	38	24	247	5	107	29	10	141	57	799	856	
05:15 PM	54	170	4	0	228	56	78	21	4	155	42	163	59	35	264	1	91	28	9	120	48	767	815	
05:30 PM	59	162	4	1	225	70	88	27	13	185	49	139	72	34	260	5	110	24	6	139	54	809	863	
05:45 PM	53	177	1	0	231	46	61	28	12	135	39	135	36	27	210	6	120	33	9	159	48	735	783	
Total	217	706	18	1	941	227	293	109	52	629	162	614	205	120	981	17	428	114	34	559	207	3110	3317	
Grand Total	427	1360	40	8	1827	486	568	223	91	1277	337	1340	455	248	2132	47	737	251	94	1035	441	6271	6712	
Approch %	23.4	74.4	2.2			38.1	44.5	17.5			15.8	62.9	21.3			4.5	71.2	24.3						
Total %	6.8	21.7	0.6			7.7	9.1	3.6			5.4	21.4	7.3			0.7	11.8	4			6.6	93.4		
Passenger Vehicles	419	1326	37		1789	469	566	215		1341	337	1317	453		2354	44	734	249		1121	0	0	6605	
Passenger Vehicles	98.1	97.5	92.5	87.5	97.5	96.5	99.6	96.4	100	98	100	98.3	99.6	99.6	98.9	93.6	99.6	99.2	100	99.3	0	0	98.4	
Large 2 Axle Vehicles	7	8	0	0	15	11	2	6		19	0	6	2		9	0	2	1		3	0	0	46	
% Large 2 Axle Vehicles	1.6	0.6	0	0	0.8	2.3	0.4	2.7	0	1.4	0	0.4	0.4	0.4	0.4	0	0.3	0.4	0	0.3	0	0	0.7	
3 Axle Vehicles	1	11	1		13	6	0	1		7	0	3	0		3	0	0	0		0	0	0	23	
% 3 Axle Vehicles	0.2	0.8	2.5	0	0.7	1.2	0	0.4	0	0.5	0	0.2	0	0	0.1	0	0	0	0	0	0	0	0.3	
4+ Axle Trucks	0	15	2		18	0	0	1		1	0	14	0		14	3	1	1		5	0	0	38	
% 4+ Axle Trucks	0	1.1	5	12.5	1	0	0	0.4	0	0.1	0	1	0	0	0.6	6.4	0.1	0.4	0	0.4	0	0	0.6	

Start Time	Perris Boulevard Southbound						Iris Avenue Westbound						Perris Boulevard Northbound						Iris Avenue Eastbound					
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR
04:45 PM	55	179	3		237	77	61	21		159	53	183	78		314	6	84	40		130	840	907		
05:00 PM	51	197	9		257	55	66	33		154	32	177	38		247	5	107	29		141	799	856		
05:15 PM	54	170	4		228	56	78	21		155	42	163	59		264	1	91	28		120	767	815		
05:30 PM	59	162	4		225	70	88	27		185	49	139	72		260	5	110	24		139	809	863		
05:45 PM	53	177	1		231	46	61	28		135	39	135	36		210	6	120	33		159	735	783		
Total Volume	219	708	20		947	258	293	102		653	176	662	247		1085	17	392	121		530	3215	3317		
% App. Total	23.1	74.8	2.1			39.5	44.9	15.6			16.2	61	22.8			3.2	74	22.8						
PHF	.928	.898	.556		.921	.838	.832	.773		.882	.830	.904	.792		.864	.708	.891	.756		.940	.957			

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM



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 Weather: Clear

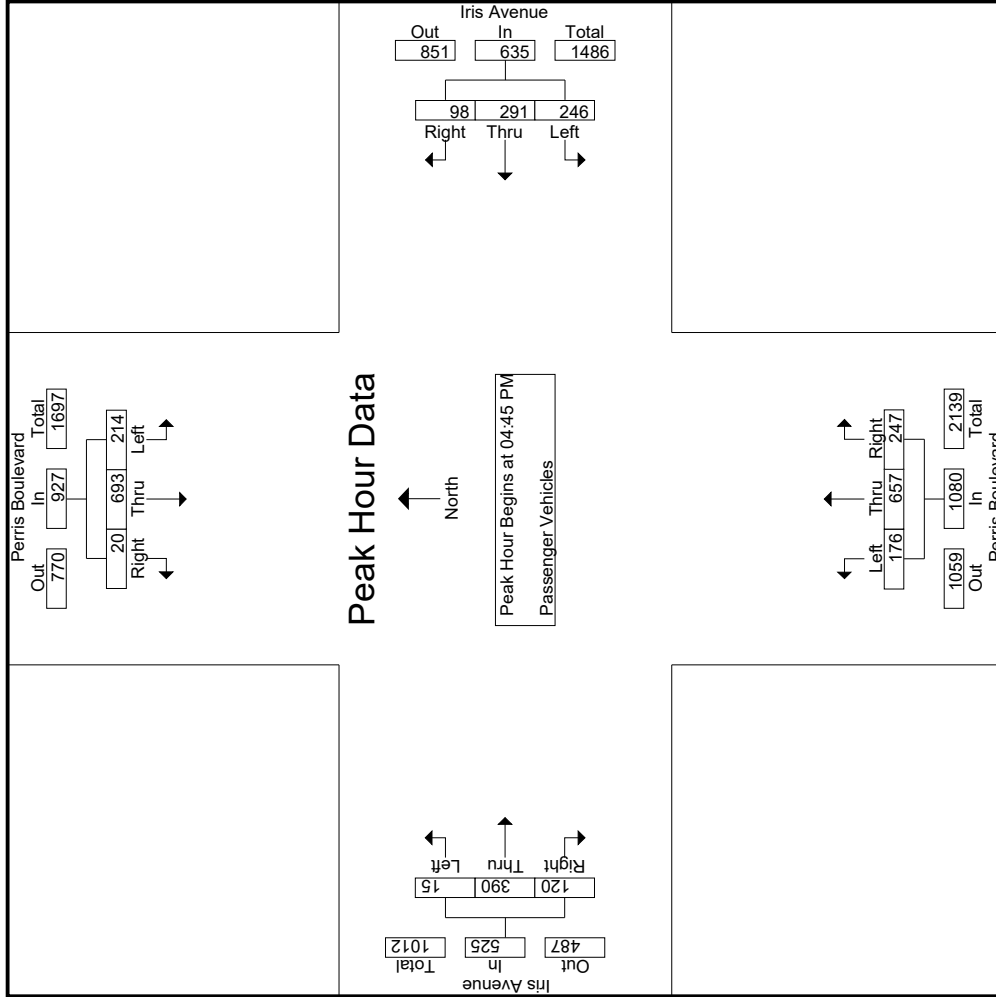
File Name : 16_MRV_Perris_Iris PM
 Site Code : 05T20169
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Start Time	Perris Boulevard Southbound			Iris Avenue Westbound			Perris Boulevard Northbound			Iris Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM			04:45 PM			04:00 PM			05:00 PM						
+0 mins.	55	179	3	237	77	61	21	159	35	196	60	291	5	107	29	141
+15 mins.	51	197	9	257	55	66	33	154	47	192	53	292	1	91	28	120
+30 mins.	54	170	4	228	56	78	21	155	40	155	59	254	5	110	24	139
+45 mins.	59	162	4	225	70	88	27	185	53	183	78	314	6	120	33	159
Total Volume	219	708	20	947	258	293	102	653	175	726	250	1151	17	428	114	559
% App. Total	23.1	74.8	2.1	921	39.5	44.9	15.6	882	15.2	63.1	21.7	916	3	76.6	20.4	879
PHF	.928	.898	.556	.921	.838	.832	.773	.882	.825	.926	.801	.916	.708	.892	.864	.879

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Start Time	Perris Boulevard Southbound			Iris Avenue Westbound			Perris Boulevard Northbound			Iris Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM			04:45 PM			04:45 PM			04:45 PM						
+0 mins.	52	172	3	227	74	60	20	154	53	181	78	312	5	83	40	128
+15 mins.	50	194	9	253	52	66	32	150	32	177	38	247	4	107	28	139
+30 mins.	54	168	4	226	51	78	20	149	42	161	59	262	1	90	28	119
+45 mins.	58	159	4	221	69	87	26	182	49	138	72	259	5	110	24	139
Total Volume	214	693	20	927	246	291	98	635	176	657	247	1080	15	390	120	525
% App. Total	23.1	74.8	2.2	38.7	45.8	15.4	16.3	60.8	22.9	74.3	22.9	86.5	2.9	74.3	22.9	94.4
PHF	.922	.893	.556	.916	.831	.836	.766	.872	.830	.907	.792	.865	.750	.886	.750	.944

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	1	0	0	2	2	0	1	0	3	0	0	0	0	0	0	5	5
04:15 PM	1	2	0	0	3	1	0	1	0	2	0	1	1	0	1	1	8	9
04:30 PM	0	1	0	0	1	1	0	1	0	2	0	2	1	0	0	0	6	6
04:45 PM	2	3	0	0	5	1	1	1	0	3	0	1	0	0	1	0	10	10
Total	4	7	0	0	11	5	1	4	0	10	0	4	2	1	6	1	29	30
05:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	3	0	1	0	4	0	1	0	0	0	0	5	5
05:30 PM	1	0	0	0	1	1	1	1	0	3	0	1	0	0	0	0	5	5
05:45 PM	1	1	0	0	2	1	0	0	0	1	0	0	0	0	1	0	4	4
Total	3	1	0	0	4	6	1	2	0	9	0	2	0	0	2	0	16	16
Grand Total	7	8	0	0	15	11	2	6	0	19	0	6	2	1	8	1	45	46
Approch %	46.7	53.3	0	0	57.9	10.5	31.6			42.2	0	75	25		17.8	0	66.7	33.3
Total %	15.6	17.8	0	0	33.3	24.4	4.4	13.3		42.2	0	13.3	4.4		17.8	0	4.4	2.2

3.1-418

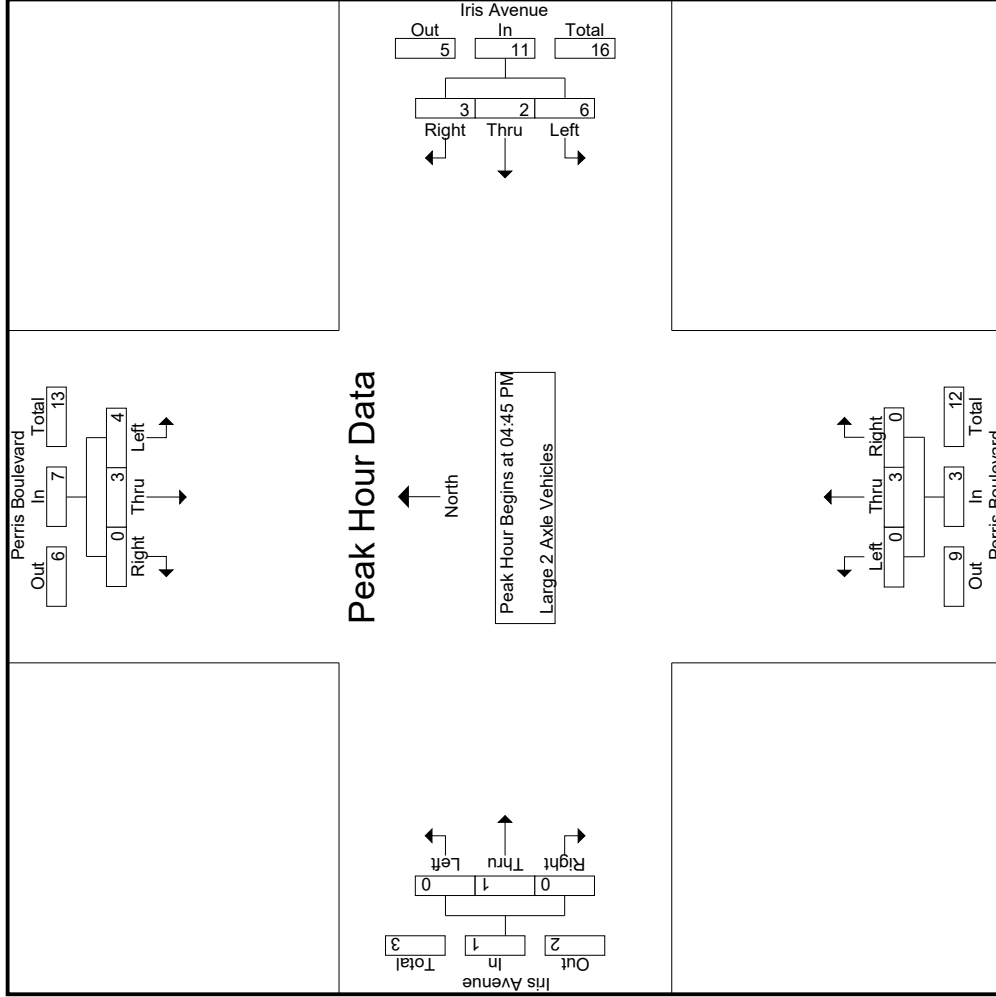
Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	2	3	0	0	5	1	1	1	0	3	0	0	0	0	1	0	1	1
05:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	3	0	1	0	4	0	1	0	0	0	0	0	0
05:30 PM	1	0	0	0	1	1	1	1	0	3	0	1	0	0	0	0	0	0
Total Volume	4	3	0	0	7	6	2	3	0	11	0	3	0	0	3	0	1	1
% App. Total	57.1	42.9	0	0	54.5	18.2	27.3			27.3	0	100	0		100	0	0	0
PHF	.500	.250	.000	.000	.350	.500	.500	.750		.688	.000	.750	.000		.750	.000	.250	.550

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

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Start Time	Perris Boulevard Southbound			Iris Avenue Westbound			Perris Boulevard Northbound			Iris Avenue Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:45 PM			04:45 PM			04:45 PM			04:45 PM			
+0 mins.	2	3	0	5	1	1	1	3	0	0	0	1	1
+15 mins.	1	0	0	1	0	0	1	1	0	0	0	0	0
+30 mins.	0	0	0	0	3	0	1	4	0	0	0	0	0
+45 mins.	1	0	0	1	1	1	1	3	0	0	0	0	0
Total Volume	4	3	0	7	6	2	3	11	0	0	0	1	1
% App. Total	57.1	42.9	0	7	54.5	18.2	27.3	68.8	0	0	0	100	0
PHF	.500	.250	.000	.350	.500	.500	.750	.688	.000	.000	.000	.750	.250

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	0	0	4	4
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3	3
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	1	2	0	0	3	2	0	0	0	2	0	0	0	0	0	0	5	5
Total	1	8	1	0	10	2	0	0	0	2	0	2	0	0	0	0	14	14
05:00 PM	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	0	4	4
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2
Total	0	3	0	0	3	4	0	1	0	5	0	1	0	0	0	0	9	9
Grand Total	1	11	1	0	13	6	0	1	0	7	0	3	0	0	0	0	23	23
Approch %	7.7	84.6	7.7			85.7	0	14.3			0	100	0	0	0	0	100	
Total %	4.3	47.8	4.3		56.5	26.1	0	4.3		30.4	0	13	0	0	0	0	100	

3.1-421

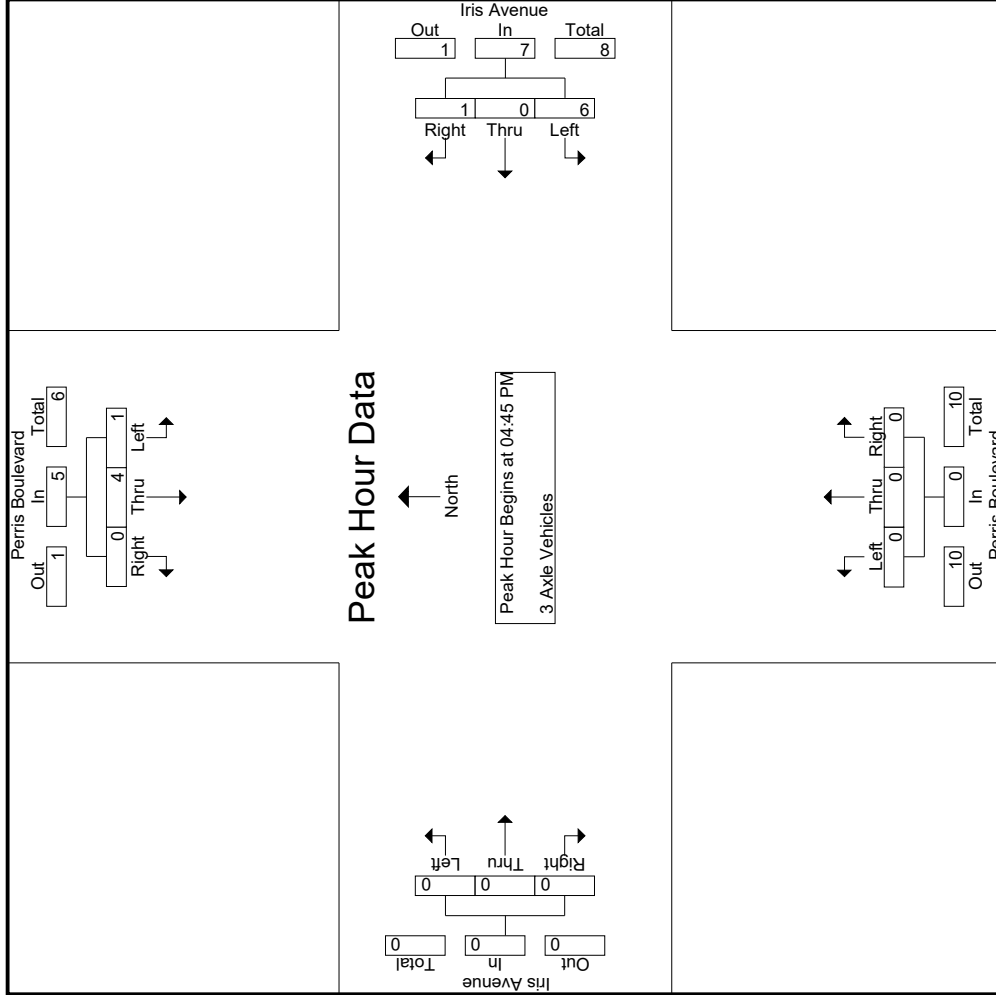
Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	1	2	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Total Volume	1	4	0	0	5	6	0	1	0	7	0	0	0	0	0	0	0	12
% App. Total	20	80				85.7	0	14.3			0	0	0	0	0	0	0	100
PHF	.250	.500	.000		.417	.750	.000	.250		.583	.000	.000	.000	.000	.000	.000	.000	.600

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

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM				04:45 PM				04:45 PM				04:45 PM		
+0 mins.	1	2	0	3	2	0	0	2	0	0	0	0	0	0	
+15 mins.	0	1	0	1	3	0	1	3	0	0	0	0	0	0	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
Total Volume	1	4	0	5	6	0	1	7	0	0	0	0	0	0	
% App. Total	20	80	0	85.7	75.0	0.0	14.3	58.3	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	.250	.500	.000	.417	.750	.000	.250	.583	.000	.000	.000	.000	.000	.000	

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	0	0	3	0	0	0	0	0	4	0	0	0	0	0	7	7
04:15 PM	0	3	1	0	4	0	0	0	0	3	3	0	0	0	0	0	7	7
04:30 PM	0	0	1	1	1	0	0	0	0	2	0	0	0	0	0	1	3	4
04:45 PM	0	2	0	0	2	0	0	0	0	1	1	0	0	0	1	0	4	4
Total	0	8	2	1	10	0	0	0	0	10	0	0	0	0	1	1	21	22
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	2	0	4	4
05:15 PM	0	2	0	0	2	0	0	0	0	1	1	0	0	0	1	0	4	4
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	1	0	0	1	0	0	1	0	1	3	0	0	0	1	0	6	6
Total	0	7	0	0	7	0	0	1	0	4	4	0	0	0	4	0	16	16
Grand Total	0	15	2	1	17	0	0	1	0	14	0	0	1	0	5	1	37	38
Approch %	0	88.2	11.8			0	0	100		100	0	0	20	20	13.5	2.6	97.4	
Total %	0	40.5	5.4		45.9	0	0	2.7		37.8	0	0	8.1	2.7	2.7	2.6	97.4	

3.1-424

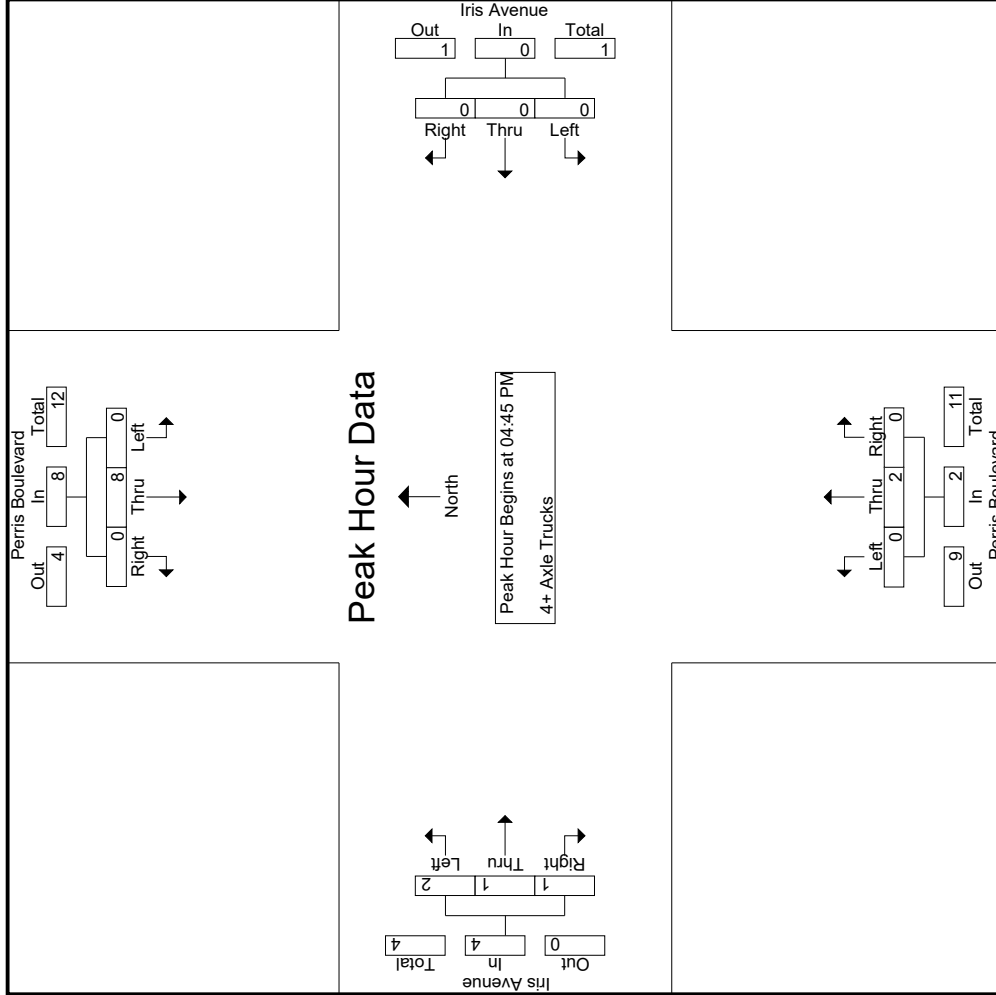
Start Time	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	8	0	0	8	0	0	0	0	2	0	0	2	1	1	0	4	14
% App. Total	0	100	0	0	100	0	0	0	0	100	0	0	25	25	25	0	25	25
PHF	.000	1.00	.000		1.00	.000	.000	.000		.000	.000	.000	.500	.250	.250	.500	.500	.875

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Iris Avenue
 Weather: Clear

File Name : 16_MRV_Perris_Iris PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Iris Avenue
 Weather: Clear

File Name : 16_MRV_Perris_Iris PM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Iris Avenue Westbound			Perris Boulevard Northbound			Iris Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM				04:45 PM				04:45 PM				04:45 PM		
+0 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	8	0	8	0	0	0	0	0	0	0	0	0	1	4
% App. Total	0	100	0	100	0	0	0	0	0	0	0	0	0	25	25
PHF	.000	1.000	.000	1.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.500

Location: Moreno Valley
 N/S: Perris Boulevard
 E/W: Iris Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard Pedestrians	East Leg Iris Avenue Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Iris Avenue Pedestrians	
7:00 AM	1	1	1	0	3
7:15 AM	0	1	0	0	1
7:30 AM	5	3	0	0	8
7:45 AM	5	1	0	2	8
8:00 AM	0	0	1	1	2
8:15 AM	1	3	0	0	4
8:30 AM	1	1	2	2	6
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	13	10	4	5	32

	North Leg Perris Boulevard Pedestrians	East Leg Iris Avenue Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Iris Avenue Pedestrians	
4:00 PM	0	2	0	2	4
4:15 PM	0	1	0	0	1
4:30 PM	1	5	0	1	7
4:45 PM	0	6	0	0	6
5:00 PM	0	3	0	1	4
5:15 PM	1	1	1	0	3
5:30 PM	1	4	1	0	6
5:45 PM	1	2	0	0	3
TOTAL VOLUMES:	4	24	2	4	34

Location: Moreno Valley
 N/S: Perris Boulevard
 E/W: Iris Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Iris Avenue			Northbound Perris Boulevard			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	0	0	0	0	0	0	0	0	2

	Southbound Perris Boulevard			Westbound Iris Avenue			Northbound Perris Boulevard			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	2	0	0	0	0	1	0	0	0	3	0	6
4:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	2	0	0	3	0	2	3	0	1	3	1	15

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MRV_Perris_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Perris Boulevard Southbound						Krameria Avenue Westbound						Perris Boulevard Northbound						Krameria Avenue Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total					
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total							
07:00 AM	13	127	2	0	142	21	20	32	27	73	8	198	40	0	246	0	13	13	9	26	0	13	13	9	26	36	487	523
07:15 AM	17	131	3	0	151	60	31	42	25	133	21	193	57	2	271	5	27	18	14	50	41	605	646					
07:30 AM	10	176	2	0	188	43	30	40	32	113	30	271	48	6	349	3	29	18	12	50	50	700	750					
07:45 AM	17	168	0	0	185	43	46	39	29	128	16	190	55	6	261	4	55	28	15	87	50	661	711					
Total	57	602	7	0	666	167	127	153	113	447	75	852	200	14	1127	12	124	77	50	213	177	2453	2630					
08:00 AM	21	151	2	1	174	30	35	47	28	112	10	190	32	4	232	5	32	19	9	56	42	574	616					
08:15 AM	12	107	5	1	124	34	12	30	28	76	3	170	15	3	188	4	17	10	5	31	37	419	456					
08:30 AM	10	120	2	1	132	23	13	28	17	64	6	124	15	1	145	1	10	5	4	16	23	357	380					
08:45 AM	14	119	2	0	135	25	12	20	17	57	1	129	12	4	142	3	15	8	6	26	27	360	387					
Total	57	497	11	3	565	112	72	125	90	309	20	613	74	12	707	13	74	42	24	129	129	1710	1839					
Grand Total	114	1099	18	3	1231	279	199	278	203	756	95	1465	274	26	1834	25	198	119	74	342	306	4163	4469					
Approch %	9.3	89.3	1.5			36.9	26.3	36.8		18.2	5.2	79.9	14.9		44.1	7.3	57.9	34.8		8.2	6.8	93.2						
Total %	2.7	26.4	0.4		29.6	6.7	4.8	6.7		18.2	2.3	35.2	6.6		44.1	0.6	4.8	2.9		8.2								
Passenger Vehicles	112	1044	17		1176	272	196	276		947	91	1416	262		1794	24	196	116		408	0	0	4325					
Passenger Vehicles	98.2	95	94.4	100	95.3	97.5	98.5	99.3	100	98.7	95.8	96.7	95.6	96.2	96.5	96	99	97.5	97.3	98.1	0	0	96.8					
Large 2 Axle Vehicles	1	29	1		31	5	3	2		10	3	30	12		46	1	2	2		6	0	0	93					
Large 2 Axle Vehicles	0.9	2.6	5.6	0	2.5	1.8	1.5	0.7	0	1	3.2	2	4.4	3.8	2.5	4	1	1.7	1.4	1.4	0	0	2.1					
3 Axle Vehicles	0	6	0		6	1	0	0		1	0	5	0		5	0	0	0		0	0	0	12					
3 Axle Vehicles	0	0.5	0	0	0.5	0.4	0	0	0	0.1	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0.3					
4+ Axle Trucks	1	20	0		21	1	0	0		1	1	14	0		15	0	0	1		2	0	0	39					
4+ Axle Trucks	0.9	1.8	0	0	1.7	0.4	0	0	0	0.1	1.1	1	0	0	0.8	0	0	0.8	1.4	0.5	0	0	0.9					

Start Time	Perris Boulevard Southbound						Krameria Avenue Westbound						Perris Boulevard Northbound						Krameria Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
07:15 AM	17	131	3		151	60	31	42		133	21	193	57		271	5	27	18		50	41	605	646	
07:30 AM	10	176	2		188	43	30	40		113	30	271	48		349	3	29	18		50	50	700	750	
07:45 AM	17	168	0		185	43	46	39		128	16	190	55		261	4	55	28		87	661	711		
08:00 AM	21	151	2		174	30	35	47		112	10	190	32		232	5	32	19		56	42	574	616	
Total Volume	65	626	7		698	176	142	168		486	77	844	192		1113	17	143	83		243	2540			
% App. Total	9.3	89.7	1			36.2	29.2	34.6		17.3	6.9	75.8	17.3		79.7	7	58.8	34.2		.698				
PHF	.774	.889	.583		.928	.733	.772	.894		.914	.642	.779	.842		.797	.850	.650	.741		.907				

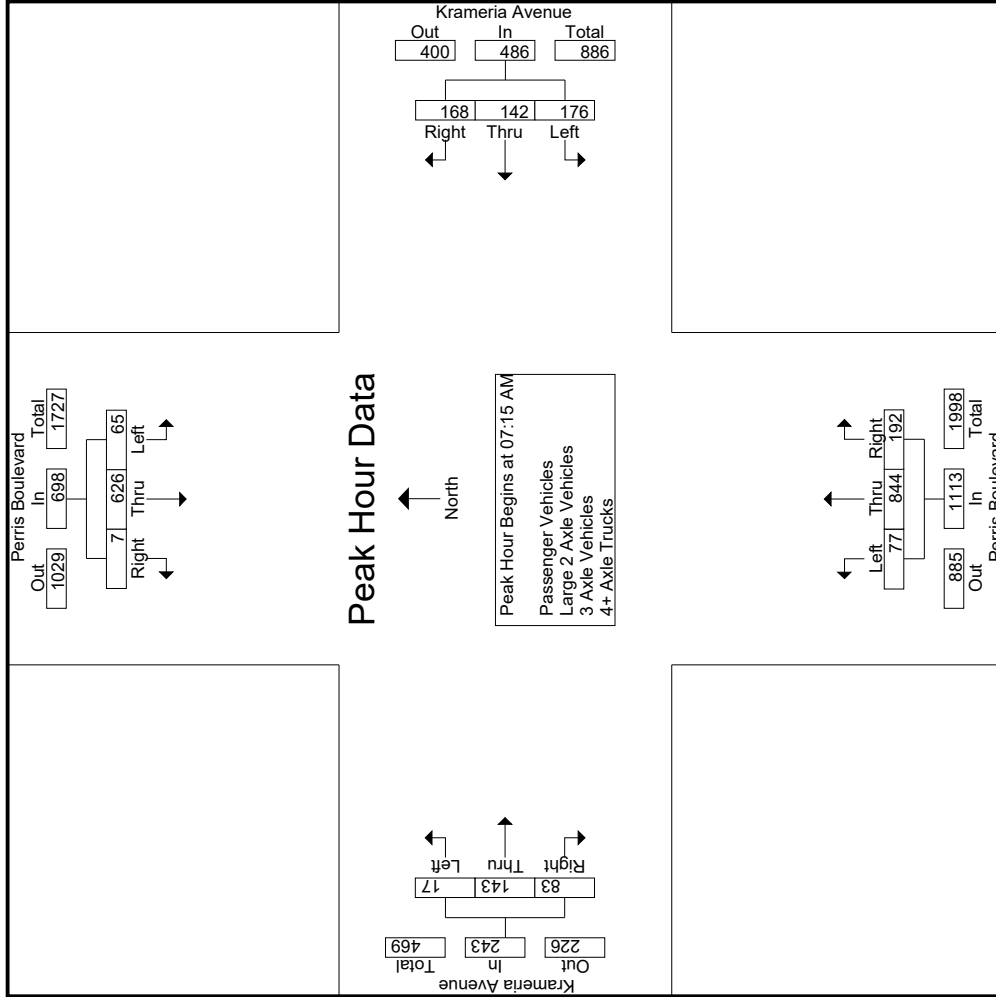
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 (951) 268-6268

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Krameria Avenue Westbound			Perris Boulevard Northbound			Krameria Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM			07:15 AM			07:00 AM			07:15 AM						
+0 mins.	17	131	3	151	60	31	42	133	8	198	40	246	5	27	18	50
+15 mins.	10	176	2	188	43	30	40	113	21	193	57	271	3	29	18	50
+30 mins.	17	168	0	185	43	46	39	128	30	271	48	349	4	55	28	87
+45 mins.	21	151	2	174	30	35	47	112	16	190	55	261	5	32	19	56
Total Volume	65	626	7	698	176	142	168	486	75	852	200	1127	17	143	83	243
% App. Total	9.3	89.7	1	928	36.2	29.2	34.6	914	6.7	75.6	17.7	807	7	58.8	34.2	698
PHF	.774	.889	.583	.928	.733	.772	.894	.914	.625	.786	.877	.807	.850	.650	.741	.698

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MRV_Perris_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					Krameria Avenue Westbound					Perris Boulevard Northbound					Krameria Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	13	127	2	0	142	21	20	32	27	73	8	193	38	0	239	0	13	13	9	26	36	480	516
07:15 AM	17	124	2	0	143	59	30	41	25	130	21	188	55	2	264	5	27	17	13	49	40	586	626
07:30 AM	9	170	2	0	181	43	29	40	32	112	29	266	46	5	341	3	29	18	12	50	49	684	733
07:45 AM	16	164	0	0	180	42	46	39	29	127	16	187	55	6	258	4	55	27	15	86	50	651	701
Total	55	585	6	0	646	165	125	152	113	442	74	834	194	13	1102	12	124	75	49	211	175	2401	2576
08:00 AM	21	140	2	1	163	30	35	46	28	111	9	183	30	4	222	4	32	19	9	55	42	551	593
08:15 AM	12	105	5	1	122	32	12	30	28	74	2	159	14	3	175	4	16	10	5	30	37	401	438
08:30 AM	10	108	2	1	120	22	12	28	17	62	5	113	13	1	131	1	10	5	4	16	23	329	352
08:45 AM	14	106	2	0	122	23	12	20	17	55	1	127	11	4	139	3	14	7	5	24	26	340	366
Total	57	459	11	3	527	107	71	124	90	302	17	582	68	12	667	12	72	41	23	125	128	1621	1749
Grand Total	112	1044	17	3	1173	272	196	276	203	744	91	1416	262	25	1769	24	196	116	72	336	303	4022	4325
Approch %	9.5	89	1.4			36.6	26.3	37.1		18.5	5.1	80	14.8		44	7.1	58.3	34.5		8.4			
Total %	2.8	26	0.4		29.2	6.8	4.9	6.9			2.3	35.2	6.5			0.6	4.9	2.9			7		93

3.1-432

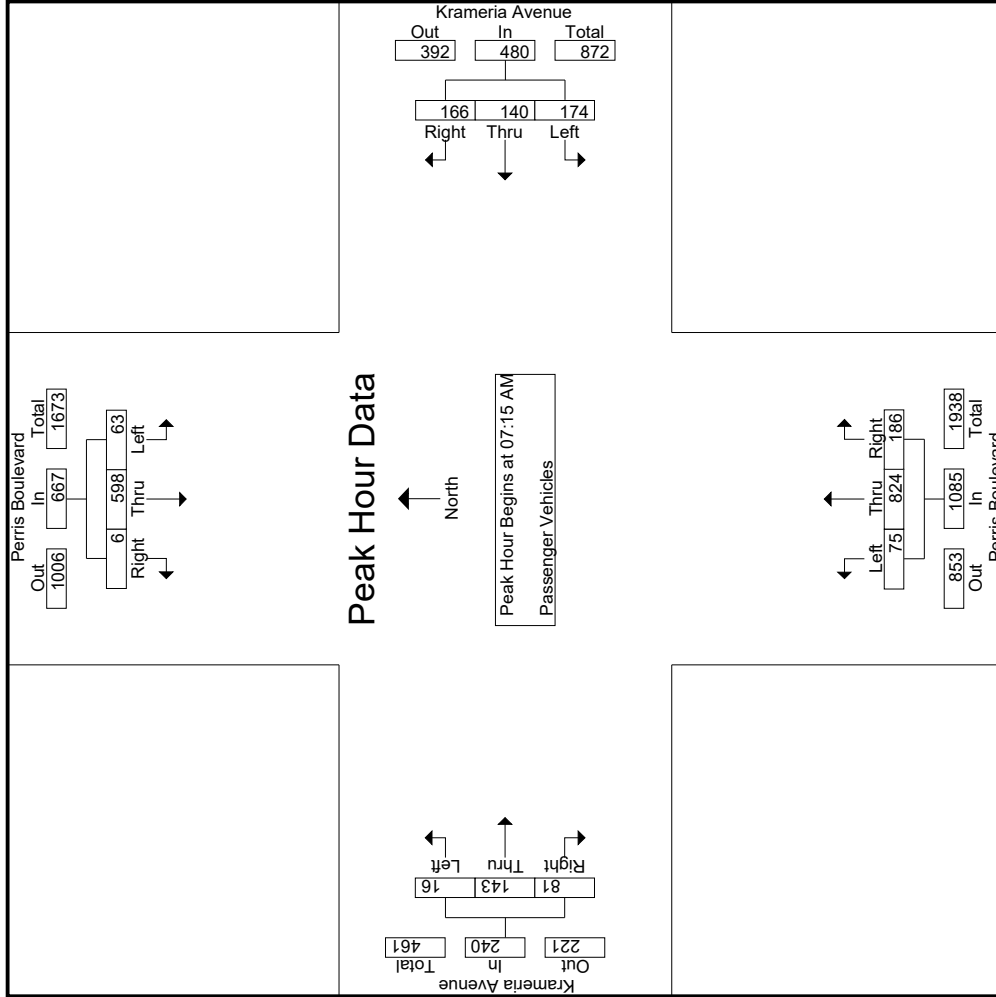
Start Time	Perris Boulevard Southbound					Krameria Avenue Westbound					Perris Boulevard Northbound					Krameria Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	17	124	2		143	59	30	41		130	21	188	55		264	5	27	17		49			586
07:30 AM	9	170	2		181	43	29	40		112	29	266	46		341	3	29	18		50			684
07:45 AM	16	164	0		180	42	46	39		127	16	187	55		258	4	55	27		86			651
08:00 AM	21	140	2		163	30	35	46		111	9	183	30		222	4	32	19		55			551
Total Volume	63	598	6		667	174	140	166		480	75	824	186		1085	16	143	81		240			2472
% App. Total	9.4	89.7	0.9			36.2	29.2	34.6		18.5	6.9	75.9	17.1		44	6.7	59.6	33.8					
PHF	.750	.879	.750		.921	.737	.761	.902		.923	.647	.774	.845		.795	.800	.650	.750		.698			.904

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

Counts Unlimited
 PO Box 1178
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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Krameria Avenue Westbound			Perris Boulevard Northbound			Krameria Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM			07:15 AM			07:15 AM			07:15 AM						
+0 mins.	17	124	2	143	59	30	41	130	21	188	55	264	5	27	17	49
+15 mins.	9	170	2	181	43	29	40	112	29	266	46	341	3	29	18	50
+30 mins.	16	164	0	180	42	46	39	127	16	187	55	258	4	55	27	86
+45 mins.	21	140	2	163	30	35	46	111	9	183	30	222	4	32	19	55
Total Volume	63	598	6	667	174	140	166	480	75	824	186	1085	16	143	81	240
% App. Total	9.4	89.7	0.9	36.2	29.2	34.6			6.9	75.9	17.1		6.7	59.6	33.8	
PHF	.750	.879	.750	.921	.737	.761	.902	.923	.647	.774	.845	.795	.800	.650	.750	.698

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	6	6
07:15 AM	0	2	1	0	3	1	1	0	3	0	5	2	7	0	0	1	1	1	1	14	15
07:30 AM	1	4	0	0	5	0	1	0	1	3	2	1	6	0	0	0	0	1	1	12	13
07:45 AM	0	3	0	0	3	1	0	0	1	0	2	0	2	0	0	1	0	0	0	7	7
Total	1	9	1	0	11	2	2	1	5	1	14	6	21	0	0	2	1	2	2	39	41
08:00 AM	0	4	0	0	4	0	0	1	1	4	2	0	7	1	0	0	0	1	0	13	13
08:15 AM	0	1	0	0	1	2	0	0	2	1	8	1	10	0	1	0	0	1	0	14	14
08:30 AM	0	10	0	0	10	0	1	0	1	4	2	0	6	0	0	0	0	0	0	17	17
08:45 AM	0	5	0	0	5	1	0	0	1	0	0	1	1	0	1	0	0	1	0	8	8
Total	0	20	0	0	20	3	1	1	5	2	16	6	24	1	2	0	0	3	0	52	52
Grand Total	1	29	1	0	31	5	3	2	10	3	30	12	45	1	2	2	1	5	2	91	93
Approch %	3.2	93.5	3.2		50	30	20		6.7	66.7	26.7		49.5	20	40	40		5.5	2.2	97.8	
Total %	1.1	31.9	1.1		5.5	3.3	2.2		11	3.3	33	13.2		1.1	2.2	2.2		2.2			

3.1-435

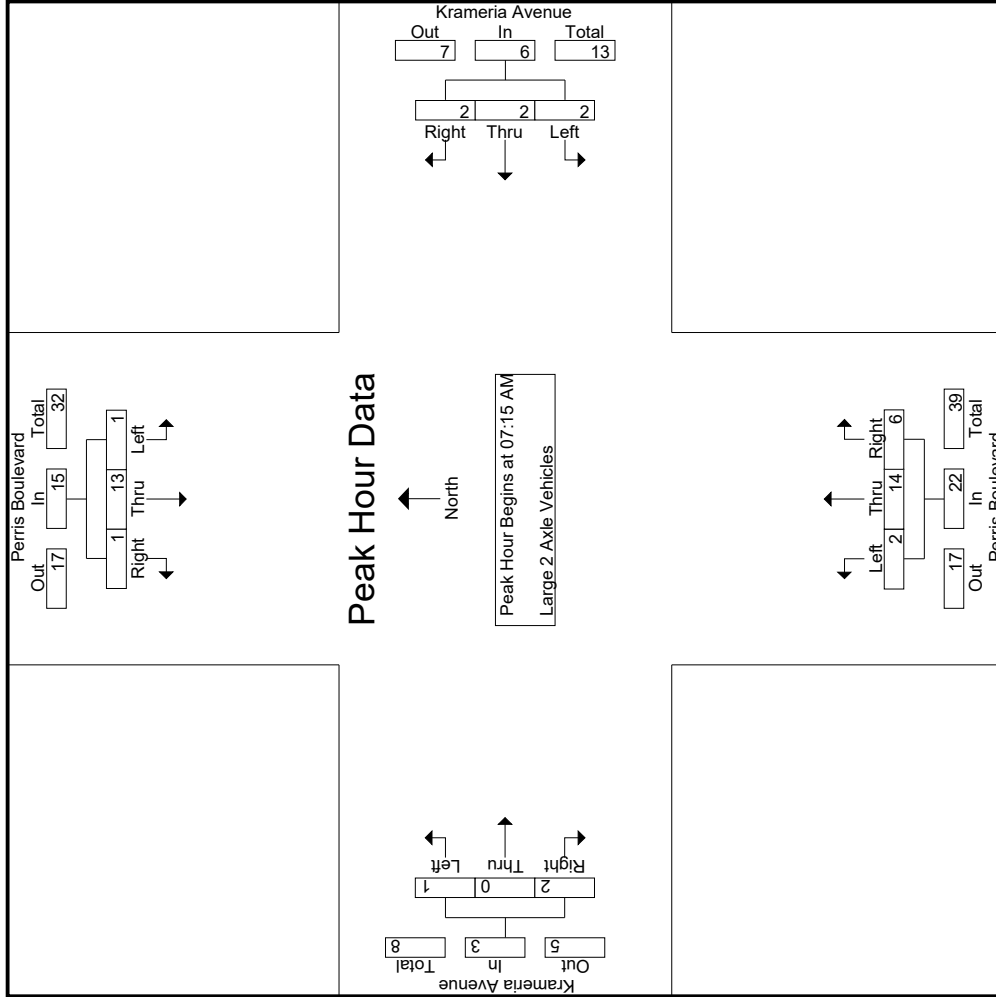
Start Time	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:15 AM	0	2	1	0	3	1	1	0	1	3	3	0	6	0	0	0	0	0	0	1	14
07:30 AM	1	4	0	0	5	0	1	0	1	1	3	2	6	0	0	0	0	0	0	0	12
07:45 AM	0	3	0	0	3	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	7
08:00 AM	0	4	0	0	4	0	1	0	1	1	4	2	7	0	0	0	0	0	0	1	13
Total Volume	1	13	1	0	15	2	2	0	6	2	14	6	22	1	0	2	3	0	0	3	46
% App. Total	6.7	86.7	6.7		33.3	33.3	33.3		9.1	63.6	27.3		33.3	0	66.7						
PHF	.250	.813	.250		.750	.500	.500		.500	.700	.750		.786	.250	.500	.750				.821	

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Perris Boulevard
 EW: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Krameria Avenue Westbound			Perris Boulevard Northbound			Krameria Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	0	2	1		1	1	1		5	2	2		0	0	1
+15 mins.	1	4	0	5	0	1	0	1	3	2	2	6	0	0	0
+30 mins.	0	3	0	3	1	0	0	1	2	0	0	2	0	0	1
+45 mins.	0	4	0	4	0	0	1	1	4	2	2	7	0	0	1
Total Volume	1	13	1	15	2	2	2	6	14	6	6	22	1	0	2
% App. Total	6.7	86.7	6.7		33.3	33.3	33.3		9.1	63.6	27.3		33.3	0	66.7
PHF	.250	.813	.250	.750	.500	.500	.500	.500	.700	.750	.786	.750	.250	.000	.500

Groups Printed - 3 Axle Vehicles

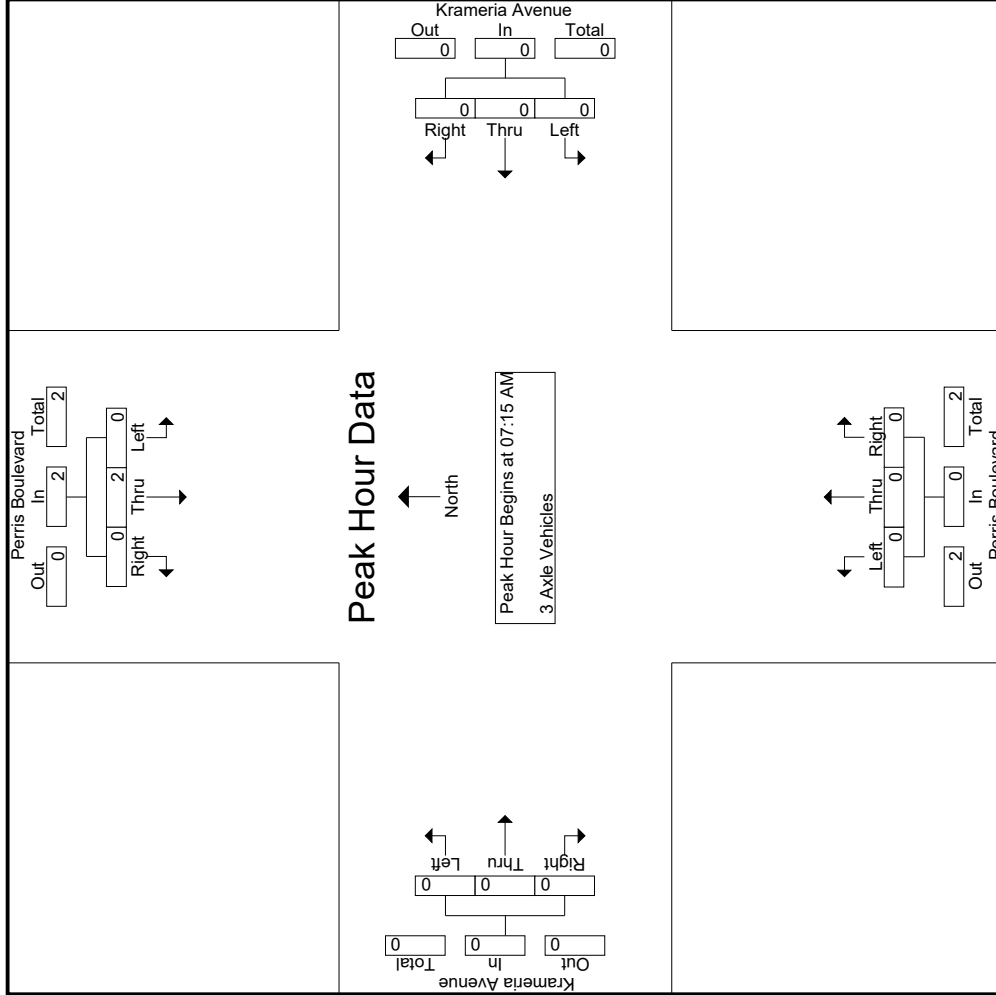
Start Time	Perris Boulevard Southbound					Krameria Avenue Westbound					Perris Boulevard Northbound					Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2
08:30 AM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4	4
08:45 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	3	3
Total	0	5	0	0	5	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	10	10
Grand Total	0	6	0	0	6	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	12	12
Approch %	0	100	0	0	100	0	0	0	0	8.3	0	100	0	0	41.7	0	0	0	0	0	0	0	100	100
Total %	0	50	0	0	50	8.3	0	0	0	8.3	0	41.7	0	0	41.7	0	0	0	0	0	0	0	100	100

Start Time	Perris Boulevard Southbound					Krameria Avenue Westbound					Perris Boulevard Northbound					Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour for Entire Intersection Begins at 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
PHF	.000	.500	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500

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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Krameria Avenue Westbound			Perris Boulevard Northbound			Krameria Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:15 AM			07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
07:30 AM	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4	4
07:45 AM	1	1	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3	3
Total	1	7	0	0	8	0	0	0	0	3	0	0	0	0	0	0	11	11
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	9	9
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	5	0	0	0	6	0	7	7
08:45 AM	0	7	0	0	7	0	0	0	0	1	0	0	1	1	1	1	9	10
Total	0	13	0	0	13	1	1	1	0	12	0	0	1	1	1	1	27	28
Grand Total	1	20	0	0	21	1	0	0	0	15	0	0	1	1	1	1	38	39
Approch %	4.8	95.2	0	0	0	100	0	0	0	6.7	93.3	0	0	100	0	2.6	97.4	0
Total %	2.6	52.6	0	0	55.3	2.6	0	0	0	2.6	36.8	0	0	2.6	39.5	2.6	97.4	0

3.1-441

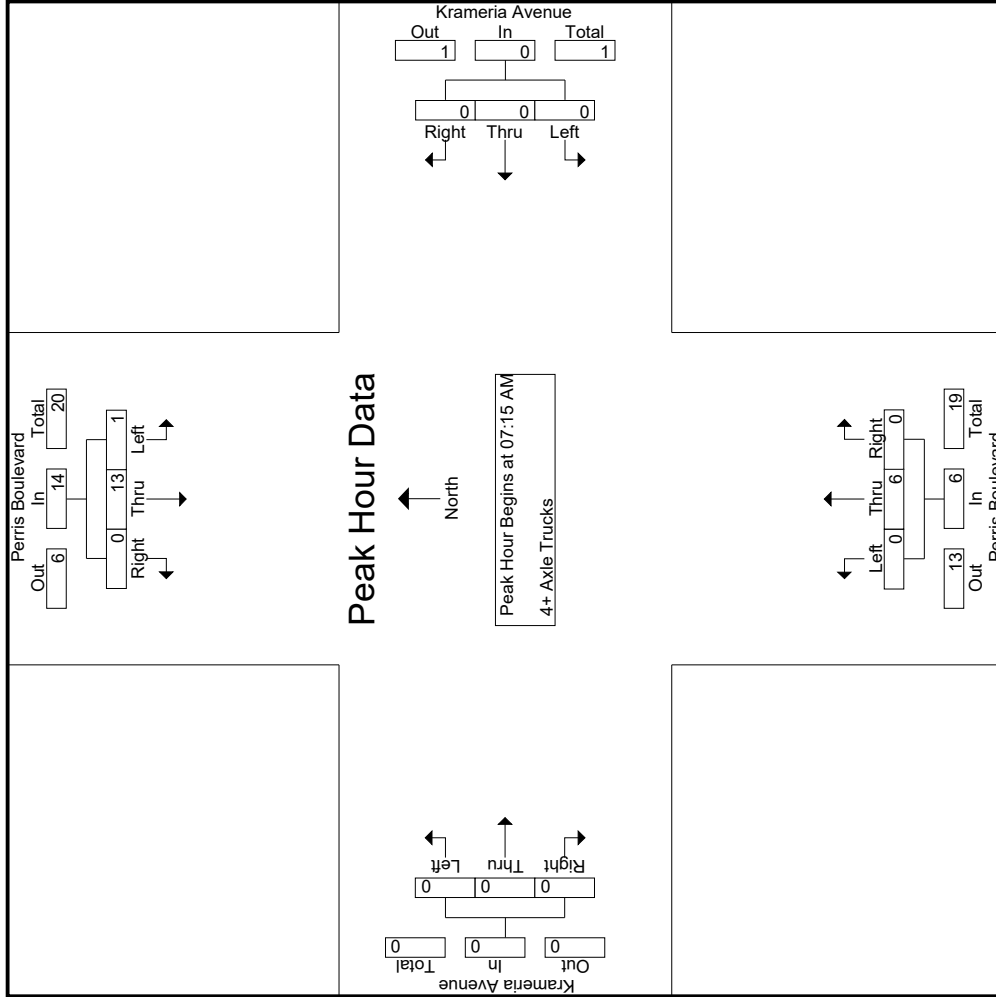
Start Time	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	4
07:45 AM	1	1	0	0	2	0	0	0	0	1	0	0	1	0	1	0	0	3
08:00 AM	0	6	0	0	6	0	0	0	0	3	0	0	3	0	3	0	0	9
Total Volume	1	13	0	0	14	0	0	0	0	6	0	6	0	0	6	0	0	20
% App. Total	7.1	92.9	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.250	.542	.000	.000	.583	.000	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000	.556	.000

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

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 PO Box 1178
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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Krameria Avenue Westbound			Perris Boulevard Northbound			Krameria Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	0	4	0	4	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	2	0	2	0	0	0	0	0	2	0	0	2	0	
+30 mins.	1	1	0	2	0	0	0	0	0	1	0	0	1	0	
+45 mins.	0	6	0	6	0	0	0	0	0	3	0	0	3	0	
Total Volume	1	13	0	14	0	0	0	0	0	6	0	0	6	0	
% App. Total	7.1	92.9	0	0	0	0	0	0	0	100	0	0	0	0	
PHF	.250	.542	.000	.583	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	

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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MRV_Perris_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Perris Boulevard Southbound						Krameria Avenue Westbound						Perris Boulevard Northbound						Krameria Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
04:00 PM	25	181	4	2	210	43	10	20	13	73	15	217	38	5	270	10	23	16	13	49	33	602	635			
04:15 PM	15	183	5	0	203	32	14	25	22	71	11	214	25	2	250	4	17	15	9	36	33	560	593			
04:30 PM	25	205	2	0	232	44	14	24	17	82	12	224	42	4	278	7	29	20	4	56	25	648	673			
04:45 PM	33	240	1	0	274	43	21	14	5	78	11	251	37	5	299	3	20	15	4	38	14	689	703			
Total	98	809	12	2	919	162	59	83	57	304	49	906	142	16	1097	24	89	66	30	179	105	2499	2604			
05:00 PM	27	218	3	1	248	30	14	20	15	64	9	198	34	5	241	4	33	30	24	67	45	620	665			
05:15 PM	26	192	3	1	221	29	25	21	15	75	6	176	29	5	211	11	32	20	10	63	31	570	601			
05:30 PM	26	179	5	1	210	28	9	21	17	58	9	215	29	1	253	7	34	20	14	61	33	582	615			
05:45 PM	26	173	2	1	201	29	14	14	11	57	9	168	25	2	202	7	28	20	13	55	27	515	542			
Total	105	762	13	4	880	116	62	76	58	254	33	757	117	13	907	29	127	90	61	246	136	2287	2423			
Grand Total	203	1571	25	6	1799	278	121	159	115	558	82	1663	259	29	2004	53	216	156	91	425	241	4786	5027			
Approch %	11.3	87.3	1.4			49.8	21.7	28.5			4.1	83	12.9			12.5	50.8	36.7								
Total %	4.2	32.8	0.5		37.6	5.8	2.5	3.3		11.7	1.7	34.7	5.4		41.9	1.1	4.5	3.3		8.9	4.8	95.2				
Passenger Vehicles	201	1525	25		1757	263	120	159		657	80	1639	251		1998	52	215	153		510	0	0	4922			
Passenger Vehicles	99	97.1	100		97.3	94.6	99.2	100	100	97.6	97.6	98.6	96.9	96.6	98.3	98.1	99.5	98.1	98.9	98.8	0	0	97.9			
Large 2 Axle Vehicles	1	15	0	0	16	9	1	0	0	10	1	7	8		17	1	1	0		2	0	0	45			
Large 2 Axle Vehicles	0.5	1	0	0	0.9	3.2	0.8	0	0	1.5	1.2	0.4	3.1	3.4	0.8	1.9	0.5	0	0	0.4	0	0	0.9			
3 Axle Vehicles	0	16	0	0	16	5	0	0	0	5	0	4	0		4	0	0	0		0	0	0	25			
3 Axle Vehicles	0	1	0	0	0.9	1.8	0	0	0	0.7	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0.5			
4+ Axle Trucks	1	15	0	0	16	1	0	0	0	1	1	13	0		14	0	0	3		4	0	0	35			
4+ Axle Trucks	0.5	1	0	0	0.9	0.4	0	0	0	0.1	1.2	0.8	0	0	0.7	0	0	1.9	1.1	0.8	0	0	0.7			

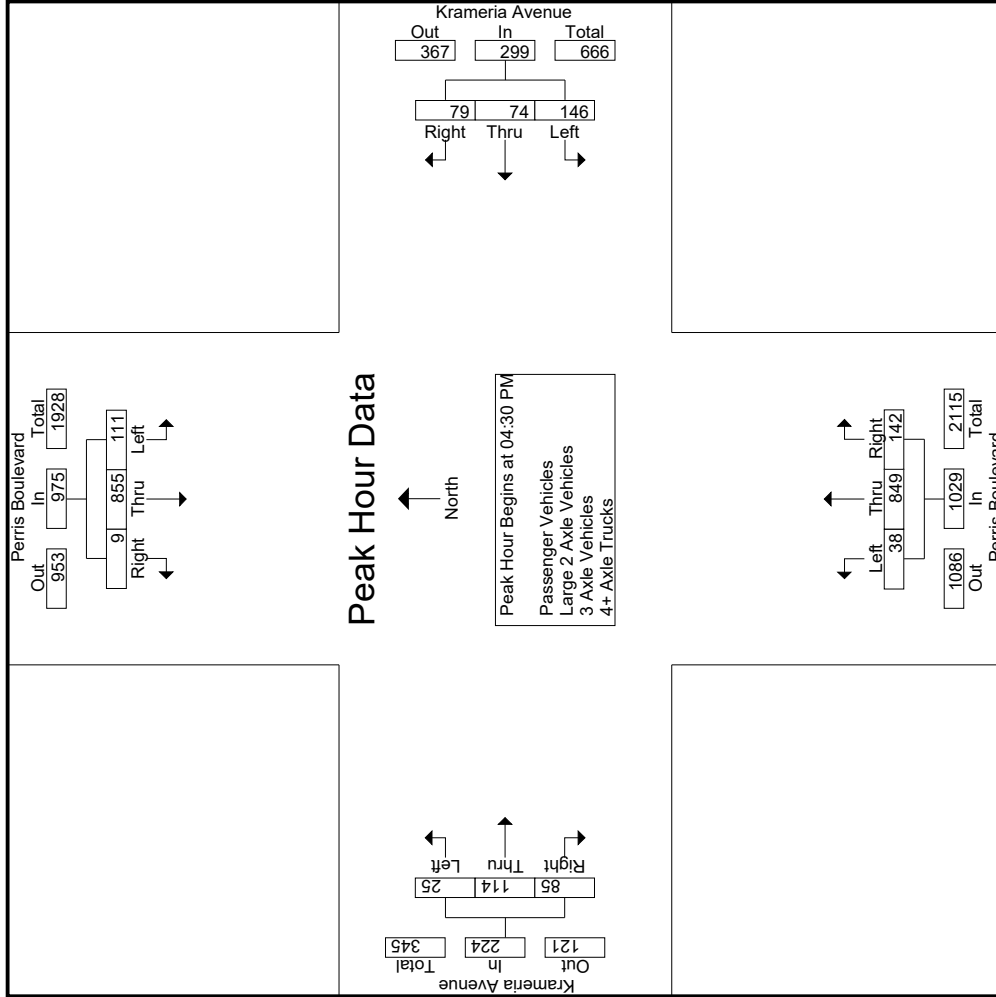
Start Time	Perris Boulevard Southbound						Krameria Avenue Westbound						Perris Boulevard Northbound						Krameria Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
04:30 PM	25	205	2		232	44	14	24		82	12	224	42		278	7	29	20		56						
04:45 PM	33	240	1		274	43	21	14		78	11	251	37		299	3	20	15		38						
05:00 PM	27	218	3		248	30	14	20		64	9	198	34		241	4	33	30		67						
05:15 PM	26	192	3		221	29	25	21		75	6	176	29		211	11	32	20		63						
Total Volume	111	855	9		975	146	74	79		299	38	849	142		1029	25	114	85		224						
% App. Total	11.4	87.7	0.9			48.8	24.7	26.4			3.7	82.5	13.8			11.2	50.9	37.9								
PHF	.841	.891	.750		.890	.830	.740	.823		.912	.792	.846	.845		.860	.568	.864	.708		.836						

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

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City of Moreno Valley
 N/S: Perris Boulevard
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 Weather: Clear

File Name : 17_MR_V_Perris_Kram_PM
 Site Code : 05120169
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City of Moreno Valley
 N/S: Perris Boulevard
 EW: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Perris Boulevard Southbound			Krameria Avenue Westbound			Perris Boulevard Northbound			Krameria Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM			04:00 PM			04:00 PM			05:00 PM						
+0 mins.	25	205	2	232	43	10	20	73	15	217	38	270	4	33	30	67
+15 mins.	33	240	1	274	32	14	25	71	11	214	25	250	11	32	20	63
+30 mins.	27	218	3	248	44	14	24	82	12	224	42	278	7	34	20	61
+45 mins.	26	192	3	221	43	21	14	78	11	251	37	299	7	28	20	55
Total Volume	111	855	9	975	162	59	83	304	49	906	142	1097	29	127	90	246
% App. Total	11.4	87.7	0.9	89.0	53.3	19.4	27.3	92.7	4.5	82.6	12.9	91.7	11.8	51.6	36.6	91.8
PHF	.841	.891	.750	.890	.920	.702	.830	.927	.817	.902	.845	.917	.659	.934	.750	.918

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					Krameria Avenue Westbound					Perris Boulevard Northbound					Krameria Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	25	174	4	2	203	41	10	20	13	71	14	211	36	5	261	10	23	15	12	48	32	583	615
04:15 PM	14	176	5	0	195	28	13	25	22	66	11	210	24	2	245	3	17	14	9	34	33	540	573
04:30 PM	25	202	2	0	229	42	14	24	17	80	12	220	41	4	273	7	28	20	4	55	25	637	662
04:45 PM	33	232	1	0	266	42	21	14	5	77	11	249	35	5	295	3	20	14	4	37	14	675	689
Total	97	784	12	2	893	153	58	83	57	294	48	890	136	16	1074	23	88	63	29	174	104	2435	2539
05:00 PM	27	211	3	1	241	28	14	20	15	62	9	197	34	5	240	4	33	30	24	67	45	610	655
05:15 PM	26	185	3	1	214	27	25	21	15	73	6	174	28	4	208	11	32	20	10	63	30	558	588
05:30 PM	26	176	5	1	207	27	9	21	17	57	9	213	29	1	251	7	34	20	14	61	33	576	609
05:45 PM	25	169	2	1	196	28	14	14	11	56	8	165	24	2	197	7	28	20	13	55	27	504	531
Total	104	741	13	4	858	110	62	76	58	248	32	749	115	12	896	29	127	90	61	246	135	2248	2383
Grand Total	201	1525	25	6	1751	263	120	159	115	542	80	1639	251	28	1970	52	215	153	90	420	239	4683	4922
Approch %	11.5	87.1	1.4		48.5	22.1	29.3			11.6	4.1	83.2	12.7		42.1	12.4	51.2	36.4		9	4.9	95.1	
Total %	4.3	32.6	0.5		37.4	5.6	2.6	3.4			1.7	35	5.4			1.1	4.6	3.3					

3.1-447

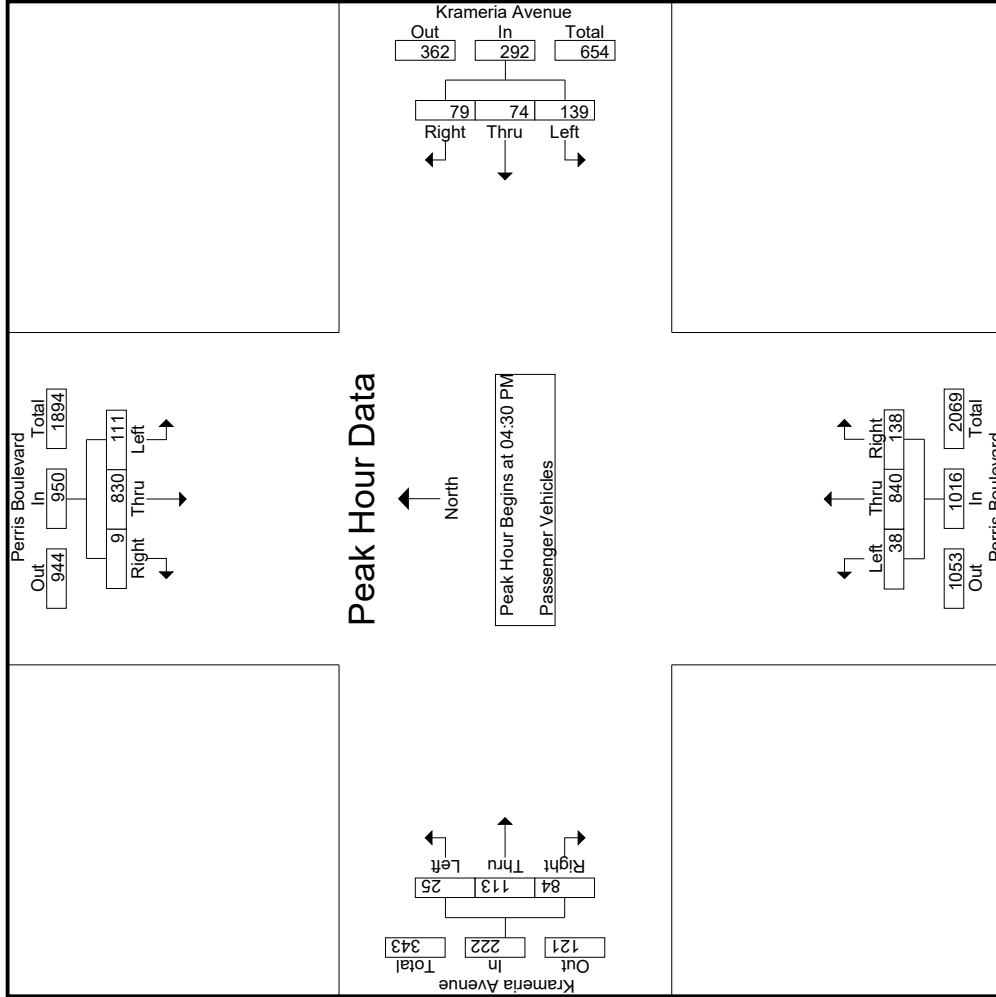
Start Time	Perris Boulevard Southbound					Krameria Avenue Westbound					Perris Boulevard Northbound					Krameria Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	25	202	2		229	42	14	24		80	12	220	41		273	7	28	20		55			637
04:45 PM	33	232	1		266	42	21	14		77	11	249	35		295	3	20	14		37			675
05:00 PM	27	211	3		241	28	14	20		62	9	197	34		240	4	33	30		67			610
05:15 PM	26	185	3		207	27	9	21		57	9	213	29		251	7	34	20		61			609
Total Volume	111	830	9		950	139	74	79		292	38	840	138		1016	25	113	84		222			2480
% App. Total	11.7	87.4	0.9		47.6	25.3	27.1			11.6	3.7	82.7	13.6		42.1	11.3	50.9	37.8		9	4.9	95.1	
PHF	.841	.894	.750		.893	.827	.740	.823		.913	.792	.843	.841		.861	.568	.856	.700		.828			.919

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Krameria Avenue Westbound			Perris Boulevard Northbound			Krameria Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM			04:30 PM			04:30 PM			04:30 PM						
+0 mins.	25	202	2	229	42	14	24	80	12	220	41	273	7	28	20	55
+15 mins.	33	232	1	266	42	21	14	77	11	249	35	295	3	20	14	37
+30 mins.	27	211	3	241	28	14	20	62	9	197	34	240	4	33	30	67
+45 mins.	26	185	3	214	27	25	21	73	6	174	28	208	11	32	20	63
Total Volume	111	830	9	950	139	74	79	292	38	840	138	1016	25	113	84	222
% App. Total	11.7	87.4	0.9	47.6	25.3	27.1	27.1	3.7	3.7	82.7	13.6	11.3	11.3	50.9	37.8	8.28
PHF	.841	.894	.750	.827	.740	.823	.913	.792	.843	.841	.861	.568	.856	.700	.828	

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound					Krameria Avenue Westbound					Perris Boulevard Northbound					Krameria Avenue Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
04:00 PM	0	2	0	0	2	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	0	6	6	6	
04:15 PM	1	2	0	0	3	1	1	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	7	7	7
04:30 PM	0	1	0	0	1	2	0	0	0	2	0	2	1	0	3	0	1	0	0	1	0	0	7	7	7
04:45 PM	0	3	0	0	3	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	0	0	7	7	7
Total	1	8	0	0	9	5	1	0	0	6	0	4	6	0	10	1	1	0	0	2	0	27	27	27	
05:00 PM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	4	4	4
05:15 PM	0	4	0	0	4	1	0	0	0	1	0	1	1	1	2	0	0	0	0	0	0	1	7	7	8
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	2	0	0	2	1	0	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	5	5	5
Total	0	7	0	0	7	4	0	0	0	4	1	3	2	1	6	0	0	0	0	0	1	17	17	18	
Grand Total	1	15	0	0	16	9	1	0	0	10	1	7	8	1	16	1	1	0	0	2	1	44	44	45	
Approch %	6.2	93.8	0	0	0	90	10	0	0	22.7	6.2	43.8	50	16	36.4	50	50	0	0	4.5	2.2	97.8	97.8	97.8	
Total %	2.3	34.1	0	0	0	20.5	2.3	0	0	22.7	2.3	15.9	18.2	36.4	36.4	2.3	2.3	0	0	4.5	2.2	97.8	97.8	97.8	

3.1-450

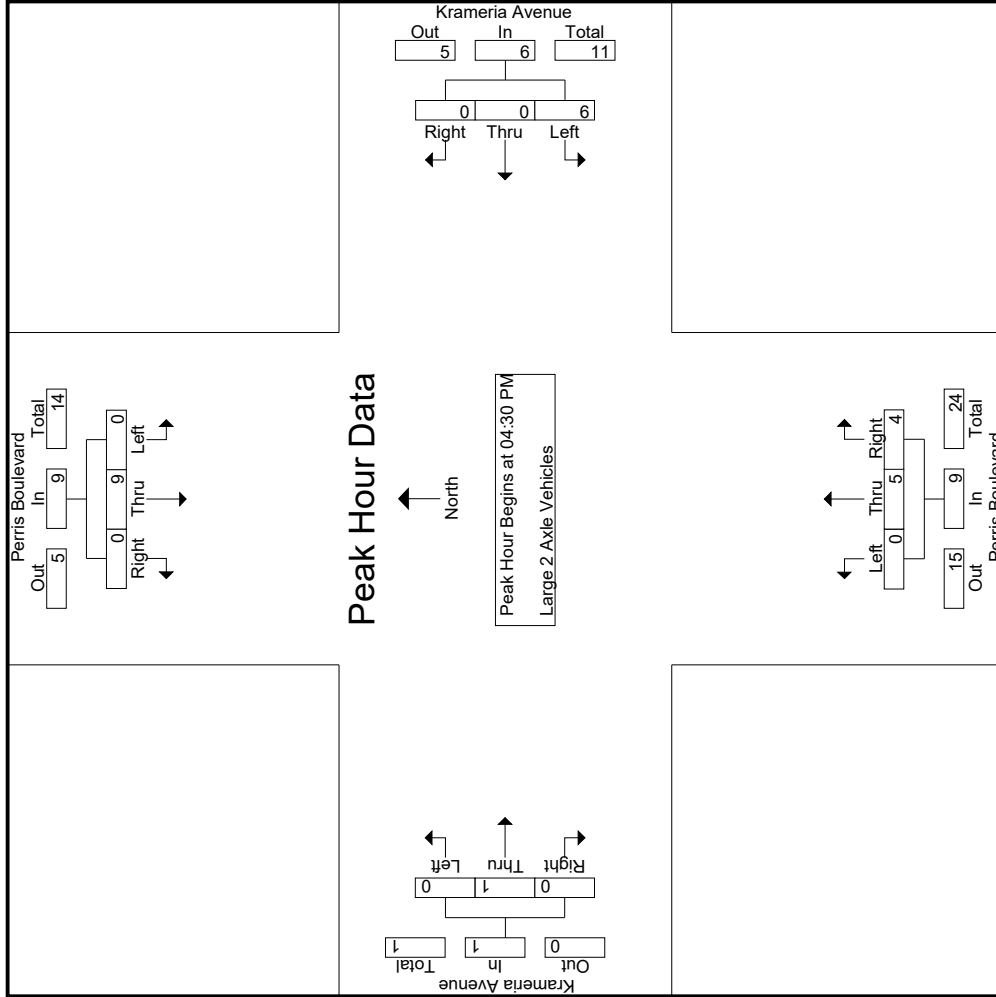
Start Time	Perris Boulevard Southbound					Krameria Avenue Westbound					Perris Boulevard Northbound					Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:30 PM	0	1	0	0	1	2	0	0	0	2	0	1	2	1	3	0	0	0	0	0	0	1	1	1
04:45 PM	0	3	0	0	3	1	0	0	0	1	0	1	1	2	3	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0
05:15 PM	0	4	0	0	4	1	0	0	0	1	0	1	1	1	2	0	0	0	0	0	0	0	0	0
Total Volume	0	9	0	0	9	6	0	0	0	6	0	5	4	9	9	0	0	0	0	1	0	1	25	
% App. Total	0	100	0	0	0	100	0	0	0	0	0	55.6	44.4	44.4	44.4	0	100	0	0	0	0	0	0	0
PHF	.000	.563	.000	.000	.563	.750	.000	.000	.000	.750	.000	.625	.500	.500	.750	.000	.250	.000	.000	.250	.250	.250	.893	

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Krameria Avenue Westbound			Perris Boulevard Northbound			Krameria Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM				04:30 PM				04:30 PM				04:30 PM		
+0 mins.	0	1	0		2	0	0		2	0	0		1	0	1
+15 mins.	0	3	0		1	0	0		1	0	0		0	0	0
+30 mins.	0	1	0		2	0	0		2	0	0		0	0	0
+45 mins.	0	4	0		1	0	0		1	0	0		0	0	0
Total Volume	0	9	0		6	0	0		6	0	0		1	0	1
% App. Total	0	100	0		100	0	0		100	0	0		100	0	100
PHF	.000	.563	.000		.750	.000	.000		.750	.000	.000		.250	.000	.250

Groups Printed - 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3	3
04:15 PM	0	3	0	0	3	0	0	0	0	3	0	1	0	0	0	0	7	7
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	9	0	0	9	3	0	0	0	3	0	2	0	0	0	0	14	14
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
05:15 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	0	0	4	4
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3	3
Total	0	7	0	0	7	2	0	0	0	2	0	2	0	0	0	0	11	11
Grand Total	0	16	0	0	16	5	0	0	0	5	4	4	0	0	0	0	25	25
Approch %	0	100	0	0	100	0	0	0	0	0	100	0	0	0	0	0	100	
Total %	0	64	0	0	64	20	0	0	0	20	16	0	0	0	0	0	100	

3.1-453

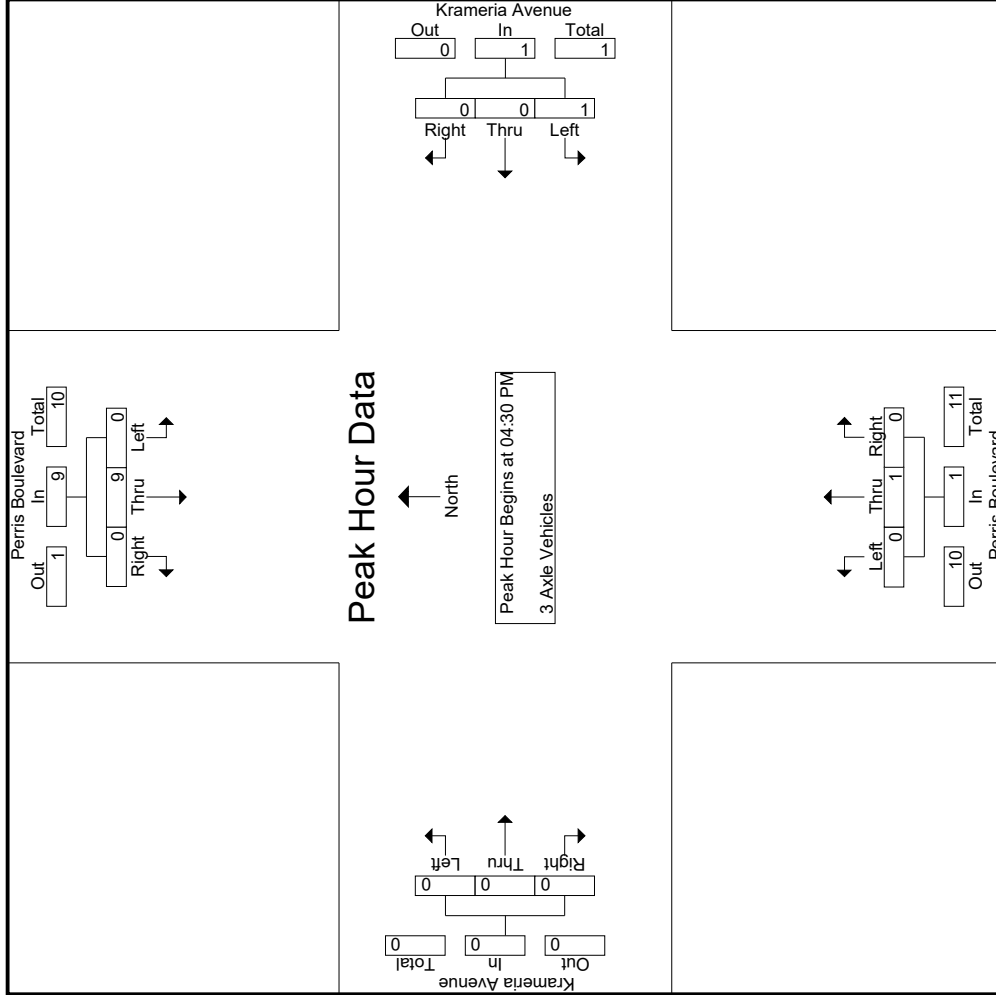
Start Time	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	9	0	0	9	1	0	0	0	1	0	1	0	0	0	0	0	0
% App. Total	0	100	0	0	100	0	0	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.750	.000	.000	.750	.250	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.688	

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Perris Boulevard
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 Weather: Clear

File Name : 17_MR_V_Perris_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Krameria Avenue Westbound			Perris Boulevard Northbound			Krameria Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM				04:30 PM				04:30 PM				04:30 PM		
+0 mins.	0	1	0		0	0	0		0	0	0		0	0	0
+15 mins.	0	3	0	3	0	0	0		0	0	0		0	0	0
+30 mins.	0	3	0	3	0	0	0		0	0	0		0	0	0
+45 mins.	0	2	0	2	1	0	0	1	0	0	0		0	0	0
Total Volume	0	9	0	9	1	0	0	1	0	0	0		0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.000	.250	.000		.000	.000	.000

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	3	0	0	3	1	0	0	0	1	4	0	0	1	5	0	0	1	10
04:15 PM	0	2	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	6
04:30 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	3
04:45 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	4
Total	0	8	0	0	8	1	0	0	0	1	10	0	0	0	11	0	0	1	23
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	4
05:45 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	3
Total	1	7	0	0	8	0	0	0	0	0	3	0	0	0	3	0	0	0	11
Grand Total	1	15	0	0	16	1	0	0	0	1	13	0	0	0	14	0	0	1	34
Approch %	6.2	93.8	0	0	0	100	0	0	0	0	7.1	92.9	0	0	0	0	0	0	35
Total %	2.9	44.1	0	0	47.1	2.9	0	0	0	2.9	38.2	0	0	0	41.2	0	0	2.9	97.1

3.1-456

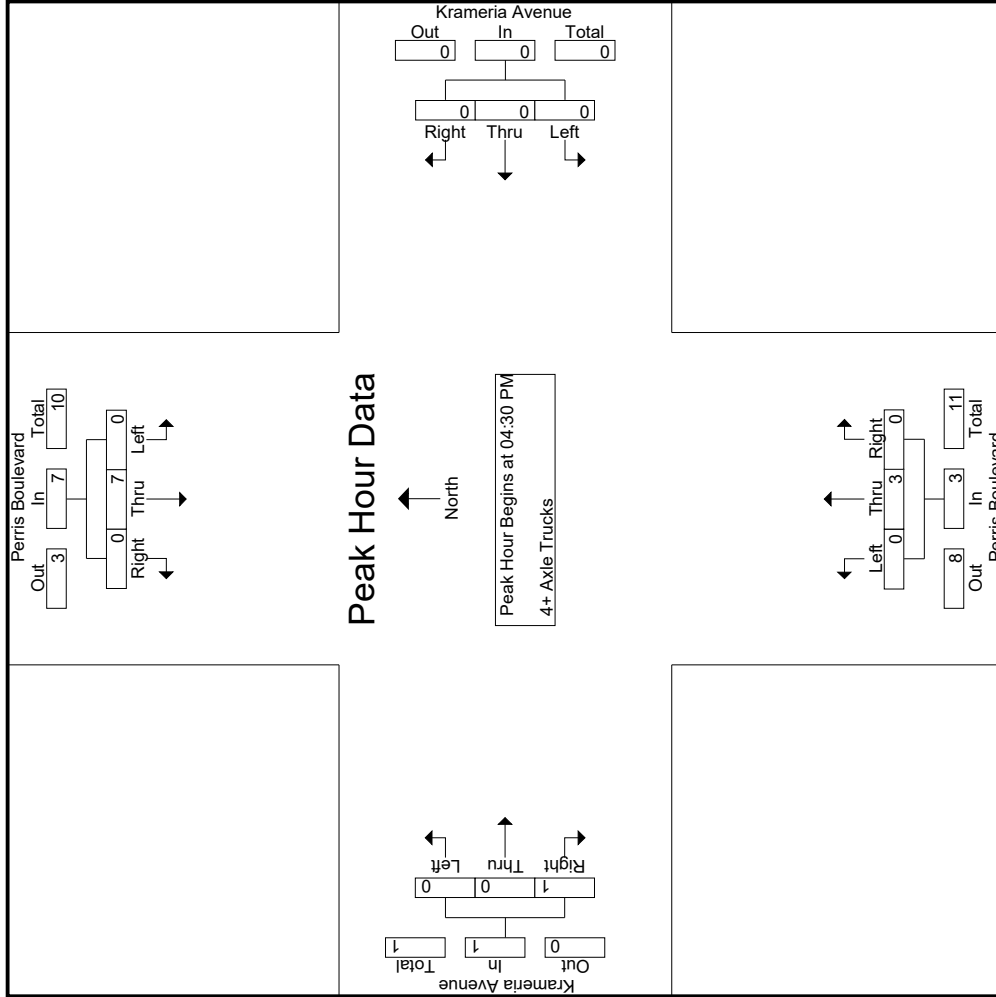
Start Time	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	7	0	0	7	0	0	0	0	0	3	0	0	0	3	0	0	1	11
% App. Total	0	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	11
PHF	.000	.583	.000	.000	.583	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.250	.250	.688	

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 (951) 268-6268

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue
 Weather: Clear

File Name : 17_MR_V_Perris_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Krameria Avenue Westbound			Perris Boulevard Northbound			Krameria Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM				04:30 PM				04:30 PM				04:30 PM		
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	1	
+30 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	7	0	7	0	0	0	0	0	3	0	0	0	1	
% App. Total	0	100	0	.583	0	0	0	.000	.000	.375	0	0	100	.250	
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.375	.000	.000	.250	.250	

Location: Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard Pedestrians	East Leg Krameria Avenue Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Krameria Avenue Pedestrians	
7:00 AM	1	0	1	1	3
7:15 AM	0	0	0	0	0
7:30 AM	2	0	0	0	2
7:45 AM	2	2	2	0	6
8:00 AM	2	0	0	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	2	0	0	2
TOTAL VOLUMES:	7	5	3	1	16

	North Leg Perris Boulevard Pedestrians	East Leg Krameria Avenue Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Krameria Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	3	1	0	0	4
4:45 PM	0	2	1	0	3
5:00 PM	0	1	0	0	1
5:15 PM	1	0	0	1	2
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	5	4	1	2	12

Location: Moreno Valley
 N/S: Perris Boulevard
 E/W: Krameria Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Krameria Avenue			Northbound Perris Boulevard			Eastbound Krameria Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

	Southbound Perris Boulevard			Westbound Krameria Avenue			Northbound Perris Boulevard			Eastbound Krameria Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	1	0	0	0	0	0	1	0	0	2
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	1	1	1	0	0	1	0	1	0	0	5

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 1

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

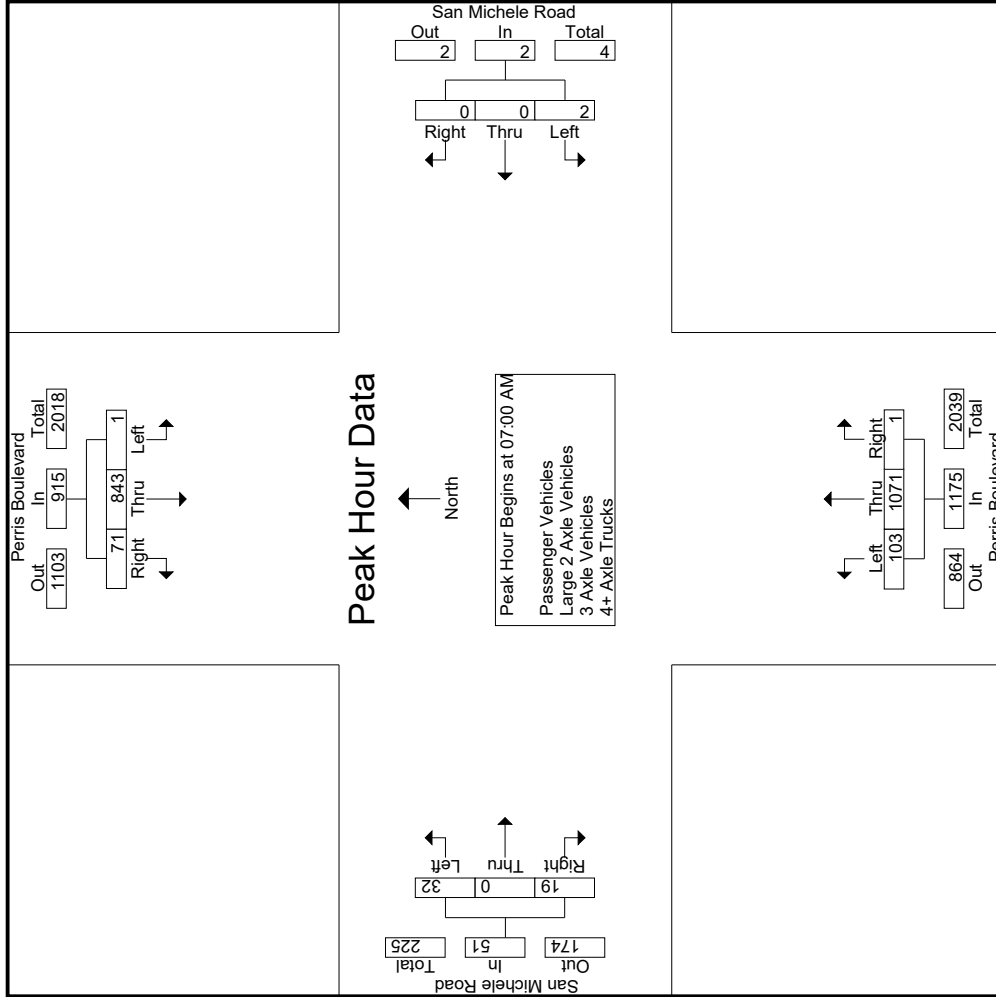
Start Time	Perris Boulevard Southbound						San Michele Road Westbound						Perris Boulevard Northbound						San Michele Road Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	0	158	18	7	176	1	0	0	0	1	35	221	0	0	256	6	0	4	4	10	11	443	454	10	18	18
07:15 AM	0	213	23	7	236	0	0	0	0	0	26	290	0	0	316	7	0	11	10	18	17	570	587	11	10	18
07:30 AM	0	238	17	2	255	0	0	0	0	0	24	282	0	0	306	9	0	2	2	11	4	572	576	2	11	11
07:45 AM	1	234	13	4	248	1	0	0	0	1	18	278	1	0	297	10	0	2	2	12	6	558	564	2	12	12
Total	1	843	71	20	915	2	0	0	0	2	103	1071	1	0	1175	32	0	19	18	51	38	2143	2181	38	18	51
08:00 AM	0	191	12	2	203	0	0	0	0	0	8	198	2	0	208	15	0	3	2	18	4	429	433	3	2	18
08:15 AM	1	165	10	5	176	0	0	1	1	1	15	182	1	0	198	5	0	5	4	10	10	385	395	5	4	10
08:30 AM	1	137	9	1	147	0	0	1	1	1	6	124	0	0	130	4	0	6	2	10	4	288	292	2	2	10
08:45 AM	0	151	8	2	159	0	0	2	2	2	13	142	0	0	155	5	0	2	1	7	5	323	328	2	1	7
Total	2	644	39	10	685	0	0	4	4	4	42	646	3	0	691	29	0	16	9	45	23	1425	1448	23	16	45
Grand Total	3	1487	110	30	1600	2	0	4	4	6	145	1717	4	0	1866	61	0	35	27	96	61	3568	3629	61	35	96
Approch %	0.2	92.9	6.9			33.3	0	66.7			7.8	92	0.2			63.5	0	36.5			63.5	0	36.5			
Total %	0.1	41.7	3.1		44.8	0.1	0	0.1		0.2	4.1	48.1	0.1		52.3	1.7	0	1		2.7	1.7	98.3				
Passenger Vehicles	3	1429	102		1562	1	0	4		9	138	1656	3		1797	53	0	27		104	0	0	0		0	
Passenger Vehicles	100	96.1	92.7		93.3	50	0	100		100	95.2	96.4	75		96.3	86.9	0	77.1		88.9	0	0	0		0	
% 2 Axle Vehicles	0	39	3		43	0	0	0		0	2	45	0		47	3	0	0		3	0	0	0		0	
% 3 Axle Vehicles	0	2.6	2.7		3.3	0	0	0		0	1.4	2.6	0		2.5	4.9	0	0		2.4	0	0	0		0	
% 4+ Axle Trucks	0	7	0		7	1	0	0		1	2	2	1		3	2	0	1		4	0	0	0		0	
% 3 Axle Vehicles	0	0.5	0		0.4	50	0	0		10	0	0.1	25		0.2	3.3	0	2.9		3.7	0	0	0		0	
4+ Axle Trucks	0	12	5		18	0	0	0		0	5	14	0		19	3	0	7		12	0	0	0		0	
% 4+ Axle Trucks	0	0.8	4.5		3.3	0	0	0		0	3.4	0.8	0		1	4.9	0	20		7.4	0	0	0		0	

Start Time	Perris Boulevard Southbound						San Michele Road Westbound						Perris Boulevard Northbound						San Michele Road Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	0	158	18		176	1	0	0		1	35	221	0		256	6	0	4		10	11	443	454	10	18	18
07:15 AM	0	213	23		236	0	0	0		0	26	290	0		316	7	0	11		18	17	570	587	11	10	18
07:30 AM	0	238	17		255	0	0	0		0	24	282	0		306	9	0	2		11	4	572	576	2	11	11
07:45 AM	1	234	13		248	1	0	0		1	18	278	1		297	10	0	2		12	6	558	564	2	12	12
Total	1	843	71		915	2	0	0		2	103	1071	1		1175	32	0	19		51	38	2143	2181	38	18	51
08:00 AM	0	191	12		203	0	0	0		0	8	198	2		208	15	0	3		18	4	429	433	3	2	18
08:15 AM	1	165	10		176	0	0	1		1	15	182	1		198	5	0	5		10	10	385	395	5	4	10
08:30 AM	1	137	9		147	0	0	1		1	6	124	0		130	4	0	6		10	4	288	292	2	2	10
08:45 AM	0	151	8		159	0	0	2		2	13	142	0		155	5	0	2		7	5	323	328	2	1	7
Total	2	644	39		685	0	0	4		4	42	646	3		691	29	0	16		45	23	1425	1448	23	16	45
Grand Total	3	1487	110		1600	2	0	4		6	145	1717	4		1866	61	0	35		96	61	3568	3629	61	35	96
Approch %	0.2	92.9	6.9			33.3	0	66.7			7.8	92	0.2			63.5	0	36.5			63.5	0	36.5			
Total %	0.1	41.7	3.1		44.8	0.1	0	0.1		0.2	4.1	48.1	0.1		52.3	1.7	0	1		2.7	1.7	98.3				
Passenger Vehicles	3	1429	102		1562	1	0	4		9	138	1656	3		1797	53	0	27		104	0	0	0		0	
Passenger Vehicles	100	96.1	92.7		93.3	50	0	100		100	95.2	96.4	75		96.3	86.9	0	77.1		88.9	0	0	0		0	
% 2 Axle Vehicles	0	39	3		43	0	0	0		0	2	45	0		47	3	0	0		3	0	0	0		0	
% 3 Axle Vehicles	0	2.6	2.7		3.3	0	0	0		0	1.4	2.6	0		2.5	4.9	0	0		2.4	0	0	0		0	
% 4+ Axle Trucks	0	7	0		7	1	0	0		1	2	2	1		3	2	0	1		4	0	0	0		0	
% 3 Axle Vehicles	0	0.5	0		0.4	50	0	0		10	0	0.1	25		0.2	3.3	0	2.9		3.7	0	0	0		0	
4+ Axle Trucks	0	12	5		18	0	0	0		0	5	14	0		19	3	0	7		12	0	0	0		0	
% 4+ Axle Trucks	0	0.8	4.5		3.3	0	0	0		0	3.4	0.8	0		1	4.9	0	20		7.4	0	0	0		0	

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

Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	Perris Boulevard Southbound						San Michele Road Westbound						Perris Boulevard Northbound						San Michele Road Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	0	158	18		176	1	0	0		1	35	221	0		256	6	0	4		10	11	443	454	10	18	18
07:15 AM	0	213	23		236	0	0	0		0	26	290	0		316	7	0	11		18	17	570	587	11	10	18
07:30 AM	0	238	17		255	0	0	0		0	24	282	0		306	9	0	2		11	4	572	576	2	11	11
07:45 AM	1	234	13		248	1	0	0		1	18	278	1		297	10	0	2		12	6	558	564	2	12	12
Total Volume	1	843	71		915	2	0	0		2	103	1071	1		1175	32	0	19		51	38	2143	2181	38	18	51
% App. Total	0.1	92.1	7.8			100	0	0		0.1	8.8	91.1	0.1			62.7	0	37.3			0	0	0			
PHF	.250	.886	.772		.897	.500	.000	.000		.500	.736	.923	.250		.930	.800	.000	.432		.708	.930	.708	.937		.937	



Counts Unlimited
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 (951) 268-6268

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			San Michele Road Westbound			Perris Boulevard Northbound			San Michele Road Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:15 AM			08:00 AM			07:00 AM			07:15 AM				
+0 mins.	0	213	23	236	0	0	0	0	35	221	0	256	7	18
+15 mins.	0	238	17	255	0	1	1	2	26	290	0	316	9	11
+30 mins.	1	234	13	248	0	1	1	2	24	282	0	306	10	12
+45 mins.	0	191	12	203	0	2	2	2	18	278	1	297	15	18
Total Volume	1	876	65	942	0	4	4	4	103	1071	1	1175	41	59
% App. Total	0.1	93	6.9	924	0	100	500	500	8.8	91.1	0.1	930	69.5	30.5
PHF	.250	.920	.707	.924	.000	.000	.500	.500	.736	.923	.250	.930	.683	.409

Groups Printed- Passenger Vehicles

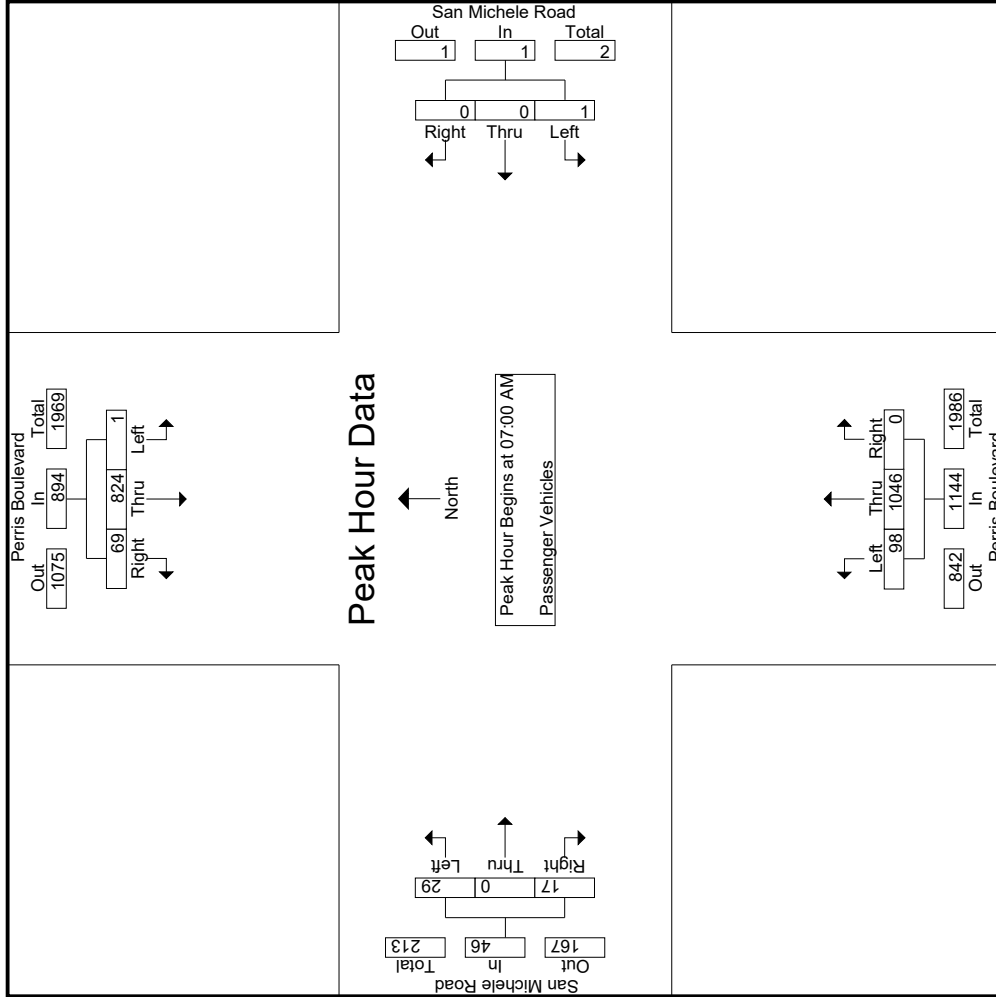
Start Time	Perris Boulevard Southbound						San Michele Road Westbound						Perris Boulevard Northbound						San Michele Road Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
07:00 AM	0	158	18	7	176	1	0	0	0	1	35	215	0	0	250	6	0	4	4	10	11	437	448	
07:15 AM	0	206	22	7	228	0	0	0	0	0	24	282	0	0	306	6	0	9	9	15	16	549	565	
07:30 AM	0	233	16	2	249	0	0	0	0	0	23	277	0	0	300	8	0	2	2	10	4	559	563	
07:45 AM	1	227	13	4	241	0	0	0	0	0	16	272	0	0	288	9	0	2	2	11	6	540	546	
Total	1	824	69	20	894	1	0	0	0	1	98	1046	0	0	1144	29	0	17	17	46	37	2085	2122	
08:00 AM	0	181	10	2	191	0	0	0	0	0	7	189	2	0	198	13	0	2	2	15	4	404	408	
08:15 AM	1	160	10	5	171	0	0	1	1	1	15	168	1	0	184	4	0	2	2	6	8	362	370	
08:30 AM	1	125	7	1	133	0	0	1	1	1	5	114	0	0	119	3	0	4	2	7	4	260	264	
08:45 AM	0	139	6	0	145	0	0	2	2	2	13	139	0	0	152	4	0	2	1	6	3	305	308	
Total	2	605	33	8	640	0	0	4	4	4	40	610	3	0	653	24	0	10	7	34	19	1331	1350	
Grand Total	3	1429	102	28	1534	1	0	4	4	5	138	1656	3	0	1797	53	0	27	24	80	56	3416	3472	
Apprch %	0.2	93.2	6.6			20	0	80			7.7	92.2	0.2		52.6	66.2	0	33.8		2.3	1.6	98.4		
Total %	0.1	41.8	3		44.9	0	0	0.1		0.1	4	48.5	0.1			1.6	0	0.8						

Start Time	Perris Boulevard Southbound						San Michele Road Westbound						Perris Boulevard Northbound						San Michele Road Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	0	158	18		176	1	0	0		1	35	215	0		250	6	0	4		10	11	437	448	
07:00 AM	0	206	22		228	0	0	0		0	24	282	0		306	6	0	9		15	16	549	565	
07:15 AM	0	233	16		249	0	0	0		0	23	277	0		300	8	0	2		10	4	559	563	
07:30 AM	1	227	13		241	0	0	0		0	16	272	0		288	9	0	2		11	6	540	546	
07:45 AM	1	824	69		894	1	0	0		1	98	1046	0		1144	29	0	17		46	37	2085	2122	
Total Volume	1	824	69		894	1	0	0		1	98	1046	0		1144	29	0	17		46	37	2085	2122	
% App. Total	0.1	92.2	7.7		7.7	100	0	0		0	8.6	91.4	0		0	63	0	37		37	0	0	0	
PHF	.250	.884	.784		.898	.250	.000	.000		.250	.700	.927	.000		.935	.806	.000	.472		.767	.472	.767	.932	

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			San Michele Road Westbound			Perris Boulevard Northbound			San Michele Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	158	18	176	1	0	0	1	35	215	0	250	6	0	4	10
+15 mins.	0	206	22	228	0	0	0	0	24	282	0	306	6	0	9	15
+30 mins.	0	233	16	249	0	0	0	0	23	277	0	300	8	0	2	10
+45 mins.	1	227	13	241	0	0	0	0	16	272	0	288	9	0	2	11
Total Volume	1	824	69	894	1	0	0	1	98	1046	0	1144	29	0	17	46
% App. Total	0.1	92.2	7.7	.898	.250	.000	.000	.250	.700	.927	.000	.935	.806	.000	.472	.767
PHF	.250	.884	.784													

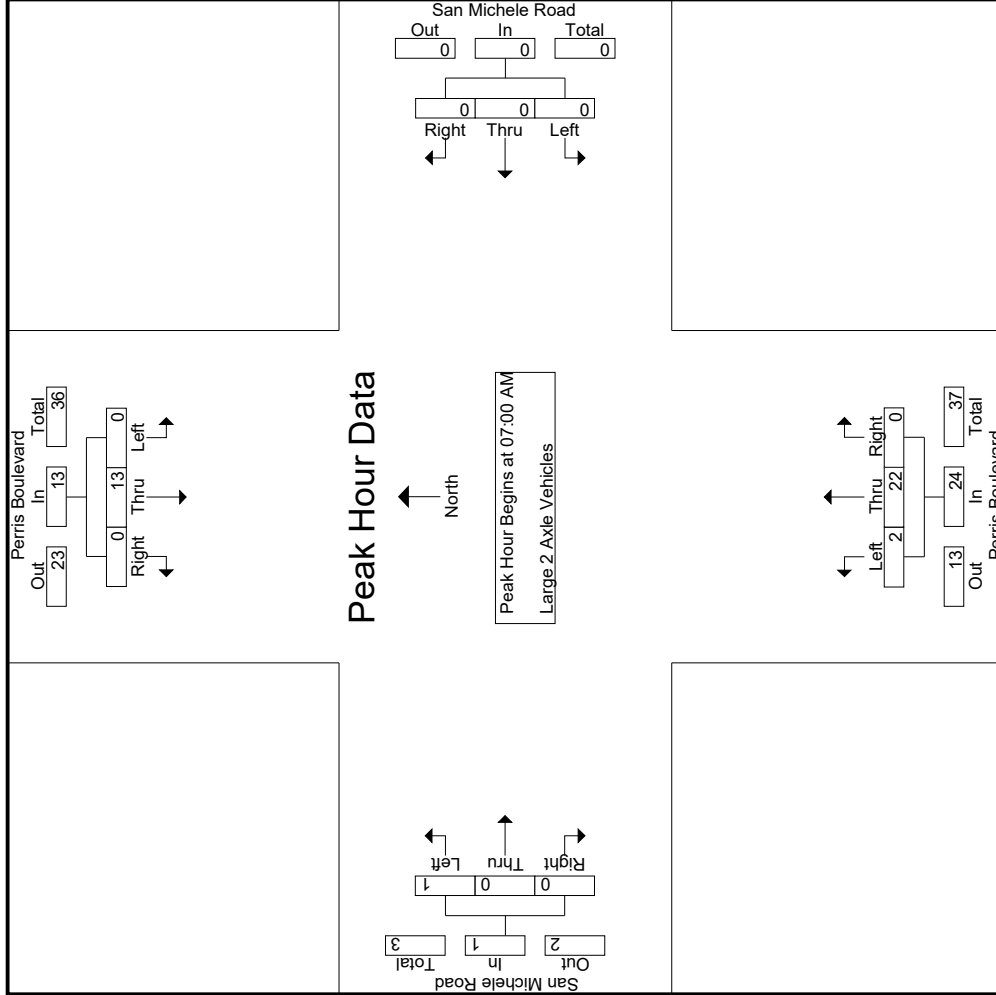
Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
07:15 AM	0	5	0	0	0	0	0	0	1	8	0	0	0	0	0	0	9	0	0	14	14
07:30 AM	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	7	7
07:45 AM	0	6	0	0	0	0	0	0	1	4	0	0	0	0	0	5	0	0	0	12	12
Total	0	13	0	0	0	0	0	0	2	22	0	0	24	1	0	0	1	0	0	38	38
08:00 AM	0	7	0	0	0	0	0	0	0	7	0	0	7	1	0	0	1	0	0	15	15
08:15 AM	0	4	0	0	0	0	0	0	0	10	0	0	10	1	0	0	1	0	0	15	15
08:30 AM	0	9	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	15	15
08:45 AM	0	6	1	1	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	9	10
Total	0	26	3	1	29	0	0	0	0	23	0	0	23	2	0	0	2	1	1	54	55
Grand Total	0	39	3	1	42	0	0	0	2	45	0	0	47	3	0	0	3	1	1	92	93
Approch %	0	92.9	7.1			0	0	0	4.3	95.7	0	0	51.1	100	0	0	3.3	1.1	98.9		
Total %	0	42.4	3.3			0	0	0	2.2	48.9	0	0	51.1	3.3	0	0	3.3	1.1	98.9		

3.1-467

Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	5	0	0	0	0	0	0	0	8	0	0	8	0	0	0	9	0	0	14	14
07:30 AM	0	2	0	0	0	0	0	0	0	5	0	0	5	0	0	0	5	0	0	7	7
07:45 AM	0	6	0	0	0	0	0	0	1	4	0	0	4	0	0	0	5	0	0	12	12
Total Volume	0	13	0	0	0	0	0	0	2	22	0	0	24	1	0	0	24	1	1	38	38
% App. Total	0	100	0		0	0	0	0	8.3	91.7	0	0	91.7	100	0	0	91.7	1.1	98.9		
PHF	.000	.542	.000		.000	.000	.000	.000	.500	.688	.000	.000	.667	.250	.000	.000	.667	.250	.000	.250	.679

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



Start Time	Perris Boulevard Southbound			San Michele Road Westbound			Perris Boulevard Northbound			San Michele Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	5	0	0	0	0	0	5	0	0	0	0
+30 mins.	0	2	0	0	0	0	0	8	0	0	0	0
+45 mins.	0	6	0	0	0	0	0	5	0	0	0	0
Total Volume	0	13	0	0	0	0	0	22	0	0	0	0
% App. Total	0	100	0	0	0	0	0	8.3	91.7	0	0	0
PHF	.000	.542	.000	.000	.000	.000	.000	.500	.688	.000	.000	.000
				.000	.000	.000	.000	.250	.667	.000	.000	.250

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	2	2
Total	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	3
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	1	0	0	1	0	0	0	0	1	0	0	1	1	1	1	3	4
08:30 AM	0	2	0	0	2	0	0	0	0	1	0	0	0	0	1	0	4	4
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3	3
Total	0	6	0	0	6	0	0	0	0	2	0	2	0	1	3	1	11	12
Grand Total	0	7	0	0	7	1	0	0	0	2	1	0	0	1	3	1	14	15
Apprch %	0	100	0	0	100	0	0	0	0	66.7	33.3	0	0	33.3	0	6.7	93.3	
Total %	0	50	0	0	50	7.1	0	0	7.1	14.3	7.1	0	7.1	14.3	21.4	6.7	93.3	

3.1-470

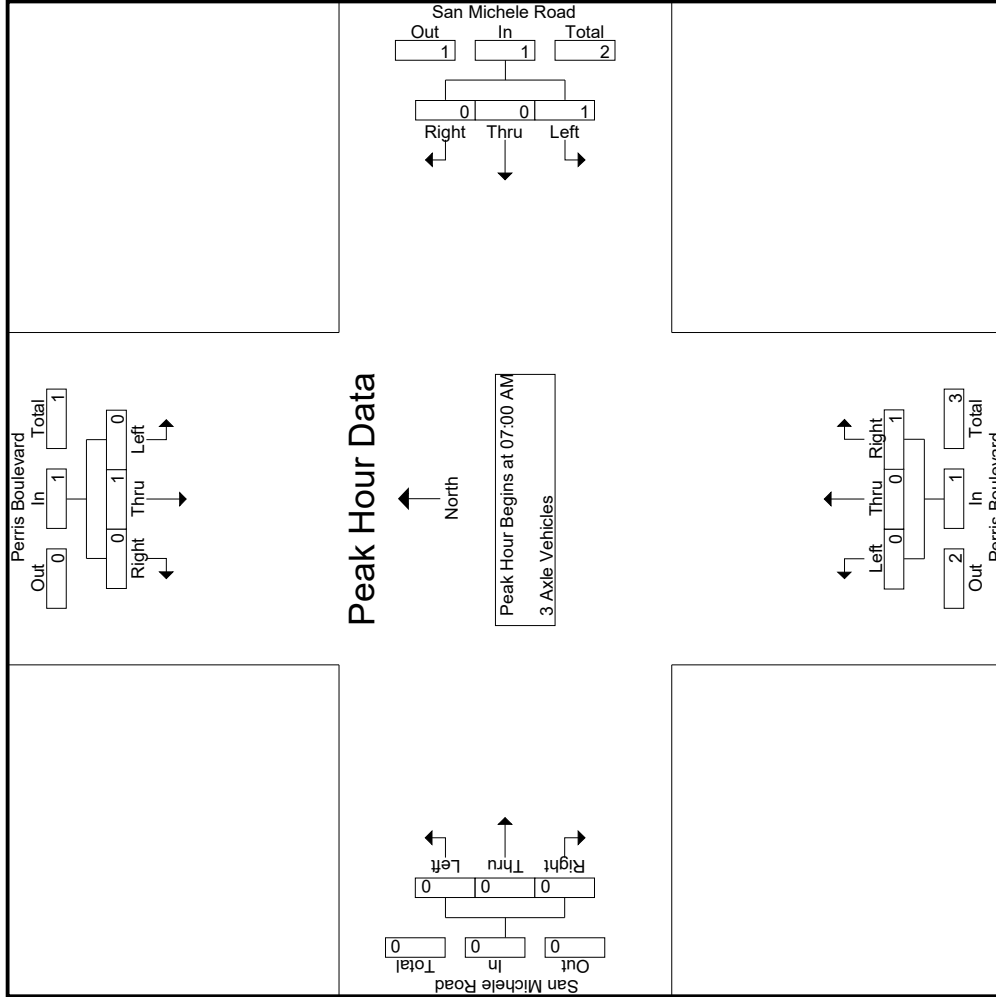
Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	2	2
Total Volume	0	1	0	0	1	1	0	0	1	1	0	0	0	0	0	0	3	3
% App. Total	0	100	0	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.375	

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			San Michele Road Westbound			Perris Boulevard Northbound			San Michele Road Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	0	0	
% App. Total	0	100	0	.250	100	0	0	.250	0	0	0	100	.250	.000	
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.250	.000	.000	

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	1	1	0	2	0	0	0	0	0	1	0	2	1	3	1	6	7
07:30 AM	0	3	1	0	4	0	0	0	0	0	1	0	0	0	1	0	6	6
07:45 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	4	4
Total	0	5	2	0	7	0	0	0	0	0	3	3	0	2	4	1	17	18
08:00 AM	0	2	2	0	4	0	0	0	0	0	1	2	0	0	2	0	9	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	2	1	2	1	5	6
08:30 AM	0	1	0	1	1	0	0	0	0	0	1	5	0	0	6	0	9	9
08:45 AM	0	4	1	1	5	0	0	0	0	0	0	1	0	0	0	1	6	7
Total	0	7	3	1	10	0	0	0	0	0	2	11	0	5	6	2	29	31
Grand Total	0	12	5	1	17	0	0	0	0	0	5	14	0	0	19	3	46	49
Apprch %	0	70.6	29.4			0	0	0			26.3	73.7	0		41.3	6.1	93.9	
Total %	0	26.1	10.9		37	0	0	0		0	10.9	30.4	0		41.3	6.5	21.7	

3.1-473

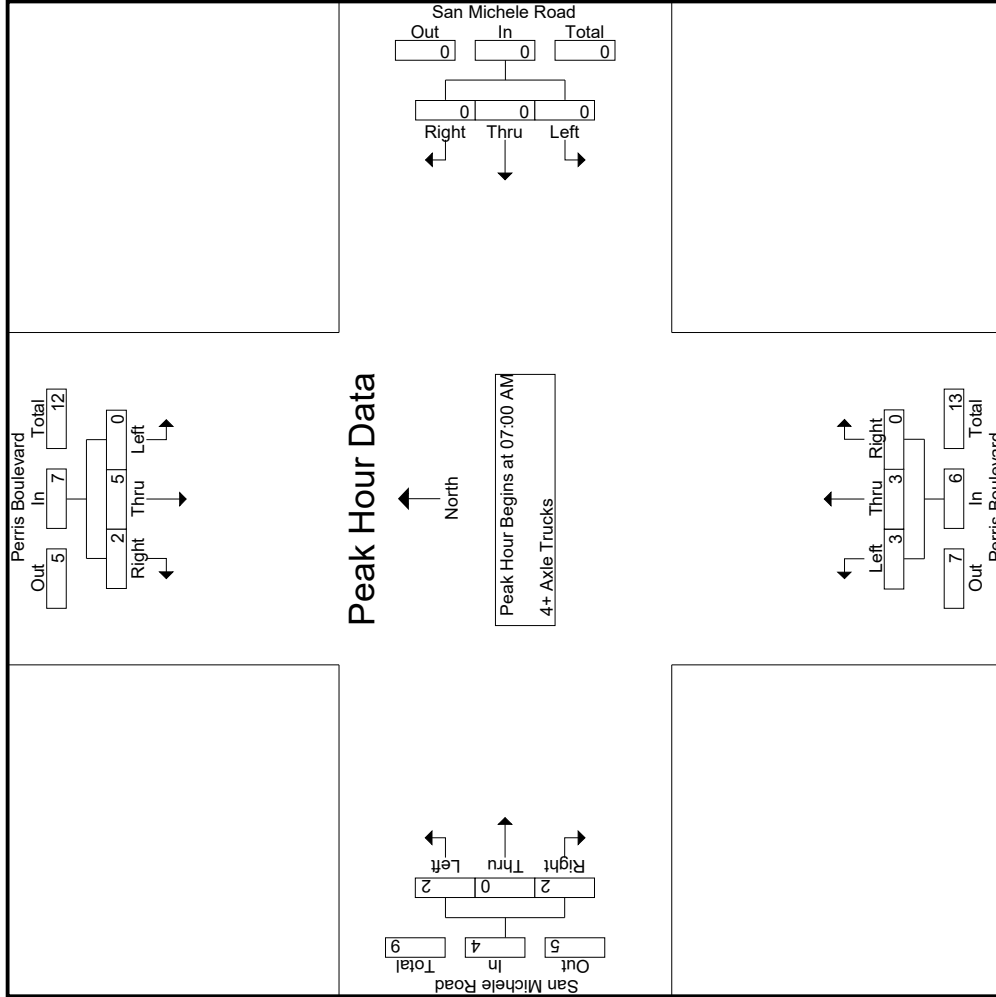
Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	2	0	0	0	0	0	1	0	1	0	2	0	3	3
07:30 AM	0	3	1	0	4	0	0	0	0	0	1	0	0	0	1	0	6	6
07:45 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	4	4
Total Volume	0	5	2	0	7	0	0	0	0	0	3	3	0	6	2	4	17	17
% App. Total	0	71.4	28.6			0	0	0		0	50	50	0		0	50	50	
PHF	.000	.417	.500		.438	.000	.000	.000		.000	.750	.375	.000	.500	.000	.250	.333	.708

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

Counts Unlimited
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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2

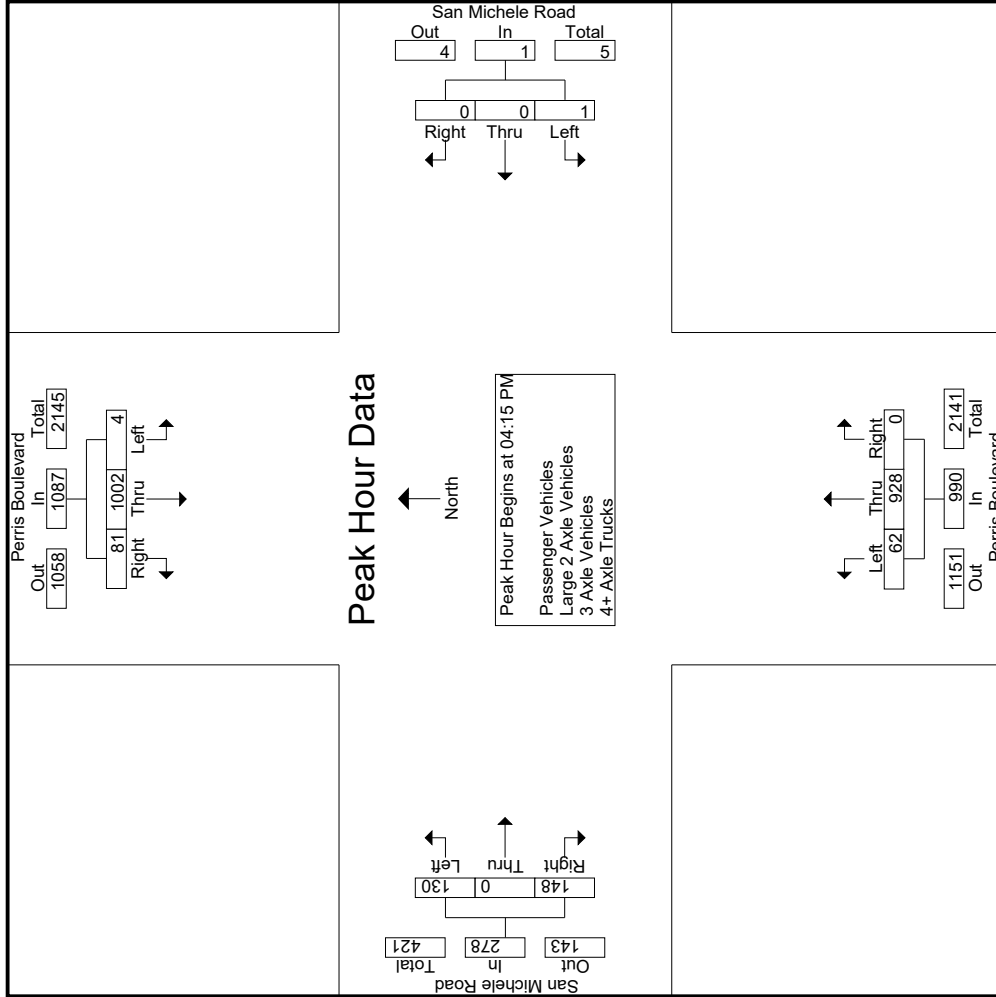


Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Perris Boulevard Southbound						San Michele Road Westbound						Perris Boulevard Northbound						San Michele Road Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:00 PM	0	222	15	2	237	0	0	0	0	0	0	10	231	0	0	241	19	0	10	8	29	10	507	517
04:15 PM	0	249	10	2	259	0	0	0	0	0	0	8	237	0	0	245	14	0	13	8	27	10	531	541
04:30 PM	2	227	34	12	263	0	0	0	0	0	0	28	242	0	0	270	64	0	67	28	131	40	664	704
04:45 PM	2	241	29	6	272	0	0	0	0	0	0	18	231	0	0	249	33	0	48	32	81	38	602	640
Total	4	939	88	22	1031	0	0	0	0	0	0	64	941	0	0	1005	130	0	138	76	268	98	2304	2402
05:00 PM	0	285	8	1	293	1	0	0	0	0	1	8	218	0	0	226	19	0	20	12	39	13	559	572
05:15 PM	1	225	6	0	232	0	0	0	0	0	0	10	217	0	0	227	15	0	17	7	32	7	491	498
05:30 PM	4	229	10	3	243	0	0	0	0	0	0	15	198	0	0	213	24	0	21	16	45	19	501	520
05:45 PM	0	204	4	0	208	0	0	0	0	0	0	13	211	0	0	224	11	0	20	13	31	13	463	476
Total	5	943	28	4	976	1	0	0	0	1	46	844	0	0	890	69	0	78	48	147	52	2014	2066	
Grand Total	9	1882	116	26	2007	1	0	0	0	1	110	1785	0	0	1895	199	0	216	124	415	150	4318	4468	
Approch %	0.4	93.8	5.8			100	0	0	0	0	5.8	94.2	0	0	48	48	0	52						
Total %	0.2	43.6	2.7		46.5	0	0	0	0	0	2.5	41.3	0	0	43.9	4.6	0	5		9.6		3.4	96.6	
Passenger Vehicles	9	1808	108		1950	1	0	0	0	1	103	1751	0	0	1854	194	0	206		518	0	0	4323	
Passenger Vehicles	100	96.1	93.1	96.2	95.9	100	0	0	0	100	93.6	98.1	0	0	97.8	97.5	0	95.4	95.2	96.1	0	0	96.8	
Large 2 Axle Vehicles	0	33	5		38	0	0	0	0	0	3	20	0	0	23	1	0	4		8	0	0	69	
% Large 2 Axle Vehicles	0	1.8	4.3	0	1.9	0	0	0	0	0	2.7	1.1	0	0	1.2	0.5	0	1.9	2.4	1.5	0	0	1.5	
3 Axle Vehicles	0	23	1		25	0	0	0	0	0	2	2	0	0	4	2	0	1		4	0	0	33	
% 3 Axle Vehicles	0	1.2	0.9	3.8	1.2	0	0	0	0	0	1.8	0.1	0	0	0.2	1	0	0.5	0.8	0.7	0	0	0.7	
4+ Axle Trucks	0	18	2		20	0	0	0	0	0	2	12	0	0	14	2	0	5		9	0	0	43	
% 4+ Axle Trucks	0	1	1.7	0	1	0	0	0	0	0	1.8	0.7	0	0	0.7	1	0	2.3	1.6	1.7	0	0	1	

Start Time	Perris Boulevard Southbound						San Michele Road Westbound						Perris Boulevard Northbound						San Michele Road Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:15 PM	0	249	10		259	0	0	0	0	0	8	237	0	0	245	14	0	13		0	0	27	531	
04:30 PM	2	227	34		263	0	0	0	0	0	28	242	0	0	270	64	0	67		0	0	131	664	
04:45 PM	2	241	29	6	272	0	0	0	0	0	18	231	0	0	249	33	0	48		0	0	81	602	
05:00 PM	0	285	8		293	0	0	0	0	0	64	941	0	0	1005	130	0	138		0	0	278	559	
Total Volume	4	1002	81		1087	1	0	0	0	1	62	928	0	0	990	130	0	148		0	148	278	2356	
% App. Total	0.4	92.2	7.5		7.5	100	0	0	0	0	6.3	93.7	0	0	93.7	46.8	0	53.2		0	0	53.2	88.7	
PHF	.500	.879	.596		.927	.250	.000	.000	.000	.250	.554	.959	.000	.000	.917	.508	.000	.552		.000	.000	.531	.887	

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



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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			San Michele Road Westbound			Perris Boulevard Northbound			San Michele Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:15 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	0	249	10	259	0	0	0	0	10	231	0	241	64	0	67	131
+15 mins.	2	227	34	263	0	0	0	0	8	237	0	245	33	0	48	81
+30 mins.	2	241	29	272	0	0	0	0	28	242	0	270	19	0	20	39
+45 mins.	0	285	8	293	1	0	0	1	18	231	0	249	15	0	17	32
Total Volume	4	1002	81	1087	1	0	0	1	64	941	0	1005	131	0	152	283
% App. Total	0.4	92.2	7.5	92.7	100	0	0	0	6.4	93.6	0	93.1	46.3	0	53.7	54.0
PHF	.500	.879	.596	.927	.250	.000	.000	.250	.571	.972	.000	.931	.512	.000	.567	.540

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					San Michele Road Westbound					Perris Boulevard Northbound					San Michele Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	210	13	2	223	0	0	0	0	0	7	221	0	0	228	17	0	10	8	27	10	478	488
04:15 PM	0	232	9	2	241	0	0	0	0	0	8	233	0	0	241	14	0	11	7	25	9	507	516
04:30 PM	2	219	34	12	255	0	0	0	0	0	25	236	0	0	261	63	0	66	28	129	40	645	685
04:45 PM	2	236	26	5	264	0	0	0	0	0	18	229	0	0	247	32	0	43	29	75	34	586	620
Total	4	897	82	21	983	0	0	0	0	0	58	919	0	0	977	126	0	130	72	256	93	2216	2309
05:00 PM	0	273	8	1	281	1	0	0	0	1	8	217	0	0	225	19	0	19	11	38	12	545	557
05:15 PM	1	217	4	0	222	0	0	0	0	0	9	213	0	0	222	15	0	17	7	32	7	476	483
05:30 PM	4	222	10	3	236	0	0	0	0	0	15	196	0	0	211	24	0	20	15	44	18	491	509
05:45 PM	0	199	4	0	203	0	0	0	0	0	13	206	0	0	219	10	0	20	13	30	13	452	465
Total	5	911	26	4	942	1	0	0	0	1	45	832	0	0	877	68	0	76	46	144	50	1964	2014
Grand Total	9	1808	108	25	1925	1	0	0	0	1	103	1751	0	0	1854	194	0	206	118	400	143	4180	4323
Approch %	0.5	93.9	5.6		46.1	100	0	0	0	0	5.6	94.4	0	0	44.4	48.5	0	51.5		9.6	3.3	96.7	
Total %	0.2	43.3	2.6			0	0	0	0	0	2.5	41.9	0	0		4.6	0	4.9					

3.1-479

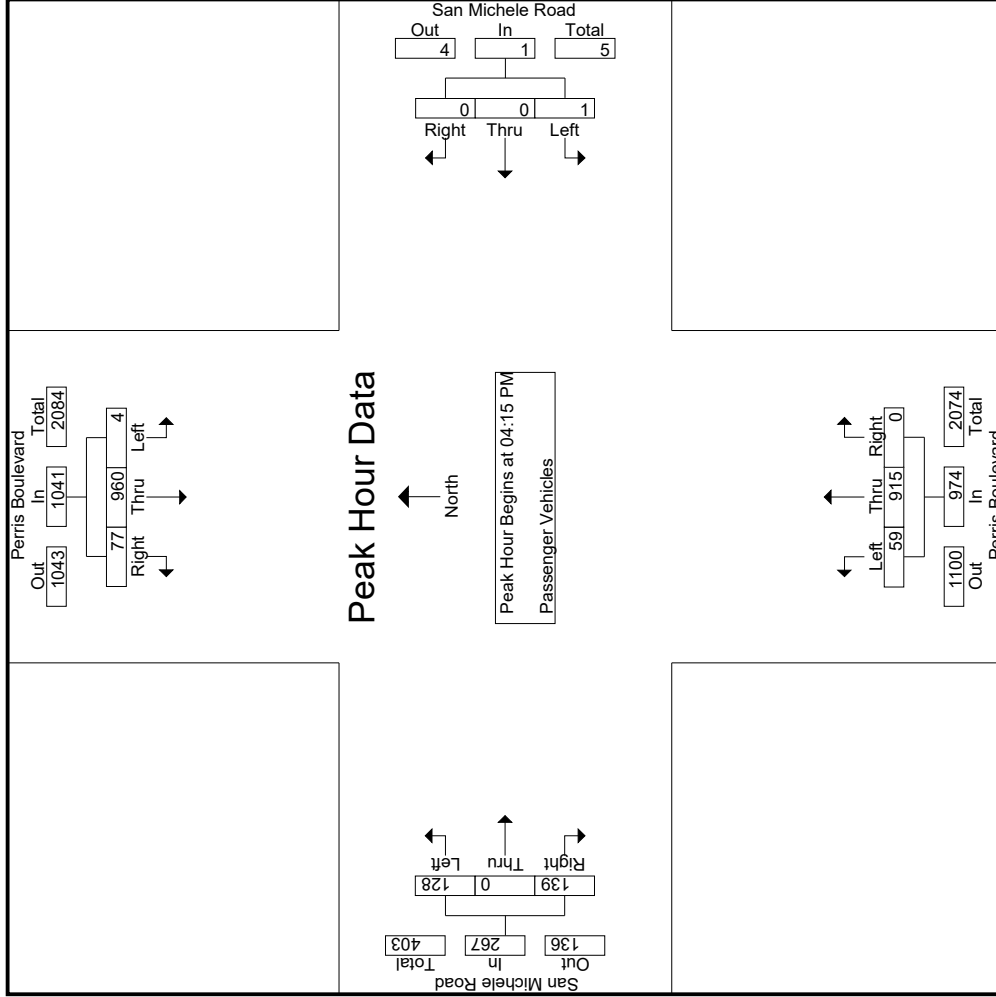
Start Time	Perris Boulevard Southbound					San Michele Road Westbound					Perris Boulevard Northbound					San Michele Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	232	9		241	0	0	0	0	0	8	233	0	0	241	14	0	11		25			507
04:30 PM	2	219	34		255	0	0	0	0	0	25	236	0	0	261	63	0	66		129			645
04:45 PM	2	236	26		264	0	0	0	0	0	18	229	0	0	247	32	0	43		75			586
05:00 PM	0	273	8		281	1	0	0	0	1	8	217	0	0	225	19	0	19		38			545
Total Volume	4	960	77		1041	1	0	0	0	1	59	915	0	0	974	128	0	139		267			2283
% App. Total	0.4	92.2	7.4		46.1	100	0	0	0	0	6.1	93.9	0	0	44.4	47.9	0	52.1					
PHF	.500	.879	.566		.926	.250	.000	.000	.000	.250	.590	.969	.000	.000	.933	.508	.000	.527		.517			.885

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M PM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			San Michele Road Westbound			Perris Boulevard Northbound			San Michele Road Eastbound							
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total				
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM			04:15 PM			04:15 PM			04:15 PM							
+0 mins.	0	232	9	241	0	0	0	0	0	8	233	0	241	14	0	11	25
+15 mins.	2	219	34	255	0	0	0	0	0	25	236	0	261	63	0	66	129
+30 mins.	2	236	26	264	0	0	0	0	0	18	229	0	247	32	0	43	75
+45 mins.	0	273	8	281	1	0	0	1	1	8	217	0	225	19	0	19	38
Total Volume	4	960	77	1041	1	0	0	1	1	59	915	0	974	128	0	139	267
% App. Total	0.4	92.2	7.4	92.6	0.1	0.0	0.0	0.1	0.1	6.1	93.9	0.0	93.3	12.8	0.0	52.1	51.7
PHF	.500	.879	.566	.926	.250	.000	.000	.250	.590	.969	.000	.933	.508	.000	.527	.517	

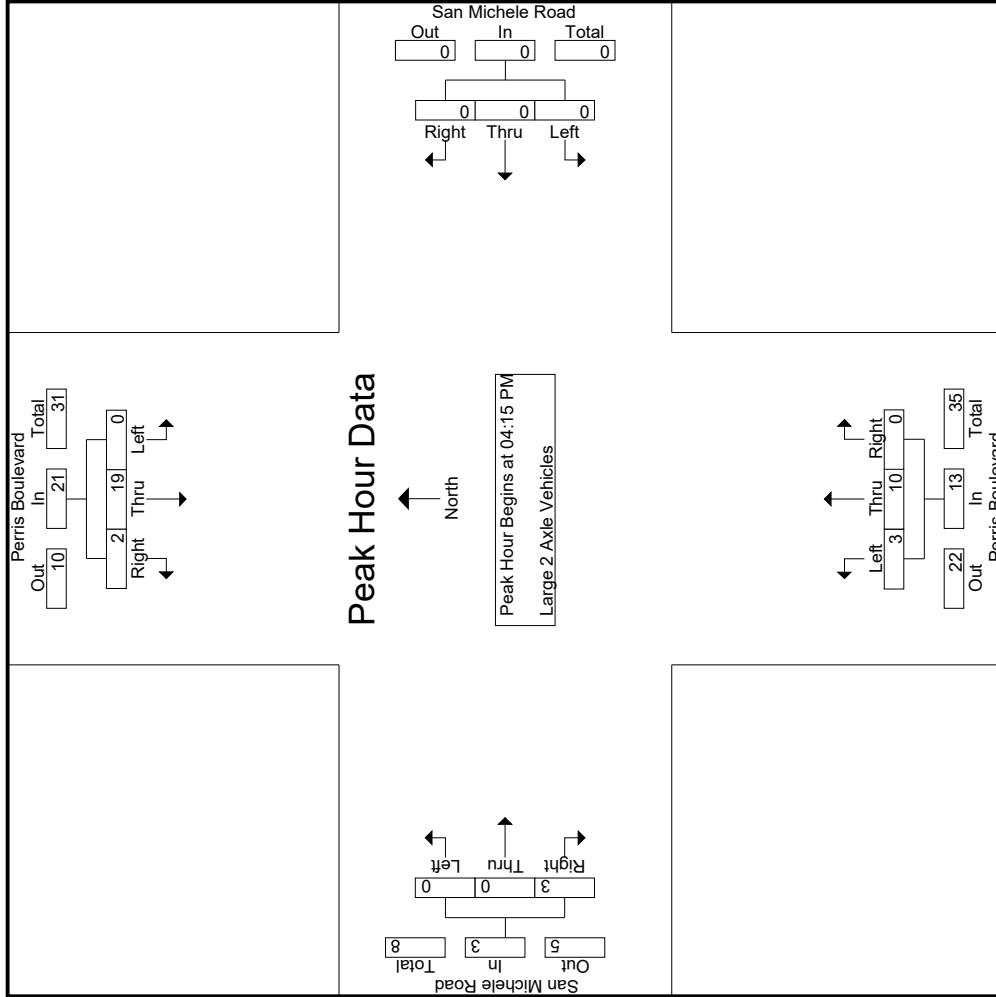
Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	1	0	0	10
04:15 PM	0	7	1	0	8	0	0	0	0	0	2	0	1	0	2	0	1	0	11
04:30 PM	0	4	0	0	4	0	0	0	0	0	3	5	0	0	8	0	0	0	12
04:45 PM	0	3	1	0	4	0	0	0	0	0	2	0	2	0	2	2	2	8	10
Total	0	19	3	0	22	0	0	0	0	0	3	12	0	0	15	1	0	3	41
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	6
05:15 PM	0	5	2	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	10
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	1	1	1	3	4
05:45 PM	0	3	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	6	6
Total	0	14	2	0	16	0	0	0	0	0	8	0	0	1	8	0	1	25	26
Grand Total	0	33	5	0	38	0	0	0	0	0	3	20	0	0	23	1	0	4	3
Approch %	0	86.8	13.2	0	57.6	0	0	0	0	0	13	87	0	0	20	0	0	80	66
Total %	0	50	7.6	0	57.6	0	0	0	0	0	4.5	30.3	0	0	34.8	1.5	0	6.1	4.3

3.1-482

Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
04:15 PM	0	7	1	0	8	0	0	0	0	0	0	2	0	0	2	0	0	1	1	11
04:30 PM	0	4	0	0	4	0	0	0	0	0	3	5	0	0	8	0	0	0	0	12
04:45 PM	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	2	2	8
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	6
Total Volume	0	19	2	0	21	0	0	0	0	0	3	10	0	0	13	0	0	3	3	37
% App. Total	0	90.5	9.5	0	57.6	0	0	0	0	0	23.1	76.9	0	0	20	0	0	100	0	69
PHF	.000	.679	.500	0	.656	.000	.000	.000	.000	.000	.250	.500	.000	.406	.375	.000	.000	.375	.375	.771

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



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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			San Michele Road Westbound			Perris Boulevard Northbound			San Michele Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	7	1	0	0	0	0	0	0	2	0	1
+15 mins.	0	4	0	0	0	0	0	3	5	8	0	0
+30 mins.	0	3	1	0	0	0	0	0	2	2	0	2
+45 mins.	0	5	0	0	0	0	0	0	1	1	0	0
Total Volume	0	19	2	0	0	0	0	3	10	13	0	3
% App. Total	0	90.5	9.5	0	0	0	0	23.1	76.9	0	0	100
PHF	.000	.679	.500	.000	.000	.000	.000	.250	.500	.406	.000	.375

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	3	0	0	0	0	0	0	2	1	0	0	1	0	0	0	3	1	0	0	7
04:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2
Total	0	12	1	1	0	0	0	0	2	1	0	0	3	1	0	1	3	2	18	20	
05:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
05:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
05:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	3
Total	0	11	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	13	13	
Grand Total	0	23	1	1	0	0	0	0	2	2	0	0	4	2	0	1	1	2	31	33	
Approch %	0	95.8	4.2		0	0	0		50	50	0		12.9	66.7	0	33.3	9.7	6.1	93.9		
Total %	0	74.2	3.2		0	0	0		6.5	6.5	0		12.9	6.5	0	3.2	9.7	6.1	93.9		

3.1-485

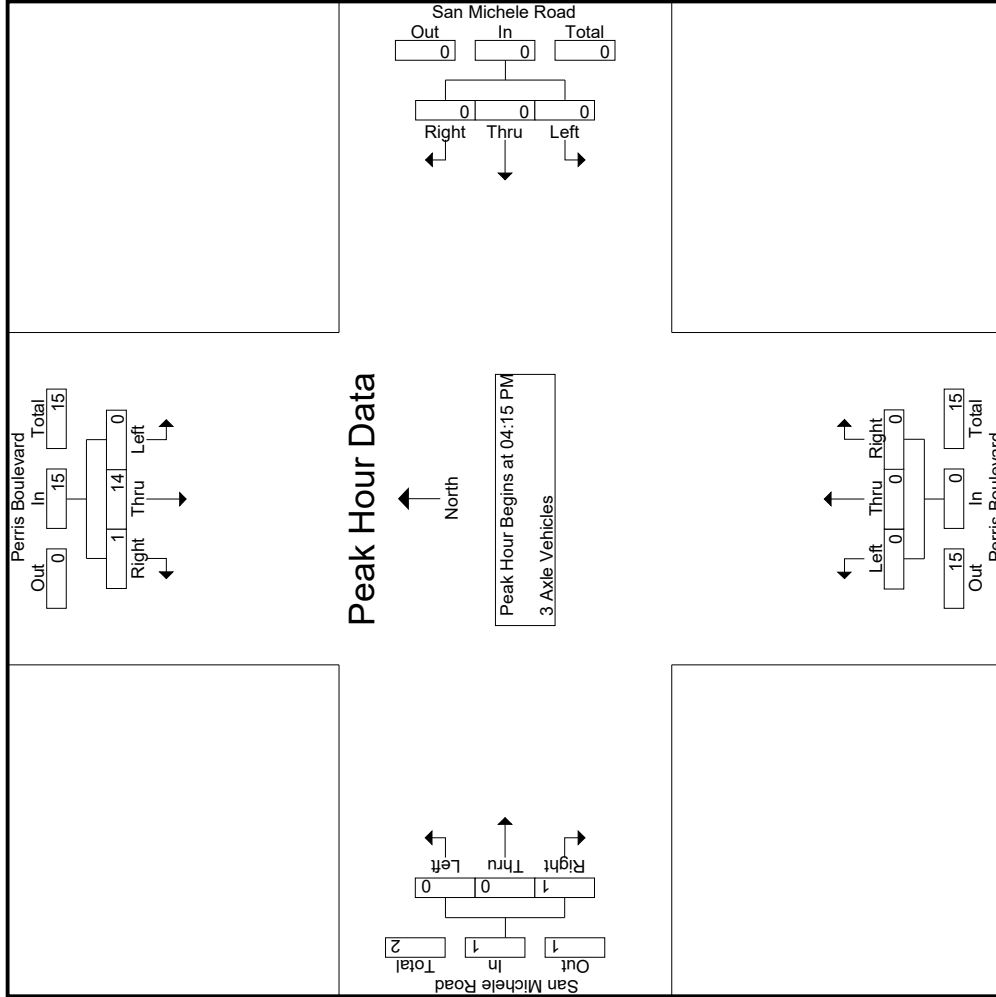
Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	14	1	15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	16	16
% App. Total	0	93.3	6.7		0	0	0		0	0	0		0	0	100		.250	.250	.571	
PHF	.000	.500	.250	.536	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.571	

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M PM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			San Michele Road Westbound			Perris Boulevard Northbound			San Michele Road Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:15 PM				04:15 PM				04:15 PM				04:15 PM		
+0 mins.	0	7	0	7	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	1	
+45 mins.	0	5	0	5	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	14	1	15	0	0	0	0	0	0	0	0	1	1	
% App. Total	0	93.3	6.7		0	0	0		0	0	0	100			
PHF	.000	.500	.250	.536	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	

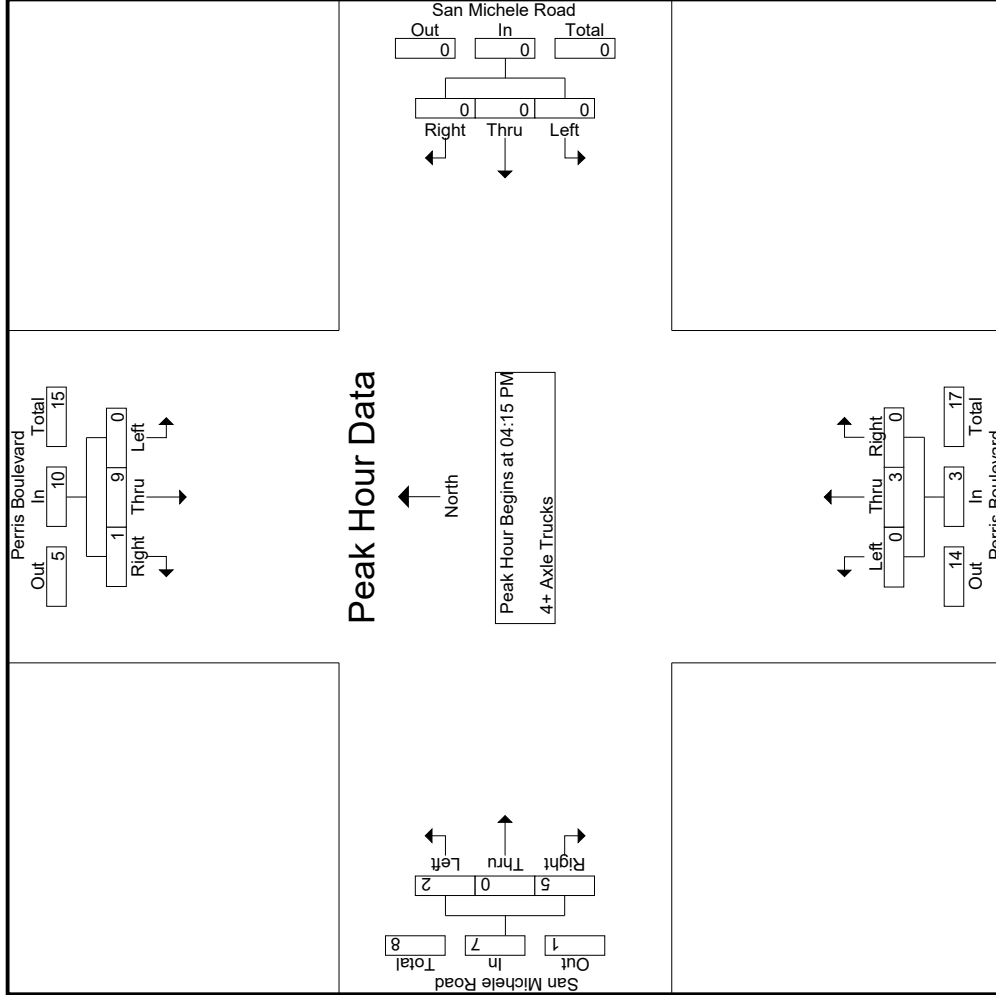
Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	1	0	5	0	0	0	0	0	1	6	0	0	7	0	0	0
04:15 PM	0	3	0	0	3	0	0	0	0	2	2	0	1	1	2	1	1	6
04:30 PM	0	2	0	0	2	0	0	0	0	1	1	0	1	0	1	0	0	5
04:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	11	2	0	13	0	0	0	0	10	2	9	0	4	1	1	29	30
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	1	1	1	3	4
05:15 PM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
05:30 PM	0	4	0	0	4	0	0	0	0	1	1	0	0	0	0	0	5	5
05:45 PM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	2
Total	0	7	0	0	7	0	0	0	0	4	1	3	0	1	1	1	12	13
Grand Total	0	18	2	0	20	0	0	0	0	14	2	12	0	5	2	2	41	43
Approch %	0	90	10		48.8	0	0	0		34.1	28.6	85.7	0	71.4	17.1	4.7	95.3	
Total %	0	43.9	4.9			0	0	0		0	4.9	29.3	0	12.2				

3.1-488

Start Time	Perris Boulevard Southbound				San Michele Road Westbound				Perris Boulevard Northbound				San Michele Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	1	6
04:30 PM	0	2	0	0	2	0	0	0	0	1	0	1	0	1	0	1	2	5
04:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	6
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
Total Volume	0	9	1		10	0	0	0		3	0	3	0	2	0	5	7	20
% App. Total	0	90	10		250	0	0	0		0	0	100	0	28.6	71.4	0	71.4	20
PHF	.000	.750	.250		.833	.000	.000	.000		.000	.375	.000	.375	.500	.625	.583	.833	

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



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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road
 Weather: Clear

File Name : 18_MRV_Perris_San M PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			San Michele Road Westbound			Perris Boulevard Northbound			San Michele Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	3	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	2	1	0	0	0	0	0	0	1	0	1
+45 mins.	0	2	0	0	0	0	0	0	0	0	0	2
Total Volume	0	9	1	0	0	0	0	0	0	2	0	5
% App. Total	0	90	10	0	0	0	0	100	0	28.6	0	71.4
PHF	.000	.750	.250	.000	.000	.000	.000	.375	.000	.500	.000	.625
								.833		.375		.583

Location: Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard Pedestrians	East Leg San Michele Road Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg San Michele Road Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Perris Boulevard Pedestrians	East Leg San Michele Road Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg San Michele Road Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	1	2
4:30 PM	1	1	0	0	2
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	2	0	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	1	1	1	7

Location: Moreno Valley
 N/S: Perris Boulevard
 E/W: San Michele Road



Date: 3/11/2020
 Day: Wednesday

BICYCLES

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

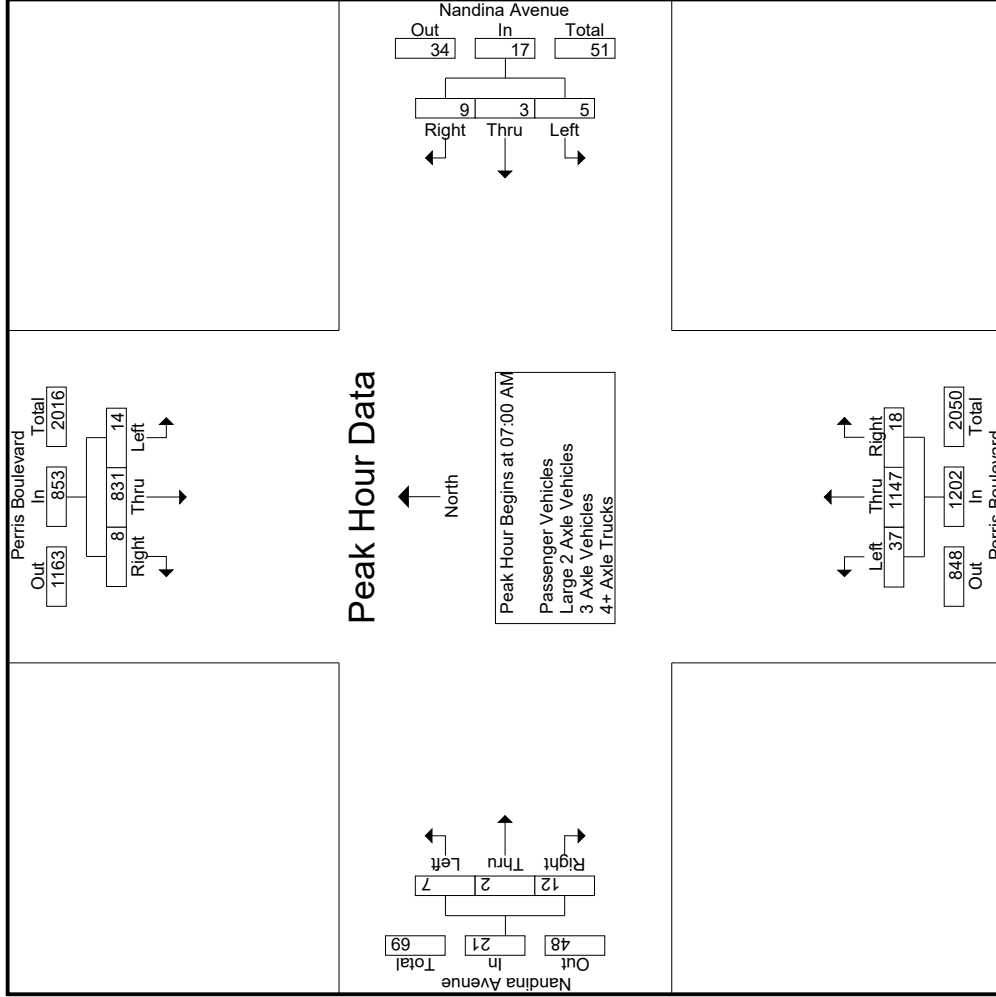
	Southbound Perris Boulevard			Westbound San Michele Road			Northbound Perris Boulevard			Eastbound San Michele Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Start Time	Perris Boulevard Southbound						Nandina Avenue Westbound						Perris Boulevard Northbound						Nandina Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
07:00 AM	3	166	2	1	171		2	0	3	2	5	0	8	245	5	0	258		2	1	2	1	5	4
07:15 AM	2	210	3	2	215		1	0	3	3	4	1	11	335	3	1	349		0	0	1	1	1	7
07:30 AM	2	227	2	1	231		2	2	0	0	4	4	9	292	6	4	307		2	0	4	4	6	9
07:45 AM	7	228	1	1	236		0	1	3	2	4	4	9	275	4	4	288		3	1	5	2	9	9
Total	14	831	8	5	853		5	3	9	7	17	18	37	1147	18	9	1202		7	2	12	8	21	29
08:00 AM	1	201	6	5	208		0	0	0	0	0	3	5	202	3	3	210		1	0	2	1	3	9
08:15 AM	0	153	5	4	158		0	2	1	1	3	0	4	182	0	0	186		5	0	7	4	12	9
08:30 AM	0	148	2	2	150		1	0	0	0	1	2	2	148	2	2	152		0	2	6	5	8	9
08:45 AM	4	130	2	1	136		2	0	1	1	3	0	4	127	0	0	131		1	0	4	4	5	6
Total	5	632	15	12	652		3	2	2	2	7	5	15	659	5	5	679		7	2	19	14	28	33
Grand Total	19	1463	23	17	1505		8	5	11	9	24	14	52	1806	23	14	1881		14	4	31	22	49	62
Approch %	1.3	97.2	1.5				33.3	20.8	45.8				2.8	96	1.2			28.6	8.2	63.3			62	
Total %	0.5	42.3	0.7		43.5		0.2	0.1	0.3		0.7	0.7	1.5	52.2	0.7		54.4		0.4	0.1	0.9		1.4	1.8
Passenger Vehicles	16	1411	16		1455		6	3	9		26	18	46	1740	18		1815		10	3	30		64	0
Passenger Vehicles	84.2	96.4	69.6	70.6	95.6		75	60	81.8	88.9	78.8	78.6	88.5	96.3	78.3		95.8		71.4	75	96.8	95.5	90.1	0
Large 2 Axle Vehicles	1	30	3		37		0	0	1		2	0	1	45	0		46		1	0	1		3	0
Large 2 Axle Vehicles	5.3	2.1	1.3	17.6	2.4		0	0	9.1	11.1	6.1	0	1.9	2.5	0	0	2.4		7.1	0	3.2	4.5	4.2	0
3 Axle Vehicles	1	6	1		9		0	0	1		1	0	1	4	0		5		0	0	0		0	0
3 Axle Vehicles	5.3	0.4	4.3	5.9	0.6		0	0	9.1	0	3	0	1.9	0.2	0	0	0.3		0	0	0	0	0	0
4+ Axle Trucks	1	16	3		21		2	2	0		4	5	4	17	5		29		3	1	0		4	0
4+ Axle Trucks	5.3	1.1	1.3	5.9	1.4		25	40	0	0	12.1	21.4	7.7	0.9	21.7	21.4	1.5		21.4	25	0	0	5.6	0

Start Time	Perris Boulevard Southbound						Nandina Avenue Westbound						Perris Boulevard Northbound						Nandina Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
07:00 AM	3	166	2	1	171		2	0	3	2	5	0	8	245	5	0	258		2	1	2	1	5	4
07:15 AM	2	210	3	2	215		1	0	3	3	4	1	11	335	3	1	349		0	0	1	1	1	7
07:30 AM	2	227	2	1	231		2	2	0	0	4	4	9	292	6	4	307		2	0	4	4	6	9
07:45 AM	7	228	1	1	236		0	1	3	2	4	4	9	275	4	4	288		3	1	5	2	9	9
Total	14	831	8	5	853		5	3	9	7	17	18	37	1147	18	9	1202		7	2	12	8	21	29
08:00 AM	1	201	6	5	208		0	0	0	0	0	3	5	202	3	3	210		1	0	2	1	3	9
08:15 AM	0	153	5	4	158		0	2	1	1	3	0	4	182	0	0	186		5	0	7	4	12	9
08:30 AM	0	148	2	2	150		1	0	0	0	1	2	2	148	2	2	152		0	2	6	5	8	9
08:45 AM	4	130	2	1	136		2	0	1	1	3	0	4	127	0	0	131		1	0	4	4	5	6
Total	5	632	15	12	652		3	2	2	2	7	5	15	659	5	5	679		7	2	19	14	28	33
Grand Total	19	1463	23	17	1505		8	5	11	9	24	14	52	1806	23	14	1881		14	4	31	22	49	62
Approch %	1.3	97.2	1.5				33.3	20.8	45.8				2.8	96	1.2			28.6	8.2	63.3			62	
Total %	0.5	42.3	0.7		43.5		0.2	0.1	0.3		0.7	0.7	1.5	52.2	0.7		54.4		0.4	0.1	0.9		1.4	1.8
Passenger Vehicles	16	1411	16		1455		6	3	9		26	18	46	1740	18		1815		10	3	30		64	0
Passenger Vehicles	84.2	96.4	69.6	70.6	95.6		75	60	81.8	88.9	78.8	78.6	88.5	96.3	78.3		95.8		71.4	75	96.8	95.5	90.1	0
Large 2 Axle Vehicles	1	30	3		37		0	0	1		2	0	1	45	0		46		1	0	1		3	0
Large 2 Axle Vehicles	5.3	2.1	1.3	17.6	2.4		0	0	9.1	11.1	6.1	0	1.9	2.5	0	0	2.4		7.1	0	3.2	4.5	4.2	0
3 Axle Vehicles	1	6	1		9		0	0	1		1	0	1	4	0		5		0	0	0		0	0
3 Axle Vehicles	5.3	0.4	4.3	5.9	0.6		0	0	9.1	0	3	0	1.9	0.2	0	0	0.3		0	0	0	0	0	0
4+ Axle Trucks	1	16	3		21		2	2	0		4	5	4	17	5		29		3	1	0		4	0
4+ Axle Trucks	5.3	1.1	1.3	5.9	1.4		25	40	0	0	12.1	21.4	7.7	0.9	21.7	21.4	1.5		21.4	25	0	0	5.6	0

Start Time	Perris Boulevard Southbound						Nandina Avenue Westbound						Perris Boulevard Northbound						Nandina Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
07:00 AM	3	166	2	1	171		2	0	3	2	5	0	8	245	5	0	258		2	1	2	1	5	4
07:15 AM	2	210	3	2	215		1	0	3	3	4	1	11	335	3	1	349		0	0	1	1	1	7
07:30 AM	2	227	2	1	231		2	2	0	0	4	4	9	292	6	4	307		2	0	4	4	6	9
07:45 AM	7	228	1	1	236		0	1	3	2	4	4	9	275	4	4	288		3	1	5	2	9	9
Total	14	831	8	5	853		5	3	9	7	17	18	37	1147	18	9	1202		7	2	12	8	21	29
08:00 AM	1	201	6	5	208		0	0	0	0	0	3	5	202	3	3	210		1	0	2	1	3	9
08:15 AM	0	153	5	4	158		0	2	1	1	3	0	4	182	0	0	186		5	0	7	4	12	9
08:30 AM	0	148	2	2	150		1	0	0	0	1	2	2	148	2	2	152		0	2	6	5	8	9
08:45 AM	4	130	2	1	136		2	0	1	1	3	0	4	127	0	0	131		1	0	4	4	5	6
Total	5	632	15	12	652		3	2	2	2	7	5	15	659	5	5	679		7	2	19	14	28	33
Grand Total	19	1463	23	17	1505		8	5	11	9	24	14	52	1806	23	14	1881		14	4	31	22	49	62
Approch %	1.3	97.2	1.5				33.3	20.8	45.8				2.8	96	1.2			28.6	8.2	63.3			62	
Total %	0.5	42.3	0.7		43.5		0.2	0.1	0.3		0.7	0.7	1.5	52.2	0.7		54.4		0.4	0.1	0.9		1.4	1.8
Passenger Vehicles	16	1411	16		1455		6	3	9		26	18	46											



Counts Unlimited
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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

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 Site Code : 05120169
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Start Time	Perris Boulevard Southbound			Nandina Avenue Westbound			Perris Boulevard Northbound			Nandina Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM			07:00 AM			07:00 AM			07:45 AM						
+0 mins.	2	210	3	215	2	0	3	5	8	245	5	258	1	5	9	
+15 mins.	2	227	2	231	1	0	3	4	11	335	3	349	1	0	2	3
+30 mins.	7	228	1	236	2	2	0	4	9	292	6	307	5	0	7	12
+45 mins.	1	201	6	208	0	1	3	4	9	275	4	288	0	2	6	8
Total Volume	12	866	12	890	5	3	9	17	37	1147	18	1202	9	3	20	32
% App. Total	1.3	97.3	1.3	29.4	17.6	52.9	.750	.850	3.1	95.4	1.5	28.1	9.4	62.5	.714	.667
PHF	.429	.950	.500	.625	.375	.750	.850	.841	.841	.856	.750	.861	.450	.375	.714	.667

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City of Moreno Valley
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 Weather: Clear

File Name : 19_MRV_Perris_Nan AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	3	166	2	1	171	1	0	3	2	4	8	240	3	0	251	1	1	2	1	4	4	430	434
07:15 AM	2	201	1	1	204	1	0	3	3	4	11	325	3	1	339	0	0	1	1	1	6	548	554
07:30 AM	2	223	2	1	227	1	2	0	0	3	9	285	6	4	300	1	0	4	4	5	9	535	544
07:45 AM	5	224	1	1	230	0	0	1	1	1	8	267	4	4	279	2	1	5	2	8	8	518	526
Total	12	814	6	4	832	3	2	7	6	12	36	1117	16	9	1169	4	2	12	8	18	27	2031	2058
08:00 AM	1	192	4	4	197	0	0	0	0	0	4	193	1	1	198	1	0	2	1	3	6	398	404
08:15 AM	0	147	3	2	150	0	1	1	1	2	1	169	0	0	170	4	0	7	4	11	7	333	340
08:30 AM	0	137	1	1	138	1	0	0	0	1	2	137	1	1	140	0	1	6	5	7	7	286	293
08:45 AM	3	121	2	1	126	2	0	1	1	3	3	124	0	0	127	1	0	3	3	4	5	260	265
Total	4	597	10	8	611	3	1	2	2	6	10	623	2	2	635	6	1	18	13	25	25	1277	1302
Grand Total	16	1411	16	12	1443	6	3	9	8	18	46	1740	18	11	1804	10	3	30	21	43	52	3308	3360
Approch %	1.1	97.8	1.1			33.3	16.7	50			2.5	96.5	1			23.3	7	69.8		1.3	1.5	98.5	
Total %	0.5	42.7	0.5			0.2	0.1	0.3			1.4	52.6	0.5			0.3	0.1	0.9					

3.1-496

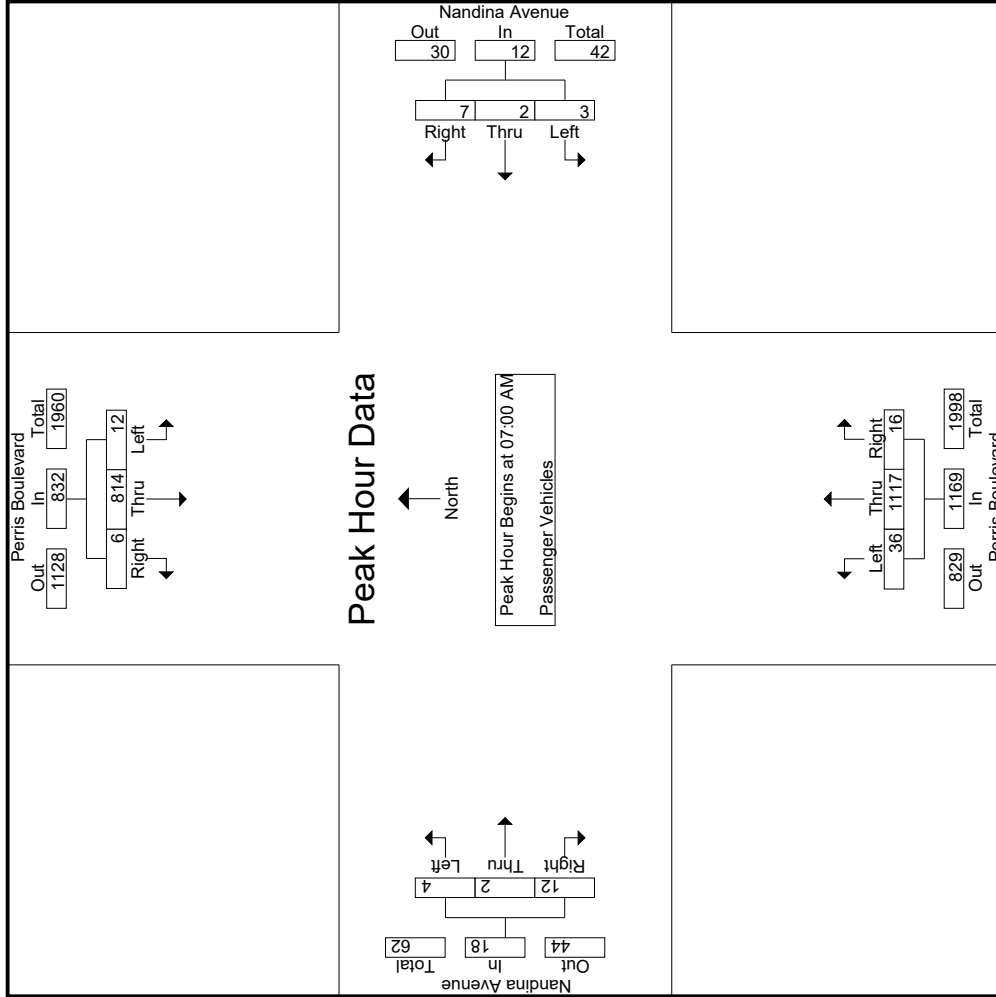
Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right
07:00 AM	3	166	2	1	171	1	0	3	2	4	8	240	3	0	251	1	1	2	1	4	4	430	430
07:15 AM	2	201	1	1	204	1	0	3	3	4	11	325	3	1	339	0	0	1	1	1	6	548	548
07:30 AM	2	223	2	1	227	1	2	0	0	3	9	285	6	4	300	1	0	4	4	5	9	535	535
07:45 AM	5	224	1	1	230	0	0	1	1	1	8	267	4	4	279	2	1	5	2	8	8	518	518
Total Volume	12	814	6	4	832	3	2	7	6	12	36	1117	16	9	1169	4	2	12	8	18	27	2031	2031
% App. Total	1.4	97.8	0.7			25	16.7	58.3			3.1	95.6	1.4			22.2	11.1	66.7					
PHF	.600	.908	.750		.904	.750	.250	.583		.750	.818	.859	.667		.862	.500	.600	.563					.927

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

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City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

File Name : 19_MRV_Perris_Nan AM
 Site Code : 05120169
 Start Date : 3/11/2020
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 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

File Name : 19_MRV_Perris_Nan AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nandina Avenue Westbound			Perris Boulevard Northbound			Nandina Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	3	166	2	171	1	0	3	4	8	240	3	251	1	2	4
+15 mins.	2	201	1	204	1	0	3	4	11	325	3	339	0	1	1
+30 mins.	2	223	2	227	1	2	0	3	9	285	6	300	1	4	5
+45 mins.	5	224	1	230	0	0	1	1	8	267	4	279	2	5	8
Total Volume	12	814	6	832	3	2	7	12	36	1117	16	1169	4	2	12
% App. Total	1.4	97.8	0.7	904	25	16.7	58.3	750	3.1	95.6	1.4	862	22.2	11.1	66.7
PHF	.600	.908	.750	.904	.750	.250	.583	.750	.818	.859	.667	.862	.500	.500	.600

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City of Moreno Valley
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File Name : 19_MRV_Perris_Nan AM
 Site Code : 05120169
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 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	5
07:15 AM	0	4	1	1	5	0	0	0	0	0	4	0	0	0	9	0	0	0	0	0	1	14	15
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	7
07:45 AM	1	4	0	0	5	0	0	1	1	1	0	5	0	0	5	0	0	0	0	0	1	11	12
Total	1	9	1	1	11	0	0	1	1	1	0	24	0	0	24	1	0	0	0	1	2	37	39
08:00 AM	0	6	1	1	7	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	1	15	16
08:15 AM	0	3	1	1	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	13	14
08:30 AM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	12	12
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	6	7
Total	0	21	2	2	23	0	0	0	0	0	1	21	0	0	22	0	0	1	1	1	3	46	49
Grand Total	1	30	3	3	34	0	0	1	1	1	1	45	0	0	46	1	0	1	1	2	5	83	88
Approch %	2.9	88.2	8.8			0	0	100			2.2	97.8	0			50	0	50		2.4	5.7	94.3	
Total %	1.2	36.1	3.6		41	0	0	1.2		1.2	1.2	54.2	0		55.4	1.2	0	1.2					

3.1-499

Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	4	1	1	5	0	0	0	0	0	4	0	0	0	9	0	0	0	0	0	1	14	15
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	7
07:45 AM	1	4	0	0	5	0	0	1	1	1	0	5	0	0	5	0	0	0	0	0	1	11	12
Total	1	9	1	1	11	0	0	1	1	1	0	24	0	0	24	1	0	0	0	1	2	37	39
08:00 AM	0	6	1	1	7	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	1	15	16
08:15 AM	0	3	1	1	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	1	13	14
08:30 AM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	12	12
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	6	7
Total	0	21	2	2	23	0	0	0	0	0	1	21	0	0	22	0	0	1	1	1	3	46	49
Grand Total	1	30	3	3	34	0	0	1	1	1	1	45	0	0	46	1	0	1	1	2	5	83	88
Approch %	2.9	88.2	8.8			0	0	100			2.2	97.8	0			50	0	50		2.4	5.7	94.3	
Total %	1.2	36.1	3.6		41	0	0	1.2		1.2	1.2	54.2	0		55.4	1.2	0	1.2					

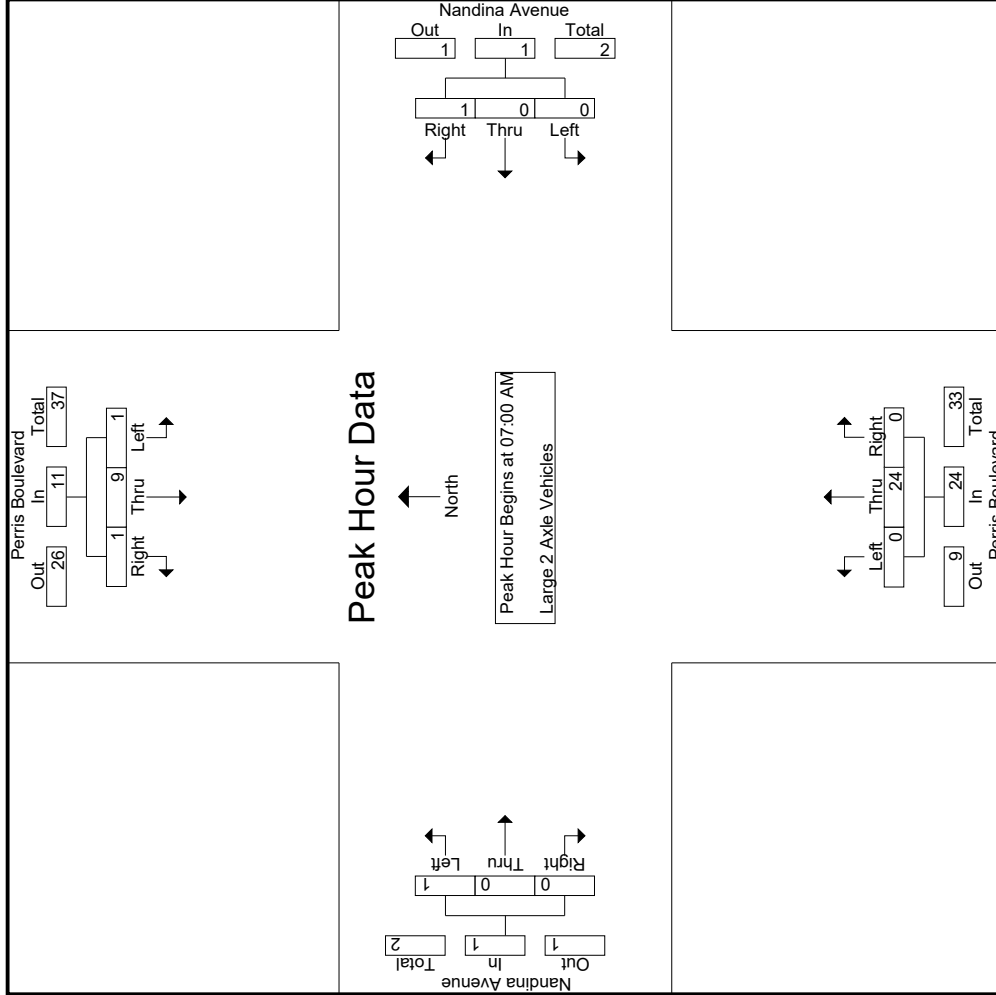
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	4	1	1	5	0	0	0	0	0	4	0	0	0	9	0	0	0	0	0	1	14	15
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	7
07:45 AM	1	4	0	0	5	0	0	1	1	1	0	5	0	0	5	0	0	0	0	0	1	11	12
Total Volume	1	9	1	1	11	0	0	1	1	1	0	24	0	0	24	1	0	0	0	1	2	37	39
% App. Total	9.1	81.8	9.1			0	0	100			0	100	0			100	0	100		2.4	5.7	94.3	
PHF	.250	.563	.250		.550	.000	.000	.250		.250	.000	.667	.000		.667	.250	.000	.250		.000	.250	.661	

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 Weather: Clear

File Name : 19_MRV_Perris_Nan AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nandina Avenue Westbound			Perris Boulevard Northbound			Nandina Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	4	0	0	0	0	1	
+15 mins.	0	4	1	5	0	0	0	0	9	0	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	6	0	0	0	0	0	
+45 mins.	1	4	0	5	0	0	1	1	5	0	0	0	0	0	
Total Volume	1	9	1	11	0	0	1	1	24	0	0	0	0	1	
% App. Total	9.1	81.8	9.1	.550	.000	.000	.250	.250	.667	.000	.000	.000	.667	.250	
PHF	.250	.563	.250	.550	.000	.000	.250	.250	.667	.000	.000	.000	.667	.250	

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	1
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	3	3
Total	1	1	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	5	5	5
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	1	1	1	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	4	5	5
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	3	3
Total	0	5	1	1	6	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	1	9	10	10
Grand Total	1	6	1	1	8	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	1	14	15	15
Approch %	12.5	75	12.5			0	0	100			20	80	0		35.7	0	0	0			6.7	93.3		
Total %	7.1	42.9	7.1		57.1	0	0	7.1		7.1	7.1	28.6	0			0	0	0						

3.1-502

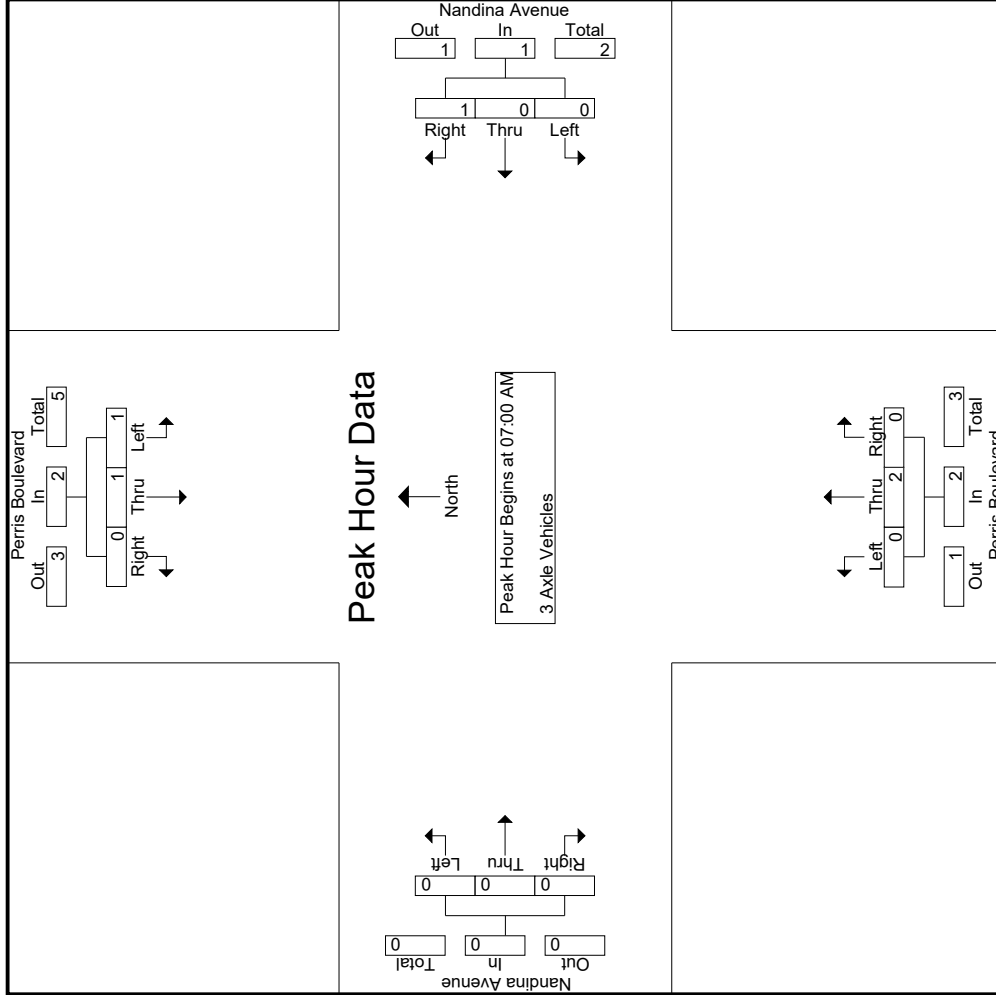
Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0
% App. Total	50	50	0	0	100	0	0	100		100	0	100	0		100	0	0	0		0	0	0	0	0
PHF	.250	.250	.000	.000	.500	.000	.000	.250		.250	.000	.500	.000		.500	.000	.000	.000		.000	.000	.000	.417	.417

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

File Name : 19_MRV_Perris_Nan AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Perris Boulevard Southbound			Nandina Avenue Westbound			Perris Boulevard Northbound			Nandina Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	0	0	1	1	0	0	0	0	0	0	
Total Volume	1	1	0	2	0	0	1	1	0	2	0	0	0	0	
% App. Total	50	50	0	0	0	0	100	0	0	100	0	0	0	0	
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Nandina Avenue Westbound				Perris Boulevard Northbound				Nandina Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	3
07:15 AM	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	6	6
07:30 AM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	1	0	6	6
07:45 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	5	5
Total	0	7	1	0	8	2	1	0	0	3	4	2	0	0	7	2	20	20
08:00 AM	0	2	1	0	3	0	0	0	0	0	2	2	2	0	4	0	7	9
08:15 AM	0	2	0	0	2	0	1	0	0	1	3	2	0	0	5	1	9	9
08:30 AM	0	2	1	1	3	0	0	0	0	0	7	1	1	8	0	12	14	
08:45 AM	1	3	0	0	4	0	0	0	0	0	2	0	0	2	0	6	6	
Total	1	9	2	1	12	0	1	0	0	1	3	13	3	3	19	4	34	38
Grand Total	1	16	3	1	20	2	2	0	0	4	4	17	5	3	26	3	54	58
Approch %	5	80	15			50	50			7.4	15.4	65.4	19.2		48.1	75	93.1	
Total %	1.9	29.6	5.6			3.7	3.7			7.4	7.4	31.5	9.3		56.6	6.9	93.1	

3.1-505

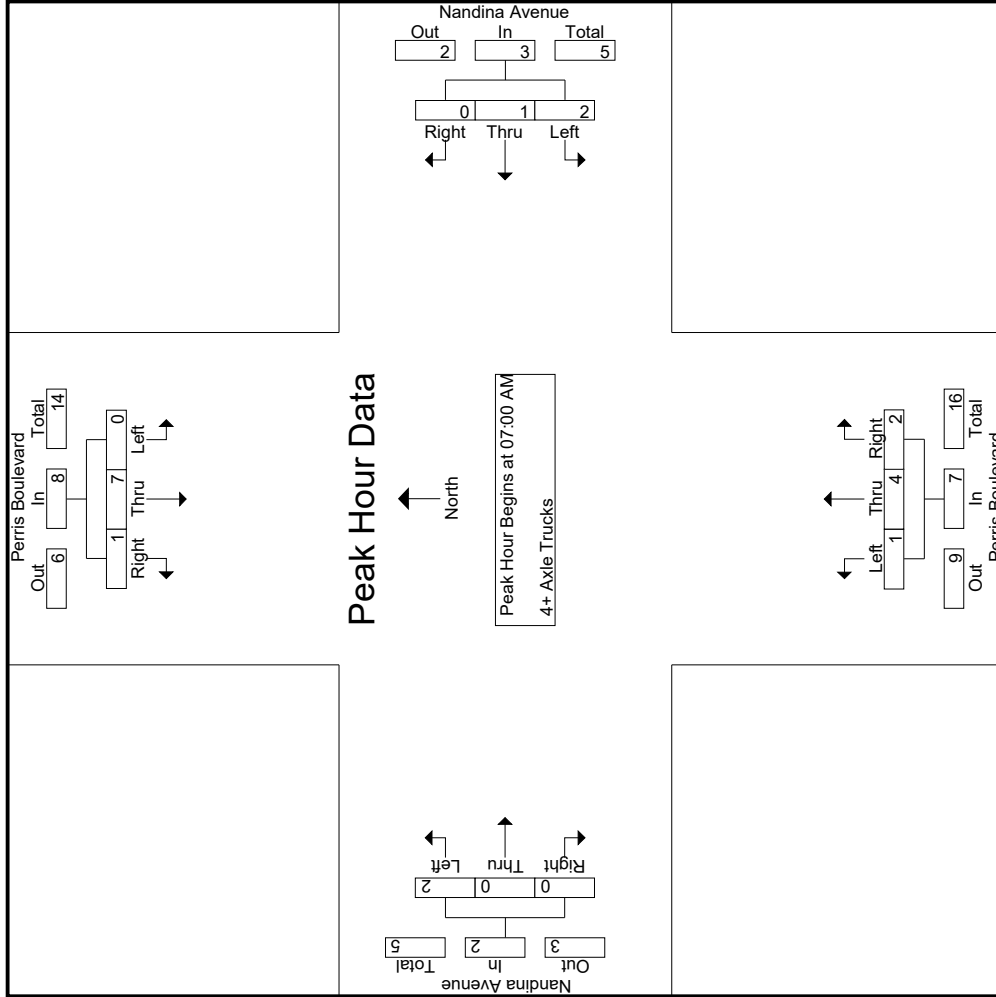
Start Time	Perris Boulevard Southbound				Nandina Avenue Westbound				Perris Boulevard Northbound				Nandina Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	3
07:15 AM	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	6	6
07:30 AM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	1	0	6	6
07:45 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	5	5
Total Volume	0	7	1	0	8	2	1	0	0	3	4	2	0	0	7	2	20	20
% App. Total	0	87.5	12.5			66.7	33.3			28.6	57.1	28.6			71.4	0	93.1	
PHF	.000	.438	.250		.400	.500	.250			.750	.500	.250			.583	.000	.833	

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

File Name : 19_MRV_Perris_Nan AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Moreno Valley
 N/S: Perris Boulevard
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File Name : 19_MRV_Perris_Nan AM
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 Page No : 3

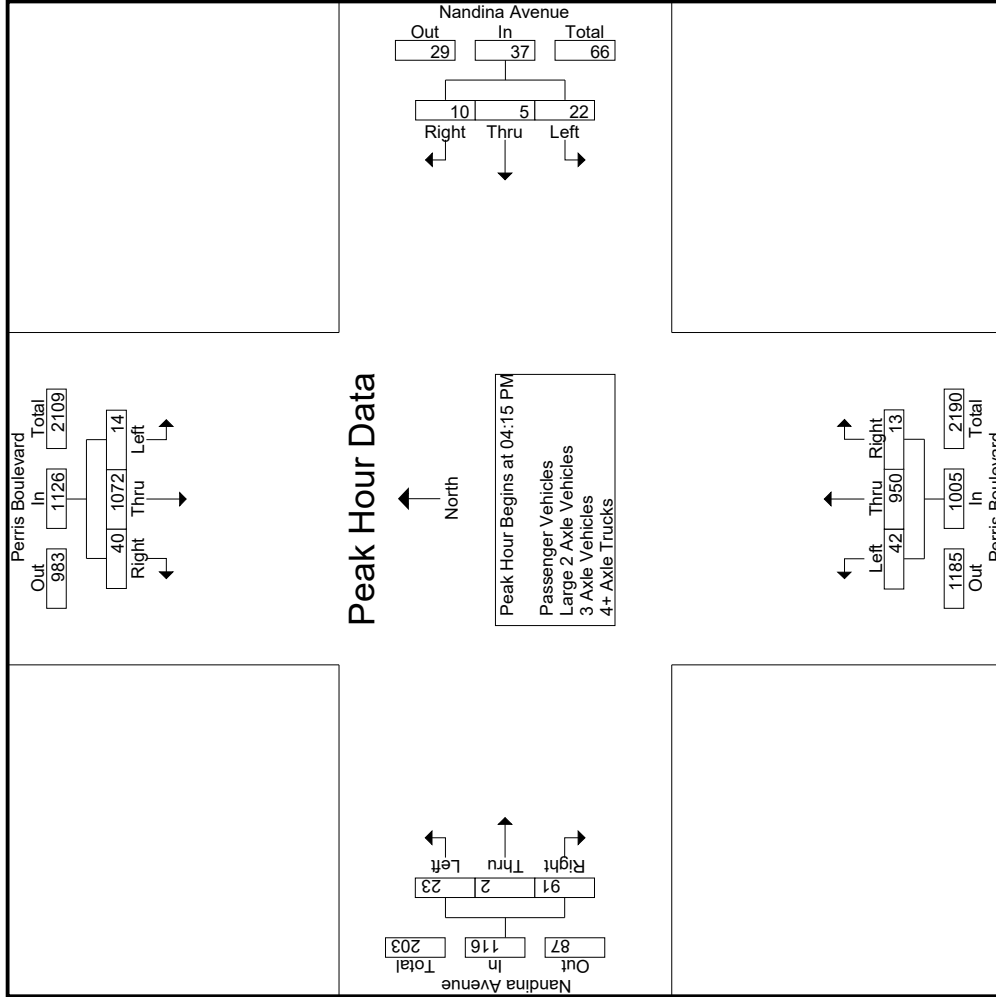
Start Time	Perris Boulevard Southbound			Nandina Avenue Westbound			Perris Boulevard Northbound			Nandina Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
+15 mins.	0	4	1	5	0	0	0	0	0	1	0	0	0	0	
+30 mins.	0	3	0	3	1	0	0	1	0	0	0	0	0	1	
+45 mins.	0	0	0	0	0	1	0	1	1	2	0	0	0	1	
Total Volume	0	7	1	8	2	1	0	3	1	4	2	7	2	2	
% App. Total	0	87.5	12.5	400	66.7	33.3	0	750	14.3	57.1	28.6	583	100	500	
PHF	.000	.438	.250	.400	.500	.250	.000	.750	.250	.500	.250	.583	.500	.500	

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

Start Time	Perris Boulevard Southbound						Nandina Avenue Westbound						Perris Boulevard Northbound						Nandina Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:00 PM	1	221	3	3	225		0	0	2	2	2		6	216	2	2	224		7	0	13	7	20	
04:15 PM	3	237	15	11	255		3	1	4	4	8		7	237	2	1	246		2	0	19	14	21	
04:30 PM	8	278	10	4	296		8	3	2	2	13		13	262	6	2	281		10	0	29	21	39	
04:45 PM	2	277	6	6	285		7	1	1	1	9		19	239	2	2	260		6	1	21	14	28	
Total	14	1013	34	24	1061		18	5	9	9	32		45	954	12	7	1011		25	1	82	56	108	
05:00 PM	1	280	9	6	290		4	0	3	3	7		3	212	3	3	218		5	1	22	13	28	
05:15 PM	3	257	4	4	264		0	0	1	1	1		3	226	3	1	232		3	0	24	21	27	
05:30 PM	5	231	7	3	243		0	0	1	0	1		1	209	8	2	218		2	3	19	11	24	
05:45 PM	4	220	3	2	227		2	1	1	1	4		1	209	9	4	219		5	1	10	5	16	
Total	13	988	23	15	1024		6	1	6	5	13		8	856	23	10	887		15	5	75	50	95	
Grand Total	27	2001	57	39	2085		24	6	15	14	45		53	1810	35	17	1898		40	6	157	106	203	
Approch %	1.3	96	2.7				53.3	13.3	33.3				2.8	95.4	1.8				19.7	3	77.3			
Total %	0.6	47.3	1.3				0.6	0.1	0.4				1.1	42.8	0.8				0.9	0.1	3.7			
Passenger Vehicles	26	1945	30		2019		21	4	14		52		48	1776	23		1854		38	4	153		299	
Passenger Vehicles	96.3	97.2	52.6	46.2	95.1		87.5	66.7	93.3	92.9	88.1		90.6	98.1	65.7	41.2	96.8		95	66.7	97.5	98.1	96.8	
Large 2 Axle Vehicles	0	32	4		40		1	0	0	0	1		1	21	0		22		0	0	1		1	
Large 2 Axle Vehicles	0	1.6	7	10.3	1.9		4.2	0	0	0	1.7		1.9	1.2	0		1.1		0	0	0.6		0.3	
3 Axle Vehicles	0	6	19		39		0	0	0	0	0		1	1	1		4		0	0	2		3	
3 Axle Vehicles	0	0.3	33.3	35.9	1.8		0	0	0	0	0		1.9	0.1	2.9	5.9	0.2		0	0	1.3	0.9	1	
4+ Axle Trucks	1	18	4		26		2	2	1		6		3	12	11		35		2	2	1		6	
4+ Axle Trucks	3.7	0.9	7	7.7	1.2		8.3	33.3	6.7	7.1	10.2		5.7	0.7	31.4	52.9	1.8		5	33.3	0.6	0.9	1.9	
PHF	.438	.957	.667		.951		.688	.417	.625	.712	.625		.894	.575	.500	.784	.744		.894	.500	.784	.744	.908	

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

Start Time	Perris Boulevard Southbound						Nandina Avenue Westbound						Perris Boulevard Northbound						Nandina Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:15 PM	3	237	15		255		3	1	4	8		7	237	2		246		2	0	19		21		
04:30 PM	8	278	10		296		8	3	2	13		13	262	6		281		10	0	29		39		
04:45 PM	2	277	6		285		7	1	1	9		19	239	2		260		6	1	21		28		
05:00 PM	1	280	9		290		4	0	3	7		3	212	3		218		5	1	22		28		
Total Volume	14	1072	40		1126		22	5	10	37		42	950	13		1005		23	2	91		116		
% App. Total	1.2	95.2	3.6		95.1		59.5	13.5	27	62.5		4.2	94.5	1.3		78.4		19.8	1.7	78.4		2284		
PHF	.438	.957	.667		.951		.688	.417	.625	.712	.625		.894	.575	.500	.784	.744		.894	.500	.784	.744	.908	



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City of Moreno Valley
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 Weather: Clear

File Name : 19_MRV_Perris_Nan PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nandina Avenue Westbound			Perris Boulevard Northbound			Nandina Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			04:15 PM			04:00 PM			04:30 PM				
+0 mins.	8	278	10	296	3	1	4	8	6	216	2	224	10	39
+15 mins.	2	277	6	285	8	3	2	13	7	237	2	246	6	21
+30 mins.	1	280	9	290	7	1	1	9	13	262	6	281	5	28
+45 mins.	3	257	4	264	4	0	3	7	19	239	2	260	3	24
Total Volume	14	1092	29	1135	22	5	10	37	45	954	12	1011	24	96
% App. Total	1.2	96.2	2.6	95.9	59.5	13.5	27	712	4.5	94.4	1.2	899	19.7	78.7
PHF	.438	.975	.725	.959	.688	.417	.625	.712	.592	.910	.500	.899	.600	.828

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City of Moreno Valley
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 Weather: Clear

File Name : 19_MRV_Perris_Nan PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	210	2	2	213	0	0	2	2	2	6	208	1	1	215	6	0	13	7	19	12	449	461
04:15 PM	3	227	7	4	237	2	0	3	3	5	7	233	2	1	242	2	0	17	13	19	21	503	524
04:30 PM	8	269	8	3	285	8	2	2	2	12	12	253	4	0	269	10	0	29	21	39	26	605	631
04:45 PM	2	270	5	5	277	6	1	1	1	8	17	237	0	0	254	6	0	21	14	27	20	566	586
Total	14	976	22	14	1012	16	3	8	8	27	42	931	7	2	980	24	0	80	55	104	79	2123	2202
05:00 PM	1	271	4	2	276	3	0	3	3	6	3	211	1	1	215	5	1	20	12	26	18	523	541
05:15 PM	3	253	1	1	257	0	0	1	1	1	1	222	1	0	224	3	0	24	21	27	23	509	532
05:30 PM	4	229	2	1	235	0	0	1	0	1	1	207	6	1	214	2	3	19	11	24	13	474	487
05:45 PM	4	216	1	0	221	2	1	1	1	4	1	205	8	3	214	4	0	10	5	14	9	453	462
Total	12	969	8	4	989	5	1	6	5	12	6	845	16	5	867	14	4	73	49	91	63	1959	2022
Grand Total	26	1945	30	18	2001	21	4	14	13	39	48	1776	23	7	1847	38	4	153	104	195	142	4082	4224
Approch %	1.3	97.2	1.5		49	53.8	10.3	35.9		1	2.6	96.2	1.2		45.2	19.5	2.1	78.5		4.8	3.4	96.6	
Total %	0.6	47.6	0.7			0.5	0.1	0.3			1.2	43.5	0.6			0.9	0.1	3.7					

3.1-511

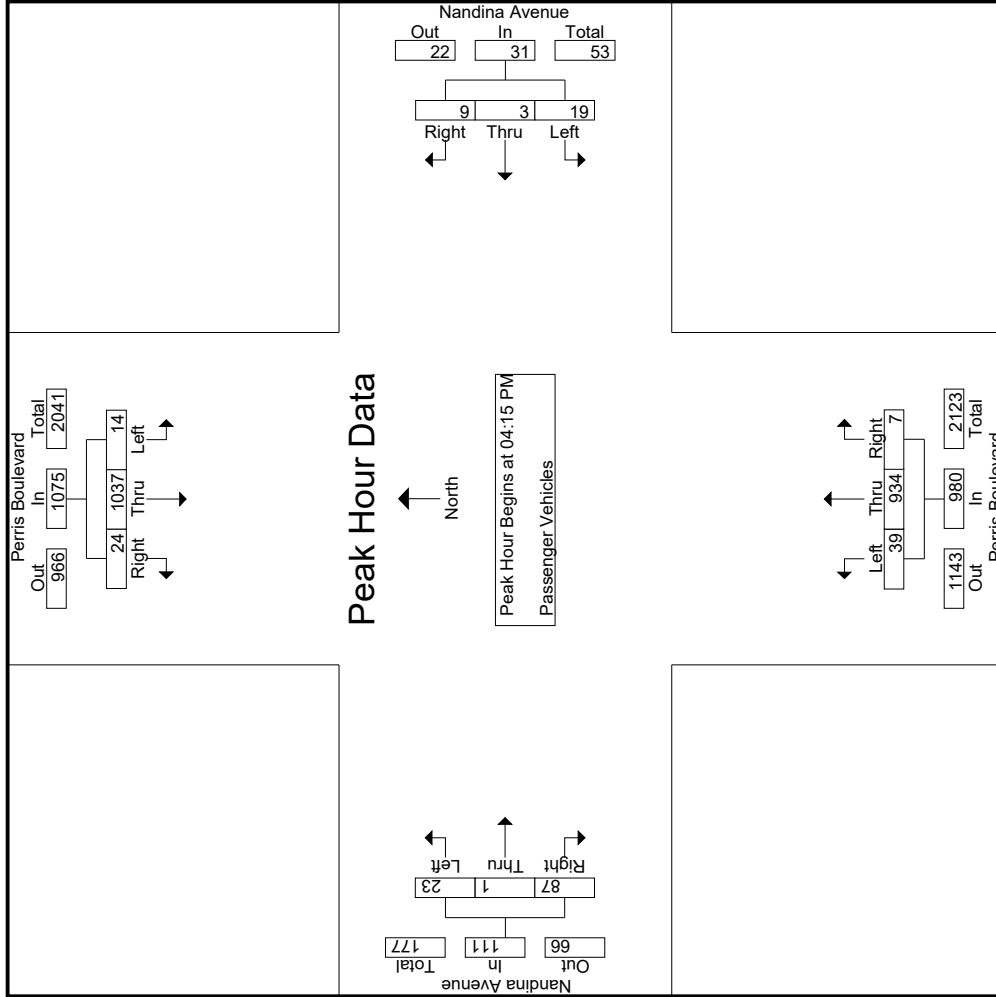
Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:15 PM	3	227	7		237	2	0	3		5	7	233	2		242	2	0	17		19						503
04:30 PM	8	269	8		285	8	2	2		12	12	253	4		269	10	0	29		39						605
04:45 PM	2	270	5		277	6	1	1		8	17	237	0		254	6	0	21		27						566
05:00 PM	1	271	4		276	3	0	3		6	3	211	1		215	5	1	20		26						523
Total Volume	14	1037	24		1075	19	3	9		31	39	934	7		980	23	1	87		111						2197
% App. Total	1.3	96.5	2.2		49	61.3	9.7	29		1	4	95.3	0.7		45.2	20.7	0.9	78.4		4.8						.908
PHF	.438	.957	.750		.943	.594	.375	.750		.646	.574	.923	.438		.911	.575	.250	.750		.712						

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

File Name : 19_MRV_Perris_Nan PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

File Name : 19_MRV_Perris_Nan PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nandina Avenue Westbound			Perris Boulevard Northbound			Nandina Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:15 PM			04:15 PM			04:15 PM			04:15 PM				
+0 mins.	3	227	7	237	2	0	3	5	7	233	2	242	2	19
+15 mins.	8	269	8	285	8	2	12	269	12	253	4	269	10	39
+30 mins.	2	270	5	277	6	1	8	254	17	237	0	254	6	27
+45 mins.	1	271	4	276	3	0	3	215	3	211	1	215	5	26
Total Volume	14	1037	24	1075	19	3	9	31	39	934	7	980	23	87
% App. Total	1.3	96.5	2.2	61.3	9.7	29	.750	.646	4	95.3	0.7	911	20.7	78.4
PHF	.438	.957	.750	.943	.594	.375	.750	.646	.574	.923	.438	.911	.575	.750

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	8	8
04:15 PM	0	7	0	0	7	1	0	0	0	1	2	2	0	0	2	0	0	1	0	1	0	0	11	11
04:30 PM	0	6	0	0	6	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	14	14
04:45 PM	0	3	1	1	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	1	1	7	8
Total	0	21	1	1	22	1	0	0	0	1	15	0	0	0	16	0	0	1	0	1	1	40	41	41
05:00 PM	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	6
05:15 PM	0	3	2	2	5	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	7	7	9
05:30 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:45 PM	0	3	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	6	6
Total	0	11	3	3	14	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	3	20	23	23
Grand Total	0	32	4	4	36	1	0	0	0	1	1	21	0	0	22	0	0	1	0	1	4	60	64	64
Approch %	0	88.9	11.1			100	0	0		1.7	4.5	95.5	0		36.7	0	0	100	0	1.7	6.2	93.8		
Total %	0	53.3	6.7		60	1.7	0	0		1.7	1.7	35	0		36.7	0	0	1.7		1.7	6.2	93.8		

3.1-514

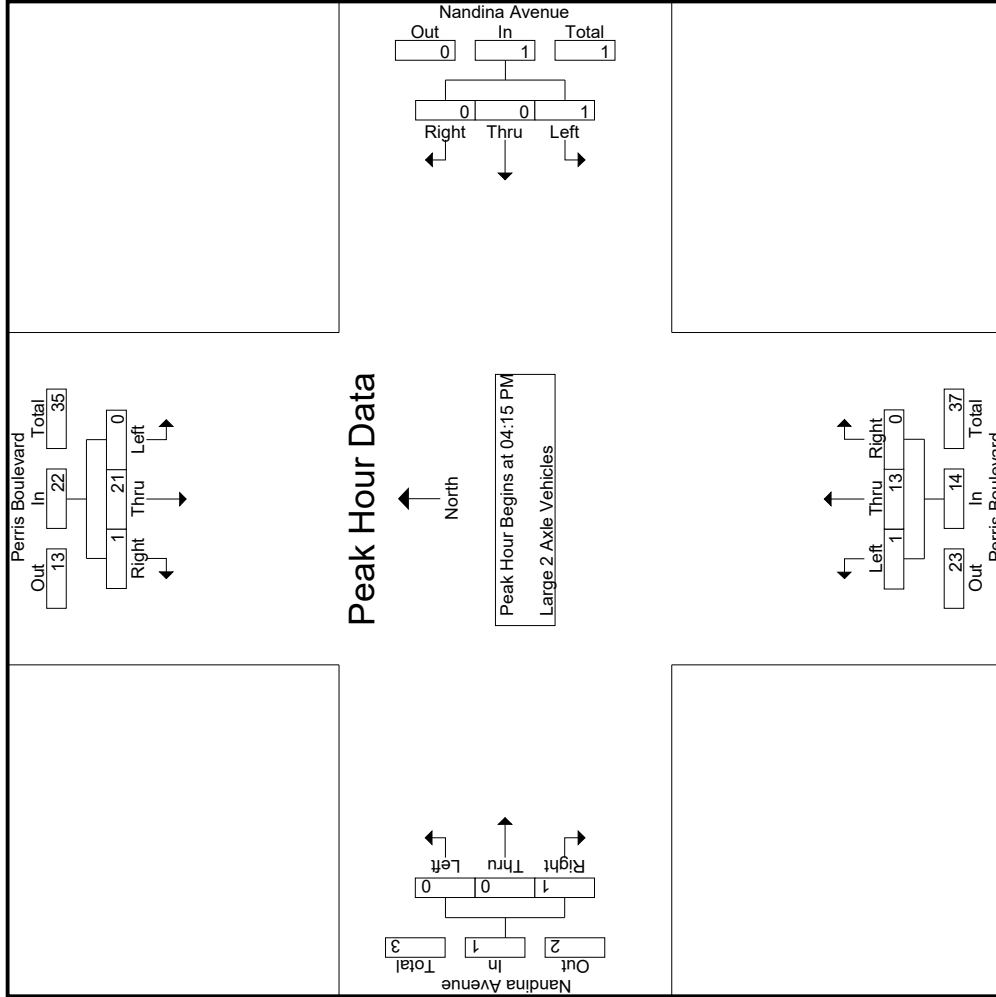
Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:15 PM	0	7	0	0	7	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	1	1	11	11
04:30 PM	0	6	0	0	6	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	14	14
04:45 PM	0	3	1	1	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	7	7
05:00 PM	0	5	0	0	5	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	6	6
Total Volume	0	21	1	1	22	1	0	0	0	1	13	0	0	0	14	0	0	0	0	0	1	40	41	41
% App. Total	0	95.5	4.5		60	100	0	0		7.1	92.9	0			100	0	0	100		1.7	6.2	93.8		
PHF	.000	.750	.250		.786	.250	.000	.000		.250	.406	.000		.438	.250	.000	.000	.250		.250	.250	.250	.679	.679

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

File Name : 19_MRV_Perris_Nan PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Perris Boulevard Southbound			Nandina Avenue Westbound			Perris Boulevard Northbound			Nandina Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:15 PM				04:15 PM				04:15 PM				04:15 PM		
+0 mins.	0	7	0		1	0	0		2	0	0		0	0	1
+15 mins.	0	6	0		0	0	0		8	0	0		0	0	0
+30 mins.	0	3	1		0	0	0		2	0	0		0	0	0
+45 mins.	0	5	0		0	0	0		1	0	0		0	0	0
Total Volume	0	21	1		1	0	0		13	0	0		0	0	1
% App. Total	0	95.5	4.5		100	0	0		7.1	92.9	0		0	0	100
PHF	.000	.750	.250		.250	.000	.000		.406	.000	.000		.000	.250	.250

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

File Name : 19_MRV_Perris_Nan PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Nandina Avenue Westbound				Perris Boulevard Northbound				Nandina Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	1	1	3	0	0	0	0	0	0	0	0	0	0	1	3	4
04:15 PM	0	0	7	6	7	0	0	0	0	0	0	0	0	0	0	6	7	13
04:30 PM	0	1	1	1	2	0	0	0	1	1	0	0	0	0	0	2	3	5
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	4	9	8	13	0	0	0	1	1	0	0	0	0	0	9	14	23
05:00 PM	0	1	4	3	5	0	0	0	0	0	0	0	2	1	2	4	7	11
05:15 PM	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3	3
05:30 PM	0	0	4	1	4	0	0	0	0	0	0	0	0	0	0	1	4	5
05:45 PM	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	2	2	4
Total	0	2	10	6	12	0	0	0	1	1	0	0	2	1	2	7	16	23
Grand Total	0	6	19	14	25	0	0	0	1	1	1	1	3	1	2	16	30	46
Approch %	0	24	76			0	0	0	33.3	33.3	33.3	10		6.7	34.8	65.2		
Total %	0	20	63.3		83.3	0	0	0	3.3	3.3	3.3			6.7				

3.1-517

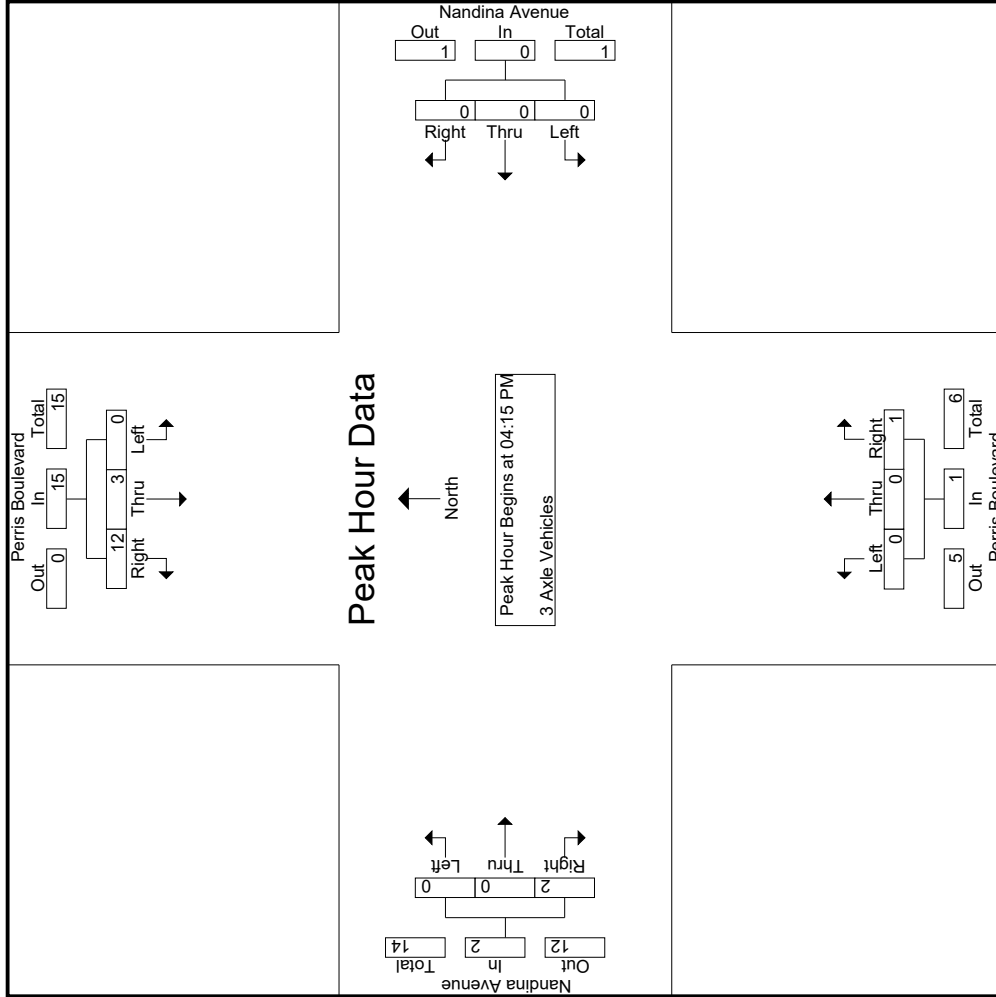
Start Time	Perris Boulevard Southbound				Nandina Avenue Westbound				Perris Boulevard Northbound				Nandina Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:30 PM	0	1	1	1	2	0	0	0	0	1	0	0	0	0	0	0	0	3
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	1	4	5	0	0	0	0	0	0	0	0	0	0	2	2	7
Total Volume	0	3	12	15	15	0	0	0	0	1	0	0	2	0	2	0	2	18
% App. Total	0	20	80			0	0	0	0	100	0	0	100	0	0	.250	.250	.643
PHF	.000	.750	.429		.536	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.643

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

File Name : 19_MRV_Perris_Nan PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Perris Boulevard Southbound			Nandina Avenue Westbound			Perris Boulevard Northbound			Nandina Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:15 PM				04:15 PM				04:15 PM				04:15 PM		
+0 mins.	0	0	7	7	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	1	2	0	0	0	0	0	1	0	0	0	0	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	4	5	0	0	0	0	0	0	0	0	2	2	
Total Volume	0	3	12	15	0	0	0	0	0	1	0	0	2	2	
% App. Total	0	20	80	.536	0	0	0	.000	.000	.250	0	0	100	.250	
PHF	.000	.750	.429	.536	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	1	1	6	1	0	0	0	1	1	11	12
04:15 PM	0	3	1	1	4	0	1	1	1	2	0	2	0	0	2	0	0	1	1	1	3	9	12
04:30 PM	0	2	1	0	3	0	1	0	0	1	1	1	1	1	3	0	0	0	0	0	1	7	8
04:45 PM	0	3	0	0	3	1	0	0	0	1	0	0	2	2	3	0	1	0	0	1	2	8	10
Total	0	12	2	1	14	1	2	1	1	4	2	8	4	4	14	1	1	1	1	3	7	35	42
05:00 PM	0	3	1	1	4	1	0	0	0	1	0	0	2	2	2	0	0	0	0	0	3	7	10
05:15 PM	0	0	1	1	1	0	0	0	0	0	1	1	2	1	4	0	0	0	0	0	2	5	7
05:30 PM	1	2	0	0	3	0	0	0	0	0	0	2	2	1	4	0	0	0	0	0	1	7	8
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	1	2	1	1	0	0	2	1	5	6
Total	1	6	2	2	9	1	1	0	0	1	1	4	7	5	12	1	1	0	0	2	7	24	31
Grand Total	1	18	4	3	23	2	2	1	1	5	3	12	11	9	26	2	2	1	1	5	14	59	73
Approch %	4.3	78.3	17.4			40	40	20		11.5	46.2	42.3			44.1	40	40	20		8.5	19.2	80.8	
Total %	1.7	30.5	6.8			3.4	3.4	1.7		8.5	5.1	20.3	18.6		44.1	3.4	3.4	1.7		8.5	19.2	80.8	

3.1-520

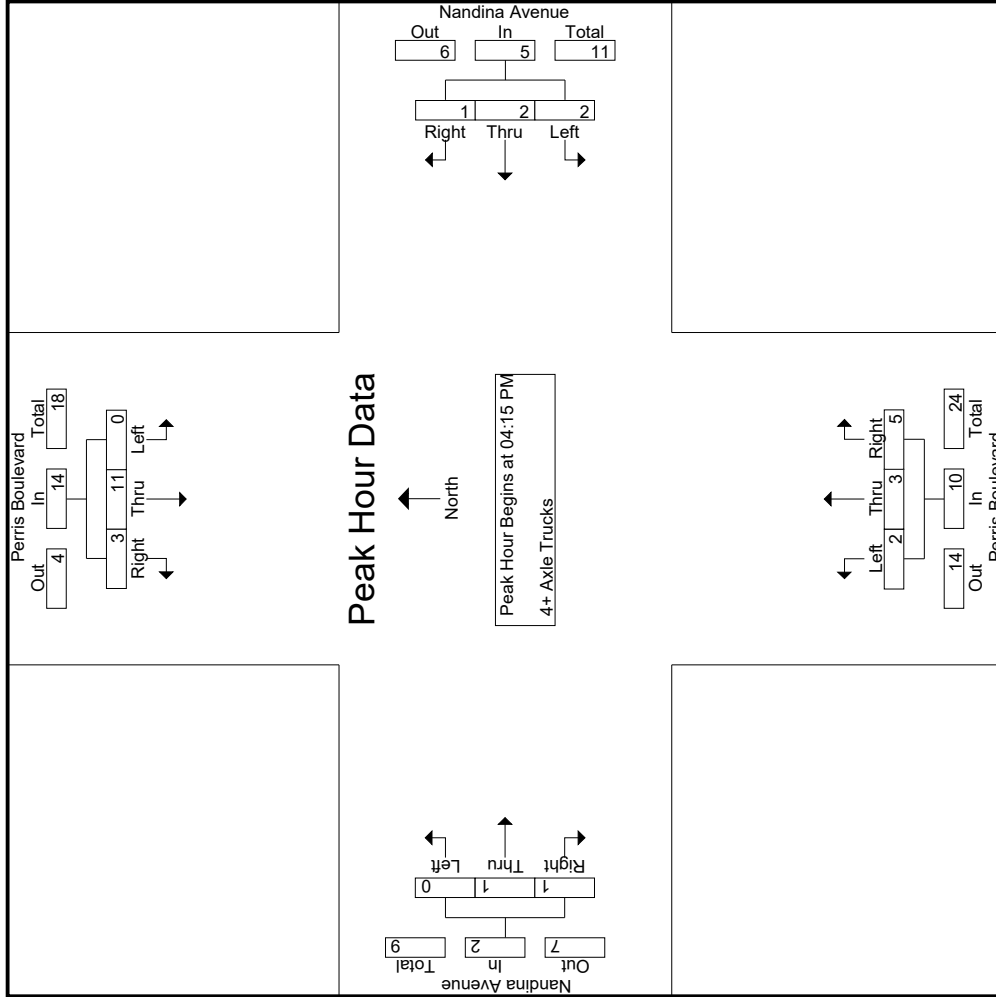
Start Time	Perris Boulevard Southbound					Nandina Avenue Westbound					Perris Boulevard Northbound					Nandina Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	3	1		4	0	1	1		2	0	2	0		2	0	0	0		0	1	1	9
04:30 PM	0	2	1		3	0	1	0		1	1	1	1		3	0	0	0		0	0	0	7
04:45 PM	0	3	0		3	1	0	0		1	0	0	0		2	1	0	0		1	0	1	8
05:00 PM	0	3	1		4	1	0	0		1	0	0	0		2	0	0	0		0	0	0	7
Total Volume	0	11	3		14	2	2	1		5	2	3	5		10	0	1	1		1	1	2	31
% App. Total	0	78.6	21.4			40	40	20		20	30	50	50		50	0	50	50		50	50	50	861
PHF	.000	.917	.750		.875	.500	.500	.250		.625	.500	.375	.625		.833	.000	.250	.250		.500	.250	.500	.861

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

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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

File Name : 19_MRV_Perris_Nan PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue
 Weather: Clear

File Name : 19_MRV_Perris_Nan PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nandina Avenue Westbound			Perris Boulevard Northbound			Nandina Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:15 PM			04:15 PM			04:15 PM			04:15 PM				
+0 mins.	0	3	1	4	0	1	1	2	0	2	0	0	1	1
+15 mins.	0	2	1	3	0	1	0	1	1	3	0	0	0	0
+30 mins.	0	3	0	3	1	0	1	1	0	3	0	0	0	1
+45 mins.	0	3	1	4	1	0	0	1	0	2	0	0	0	0
Total Volume	0	11	3	14	2	2	1	5	2	3	5	2	1	2
% App. Total	0	78.6	21.4	.875	.500	.40	.20	.625	.500	.30	.50	.250	.833	.500
PHF	.000	.917	.750	.875	.500	.500	.250	.625	.500	.375	.625	.250	.833	.500

Location: Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard Pedestrians	East Leg Nandina Avenue Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Nandina Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	1	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	1	2

	North Leg Perris Boulevard Pedestrians	East Leg Nandina Avenue Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Nandina Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	2	0	0	2	4
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	2	4

Location: Moreno Valley
 N/S: Perris Boulevard
 E/W: Nandina Avenue



Date: 3/11/2020
 Day: Wednesday

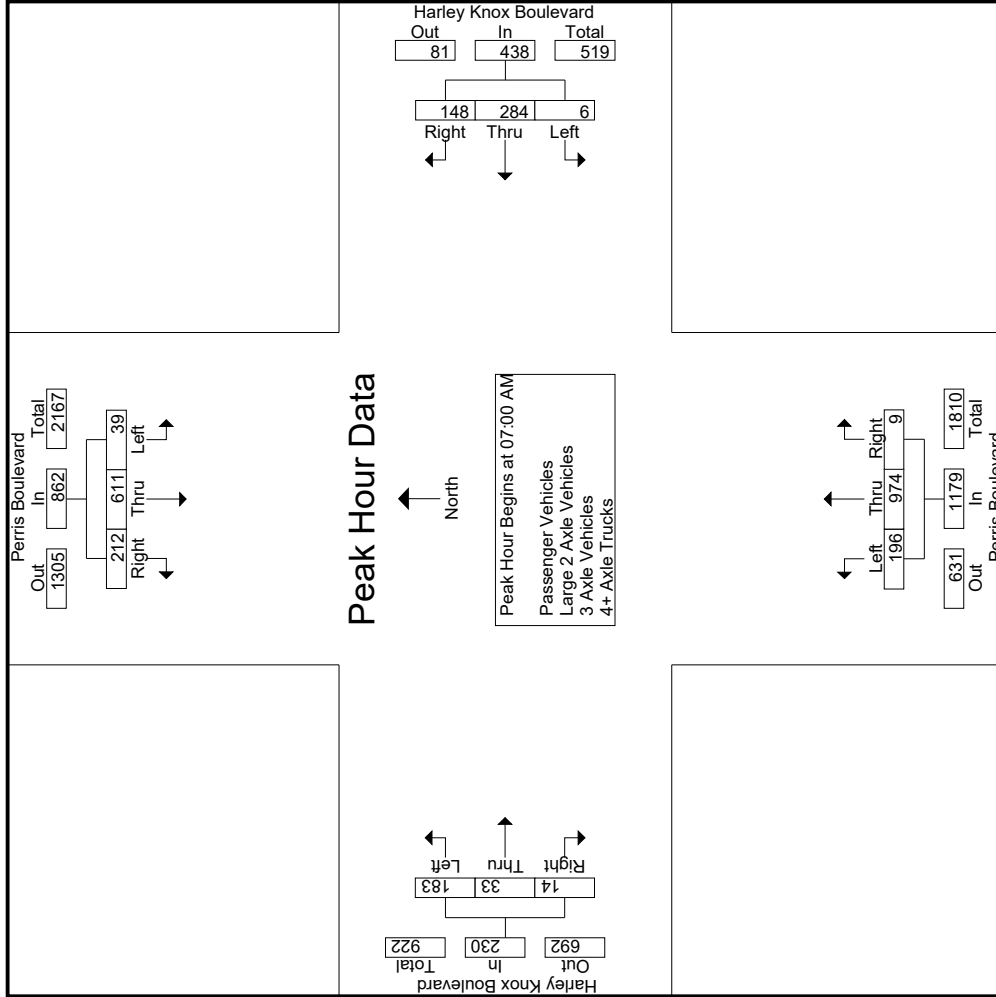
BICYCLES

	Southbound Perris Boulevard			Westbound Nandina Avenue			Northbound Perris Boulevard			Eastbound Nandina Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	1	2

	Southbound Perris Boulevard			Westbound Nandina Avenue			Northbound Perris Boulevard			Eastbound Nandina Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Start Time	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	11	132	70	32	213	1	82	30	21	113	56	250	1	1	307	28	7	5	2	40	56	673	729		
07:15 AM	6	127	53	26	186	4	78	32	14	114	60	259	2	0	321	39	8	4	1	51	41	672	713		
07:30 AM	17	180	61	31	258	1	73	47	23	121	41	262	2	1	305	50	5	2	1	57	56	741	797		
07:45 AM	5	172	28	9	205	0	51	39	27	90	39	203	4	1	246	66	13	3	1	82	38	623	661		
Total	39	611	212	98	862	6	284	148	85	438	196	974	9	3	1179	183	33	14	5	230	191	2709	2900		
08:00 AM	10	114	50	19	174	7	23	18	16	48	29	154	4	1	187	37	10	5	1	52	37	461	498		
08:15 AM	4	135	46	17	185	2	20	13	8	35	29	151	5	0	185	31	7	4	1	42	26	447	473		
08:30 AM	7	122	34	12	163	1	21	10	7	32	11	115	4	1	130	37	7	6	2	50	22	375	397		
08:45 AM	7	113	32	10	152	3	18	9	5	30	11	127	3	0	141	23	6	4	0	33	15	356	371		
Total	28	484	162	58	674	13	82	50	36	145	80	547	16	2	643	128	30	19	4	177	100	1639	1739		
Grand Total	67	1095	374	156	1536	19	366	198	121	583	276	1521	25	5	1822	311	63	33	9	407	291	4348	4639		
Approch %	4.4	71.3	24.3			3.3	62.8	34			15.1	83.5	1.4			76.4	15.5	8.1			6.3	93.7			
Total %	1.5	25.2	8.6			0.4	8.4	4.6			6.3	35	0.6			7.2	1.4	0.8			9.4				
Passenger Vehicles	64	1046	342		1598	13	349	195		678	254	1465	15		1738	271	48	26		353	0	0	4367		
Large 2 Axle Vehicles	95.5	95.5	91.4	93.6	94.4	68.4	95.4	98.5	100	96.3	92	96.3	60	80	95.1	87.1	76.2	78.8	88.9	84.9	0	0	94.1		
3 Axle Vehicles	1.5	31	11	1.9	46	2	5	2	0	9	12	35	4	0	51	13	1	2	0	16	0	0	122		
4+ Axle Trucks	1.5	2.8	2.9		2.7	10.5	1.4	1	0	1.3	4.3	2.3	16	0	2.8	4.2	1.6	6.1	0	3.8	0	0	2.6		
% 3 Axle Vehicles	1	5	5		13	1	4	0		5	1	7	2		11	5	4	1		10	0	0	39		
% 4+ Axle Trucks	1.5	0.5	1.3	1.3	0.8	5.3	1.1	0	0	0.7	0.4	0.5	8	20	0.6	1.6	6.3	3	0	2.4	0	0	0.8		
% 4+ Axle Trucks	1	13	16		35	3	8	1		12	9	14	4		27	22	10	4		37	0	0	111		
% 4+ Axle Trucks	1.5	1.2	4.3	3.2	2.1	15.8	2.2	0.5	0	1.7	3.3	0.9	16	0	1.5	7.1	15.9	12.1	11.1	8.9	0	0	2.4		
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	132	70	32	213	1	82	30	21	113	56	250	1	1	307	28	7	5	2	40	56	673	729		
07:15 AM	6	127	53	26	186	4	78	32	14	114	60	259	2	0	321	39	8	4	1	51	41	672	713		
07:30 AM	17	180	61	31	258	1	73	47	23	121	41	262	2	1	305	50	5	2	1	57	56	741	797		
07:45 AM	5	172	28	9	205	0	51	39	27	90	39	203	4	1	246	66	13	3	1	82	38	623	661		
Total	39	611	212	98	862	6	284	148	85	438	196	974	9	3	1179	183	33	14	5	230	191	2709	2900		
08:00 AM	10	114	50	19	174	7	23	18	16	48	29	154	4	1	187	37	10	5	1	52	37	461	498		
08:15 AM	4	135	46	17	185	2	20	13	8	35	29	151	5	0	185	31	7	4	1	42	26	447	473		
08:30 AM	7	122	34	12	163	1	21	10	7	32	11	115	4	1	130	37	7	6	2	50	22	375	397		
08:45 AM	7	113	32	10	152	3	18	9	5	30	11	127	3	0	141	23	6	4	0	33	15	356	371		
Total	28	484	162	58	674	13	82	50	36	145	80	547	16	2	643	128	30	19	4	177	100	1639	1739		
Grand Total	67	1095	374	156	1536	19	366	198	121	583	276	1521	25	5	1822	311	63	33	9	407	291	4348	4639		
Approch %	4.4	71.3	24.3			3.3	62.8	34			15.1	83.5	1.4			76.4	15.5	8.1			6.3	93.7			
Total %	1.5	25.2	8.6			0.4	8.4	4.6			6.3	35	0.6			7.2	1.4	0.8			9.4				
Passenger Vehicles	64	1046	342		1598	13	349	195		678	254	1465	15		1738	271	48	26		353	0	0	4367		
Large 2 Axle Vehicles	95.5	95.5	91.4	93.6	94.4	68.4	95.4	98.5	100	96.3	92	96.3	60	80	95.1	87.1	76.2	78.8	88.9	84.9	0	0	94.1		
3 Axle Vehicles	1.5	31	11	1.9	46	2	5	2	0	9	12	35	4	0	51	13	1	2	0	16	0	0	122		
4+ Axle Trucks	1.5	2.8	2.9		2.7	10.5	1.4	1	0	1.3	4.3	2.3	16	0	2.8	4.2	1.6	6.1	0	3.8	0	0	2.6		
% 3 Axle Vehicles	1	5	5		13	1	4	0		5	1	7	2		11	5	4	1		10	0	0	39		
% 4+ Axle Trucks	1.5	0.5	1.3	1.3	0.8	5.3	1.1	0	0	0.7	0.4	0.5	8	20	0.6	1.6	6.3	3	0	2.4	0	0	0.8		
% 4+ Axle Trucks	1	13	16		35	3	8	1		12	9	14	4		27	22	10	4		37	0	0	111		
% 4+ Axle Trucks	1.5	1.2	4.3	3.2	2.1	15.8	2.2	0.5	0	1.7	3.3	0.9	16	0	1.5	7.1	15.9	12.1	11.1	8.9	0	0	2.4		
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	132	70	32	213	1	82	30	21	113	56	250	1	1	307	28	7	5	2	40	56	673	729		
07:15 AM	6	127	53	26	186	4	78	32	14	114	60	259	2	0	321	39	8	4	1	51	41	672	713		
07:30 AM	17	180	61	31	258	1	73	47	23	121	41	262	2	1	305	50	5	2	1	57	56	741	797		
07:45 AM	5	172	28	9	205	0	51	39	27	90	39	203	4	1	246	66	13	3	1	82	38	623	661		
Total	39	611	212	98	862	6	284	148	85	438	196	974	9	3	1179	183	33	14	5	230	191	2709	2900		
08:00 AM	10	114	50	19	174	7	23	18	16	48	29	154	4	1	187	37	10	5	1	52	37	461	498		
08:15 AM	4	135	46	17	185	2	20	13	8	35	29	151	5	0	185	31	7	4	1	42	26	447	473		
08:30 AM	7	122	34	12	163	1	21	10	7	32	11	115	4	1	130	37	7	6	2	50	22	375	397		
08:45 AM	7	113	32	10	152	3	18	9	5	30	11	127	3	0	141	23	6	4	0	33	15	356	371		
Total	28	484	162	58	674	13	82	50	36	145	80	547	16	2	643	128	30	19	4	177	100	1639	1739		
Grand Total	67	1095	374	156	1536	19	366	198	121	583	276	1521	25	5	1822	311	63	33	9	407	291	4348	4639		
Approch %	4.4	71.3	24.3			3.3	62.8	34			15.1	83.5	1.4			76.4	15.5	8.1			6.3	93.			



Start Time	Perris Boulevard Southbound			Harley Knox Boulevard Westbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:00 AM			07:15 AM				
+0 mins.	11	132	70	1	82	30	113	56	250	1	307	8	4	51
+15 mins.	6	127	53	4	78	32	114	60	259	2	321	5	2	57
+30 mins.	17	180	61	1	73	47	121	41	262	2	305	13	3	82
+45 mins.	5	172	28	0	51	39	90	39	203	4	246	10	5	52
Total Volume	39	611	212	6	284	148	438	196	974	9	1179	36	14	242
% App. Total	4.5	70.9	24.6	1.4	64.8	33.8	90.5	16.6	82.6	0.8	91.8	14.9	5.8	73.8
PHF	.574	.849	.757	.375	.866	.787	.905	.817	.929	.563	.918	.727	.692	.700

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	10	132	65	30	207	0	80	30	21	110	52	243	1	1	296	25	6	3	1	34	53	647	700
07:15 AM	6	121	44	21	171	3	74	31	14	108	55	254	2	0	311	36	7	2	1	45	36	635	671
07:30 AM	16	177	59	30	252	1	71	47	23	119	39	251	1	1	291	43	4	1	1	48	55	710	765
07:45 AM	5	166	27	9	198	0	50	38	27	88	35	195	3	1	233	61	10	3	1	74	38	593	631
Total	37	596	195	90	828	4	275	146	85	425	181	943	7	3	1131	165	27	9	4	201	182	2585	2767
08:00 AM	9	108	46	18	163	4	23	18	16	45	28	148	1	0	177	31	8	4	1	43	35	428	463
08:15 AM	4	129	43	17	176	2	19	12	8	33	28	140	3	0	171	23	5	4	1	32	26	412	438
08:30 AM	7	109	31	12	147	1	19	10	7	30	9	111	3	1	123	30	4	6	2	40	22	340	362
08:45 AM	7	104	27	9	138	2	13	9	5	24	8	123	1	0	132	22	4	3	0	29	14	323	337
Total	27	450	147	56	624	9	74	49	36	132	73	522	8	1	603	106	21	17	4	144	97	1503	1600
Grand Total	64	1046	342	146	1452	13	349	195	121	557	254	1465	15	4	1734	271	48	26	8	345	279	4088	4367
Approch %	4.4	72	23.6		35.5	2.3	62.7	35		13.6	14.6	84.5	0.9		42.4	78.6	13.9	7.5		8.4	6.4	93.6	
Total %	1.6	25.6	8.4			0.3	8.5	4.8			6.2	35.8	0.4			6.6	1.2	0.6					

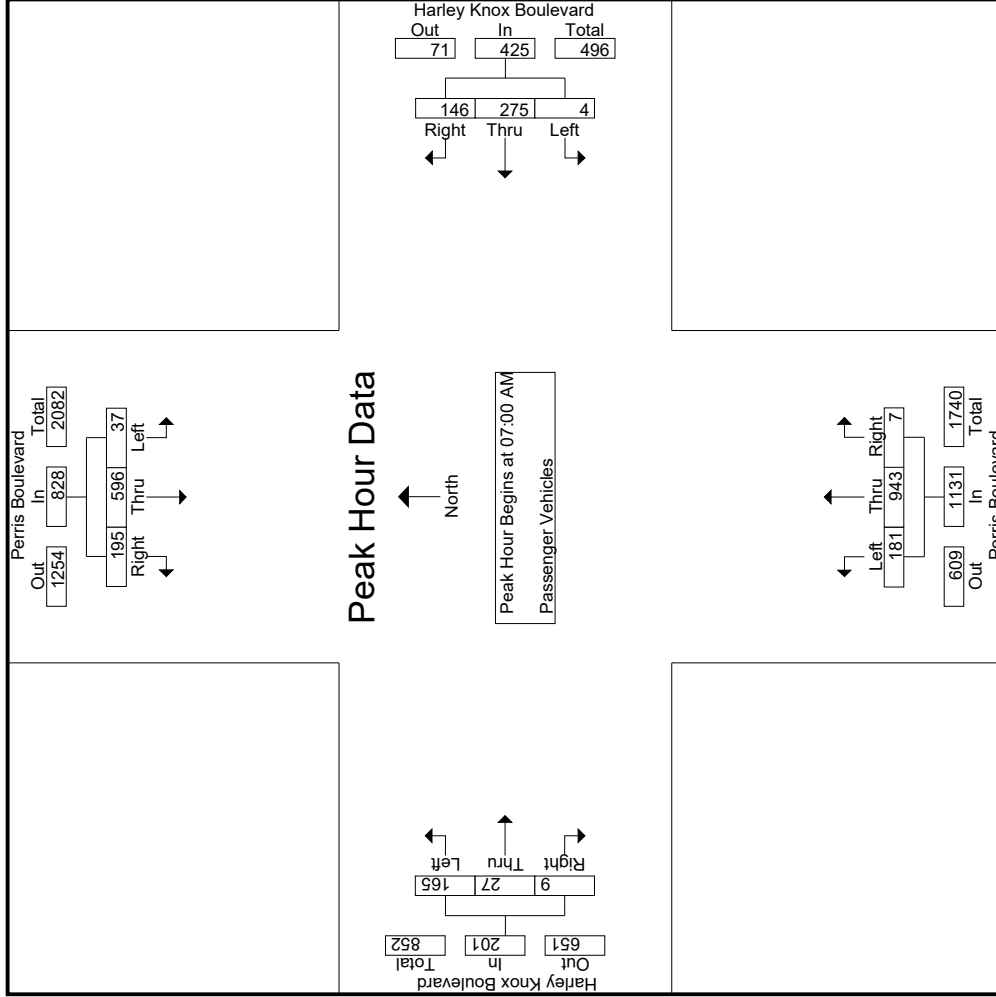
Start Time	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	10	132	65	30	207	0	80	30	21	110	52	243	1	1	296	25	6	3	1	34	53	647	700
07:15 AM	6	121	44	21	171	3	74	31	14	108	55	254	2	0	311	36	7	2	1	45	36	635	671
07:30 AM	16	177	59	30	252	1	71	47	23	119	39	251	1	1	291	43	4	1	1	48	55	710	765
07:45 AM	5	166	27	9	198	0	50	38	27	88	35	195	3	1	233	61	10	3	1	74	38	593	631
Total Volume	37	596	195	90	828	4	275	146	85	425	181	943	7	3	1131	165	27	9	4	201	182	2585	2767
% App. Total	4.5	72	23.6		35.5	2.3	62.7	35		13.6	14.6	84.5	0.9		42.4	78.6	13.9	7.5		8.4	6.4	93.6	
PHF	.578	.842	.750	.821	.821	.333	.859	.777	.893	.893	.823	.928	.583	.909	.676	.675	.750	.679					.910

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

Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Harley Knox Boulevard Westbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	07:00 AM	
+0 mins.	10	132	65	0	80	30	110	110	243	1	296	25	6	34
+15 mins.	6	121	44	3	74	31	108	108	254	2	311	36	7	45
+30 mins.	16	177	59	1	71	47	119	119	251	1	291	43	4	48
+45 mins.	5	166	27	0	50	38	88	88	195	3	233	61	10	74
Total Volume	37	596	195	4	275	146	425	425	943	7	1131	165	27	201
% App. Total	4.5	72	23.6	0.9	64.7	34.4	89.3	89.3	83.4	0.6	90.9	82.1	13.4	4.5
PHF	.578	.842	.750	.333	.859	.777	.893	.893	.928	.583	.909	.676	.675	.679

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	3	2	0	0	0	0	3	5	0	0	0	0	0	0	8	2	11	13
07:15 AM	0	2	1	0	3	0	1	0	2	3	0	0	0	0	0	0	6	0	12	12
07:30 AM	1	2	0	0	0	1	0	0	1	0	5	1	0	0	0	6	3	0	13	13
07:45 AM	0	4	1	0	0	0	1	0	3	6	0	0	0	0	0	9	4	0	19	19
Total	1	8	5	2	0	2	2	0	9	19	1	0	0	6	1	29	2	55	57	57
08:00 AM	0	6	1	0	2	0	0	0	0	4	1	0	0	2	0	5	0	0	17	17
08:15 AM	0	3	1	0	0	0	0	0	1	8	1	0	0	3	0	10	0	0	17	17
08:30 AM	0	9	2	0	0	1	0	0	1	2	0	0	2	0	3	0	2	0	17	17
08:45 AM	0	5	2	1	0	2	0	0	2	1	2	1	0	0	4	0	1	1	13	14
Total	0	23	6	1	2	3	0	0	5	16	3	0	0	7	0	22	1	64	65	65
Grand Total	1	31	11	3	2	5	2	0	12	35	4	0	0	13	1	51	3	119	122	122
Approch %	2.3	72.1	25.6		22.2	55.6	22.2		23.5	68.6	7.8		81.2	6.2	12.5		13.4	2.5	97.5	
Total %	0.8	26.1	9.2		1.7	4.2	1.7		7.6	10.1	3.4		10.9	0.8	1.7					

3.1-531

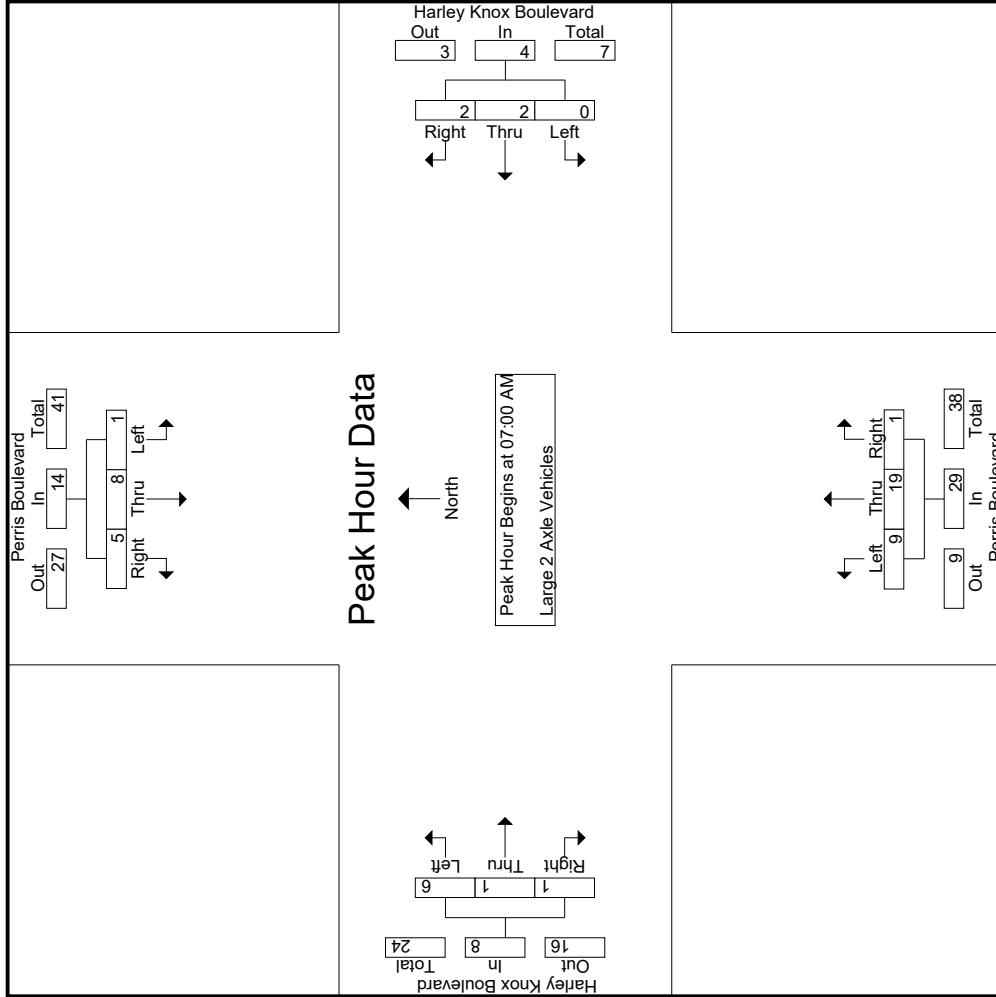
Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	2	1	1	0	1	1	0	2	3	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	2	0	0	0	1	0	0	1	0	5	1	0	0	0	0	0	0	1	3
07:45 AM	0	4	1	0	0	0	1	0	3	6	0	0	0	0	0	0	0	0	0	4
Total Volume	1	8	5	2	0	2	2	0	9	19	1	0	0	6	1	29	1	8	55	55
% App. Total	7.1	57.1	35.7		0	50	50		31	65.5	3.4		75	12.5	12.5		12.5	2.5	97.5	
PHF	.250	.500	.417		.000	.500	.500		.500	.792	.250		.500	.250	.250		.500	.500	.724	

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

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Harley Knox Boulevard Westbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	3	0	0	0	3	5	0	8	0	0
+15 mins.	0	2	1	0	1	1	3	3	0	6	0	0
+30 mins.	1	2	0	0	1	0	0	5	1	6	0	1
+45 mins.	0	4	1	0	0	1	3	6	0	9	1	0
Total Volume	1	8	5	0	2	2	9	19	1	29	6	1
% App. Total	7.1	57.1	35.7	0	50	50	31	65.5	3.4	75	12.5	12.5
PHF	.250	.500	.417	.000	.500	.500	.750	.792	.250	.806	.250	.500

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

File Name : 20_PER_Perris_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	5	5
07:15 AM	0	1	2	2	3	0	1	0	0	1	0	0	0	0	2	2	5	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	2	2	3	0	2	0	0	2	4	0	0	0	4	2	14	16
08:00 AM	1	0	1	0	2	1	0	0	0	1	0	0	0	0	1	1	5	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	4	4
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4
08:45 AM	0	1	2	0	3	0	2	0	0	2	1	1	0	0	2	0	9	9
Total	1	4	3	0	8	1	2	0	0	3	3	2	1	0	6	1	22	23
Grand Total	1	5	5	2	11	1	4	0	0	5	1	7	2	1	10	3	36	39
Approch %	9.1	45.5	45.5			20	80			10	70	20						
Total %	2.8	13.9	13.9		30.6	2.8	11.1			13.9	19.4	5.6		27.8	7.7	92.3		

3.1-534

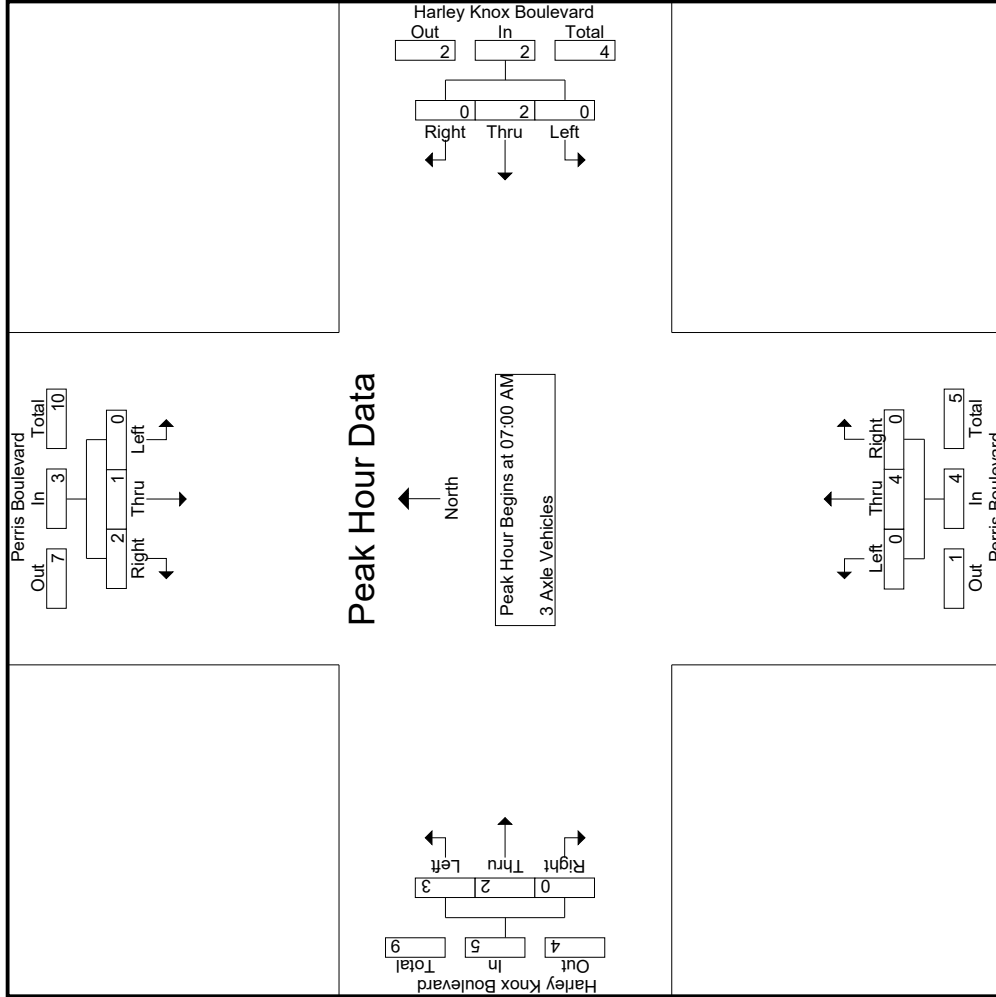
Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	5	5
07:15 AM	0	1	2	2	3	0	1	0	0	1	0	0	0	0	2	2	5	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	2	2	3	0	2	0	0	2	4	0	0	0	4	2	14	14
% App. Total	0	33.3	66.7			0	100	0		100	0				40	0		
PHF	.000	.250	.250		.250	.000	.500	.000		.500	.000	.000	.500	.000	.625	.000	.700	

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

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City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK AM
 Site Code : 05120169
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Start Time	Perris Boulevard Southbound			Harley Knox Boulevard Westbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	1	0	0	2	0	0	0	1	0	2	
+15 mins.	0	1	2	0	1	0	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	0	0	2	0	0	2	0	0	2	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	2	0	2	0	0	4	0	0	4	2	0	5	
% App. Total	0	33.3	66.7	0	100	0	0	100	0	0	100	40	0	80	
PHF	.000	.250	.250	.000	.500	.000	.500	.500	.000	.000	.500	.500	.000	.625	

Groups Printed- 4+ Axle Trucks

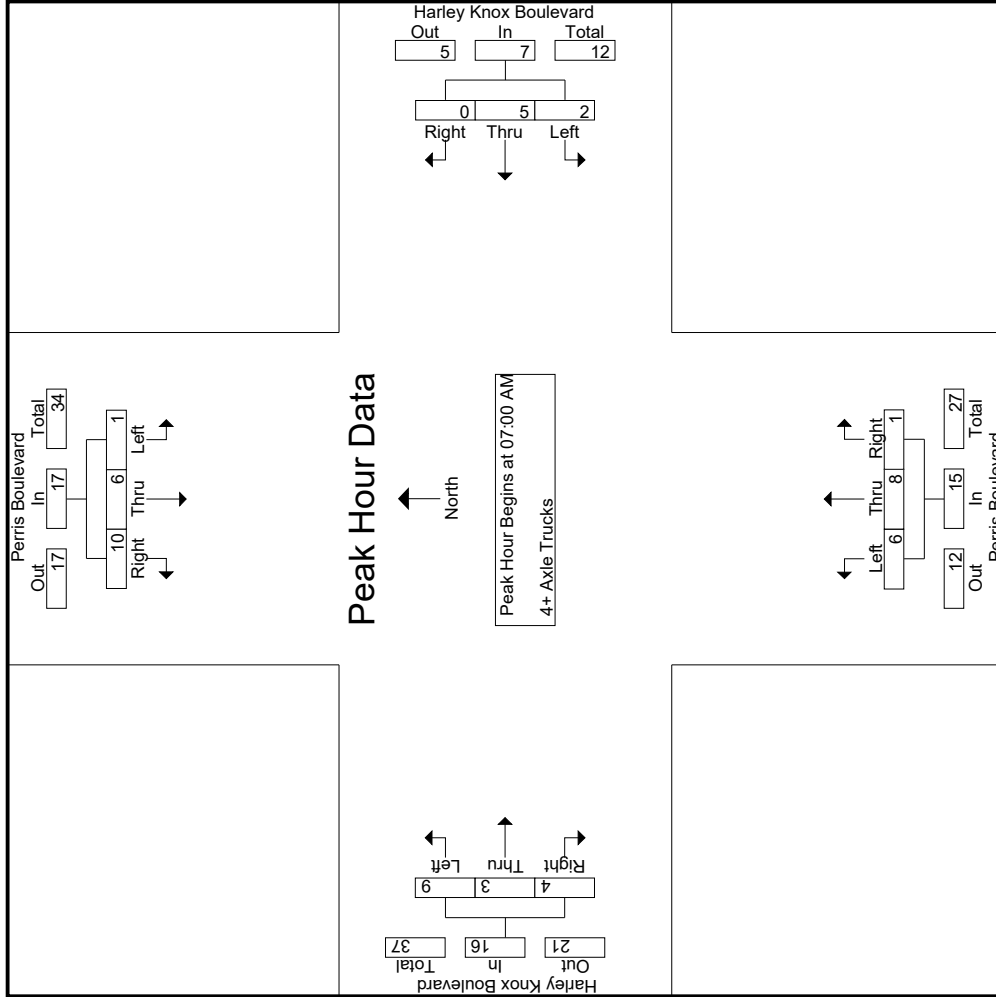
Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	2	0	3	1	1	0	0	2	1	0	0	0	1	1	10	11
07:15 AM	0	3	6	3	9	1	2	0	0	3	2	2	0	0	4	3	20	23
07:30 AM	0	1	2	1	3	0	1	0	0	1	2	4	0	0	6	1	14	15
07:45 AM	0	2	0	0	2	0	1	0	0	1	1	2	1	0	4	0	11	11
Total	1	6	10	4	17	2	5	0	0	7	6	8	1	0	15	5	55	60
08:00 AM	0	0	2	1	2	0	0	0	0	0	1	2	1	0	4	1	11	12
08:15 AM	0	3	2	0	5	0	1	1	0	2	0	1	0	0	1	0	14	14
08:30 AM	0	1	1	0	2	0	1	0	0	1	1	2	1	0	4	0	14	14
08:45 AM	0	3	1	0	4	1	1	0	0	2	1	1	1	0	3	0	11	11
Total	0	7	6	1	13	1	3	1	0	5	3	6	3	0	12	1	50	51
Grand Total	1	13	16	5	30	3	8	1	0	12	9	14	4	0	27	6	105	111
Approch %	3.3	43.3	53.3			25	66.7	8.3		11.4	33.3	51.9	14.8		25.7	5.4	94.6	
Total %	1	12.4	15.2		28.6	2.9	7.6	1			8.6	13.3	3.8					

3.1-537

Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	2	0	3	1	1	0	0	2	1	0	0	0	1	1	10	11
07:15 AM	0	3	6	3	9	1	2	0	0	3	2	2	0	0	4	3	20	23
07:30 AM	0	1	2	1	3	0	1	0	0	1	2	4	0	0	6	1	14	15
07:45 AM	0	2	0	0	2	0	1	0	0	1	1	2	1	0	4	0	11	11
Total	1	6	10	4	17	2	5	0	0	7	6	8	1	0	15	5	55	60
08:00 AM	0	0	2	1	2	0	0	0	0	0	1	2	1	0	4	1	11	12
08:15 AM	0	3	2	0	5	0	1	1	0	2	0	1	0	0	1	0	14	14
08:30 AM	0	1	1	0	2	0	1	0	0	1	1	2	1	0	4	0	14	14
08:45 AM	0	3	1	0	4	1	1	0	0	2	1	1	1	0	3	0	11	11
Total	0	7	6	1	13	1	3	1	0	5	3	6	3	0	12	1	50	51
Grand Total	1	13	16	5	30	3	8	1	0	12	9	14	4	0	27	6	105	111
Approch %	3.3	43.3	53.3			25	66.7	8.3		11.4	33.3	51.9	14.8		25.7	5.4	94.6	
Total %	1	12.4	15.2		28.6	2.9	7.6	1			8.6	13.3	3.8					

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

Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	2	0	3	1	1	0	0	2	1	0	0	0	1	1	10	11
07:15 AM	0	3	6	3	9	1	2	0	0	3	2	2	0	0	4	3	20	23
07:30 AM	0	1	2	1	3	0	1	0	0	1	2	4	0	0	6	1	14	15
07:45 AM	0	2	0	0	2	0	1	0	0	1	1	2	1	0	4	0	11	11
Total	1	6	10	4	17	2	5	0	0	7	6	8	1	0	15	5	55	60
% App. Total	5.9	35.3	58.8			28.6	71.4	0		53.3	6.7	53.3	6.7		18.8	25	94.6	
PHF	.250	.500	.417		.472	.500	.625	.000		.583	.750	.500	.250		.375	.500	1.00	.688



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City of Perris
 N/S: Perris Boulevard
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK AM
 Site Code : 05120169
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Start Time	Perris Boulevard Southbound			Harley Knox Boulevard Westbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
+0 mins.	1	0	2	1	1	0	2	0	0	1	0	0	2	0	4
+15 mins.	0	3	6	1	2	0	3	0	0	2	2	0	2	0	4
+30 mins.	0	1	2	0	1	0	1	0	0	2	4	0	1	0	4
+45 mins.	0	2	0	0	1	0	1	0	1	1	2	1	2	0	4
Total Volume	1	6	10	2	5	0	7	8	1	6	8	1	9	3	16
% App. Total	5.9	35.3	58.8	28.6	71.4	0	0	53.3	6.7	40	53.3	6.7	56.2	18.8	25
PHF	.250	.500	.417	.500	.625	.000	.583	.750	.250	.750	.500	.250	.750	.375	.500

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City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

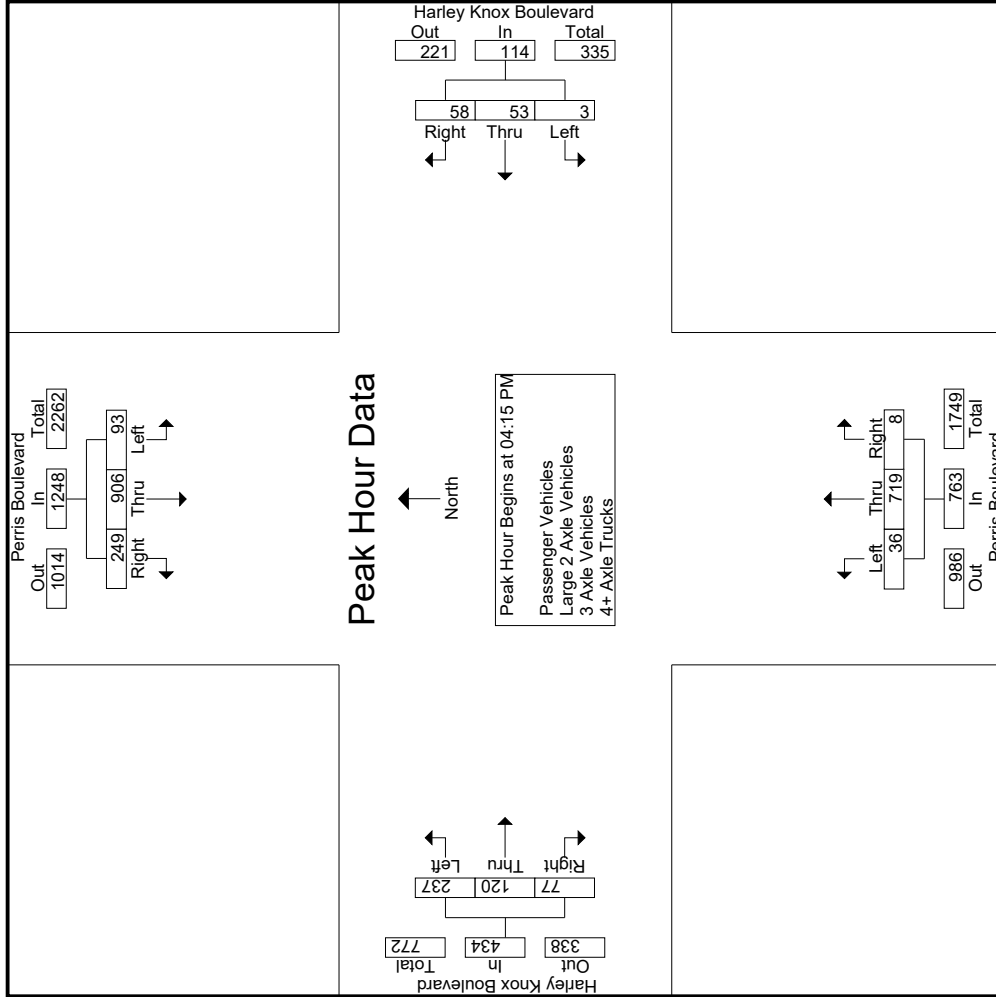
File Name : 20_PER_Perris_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Perris Boulevard Southbound						Harley Knox Boulevard Westbound						Perris Boulevard Northbound						Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
04:00 PM	25	167	47	14	239	1	11	17	16	29	8	162	0	0	170	57	32	13	5	102	35	540	575			
04:15 PM	22	228	66	20	316	0	20	13	8	33	16	210	3	3	229	69	35	20	12	124	43	702	745			
04:30 PM	33	223	51	13	307	1	14	20	16	35	10	190	1	0	201	67	22	14	7	103	36	646	682			
04:45 PM	15	221	66	16	302	1	11	16	12	28	5	157	4	1	166	50	29	19	7	98	36	594	630			
Total	95	839	230	63	1164	3	56	66	52	125	39	719	8	4	766	243	118	66	31	427	150	2482	2632			
05:00 PM	23	234	66	14	323	1	8	9	8	18	5	162	0	0	167	51	34	24	12	109	34	617	651			
05:15 PM	24	243	58	11	325	0	13	11	9	24	9	190	2	0	201	65	35	18	11	118	31	668	699			
05:30 PM	18	177	44	11	239	2	12	5	2	19	3	144	2	1	149	52	26	13	5	91	19	498	517			
05:45 PM	27	185	33	9	245	2	12	14	10	28	9	153	1	0	163	44	31	14	9	89	28	525	553			
Total	92	839	201	45	1132	5	45	39	29	89	26	649	5	1	680	212	126	69	37	407	112	2308	2420			
Grand Total	187	1678	431	108	2296	8	101	105	81	214	65	1368	13	5	1446	455	244	135	68	834	262	4790	5052			
Approch %	8.1	73.1	18.8			3.7	47.2	49.1			4.5	94.6	0.9			54.6	29.3	16.2								
Total %	3.9	35	9		47.9	0.2	2.1	2.2		4.5	1.4	28.6	0.3		30.2	9.5	5.1	2.8		17.4	5.2	94.8				
Passenger Vehicles	183	1627	392		2302	4	83	99		262	55	1323	8		1391	422	229	122		840	0	0	4795			
Passenger Vehicles	97.9	97	91	92.6	95.8	50	82.2	94.3	93.8	88.8	84.6	96.7	61.5	100	95.9	92.7	93.9	90.4	98.5	93.1	0	0	94.9			
Large 2 Axle Vehicles	1	32	8		41	3	4	0		7	1	21	1		23	5	5	4		14	0	0	85			
Large 2 Axle Vehicles	0.5	1.9	1.9	0	1.7	37.5	4	0	0	2.4	1.5	1.5	7.7	0	1.6	1.1	2	3	0	1.6	0	0	1.7			
3 Axle Vehicles	1	6	4		13	0	7	4		15	6	7	1		14	7	4	4		15	0	0	57			
3 Axle Vehicles	0.5	0.4	0.9	1.9	0.5	0	6.9	3.8	4.9	5.1	9.2	0.5	7.7	0	1	1.5	1.6	3	0	1.7	0	0	1.1			
4+ Axle Trucks	2	13	27		48	1	7	2		11	3	17	3		23	21	6	5		33	0	0	115			
4+ Axle Trucks	1.1	0.8	6.3	5.6	2	12.5	6.9	1.9	1.2	3.7	4.6	1.2	23.1	0	1.6	4.6	2.5	3.7	1.5	3.7	0	0	2.3			
PHF	.705	.968	.943		.966	.750	.663	.725		.814	.563	.856	.500		.833	.859	.802	.857		.875	.875	.911				

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Start Time	Perris Boulevard Southbound						Harley Knox Boulevard Westbound						Perris Boulevard Northbound						Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
04:15 PM	22	228	66		316	0	20	13		33	16	210	3		210	69	35	20		124	124	702	745			
04:30 PM	33	223	51		307	1	14	20		35	10	190	1		190	67	22	14		103	103	646	682			
04:45 PM	15	221	66		302	1	11	16		28	5	157	4		166	50	29	19		98	98	594	630			
05:00 PM	23	234	66		323	1	8	9		18	5	162	0		167	51	34	24		109	109	617	651			
Total Volume	93	906	249		1248	3	53	58		114	36	719	8		763	237	120	77		434	434	2559	2632			
% App. Total	7.5	72.6	20		96.6	2.6	46.5	50.9		50.9	4.7	94.2	1		94.2	54.6	27.6	17.7		87.5	87.5	911	966			



Start Time	Perris Boulevard Southbound			Harley Knox Boulevard Westbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			04:00 PM			04:00 PM			04:15 PM				
+0 mins.	33	223	51	1	11	17	29	8	162	0	170	35	20	124
+15 mins.	15	221	66	0	20	13	33	16	210	3	229	22	14	103
+30 mins.	23	234	66	1	14	20	35	10	190	1	201	29	19	98
+45 mins.	24	243	58	1	11	16	28	5	157	4	166	34	24	109
Total Volume	95	921	241	3	56	66	125	39	719	8	766	120	77	434
% App. Total	7.6	73.3	19.2	2.4	44.8	52.8	89.3	5.1	93.9	1	83.6	27.6	17.7	87.5
PHF	.720	.948	.913	.750	.700	.825	.893	.609	.856	.500	.836	.857	.802	.875

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File Name : 20_PER_Perris_HK PM
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City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

Groups Printed- Passenger Vehicles

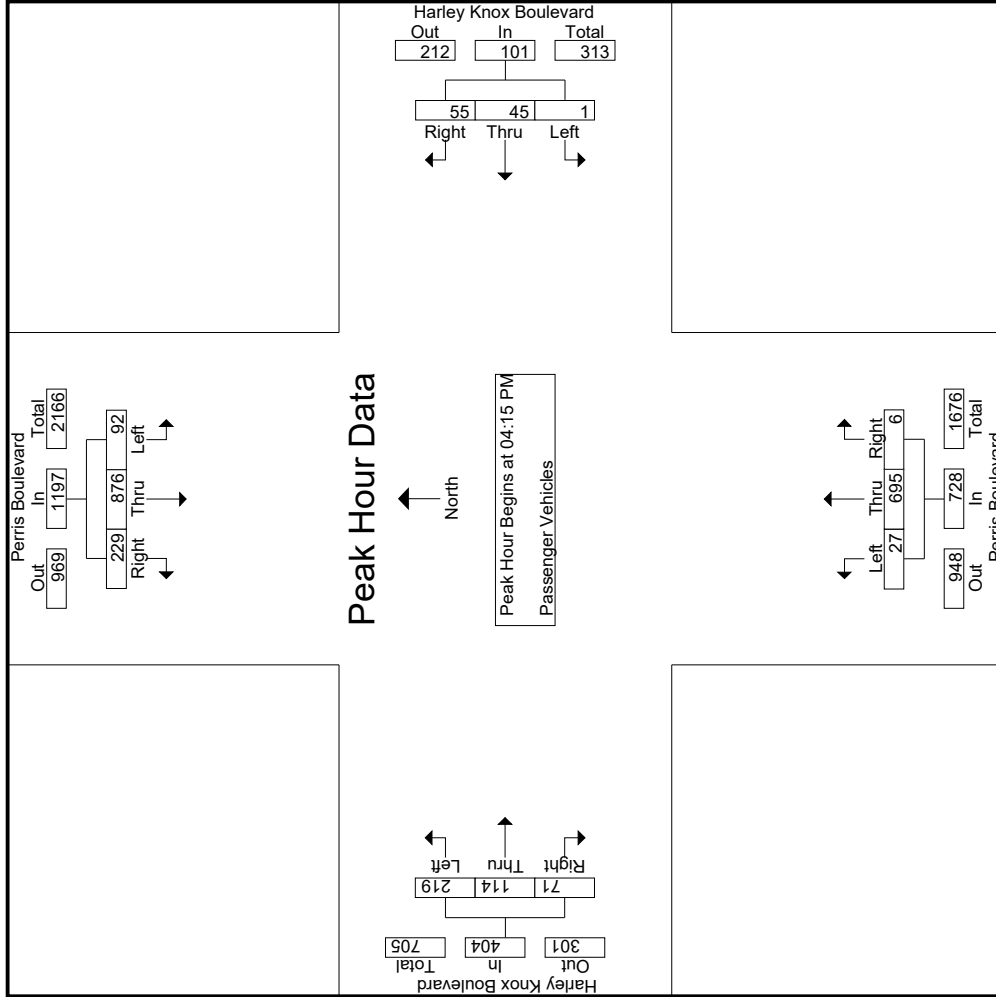
Start Time	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	23	157	41	14	221	0	11	16	15	27	8	157	0	0	165	53	30	13	5	96	34	509	543
04:15 PM	21	217	60	19	298	0	17	13	8	30	13	200	3	3	216	65	33	17	12	115	42	659	701
04:30 PM	33	218	48	13	299	0	13	20	16	33	7	183	0	0	190	64	20	14	7	98	36	620	656
04:45 PM	15	216	63	15	294	0	10	15	11	25	3	151	3	1	157	41	28	17	7	86	34	562	596
Total	92	808	212	61	1112	0	51	64	50	115	31	691	6	4	728	223	111	61	31	395	146	2350	2496
05:00 PM	23	225	58	13	306	1	5	7	6	13	4	161	0	0	165	49	33	23	12	105	31	589	620
05:15 PM	24	237	50	8	311	0	9	9	8	18	8	183	1	0	192	61	32	17	11	110	27	631	658
05:30 PM	18	176	42	9	236	1	8	5	2	14	3	139	1	1	143	48	23	9	4	80	16	473	489
05:45 PM	26	181	30	9	237	2	10	14	10	26	9	149	0	0	158	41	30	12	9	83	28	504	532
Total	91	819	180	39	1090	4	32	35	26	71	24	632	2	1	658	199	118	61	36	378	102	2197	2299
Grand Total	183	1627	392	100	2202	4	83	99	76	186	55	1323	8	5	1386	422	229	122	67	773	248	4547	4795
Approch %	8.3	73.9	17.8			2.2	44.6	53.2		4.1	1.2	29.1	0.2		30.5	54.6	29.6	15.8		17	5.2	94.8	
Total %	4	35.8	8.6		48.4	0.1	1.8	2.2								9.3	5	2.7					

Start Time	Perris Boulevard Southbound					Harley Knox Boulevard Westbound					Perris Boulevard Northbound					Harley Knox Boulevard Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 04:15 PM																								
04:15 PM	21	217	60		298	0	17	13		30	13	200	3		216	65	33			17	115	659		
04:30 PM	33	218	48		299	0	13	20		33	7	183	0		190	64	20			14	98	620		
04:45 PM	15	216	63		294	0	10	15		25	3	151	3		157	41	28			17	86	562		
05:00 PM	23	225	58		306	1	5	7		13	4	161	0		165	49	33			12	105	620		
Total Volume	92	876	229		1197	1	45	55		101	27	695	6		728	219	114			71	404	2430		
% App. Total	7.7	73.2	19.1			1	44.6	54.5		4.1	3.7	29.1	0.2		30.5	54.2	28.2			17.6	864	4795		
PHF	.697	.973	.909		.978	.250	.662	.688		.765	.519	.869	.500		.843	.842	.864			.772	.878	.922		

Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
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 Weather: Clear

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 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Harley Knox Boulevard Westbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:15 PM			04:15 PM			04:15 PM			04:15 PM				
+0 mins.	21	217	60	298	0	17	13	30	13	200	3	216	65	115
+15 mins.	33	218	48	299	0	13	20	33	7	183	0	190	64	20
+30 mins.	15	216	63	294	0	10	15	25	3	151	3	157	41	14
+45 mins.	23	225	58	306	1	5	7	13	4	161	0	165	49	17
Total Volume	92	876	229	1197	1	45	55	101	27	695	6	728	219	71
% App. Total	7.7	73.2	19.1		1	44.6	54.5		3.7	95.5	0.8		54.2	17.6
PHF	.697	.973	.909	.978	.250	.662	.688	.765	.519	.869	.500	.843	.842	.772

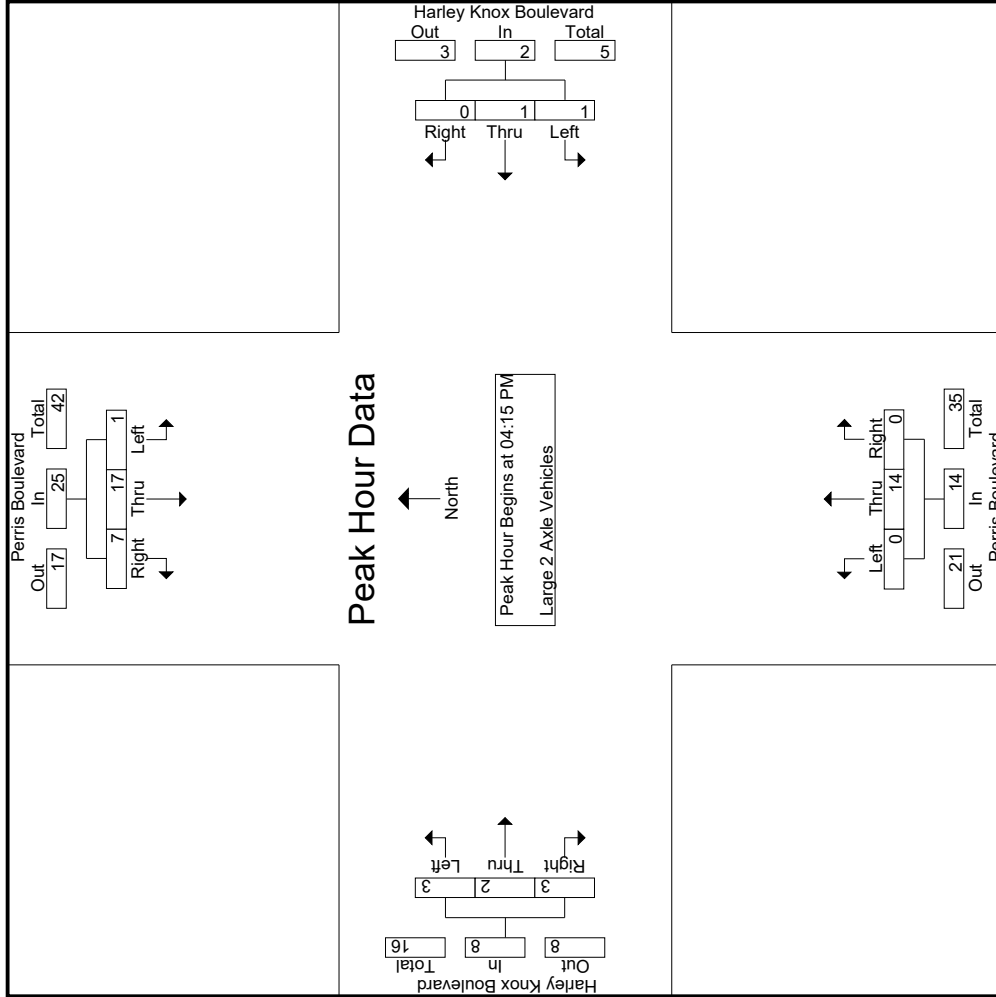
Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound				Int. Total			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total	Inclu. Total
04:00 PM	0	6	1	0	0	0	0	0	1	0	0	0	2	1	1	0	0	0	12	12
04:15 PM	1	8	2	0	0	0	0	0	0	0	0	0	5	2	0	2	0	4	0	20
04:30 PM	0	2	2	0	0	0	0	0	1	0	0	0	5	1	1	0	0	2	0	12
04:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	1	0	8
Total	1	19	5	0	0	0	0	0	2	0	16	0	16	4	3	2	0	9	0	52
05:00 PM	0	4	3	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	9
05:15 PM	0	5	0	0	0	0	0	0	2	1	3	0	4	0	1	0	0	1	0	12
05:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	1	0	3	0	5
05:45 PM	0	4	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	7
Total	0	13	3	0	0	0	0	0	5	1	5	1	7	1	2	2	0	5	0	33
Grand Total	1	32	8	0	0	0	0	0	7	1	21	1	23	5	5	4	0	14	0	85
Approch %	2.4	78	19.5		42.9	57.1	0		8.2	4.3	91.3	4.3	27.1	35.7	35.7	28.6		16.5		100
Total %	1.2	37.6	9.4		3.5	4.7	0			1.2	24.7	1.2		5.9	5.9	4.7				

3.1-546

Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound				Int. Total			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total	Inclu. Total
04:15 PM	1	8	2		0	0	0		0	0	0		0	0	0		0	0	4	20
04:30 PM	0	2	2		1	0	0		1	0	0		0	0	0		0	0	2	12
04:45 PM	0	3	0		0	0	0		0	0	0		0	0	0		0	0	1	8
05:00 PM	0	4	3		0	0	0		0	0	0		0	0	0		0	0	1	9
Total Volume	1	17	7		1	1	0		2	0	14		14	3	2		3	8	3	49
% App. Total	4	68	28		50	50	0		0	0	100		0	37.5	25		37.5	8	37.5	100
PHF	.250	.531	.583		.250	.250	.000		.500	.000	.700		.000	.375	.500		.375	.500	.500	.613

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



Counts Unlimited
 PO Box 1178
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File Name : 20_PER_Perris_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	4	5
04:15 PM	0	0	0	0	0	1	0	0	2	1	0	0	0	0	1	0	3	0	5	5
04:30 PM	0	1	0	0	0	0	0	0	2	0	0	0	2	1	0	0	2	0	6	6
04:45 PM	0	1	0	0	0	1	1	1	2	0	1	0	3	2	0	1	3	1	9	10
Total	1	3	0	0	0	2	2	2	6	2	1	0	9	4	1	2	7	2	24	26
05:00 PM	0	2	0	0	0	1	1	1	2	0	0	0	0	0	0	0	1	1	5	6
05:15 PM	0	0	4	2	0	1	1	1	2	0	2	0	2	1	0	0	1	3	9	12
05:30 PM	0	1	0	0	0	2	0	0	2	0	2	0	2	1	1	1	0	0	8	8
05:45 PM	0	0	0	0	0	1	0	0	1	0	1	0	1	1	1	1	0	3	5	5
Total	0	3	4	2	0	5	2	2	7	0	5	0	5	3	3	2	8	4	27	31
Grand Total	1	6	4	2	0	7	4	4	11	6	7	1	14	7	4	0	15	6	51	57
Approch %	9.1	54.5	36.4		0	63.6	36.4		42.9	50	7.1		27.5	46.7	26.7	26.7	29.4	10.5	89.5	
Total %	2	11.8	7.8		0	13.7	7.8		11.8	13.7	2		27.5	13.7	7.8	7.8	29.4	10.5	89.5	

3.1-549

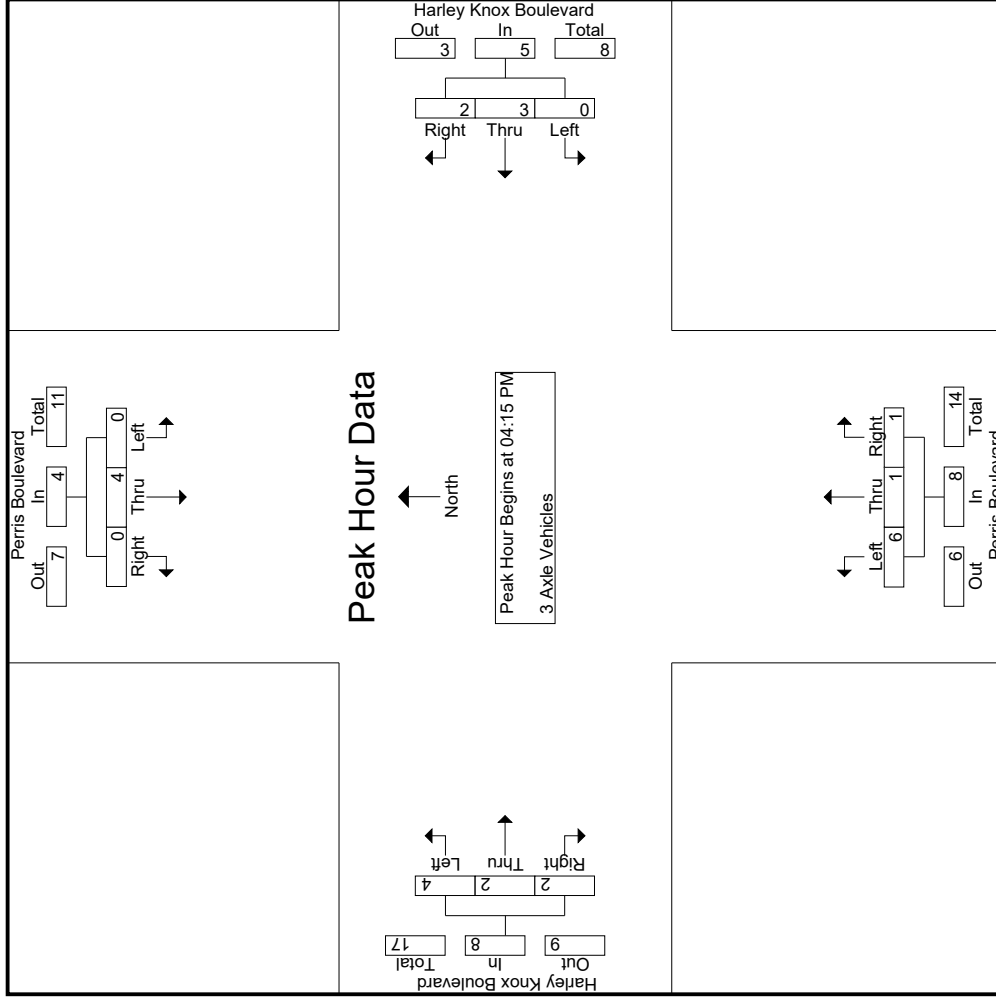
Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	5
04:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	2	1	0	1	0	3	6
04:45 PM	0	1	0	0	0	1	1	1	2	0	2	0	1	3	2	0	1	0	3	9
05:00 PM	0	2	0	0	0	1	1	1	2	0	2	0	0	2	0	1	0	1	1	5
Total Volume	0	4	0	0	0	3	2	5	5	6	1	1	8	4	2	2	8	2	25	25
% App. Total	0	100	0	0	0	60	40	12.5	12.5	75	12.5	12.5	25	50	25	25	25	50	66.7	66.7
PHF	.000	.500	.000	.000	.000	.750	.500	.625	.625	.750	.250	.250	.667	.500	.500	.667	.667	.500	.667	.694

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

Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Harley Knox Boulevard Westbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	1	0	1	0	1	0	0	1
+15 mins.	0	1	0	0	0	0	0	0	0	2	1	0
+30 mins.	0	1	0	0	1	1	2	0	0	2	0	1
+45 mins.	0	2	0	0	1	1	2	0	0	0	1	0
Total Volume	0	4	0	0	3	2	5	6	1	1	4	2
% App. Total	0	100	0	0	60	40	75	75	12.5	12.5	50	25
PHF	.000	.500	.000	.000	.750	.500	.625	.750	.250	.250	.500	.500
				.500	.625	.667	.667	.667	.250	.667	.500	.667

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	3	5	0	9	0	0	0	0	0	2	2	0	0	4	0	15	15
04:15 PM	0	3	4	1	7	0	2	0	0	2	1	4	0	0	4	1	18	19
04:30 PM	0	2	1	0	3	0	1	0	0	1	2	1	0	0	0	0	8	8
04:45 PM	0	1	3	1	4	1	0	0	0	1	2	2	0	0	8	1	15	16
Total	1	9	13	2	23	1	3	0	0	4	2	10	1	0	13	2	56	58
05:00 PM	0	3	5	1	8	0	1	1	1	2	1	1	0	0	2	2	14	16
05:15 PM	0	1	4	1	5	0	1	1	0	2	0	2	1	0	6	1	16	17
05:30 PM	0	0	2	2	2	0	1	0	0	1	0	3	1	0	5	3	12	15
05:45 PM	1	0	3	0	4	0	1	0	0	1	0	1	0	0	3	0	9	9
Total	1	4	14	4	19	0	4	2	1	6	1	7	2	0	10	6	51	57
Grand Total	2	13	27	6	42	1	7	2	1	10	3	17	3	0	23	8	107	115
Approch %	4.8	31	64.3			10	70	20			13	73.9	13		21.5	65.6	18.8	15.6
Total %	1.9	12.1	25.2		39.3	0.9	6.5	1.9		9.3	2.8	15.9	2.8		21.5	19.6	5.6	4.7

3.1-552

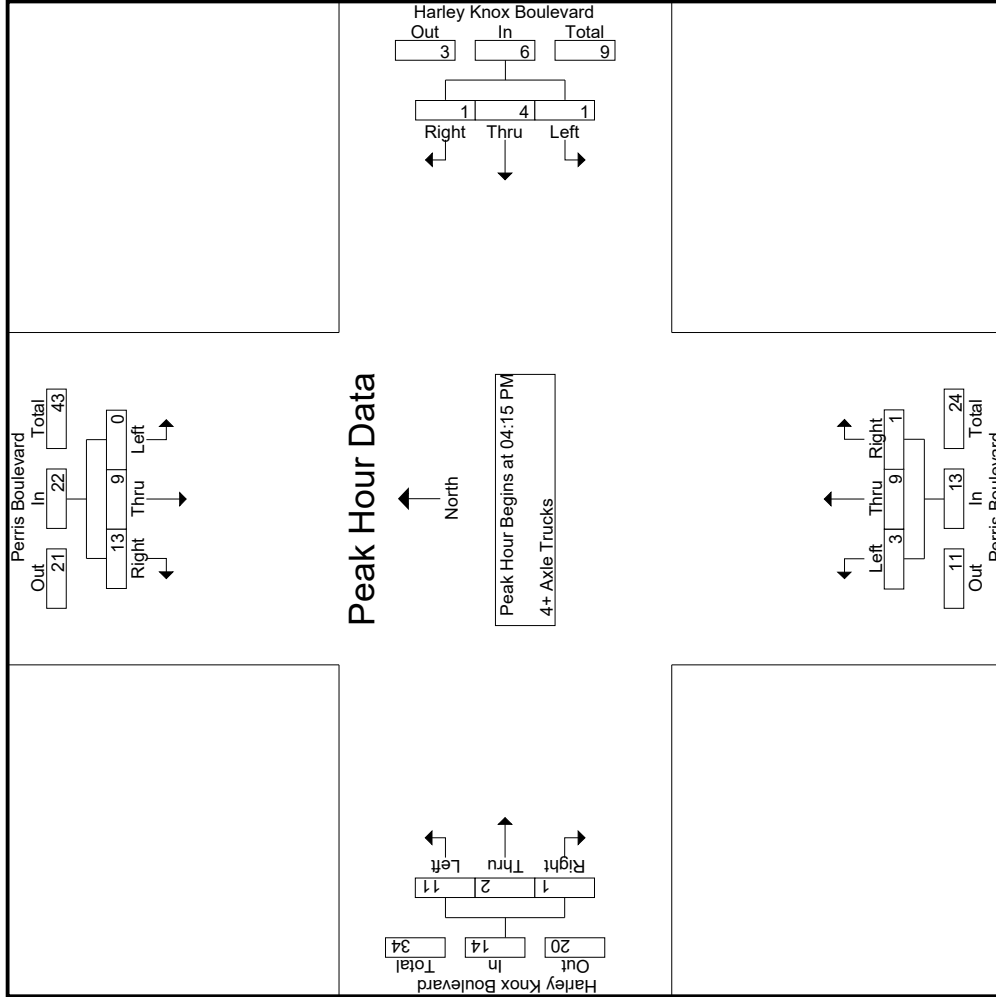
Start Time	Perris Boulevard Southbound				Harley Knox Boulevard Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	3	4		7	0	2	0		2	1	4	0		5	0	4	4
04:30 PM	0	2	1		3	0	1	0		1	1	2	1		4	0	0	0
04:45 PM	0	1	3		4	1	0	0		1	0	2	0		2	0	1	8
05:00 PM	0	3	5		8	0	1	1		2	1	1	0		2	0	2	14
Total Volume	0	9	13		22	1	4	1		6	3	9	1		13	11	2	14
% App. Total	0	40.9	59.1		66.7	16.7	66.7	16.7		7.7	23.1	69.2	7.7		14.3	78.6	14.3	7.1
PHF	.000	.750	.650		.688	.250	.500	.250		.750	.750	.563	.250		.650	.393	.250	.438

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

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 20_PER_Perris_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Harley Knox Boulevard Westbound			Perris Boulevard Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	3	4	7	0	2	0	0	4	0	2	0
+15 mins.	0	2	1	3	0	1	0	1	2	1	0	0
+30 mins.	0	1	3	4	1	0	0	1	2	0	0	0
+45 mins.	0	3	5	8	0	1	1	2	1	1	0	0
Total Volume	0	9	13	22	1	4	1	6	9	1	2	1
% App. Total	0	40.9	59.1	16.7	66.7	16.7	23.1	69.2	7.7	78.6	14.3	7.1
PHF	.000	.750	.650	.688	.250	.500	.750	.250	.750	.393	.250	.438

Location: Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard	East Leg Harley Knox Boulevard	South Leg Perris Boulevard	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Perris Boulevard	East Leg Harley Knox Boulevard	South Leg Perris Boulevard	West Leg Harley Knox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

Location: Perris
 N/S: Perris Boulevard
 E/W: Harley Knox Boulevard

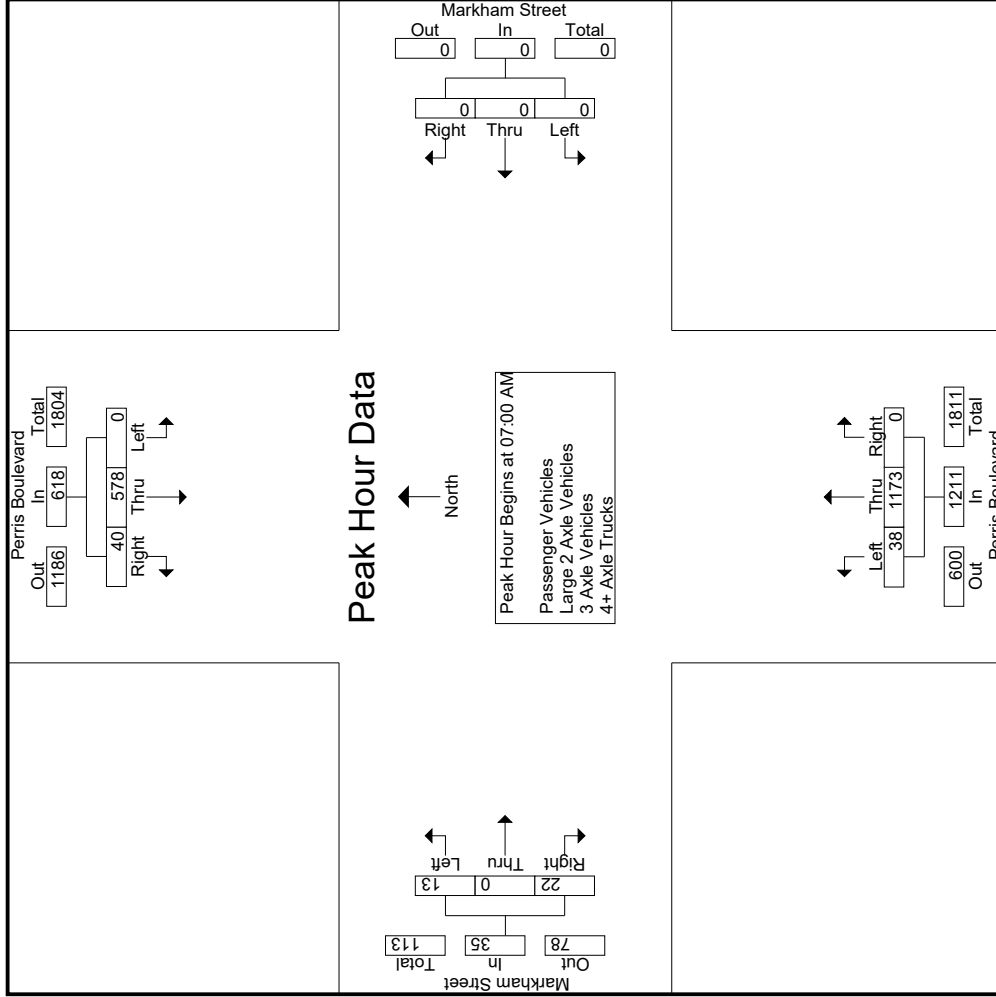


Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Harley Knox Boulevard			Northbound Perris Boulevard			Eastbound Harley Knox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Perris Boulevard			Westbound Harley Knox Boulevard			Northbound Perris Boulevard			Eastbound Harley Knox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Markham Street Westbound			Perris Boulevard Northbound			Markham Street Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:15 AM			07:00 AM			07:00 AM			08:00 AM				
+0 mins.	0	139	4	143	0	0	0	0	2	291	0	293	8	17
+15 mins.	0	154	14	168	0	0	0	0	7	334	0	341	1	13
+30 mins.	0	173	15	188	0	0	0	0	10	288	0	298	3	5
+45 mins.	1	134	7	142	0	0	0	0	19	260	0	279	5	8
Total Volume	1	600	40	641	0	0	0	0	38	1173	0	1211	17	33
% App. Total	0.2	93.6	6.2	852	0	0	0	0	3.1	96.9	0	888	34	66
PHF	.250	.867	.667	.852	.000	.000	.000	.000	.500	.878	.000	.888	.531	.735

Groups Printed- Passenger Vehicles

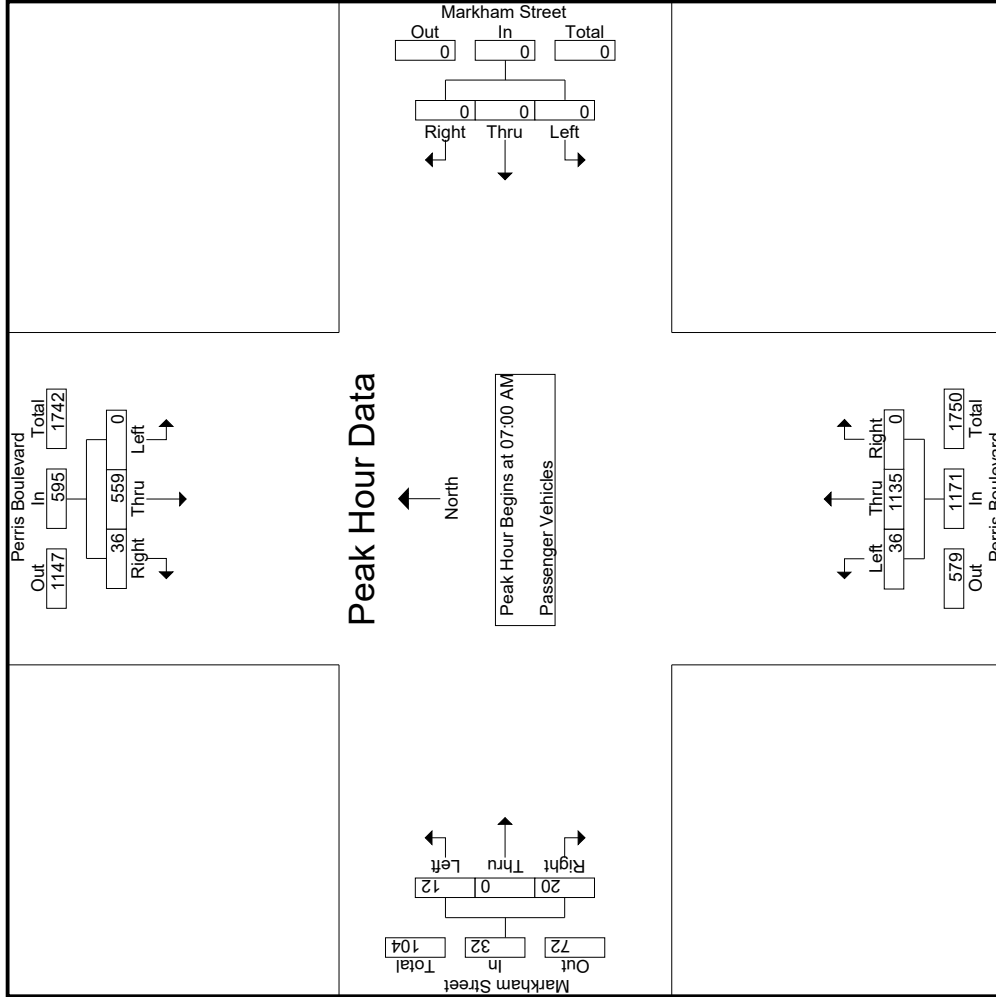
Start Time	Perris Boulevard Southbound						Markham Street Westbound						Perris Boulevard Northbound						Markham Street Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				
07:00 AM	0	111	5	0	116	0	0	0	0	0	2	282	0	0	284	3	0	5	5	8	5	408	8	5	413
07:15 AM	0	132	3	0	135	0	0	0	0	0	5	328	0	0	333	3	0	6	5	9	5	477	9	5	482
07:30 AM	0	150	14	0	164	0	0	0	0	0	10	274	0	0	284	3	0	4	4	7	4	455	7	4	459
07:45 AM	0	166	14	0	180	0	0	0	0	0	19	251	0	0	270	3	0	5	3	8	3	458	8	3	461
Total	0	559	36	0	595	0	0	0	0	0	36	1135	0	0	1171	12	0	20	17	32	17	1798	32	17	1815
08:00 AM	0	128	6	0	134	0	0	0	0	0	9	175	0	0	184	7	0	9	3	16	3	334	16	3	337
08:15 AM	0	131	5	0	136	0	0	0	0	0	8	169	0	0	177	1	0	11	5	12	5	325	12	5	330
08:30 AM	0	109	4	1	113	0	0	0	0	0	4	123	0	0	127	1	0	5	4	6	5	246	6	5	251
08:45 AM	0	114	3	0	117	0	0	0	0	0	9	133	0	0	142	2	0	5	4	7	4	266	7	4	270
Total	0	482	18	1	500	0	0	0	0	0	30	600	0	0	630	11	0	30	16	41	17	1171	41	17	1188
Grand Total	0	1041	54	1	1095	0	0	0	0	0	66	1735	0	0	1801	23	0	50	33	73	34	2969	73	34	3003
Approch %	0	95.1	4.9			0	0	0			3.7	96.3	0		60.7	31.5	0	68.5		2.5	1.1	98.9		1.1	
Total %	0	35.1	1.8		36.9	0	0	0		0	2.2	58.4	0			0.8	0	1.7							

Start Time	Perris Boulevard Southbound						Markham Street Westbound						Perris Boulevard Northbound						Markham Street Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	0	111	5	0	116	0	0	0	0	0	2	282	0	0	284	3	0	5	5	8	5	408	8	5	413
07:00 AM	0	111	5	0	116	0	0	0	0	0	2	282	0	0	284	3	0	5	5	8	5	408	8	5	413
07:15 AM	0	132	3	0	135	0	0	0	0	0	5	328	0	0	333	3	0	6	5	9	5	477	9	5	482
07:30 AM	0	150	14	0	164	0	0	0	0	0	10	274	0	0	284	3	0	4	4	7	4	455	7	4	459
07:45 AM	0	166	14	0	180	0	0	0	0	0	19	251	0	0	270	3	0	5	3	8	3	458	8	3	461
Total Volume	0	559	36	0	595	0	0	0	0	0	36	1135	0	0	1171	12	0	20	17	32	17	1798	32	17	1815
% App. Total	0	93.9	6.1			0	0	0		0	3.1	96.9	0		60.7	37.5	0	62.5		2.5	1.1	98.9		1.1	
PHF	.000	.842	.643		.826	.000	.000	.000		.000	.474	.865	.000		.879	1.00	.000	.833		.889					.942

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City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Markham Street Westbound			Perris Boulevard Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	111	5	0	0	0	0	282	0	284	0	5
+15 mins.	0	132	3	0	0	0	5	328	0	333	0	6
+30 mins.	0	150	14	0	0	0	10	274	0	284	0	4
+45 mins.	0	166	14	0	0	0	19	251	0	270	0	5
Total Volume	0	559	36	0	0	0	36	1135	0	1171	0	20
% App. Total	0	93.9	6.1	0	0	0	3.1	96.9	0	37.5	0	62.5
PHF	.000	.842	.643	.000	.000	.000	.474	.865	.000	.879	.000	.833
							1.000	.000		1.000	.000	.889

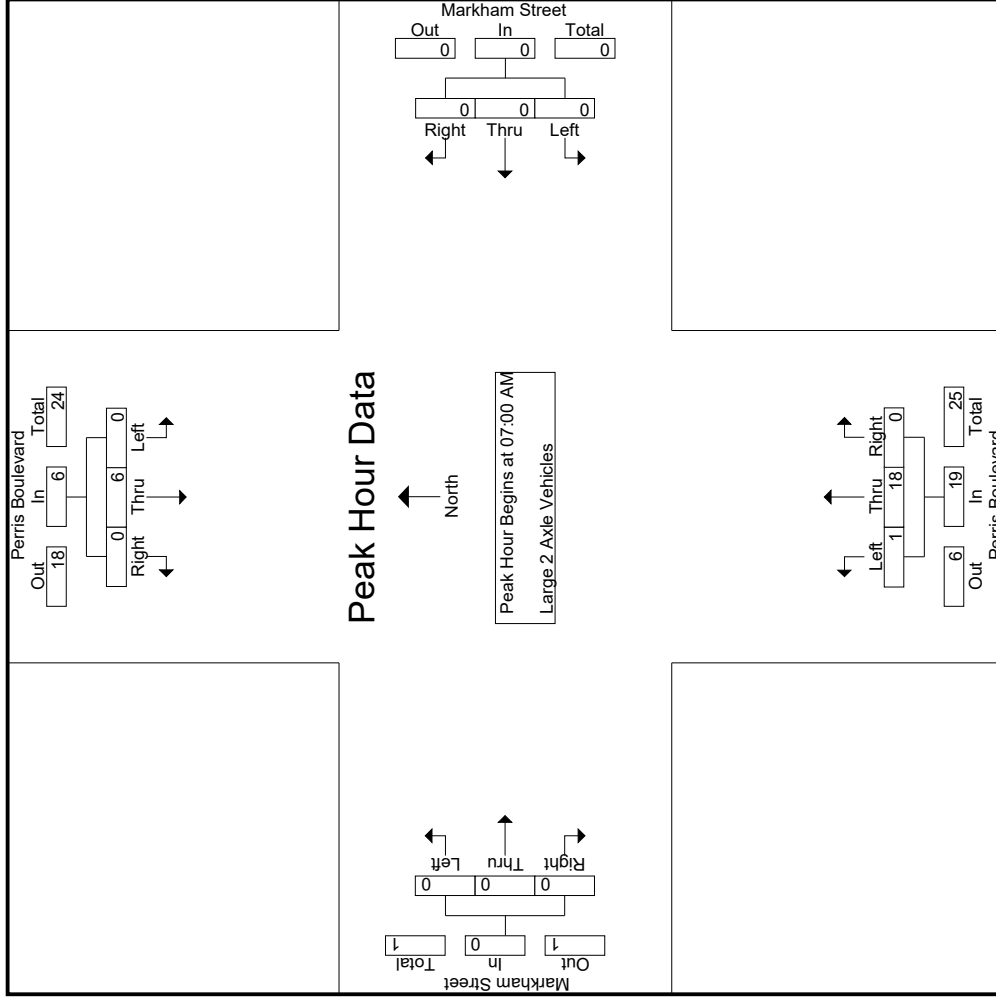
Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
07:15 AM	0	1	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	6	6
07:30 AM	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	4	4
07:45 AM	0	4	0	0	4	0	0	0	0	6	0	0	0	0	0	0	0	10	10
Total	0	6	0	0	6	0	0	0	0	19	0	0	0	0	0	0	0	25	25
08:00 AM	1	5	1	0	7	0	0	0	0	3	0	0	0	0	0	0	0	10	10
08:15 AM	0	3	0	0	3	0	0	0	0	7	0	0	1	0	1	0	0	11	11
08:30 AM	0	7	1	0	8	0	0	0	0	2	0	0	0	0	0	0	0	10	10
08:45 AM	0	5	0	0	5	0	0	0	0	2	0	1	1	0	3	1	1	10	11
Total	1	20	2	0	23	0	0	0	0	14	0	2	2	1	4	1	41	42	42
Grand Total	1	26	2	0	29	0	0	0	0	33	2	0	2	1	4	1	66	67	67
Approch %	3.4	89.7	6.9			0	0	0			50	0	50		6.1	1.5	98.5		
Total %	1.5	39.4	3		43.9	0	0	0		50	3	0	3						

3.1-563

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0
07:45 AM	0	4	0	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0
Total Volume	0	6	0	0	6	0	0	0	0	19	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	94.7	5.3	0	0	0	0	0	0	0	0
PHF	.000	.375	.000		.375	.000	.000	.000		.750	.250	.000	.792	.000	.000	.000	.000	.625	.625

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



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City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Markham Street Westbound			Perris Boulevard Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
+0 mins.	0	1	0	0	0	0	0	5	0	0	0	0
+15 mins.	0	1	0	0	0	0	1	4	0	0	0	0
+30 mins.	0	1	0	0	0	0	0	3	0	0	0	0
+45 mins.	0	4	0	0	0	0	0	6	0	0	0	0
Total Volume	0	6	0	0	0	0	1	18	0	0	0	0
% App. Total	0	100	0	0	0	0	5.3	94.7	0	0	0	0
PHF	.000	.375	.000	.000	.000	.000	.250	.750	.000	.000	.000	.000
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	07:00 AM											
Peak Hour for Each Approach Begins at:	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
	.375			.000			.000			.792		

Groups Printed - 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	3	3
Total	0	3	0	0	3	0	0	0	0	8	0	8	0	1	1	1	12	13
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	4
08:30 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3	3
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	3	3
Total	0	4	0	0	4	0	0	0	0	2	6	6	0	0	0	0	12	12
Grand Total	0	7	0	0	7	0	0	0	0	2	14	14	0	0	1	1	24	25
Approch %	0	100	0	0	0	0	0	0	0	12.5	87.5	87.5	0	0	100	4	96	
Total %	0	29.2	0	0	29.2	0	0	0	0	8.3	58.3	58.3	0	0	4.2	4	96	

3.1-566

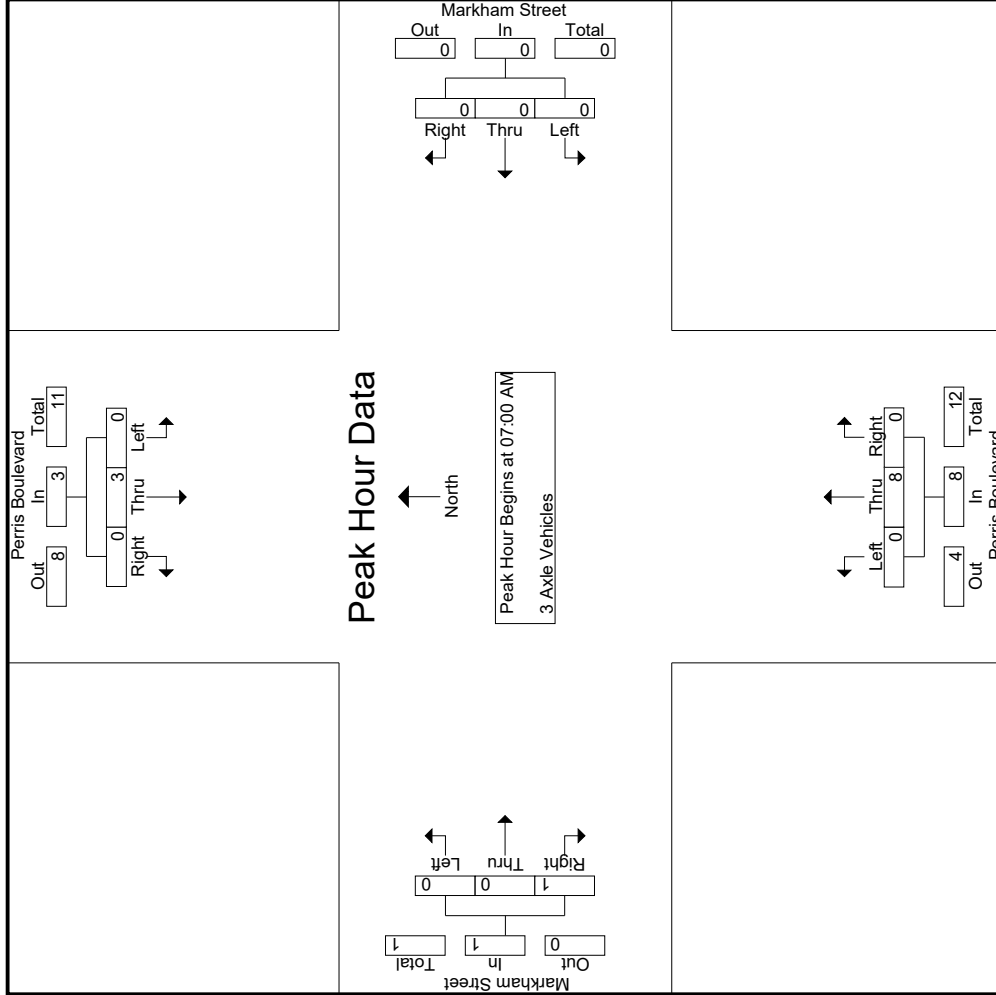
Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0
Total Volume	0	3	0	0	3	0	0	0	0	8	0	8	0	0	1	1	12	12
% App. Total	0	100	0	0	0	0	0	0	0	100	0	100	0	0	100	0	100	
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.667	.000	.667	.000	.000	.250	.250	.750	

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

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Perris Boulevard Southbound			Markham Street Westbound			Perris Boulevard Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	100	0	0	0	100
PHF	.000	.375	.000	.000	.000	.000	.000	.667	.000	.000	.000	.250
	.375			.000			.667			.250		

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	2	0	3	0	0	0	0	0	0	1	0	0	0	0	4	4
07:15 AM	0	4	1	0	5	0	0	0	0	2	1	0	1	0	2	0	9	9
07:30 AM	0	3	0	0	3	0	0	0	0	9	0	0	0	0	0	0	12	12
07:45 AM	0	2	1	0	3	0	0	0	0	1	0	0	0	0	0	0	4	4
Total	0	10	4	0	14	0	0	0	0	13	1	0	1	0	2	0	29	29
08:00 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	0	1	0	4	4
08:15 AM	0	3	0	0	3	0	0	0	0	1	0	0	1	1	1	1	5	6
08:30 AM	0	3	0	0	3	0	0	0	0	2	2	0	0	0	2	0	7	7
08:45 AM	0	4	0	0	4	0	0	0	0	1	1	0	0	0	1	0	6	6
Total	0	10	0	0	10	0	0	0	0	7	4	0	1	1	5	1	22	23
Grand Total	0	20	4	0	24	0	0	0	0	20	5	0	2	1	7	1	51	52
Approch %	0	83.3	16.7			0	0	0			71.4	0	28.6		13.7	1.9	98.1	
Total %	0	39.2	7.8		47.1	0	0	0		39.2	9.8	0	3.9					

3.1-569

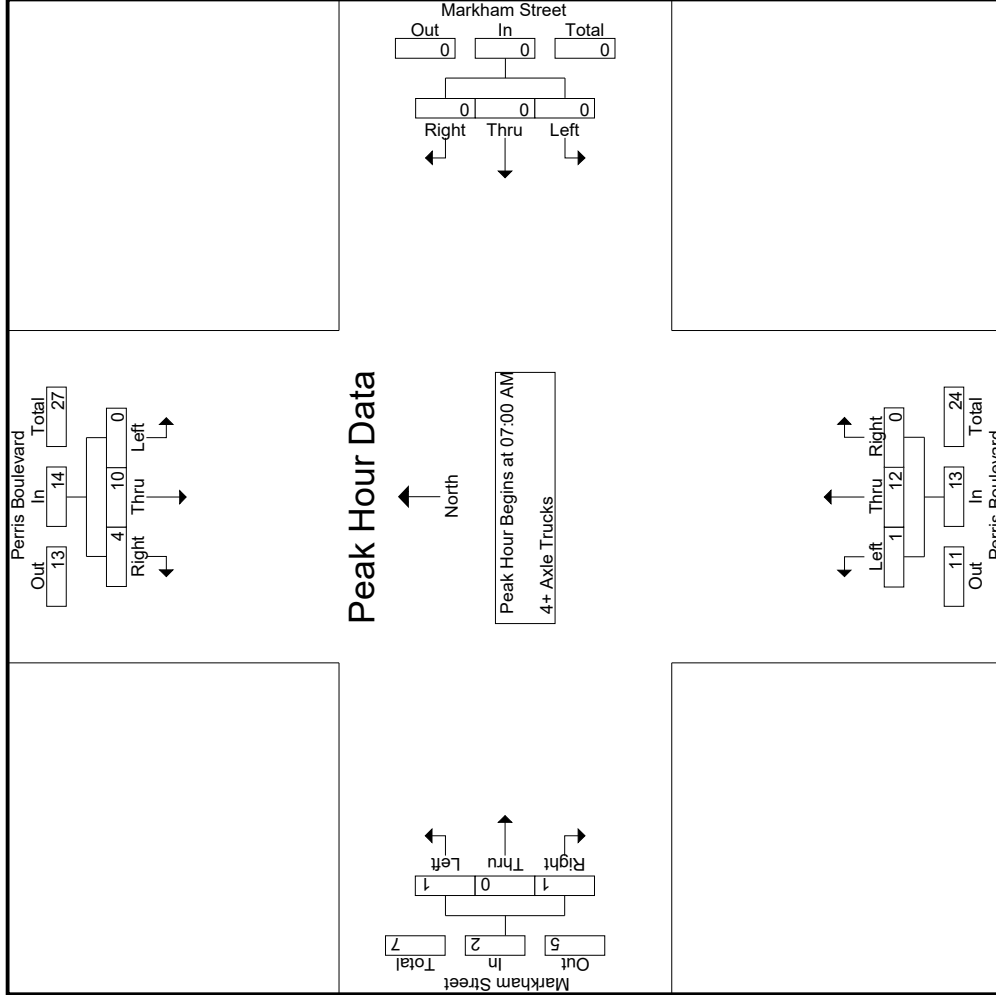
Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	2	0	3	0	0	0	0	0	0	1	0	0	0	0	4	4
07:15 AM	0	4	1	0	5	0	0	0	0	2	1	0	1	0	2	0	9	9
07:30 AM	0	3	0	0	3	0	0	0	0	9	0	0	0	0	0	0	12	12
07:45 AM	0	2	1	0	3	0	0	0	0	1	0	0	0	0	0	0	4	4
Total Volume	0	10	4		14	0	0	0		13	1	0	1	1	2	0	29	29
% App. Total	0	71.4	28.6			0	0	0		0	71.4	0	28.6		50	0	98.1	
PHF	.000	.625	.500		.700	.000	.000	.000		.361	.250	.333	.000	.250	.250	.250	.604	

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

Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
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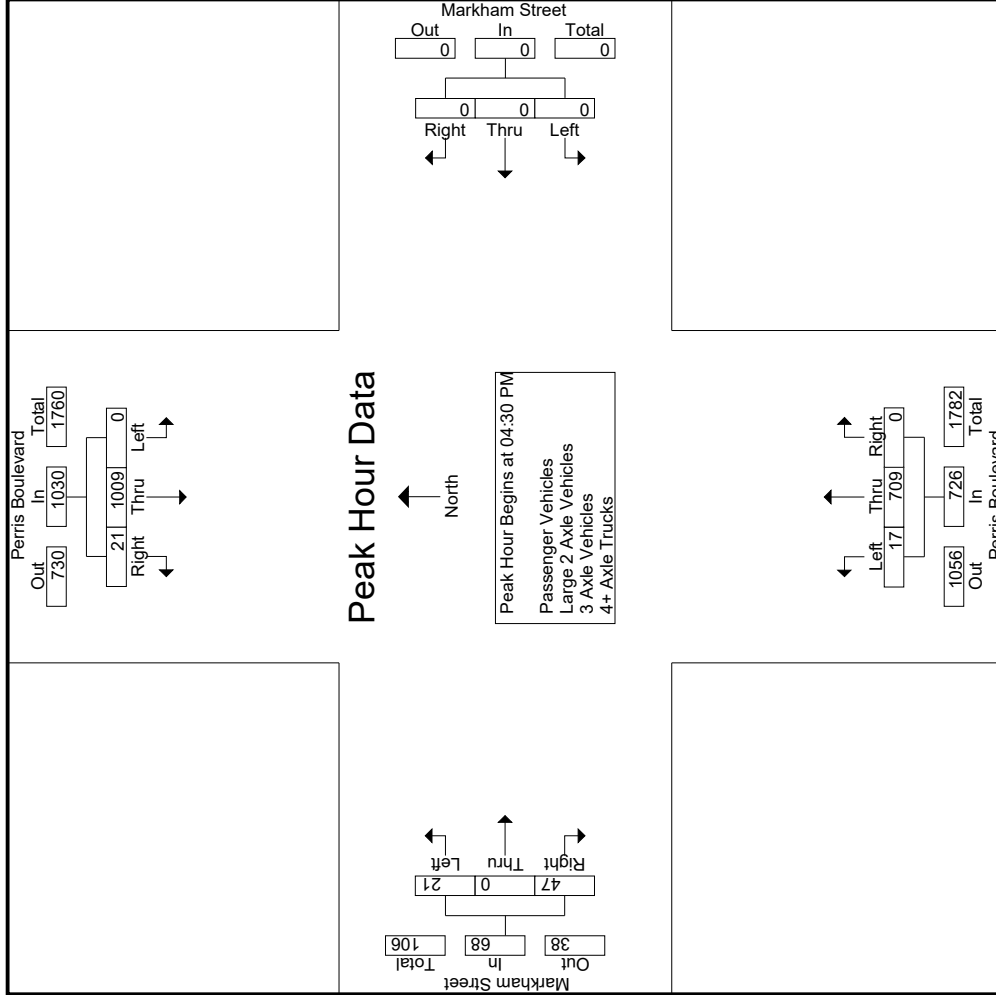
Start Time	Perris Boulevard Southbound			Markham Street Westbound			Perris Boulevard Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	2	3	0	0	0	0	1	0	0	0
+15 mins.	0	4	1	5	0	0	0	0	1	0	0	1
+30 mins.	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	2	1	3	0	0	0	0	0	0	0	0
Total Volume	0	10	4	14	0	0	0	0	1	12	0	13
% App. Total	0	71.4	28.6	700	0	0	0	0	7.7	92.3	0	13
PHF	.000	.625	.500	.700	.000	.000	.000	.000	.250	.333	.000	.361
									.250	.000	.000	.250
									.250	.000	.000	.250

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

Start Time	Perris Boulevard Southbound						Markham Street Westbound						Perris Boulevard Northbound						Markham Street Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
04:00 PM	0	187	4	0	191	0	0	0	0	0	3	163	0	0	166	6	0	6	4	12	4	369	4	4	373
04:15 PM	0	217	9	0	226	0	0	0	0	0	3	197	0	0	200	7	0	10	8	17	8	443	8	8	451
04:30 PM	0	250	6	0	256	0	0	0	0	0	4	197	0	0	201	6	0	9	6	15	6	472	6	6	478
04:45 PM	0	244	7	0	251	0	0	0	0	0	3	179	0	0	182	3	0	10	8	13	8	446	8	8	454
Total	0	898	26	0	924	0	0	0	0	0	13	736	0	0	749	22	0	35	26	57	26	1730	26	26	1766
05:00 PM	0	267	4	0	271	0	0	0	0	0	6	162	0	0	168	5	0	13	9	18	9	457	9	9	466
05:15 PM	0	248	4	0	252	0	0	0	0	0	4	171	0	0	175	7	0	15	11	22	11	449	11	11	460
05:30 PM	0	202	5	0	207	0	0	0	0	0	4	158	0	0	162	11	0	8	4	19	4	388	4	4	392
05:45 PM	0	215	5	0	220	0	0	0	0	0	8	162	0	0	170	5	0	8	7	13	7	403	7	7	410
Total	0	932	18	0	950	0	0	0	0	0	22	653	0	0	675	28	0	44	31	72	31	1697	31	31	1728
Grand Total	0	1830	44	0	1874	0	0	0	0	0	35	1389	0	0	1424	50	0	79	57	129	57	3427	57	57	3484
Approch %	0	97.7	2.3	0	99.9	0	0	0	0	0	2.5	97.5	0	0	99.9	38.8	0	61.2	43.1	61.2	38.8	0	61.2	43.1	61.2
Total %	0	53.4	1.3	0	54.7	0	0	0	0	0	1	40.5	0	0	41.6	1.5	0	2.3	1.6	3.8	1.6	98.4	1.6	1.6	98.4
Passenger Vehicles	0	1780	31	0	1811	0	0	0	0	0	33	1344	0	0	1377	41	0	77	57	174	0	0	0	0	3362
Passenger Vehicles	0	97.3	70.5	0	96.6	0	0	0	0	0	94.3	96.8	0	0	96.7	82	0	97.5	98.2	93.5	0	0	0	0	96.5
Large 2 Axle Vehicles	0	25	6	0	31	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	48
% Large 2 Axle Vehicles	0	1.4	13.6	0	1.7	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	0	0	0	0	1.4
3 Axle Vehicles	0	10	2	0	12	0	0	0	0	0	1	8	0	0	9	5	0	1	1	7	0	0	0	0	28
% 3 Axle Vehicles	0	0.5	4.5	0	0.6	0	0	0	0	0	2.9	0.6	0	0	0.6	10	0	1.3	1.8	3.8	0	0	0	0	0.8
4+ Axle Trucks	0	15	5	0	20	0	0	0	0	0	1	20	0	0	21	4	0	1	1	5	0	0	0	0	46
% 4+ Axle Trucks	0	0.8	11.4	0	1.1	0	0	0	0	0	2.9	1.4	0	0	1.5	8	0	1.3	0	2.7	0	0	0	0	1.3

Start Time	Perris Boulevard Southbound						Markham Street Westbound						Perris Boulevard Northbound						Markham Street Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
04:30 PM	0	250	6	0	256	0	0	0	0	0	4	197	0	0	197	6	0	9	6	21	9	15	9	9	472
04:45 PM	0	244	7	0	251	0	0	0	0	0	3	179	0	0	179	3	0	10	8	21	10	13	10	10	446
05:00 PM	0	267	4	0	271	0	0	0	0	0	6	162	0	0	162	5	0	13	9	27	18	18	18	18	457
05:15 PM	0	244	7	0	251	0	0	0	0	0	4	171	0	0	171	7	0	15	11	32	22	22	22	22	449
Total Volume	0	1009	21	0	1030	0	0	0	0	0	17	709	0	0	726	21	0	47	15	68	68	68	68	68	1824
% App. Total	0	98	2	0	99.9	0	0	0	0	0	2.3	97.7	0	0	99.9	30.9	0	69.1	47.3	69.1	69.1	69.1	69.1	69.1	966
PHF	.000	.945	.750	0	.950	.000	.000	.000	.000	.000	.708	.900	.000	.000	.903	.750	.000	.783	.773	.773	.773	.773	.773	.773	.773

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM



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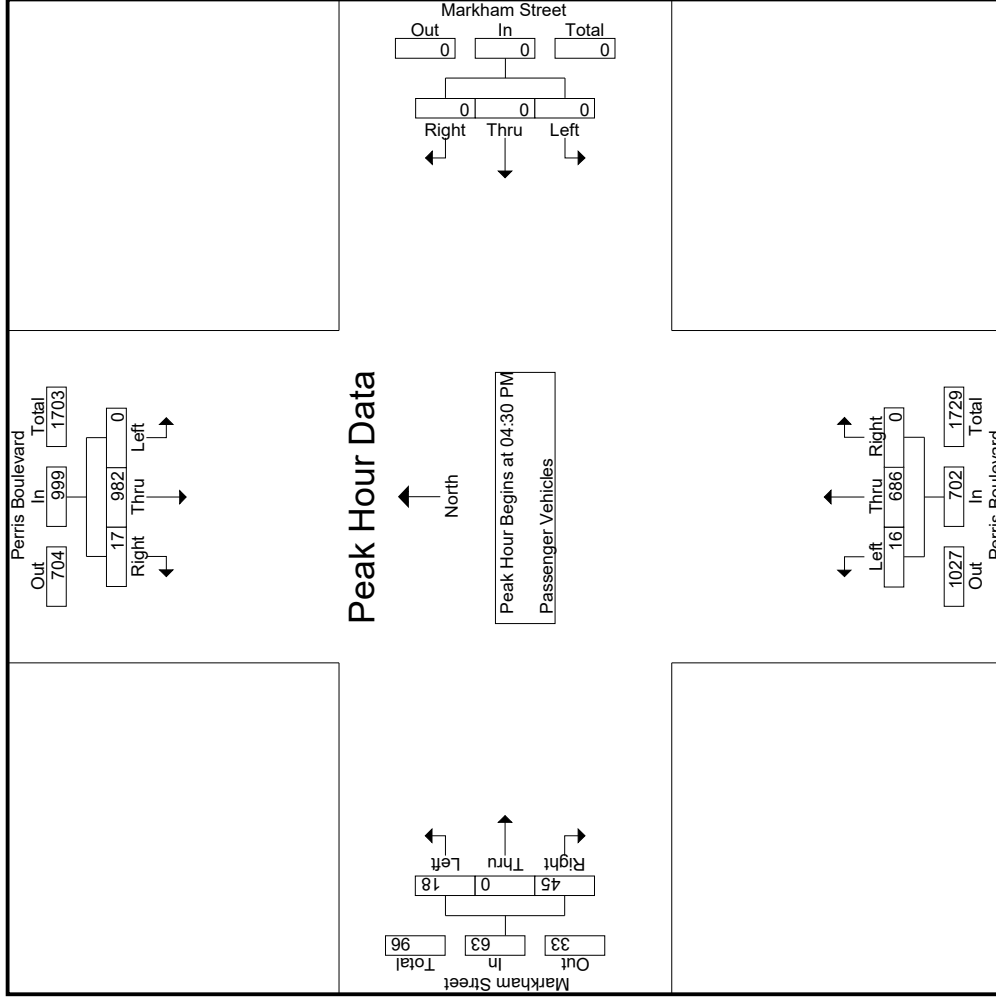
City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark PM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Markham Street Westbound			Perris Boulevard Northbound			Markham Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM			04:00 PM			04:15 PM			04:45 PM						
+0 mins.	0	250	6	256	0	0	0	0	3	197	0	200	3	0	10	13
+15 mins.	0	244	7	251	0	0	0	0	4	197	0	201	5	0	13	18
+30 mins.	0	267	4	271	0	0	0	0	3	179	0	182	7	0	15	22
+45 mins.	0	248	4	252	0	0	0	0	6	162	0	168	11	0	8	19
Total Volume	0	1009	21	1030	0	0	0	0	16	735	0	751	26	0	46	72
% App. Total	0	98	2	950	0	0	0	0	2.1	97.9	0	934	36.1	0	63.9	81.8
PHF	.000	.945	.750	.950	.000	.000	.000	.000	.667	.933	.000	.934	.591	.000	.767	.818

Groups Printed - Passenger Vehicles

Start Time	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total											
04:00 PM	0	180	3	0	183	0	0	0	0	0	3	159	0	0	162	5	0	6	4	11	4	356	360
04:15 PM	0	210	4	0	214	0	0	0	0	0	3	188	0	0	191	7	0	10	8	17	8	422	430
04:30 PM	0	246	4	0	250	0	0	0	0	0	3	191	0	0	194	5	0	9	6	14	6	458	464
04:45 PM	0	237	6	0	243	0	0	0	0	0	3	171	0	0	174	3	0	9	7	12	7	429	436
Total	0	873	17	0	890	0	0	0	0	0	12	709	0	0	721	20	0	34	25	54	25	1665	1690
05:00 PM	0	258	3	0	261	0	0	0	0	0	6	160	0	0	166	4	0	12	9	16	9	443	452
05:15 PM	0	241	4	0	245	0	0	0	0	0	4	164	0	0	168	6	0	15	11	21	11	434	445
05:30 PM	0	199	3	0	202	0	0	0	0	0	4	152	0	0	156	7	0	8	4	15	4	373	377
05:45 PM	0	209	4	0	213	0	0	0	0	0	7	159	0	0	166	4	0	8	7	12	7	391	398
Total	0	907	14	0	921	0	0	0	0	0	21	635	0	0	656	21	0	43	31	64	31	1641	1672
Grand Total	0	1780	31	0	1811	0	0	0	0	0	33	1344	0	0	1377	41	0	77	56	118	56	3306	3362
Approch %	0	98.3	1.7			0	0	0			2.4	97.6	0		41.7	34.7	0	65.3		3.6	1.7	98.3	
Total %	0	53.8	0.9		54.8	0	0	0		0	1	40.7	0			1.2	0	2.3					
Start Time	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total											
04:30 PM	0	246	4	0	250	0	0	0	0	0	3	159	0	0	162	5	0	6	4	11	4	356	360
04:45 PM	0	237	6	0	243	0	0	0	0	0	3	171	0	0	174	3	0	9	7	12	7	429	436
Total	0	873	17	0	890	0	0	0	0	0	12	709	0	0	721	20	0	34	25	54	25	1665	1690
05:00 PM	0	258	3	0	261	0	0	0	0	0	6	160	0	0	166	4	0	12	9	16	9	443	452
05:15 PM	0	241	4	0	245	0	0	0	0	0	4	164	0	0	168	6	0	15	11	21	11	434	445
05:30 PM	0	199	3	0	202	0	0	0	0	0	4	152	0	0	156	7	0	8	4	15	4	373	377
05:45 PM	0	209	4	0	213	0	0	0	0	0	7	159	0	0	166	4	0	8	7	12	7	391	398
Total	0	907	14	0	921	0	0	0	0	0	21	635	0	0	656	21	0	43	31	64	31	1641	1672
Grand Total	0	1780	31	0	1811	0	0	0	0	0	33	1344	0	0	1377	41	0	77	56	118	56	3306	3362
Approch %	0	98.3	1.7			0	0	0			2.4	97.6	0		41.7	34.7	0	65.3		3.6	1.7	98.3	
Total %	0	53.8	0.9		54.8	0	0	0		0	1	40.7	0			1.2	0	2.3					
Start Time	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total											
04:30 PM	0	246	4	0	250	0	0	0	0	0	3	159	0	0	162	5	0	6	4	11	4	356	360
04:45 PM	0	237	6	0	243	0	0	0	0	0	3	171	0	0	174	3	0	9	7	12	7	429	436
Total	0	873	17	0	890	0	0	0	0	0	12	709	0	0	721	20	0	34	25	54	25	1665	1690
05:00 PM	0	258	3	0	261	0	0	0	0	0	6	160	0	0	166	4	0	12	9	16	9	443	452
05:15 PM	0	241	4	0	245	0	0	0	0	0	4	164	0	0	168	6	0	15	11	21	11	434	445
05:30 PM	0	199	3	0	202	0	0	0	0	0	4	152	0	0	156	7	0	8	4	15	4	373	377
05:45 PM	0	209	4	0	213	0	0	0	0	0	7	159	0	0	166	4	0	8	7	12	7	391	398
Total	0	907	14	0	921	0	0	0	0	0	21	635	0	0	656	21	0	43	31	64	31	1641	1672
Grand Total	0	1780	31	0	1811	0	0	0	0	0	33	1344	0	0	1377	41	0	77	56	118	56	3306	3362
Approch %	0	98.3	1.7			0	0	0			2.4	97.6	0		41.7	34.7	0	65.3		3.6	1.7	98.3	
Total %	0	53.8	0.9		54.8	0	0	0		0	1	40.7	0			1.2	0	2.3					
Start Time	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total											
04:30 PM	0	246	4	0	250	0	0	0	0	0	3	159	0	0	162	5	0	6	4	11	4	356	360
04:45 PM	0	237	6	0	243	0	0	0	0	0	3	171	0	0	174	3	0	9	7	12	7	429	436
Total	0	873	17	0	890	0	0	0	0	0	12	709	0	0	721	20	0	34	25	54	25	1665	1690
05:00 PM	0	258	3	0	261	0	0	0	0	0	6	160	0	0	166	4	0	12	9	16	9	443	452
05:15 PM	0	241	4	0	245	0	0	0	0	0	4	164	0	0	168	6	0	15	11	21	11	434	445
05:30 PM	0	199	3	0	202	0	0	0	0	0	4	152	0	0	156	7	0	8	4	15	4	373	377
05:45 PM	0	209	4	0	213	0	0	0	0	0	7	159	0	0	166	4	0	8	7	12	7	391	398
Total	0	907	14	0	921	0	0	0	0	0	21	635	0	0	656	21	0	43	31	64	31	1641	1672
Grand Total	0	1780	31	0	1811	0	0	0	0	0	33	1344	0	0	1377	41	0	77	56	118	56	3306	3362
Approch %	0	98.3	1.7			0	0	0			2.4	97.6	0		41.7	34.7	0	65.3		3.6	1.7	98.3	
Total %	0	53.8	0.9		54.8	0	0	0		0	1	40.7	0			1.2	0	2.3					
Start Time	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total											
04:30 PM	0	246	4	0	250	0	0	0	0	0	3	159	0	0	162	5	0	6	4	11	4	356	360
04:45 PM	0	237	6	0	243	0	0	0	0	0	3	171	0	0	174	3	0	9	7	12	7	429	436
Total	0	873	17	0	890	0	0	0	0	0	12	709	0	0	721	20	0	34	25	54	25	1665	1690
05:00 PM	0	258	3	0	261	0	0	0	0	0	6	160	0	0	166	4	0	12	9	16	9	443	452
05:15 PM	0	241	4	0	245	0	0	0	0	0	4	164	0	0	168	6	0	15	11	21	11	434	445
05:30 PM	0	199	3	0	202	0	0	0	0	0	4	152	0	0	156	7	0	8	4	15	4	373	377
05:45 PM	0	209	4	0	213	0	0	0	0	0	7	159	0	0	166	4	0	8	7	12	7	391	398
Total	0	907	14	0	921	0	0	0	0	0	21	635	0	0	656	21	0	43	31	64	31	1641	1672
Grand Total	0	1780	31	0	1811	0	0	0	0	0	33	1344	0	0	1377	41	0	77	56	118	56	3306	3362
Approch %	0	98.3	1.7			0	0	0			2.4	97.6	0		41.7	34.7	0	65.3		3.6	1.7	98.3	
Total %	0	53.8	0.9		54.8	0	0	0		0	1	40.7	0			1.2	0	2.3					
Start Time	Perris Boulevard Southbound					Markham Street Westbound					Perris Boulevard Northbound					Markham Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total											
04:30																							



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City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark PM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Markham Street Westbound			Perris Boulevard Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	246	4	0	0	0	0	0	0	0	0	0
+15 mins.	0	237	6	0	0	0	3	171	0	5	0	9
+30 mins.	0	258	3	0	0	0	3	160	0	3	0	9
+45 mins.	0	241	4	0	0	0	6	164	0	4	0	12
Total Volume	0	982	17	0	0	0	16	686	0	18	0	45
% App. Total	0	98.3	1.7	0	0	0	2.3	97.7	0	28.6	0	71.4
PHF	.000	.952	.708	.000	.000	.000	.667	.898	.000	.750	.000	.750

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	6
04:15 PM	0	4	2	0	6	0	0	0	0	3	0	0	0	0	0	0	0	9	9
04:30 PM	0	2	2	0	4	0	0	0	0	4	0	0	0	0	0	0	0	8	8
04:45 PM	0	2	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	5	5
Total	0	12	5	0	17	0	0	0	0	11	0	0	0	0	0	0	0	28	28
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	5
05:15 PM	0	3	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	7	7
05:30 PM	0	1	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0	3	3
05:45 PM	0	4	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	5	5
Total	0	13	1	0	14	0	0	0	0	6	0	0	0	0	0	0	0	20	20
Grand Total	0	25	6	0	31	0	0	0	0	17	0	0	0	0	0	0	0	48	48
Approch %	0	80.6	19.4			0	0	0		100	0	0	0	0	0	0	0	100	
Total %	0	52.1	12.5		64.6	0	0	0		35.4	0	0	0	0	0	0	0	100	

3.1-578

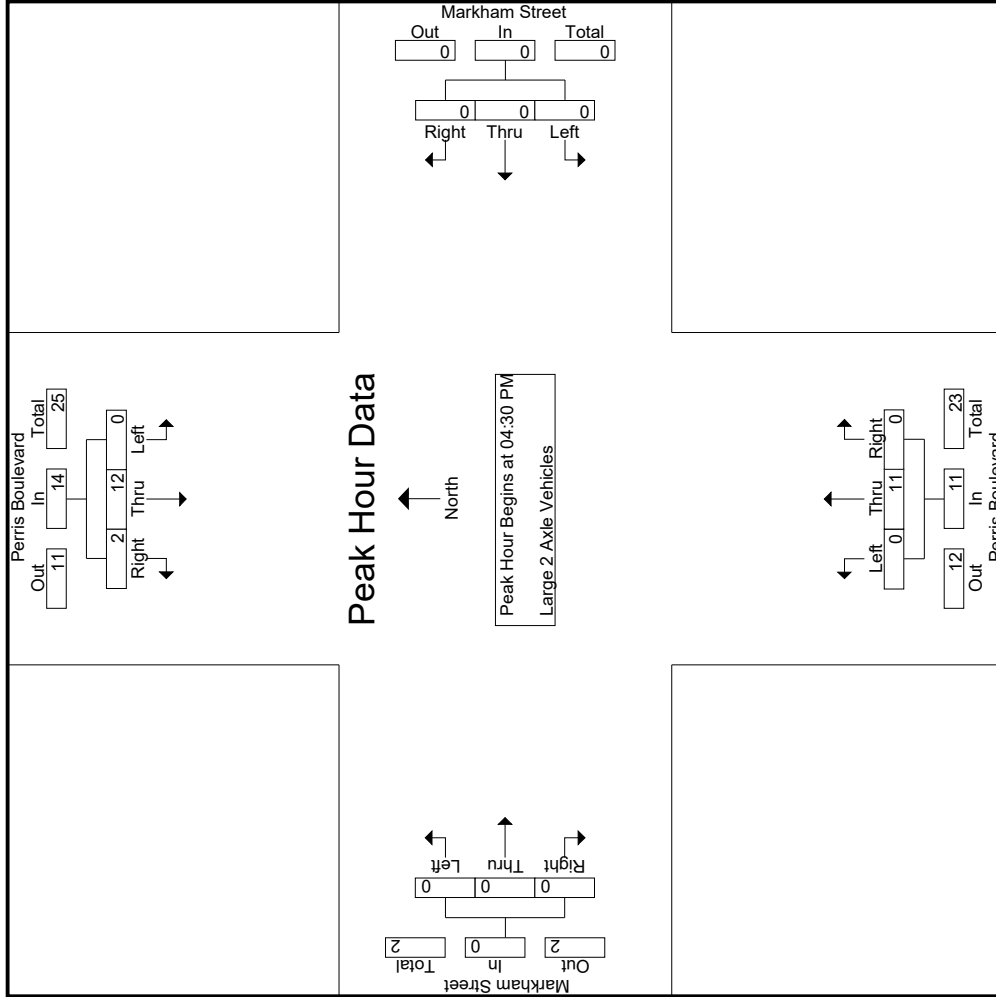
Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0
05:00 PM	0	5	0	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0
Total Volume	0	12	2		14	0	0	0		11	0	0	0	0	0	0	0	0	0
% App. Total	0	85.7	14.3			0	0	0		100	0	0	0	0	0	0	0	100	
PHF	.000	.600	.250		.700	.000	.000	.000		.688	.000	.688	.000	.000	.000	.000	.000	.781	

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

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City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Markham Street Westbound			Perris Boulevard Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	2	2	0	0	0	0	4	0	4	0	0
+15 mins.	0	2	0	0	0	0	0	3	0	3	0	0
+30 mins.	0	5	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	3	0	0	0	0	0	4	0	4	0	0
Total Volume	0	12	2	0	0	0	0	11	0	11	0	0
% App. Total	0	85.7	14.3	0	0	0	0	100	0	688	0	0
PHF	.000	.600	.250	.000	.000	.000	.000	.688	.000	.688	.000	.000

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	4	4
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2
04:45 PM	0	2	0	0	0	0	0	0	0	3	0	0	3	0	0	1	1	1	6	7
Total	0	5	0	0	0	0	0	0	1	5	0	0	6	1	0	1	2	1	13	14
05:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	4	4
05:30 PM	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	5	5
05:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3	3
Total	0	5	2	0	0	0	0	0	0	3	0	0	3	4	0	0	4	0	14	14
Grand Total	0	10	2	0	0	0	0	0	1	8	0	0	9	5	0	1	6	1	27	28
Approch %	0	83.3	16.7		0	0	0		11.1	88.9	0		33.3	83.3	0	16.7		3.6	96.4	
Total %	0	37	7.4		0	0	0		3.7	29.6	0		18.5	18.5	0	3.7				

3.1-581

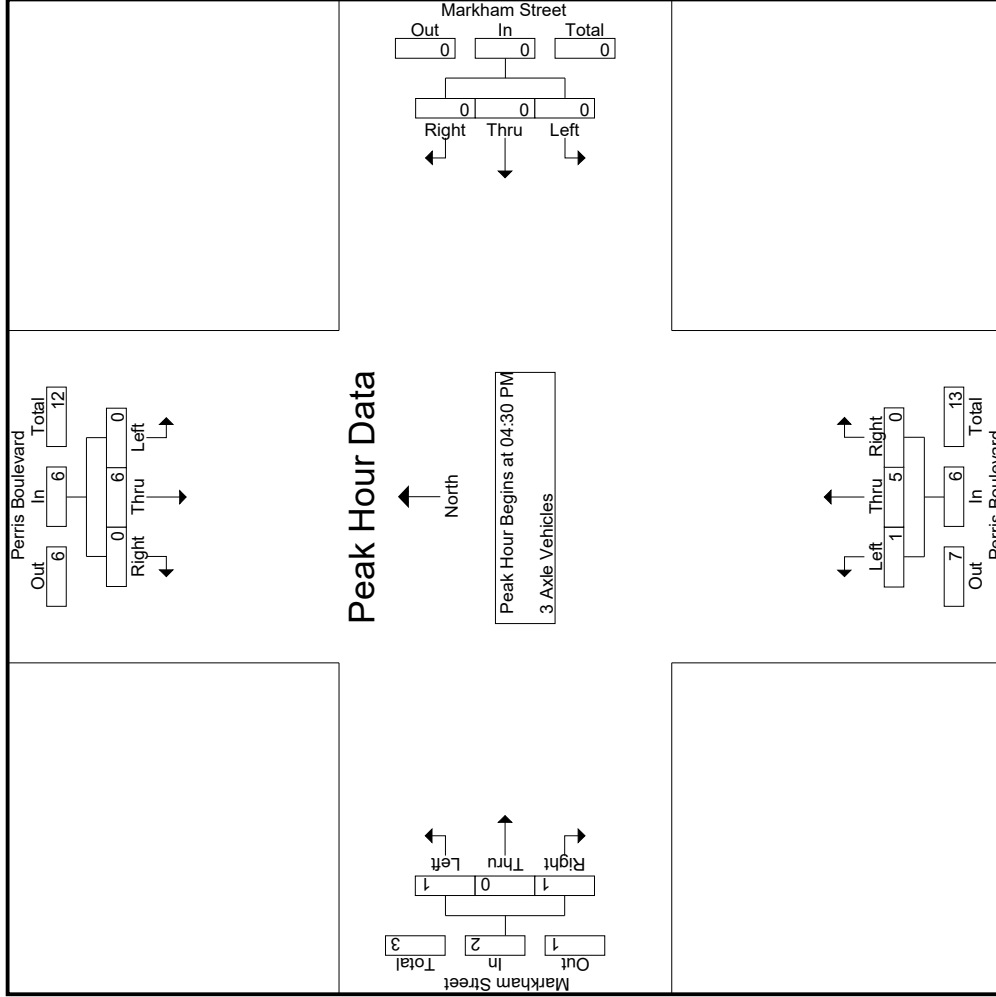
Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
Total Volume	0	6	0	0	0	0	0	0	0	1	5	0	6	1	0	1	2	0	14	14
% App. Total	0	100	0		0	0	0		16.7	83.3	0		50	50	0	50		.500	.500	
PHF	.000	.750	.000		.000	.000	.000		.000	.417	.000		.500	.250	.000	.250		.500	.583	

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
04:15 PM	0	2	3	0	5	0	0	0	0	0	2	6	0	0	0	0	11	11
04:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	4	4
04:45 PM	0	3	1	0	4	0	0	0	0	0	2	0	0	0	0	0	6	6
Total	0	8	4	0	12	0	0	0	0	0	11	0	0	0	1	0	24	24
05:00 PM	0	2	1	0	3	0	0	0	0	0	2	0	0	1	0	0	7	7
05:15 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	4	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	4	0	0	0	0	0	7	7
05:45 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	4	4
Total	0	7	1	0	8	0	0	0	0	0	9	0	0	1	0	0	22	22
Grand Total	0	15	5	0	20	0	0	0	0	0	1	20	0	0	1	0	46	46
Approch %	0	75	25		43.5	0	0	0		0	4.8	95.2	0		80	0	100	
Total %	0	32.6	10.9			0	0	0		0	2.2	43.5	0		8.7	0		

3.1-584

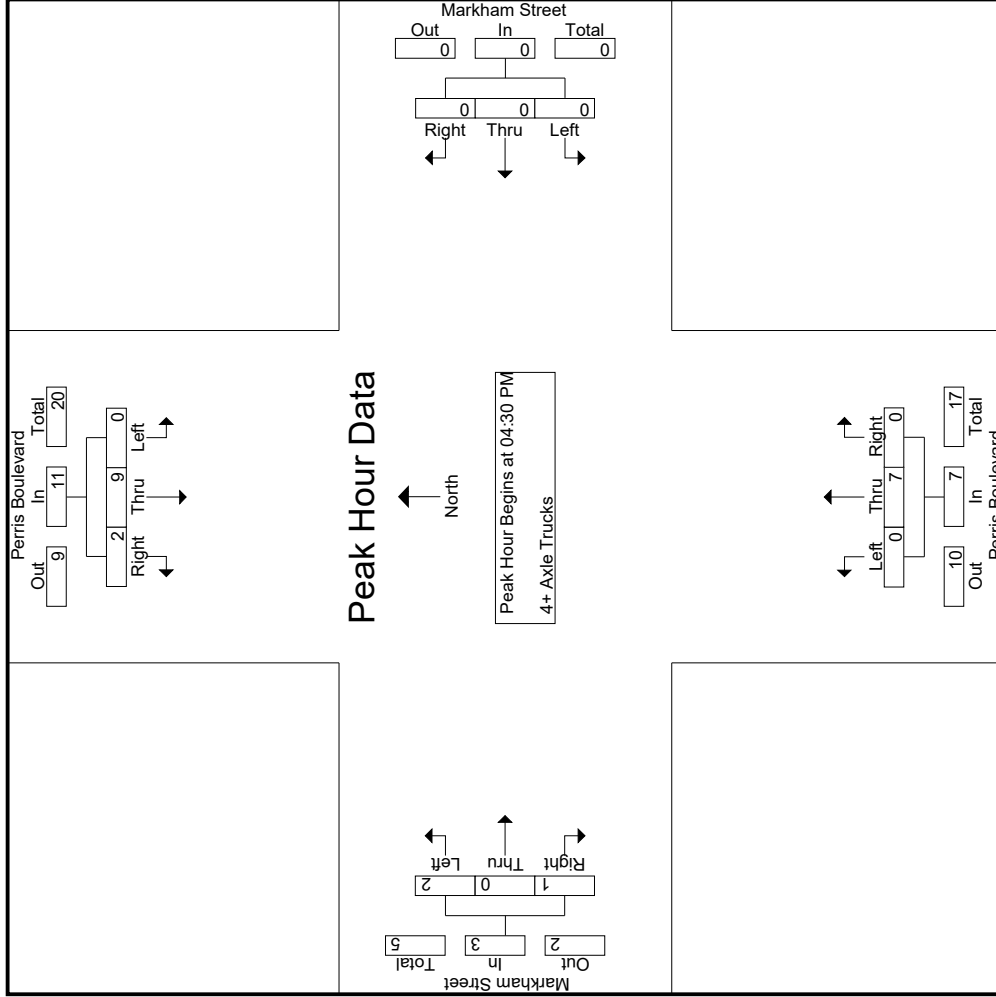
Start Time	Perris Boulevard Southbound				Markham Street Westbound				Perris Boulevard Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	3	1	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0
05:00 PM	0	2	1	0	3	0	0	0	0	0	2	0	0	0	0	0	2	2
05:15 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0
Total Volume	0	9	2		11	0	0	0		0	7	0	0	0	0	0	3	21
% App. Total	0	81.8	18.2		688	0	0	0		0	100	0	0	0	33.3	0	375	750
PHF	.000	.750	.500		.688	.000	.000	.000		.000	.875	.000	.250	.375	.750			

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

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Markham Street
 Weather: Clear

File Name : 21_PER_Perris_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Markham Street Westbound			Perris Boulevard Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	2	0	0	0	0	0	0	1	0	0	0
+15 mins.	0	3	1	0	0	0	0	0	2	0	0	0
+30 mins.	0	2	1	0	0	0	0	0	2	0	0	1
+45 mins.	0	2	0	0	0	0	0	0	2	0	0	0
Total Volume	0	9	2	0	0	0	0	0	7	0	0	1
% App. Total	0	81.8	18.2	0	0	0	0	0	100	0	0	33.3
PHF	.000	.750	.500	.000	.000	.000	.000	.000	.875	.000	.000	.250
				.000	.000	.000	.000	.000	.875	.500	.000	.375

Location: Perris
 N/S: Perris Boulevard
 E/W: Markham Street



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard Pedestrians	East Leg Markham Street Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Markham Street Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	1	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	2	0	0	2	4
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	1	1	2	6

	North Leg Perris Boulevard Pedestrians	East Leg Markham Street Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Markham Street Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	2	3
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	2	3

Location: Perris
 N/S: Perris Boulevard
 E/W: Markham Street



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Markham Street			Northbound Perris Boulevard			Eastbound Markham Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Perris Boulevard			Westbound Markham Street			Northbound Perris Boulevard			Eastbound Markham Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

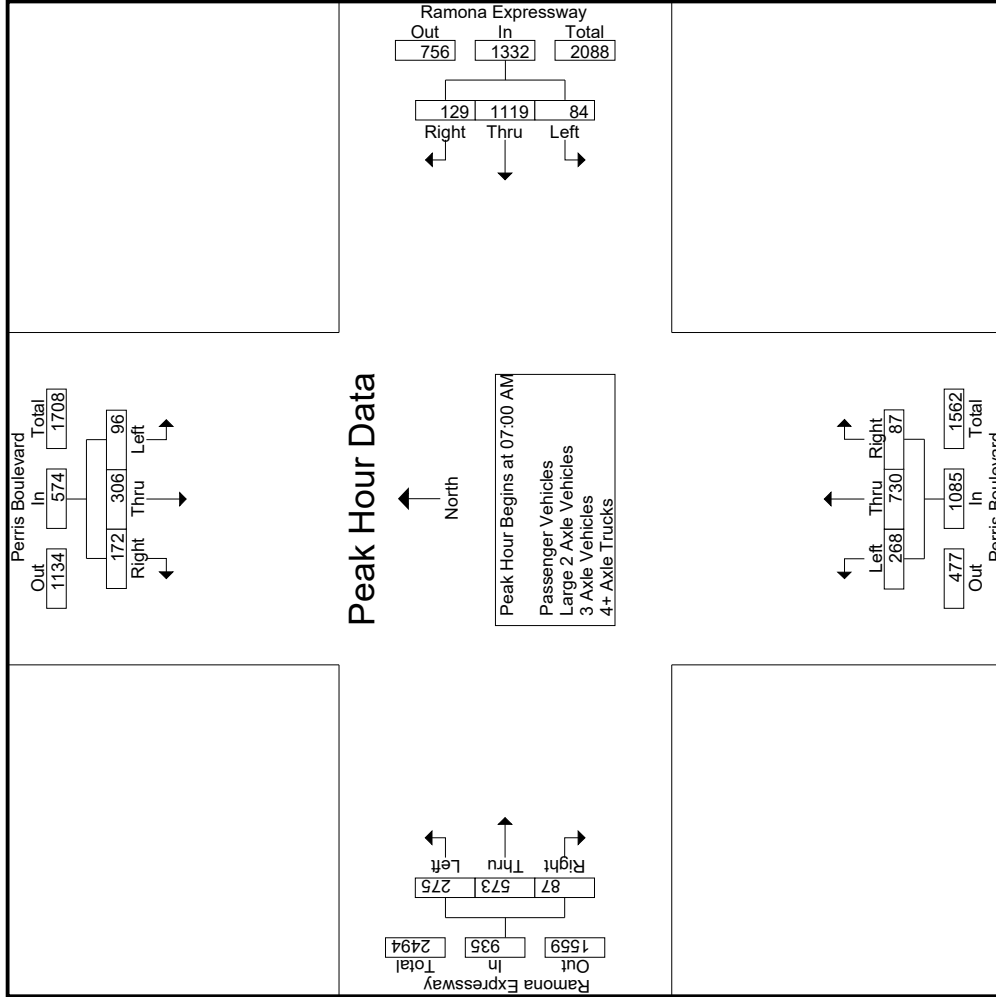
Start Time	Perris Boulevard Southbound											Perris Boulevard Northbound											Ramona Expressway Westbound											Ramona Expressway Eastbound																				
	Left			Thru			Right			RTOR			App. Total			Left			Thru			Right			RTOR			App. Total			Left			Thru			Right			RTOR			App. Total			Exclu. Total			Inclu. Total			Int. Total		
07:00 AM	30	53	37	11	120		15	306	23	0	344		77	210	13	7	300		63	118	28	15	209		33	973		33	973		106	1006																						
07:15 AM	25	65	43	18	133		21	290	35	5	346		76	195	19	16	290		72	123	10	4	205		43	974		43	974		1017	1017																						
07:30 AM	17	90	47	20	154		20	246	40	6	306		54	189	31	11	274		59	165	24	13	248		50	982		50	982		1032	1032																						
07:45 AM	24	98	45	9	167		28	277	31	8	336		61	136	24	13	221		81	167	25	12	273		42	997		42	997		1039	1039																						
Total	96	306	172	58	574		84	1119	129	19	1332		268	730	87	47	1085		275	573	87	44	935		168	3926		168	3926		4094	4094																						
08:00 AM	27	59	39	16	125		25	320	26	5	371		55	96	16	10	167		56	133	33	12	222		43	885		43	885		928	928																						
08:15 AM	35	74	45	20	154		20	238	28	3	286		69	118	8	2	195		46	141	26	9	213		34	848		34	848		882	882																						
08:30 AM	16	63	43	21	122		36	190	14	3	240		54	73	14	9	141		47	111	27	15	185		48	688		48	688		736	736																						
08:45 AM	20	67	34	13	121		22	203	22	2	247		53	68	17	10	138		40	152	25	13	217		38	723		38	723		761	761																						
Total	98	263	161	70	522		103	951	90	13	1144		231	355	55	31	641		189	537	111	49	837		163	3144		163	3144		3307	3307																						
Grand Total	194	569	333	128	1096		187	2070	219	32	2476		499	1085	142	78	1726		464	1110	198	93	1772		331	7070		331	7070		7401	7401																						
Approch %	17.7	51.9	30.4				7.6	83.6	8.8				28.9	62.9	8.2				26.2	62.6	11.2				4.5	95.5		4.5	95.5																									
Total %	2.7	8	4.7		15.5		2.6	29.3	3.1		35		7.1	15.3	2		24.4		6.6	15.7	2.8		25.1		4.5	95.5		4.5	95.5																									
Passenger Vehicles	189	546	310		1169		182	2022	213		2449		472	1055	140		1744		433	1052	173		1743		0	0		0	0	7105																								
Passenger Vehicles	97.4	96	93.1	96.9	95.5		97.3	97.7	97.3	100	97.6		94.6	97.2	98.6	98.7	96.7		93.3	94.8	87.4	91.4	93.5		0	0	0	0	0	96																								
% 2 Axle Vehicles	3	18	10		34		2	13	4		19		14	25	2		42		8	32	14		58		0	0	0	0	0	153																								
% Large 2 Axle Vehicles	1.5	3.2	3	2.3	2.8		1.1	0.6	1.8	0	0.8		2.8	2.3	1.4	1.3	2.3		1.7	2.9	7.1	4.3	3.1		0	0	0	0	0	2.1																								
3 Axle Vehicles	1	0	3		5		0	8	1		9		2	3	0		5		5	8	1		15		0	0	0	0	0	34																								
% 3 Axle Vehicles	0.5	0	0.9	0.8	0.4		0	0.4	0.5	0	0.4		0.4	0.3	0	0	0.3		1.1	0.7	0.5	1.1	0.8		0	0	0	0	0	0.5																								
4+ Axle Trucks	1	5	10		16		3	27	1		31		11	2	0		13		18	18	10		49		0	0	0	0	0	109																								
% 4+ Axle Trucks	0.5	0.9	3	0	1.3		1.6	1.3	0.5	0	1.2		2.2	0.2	0	0	0.7		3.9	1.6	5.1	3.2	2.6		0	0	0	0	0	1.5																								

Start Time	Perris Boulevard Southbound						Ramona Expressway Westbound						Perris Boulevard Northbound						Ramona Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	App. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 07:00 AM	30	53	37		120		15	306	23		344		77	210	13		300		63	118	28		209		33	973		33	973	
07:00 AM	30	53	37		120		15	306	23		344		77	210	13		300		63	118	28		209		33	973		33	973	
07:15 AM	25	65	43		133		21	290	35		346		76	195	19		290		72	123	10		205		43	974		43	974	
07:30 AM	17	90	47		154		20	246	40		306		54	189	31		274		59	165	24		248		50	982		50	982	
07:45 AM	24	98	45		167		28	277	31		336		61	136	24		221		81	167	25		273		42	997		42	997	
Total Volume	96	306	172		574		84	1119	129		1332		268	730	87		1085		275	573	87		935		168	3926		168	3926	
% App. Total	16.7	53.3	30		859		6.3	84	9.7		962		24.7	67.3	8		702		29.4	61.3	9.3		858		29.4	777		29.4	777	
PHF	.800	.781	.915		.859		.750	.914	.806		.962		.870	.869	.702		.904		.849	.858	.777		.856		.856	.856		.856	.856	

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

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Ramona Expressway Westbound			Perris Boulevard Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:15 AM			07:00 AM			07:30 AM				
+0 mins.	17	90	47	21	290	35	346	77	210	13	59	165	24	248
+15 mins.	24	98	45	20	246	40	306	76	195	19	81	167	25	273
+30 mins.	27	59	39	28	277	31	336	54	189	31	56	133	33	222
+45 mins.	35	74	45	25	320	26	371	61	136	24	46	141	26	213
Total Volume	103	321	176	94	1133	132	1359	268	730	87	242	606	108	956
% App. Total	17.2	53.5	29.3	6.9	83.4	9.7	91.6	24.7	67.3	8	25.3	63.4	11.3	87.5
PHF	.736	.819	.936	.839	.885	.825	.916	.870	.869	.702	.747	.907	.818	.875

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	30	52	35	11	117	13	303	23	0	339	73	203	13	7	289	59	115	22	11	196	29	941	970
07:15 AM	25	64	39	17	128	21	284	35	5	340	70	192	18	15	280	70	116	8	3	194	40	942	982
07:30 AM	17	88	44	19	149	19	242	39	6	300	52	186	31	11	269	50	160	21	11	231	47	949	996
07:45 AM	24	96	42	9	162	27	274	30	8	331	59	132	23	13	214	79	159	24	12	262	42	969	1011
Total	96	300	160	56	556	80	1103	127	19	1310	254	713	85	46	1052	258	550	75	37	883	158	3801	3959
08:00 AM	27	54	38	16	119	25	313	26	5	364	53	96	16	10	165	50	129	28	12	207	43	855	898
08:15 AM	34	73	42	19	149	20	231	26	3	277	67	109	8	2	184	44	130	21	8	195	32	805	837
08:30 AM	14	58	40	20	112	36	179	14	3	229	48	71	14	9	133	43	103	25	15	171	47	645	692
08:45 AM	18	61	30	13	109	21	196	20	2	237	50	66	17	10	133	38	140	24	13	202	38	681	719
Total	93	246	150	68	489	102	919	86	13	1107	218	342	55	31	615	175	502	98	48	775	160	2986	3146
Grand Total	189	546	310	124	1045	182	2022	213	32	2417	472	1055	140	77	1667	433	1052	173	85	1658	318	6787	7105
Approch %	18.1	52.2	29.7		15.4	7.5	83.7	8.8		35.6	28.3	63.3	8.4		24.6	26.1	63.4	10.4		24.4	4.5	95.5	
Total %	2.8	8	4.6			2.7	29.8	3.1			7	15.5	2.1			6.4	15.5	2.5					

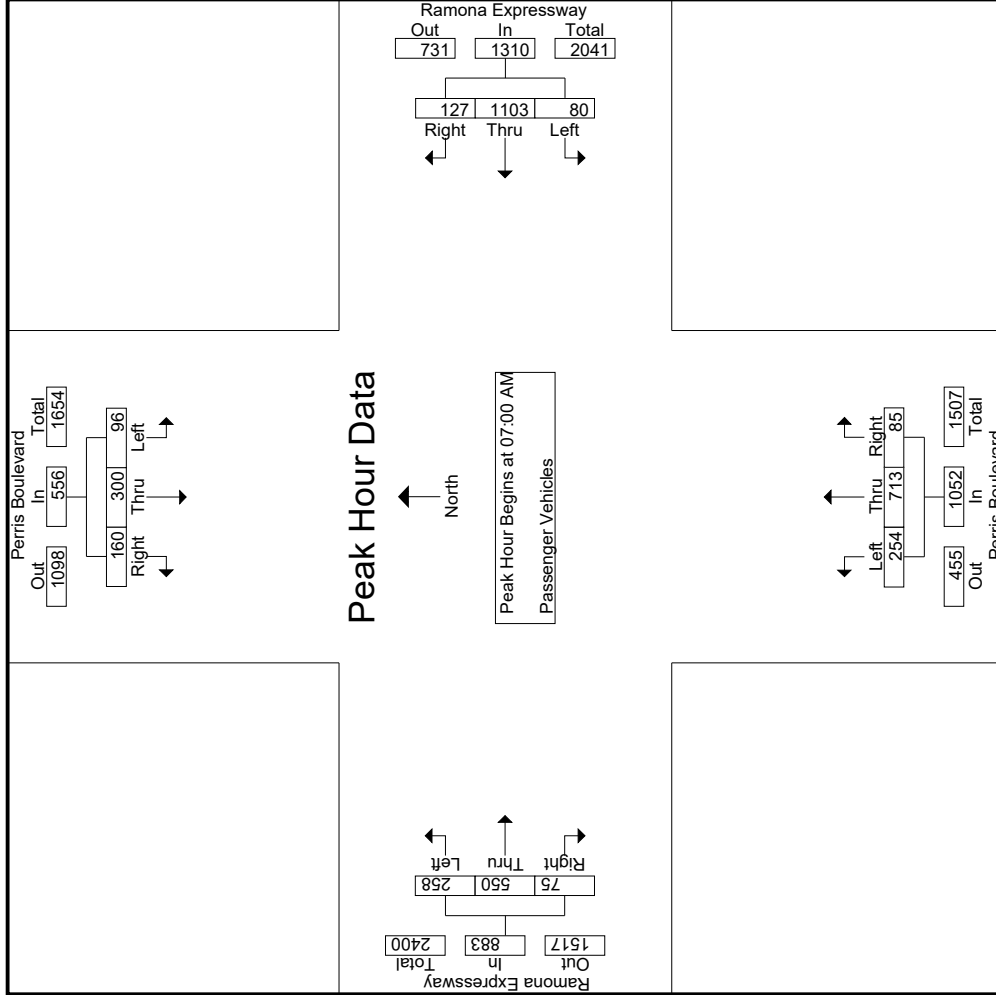
Start Time	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	30	52	35	11	117	13	303	23	0	339	73	203	13	7	289	59	115	22	11	196	29	941	970
07:15 AM	25	64	39	17	128	21	284	35	5	340	70	192	18	15	280	70	116	8	3	194	40	942	982
07:30 AM	17	88	44	19	149	19	242	39	6	300	52	186	31	11	269	50	160	21	11	231	47	949	996
07:45 AM	24	96	42	9	162	27	274	30	8	331	59	132	23	13	214	79	159	24	12	262	42	969	1011
Total Volume	96	300	160	56	556	80	1103	127	19	1310	254	713	85	46	1052	258	550	75	37	883	158	3801	3959
% App. Total	17.3	54	28.8		15.4	7.5	83.7	8.8		35.6	28.3	63.3	8.4		24.6	26.1	63.4	10.4		24.4	4.5	95.5	
PHF	.800	.781	.909		.858	.741	.910	.814		.963	.870	.878	.685		.910	.816	.859	.781		.843		.843	.981

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	1	1	0	2	2	0	0	0	2	6	0	0	0	8	2	2	20	22
07:15 AM	0	0	1	1	1	0	2	0	0	2	3	1	1	0	9	2	16	18	
07:30 AM	0	0	2	1	2	0	1	0	0	1	2	0	0	4	5	2	12	14	
07:45 AM	0	2	2	0	4	0	2	1	0	3	3	1	0	6	7	0	20	20	
Total	0	3	6	2	9	2	5	1	0	8	11	14	2	1	27	4	13	68	74
08:00 AM	0	5	1	0	6	0	3	0	0	3	1	0	0	1	4	1	4	0	19
08:15 AM	1	0	1	0	2	0	4	2	0	6	0	7	0	7	8	1	23	24	
08:30 AM	1	5	1	1	7	0	0	0	0	0	2	0	0	3	7	1	17	18	
08:45 AM	1	5	1	0	7	0	1	1	0	2	2	0	0	6	6	0	18	18	
Total	3	15	4	1	22	0	8	3	0	11	3	11	0	14	30	2	77	79	
Grand Total	3	18	10	3	31	2	13	4	0	19	14	25	2	1	41	8	32	14	153
Approch %	9.7	58.1	32.3		10.5	68.4	21.1			13.1	34.1	61	4.9		14.8	59.3	25.9		
Total %	2.1	12.4	6.9		21.4	1.4	9	2.8		13.1	9.7	17.2	1.4		5.5	22.1	9.7		94.8

3.1-595

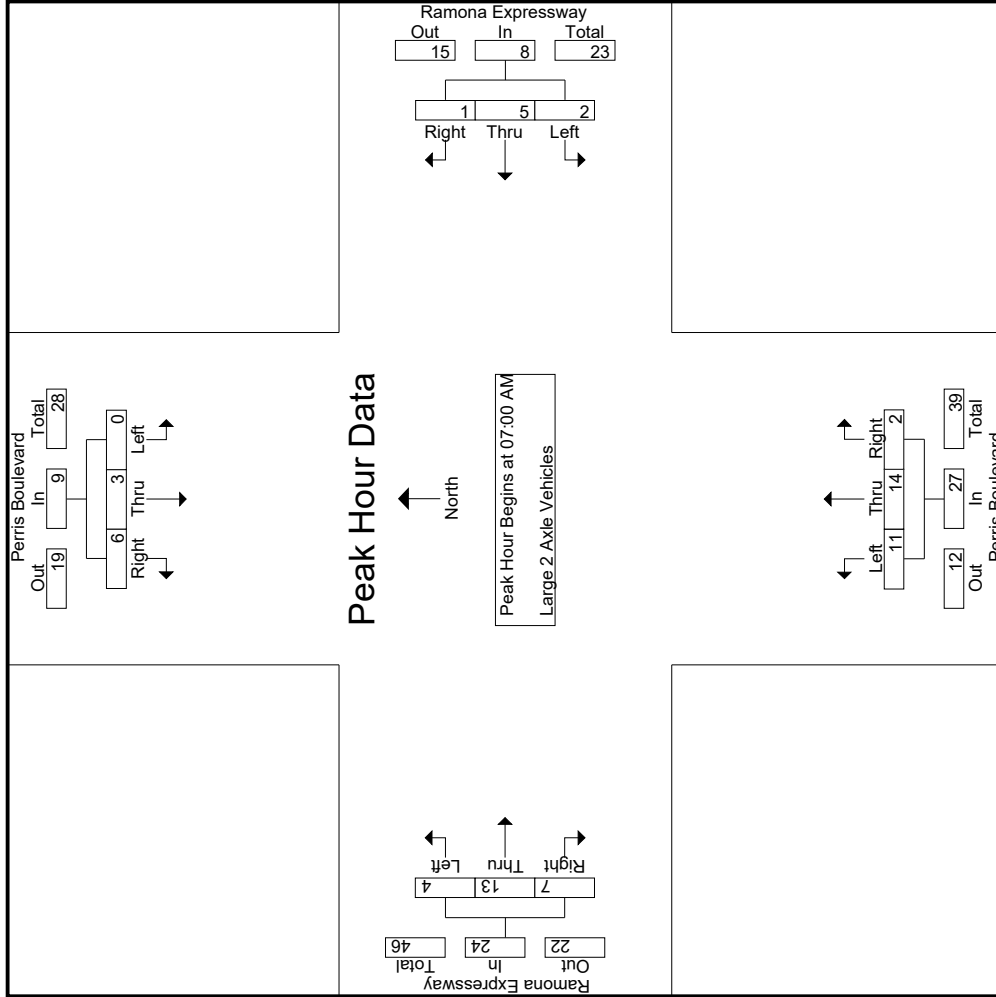
Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	2	2	0	0	0	2	6	0	0	8	2	2	4	0	8	20
07:15 AM	0	0	0	0	0	0	2	0	0	0	3	1	1	0	4	0	4	0	4	16
07:30 AM	0	0	2	1	2	0	1	0	0	1	2	0	0	4	2	2	2	2	5	12
07:45 AM	0	2	2	0	4	0	2	1	0	3	3	1	0	6	7	1	5	1	7	20
Total Volume	0	3	6	2	9	2	5	1	0	8	11	14	2	27	4	13	7	24	68	
% App. Total	0	33.3	66.7		10.5	62.5	12.5			12.5	40.7	51.9	7.4	16.7	54.2	29.2				
PHF	.000	.375	.750		.563	.250	.625	.250		.667	.550	.583	.500	.750	.650	.438			.750	.850

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Ramona Expressway Westbound			Perris Boulevard Northbound			Ramona Expressway Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
07:00 AM	0	1	1	2	2	0	2	2	6	0	2	2
+0 mins.	0	0	1	1	2	0	0	2	3	1	0	4
+15 mins.	0	0	2	0	0	2	0	2	2	0	2	0
+30 mins.	0	0	2	0	1	0	1	2	2	0	2	2
+45 mins.	0	2	2	4	3	2	1	3	3	1	5	1
Total Volume	0	3	6	9	8	5	1	8	14	2	13	7
% App. Total	0	33.3	66.7	25	62.5	12.5	25	40.7	51.9	7.4	16.7	29.2
PHF	.000	.375	.750	.250	.625	.250	.667	.550	.583	.500	.500	.438
				.563	.667	.667	.750	.750	.750	.750	.750	.750

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	1	0	3
07:15 AM	0	0	1	0	0	2	0	0	0	0	0	0	2	0	1	1	2	1	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	0	3
Total	0	0	1	0	2	0	0	0	2	1	2	0	3	3	3	1	7	1	13
08:00 AM	0	0	0	0	0	2	0	0	1	0	0	0	1	0	0	0	0	0	3
08:15 AM	0	0	1	1	0	0	0	0	0	1	0	0	1	1	2	0	3	1	5
08:30 AM	1	0	0	0	1	0	0	0	1	0	0	0	1	1	1	0	2	0	4
08:45 AM	0	0	1	0	0	3	1	0	0	0	0	0	0	0	2	0	2	0	7
Total	1	0	2	1	3	0	6	1	7	1	1	0	2	2	5	0	7	1	19
Grand Total	1	0	3	1	4	0	8	1	9	2	3	0	5	5	8	1	14	2	32
Approch %	25	0	75		0	88.9	11.1			40	60	0	15.6	35.7	57.1	7.1			
Total %	3.1	0	9.4		0	25	3.1		28.1	6.2	9.4	0	15.6	15.6	25	3.1	43.8	5.9	94.1

3.1-598

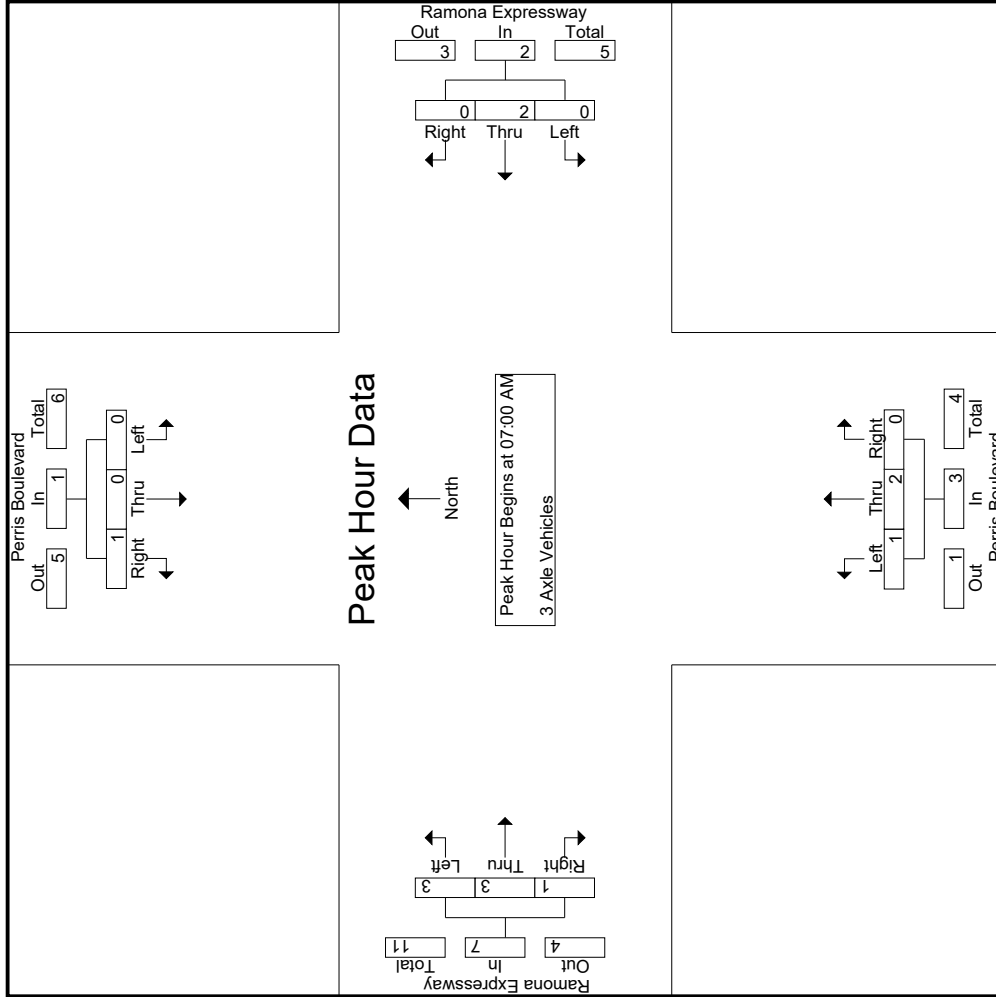
Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.250	.000	.000	.375	.375	.250	.875	.250	.650

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Perris Boulevard Southbound			Ramona Expressway Westbound			Perris Boulevard Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
+15 mins.	0	0	1	0	0	2	0	0	0	0	0	1	0	2	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
Total Volume	0	0	1	0	2	2	0	2	0	2	0	3	3	7	
% App. Total	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.375	.000	.375	.875	
PHF															

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	0	3	0	0	3	1	0	0	1	1	2	2	4	2	9	11
07:15 AM	0	1	2	0	2	0	0	0	2	1	0	0	1	2	2	1	5	0	11	11
07:30 AM	0	2	1	0	3	1	0	0	5	0	1	0	1	6	3	1	10	1	19	20
07:45 AM	0	0	1	0	1	1	0	0	2	0	0	0	0	1	1	0	2	0	5	5
Total	0	3	5	0	8	2	9	1	12	2	1	0	3	10	7	4	3	3	44	47
08:00 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	2	3	1	6	0	8	8
08:15 AM	0	1	1	0	2	0	3	0	3	2	1	0	3	1	3	3	7	0	15	15
08:30 AM	0	0	2	0	2	0	10	0	10	5	0	0	5	3	1	1	5	0	22	22
08:45 AM	1	1	2	0	4	1	3	0	4	2	0	0	2	2	4	1	7	0	17	17
Total	1	2	5	0	8	1	18	0	19	9	1	0	10	8	11	6	0	0	62	62
Grand Total	1	5	10	0	16	3	27	1	31	11	2	0	13	18	18	10	3	3	106	109
Approch %	6.2	31.2	62.5		9.7	87.1	3.2		29.2	84.6	15.4	0	12.3	39.1	39.1	21.7		43.4	2.8	97.2
Total %	0.9	4.7	9.4		15.1	2.8	25.5	0.9		10.4	1.9	0		17	17	9.4				

3.1-601

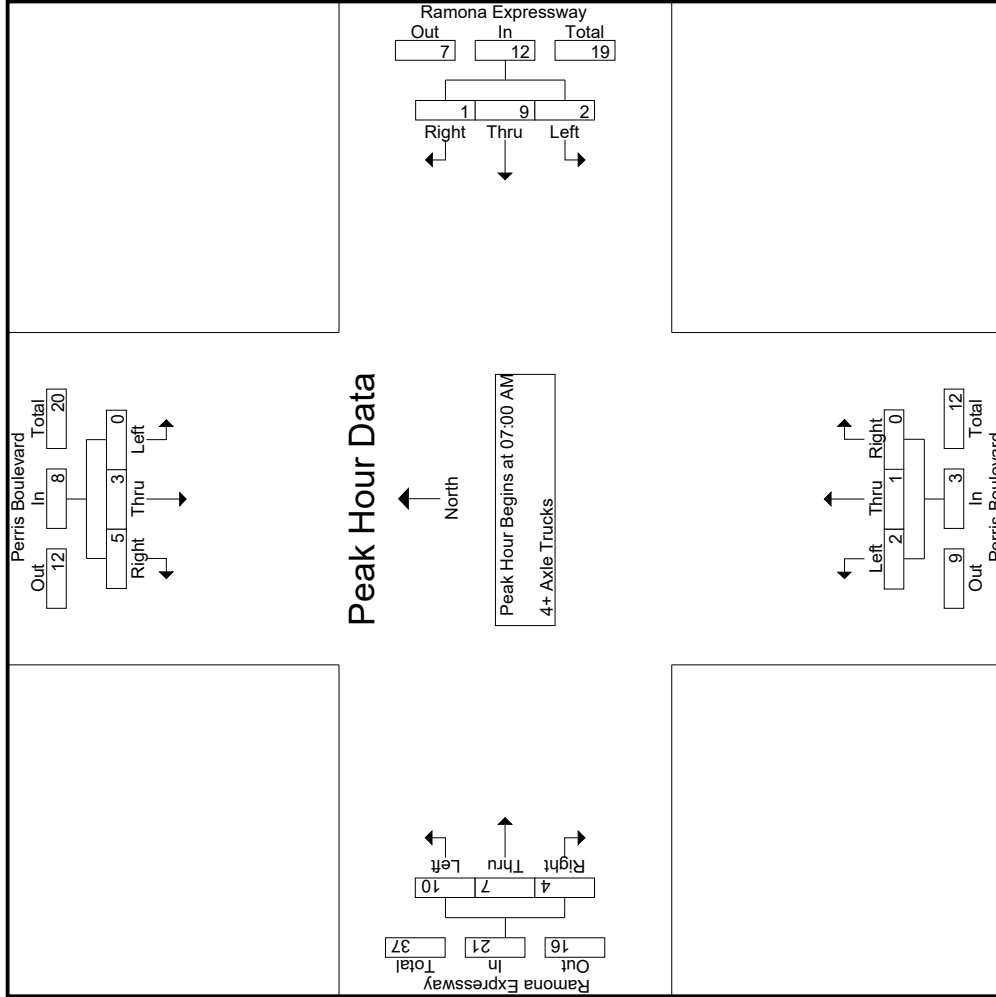
Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	1	0	3	0	0	3	1	0	0	1	1	2	2	4	2	9	11
07:15 AM	0	1	2	0	2	0	0	0	2	1	0	0	1	2	2	1	5	0	11	11
07:30 AM	0	2	1	0	3	1	0	0	5	0	1	0	1	6	3	1	10	1	19	20
07:45 AM	0	0	1	0	1	1	0	0	2	0	0	0	0	1	1	0	2	0	5	5
Total Volume	0	3	5	0	8	2	9	1	12	2	1	0	3	10	7	4	3	3	44	47
% App. Total	0	37.5	62.5		9.7	87.1	3.2		29.2	84.6	15.4	0	12.3	39.1	39.1	21.7		43.4	2.8	97.2
PHF	.000	.375	.625		.667	.500	.750	.250	.600	.500	.250	.000	.750	.417	.583	.500		.525		.579

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Perris Boulevard Southbound			Ramona Expressway Westbound			Perris Boulevard Northbound			Ramona Expressway Eastbound									
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total					
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																			
Peak Hour for Each Approach Begins at:																			
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM						
+0 mins.	0	0	1	1	0	3	0	0	0	0	0	0	0	1	1	2	1	2	4
+15 mins.	0	1	2	3	0	2	0	0	0	0	0	0	0	1	2	1	1	1	5
+30 mins.	0	2	1	3	1	3	1	5	0	1	0	0	0	6	3	1	1	10	10
+45 mins.	0	0	1	1	1	1	0	2	0	0	0	0	0	1	1	0	0	2	2
Total Volume	0	3	5	8	2	9	1	12	2	1	0	0	0	10	7	4	4	21	21
% App. Total	0	37.5	62.5	66.7	16.7	75	8.3	600	66.7	33.3	0	0	0	47.6	33.3	19	19	525	525
PHF	.000	.375	.625	.667	.500	.750	.250	.600	.500	.250	.000	.000	.000	.417	.583	.500	.500	.525	.525

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	53	90	43	21	186	34	182	18	6	234	58	84	26	12	168	53	227	40	11	320	50	908	958
04:15 PM	51	122	44	19	217	26	159	29	8	214	48	85	21	13	154	59	237	46	25	342	65	927	992
04:30 PM	43	156	46	7	245	27	168	35	4	230	48	106	29	13	183	60	240	63	26	363	50	1021	1071
04:45 PM	74	142	42	18	258	25	190	33	4	248	46	106	14	8	166	50	278	60	27	388	57	1060	1117
Total	221	510	175	65	906	112	699	115	22	926	200	381	90	46	671	222	982	209	89	1413	222	3916	4138
05:00 PM	78	133	42	21	253	25	187	26	2	238	52	79	33	14	164	57	279	55	24	391	61	1046	1107
05:15 PM	44	155	46	26	245	12	190	20	3	222	45	68	22	14	135	67	278	56	20	401	63	1003	1066
05:30 PM	50	106	36	18	192	29	199	26	5	254	38	90	30	14	158	60	291	47	25	398	62	1002	1064
05:45 PM	61	100	28	21	189	31	180	26	5	237	35	67	22	19	124	58	307	47	21	412	66	962	1028
Total	233	494	152	86	879	97	756	98	15	951	170	304	107	61	581	242	1155	205	90	1602	252	4013	4265
Grand Total	454	1004	327	151	1785	209	1455	213	37	1877	370	685	197	107	1252	464	2137	414	179	3015	474	7929	8403
Approch %	25.4	56.2	18.3			11.1	77.5	11.3			29.6	54.7	15.7			15.4	70.9	13.7			5.6	94.4	
Total %	5.7	12.7	4.1			2.6	18.4	2.7			4.7	8.6	2.5			5.9	27	5.2			38	3100	0
Passenger Vehicles	449	984	306		1883	197	1396	201		1829	354	671	193		1323	443	2082	400		3100	0	0	8135
Passenger Vehicles	98.9	98	93.6		97.3	94.3	95.9	94.4		95.6	95.7	98	98.1		97.4	95.5	97.4	96.6		97.1	0	0	96.8
Large 2 Axle Vehicles	2	18	10		33	9	23	4		36	11	8	4		25	8	28	12		51	0	0	145
Large 2 Axle Vehicles	0.4	1.8	3.1		1.7	4.3	1.6	1.9		1.9	3	1.2	2		1.8	1.7	1.3	2.9		1.6	0	0	1.7
3 Axle Vehicles	2	1	1		4	1	9	1		11	2	4	0		6	7	8	0		15	0	0	36
3 Axle Vehicles	0.4	0.1	0.3		0.2	0.5	0.6	0.5		0.6	0.5	0.6	0		0.4	1.5	0.4	0		0	0	0	0.4
4+ Axle Trucks	1	1	10		16	2	27	7		38	3	2	0		5	6	19	2		28	0	0	87
4+ Axle Trucks	0.2	0.1	3.1		0.8	1	1.9	3.3		2	0.8	0.3	0		0.4	1.3	0.9	0.5		0.6	0	0	1

Start Time	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	43	156	46		245	27	168	35		230	48	106	29		183	60	240	63		363			1021
04:45 PM	74	142	42		258	25	190	33		248	46	106	14		166	50	278	60		388			1060
05:00 PM	78	133	42		253	25	187	26		238	52	79	33		164	57	279	55		391			1046
05:15 PM	44	155	46		245	12	190	20		222	45	68	22		135	60	240	63		363			1071
05:30 PM	61	100	28		189	31	180	26		237	35	67	22		124	58	307	47		412			1028
05:45 PM	74	142	42		258	25	190	33		248	46	106	14		166	50	278	60		388			1117
Total Volume	239	586	176		1001	89	735	114		938	191	359	98		648	234	1075	234		1543			4130
% App. Total	23.9	58.5	17.6		11.1	9.5	78.4	12.2		12.2	29.5	55.4	15.1		15.2	15.2	69.7	15.2		15.2			97.4
PHF	.766	.939	.957		.970	.824	.967	.814		.946	.918	.847	.742		.885	.873	.963	.929		.962			.974

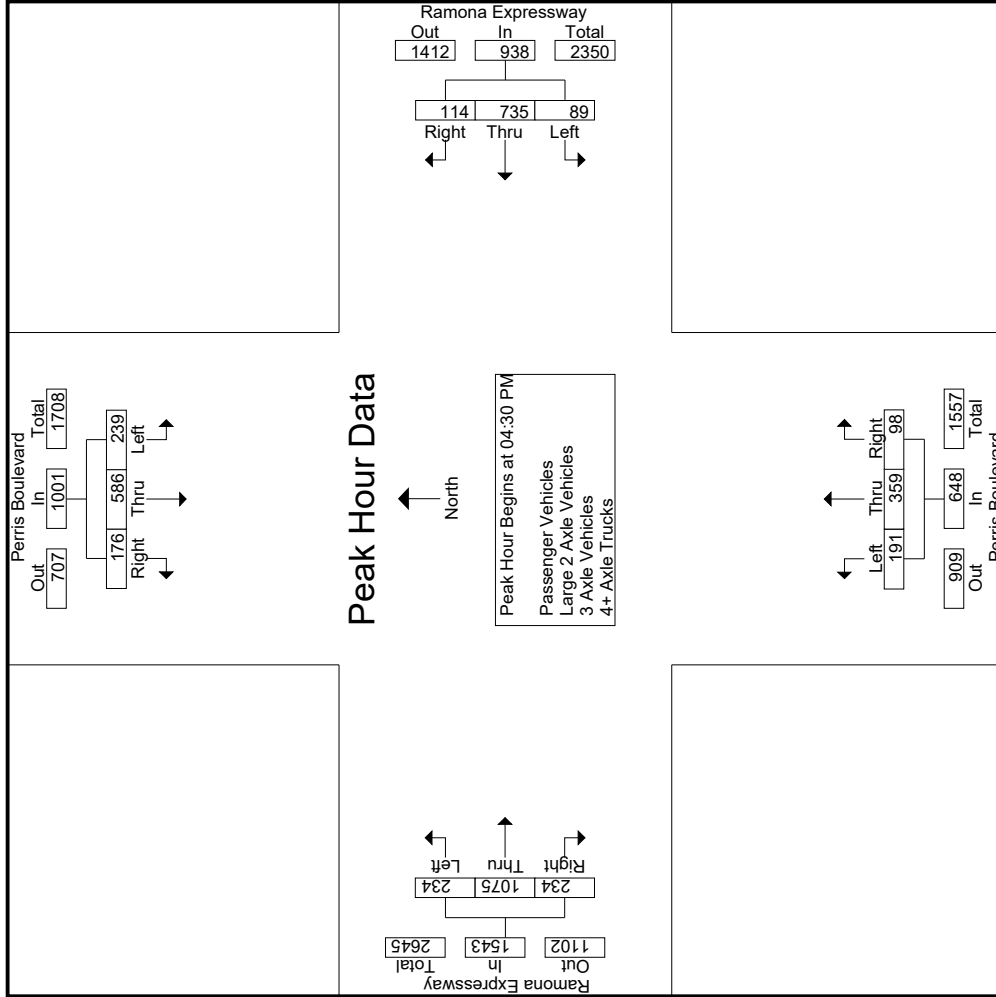
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

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

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Ramona Expressway Westbound			Perris Boulevard Northbound			Ramona Expressway Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM				04:45 PM				04:00 PM				05:00 PM			
+0 mins.	43	156	46	245	25	190	33	248	58	84	26	168	57	279	55	391
+15 mins.	74	142	42	258	25	187	26	238	48	85	21	154	67	278	56	401
+30 mins.	78	133	42	253	12	190	20	222	48	106	29	183	60	291	47	398
+45 mins.	44	155	46	245	29	199	26	254	46	106	14	166	58	307	47	412
Total Volume	239	586	176	1001	91	766	105	962	200	381	90	671	242	1155	205	1602
% App. Total	23.9	58.5	17.6	97.0	9.5	79.6	10.9	94.7	29.8	56.8	13.4	91.7	15.1	72.1	12.8	97.2
PHF	.766	.939	.957	.970	.784	.962	.795	.947	.862	.899	.776	.917	.903	.941	.915	.972

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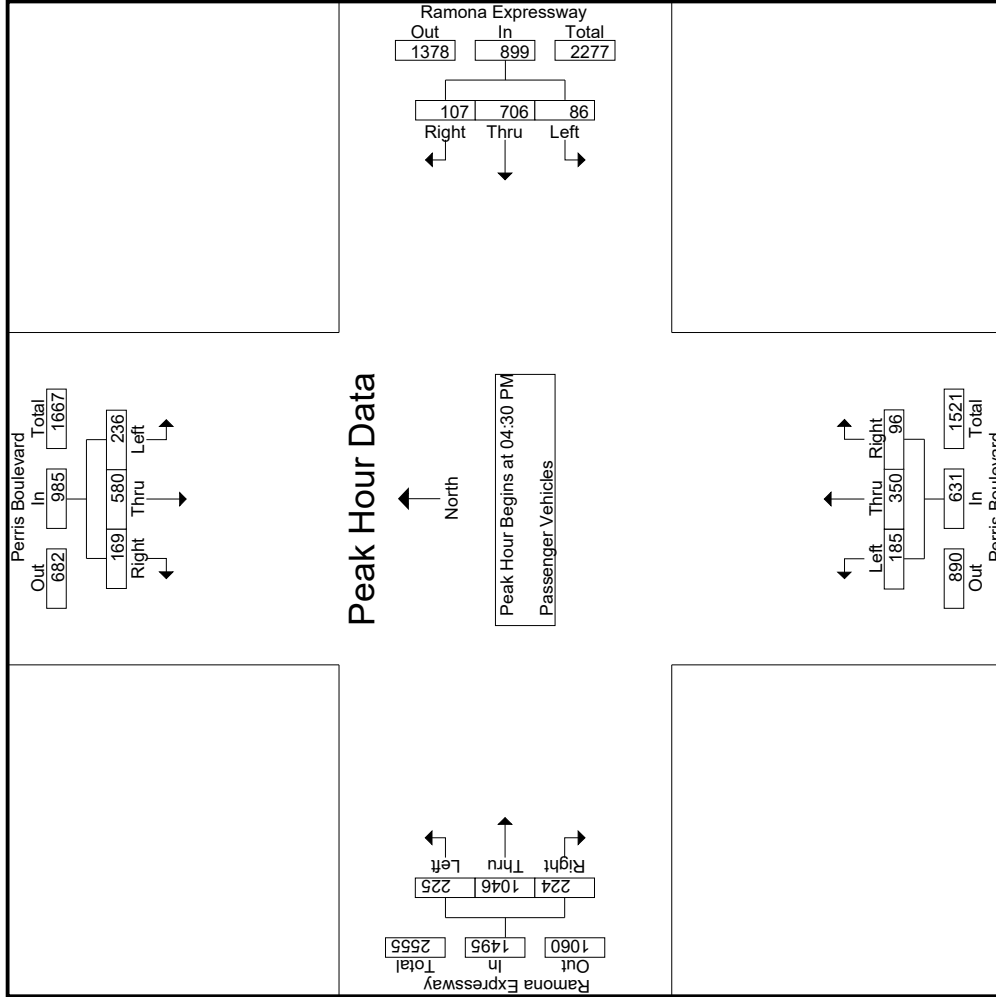
City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	53	83	36	20	172	29	171	17	6	217	54	82	24	12	160	53	221	38	10	312	48	861	909
04:15 PM	50	119	41	18	210	24	150	28	8	202	46	83	21	13	150	53	234	45	24	332	63	894	957
04:30 PM	43	153	45	7	241	26	164	35	4	225	44	101	28	12	173	57	231	61	26	349	49	988	1037
04:45 PM	73	140	40	18	253	23	182	32	4	237	46	105	14	8	165	47	269	56	26	372	56	1027	1083
Total	219	495	162	63	876	102	667	112	22	881	190	371	87	45	648	210	955	200	86	1365	216	3770	3986
05:00 PM	76	133	39	19	248	25	178	23	1	226	50	77	33	14	160	56	274	53	24	383	58	1017	1075
05:15 PM	44	154	45	25	243	12	182	17	2	211	45	67	21	13	133	65	272	54	20	391	60	978	1038
05:30 PM	50	102	34	18	186	28	191	24	5	243	36	89	30	14	155	58	280	46	24	384	61	968	1029
05:45 PM	60	100	26	19	186	30	178	25	5	233	33	67	22	19	122	54	301	47	21	402	64	943	1007
Total	230	489	144	81	863	95	729	89	13	913	164	300	106	60	570	233	1127	200	89	1560	243	3906	4149
Grand Total	449	984	306	144	1739	197	1396	201	35	1794	354	671	193	105	1218	443	2082	400	175	2925	459	7676	8135
Approch %	25.8	56.6	17.6			11	77.8	11.2		23.4	29.1	55.1	15.8	15.9	15.1	71.2	13.7			38.1	5.6	94.4	
Total %	5.8	12.8	4		22.7	2.6	18.2	2.6			4.6	8.7	2.5		5.8	27.1	5.2						

Start Time	Perris Boulevard Southbound					Ramona Expressway Westbound					Perris Boulevard Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	43	153	45	7	241	26	164	35	4	225	44	101	28	12	173	57	231	61	26	349	49	988	1037
04:45 PM	73	140	40	18	253	23	182	32	4	237	46	105	14	8	165	47	269	56	26	372	56	1027	1083
05:00 PM	76	133	39	19	248	25	178	23	1	226	50	77	33	14	160	56	274	53	24	383	58	1017	1075
05:15 PM	44	154	45	25	243	12	182	17	2	211	45	67	21	13	133	65	272	54	20	391	60	978	1038
05:30 PM	50	102	34	18	186	28	191	24	5	243	36	89	30	14	155	58	280	46	24	384	61	968	1029
05:45 PM	60	100	26	19	186	30	178	25	5	233	33	67	22	19	122	54	301	47	21	402	64	943	1007
Total	230	489	144	81	863	95	729	89	13	913	164	300	106	60	570	233	1127	200	89	1560	243	3906	4149
Grand Total	449	984	306	144	1739	197	1396	201	35	1794	354	671	193	105	1218	443	2082	400	175	2925	459	7676	8135
Approch %	25.8	56.6	17.6			11	77.8	11.2		23.4	29.1	55.1	15.8	15.9	15.1	71.2	13.7			38.1	5.6	94.4	
Total %	5.8	12.8	4		22.7	2.6	18.2	2.6			4.6	8.7	2.5		5.8	27.1	5.2						



Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

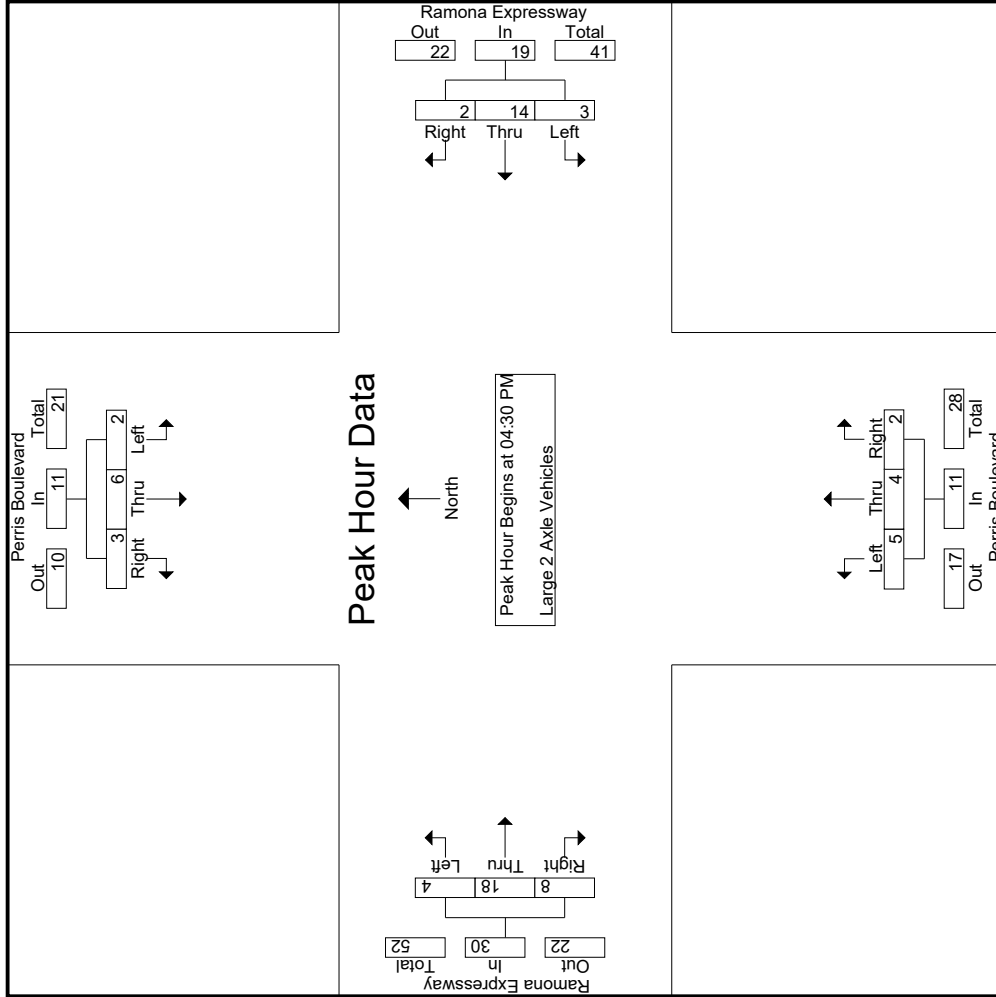
Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total				
04:00 PM	0	7	3	0	10	3	2	1	0	6	3	1	2	0	6	0	2	2	1	26	27	
04:15 PM	0	1	2	1	3	2	3	0	0	5	1	2	0	0	3	2	1	1	3	14	16	
04:30 PM	0	3	1	0	4	1	0	0	0	1	3	3	1	1	7	2	6	2	0	1	22	23
04:45 PM	1	2	1	0	4	2	3	1	0	6	0	1	0	0	1	1	8	3	0	0	23	23
Total	1	13	7	1	21	8	8	2	0	18	7	7	3	1	17	4	17	8	2	4	85	89
05:00 PM	1	0	1	1	2	0	5	0	0	5	2	0	0	0	2	0	2	2	0	1	13	14
05:15 PM	0	1	0	0	1	0	6	1	0	7	0	0	1	1	1	1	2	1	0	4	13	14
05:30 PM	0	4	1	0	5	1	3	1	0	4	1	1	0	0	2	1	4	1	1	6	17	18
05:45 PM	0	0	1	1	1	1	1	0	0	2	1	0	0	0	1	2	3	0	0	1	9	10
Total	1	5	3	2	9	1	15	2	0	18	4	1	1	1	6	4	11	4	1	4	52	56
Grand Total	2	18	10	3	30	9	23	4	0	36	11	8	4	2	23	8	28	12	3	48	137	145
Approch %	6.7	60	33.3			25	63.9	11.1		26.3	47.8	34.8	17.4		16.8	16.7	58.3	25		35	5.5	94.5
Total %	1.5	13.1	7.3		21.9	6.6	16.8	2.9		26.3	8	5.8	2.9		16.8	5.8	20.4	8.8				

3.1-610

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:30 PM	0	3	1		4	1	0	0		0	3	3	1		7	2	6	2		10	22
04:45 PM	1	2	1		4	2	3	1		6	0	1	0		1	1	8	3		12	23
05:00 PM	1	0	0		2	0	5	0		5	2	0	0		2	0	2	2		4	13
05:15 PM	0	1	1		2	0	6	1		7	0	0	0		1	1	2	1		4	13
Total Volume	2	6	3		11	3	14	2		19	5	4	2		11	4	18	8		30	71
% App. Total	18.2	54.5	27.3			15.8	73.7	10.5		18.2	45.5	36.4	18.2		39.3	13.3	60	26.7		62.5	.772
PHF	.500	.500	.750		.688	.375	.583	.500		.679	.417	.333	.500		.393	.500	.563	.667			

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



Counts Unlimited
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 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Ramona Expressway Westbound			Perris Boulevard Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM					
+0 mins.	0	3	1	4	1	0	0	1	3	1	7	2	6	2	10
+15 mins.	1	2	1	4	2	3	1	6	0	1	1	1	8	3	12
+30 mins.	1	0	1	2	0	5	0	5	2	0	2	0	2	2	4
+45 mins.	0	1	0	1	0	6	1	7	0	0	1	1	2	1	4
Total Volume	2	6	3	11	3	14	2	19	5	4	11	4	18	8	30
% App. Total	18.2	54.5	27.3	15.8	73.7	10.5	45.5	36.4	18.2	13.3	60	26.7	563	667	625
PHF	.500	.500	.750	.688	.375	.583	.500	.679	.417	.333	.500	.393	.500	.667	.625

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
04:00 PM	0	0	1	0	0	3	0	0	0	1	0	0	0	1	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	4	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1
Total	0	1	1	0	2	4	0	0	0	5	3	0	5	2	0	0	7
05:00 PM	1	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	2	0	0	3
05:30 PM	0	0	0	0	0	2	0	0	0	3	0	0	4	0	0	0	4
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Total	2	0	0	0	2	5	1	0	0	4	0	0	6	0	0	0	8
Grand Total	2	1	1	0	4	11	1	0	0	6	4	0	6	7	8	0	15
Approch %	50	25	25		9.1	81.8	9.1			16.7	66.7		46.7	53.3	0		41.7
Total %	5.6	2.8	2.8		11.1	25	2.8			30.6	5.6	11.1	19.4	22.2	0		100

3.1-613

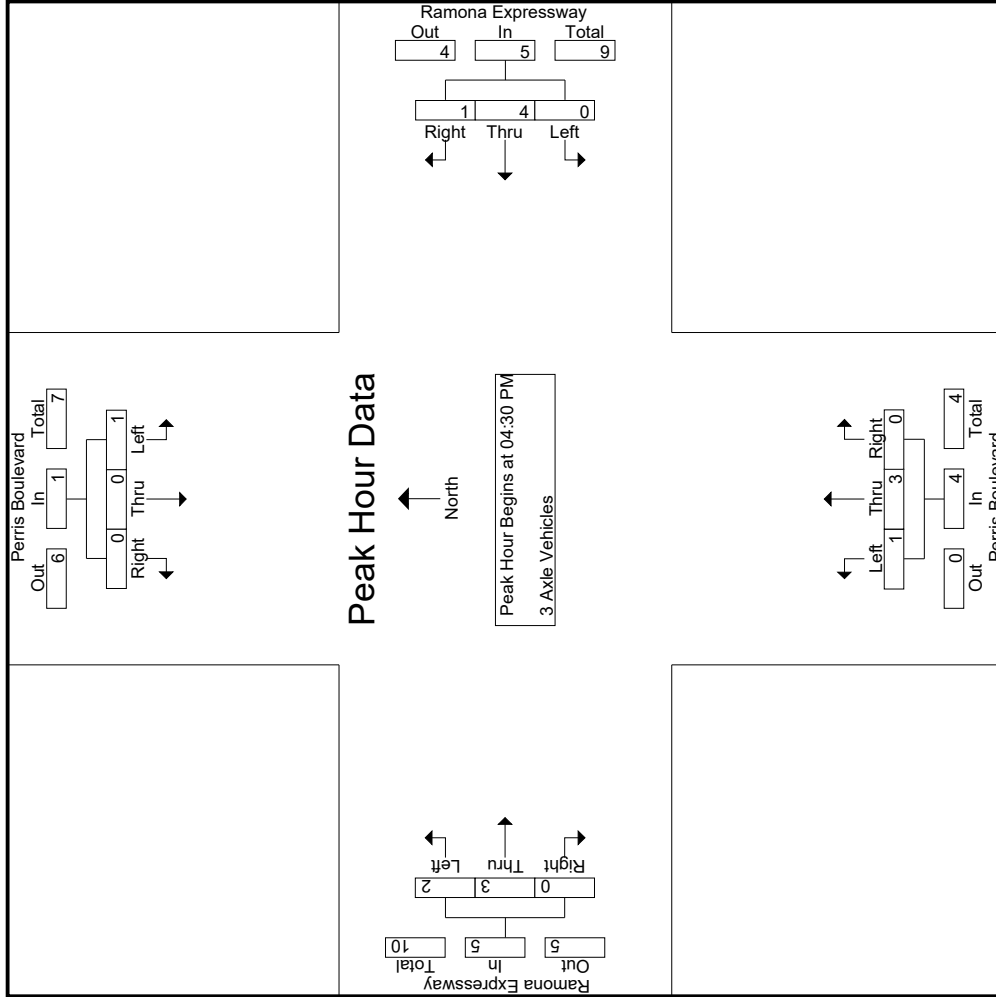
Start Time	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1
05:00 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	2	0	0	3
Total Volume	1	0	0	0	1	0	4	0	0	5	3	0	4	2	3	0	5
% App. Total	100	0	0	0	20	80	20	0	75	75	0	0	60	60	0	0	0
PHF	.250	.000	.000	.250	.250	.500	.250	.417	.375	.000	.250	.333	.500	.375	.000	.417	.750

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

Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2

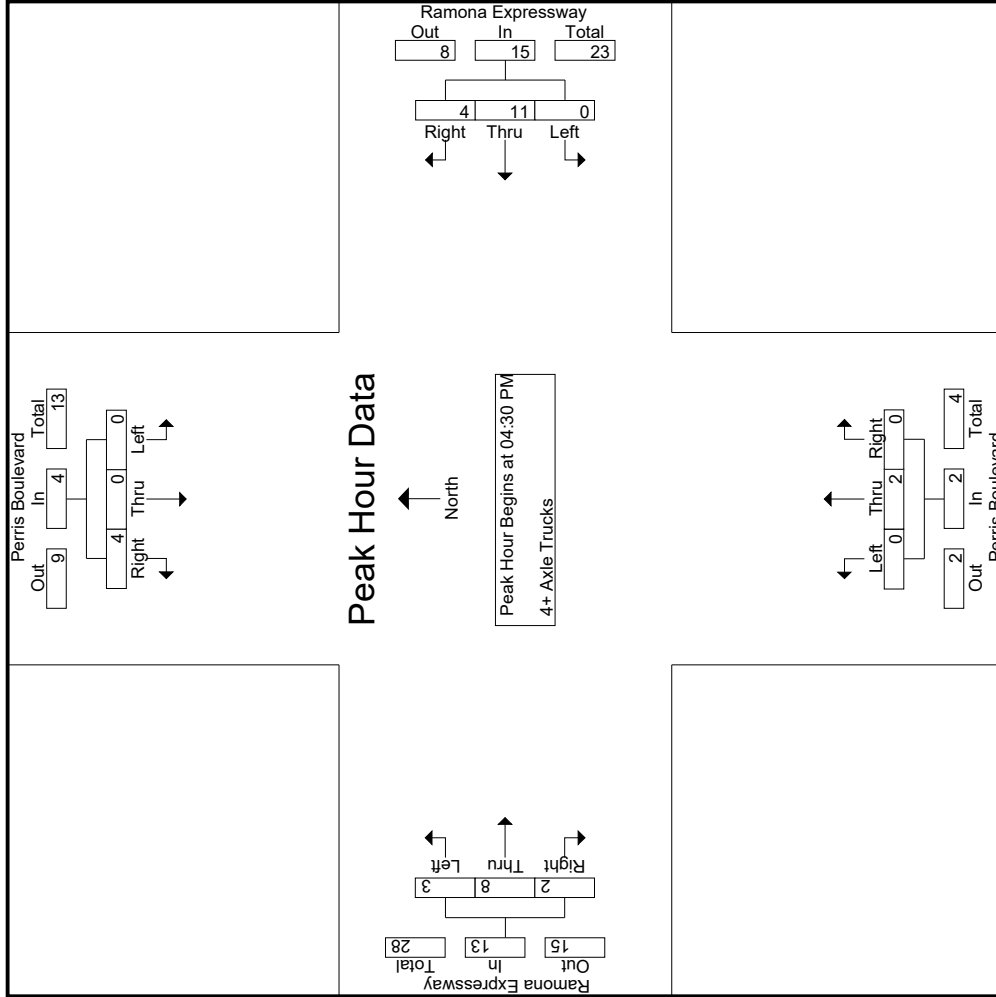


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City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Ramona Expressway Westbound			Perris Boulevard Northbound			Ramona Expressway Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	0	1	2	0	1	0	0
+15 mins.	0	0	0	0	0	1	0	0	0	0	1	0
+30 mins.	1	0	0	0	2	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	1	2	0
Total Volume	1	0	0	0	4	1	1	3	0	2	3	0
% App. Total	100	0	0	0	80	20	25	75	0	40	60	0
PHF	.250	.000	.000	.250	.500	.250	.250	.375	.000	.500	.375	.000
				.417	.417	.417	.333	.333	.333	.500	.375	.000



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City of Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway
 Weather: Clear

File Name : 22_PER_Perris_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Ramona Expressway Westbound			Perris Boulevard Northbound			Ramona Expressway Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	4	0	0	0	0	0	0	3
+15 mins.	0	0	1	0	4	0	0	0	0	0	0	0
+30 mins.	0	0	2	0	2	2	0	2	0	1	3	1
+45 mins.	0	0	1	0	1	2	0	0	0	0	2	0
Total Volume	0	0	4	0	11	4	0	2	0	3	8	2
% App. Total	0	0	100	0	73.3	26.7	0	100	0	23.1	61.5	15.4
PHF	.000	.000	.500	.000	.688	.500	.000	.250	.000	.375	.667	.500
			.500		.938	.250		.250		.250	.813	

Location: Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard Pedestrians	East Leg Ramona Expressway Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Ramona Expressway Pedestrians	
7:00 AM	3	0	1	0	4
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	1	1	1	0	3
8:00 AM	0	0	1	0	1
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	1	1
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	4	3	4	1	12

	North Leg Perris Boulevard Pedestrians	East Leg Ramona Expressway Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Ramona Expressway Pedestrians	
4:00 PM	0	2	1	1	4
4:15 PM	0	1	2	1	4
4:30 PM	2	1	2	0	5
4:45 PM	0	0	0	3	3
5:00 PM	0	0	0	0	0
5:15 PM	3	0	0	0	3
5:30 PM	2	1	0	2	5
5:45 PM	1	2	0	0	3
TOTAL VOLUMES:	8	7	5	7	27

Location: Perris
 N/S: Perris Boulevard
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Ramona Expressway			Northbound Perris Boulevard			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	1	1	0	0	0	0	0	0	0	3

	Southbound Perris Boulevard			Westbound Ramona Expressway			Northbound Perris Boulevard			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Perris Boulevard Southbound						Morgan Street Westbound						Perris Boulevard Northbound						Morgan Street Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	2	98	10	3	110	2	2	0	0	4	7	317	2	0	326	4	0	2	0	6	3	446	449			
07:15 AM	1	89	11	4	101	5	4	2	1	11	8	262	2	0	272	8	1	4	3	13	8	397	405			
07:30 AM	0	118	16	2	134	3	6	0	0	9	9	272	5	0	286	6	0	8	5	14	7	443	450			
07:45 AM	6	126	20	7	152	7	7	0	0	14	14	211	3	0	228	6	6	10	7	22	14	416	430			
Total	9	431	57	16	497	17	19	2	1	38	38	1062	12	0	1112	24	7	24	15	55	32	1702	1734			
08:00 AM	3	118	3	1	124	6	4	4	3	14	9	179	4	0	192	10	7	10	5	27	9	357	366			
08:15 AM	3	100	5	0	108	3	3	0	0	6	5	173	2	0	180	2	1	8	5	11	5	305	310			
08:30 AM	5	128	7	3	140	2	1	1	1	4	3	133	6	2	142	6	1	2	2	9	8	295	303			
08:45 AM	2	117	5	2	124	5	1	2	2	8	7	141	2	0	150	2	2	0	0	4	4	286	290			
Total	13	463	20	6	496	16	9	7	6	32	24	626	14	2	664	20	11	20	12	51	26	1243	1269			
Grand Total	22	894	77	22	993	33	28	9	7	70	62	1688	26	2	1776	44	18	44	27	106	58	2945	3003			
Approch %	2.2	90	7.8	0	12.9	47.1	40	12.9	0.3	2.4	3.5	95	1.5	0.9	60.3	41.5	17	41.5	1.5	3.6	1.9	98.1				
Total %	0.7	30.4	2.6	0	33.7	1.1	1	0.3	0	2.4	2.1	57.3	0.9	0.9	60.3	1.5	0.6	1.5	0.6	3.6	1.9	98.1				
Passenger Vehicles	22	847	70	9	960	30	26	9	9	72	61	1627	22	0	1712	43	18	40	0	125	0	0	0	0	0	2869
3 Axle Vehicles	100	94.7	90.9	95.5	94.6	90.9	92.9	100	100	93.5	98.4	96.4	84.6	100	96.3	97.7	100	90.9	88.9	94	0	0	0	0	0	95.5
4+ Axle Trucks	0	34	2	0	36	0	0	0	0	0	1	41	1	0	43	0	0	2	0	4	0	0	0	0	0	83
% Large 2 Axle Vehicles	0	3.8	2.6	0	3.5	0	0	0	0	0	1.6	2.4	3.8	0	2.4	0	0	4.5	7.4	3	0	0	0	0	0	2.8
% 3 Axle Vehicles	0	1	0	0	1	3	1	0	0	4	0	6	3	0	9	0	0	2	0	3	0	0	0	0	0	17
% 4+ Axle Trucks	0	0.1	0	0	0.1	9.1	3.6	0	0	5.2	0	0.4	11.5	0	0.5	0	0	4.5	3.7	2.3	0	0	0	0	0	0.6
% 4+ Axle Trucks	0	1.3	6.5	4.5	1.8	0	1	0	0	1.3	0	14	0	0	14	1	0	0	0	1	0	0	0	0	0	34
PHF	.375	.855	.713	.817	.607	.679	.250	.679	.838	.600	.853	.292	.600	.625	.954	.600	.292	.600	.625	.954	.600	.292	.600	.625	.954	

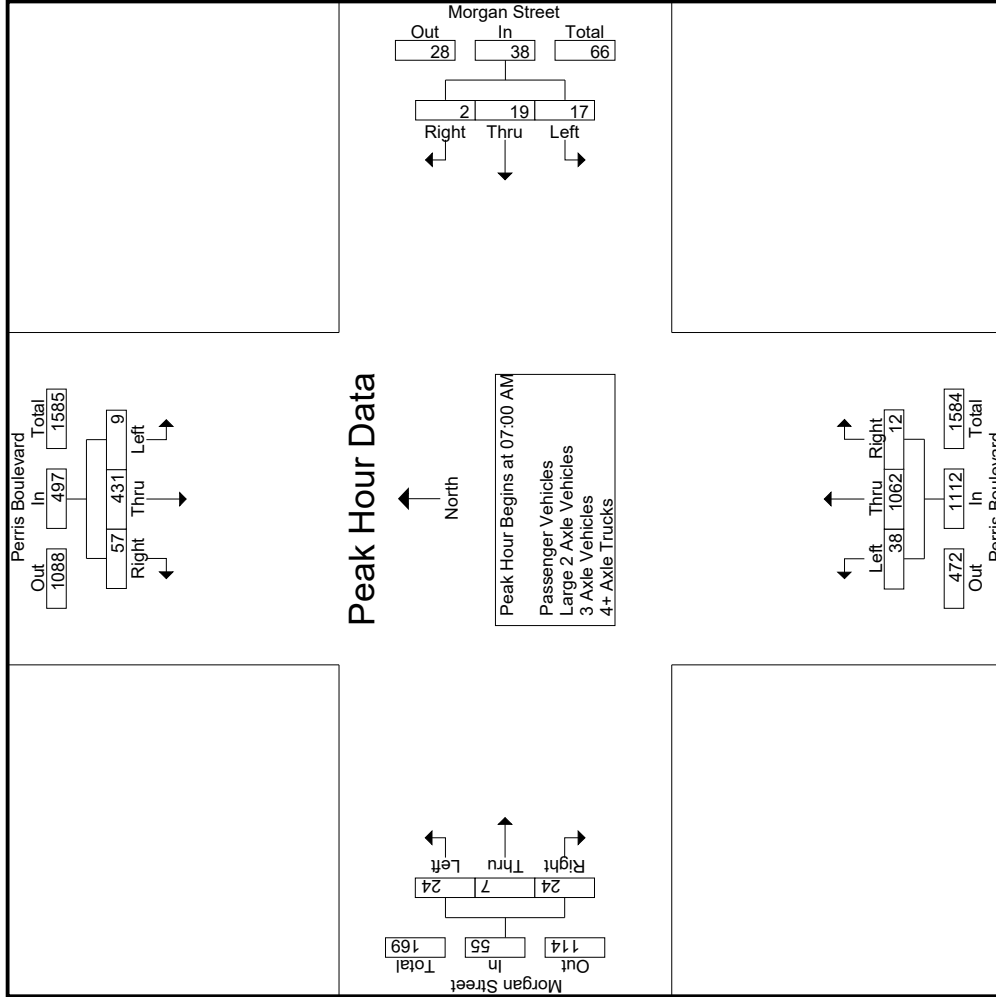
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Start Time	Perris Boulevard Southbound						Morgan Street Westbound						Perris Boulevard Northbound						Morgan Street Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	2	98	10	3	110	2	2	0	0	4	7	317	2	0	326	4	0	2	0	6	3	446	449			
07:15 AM	1	89	11	4	101	5	4	2	1	11	8	262	2	0	272	8	1	4	3	13	8	397	405			
07:30 AM	0	118	16	2	134	3	6	0	0	9	9	272	5	0	286	6	0	8	5	14	7	443	450			
07:45 AM	6	126	20	7	152	7	7	0	0	14	14	211	3	0	228	6	6	10	7	22	14	416	430			
Total	9	431	57	16	497	17	19	2	1	38	38	1062	12	0	1112	24	7	24	15	55	32	1702	1734			
Grand Total	22	894	77	22	993	33	28	9	7	70	62	1688	26	2	1776	44	18	44	27	106	58	2945	3003			
Approch %	2.2	90	7.8	0	12.9	47.1	40	12.9	0.3	2.4	3.5	95	1.5	0.9	60.3	41.5	17	41.5	1.5	3.6	1.9	98.1				
Total %	0.7	30.4	2.6	0	33.7	1.1	1	0.3	0	2.4	2.1	57.3	0.9	0.9	60.3	1.5	0.6	1.5	0.6	3.6	1.9	98.1				
Passenger Vehicles	22	847	70	9	960	30	26	9	9	72	61	1627	22	0	1712	43	18	40	0	125	0	0	0	0	0	2869
3 Axle Vehicles	100	94.7	90.9	95.5	94.6	90.9	92.9	100	100	93.5	98.4	96.4	84.6	100	96.3	97.7	100	90.9	88.9	94	0	0	0	0	0	95.5
4+ Axle Trucks	0	34	2	0	36	0	0	0	0	0	1	41	1	0	43	0	0	2	0	4	0	0	0	0	0	83
% Large 2 Axle Vehicles	0	3.8	2.6	0	3.5	0	0	0	0	0	1.6	2.4	3.8	0	2.4	0	0	4.5	7.4	3	0	0	0	0	0	2.8
% 3 Axle Vehicles	0	1	0	0	1	3	1	0	0	4	0	6	3	0	9	0	0	2	0	3	0	0	0	0	0	17
% 4+ Axle Trucks	0	0.1	0	0	0.1	9.1	3.6	0	0	5.2	0	0.4	11.5	0	0.5	0	0	4.5	3.7	2.3	0	0	0	0	0	0.6
% 4+ Axle Trucks	0	1.3	6.5	4.5	1.8	0	1	0	0	1.3	0	14	0	0	14	1	0	0	0	1	0	0	0	0	0	34
PHF	.375	.855	.713	.817	.607	.679	.250	.679	.838	.600	.853	.292	.600	.625	.954	.600	.292	.600	.625	.954	.600	.292	.600	.625	.954	

Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Morgan Street Westbound			Perris Boulevard Northbound			Morgan Street Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:45 AM			07:15 AM			07:00 AM			07:15 AM					
+0 mins.	6	126	20	5	4	2	11	7	317	2	326	8	1	4	13
+15 mins.	3	118	3	3	6	0	9	8	262	2	272	6	0	8	14
+30 mins.	3	100	5	7	7	0	14	9	272	5	286	6	6	10	22
+45 mins.	5	128	7	6	4	4	14	14	211	3	228	10	7	10	27
Total Volume	17	472	35	21	21	6	48	38	1062	12	1112	30	14	32	76
% App. Total	3.2	90.1	6.7	43.8	43.8	12.5	85.7	3.4	95.5	1.1	85.3	39.5	18.4	42.1	70.4
PHF	.708	.922	.438	.750	.750	.375	.857	.679	.838	.600	.853	.750	.500	.800	.704

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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

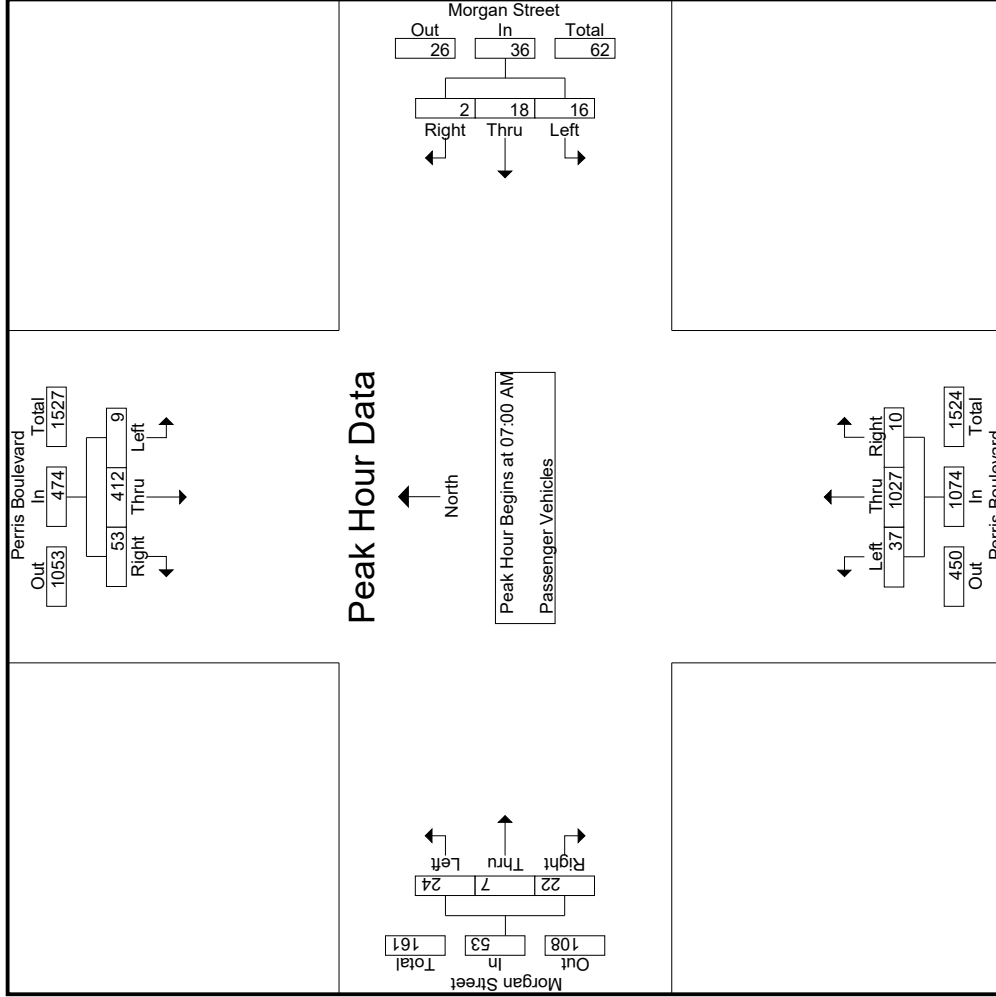
Start Time	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	89	10	3	101	2	2	0	0	4	7	306	2	0	315	4	0	2	0	6	3	426	429
07:15 AM	1	87	10	4	98	5	4	2	1	11	8	253	2	0	263	8	1	4	3	13	8	385	393
07:30 AM	0	114	14	2	128	3	6	0	0	9	8	266	4	0	278	6	0	7	4	13	6	428	434
07:45 AM	6	122	19	6	147	6	6	0	0	12	14	202	2	0	218	6	6	9	6	21	12	398	410
Total	9	412	53	15	474	16	18	2	1	36	37	1027	10	0	1074	24	7	22	13	53	29	1637	1666
08:00 AM	3	109	2	1	114	5	4	4	3	13	9	177	3	0	189	10	7	10	5	27	9	343	352
08:15 AM	3	95	3	0	101	2	3	0	0	5	5	159	1	0	165	2	1	7	5	10	5	281	286
08:30 AM	5	121	7	3	133	2	0	1	1	3	3	126	6	2	135	5	1	1	1	7	7	278	285
08:45 AM	2	110	5	2	117	5	1	2	2	8	7	138	2	0	147	2	2	0	0	4	4	276	280
Total	13	435	17	6	465	14	8	7	6	29	24	600	12	2	636	19	11	18	11	48	25	1178	1203
Grand Total	22	847	70	21	939	30	26	9	7	65	61	1627	22	2	1710	43	18	40	24	101	54	2815	2869
Approch %	2.3	90.2	7.5		33.4	46.2	40	13.8		2.3	3.6	95.1	1.3		60.7	42.6	17.8	39.6		3.6	1.9	98.1	
Total %	0.8	30.1	2.5			1.1	0.9	0.3			2.2	57.8	0.8			1.5	0.6	1.4					

Start Time	Perris Boulevard Southbound					Morgan Street Westbound					Perris Boulevard Northbound					Morgan Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:00 AM																								
07:00 AM	2	89	10		101	2	2	0		4	7	306	2		315	4	0	2		6	3	426	426	
07:15 AM	1	87	10		98	5	4	2		11	8	253	2		263	8	1	4		13	8	385	385	
07:30 AM	0	114	14		128	3	6	0		9	8	266	4		278	6	0	7		13	6	428	428	
07:45 AM	6	122	19		147	6	6	0		12	14	202	2		218	6	6	9		21	12	398	398	
Total Volume	9	412	53		474	16	18	2		36	37	1027	10		1074	24	7	22		53	29	1637	1637	
% App. Total	1.9	86.9	11.2		33.4	46.2	40	13.8		2.3	3.6	95.1	1.3		60.7	42.6	17.8	39.6		3.6	1.9	98.1		
PHF	.375	.844	.697		.806	.667	.750	.250		.750	.661	.839	.625		.852	.750	.292	.611		.631		.956		

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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Morgan Street Westbound			Perris Boulevard Northbound			Morgan Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	2	89	10	101	2	2	0	4	7	306	2	315	4	0	2	6
+15 mins.	1	87	10	98	5	4	2	11	8	253	2	263	8	1	4	13
+30 mins.	0	114	14	128	3	6	0	9	8	266	4	278	6	0	7	13
+45 mins.	6	122	19	147	6	6	0	12	14	202	2	218	6	6	9	21
Total Volume	9	412	53	474	16	18	2	36	37	1027	10	1074	24	7	22	53
% App. Total	1.9	86.9	11.2		44.4	50	5.6		3.4	95.6	0.9		45.3	13.2	41.5	
PHF	.375	.844	.697	.806	.667	.750	.250	.750	.661	.839	.625	.852	.750	.292	.611	.631

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	15	15
07:15 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8
07:30 AM	0	2	1	0	3	0	0	0	0	6	0	0	1	1	1	1	10	11
07:45 AM	0	3	0	0	3	0	0	0	0	6	0	0	0	0	0	0	9	9
Total	0	12	1	0	13	0	0	0	0	28	0	0	1	1	1	1	42	43
08:00 AM	0	9	0	0	9	0	0	0	0	2	0	0	0	0	0	0	11	11
08:15 AM	0	2	1	0	3	0	0	0	0	9	0	0	0	0	0	0	12	12
08:30 AM	0	6	0	0	6	0	0	0	0	2	0	0	1	1	1	1	9	10
08:45 AM	0	5	0	0	5	0	0	0	0	2	0	0	0	0	0	0	7	7
Total	0	22	1	0	23	0	0	0	0	15	0	0	1	1	1	1	39	40
Grand Total	0	34	2	0	36	0	0	0	0	43	0	0	2	2	2	2	81	83
Approch %	0	94.4	5.6			0	0	0			0	0	100	2	2.5	2.4	97.6	
Total %	0	42	2.5		44.4	0	0	0		53.1	0	0	2.5					

3.1-627

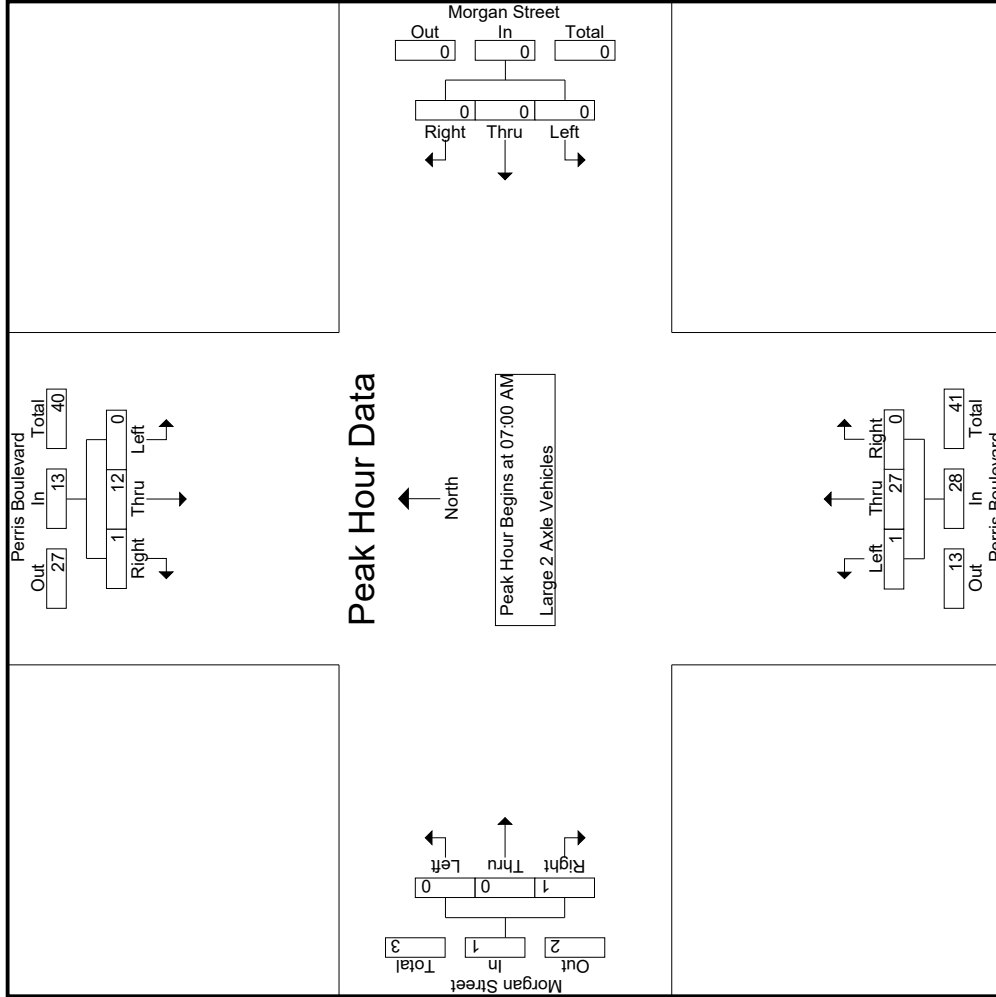
Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	15	15
07:15 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8
07:30 AM	0	2	1	0	3	0	0	0	0	6	0	0	1	1	1	1	10	11
07:45 AM	0	3	0	0	3	0	0	0	0	6	0	0	0	0	0	0	9	9
Total Volume	0	12	1	0	13	0	0	0	0	28	0	0	1	1	1	1	42	43
% App. Total	0	92.3	7.7			0	0	0			0	0	100	2	2.5	2.4	97.6	
PHF	.000	.429	.250		.464	.000	.000	.000		.875	.000	.000	.250	.000	.250	.250	.700	

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

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City of Perris
 N/S: Perris Boulevard
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 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Perris Boulevard
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 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Morgan Street Westbound			Perris Boulevard Northbound			Morgan Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	7	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	1	0	0	0	1	5	0	0	0	1
+45 mins.	0	3	0	0	0	0	0	6	0	0	0	0
Total Volume	0	12	1	0	0	0	1	27	0	0	0	1
% App. Total	0	92.3	7.7	0	0	0	3.6	96.4	0	0	0	100
PHF	.000	.429	.250	.000	.000	.000	.250	.844	.000	.000	.000	.250
								.875				

Groups Printed- 3 Axle Vehicles

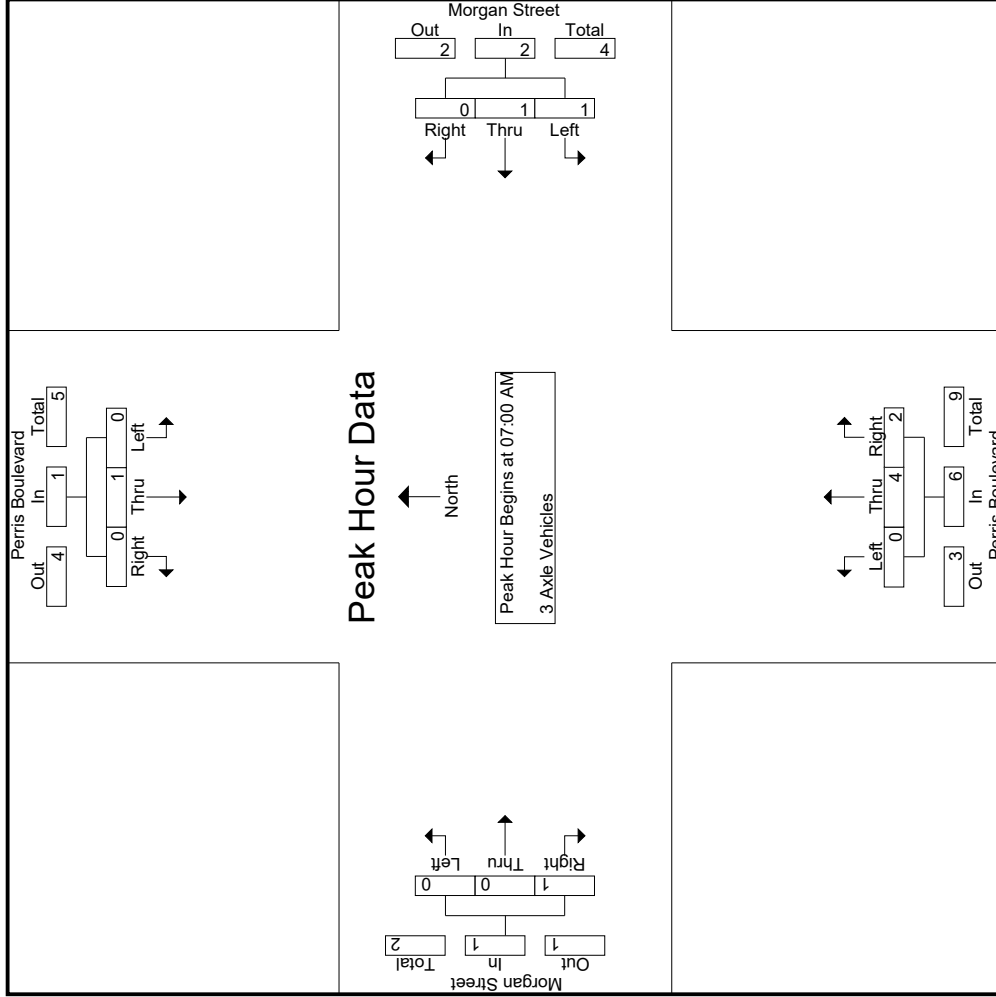
Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	1	0	0	2	0	2	1	0	3	1	1	6
Total	0	1	0	0	1	1	1	0	0	2	0	4	2	0	6	1	1	10
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	1	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	0	2	1	0	3	0	1	6
Grand Total	0	1	0	0	1	3	1	0	0	4	0	6	3	0	9	0	2	16
Apprch %	0	100	0	0	6.2	75	25	0	0	25	0	66.7	33.3	0	56.2	0	100	12.5
Total %	0	6.2	0	0	6.2	18.8	6.2	0	0	25	0	37.5	18.8	0	56.2	0	12.5	5.9
																		94.1

Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	1	0	0	2	0	2	1	0	3	1	1	0	1	1	6
Total Volume	0	1	0	0	1	1	1	0	0	2	0	4	2	0	6	0	0	1	1	1	10
% App. Total	0	100	0	0	0	50	50	0	0	66.7	0	66.7	33.3	0	100	0	0	100	0	0	10
PHF	.000	.250	.000	.000	.250	.250	.250	.000	.250	.500	.000	.250	.500	.000	.250	.000	.000	.250	.250	.250	.417

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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
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 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Morgan Street Westbound			Perris Boulevard Northbound			Morgan Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	2	0	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	2	1	3	0	0	1	1	1	
Total Volume	0	1	0	1	1	0	2	2	6	0	0	1	1	1	
% App. Total	0	100	0	.250	50	50	0	.250	.500	0	66.7	33.3	.500	.250	
PHF	.000	.250	.000	.250	.250	.000	.250	.000	.500	.000	.500	.000	.250	.250	

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3	3
07:15 AM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	0	0	3	3
07:30 AM	0	2	1	0	3	0	0	0	0	0	1	0	0	0	0	0	4	4
07:45 AM	0	1	1	1	2	0	0	0	0	0	1	0	0	0	0	1	3	4
Total	0	6	3	1	9	0	0	0	0	0	4	0	0	0	0	1	13	14
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	3	1	0	4	0	0	0	0	0	4	0	0	0	0	0	8	8
08:30 AM	0	1	0	0	1	0	1	0	0	5	0	5	1	0	0	0	8	8
08:45 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3	3
Total	0	6	2	0	8	0	1	0	0	10	0	10	1	0	0	0	20	20
Grand Total	0	12	5	1	17	0	1	0	0	14	0	14	1	0	0	1	33	34
Approch %	0	70.6	29.4			0	100	0		42.4	0	42.4	100	0	0	2.9	97.1	
Total %	0	36.4	15.2		51.5	0	3	0		3	0	3	3	0	0			

3.1-633

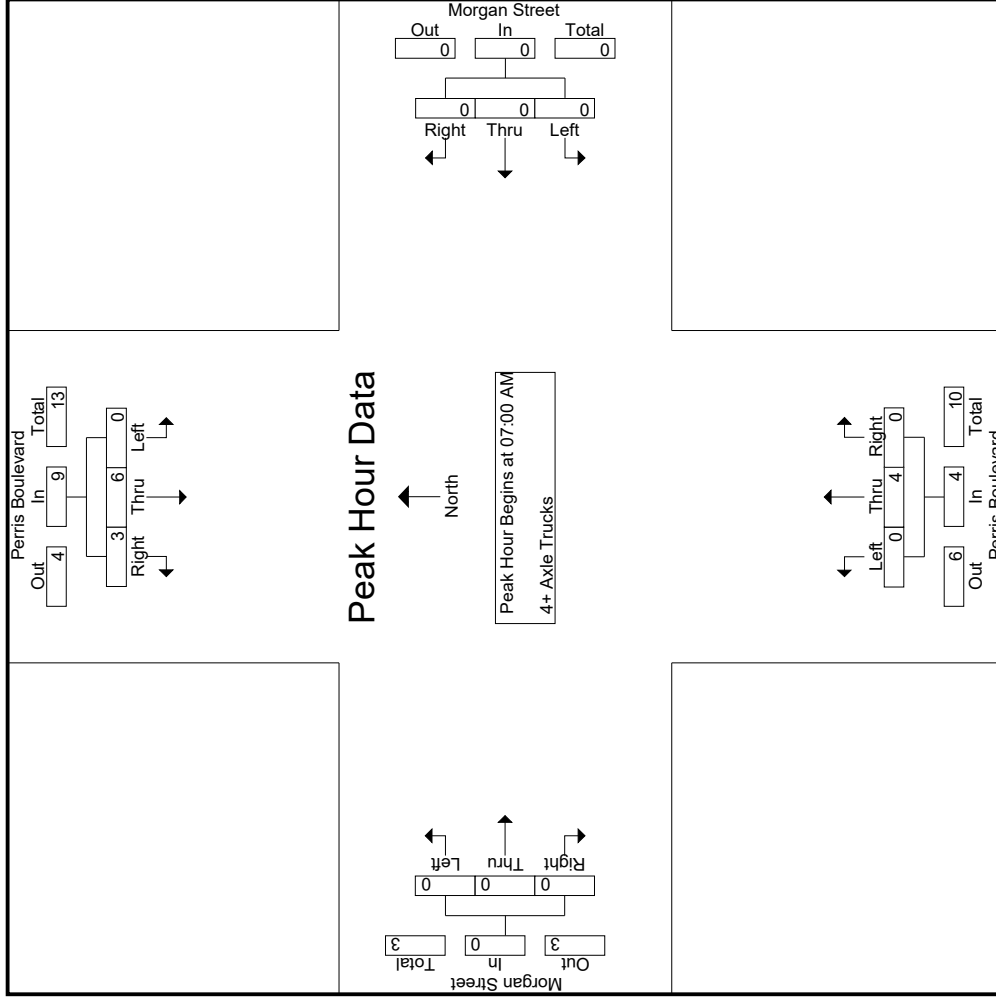
Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3	3
07:15 AM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	0	0	3	3
07:30 AM	0	2	1	0	3	0	0	0	0	0	1	0	0	0	0	0	4	4
07:45 AM	0	1	1	1	2	0	0	0	0	0	1	0	0	0	0	1	3	4
Total Volume	0	6	3		9	0	0	0		4	0	4	0	0	0	0	13	13
% App. Total	0	66.7	33.3		33.3	0	100	0		0	0	100	0	0	0	0	.813	
PHF	.000	.750	.750		.750	.000	.000	.000		.000	1.00	.000	1.00	.000	.000	.000	.813	

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

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 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Perris Boulevard Southbound			Morgan Street Westbound			Perris Boulevard Northbound			Morgan Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	2	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	1	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0	0	0	0
Total Volume	0	6	3	0	0	0	0	4	0	0	0	0
% App. Total	0	66.7	33.3	0	0	0	0	100	0	0	0	0
PHF	.000	.750	.750	.000	.000	.000	.000	1.000	.000	.000	.000	.000
								1.000				

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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound									
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
04:00 PM	2	195	3	1	8	3	5	1	16	7	175	4	0	186	16	4	16	10	36	12	438	450
04:15 PM	4	206	6	0	8	1	1	1	10	3	172	5	0	180	4	4	8	6	16	7	422	429
04:30 PM	2	210	2	2	9	5	4	4	18	15	185	3	1	203	14	4	5	2	23	9	458	467
04:45 PM	3	230	12	1	5	0	3	3	8	8	187	1	0	196	10	6	9	7	25	11	474	485
Total	11	841	23	4	30	9	13	9	52	33	719	13	1	765	44	18	38	25	100	39	1792	1831
05:00 PM	1	228	7	1	7	0	1	1	8	7	154	4	0	165	5	6	6	5	17	7	426	433
05:15 PM	0	236	5	2	5	2	1	1	8	5	170	3	1	178	3	5	2	2	10	6	437	443
05:30 PM	1	189	2	0	5	1	2	1	8	6	186	3	1	195	5	1	1	0	7	2	402	404
05:45 PM	3	201	2	0	6	1	3	2	10	14	156	5	2	175	6	4	2	1	12	5	403	408
Total	5	854	16	3	23	4	7	5	34	32	666	15	4	713	19	16	11	8	46	20	1668	1688
Grand Total	16	1695	39	7	53	13	20	14	86	65	1385	28	5	1478	63	34	49	33	146	59	3460	3519
Approch %	0.9	96.9	2.2		61.6	15.1	23.3		43.2	4.4	93.7	1.9	0.8	42.7	1.8	1	1.4		4.2	1.7	98.3	
Total %	0.5	49	1.1		1.5	0.4	0.6		2.5	1.9	40	0.8		42.7	1.8	1	1.4		4.2	1.7	98.3	
Passenger Vehicles	16	1663	35		50	13	19		95	65	1369	27		1466	57	34	49		173	0	0	3454
Passenger Vehicles	100	98.1	89.7		94.3	100	95		92.9	100	98.8	96.4		98.9	90.5	100	100		96.6	0	0	98.2
Large 2 Axle Vehicles	0	26	3		2	0	0		2	0	13	1		14	0	0	0		0	0	0	45
Large 2 Axle Vehicles	0	1.5	7.7		3.8	0	0		2	0	0.9	3.6		0.9	0	0	0		0	0	0	1.3
3 Axle Vehicles	0	5	0		1	0	0		1	0	0.1	0		1	0	0	0		0	0	0	7
3 Axle Vehicles	0	0.3	0		1.9	0	0		1	0	0.1	0		0.1	0	0	0		0	0	0	0.2
4+ Axle Trucks	0	1	1		0	0	1		2	0	2	0		2	6	0	0		6	0	0	13
4+ Axle Trucks	0	0.1	2.6		0	0	5		2	0	0.1	0		0.1	9.5	0	0		3.4	0	0	0.4

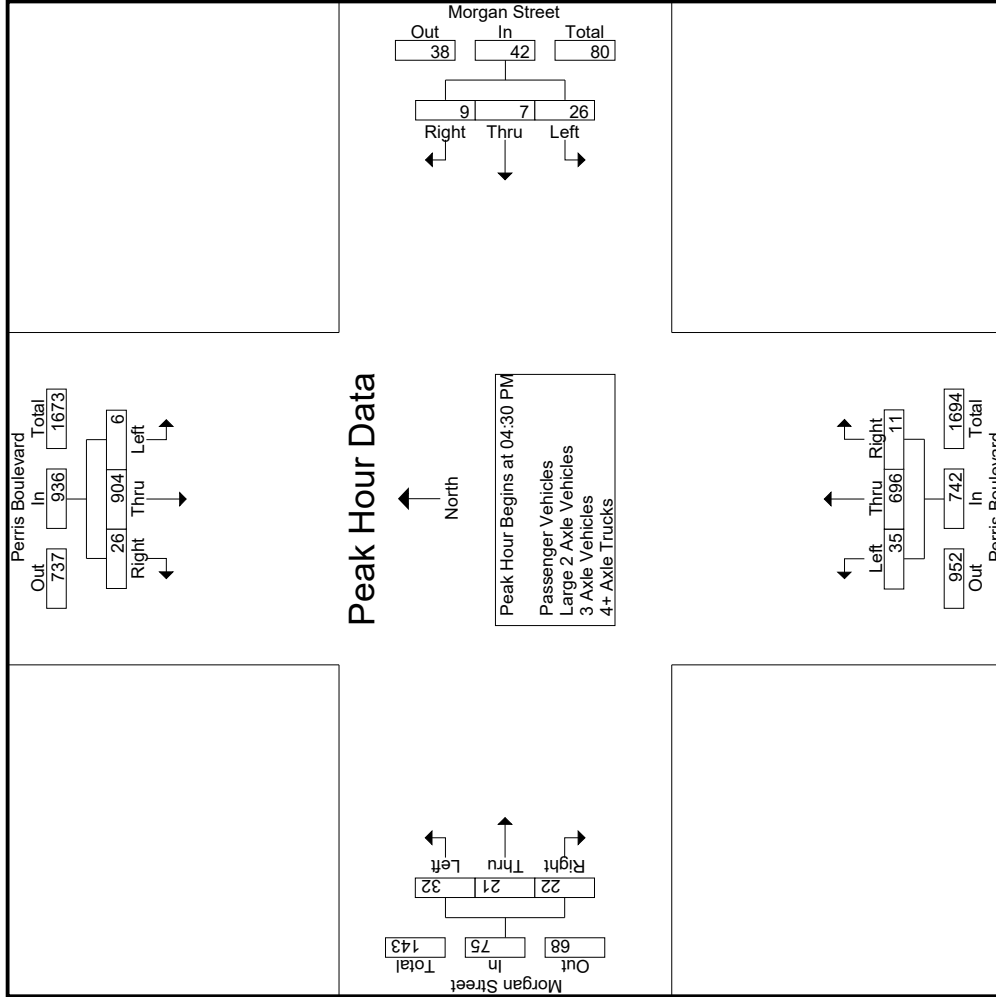
Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:30 PM	2	210	2		9	5	4		18	15	185	3		203	4	5		23	5	23	458
04:45 PM	3	230	12		5	0	3		8	8	187	1		196	6	9		25	9	25	474
05:00 PM	1	228	7		7	0	1		8	7	154	4		165	5	2		17	7	17	426
05:15 PM	0	236	5		5	2	1		8	5	170	3		178	3	5		6	6	6	437
05:30 PM	1	189	2		5	1	2		8	6	186	3		195	5	1		7	2	7	402
05:45 PM	3	201	2		6	1	3		10	14	156	5		175	6	4		12	5	5	403
Total	11	841	23		30	9	13		52	33	719	13		765	44	18		38	25	100	1792
PHF	.500	.958	.542		.722	.350	.563		.583	.583	.930	.688		.914	.875	.611		.750	.750	.750	.947

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Perris Boulevard Southbound			Morgan Street Westbound			Perris Boulevard Northbound			Morgan Street Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			04:00 PM			04:00 PM			04:00 PM				
+0 mins.	2	210	2	214	8	3	5	16	7	175	4	186	16	36
+15 mins.	3	230	12	245	8	1	1	10	3	172	5	180	4	16
+30 mins.	1	228	7	236	9	5	4	18	15	185	3	203	14	23
+45 mins.	0	236	5	241	5	0	3	8	8	187	1	196	10	25
Total Volume	6	904	26	936	30	9	13	52	33	719	13	765	44	100
% App. Total	0.6	96.6	2.8	99.9	57.7	17.3	25	72.2	4.3	94	1.7	94.2	44	38
PHF	.500	.958	.542	.955	.833	.450	.650	.722	.550	.961	.650	.942	.688	.594

Groups Printed- Passenger Vehicles

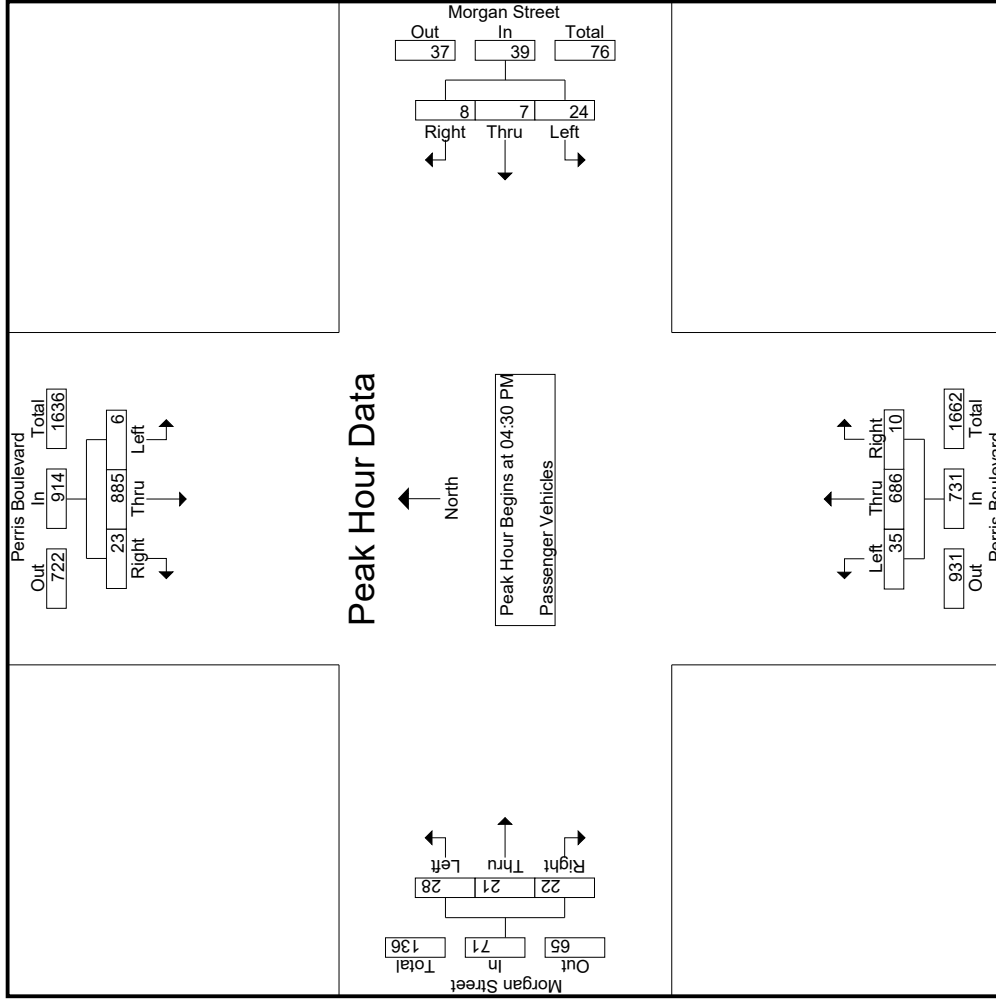
Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total					
04:00 PM	2	190	2	1	194	8	3	5	1	16	7	174	4	0	185	15	4	16	10	35	12	430	442
04:15 PM	4	203	6	0	213	7	1	1	1	9	3	169	5	0	177	4	4	8	6	16	7	415	422
04:30 PM	2	206	2	2	210	8	5	3	3	16	15	181	3	1	199	14	4	5	2	23	8	448	456
04:45 PM	3	223	12	1	238	5	0	3	3	8	8	185	1	0	194	7	6	9	7	22	11	462	473
Total	11	822	22	4	855	28	9	12	8	49	33	709	13	1	755	40	18	38	25	96	38	1755	1793
05:00 PM	1	223	7	1	231	6	0	1	1	7	7	152	4	0	163	4	6	6	5	16	7	417	424
05:15 PM	0	233	2	1	235	5	2	1	1	8	5	168	2	1	175	3	5	2	2	10	5	428	433
05:30 PM	1	186	2	0	189	5	1	2	1	8	6	185	3	1	194	5	1	1	0	7	2	398	400
05:45 PM	3	199	2	0	204	6	1	3	2	10	14	155	5	2	174	5	4	2	1	11	5	399	404
Total	5	841	13	2	859	22	4	7	5	33	32	660	14	4	706	17	16	11	8	44	19	1642	1661
Grand Total	16	1663	35	6	1714	50	13	19	13	82	65	1369	27	5	1461	57	34	49	33	140	57	3397	3454
Apprch %	0.9	97	2		50.5	61	15.9	23.2		2.4	4.4	93.7	1.8		43	40.7	24.3	35		4.1	1.7	98.3	
Total %	0.5	49	1		50.5	1.5	0.4	0.6		2.4	1.9	40.3	0.8		43	1.7	1	1.4		4.1	1.7	98.3	

Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound																					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR
04:30 PM	2	206	2	206	2	8	5	3	3	16	15	181	3	3	199	14	4	5	2	23	8	448	456											
04:45 PM	3	223	12	1	238	5	0	3	3	8	8	185	1	0	194	7	6	9	7	22	11	462	473											
05:00 PM	1	186	2	0	189	5	1	2	1	8	6	185	3	1	194	5	1	1	0	7	2	398	400											
05:15 PM	0	233	2	0	235	5	2	1	1	8	5	168	2	1	175	3	5	2	2	10	5	428	433											
Total Volume	6	885	23	2.5	914	24	17.9	20.5	8	39	35	686	10	1.4	731	28	21	22	71	31	1755	1793												
% App. Total	0.7	96.8	2.5		96.0	61.5	17.9	20.5		6.09	4.8	93.8	1.4		918	39.4	29.6	31		4.1	1.7	98.3												
PHF	.500	.950	.479		.960	.750	.350	.667		.609	.583	.927	.625		.918	.500	.875	.611		.772	.772	.950												

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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor PM
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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Morgan Street Westbound			Perris Boulevard Northbound			Morgan Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	206	2	210	8	5	3	16	15	181	3	199	14	4	5	23
+15 mins.	3	223	12	238	5	0	3	8	8	185	1	194	7	6	9	22
+30 mins.	1	223	7	231	6	0	1	7	7	152	4	163	4	6	6	16
+45 mins.	0	233	2	235	5	2	1	8	5	168	2	175	3	5	2	10
Total Volume	6	885	23	914	24	7	8	39	35	686	10	731	28	21	22	71
% App. Total	0.7	96.8	2.5	960	61.5	17.9	20.5	609	4.8	93.8	1.4	918	39.4	29.6	31	772
PHF	.500	.950	.479	.960	.750	.350	.667	.609	.583	.927	.625	.918	.500	.875	.611	.772

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	0	0	5	5
04:15 PM	0	3	0	0	3	0	0	0	0	0	2	0	0	0	0	0	5	5
04:30 PM	0	3	0	0	3	1	0	0	0	1	3	0	0	0	0	0	7	7
04:45 PM	0	5	0	0	5	0	0	0	0	0	1	0	0	0	0	0	6	6
Total	0	14	1	0	15	1	0	0	0	1	7	0	0	0	0	0	23	23
05:00 PM	0	4	0	0	4	1	0	0	0	1	2	0	0	0	0	0	7	7
05:15 PM	0	3	2	0	5	0	0	0	0	0	2	1	0	0	0	0	8	8
05:30 PM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	0	0	4	4
05:45 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3	3
Total	0	12	2	0	14	1	0	0	0	1	6	1	0	0	0	0	22	22
Grand Total	0	26	3	0	29	2	0	0	0	2	13	1	0	0	0	0	45	45
Approch %	0	89.7	10.3			100	0	0		0	92.9	7.1		0	0	0	100	
Total %	0	57.8	6.7		64.4	4.4	0	0		4.4	28.9	2.2		0	0	0	100	

3.1-642

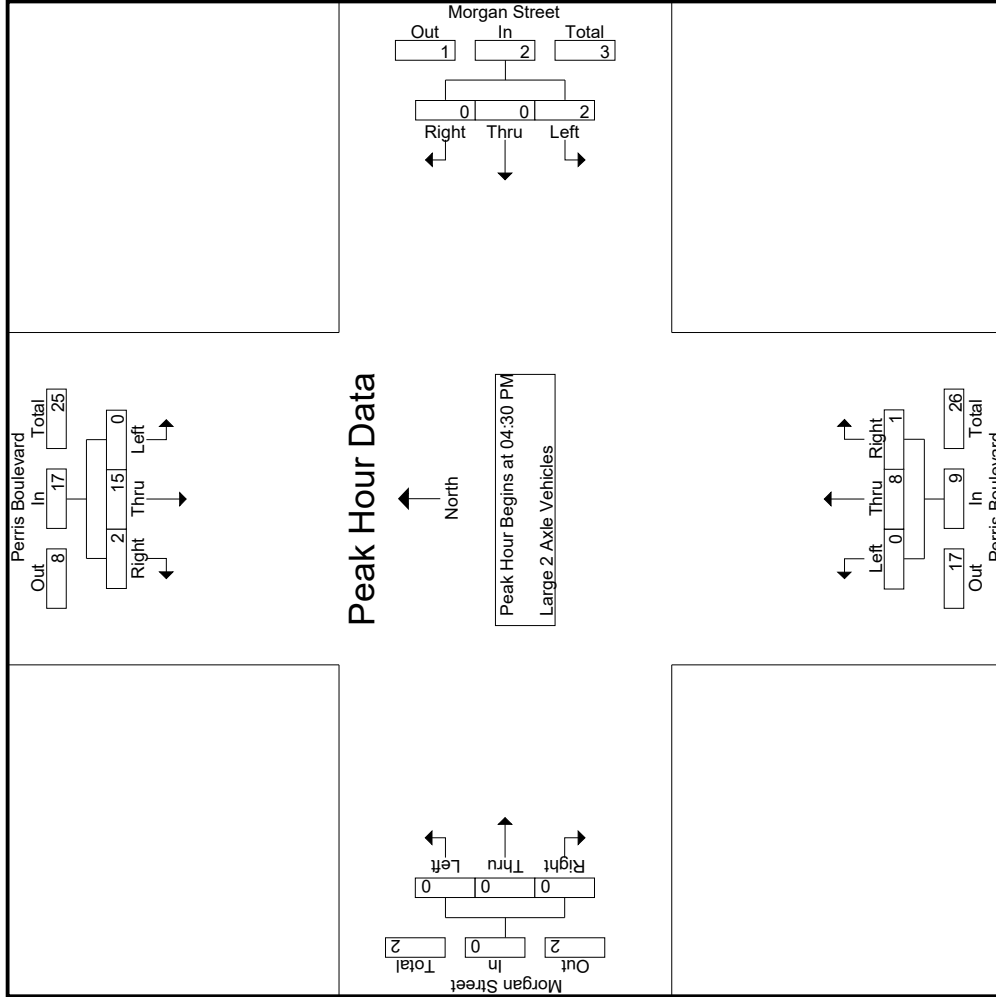
Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	3	0		3	1	0	0		1	0	0	0		0	0	0	0
04:45 PM	0	5	0		5	0	0	0		0	0	0	0		0	0	0	0
05:00 PM	0	4	0		4	1	0	0		1	0	0	0		0	0	0	0
05:15 PM	0	3	0		3	0	0	0		0	0	0	0		0	0	0	0
Total Volume	0	15	2		17	2	0	0		2	0	8	1		9	0	0	0
% App. Total	0	88.2	11.8			100	0	0		0	88.9	11.1		0	0	0	0	0
PHF	.000	.750	.250		.850	.500	.000	.000		.500	.000	.667	.250		.750	.000	.000	.875

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Total	0	4	0	0	4	1	0	0	0	1	0	1	0	0	0	0	6	6	0
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Grand Total	0	5	0	0	5	1	0	0	0	1	0	1	0	0	0	0	7	7	0
Approch %	0	100	0	0	100	0	0	0	0	100	0	0	0	0	0	0	100	100	0
Total %	0	71.4	0	0	71.4	14.3	0	0	0	14.3	0	14.3	0	0	0	0	100	100	0

3.1-645

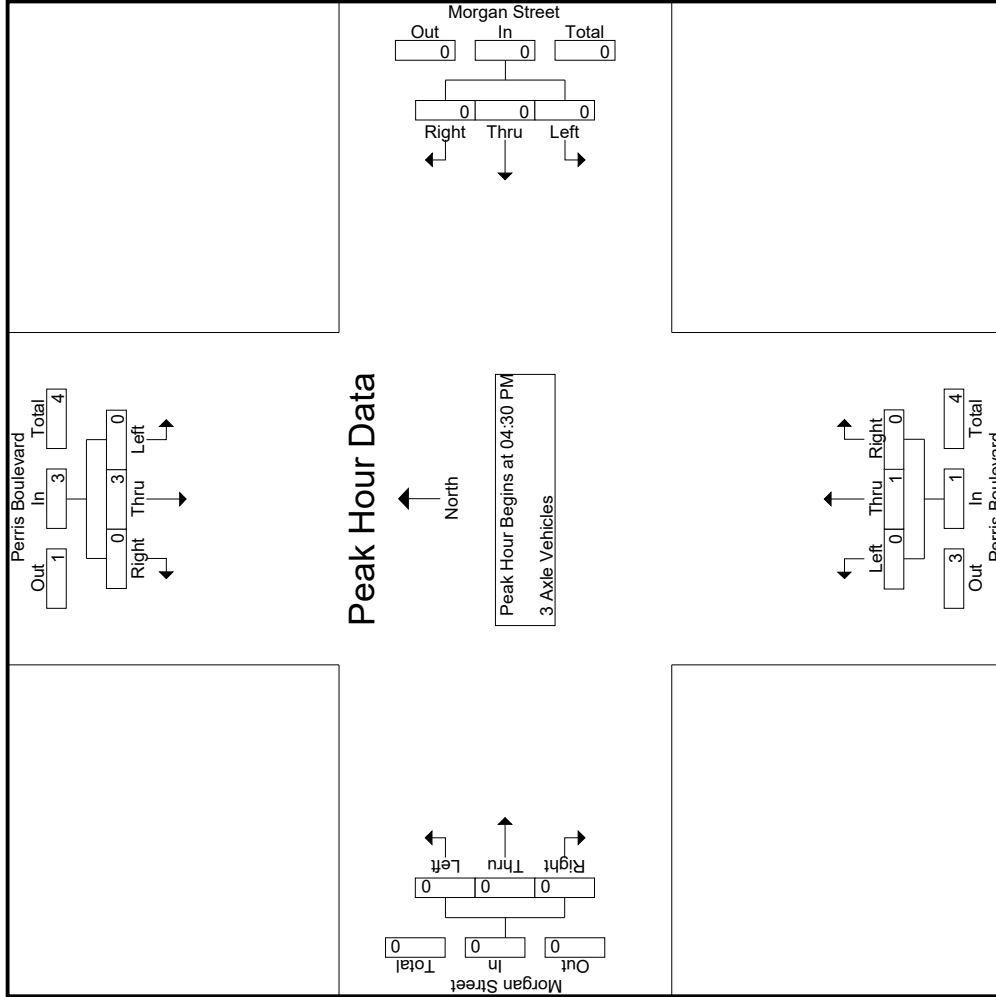
Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
% App. Total	0	100	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.500	.500	0

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

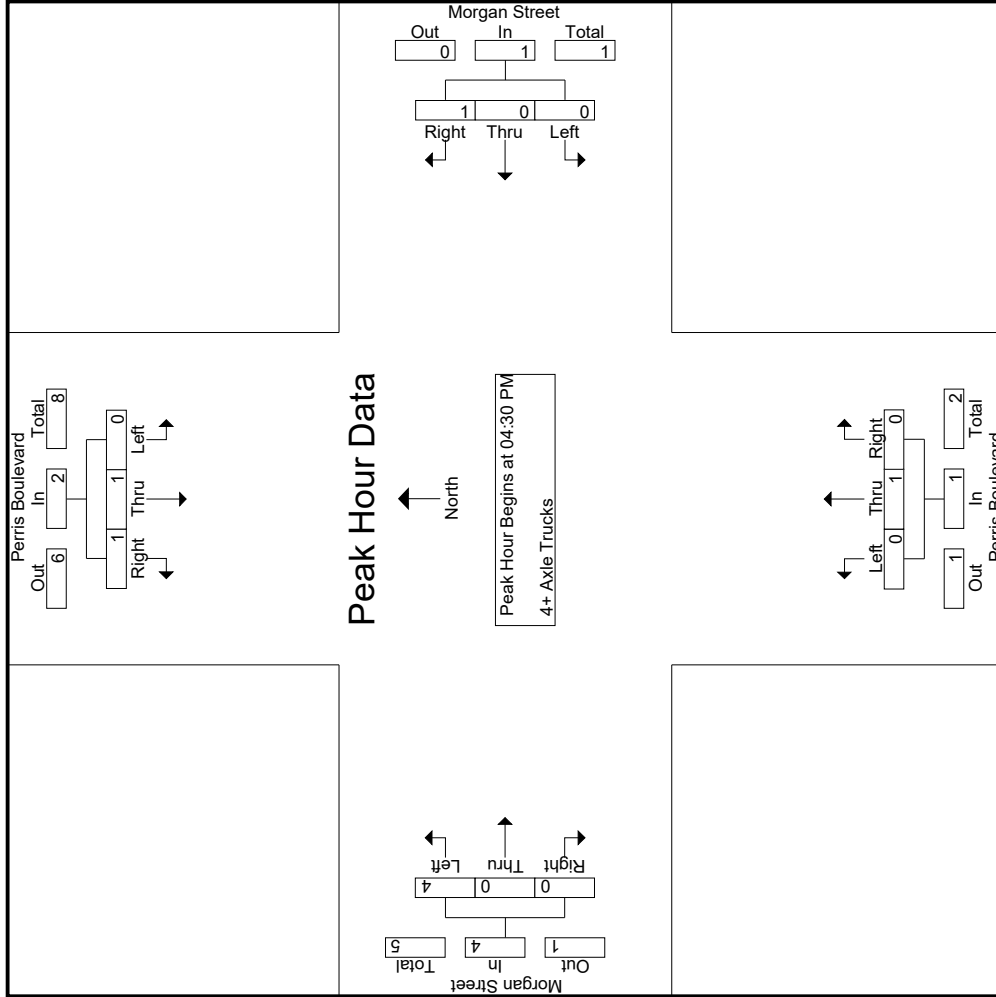
Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	3	0	4	4
Total	0	1	0	0	1	0	2	0	0	2	4	0	0	0	4	1	8	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
05:15 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	0	0	1	1	1	0	0	0	0	0	2	0	0	0	2	1	3	4
Grand Total	0	1	1	1	2	0	2	0	0	2	6	0	0	0	6	2	11	13
Approch %	0	50	50		18.2	0	100	0		18.2	100	0	0	0	54.5	15.4	84.6	
Total %	0	9.1	9.1		18.2	0	9.1	0		18.2	54.5	0	0	0	54.5	15.4	84.6	

Start Time	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	50	50		100	0	100	0		100	0	0	0	0	0	0	0	0
PHF	.000	.250	.250		.250	.000	.250	.000		.250	.333	.000	.000	.000	.250	.000	.333	.500

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Morgan Street
 Weather: Clear

File Name : 23_PER_Perris_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Morgan Street Westbound			Perris Boulevard Northbound			Morgan Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	1	0	0	0	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	3	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	0
+45 mins.	0	0	1	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	1	0	0	1	4	0	0
% App. Total	0	.50	.50	.000	.000	.250	.000	.000	.250	.100	.000	.000
PHF	.000	.250	.250	.500	.250	.250	.000	.250	.000	.333	.000	.333

Location: Perris
 N/S: Perris Boulevard
 E/W: Morgan Street



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard Pedestrians	East Leg Morgan Street Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Morgan Street Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	1	2	0	1	4

	North Leg Perris Boulevard Pedestrians	East Leg Morgan Street Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Morgan Street Pedestrians	
4:00 PM	0	2	2	3	7
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	3	2	4	10

Location: Perris
 N/S: Perris Boulevard
 E/W: Morgan Street



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Morgan Street			Northbound Perris Boulevard			Eastbound Morgan Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Perris Boulevard			Westbound Morgan Street			Northbound Perris Boulevard			Eastbound Morgan Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	2	0	0	0	0	0	1	0	0	0	0	3

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Perris Boulevard Southbound						Rider Street Westbound						Perris Boulevard Northbound						Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	15	71	7	3	93	174	34	71	69	29	174	6	20	3	2	281	40	6	20	3	2	29	617	
07:15 AM	11	75	7	3	93	176	38	66	72	29	176	3	26	2	2	232	37	4	26	2	2	32	570	
07:30 AM	13	93	1	0	107	154	49	59	46	18	154	7	38	5	2	261	31	3	38	5	2	46	599	
07:45 AM	12	100	7	3	119	216	80	84	52	26	216	10	41	4	2	226	43	8	41	4	2	53	657	
Total	51	339	22	9	412	720	201	280	239	102	720	35	125	14	8	1000	151	21	125	14	8	160	2443	
08:00 AM	21	89	4	1	114	128	52	47	29	14	128	8	29	6	6	186	28	9	29	6	6	44	500	
08:15 AM	14	94	3	2	111	118	47	29	42	22	118	4	11	5	5	157	22	6	11	5	5	22	445	
08:30 AM	10	108	9	2	127	80	28	15	37	17	80	1	8	7	7	118	36	3	8	7	7	19	380	
08:45 AM	18	103	5	3	126	91	38	22	31	16	91	6	10	6	4	135	32	9	10	6	4	25	409	
Total	63	394	21	8	478	417	165	113	139	69	417	19	58	25	22	596	133	27	58	25	22	110	1734	
Grand Total	114	733	43	17	890	1137	366	393	378	171	1137	54	183	39	30	1596	284	48	183	39	30	270	4177	
Approch %	12.8	82.4	4.8				32.2	34.6	33.2			3.4	67.8	14.4			17.8	67.8	14.4		6.9	93.2		
Total %	2.9	18.8	1.1				9.4	10.1	9.7			1.4	4.7	1			1.2	4.7	1		6.9	93.2		
Passenger Vehicles	108	700	37		860	1281	362	387	367		1281	52	173	38		1612	44	173	38		285	4038		
Passenger Vehicles	94.7	95.5	86		88.2	94.8	98.9	98.5	97.1		96.5	96.3	96.9	97.5		98.5	91.7	94.5	97.4		95	96.7		
Large 2 Axle Vehicles	4	22	4		31	15	4	3	6		15	2	3	4		40	1	6	1		8	94		
Large 2 Axle Vehicles	3.5	3	9.3	5.9	3.4	1.1	1.1	0.8	1.6	1.2	1.1	3.7	2.4	2.5	1.5	2.4	2.1	3.3	2.6	0	2.7	0		
3 Axle Vehicles	0	5	0		5	2	0	0	1		2	0	7	0		7	1	1	0		2	0		
3 Axle Vehicles	0	0.7	0		0.6	0.2	0	0	0.3	0.6	0.2	0	0.5	0		0.4	2.1	0.5	0		0.7	0		
4+ Axle Trucks	2	6	2		11	10	0	3	4		10	0	3	0		3	2	3	0		5	0		
4+ Axle Trucks	1.8	0.8	4.7	5.9	1.2	0.8	0	0.8	1.1	1.8	0.8	0	0.2	0		0.2	4.2	1.6	0		1.7	0		

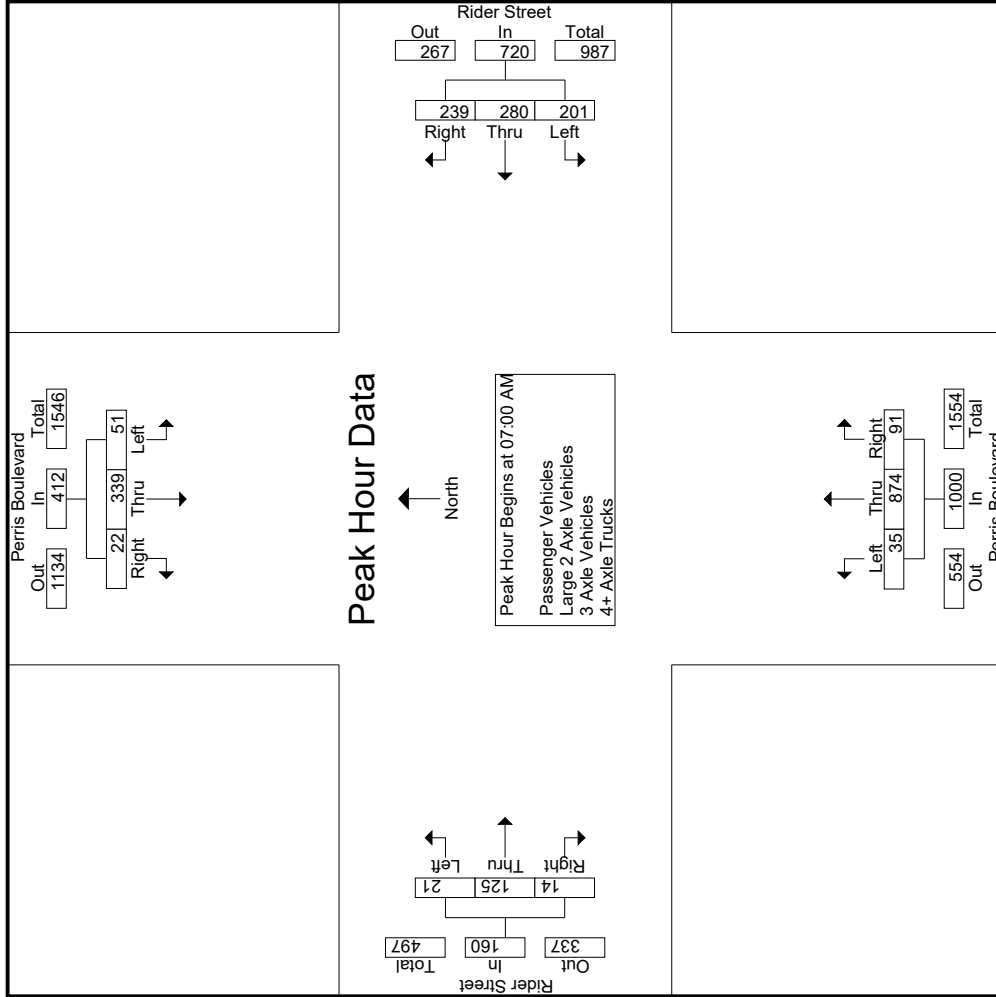
Start Time	Perris Boulevard Southbound						Rider Street Westbound						Perris Boulevard Northbound						Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	15	71	7	3	93	174	34	71	69	29	174	6	20	3	2	281	40	6	20	3	2	29	617	
07:15 AM	11	75	7	3	93	176	38	66	72	29	176	3	26	2	2	232	37	4	26	2	2	32	570	
07:30 AM	13	93	1	0	107	154	49	59	46	18	154	7	38	5	2	261	31	3	38	5	2	46	599	
07:45 AM	12	100	7	3	119	216	80	84	52	26	216	10	41	4	2	226	43	8	41	4	2	53	657	
Total	51	339	22	9	412	720	201	280	239	102	720	35	125	14	8	1000	151	21	125	14	8	160	2443	
08:00 AM	21	89	4	1	114	128	52	47	29	14	128	8	29	6	6	186	28	9	29	6	6	44	500	
08:15 AM	14	94	3	2	111	118	47	29	42	22	118	4	11	5	5	157	22	6	11	5	5	22	445	
08:30 AM	10	108	9	2	127	80	28	15	37	17	80	1	8	7	7	118	36	3	8	7	7	19	380	
08:45 AM	18	103	5	3	126	91	38	22	31	16	91	6	10	6	4	135	32	9	10	6	4	25	409	
Total	63	394	21	8	478	417	165	113	139	69	417	19	58	25	22	596	133	27	58	25	22	110	1734	
Grand Total	114	733	43	17	890	1137	366	393	378	171	1137	54	183	39	30	1596	284	48	183	39	30	270	4177	
Approch %	12.8	82.4	4.8				32.2	34.6	33.2			3.4	67.8	14.4			17.8	67.8	14.4		6.9	93.2		
Total %	2.9	18.8	1.1				9.4	10.1	9.7			1.4	4.7	1			1.2	4.7	1		6.9	93.2		
Passenger Vehicles	108	700	37		860	1281	362	387	367		1281	52	173	38		1612	44	173	38		285	4038		
Passenger Vehicles	94.7	95.5	86		88.2	94.8	98.9	98.5	97.1		96.5	96.3	96.9	97.5		98.5	91.7	94.5	97.4		95	96.7		
Large 2 Axle Vehicles	4	22	4		31	15	4	3	6		15	2	3	4		40	1	6	1		8	94		
Large 2 Axle Vehicles	3.5	3	9.3	5.9	3.4	1.1	1.1	0.8	1.6	1.2	1.1	3.7	2.4	2.5	1.5	2.4	2.1	3.3	2.6	0	2.7	0		
3 Axle Vehicles	0	5	0		5	2	0	0	1		2	0	7	0		7	1	1	0		2	0		
3 Axle Vehicles	0	0.7	0		0.6	0.2	0	0	0.3	0.6	0.2	0	0.5	0		0.4	2.1	0.5	0		0.7	0		
4+ Axle Trucks	2	6	2		11	10	0	3	4		10	0	3	0		3	2	3	0		5	0		
4+ Axle Trucks	1.8	0.8	4.7	5.9	1.2	0.8	0	0.8	1.1	1.8	0.8	0	0.2	0		0.2	4.2	1.6	0		1.7	0		

Start Time	Perris Boulevard Southbound						Rider Street Westbound						Perris Boulevard Northbound						Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	15	71	7	3	93	174	34	71	69	29	174	6	20	3	2	281	40	6	20	3	2	29	617	
07:15 AM	11	75	7	3	93	176	38	66	72	29	176	3	26	2	2	232	37	4	26	2	2	32	570	
07:30 AM	13	93	1	0	107	154	49	59	46	18	154	7	38	5	2	261	31	3	38	5	2	46	599	
07:45 AM	12	100	7	3	119	216	80	84	52	26	216	10	41	4	2	226	43	8	41	4	2	53	657	
Total	51	339	22	9	412	720	201	280	239	102	720	35	125	14	8	1000	151	21	125	14	8	160	2443	
08:00 AM	21	89	4	1	114	128	52	47	29	14	128	8	29	6	6	186	28	9	29	6	6	44	500	
08:15 AM	14	94	3	2	111	118	47	29	42	22	118	4	11	5	5	157	22	6	11	5	5	22	445	
08:30 AM	10	108	9	2	127	80	28	15	37	17	80	1	8	7	7	118	36	3	8	7	7	19	380	
08:45 AM	18	103	5	3	126	91	38	22	31	16	91	6	10	6	4	135	32	9	10	6	4	25	409	
Total	63	394	21	8	478	417	165	113	139	69	417	19	58	25	22	596	133	27	58	25	22	110	1734	
Grand Total	114	733	43	17	890	1137	366	393	378	171	1137	54	183	39	30	1596	284	48	183	39	30	270	4177	
Approch %	12.8	82.4	4.8				32.2	34.6	33.2			3.4	67.8	14.4			17.8	67.8	14.4		6.9	93.2		
Total %	2.9	18.8	1.1				9.4	10.1	9.7			1.4	4.7	1			1.2	4.7	1		6.9	93.2		
Passenger Vehicles	108	700	37		860	1281	362	387	367		1281	52	173	38		1612	44	173	38		285	4038		
Passenger Vehicles	94.7	95.5	86		88.2	94.8	98.9	98.5	97.1		96.5	96.3	96.9	97.5		98.5	91.7	94.5	97.4		95	96.7		
Large 2 Axle Vehicles	4	22	4		31	15	4	3	6		15	2	3	4		40	1	6	1		8	94		
Large 2 Axle Vehicles	3.5	3	9.3	5.9	3.4	1.1	1.1	0.8	1.6	1.2	1.1	3.7	2.4	2.5	1.5	2.4	2.1	3.3	2.6	0	2.7	0		
3 Axle Vehicles	0	5	0		5	2	0	0	1		2	0	7	0		7	1	1	0		2	0		
3 Axle Vehicles	0	0.7	0		0.6	0.2	0	0	0.3	0.6	0.2	0	0.5	0		0.4	2.1	0.5	0		0.7	0		
4+ Axle Trucks	2	6	2</																					

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

City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Rider Street Westbound			Perris Boulevard Northbound			Rider Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	08:00 AM			07:00 AM			07:00 AM			07:15 AM						
+0 mins.	21	89	4	114	34	71	69	174	9	257	15	281	4	26	2	32
+15 mins.	14	94	3	111	38	66	72	176	9	199	24	232	3	38	5	46
+30 mins.	10	108	9	127	49	59	46	154	7	230	24	261	8	41	4	53
+45 mins.	18	103	5	126	80	84	52	216	10	188	28	226	9	29	6	44
Total Volume	63	394	21	478	201	280	239	720	35	874	91	1000	24	134	17	175
% App. Total	13.2	82.4	4.4		27.9	38.9	33.2		3.5	87.4	9.1		13.7	76.6	9.7	
PHF	.750	.912	.583	.941	.628	.833	.830	.833	.875	.850	.813	.890	.667	.817	.708	.825

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	14	67	6	2	87	33	71	65	26	169	9	252	15	6	276	6	18	3	2	27	36	559	595
07:15 AM	11	74	6	3	91	38	65	71	29	174	9	191	23	3	223	4	26	2	2	32	37	520	557
07:30 AM	13	89	1	0	103	49	59	44	17	152	7	225	23	11	255	2	38	5	2	45	30	555	585
07:45 AM	12	97	6	2	115	79	83	52	26	214	10	179	28	12	217	8	38	4	2	50	42	596	638
Total	50	327	19	7	396	199	278	232	98	709	35	847	89	32	971	20	120	14	8	154	145	2230	2375
08:00 AM	21	83	3	1	107	51	46	29	14	126	7	161	13	7	181	9	25	6	6	40	28	454	482
08:15 AM	12	90	3	2	105	47	29	41	22	117	4	126	19	8	149	3	10	5	5	18	37	389	426
08:30 AM	9	103	7	2	119	28	13	35	16	76	1	94	20	10	115	3	8	8	7	19	35	329	364
08:45 AM	16	97	5	3	118	37	21	30	15	88	5	110	16	8	131	9	10	5	4	24	30	361	391
Total	58	373	18	8	449	163	109	135	67	407	17	491	68	33	576	24	53	24	22	101	130	1533	1663
Grand Total	108	700	37	15	845	362	387	367	165	1116	52	1338	157	65	1547	44	173	38	30	255	275	3763	4038
Apprch %	12.8	82.8	4.4			32.4	34.7	32.9		29.7	3.4	86.5	10.1		41.1	17.3	67.8	14.9		6.8	6.8	93.2	
Total %	2.9	18.6	1		22.5	9.6	10.3	9.8			1.4	35.6	4.2			1.2	4.6	1					

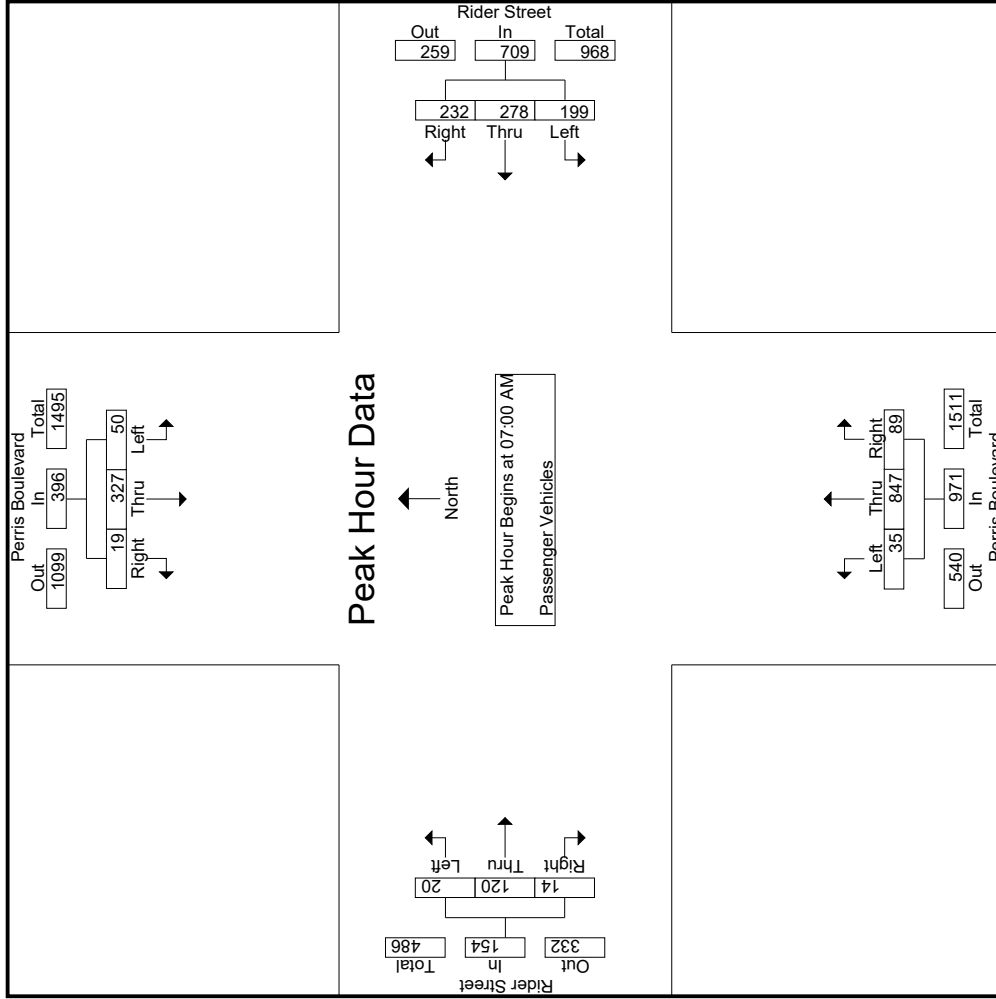
3.1-656

Start Time	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:00 AM																							
07:00 AM	14	67	6	2	87	33	71	65	26	169	9	252	15	6	276	6	18	3	2	27	36	559	595
07:15 AM	11	74	6	3	91	38	65	71	29	174	9	191	23	3	223	4	26	2	2	32	37	520	557
07:30 AM	13	89	1	0	103	49	59	44	17	152	7	225	23	11	255	2	38	5	2	45	30	555	585
07:45 AM	12	97	6	2	115	79	83	52	26	214	10	179	28	12	217	8	38	4	2	50	42	596	638
Total Volume	50	327	19	7	396	199	278	232	98	709	35	847	89	32	971	20	120	14	8	154	145	2230	2375
% App. Total	12.6	82.6	4.8			28.1	39.2	32.7		29.7	3.6	87.2	9.2		41.1	13	77.9	9.1		6.8	6.8	93.2	
PHF	.893	.843	.792		.861	.630	.837	.817		.828	.875	.840	.795		.880	.625	.789	.700		.770		.770	.935

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

City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	1	3	1	1	5	1	0	2	1	3	0	4	0	0	4	0	1	0	0
07:15 AM	0	1	0	0	1	0	0	1	0	8	1	0	0	0	9	0	0	0	0
07:30 AM	0	2	0	0	2	0	0	2	1	3	1	0	0	0	4	0	0	0	0
07:45 AM	0	2	0	0	2	1	1	0	0	6	0	0	0	0	6	0	2	0	0
Total	1	8	1	1	10	2	1	5	2	8	0	21	2	0	23	0	3	0	0
08:00 AM	0	4	1	0	5	1	1	0	0	2	1	3	0	0	4	0	0	0	0
08:15 AM	1	2	0	0	3	0	0	1	0	6	0	0	0	0	6	1	0	0	0
08:30 AM	0	4	2	0	6	0	0	0	0	2	0	2	0	0	2	0	0	0	0
08:45 AM	2	4	0	0	6	1	1	1	0	2	1	2	1	4	4	0	1	0	0
Total	3	14	3	0	20	2	2	1	0	5	2	12	2	1	16	1	3	1	0
Grand Total	4	22	4	1	30	4	3	6	2	13	2	33	4	1	39	1	6	1	0
Approch %	13.3	73.3	13.3		30.8	4.4	23.1	46.2		14.4	5.1	84.6	10.3		43.3	12.5	75	12.5	
Total %	4.4	24.4	4.4		33.3	4.4	3.3	6.7			2.2	36.7	4.4			1.1	6.7	1.1	

3.1-659

Start Time	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	1	3	1	1	5	1	0	2	1	3	0	4	0	0	4	0	1	0	0
07:15 AM	0	1	0	0	1	0	0	1	0	8	1	0	0	0	9	0	0	0	0
07:30 AM	0	2	0	0	2	0	0	2	1	3	1	0	0	0	4	0	0	0	0
07:45 AM	0	2	0	0	2	1	1	0	0	6	0	0	0	0	6	0	2	0	0
Total Volume	1	8	1	1	10	2	1	5	2	8	0	21	2	0	23	0	3	0	0
% App. Total	10	80	10		10	25	12.5	62.5		14.4	0	91.3	8.7		100	0	0	0	
PHF	.250	.667	.250		.500	.500	.250	.625		.667	.000	.656	.500		.639	.000	.375	.000	

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

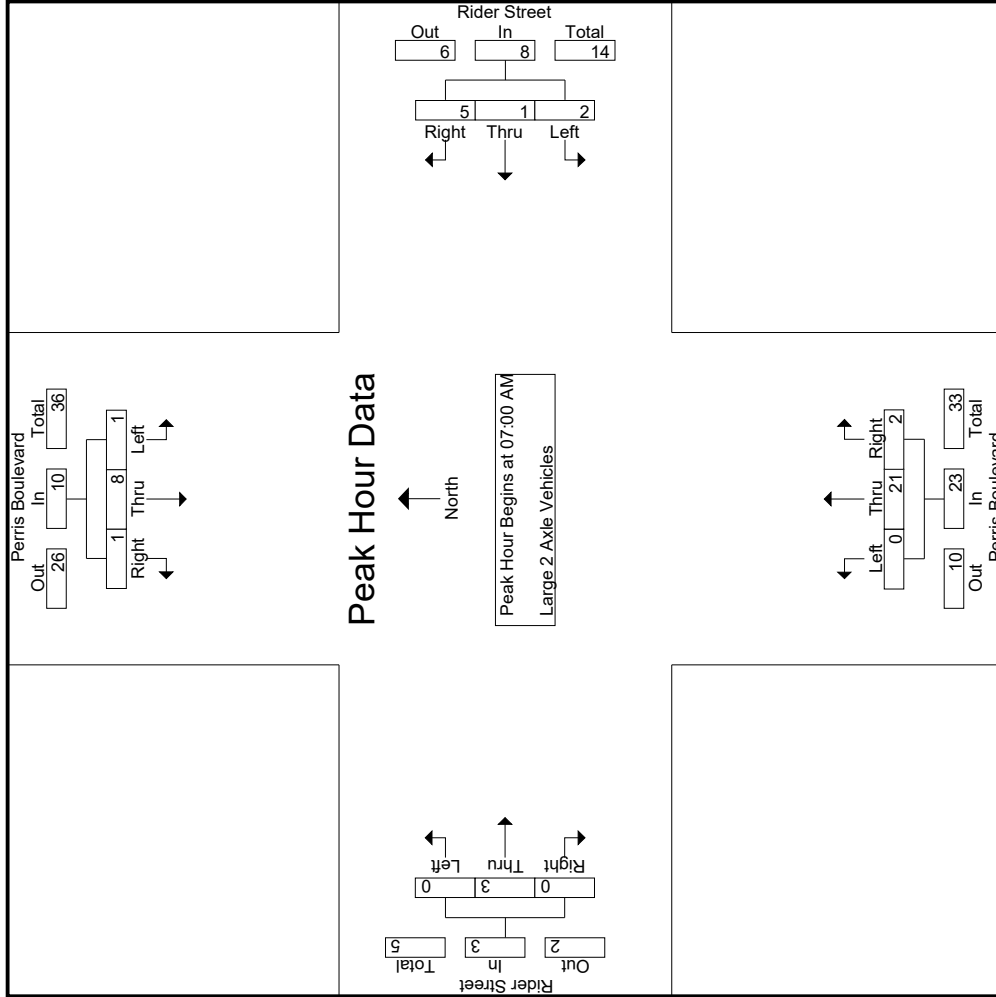
Start Time	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	1	3	1	1	5	1	0	2	1	3	0	4	0	0	4	0	1	0	0
07:15 AM	0	1	0	0	1	0	0	1	0	8	1	0	0	0	9	0	0	0	0
07:30 AM	0	2	0	0	2	0	0	2	1	3	1	0	0	0	4	0	0	0	0
07:45 AM	0	2	0	0	2	1	1	0	0	6	0	0	0	0	6	0	2	0	0
Total Volume	1	8	1	1	10	2	1	5	2	8	0	21	2	0	23	0	3	0	0
% App. Total	10	80	10		10	25	12.5	62.5		14.4	0	91.3	8.7		100	0	0	0	
PHF	.250	.667	.250		.500	.500	.250	.625		.667	.000	.656	.500		.639	.000	.375	.000	

Grand Total 4 22 4 1 30 4 3 6 2 13 2 33 4 1 39 1 6 1 0 0 94
 Approach % 13.3 73.3 13.3 30.8 4.4 23.1 46.2 14.4 5.1 84.6 10.3 43.3 12.5 75 12.5 8.9 4.3 95.7
 Total % 4.4 24.4 4.4 33.3 4.4 3.3 6.7 2.2 36.7 4.4 1.1 6.7 1.1 6.7 1.1 4.3 95.7

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

City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
07:45 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	3
Total	0	1	0	0	1	0	0	0	1	1	4	0	0	0	1	1	7	8
08:00 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	4	4
08:15 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	3	0	0	0	1	0	8	8
Grand Total	0	5	0	0	5	0	0	0	1	1	7	0	0	0	2	1	15	16
Approch %	0	100	0	0	33.3	0	0	0	100	0	46.7	0	0	0	13.3	6.2	93.8	
Total %	0	33.3	0	0	33.3	0	0	0	6.7	6.7	46.7	0	0	0	6.7	6.2	93.8	

3.1-662

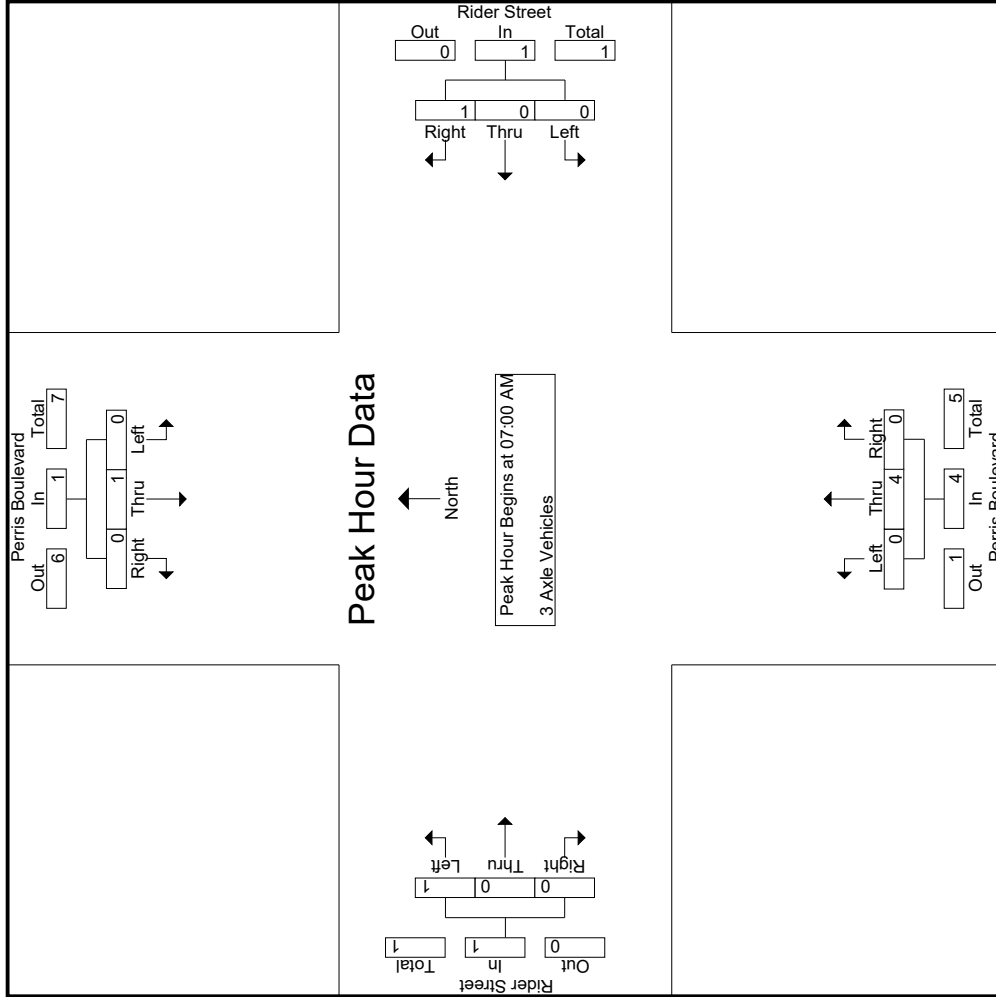
Start Time	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
07:45 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	3
Total Volume	0	1	0	0	1	0	0	0	1	1	4	0	0	0	4	1	7	7
% App. Total	0	100	0	0	25.0	0	0	0	100	0	100	0	0	0	0	0	0	0
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.250	.250	.500	.000	.000	.000	.250	.000	.250	.583

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

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

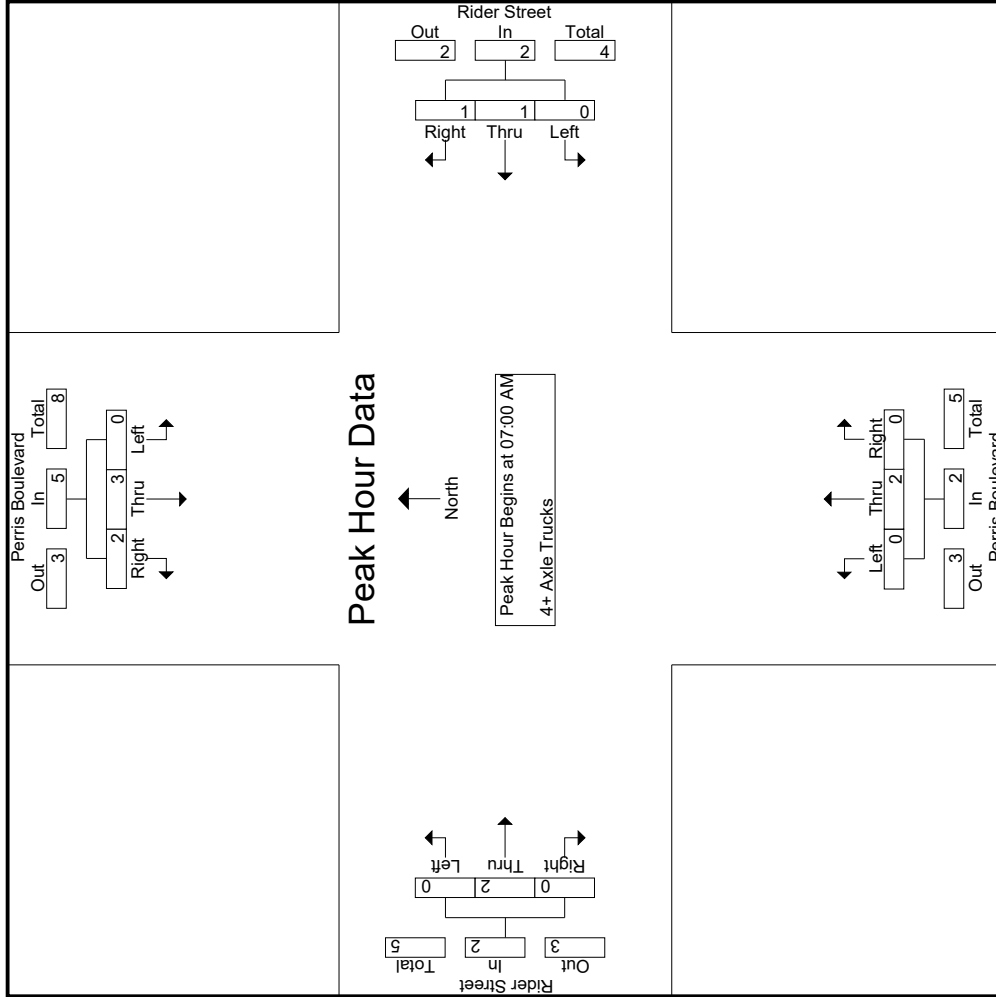
File Name : 24_PER_Perris_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Rider Street Westbound			Perris Boulevard Northbound			Rider Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	.250	0	0	1	.250	0	0	0	.000	0	0	0	.250
+15 mins.	0	0	0	.000	0	0	0	.000	0	0	0	.000	0	0	0	.000
+30 mins.	0	0	0	.000	0	0	0	.000	0	0	0	.000	0	0	0	.000
+45 mins.	0	1	0	.100	0	0	0	.000	0	0	0	.000	0	0	0	.000
Total Volume	0	1	0	.100	0	0	1	.250	0	0	0	.000	0	0	0	.250
% App. Total	0	100	0	.250	0	0	100	.250	0	0	0	.000	0	0	0	.250
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.500	.000	.000	.250

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City of Perris
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File Name : 24_PER_Perris_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Rider Street Westbound			Perris Boulevard Northbound			Rider Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	1	0	1	0	1	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	1	0	1	0	0	1
Total Volume	0	3	2	5	0	1	1	2	0	2	0	2	0	2	2
% App. Total	.000	.60	.40	.625	.000	.50	.50	.250	.500	.000	.500	.000	.500	.000	.500
PHF															

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

Start Time	Perris Boulevard Southbound						Rider Street Westbound						Perris Boulevard Northbound						Rider Street Eastbound					
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
04:00 PM	31	17.8	2	0	211	105	17	35	20	105	4	141	49	22	194	7	52	15	8	74	50	584	634	
04:15 PM	29	18.2	7	4	218	97	39	28	30	21	6	130	52	21	188	5	53	14	9	72	55	575	630	
04:30 PM	31	18.1	8	6	220	117	69	20	28	16	11	139	34	14	184	8	62	27	18	97	54	618	672	
04:45 PM	26	21.6	15	6	257	103	39	29	35	20	4	145	57	21	206	11	58	13	10	82	57	648	705	
Total	117	75.7	32	16	906	422	200	94	128	77	25	555	192	78	772	31	225	69	45	325	216	2425	2641	
05:00 PM	35	18.3	4	1	222	99	55	19	25	14	2	120	57	25	179	6	58	11	7	75	47	575	622	
05:15 PM	35	22.1	4	2	260	87	49	17	21	13	11	156	50	20	217	8	52	18	10	78	45	642	687	
05:30 PM	30	16.3	4	2	197	114	42	35	37	19	7	148	36	15	191	9	47	21	13	77	49	579	628	
05:45 PM	41	16.5	4	2	210	106	52	23	31	19	6	129	54	19	189	7	60	19	15	86	55	591	646	
Total	141	73.2	16	7	889	406	198	94	114	65	26	553	197	79	776	30	217	69	45	316	196	2387	2583	
Grand Total	258	14.89	48	23	1795	828	398	188	242	142	51	1108	389	157	1548	61	442	138	90	641	412	4812	5224	
Approach %	14.4	8.3	2.7				48.1	22.7	29.2		3.3	71.6	25.1		15.48	9.5	69	21.5		641	412	4812	5224	
Total %	5.4	30.9	1		37.3	17.2	8.3	3.9	5		1.1	23	8.1		32.2	1.3	9.2	2.9		13.3	7.9	92.1		
Passenger Vehicles	253	14.62	48		1786	960	396	183	240		49	1095	388		1689	59	435	135		717	0	0	5152	
Passenger Vehicles	98.1	98.2	100		98.2	99.5	97.3	99.2	99.3		96.1	98.8	99.7		99.1	96.7	98.4	97.8		98.1	0	0	98.6	
Large 2 Axle Vehicles	5	2.1	0		26	6	1	2	2		1	11	1		13	0	4	3		9	0	0	54	
Large 2 Axle Vehicles	1.9	1.4	0		1.4	0.3	1.1	0.8	0.7		2	1	0.3		0.8	0	0.9	2.2		1.2	0	0	1	
3 Axle Vehicles	0	5	0		5	0	0	0	0		0	2	0		2	0	0	0		0	0	0	7	
3 Axle Vehicles	0	0.3	0		0.3	0	0	0	0		0	0.2	0		0.1	0	0	0		0	0	0	0.1	
4+ Axle Trucks	0	1	0		1	4	1	3	0		1	0	0		1	2	3	0		5	0	0	11	
4+ Axle Trucks	0	0.1	0		0.1	0.4	0.3	1.6	0		2	0	0		0.1	3.3	0.7	0		0.7	0	0	0.2	

Start Time	Perris Boulevard Southbound						Rider Street Westbound						Perris Boulevard Northbound						Rider Street Eastbound					
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
04:30 PM	31	18.1	8		220	28	20	28		117	11	139	34		184	8	62	27		97	618	618		
04:45 PM	26	21.6	15		257	35	29	35		103	4	145	57		206	11	58	13		82	648	648		
05:00 PM	35	18.3	4		222	19	25	19		99	2	120	57		179	6	58	11		75	575	575		
05:15 PM	41	16.5	4		210	106	52	23	31	19	6	129	54		189	7	60	19		86	646	646		
Total Volume	127	80.1	31		959	212	85	109		406	28	560	198		786	33	230	69		332	2483	2483		
% App. Total	13.2	83.5	3.2		3.2	52.2	20.9	26.8		26.8	3.6	71.2	25.2		20.8	9.9	69.3	20.8		20.8	.856	.958		
PHF	.907	.906	.517		.922	.768	.733	.779		.868	.636	.897	.868		.906	.750	.927	.639		.927	.856	.958		

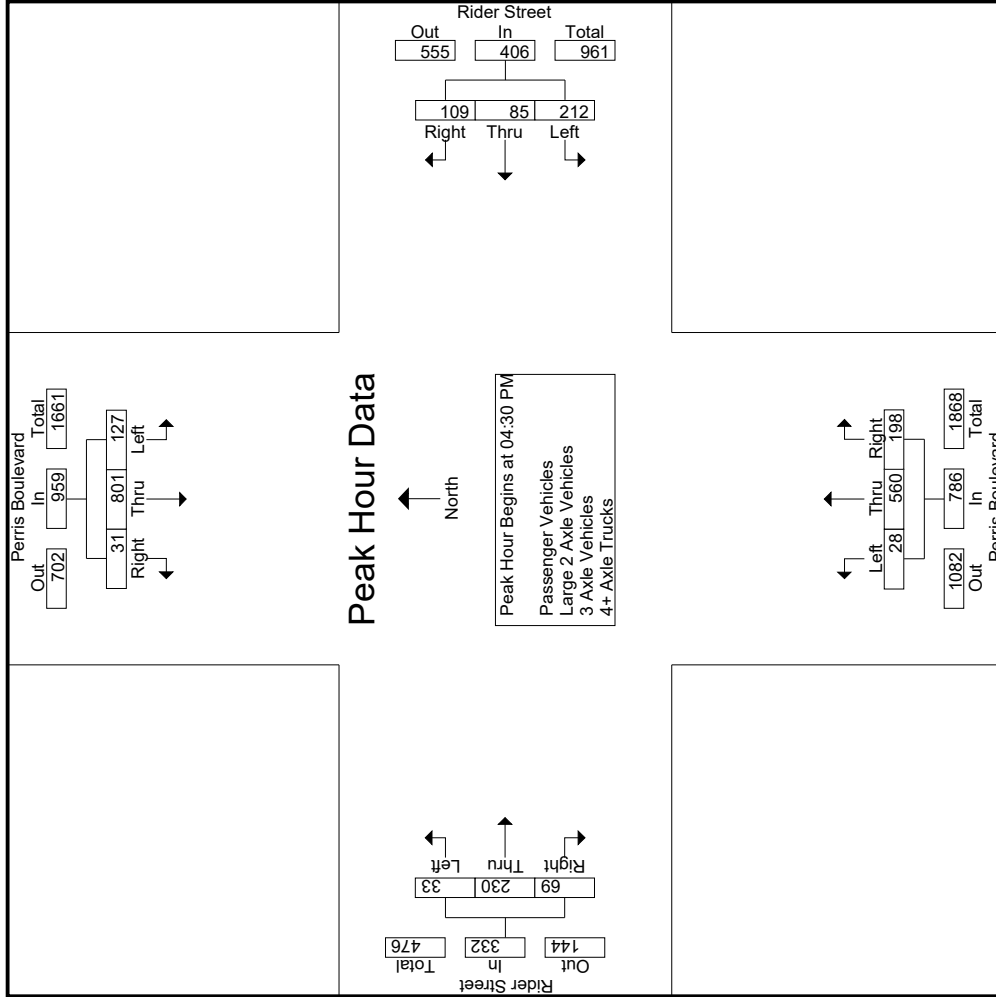
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

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

City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
	Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
	Peak Hour for Each Approach Begins at:															
	04:30 PM				04:00 PM				04:45 PM				04:30 PM			
+0 mins.	31	181	8	220	53	17	35	105	4	145	57	206	8	62	27	97
+15 mins.	26	216	15	257	39	28	30	97	2	120	57	179	11	58	13	82
+30 mins.	35	183	4	222	69	20	28	117	11	156	50	217	6	58	11	75
+45 mins.	35	221	4	260	39	29	35	103	7	148	36	191	8	52	18	78
Total Volume	127	801	31	959	200	94	128	422	24	569	200	793	33	230	69	332
% App. Total	13.2	83.5	3.2	92.2	47.4	22.3	30.3	90.2	3	71.8	25.2	91.4	9.9	69.3	20.8	85.6
PHF	.907	.906	.517	.922	.725	.810	.914	.902	.545	.912	.877	.914	.750	.927	.639	.856

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	31	174	2	0	207	53	17	35	20	105	4	140	49	22	193	7	50	15	8	72	50	577	627
04:15 PM	29	179	7	4	215	39	28	30	21	97	5	128	52	21	185	4	52	13	8	69	54	566	620
04:30 PM	30	178	8	6	216	68	19	27	15	114	11	135	34	14	180	8	60	26	17	94	52	604	656
04:45 PM	25	210	15	6	250	38	29	35	20	102	4	145	57	21	206	10	57	13	10	80	57	638	695
Total	115	741	32	16	888	198	93	127	76	418	24	548	192	78	764	29	219	67	43	315	213	2385	2598
05:00 PM	35	178	4	1	217	55	18	25	14	98	2	119	56	25	177	6	57	11	7	74	47	566	613
05:15 PM	35	218	4	2	257	49	16	21	13	86	11	153	50	20	214	8	52	18	10	78	45	635	680
05:30 PM	29	161	4	2	194	42	33	37	19	112	7	147	36	15	190	9	47	21	13	77	49	573	622
05:45 PM	39	164	4	2	207	52	23	30	19	105	5	128	54	19	187	7	60	18	15	85	55	584	639
Total	138	721	16	7	875	198	90	113	65	401	25	547	196	79	768	30	216	68	45	314	196	2358	2554
Grand Total	253	1462	48	23	1763	396	183	240	141	819	49	1095	388	157	1532	59	435	135	88	629	409	4743	5152
Approch %	14.4	82.9	2.7		37.2	48.4	22.3	29.3		17.3	3.2	71.5	25.3		32.3	9.4	69.2	21.5		13.3	7.9	92.1	
Total %	5.3	30.8	1			8.3	3.9	5.1			1	23.1	8.2			1.2	9.2	2.8					

3.1-671

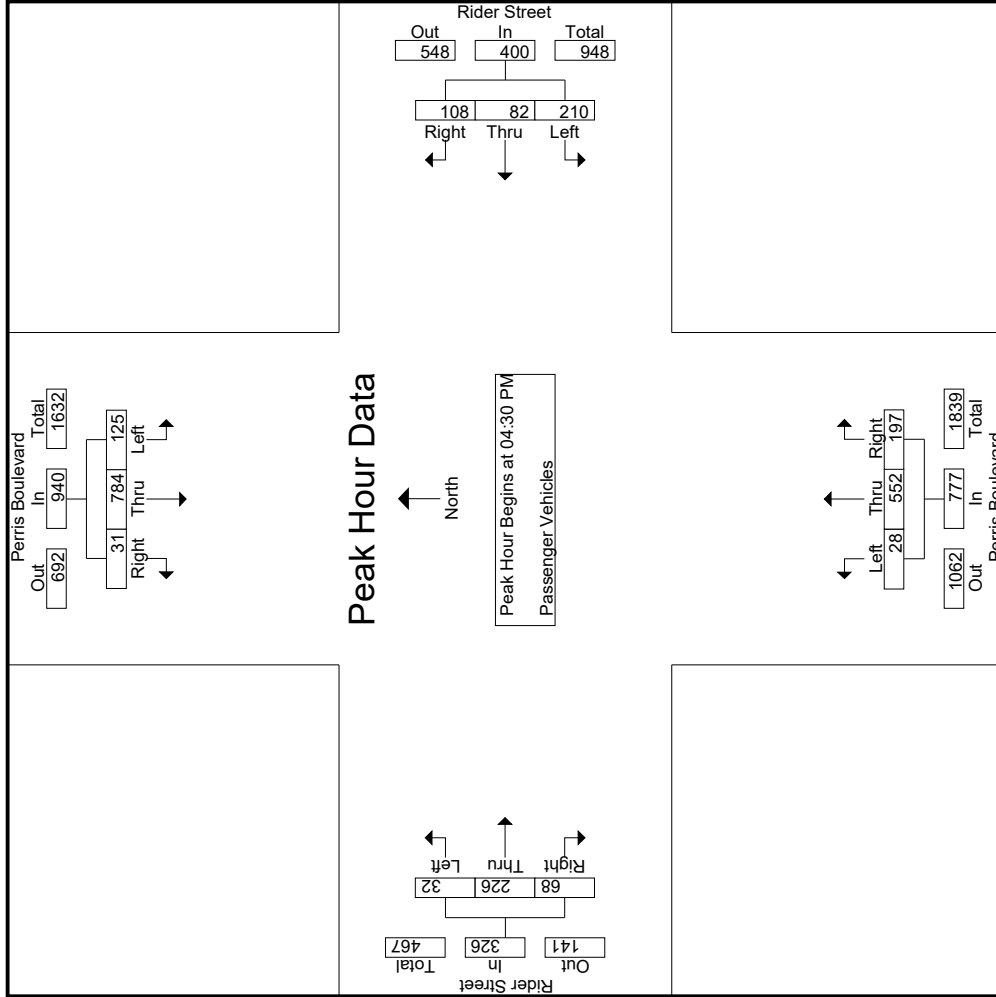
Start Time	Perris Boulevard Southbound					Rider Street Westbound					Perris Boulevard Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	30	178	8		216	68	19	27		114	11	135	34		180	8	60	26		94			604
04:45 PM	25	210	15		250	38	29	35		102	4	145	57		206	10	57	13		80			638
05:00 PM	35	178	4		217	55	18	25		98	2	119	56		177	6	57	11		74			566
05:15 PM	35	218	4		257	49	16	21		86	11	153	50		214	8	52	18		78			635
Total Volume	125	784	31		940	210	82	108		400	28	552	197		777	32	226	68		326			2443
% App. Total	13.3	83.4	3.3		37.2	52.5	20.5	27		17.3	3.6	71	25.4		32.3	9.8	69.3	20.9		13.3			95.7
PHF	.893	.899	.517		.914	.772	.707	.771		.877	.636	.902	.864		.908	.800	.942	.654		.867			

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

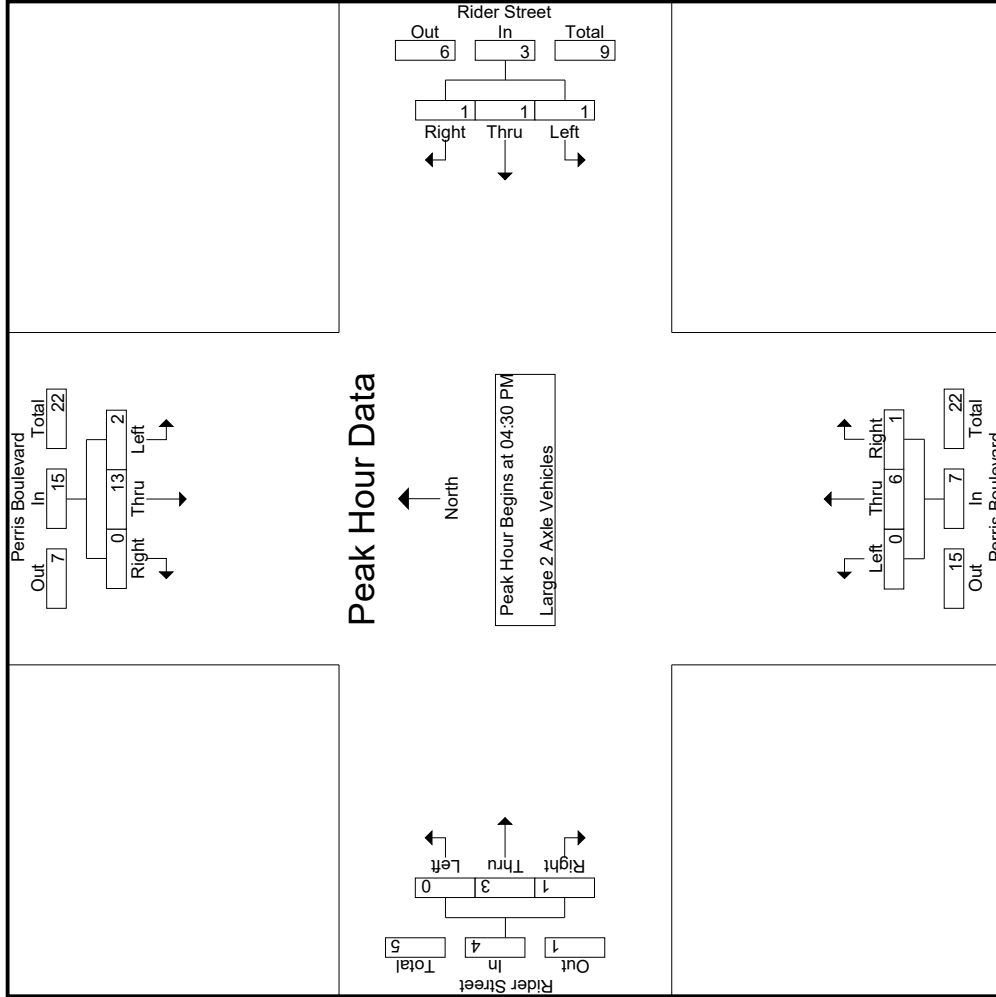
File Name : 24_PER_Perris_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Rider Street Westbound			Perris Boulevard Northbound			Rider Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM				04:30 PM				04:30 PM				04:30 PM		
+0 mins.	30	178	8	216	68	19	27	114	135	34	180	8	60	26	94
+15 mins.	25	210	15	250	38	29	35	102	145	57	206	10	57	13	80
+30 mins.	35	178	4	217	55	18	25	98	119	56	177	6	57	11	74
+45 mins.	35	218	4	257	49	16	21	86	153	50	214	8	52	18	78
Total Volume	125	784	31	940	210	82	108	400	552	197	777	32	226	68	326
% App. Total	13.3	83.4	3.3	914	52.5	20.5	27	877	71	25.4	908	9.8	69.3	20.9	326
PHF	.893	.899	.517	.914	.772	.707	.771	.877	.902	.864	.908	.800	.942	.654	.867

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Rider Street Westbound			Perris Boulevard Northbound			Rider Street Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM				04:30 PM				04:30 PM					
+0 mins.	1	2	0	3	1	1	1	3	0	2	0	2	0	0
+15 mins.	1	4	0	5	0	0	0	0	0	0	0	0	0	1
+30 mins.	0	4	0	4	0	0	0	0	0	1	1	2	0	1
+45 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0
Total Volume	2	13	0	15	1	1	1	3	0	6	1	7	0	3
% App. Total	13.3	86.7	0		33.3	33.3	33.3		0	85.7	14.3		0	75
PHF	.500	.813	.000	.750	.250	.250	.250	.250	.000	.500	.250	.583	.000	.750
														.250
														.500

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	4	0	0	4	0	0	2	0	2	0	0	0	0	0	0	6	6
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	0	7	7
Approch %	0	100	0	0	0	0	0	100	0	0	0	0	0	0	0	0	100	100
Total %	0	71.4	0	0	71.4	0	0	28.6	0	28.6	0	0	0	0	0	0	100	100

3.1-677

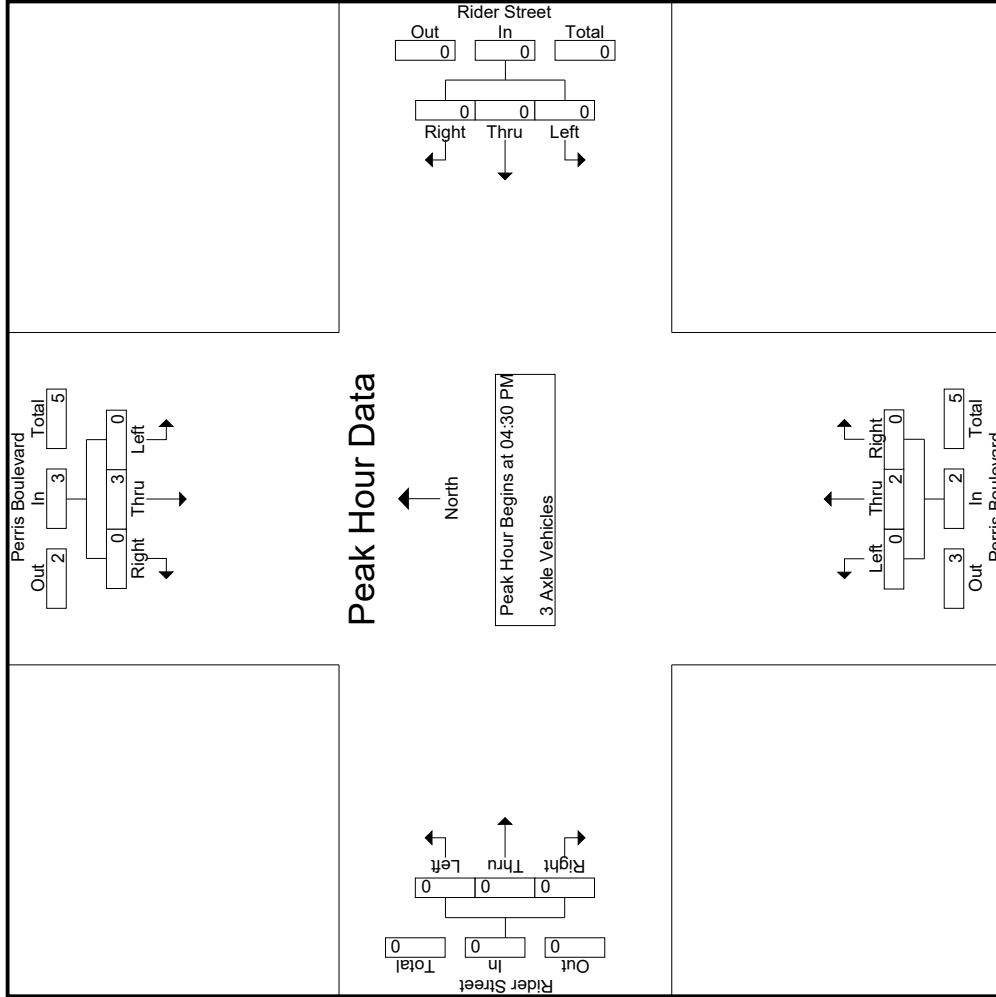
Start Time	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	2
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	3	0	0	2	0	2	0	0	0	0	0	0	5	5
% App. Total	0	100	0	0	0	0	0	100	0	0	0	0	0	0	0	0	100	100
PHF	.000	.375	.000	.000	.375	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.625	.625

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Rider Street Westbound			Perris Boulevard Northbound			Rider Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	0	0	0	0	2	0	0	0
% App. Total	0	100	0	0	0	0	0	100	0	0	0	0
PHF	.000	.375	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000
	04:30 PM			04:30 PM			04:30 PM			04:30 PM		
	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	0	0	0	2	0	0	0	0
% App. Total	0	100	0	0	0	0	0	100	0	0	0	0
PHF	.000	.375	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	2
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	2	2
Total	0	1	0	0	1	1	0	0	0	0	2	3	0	0	5	0	7	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	4	4
Grand Total	0	1	0	0	1	1	3	0	0	4	1	0	0	0	5	0	11	11
Approch %	0	100	0	0	9.1	25	75	0	0	36.4	100	0	0	0	40	0	100	100
Total %	0	9.1	0	0	9.1	9.1	27.3	0	0	36.4	9.1	18.2	27.3	0	45.5	0	100	100

3.1-680

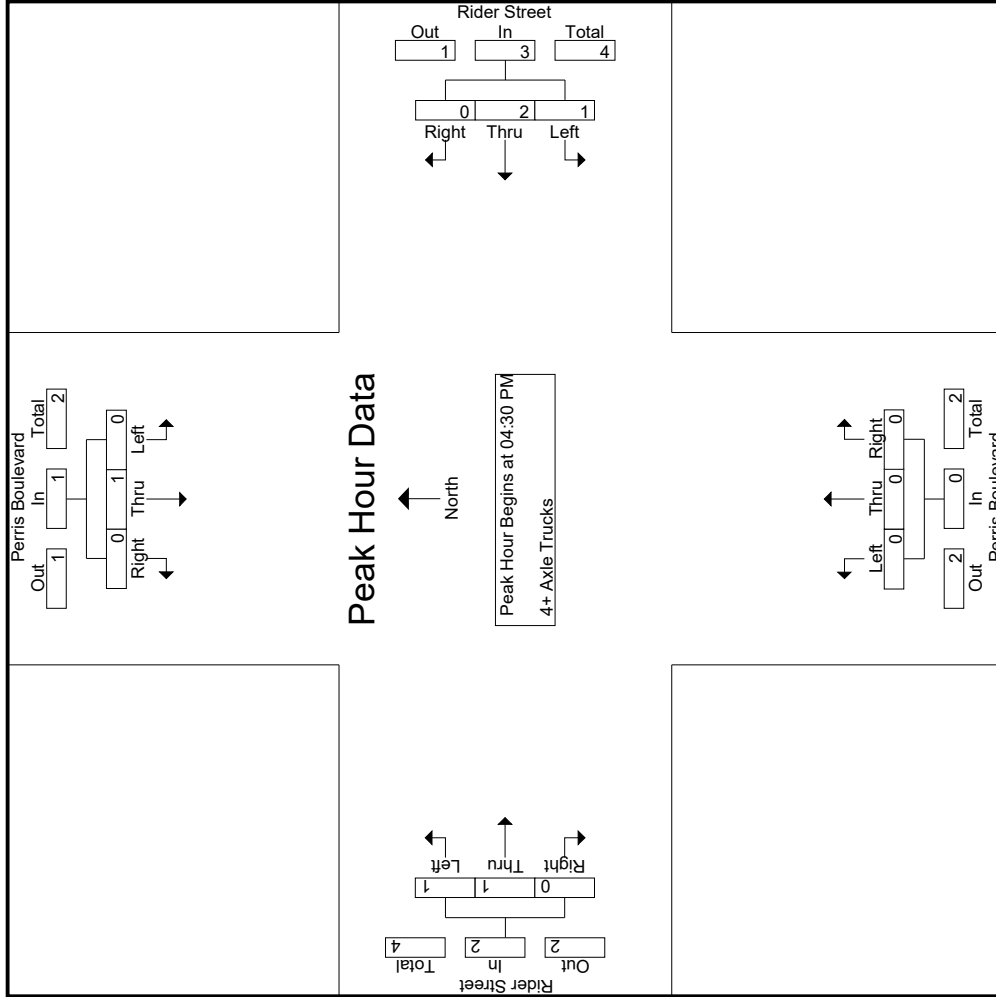
Start Time	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	1	0	0	0	3	0	0	0	0	1	0	2	6
% App. Total	0	100	0	0	0	33.3	66.7	0	0	0	0	50	50	0	0	0	100	100
PHF	.000	.250	.000	.000	.250	.250	.500	.000	.000	.750	.000	.250	.250	.000	.500	.000	.750	.750

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Rider Street
 Weather: Clear

File Name : 24_PER_Perris_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Perris Boulevard Southbound			Rider Street Westbound			Perris Boulevard Northbound			Rider Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	2	0	3	0	0	0	0	1	1	0	2
% App. Total	0	100	0	250	33.3	66.7	0	750	0	0	0	0	50	50	0	500
PHF	.000	.250	.000	.250	.250	.500	.000	.750	.000	.000	.000	.000	.250	.250	.000	.500

Location: Perris
 N/S: Perris Boulevard
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard Pedestrians	East Leg Rider Street Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Rider Street Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	1	1
8:15 AM	0	0	2	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	3	1	4

	North Leg Perris Boulevard Pedestrians	East Leg Rider Street Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Rider Street Pedestrians	
4:00 PM	0	1	1	1	3
4:15 PM	0	0	0	1	1
4:30 PM	0	1	1	0	2
4:45 PM	0	0	1	0	1
5:00 PM	1	1	0	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	5	6
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	3	4	7	15

Location: Perris
 N/S: Perris Boulevard
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Rider Street			Northbound Perris Boulevard			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	0	0	0	1

	Southbound Perris Boulevard			Westbound Rider Street			Northbound Perris Boulevard			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	1	0	0	2

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City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Perris Boulevard Southbound						Placentia Avenue Westbound						Perris Boulevard Northbound						Placentia Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	5	96	6	0	107	6	17	65	33	88	8	186	8	3	200	3	10	2	0	15	36	410	410			
07:15 AM	3	98	8	2	109	10	14	51	24	75	4	181	6	2	191	1	10	2	2	13	30	388	418			
07:30 AM	13	132	9	1	154	5	38	45	24	88	9	203	7	1	219	2	16	2	1	20	27	481	508			
07:45 AM	9	159	6	2	174	10	43	38	24	91	15	173	5	2	193	7	24	5	1	36	29	494	523			
Total	30	485	29	5	544	31	112	199	105	342	34	743	26	8	803	13	60	11	4	84	122	1773	1895			
08:00 AM	14	147	1	0	162	8	18	36	21	62	5	142	5	2	155	3	9	4	4	16	27	395	422			
08:15 AM	12	116	5	1	133	11	10	19	15	40	2	126	8	4	136	4	4	3	1	11	21	320	341			
08:30 AM	8	131	2	1	141	6	6	20	17	32	2	102	6	2	110	4	4	2	1	10	21	293	314			
08:45 AM	14	125	3	1	142	7	2	18	11	27	1	118	10	6	129	9	7	5	4	21	22	319	341			
Total	48	519	11	3	578	32	36	93	64	161	13	488	29	14	530	20	24	14	10	58	91	1327	1418			
Grand Total	78	1004	40	8	1122	63	148	292	169	503	47	1231	55	22	1333	33	84	25	14	142	213	3100	3313			
Approch %	7	89.5	3.6			12.5	29.4	58.1			3.5	92.3	4.1			23.2	59.2	17.6								
Total %	2.5	32.4	1.3		36.2	2	4.8	9.4		16.2	1.5	39.7	1.8		43	1.1	2.7	0.8		4.6	6.4	93.6				
Passenger Vehicles	76	969	39		1092	61	148	288		664	44	1194	54		1314	27	84	22		146	0	0	3216			
Large 2 Axle Vehicles	97.4	96.5	97.5	100	96.6	96.8	100	98.6	98.8	98.8	93.6	97	98.2	100	97	81.8	100	88	92.9	93.6	0	0	97.1			
3 Axle Vehicles	2	26	0	0	28	2	0	2	0	5	2	31	0	0	33	3	0	0	0	3	0	0	69			
4+ Axle Trucks	2.6	2.6	0	0	2.5	3.2	0	0.7	0.6	0.7	4.3	2.5	0	0	2.4	9.1	0	0	0	1.9	0	0	2.1			
% 3 Axle Vehicles	0	5	0	0	5	0	0	2	0	3	1	3	0	0	4	2	0	2	0	5	0	0	17			
% 4+ Axle Trucks	0	0.5	0	0	0.4	0	0	0.7	0.6	0.4	2.1	0.2	0	0	0.3	6.1	0	8	7.1	3.2	0	0	0.5			
% 4+ Axle Trucks	0	4	1	0	5	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	0	11			
% 4+ Axle Trucks	0	0.4	2.5	0	0.4	0	0	0	0	0	0	0.2	1.8	0	0.3	3	0	4	0	1.3	0	0	0.3			

Start Time	Perris Boulevard Southbound						Placentia Avenue Westbound						Perris Boulevard Northbound						Placentia Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	5	96	6	0	107	6	17	65	33	88	8	186	8	3	200	3	10	2	0	15	36	410	410			
07:15 AM	3	98	8	2	109	10	14	51	24	75	4	181	6	2	191	1	10	2	2	13	30	388	418			
07:30 AM	13	132	9	1	154	5	38	45	24	88	9	203	7	1	219	2	16	2	1	20	27	481	508			
07:45 AM	9	159	6	2	174	10	43	38	24	91	15	173	5	2	193	7	24	5	1	36	29	494	523			
Total	30	485	29	5	544	31	112	199	105	342	34	743	26	8	803	13	60	11	4	84	122	1773	1895			
08:00 AM	14	147	1	0	162	8	18	36	21	62	5	142	5	2	155	3	9	4	4	16	27	395	422			
08:15 AM	12	116	5	1	133	11	10	19	15	40	2	126	8	4	136	4	4	3	1	11	21	320	341			
08:30 AM	8	131	2	1	141	6	6	20	17	32	2	102	6	2	110	4	4	2	1	10	21	293	314			
08:45 AM	14	125	3	1	142	7	2	18	11	27	1	118	10	6	129	9	7	5	4	21	22	319	341			
Total	48	519	11	3	578	32	36	93	64	161	13	488	29	14	530	20	24	14	10	58	91	1327	1418			
Grand Total	78	1004	40	8	1122	63	148	292	169	503	47	1231	55	22	1333	33	84	25	14	142	213	3100	3313			
Approch %	7	89.5	3.6			12.5	29.4	58.1			3.5	92.3	4.1			23.2	59.2	17.6								
Total %	2.5	32.4	1.3		36.2	2	4.8	9.4		16.2	1.5	39.7	1.8		43	1.1	2.7	0.8		4.6	6.4	93.6				
Passenger Vehicles	76	969	39		1092	61	148	288		664	44	1194	54		1314	27	84	22		146	0	0	3216			
Large 2 Axle Vehicles	97.4	96.5	97.5	100	96.6	96.8	100	98.6	98.8	98.8	93.6	97	98.2	100	97	81.8	100	88	92.9	93.6	0	0	97.1			
3 Axle Vehicles	2	26	0	0	28	2	0	2	0	5	2	31	0	0	33	3	0	0	0	3	0	0	69			
4+ Axle Trucks	2.6	2.6	0	0	2.5	3.2	0	0.7	0.6	0.7	4.3	2.5	0	0	2.4	9.1	0	0	0	1.9	0	0	2.1			
% 3 Axle Vehicles	0	5	0	0	5	0	0	2	0	3	1	3	0	0	4	2	0	2	0	5	0	0	17			
% 4+ Axle Trucks	0	0.5	0	0	0.4	0	0	0.7	0.6	0.4	2.1	0.2	0	0	0.3	6.1	0	8	7.1	3.2	0	0	0.5			
% 4+ Axle Trucks	0	4	1	0	5	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	0	0	11			
% 4+ Axle Trucks	0	0.4	2.5	0	0.4	0	0	0	0	0	0	0.2	1.8	0	0.3	3	0	4	0	1.3	0	0	0.3			

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

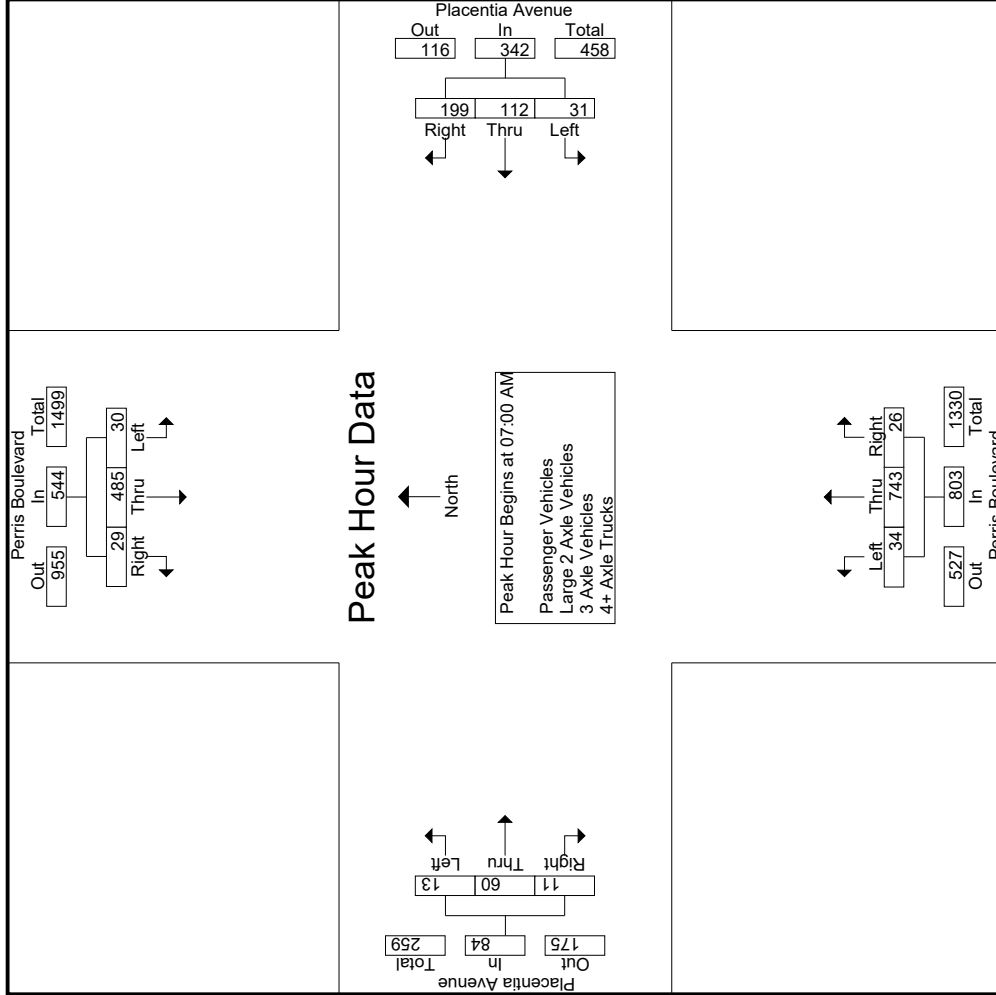
Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	Perris Boulevard Southbound						Placentia Avenue Westbound						Perris Boulevard Northbound						Placentia Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	5	96	6	0	107	6	17	65	33	88	8	186	8	3	200	3	10	2	0	15	36	410	410			
07:15 AM	3	98	8	2	109	10	14	51	24	75	4	181	6	2	191	1	10	2	2	13	30	388	418			
07:30 AM	13	132	9	1	154	5	38	45	24	88	9	203	7	1	219	2	16	2	1	20	27	481	508			
07:45 AM	9	159	6	2	174	10	43	38	24	91	15	173	5	2	193	7	24	5	1	36	29	494	523			
Total	30	485	29	5	544	31	112	199	105	342	34	743	26	8	803	13	60	11	4	84	122	1773	1895			
% App. Total	5.5	89.2	5.3			7.75	27.5	58.2			6.5	91.5	6.25			4.64	15.5	7.14			5.83	62.5	65.83			
PHF	.577	.763	.806		.782	.651	.765	.940		.917	.915	.813	.917		.550	.464	.625	.550		.583						

Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
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 Weather: Clear

File Name : 25_PER_Perris_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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File Name : 25_PER_Perris_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Placentia Avenue Westbound			Perris Boulevard Northbound			Placentia Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM			07:00 AM			07:00 AM			07:15 AM						
+0 mins.	13	132	9	154	6	17	65	88	6	186	8	200	1	10	2	13
+15 mins.	9	159	6	174	10	14	51	75	4	181	6	191	2	16	2	20
+30 mins.	14	147	1	162	5	38	45	88	9	203	7	219	7	24	5	36
+45 mins.	12	116	5	133	10	43	38	91	15	173	5	193	3	9	4	16
Total Volume	48	554	21	623	31	112	199	342	34	743	26	803	13	59	13	85
% App. Total	7.7	88.9	3.4		9.1	32.7	58.2		4.2	92.5	3.2		15.3	69.4	15.3	
PHF	.857	.871	.583	.895	.775	.651	.765	.940	.567	.915	.813	.917	.464	.615	.650	.590

Groups Printed- Passenger Vehicles

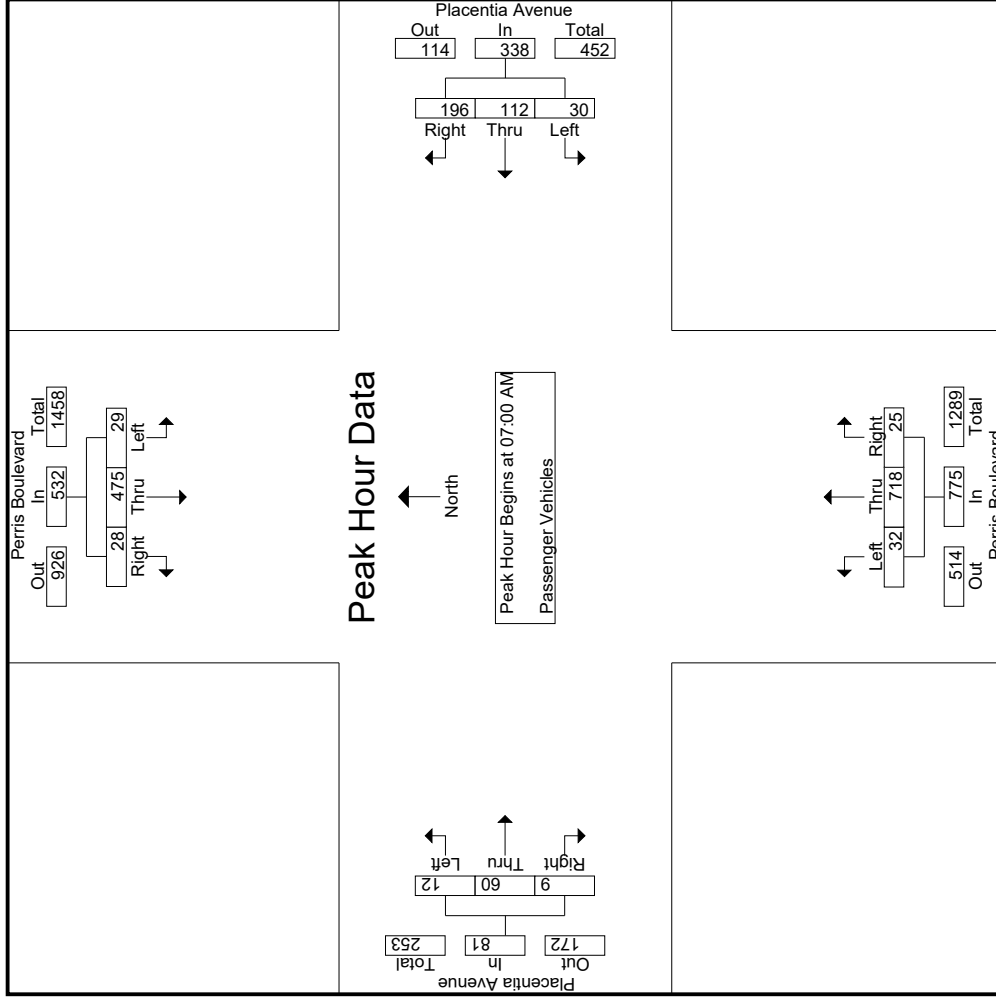
Start Time	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	5	93	5	0	103	6	17	64	32	87	6	183	8	3	197	3	10	2	0	15	35	402	437
07:15 AM	3	97	8	2	108	9	14	50	24	73	4	174	6	2	184	1	10	1	1	12	29	377	406
07:30 AM	13	129	9	1	151	5	38	45	24	88	8	197	7	1	212	1	16	2	1	19	27	470	497
07:45 AM	8	156	6	2	170	10	43	37	23	90	14	164	4	2	182	7	24	4	1	35	28	477	505
Total	29	475	28	5	532	30	112	196	103	338	32	718	25	8	775	12	60	9	3	81	119	1726	1845
08:00 AM	14	139	1	0	154	8	18	35	21	61	8	140	5	2	153	2	9	4	4	15	27	383	410
08:15 AM	12	111	5	1	128	10	10	19	15	39	1	120	8	4	129	3	4	3	1	10	21	306	327
08:30 AM	8	126	2	1	136	6	6	20	17	32	2	100	6	2	108	3	4	1	1	8	21	284	305
08:45 AM	13	118	3	1	134	7	2	18	11	27	1	116	10	6	127	7	7	5	4	19	22	307	329
Total	47	494	11	3	552	31	36	92	64	159	12	476	29	14	517	15	24	13	10	52	91	1280	1371
Grand Total	76	969	39	8	1084	61	148	288	167	497	44	1194	54	22	1292	27	84	22	13	133	210	3006	3216
Approch %	7	89.4	3.6			12.3	29.8	57.9		16.5	3.4	92.4	4.2		43	20.3	63.2	16.5		4.4	6.5	93.5	
Total %	2.5	32.2	1.3		36.1	2	4.9	9.6		16.5	1.5	39.7	1.8		43	0.9	2.8	0.7		4.4	6.5	93.5	

Start Time	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	5	93	5	0	103	6	17	64	32	87	6	183	8	3	197	3	10	2	0	15	35	402	437
07:00 AM	5	93	5	0	103	6	17	64	32	87	6	183	8	3	197	3	10	2	0	15	35	402	437
07:15 AM	3	97	8	2	108	9	14	50	24	73	4	174	6	2	184	1	10	1	1	12	29	377	406
07:30 AM	13	129	9	1	151	5	38	45	24	88	8	197	7	1	212	1	16	2	1	19	27	470	497
07:45 AM	8	156	6	2	170	10	43	37	23	90	14	164	4	2	182	7	24	4	1	35	28	477	505
Total Volume	29	475	28	5	532	30	112	196	103	338	32	718	25	8	775	12	60	9	3	81	119	1726	1845
% App. Total	5.5	89.3	5.3			8.9	33.1	58		16.5	4.1	92.6	3.2		43	20.3	63.2	16.5		4.4	6.5	93.5	
PHF	.558	.761	.778		.782	.750	.651	.766		.939	.571	.911	.781		.781	.429	.625	.563		.579	.579	.905	

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 Site Code : 05120169
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City of Perris
 N/S: Perris Boulevard
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File Name : 25_PER_Perris_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Placentia Avenue Westbound			Perris Boulevard Northbound			Placentia Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	5	93	5	103	6	17	64	87	6	183	8	197	3	10	2	15
+15 mins.	3	97	8	108	9	14	50	73	4	174	6	184	1	10	1	12
+30 mins.	13	129	9	151	5	38	45	88	8	197	7	212	1	16	2	19
+45 mins.	8	156	6	170	10	43	37	90	14	164	4	182	7	24	4	35
Total Volume	29	475	28	532	30	112	196	338	32	718	25	775	12	60	9	81
% App. Total	5.5	89.3	5.3	78.2	8.9	33.1	58	93.9	4.1	92.6	3.2	91.4	14.8	74.1	11.1	57.9
PHF	.558	.761	.778	.782	.750	.651	.766	.939	.571	.911	.781	.914	.429	.625	.563	.579

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	0	6	6
07:15 AM	0	1	0	0	1	0	1	0	0	2	0	7	0	0	0	0	10	10
07:30 AM	0	2	0	0	2	0	0	0	0	0	4	0	0	0	1	0	7	7
07:45 AM	1	2	0	0	3	0	0	1	1	1	6	0	0	0	0	1	11	12
Total	1	8	0	0	9	1	0	2	1	3	1	20	0	0	1	1	34	35
08:00 AM	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	0	8	8
08:15 AM	0	3	0	0	3	1	0	0	0	1	6	0	0	0	0	0	11	11
08:30 AM	0	4	0	0	4	0	0	0	0	0	2	0	0	0	0	0	6	6
08:45 AM	1	5	0	0	6	0	0	0	0	0	2	0	0	0	1	0	9	9
Total	1	18	0	0	19	1	0	0	0	1	11	0	0	0	2	0	34	34
Grand Total	2	26	0	0	28	2	0	2	1	4	2	31	0	0	3	1	68	69
Approch %	7.1	92.9	0	0		50	0	50			6.1	93.9	0	0	100	0		
Total %	2.9	38.2	0	0	41.2	2.9	0	2.9		5.9	2.9	45.6	0	0	4.4	1.4	98.6	

3.1-691

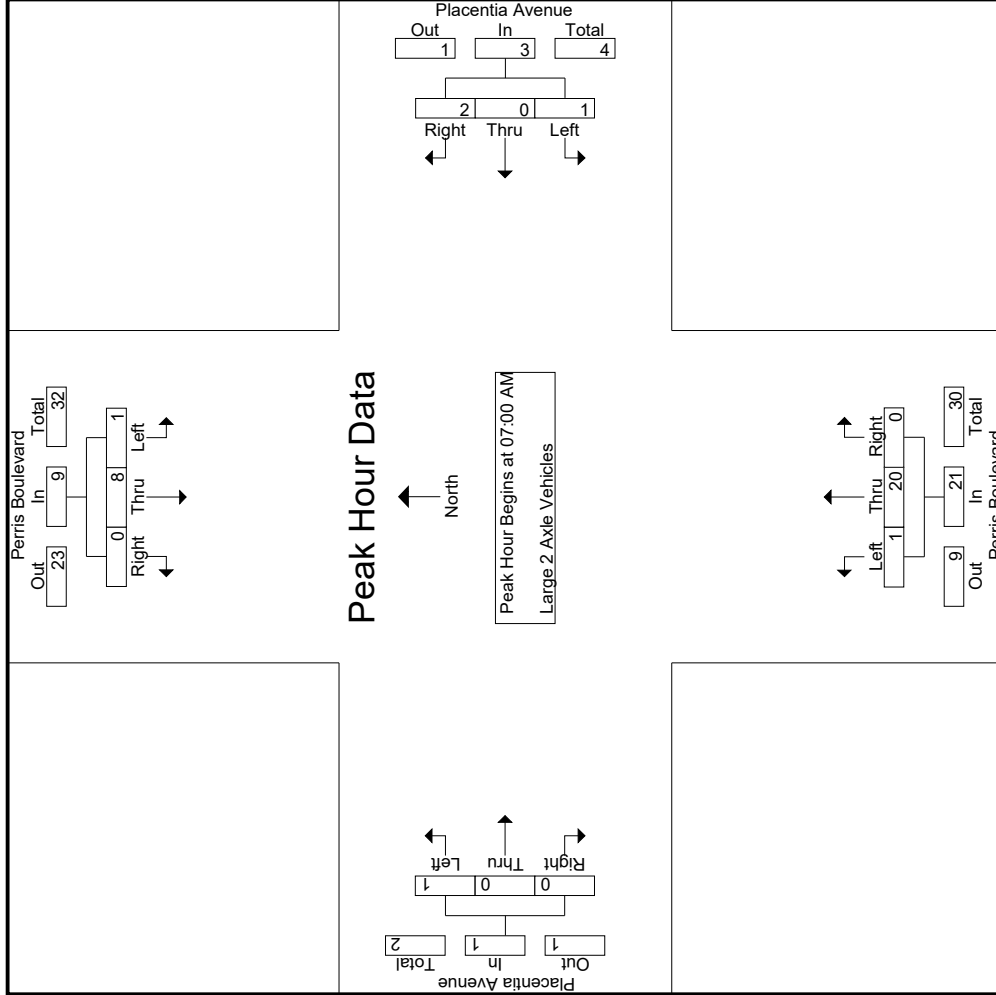
Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	0	0	6	6
07:15 AM	0	1	0	0	1	0	1	0	0	2	0	7	0	0	0	0	10	10
07:30 AM	0	2	0	0	2	0	0	0	0	0	4	0	0	0	1	0	7	7
07:45 AM	1	2	0	0	3	0	0	1	1	1	6	0	0	0	0	1	11	12
Total Volume	1	8	0	0	9	1	0	2	1	3	1	20	0	0	1	1	34	35
% App. Total	11.1	88.9	0	0		33.3	0	66.7			4.8	95.2	0	0	100	0		
PHF	.250	.667	.000	.000	.750	.250	.000	.500		.375	.250	.714	.000	.750	.000	.250	.000	.773

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Placentia Avenue Westbound			Perris Boulevard Northbound			Placentia Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	3	0	3	0	0	0	0	3	0	0	0	0	0	
+15 mins.	0	1	0	1	0	1	2	0	7	0	0	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	4	0	0	0	0	1	
+45 mins.	1	2	0	3	0	0	1	1	6	0	0	0	0	0	
Total Volume	1	8	0	9	1	0	2	3	20	0	0	0	0	1	
% App. Total	11.1	88.9	0	33.3	0	66.7	0	4.8	95.2	0	0	0	0	100	
PHF	.250	.667	.000	.750	.250	.500	.375	.250	.714	.000	.000	.000	.000	.250	

Groups Printed- 3 Axle Vehicles

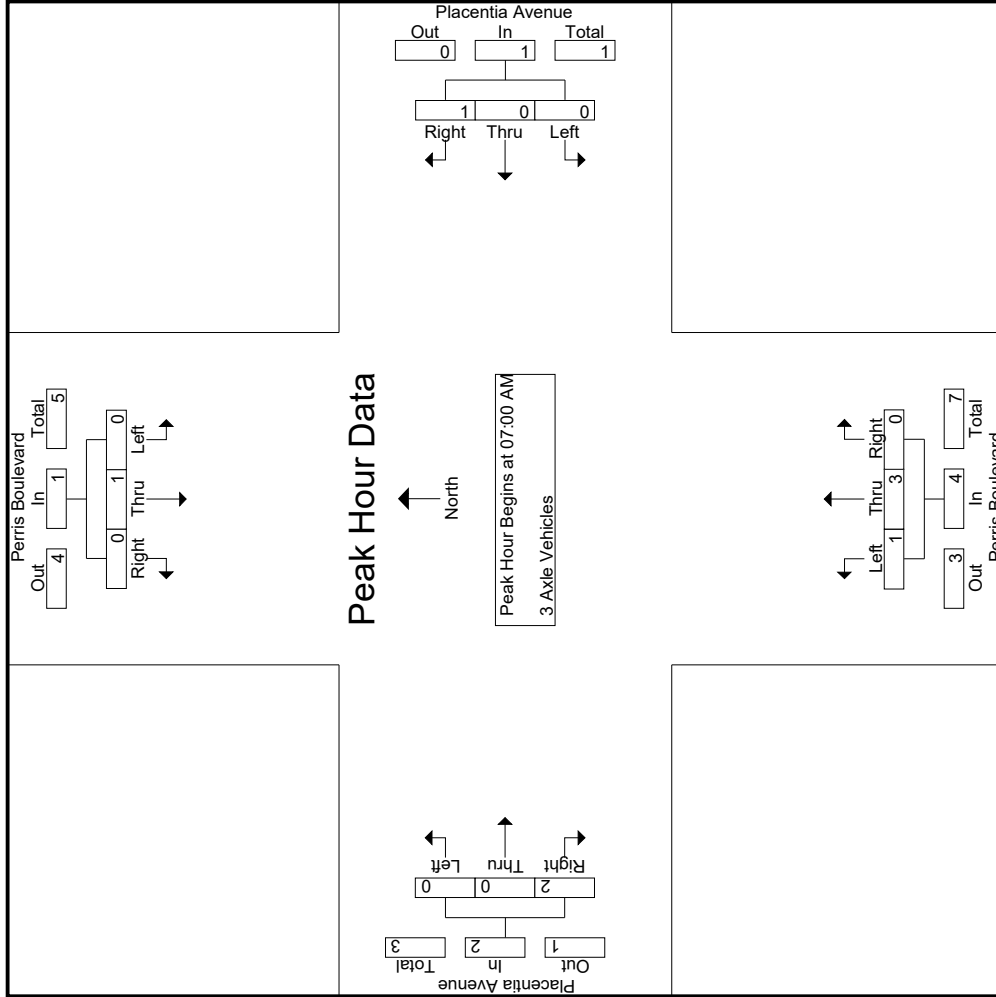
Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	2	2
07:45 AM	0	1	0	0	1	0	0	0	0	2	0	2	0	1	1	0	4	4
Total	0	1	0	0	1	0	0	1	1	4	1	3	0	0	2	2	8	10
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	0	4	0	0	4	0	0	1	0	0	2	0	0	0	2	0	7	7
Grand Total	0	5	0	0	5	0	0	2	1	2	1	3	0	0	4	2	15	17
Approch %	0	100	0	0	0	0	0	100	0	26.7	50	75	0	0	11.8	88.2		
Total %	0	33.3	0	0	33.3	0	0	13.3	6.7	26.7	13.3	20	0	0	26.7	11.8	88.2	

Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2
07:45 AM	0	1	0	0	1	0	0	0	0	2	0	2	0	1	1	0	4	4
Total	0	1	0	0	1	0	0	1	1	4	1	3	0	0	2	2	8	10
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
Total	0	4	0	0	4	0	0	1	0	0	2	0	0	0	2	0	7	7
Grand Total	0	5	0	0	5	0	0	2	1	2	1	3	0	0	4	2	15	17
Approch %	0	100	0	0	0	0	0	100	0	26.7	50	75	0	0	11.8	88.2		
Total %	0	33.3	0	0	33.3	0	0	13.3	6.7	26.7	13.3	20	0	0	26.7	11.8	88.2	

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City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Placentia Avenue Westbound			Perris Boulevard Northbound			Placentia Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
+30 mins.	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	0	0	1	
Total Volume	0	1	0	1	0	0	1	1	1	3	0	0	0	2	
% App. Total	0	100	0	0	0	0	100	25	75	0	0	0	100	0	
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.375	.000	.000	.000	.500	.500	

Groups Printed- 4+ Axle Trucks

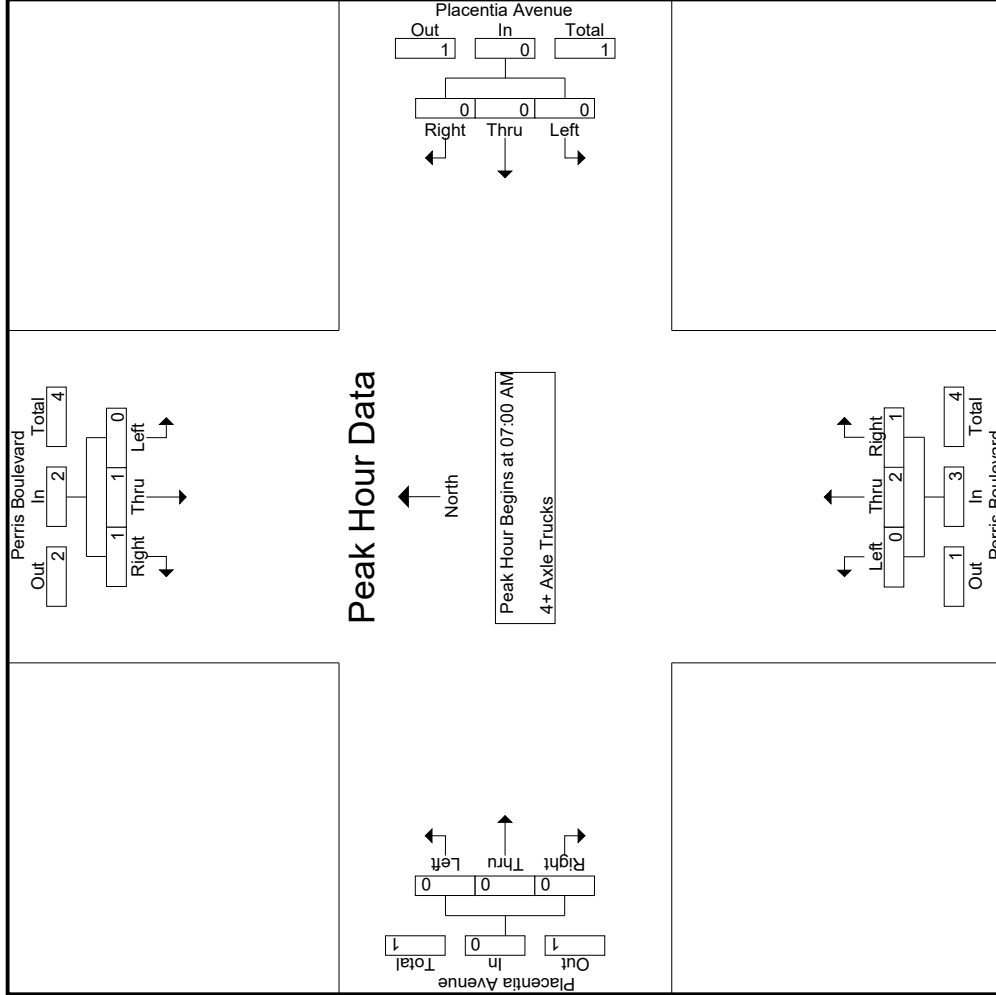
Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	2
Total	0	1	1	0	2	0	0	2	1	3	0	0	0	0	0	0	5	5
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	2
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	3	0	0	3	0	0	1	0	1	1	0	1	0	2	0	6	6
Grand Total	0	4	1	0	5	0	0	3	1	4	1	0	1	0	2	0	11	11
Approch %	0	80	20		45.5	0	0	75	25	36.4	50	0	50	0	18.2	0	100	
Total %	0	36.4	9.1			0	0	27.3	9.1		9.1	0	9.1	0		0		

Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour for Entire Intersection Begins at 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0
Total Volume	0	1	1	0	2	0	0	0	0	2	2	3	3	0	0	0	0	0
% App. Total	0	50	50		100	0	0	66.7	33.3	100	0	0	0	0	0	0	0	0
PHF	.000	.250	.250		.500	.000	.000	.500	.250	.375	.000	.000	.000	.000	.000	.000	.625	

Counts Unlimited
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 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Placentia Avenue Westbound			Perris Boulevard Northbound			Placentia Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	0	1		0	0	0		0	0	0		0	0	0
+15 mins.	0	0	0		0	0	0		0	0	0		0	0	0
+30 mins.	0	1	0		0	0	0		0	1	0		0	0	0
+45 mins.	0	0	0		0	0	0		0	1	1		0	0	0
Total Volume	0	1	1	2	0	0	0	0	0	2	1	3	0	0	0
% App. Total	0	50	50		0	0	0		0	66.7	33.3		0	0	0
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.000

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

Start Time	Perris Boulevard Southbound						Placentia Avenue Westbound						Perris Boulevard Northbound						Placentia Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total									
04:00 PM	26	222	3	1	251		8	5	22	12	35		2	176	10	1	188		5	11	3	1	19		15	493	508			
04:15 PM	19	231	2	0	252		15	5	17	11	37		4	158	13	8	175		12	5	7	6	24		25	488	513			
04:30 PM	25	246	0	0	271		6	9	25	19	40		3	178	22	6	203		3	20	4	1	27		26	541	567			
04:45 PM	36	235	2	1	273		12	7	30	25	49		1	163	11	4	175		2	9	9	4	20		34	517	551			
Total	106	934	7	2	1047		41	26	94	67	161		10	675	56	19	741		22	45	23	12	90		100	2039	2139			
05:00 PM	26	206	4	3	236		12	6	16	9	34		3	158	10	1	171		7	22	5	3	34		16	475	491			
05:15 PM	48	254	2	1	304		16	3	29	18	48		1	169	27	17	197		9	6	4	1	19		37	568	605			
05:30 PM	32	199	3	2	234		22	8	30	17	60		2	149	22	7	173		5	10	5	1	20		27	487	514			
05:45 PM	23	212	3	1	238		16	2	14	11	32		1	177	24	8	202		5	18	6	1	29		21	501	522			
Total	129	871	12	7	1012		66	19	89	55	174		7	653	83	33	743		26	56	20	6	102		101	2031	2132			
Grand Total	235	1805	19	9	2059		107	45	183	122	335		17	1328	139	52	1484		48	101	43	18	192		201	4070	4271			
Approch %	11.4	87.7	0.9				31.9	13.4	54.6				1.1	89.5	9.4				25	52.6	22.4				4.7	95.3				
Total %	5.8	44.3	0.5		50.6		2.6	1.1	4.5		8.2		0.4	32.6	3.4		36.5		1.2	2.5	1.1		4.7							
Passenger Vehicles	234	1772	19		2034		107	45	181		454		17	1315	138		1522		48	101	42		208		0	0	0	0	0	0
Passenger Vehicles	99.6	98.2	100	100	98.4		100	100	98.9	99.2	99.3		100	99	99.3	100	99.1		100	100	97.7	94.4	99		0	0	0	0	0	0
% 2 Axle Vehicles	1	26	0	0	27		0	0	2	0	3		0	11	0	0	11		0	0	1	0	2		0	0	0	0	0	0
% Large 2 Axle Vehicles	0.4	1.4	0	0	1.3		0	0	1.1	0.8	0.7		0	0.8	0	0	0.7		0	0	2.3	5.6	1		0	0	0	0	0	0
3 Axle Vehicles	0	5	0	0	5		0	0	0	0	0		0	1	1	1	2		0	0	0	0	0		0	0	0	0	0	0
% 3 Axle Vehicles	0	0.3	0	0	0.2		0	0	0	0	0		0	0.1	0.7	0	0.1		0	0	0	0	0		0	0	0	0	0	0
4+ Axle Trucks	0	2	0	0	2		0	0	0	0	0		0	1	0	0	1		0	0	0	0	0		0	0	0	0	0	0
% 4+ Axle Trucks	0	0.1	0	0	0.1		0	0	0	0	0		0	0.1	0	0	0.1		0	0	0	0	0		0	0	0	0	0	0

Start Time	Perris Boulevard Southbound						Placentia Avenue Westbound						Perris Boulevard Northbound						Placentia Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total									
04:30 PM	25	246	0	0	271		6	9	25	19	40		3	178	22	6	203		5	20	4	1	27		27	541	541			
04:45 PM	36	235	2	1	273		12	7	30	25	49		1	163	11	4	175		2	9	9	4	20		9	20	20			
05:00 PM	26	206	4	3	236		12	6	16	9	34		3	158	10	1	171		7	22	5	3	34		34	475	475			
05:15 PM	48	254	2	1	304		16	3	29	18	48		1	169	27	17	197		9	6	4	1	19		5	514	514			
05:30 PM	32	199	3	2	234		22	8	30	17	60		2	149	22	7	173		5	10	5	1	20		27	487	487			
05:45 PM	23	212	3	1	238		16	2	14	11	32		1	177	24	8	202		5	18	6	1	29		21	501	501			
Total	135	941	8	4	1084		46	25	100	70	171		8	668	70	27	746		21	57	22	12	100		100	2101	2101			
% App. Total	12.5	86.8	0.7				26.9	14.6	58.5				1.1	89.5	9.4				21	57	22		22		22	735	735			
PHF	.703	.926	.500		.891		.719	.694	.833		.872		.667	.938	.648		.919		.583	.648	.611		.735		.925					

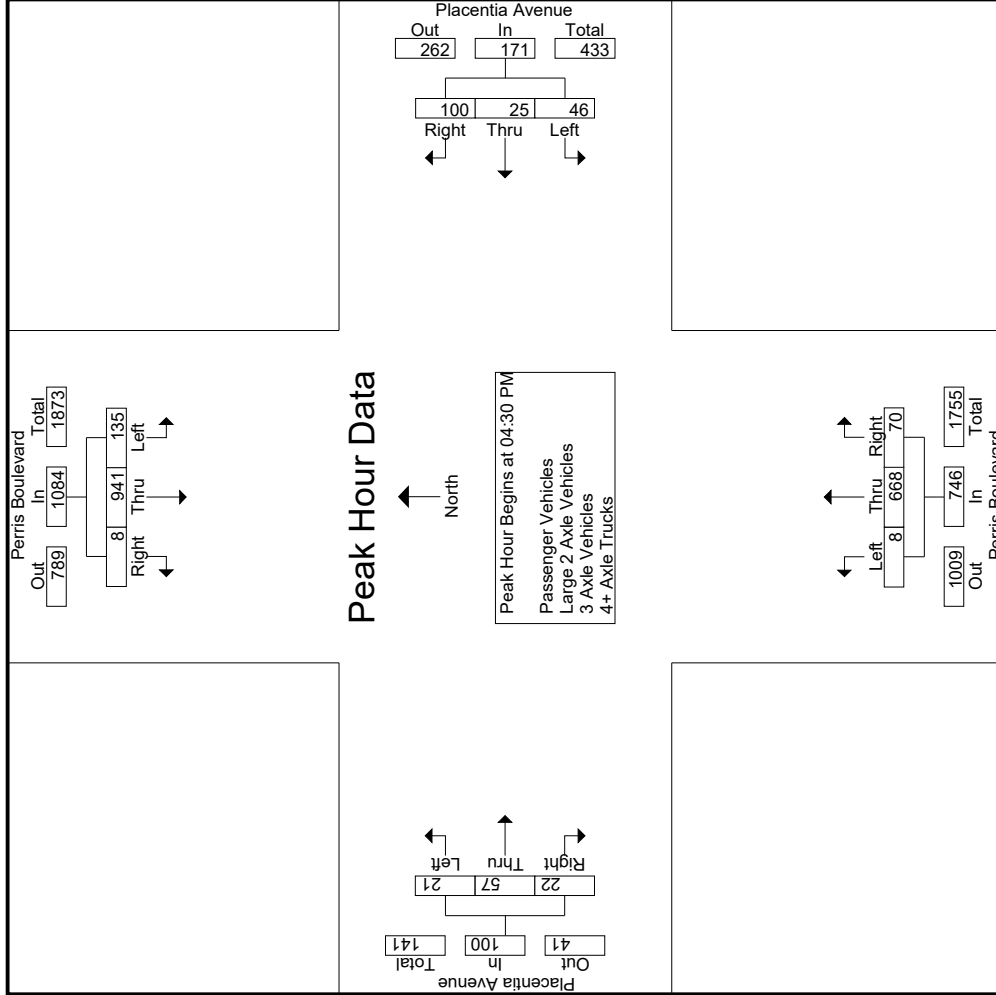
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Placentia Avenue Westbound			Perris Boulevard Northbound			Placentia Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			04:45 PM			04:30 PM			04:15 PM				
+0 mins.	25	246	0	271	7	30	49	3	178	22	203	5	7	24
+15 mins.	36	235	2	273	6	16	34	1	163	11	175	20	4	27
+30 mins.	26	206	4	236	3	29	48	3	158	10	171	9	9	20
+45 mins.	48	254	2	304	8	30	60	1	169	27	197	22	5	34
Total Volume	135	941	8	1084	24	105	191	8	668	70	746	56	25	105
% App. Total	12.5	86.8	0.7	32.5	12.6	55	32.5	1.1	89.5	9.4	22.9	53.3	23.8	105
PHF	.703	.926	.500	.891	.750	.875	.796	.667	.938	.648	.919	.636	.694	.772

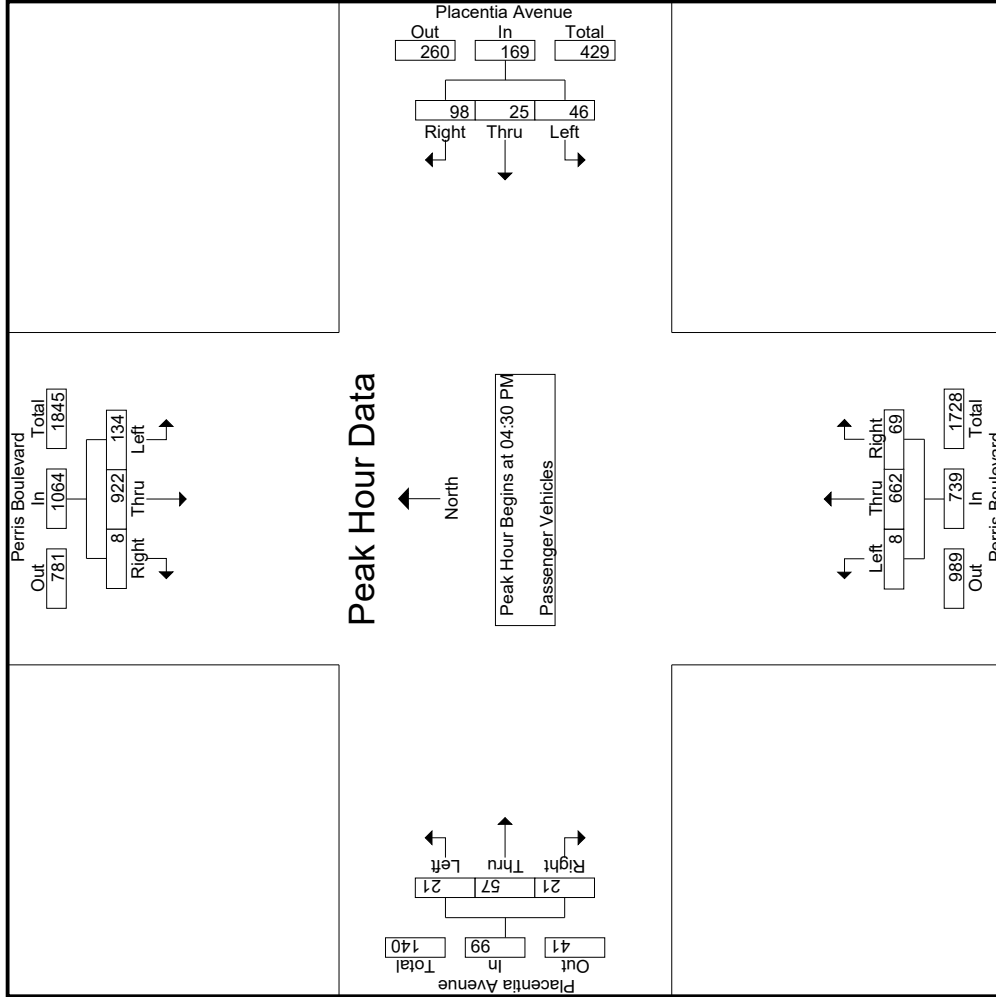
Groups Printed - Passenger Vehicles

Start Time	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	26	217	3	1	246	8	5	22	12	35	2	174	10	1	186	5	11	3	1	19	15	486	501
04:15 PM	19	226	2	0	247	15	5	17	11	37	4	156	13	8	173	12	5	7	6	24	25	481	506
04:30 PM	25	241	0	0	266	6	9	25	19	40	3	175	22	6	200	3	20	4	1	27	26	533	559
04:45 PM	35	228	2	1	265	12	7	30	25	49	1	162	11	4	174	2	9	9	4	20	34	508	542
Total	105	912	7	2	1024	41	26	94	67	161	10	667	56	19	733	22	45	23	12	90	100	2008	2108
05:00 PM	26	202	4	3	232	12	6	16	9	34	3	157	10	1	170	7	22	4	2	33	15	469	484
05:15 PM	48	251	2	1	301	16	3	27	17	46	1	168	26	17	195	9	6	4	1	19	36	561	597
05:30 PM	32	198	3	2	233	22	8	30	17	60	2	148	22	7	172	5	10	5	1	20	27	485	512
05:45 PM	23	209	3	1	235	16	2	14	11	32	1	175	24	8	200	5	18	6	1	29	21	496	517
Total	129	860	12	7	1001	66	19	87	54	172	7	648	82	33	737	26	56	19	5	101	99	2011	2110
Grand Total	234	1772	19	9	2025	107	45	181	121	333	17	1315	138	52	1470	48	101	42	17	191	199	4019	4218
Approch %	11.6	87.5	0.9			32.1	13.5	54.4		8.3	1.2	89.5	9.4		36.6	25.1	52.9	22		4.8	4.7	95.3	
Total %	5.8	44.1	0.5		50.4	2.7	1.1	4.5			0.4	32.7	3.4			1.2	2.5	1					

3.1-703

Start Time	Perris Boulevard Southbound					Placentia Avenue Westbound					Perris Boulevard Northbound					Placentia Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	25	241	0		266	6	9	25		40	3	175	22		200	3	20	4		27			533
04:45 PM	35	228	2		265	12	7	30		49	1	162	11		174	2	9	9		20			508
05:00 PM	26	202	4		232	16	3	16		34	3	157	10		170	7	22	4		33			469
05:15 PM	48	251	2		301	22	8	27		46	1	168	26		195	9	6	4		19			597
Total Volume	134	922	8		1064	46	25	98		169	8	662	69		739	21	57	21		99			2071
% App. Total	12.6	86.7	0.8		50.4	27.2	14.8	58		8.3	1.1	89.6	9.3		36.6	21.2	57.6	21.2		4.8			
PHF	.698	.918	.500		.884	.719	.694	.817		.862	.667	.946	.663		.924	.583	.648	.583		.750			.923

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



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City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Placentia Avenue Westbound			Perris Boulevard Northbound			Placentia Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	25	241	0	6	9	25	40	175	22	200	3	20	4	27	
+15 mins.	35	228	2	12	7	30	49	162	11	174	2	9	9	20	
+30 mins.	26	202	4	12	6	16	34	157	10	170	7	22	4	33	
+45 mins.	48	251	2	16	3	27	46	168	26	195	9	6	4	19	
Total Volume	134	922	8	46	25	98	169	662	69	739	21	57	21	99	
% App. Total	12.6	86.7	0.8	27.2	14.8	58	27.2	89.6	9.3	21.2	57.6	21.2	57.6	21.2	
PHF	.698	.918	.500	.719	.694	.817	.862	.946	.663	.924	.583	.648	.583	.750	

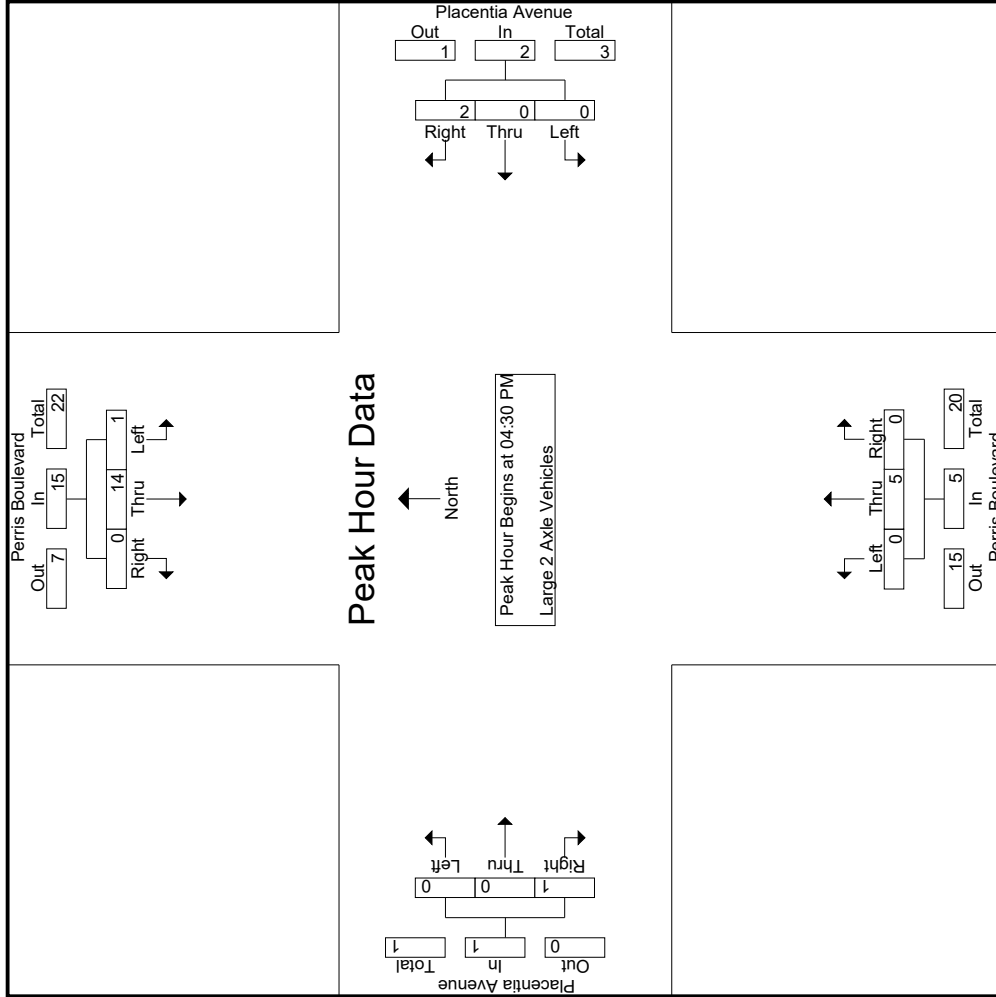
Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	0	6	6
04:15 PM	0	4	0	0	4	0	0	0	0	0	2	0	0	0	0	0	6	6
04:30 PM	0	4	0	0	4	0	0	0	0	0	2	0	0	0	0	0	6	6
04:45 PM	1	4	0	0	5	0	0	0	0	1	0	1	0	0	0	0	6	6
Total	1	16	0	0	17	0	0	0	0	7	0	7	0	0	0	0	24	24
05:00 PM	0	3	0	0	3	0	0	0	0	0	1	0	0	1	1	1	5	6
05:15 PM	0	3	0	0	3	0	2	1	0	1	0	1	0	0	0	1	6	7
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	3	0	0	3	0	0	0	0	1	0	1	0	0	0	0	4	4
Total	0	10	0	0	10	0	2	1	2	4	0	4	0	1	1	2	17	19
Grand Total	1	26	0	0	27	0	2	1	2	11	0	11	0	1	1	2	41	43
Approch %	3.7	96.3	0	0	65.9	0	0	100	0	100	0	26.8	0	100	0	4.7	95.3	
Total %	2.4	63.4	0	0	4.9	0	0	4.9	0	26.8	0	26.8	0	2.4	2.4	4.7	95.3	

3.1-706

Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0
04:45 PM	1	4	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	5
05:15 PM	0	3	0	0	3	0	0	0	0	2	0	1	0	0	0	0	0	6
Total Volume	1	14	0	0	15	0	0	2	2	5	0	5	0	0	1	1	23	23
% App. Total	6.7	93.3	0	0	100	0	0	100	0	100	0	100	0	100	0	.250	.958	
PHF	.250	.875	.000	.000	.750	.000	.000	.250	.250	.625	.000	.625	.000	.000	.250	.250	.958	

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



Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Placentia Avenue Westbound			Perris Boulevard Northbound			Placentia Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM				04:30 PM				04:30 PM				04:30 PM		
+0 mins.	0	4	0	4	0	0	0	0	0	0	0	0	0	0	
+15 mins.	1	4	0	5	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	1	
+45 mins.	0	3	0	3	0	0	2	2	0	0	0	0	0	0	
Total Volume	1	14	0	15	0	0	2	2	0	0	0	0	0	1	
% App. Total	6.7	93.3	0		0	0	100		0	0	0	0	100		
PHF	.250	.875	.000	.750	.000	.000	.250	.250	.000	.625	.000	.625	.000	.250	

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0	5	5
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2
Grand Total	0	5	0	0	5	0	0	1	1	2	0	0	0	0	0	0	7	7
Approch %	0	100	0	0	0	0	0	50	50	28.6	0	0	0	0	0	0	100	100
Total %	0	71.4	0	0	71.4	0	0	14.3	14.3	28.6	0	0	0	0	0	0	100	100

3.1-709

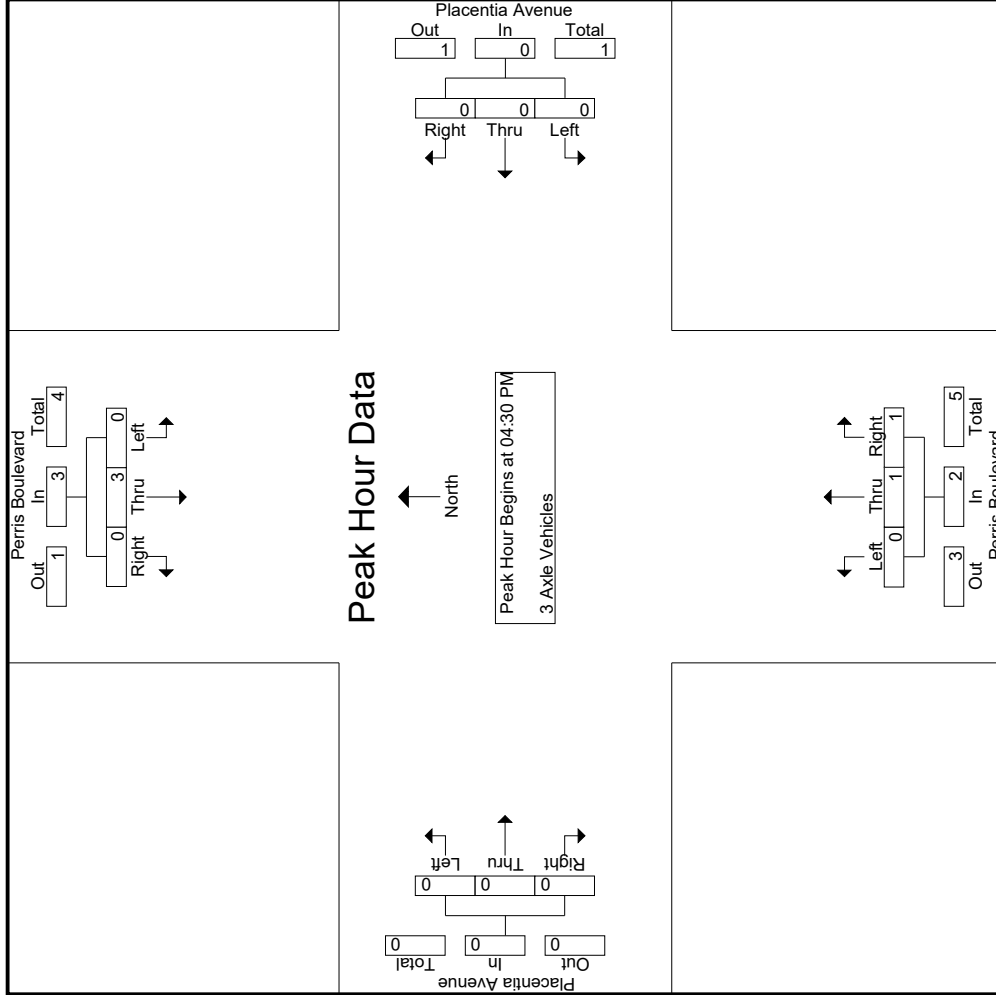
Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	3	0	0	0	0	1	1	2	0	0	0	0	0	5
% App. Total	0	100	0	0	0	0	0	0	0	50	50	250	250	500	500	0	0	625
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.250	.250	.500	.500	.000	.000	.000	.625	.625

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

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue
 Weather: Clear

File Name : 25_PER_Perris_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
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Start Time	Perris Boulevard Southbound			Placentia Avenue Westbound			Perris Boulevard Northbound			Placentia Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
+15 mins.	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Total Volume	0	3	0	0	0	0	0	0	0	1	1	1	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	50	50	50	0	0	0
PHF	.000	.375	.000	.000	.000	.000	.000	.000	.000	.500	.250	.250	.000	.000	.000

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Grand Total	0	2	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3	3
Approch %	0	100	0	0	66.7	0	0	0	0	100	0	0	0	0	0	0	100	100
Total %	0	66.7	0	0	66.7	0	0	0	0	33.3	0	0	0	0	33.3	0	100	100

3.1-712

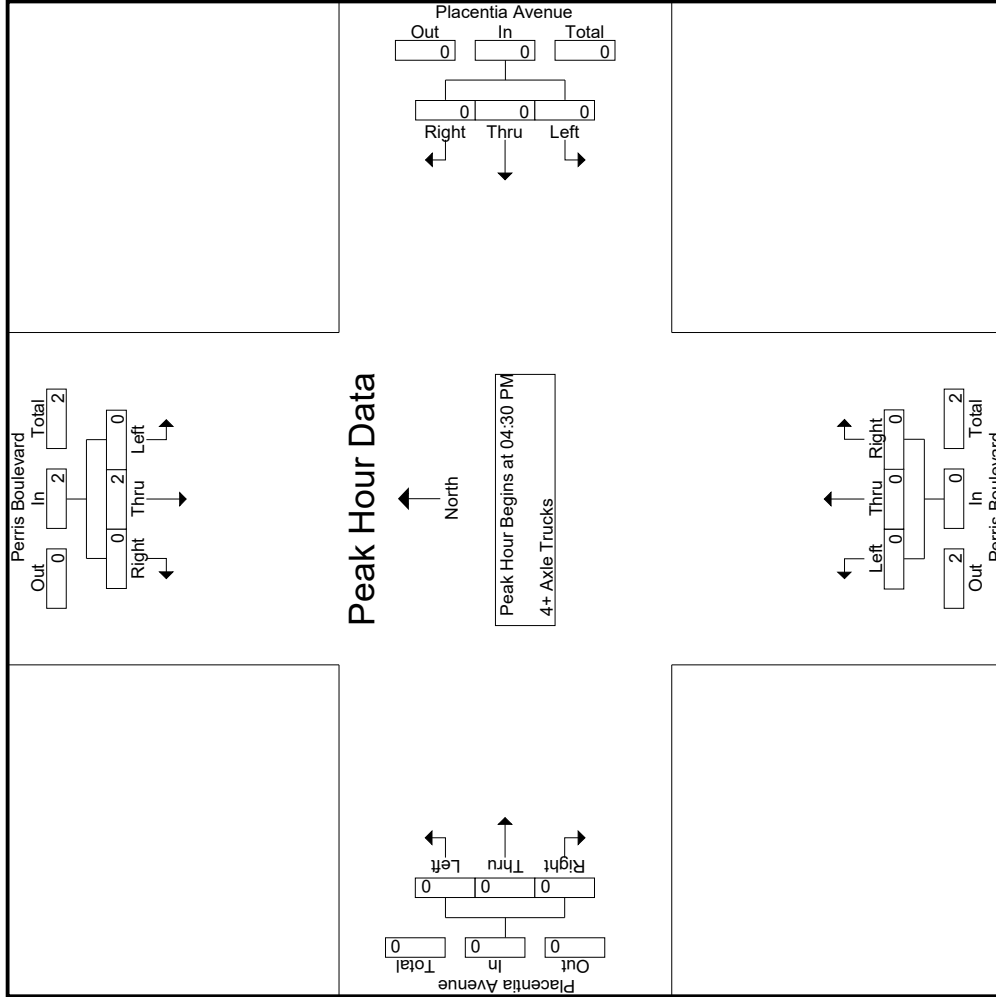
Start Time	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0	0	50.0	0	0	0	0	0	0	0	0	0	0	0	0	100
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

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City of Perris
 N/S: Perris Boulevard
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Start Time	Perris Boulevard Southbound			Placentia Avenue Westbound			Perris Boulevard Northbound			Placentia Avenue Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:30 PM				04:30 PM				04:30 PM				
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard Pedestrians	East Leg Placentia Avenue Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Placentia Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	2	2
8:30 AM	1	0	0	1	2
8:45 AM	0	1	1	0	2
TOTAL VOLUMES:	1	1	1	5	8

	North Leg Perris Boulevard Pedestrians	East Leg Placentia Avenue Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Placentia Avenue Pedestrians	
4:00 PM	0	0	0	2	2
4:15 PM	1	1	0	1	3
4:30 PM	1	0	0	3	4
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	2	0	0	2
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	3	3
TOTAL VOLUMES:	3	4	0	9	16

Location: Perris
 N/S: Perris Boulevard
 E/W: Placentia Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Placentia Avenue			Northbound Perris Boulevard			Eastbound Placentia Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound Perris Boulevard			Westbound Placentia Avenue			Northbound Perris Boulevard			Eastbound Placentia Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	0	0	0	0	0	1

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

City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

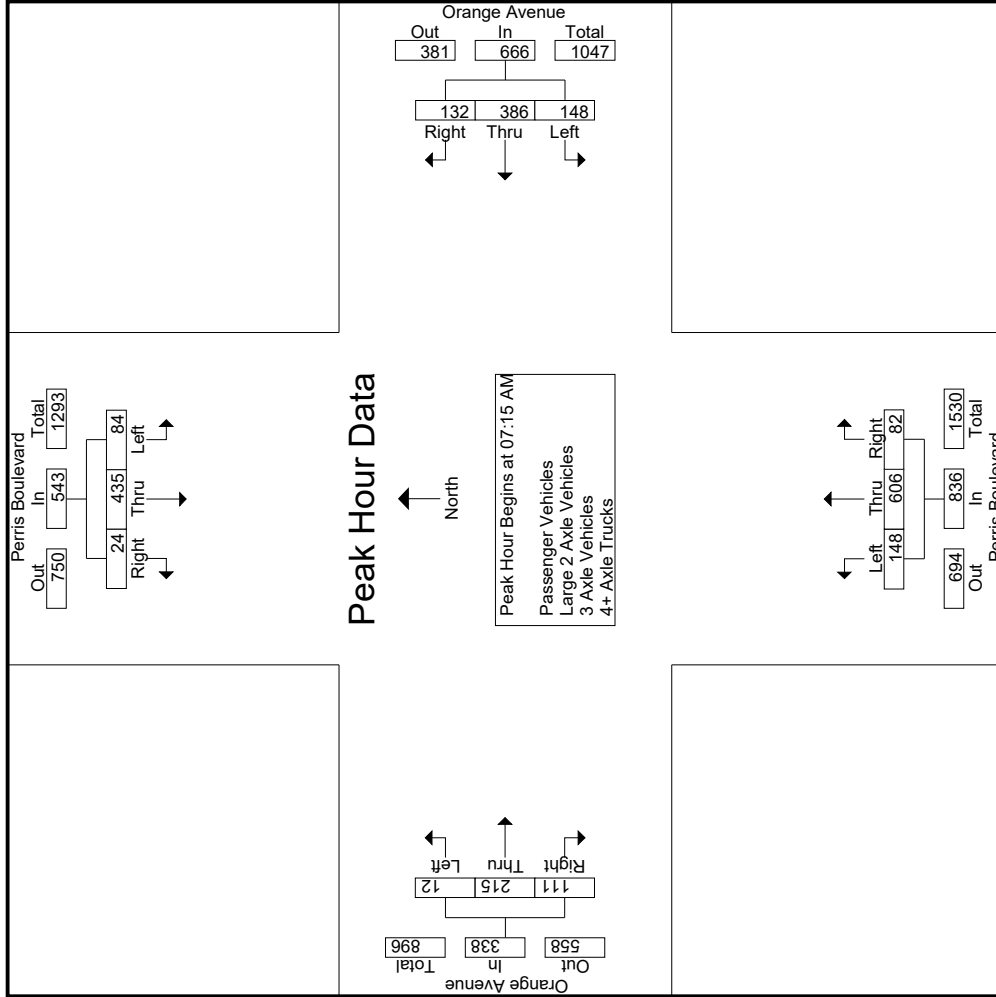
File Name : 26_PER_Perris_Orange AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Perris Boulevard Southbound						Orange Avenue Westbound						Perris Boulevard Northbound						Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	13	92	8	0	113	42	77	30	14	149	15	156	11	1	182	2	16	13	0	31	15	475	490			
07:15 AM	11	96	9	3	116	34	99	33	12	166	26	161	12	2	199	2	36	19	4	57	21	538	559			
07:30 AM	18	104	9	4	131	30	111	36	11	177	40	176	22	4	238	3	64	25	7	92	26	638	664			
07:45 AM	22	120	4	3	146	43	103	30	13	176	37	142	23	9	202	4	68	44	17	116	42	640	682			
Total	64	412	30	10	506	149	390	129	50	668	118	635	68	16	821	11	184	101	28	296	104	2291	2395			
08:00 AM	33	115	2	1	150	41	73	33	11	147	45	127	25	7	197	3	47	23	10	73	29	567	596			
08:15 AM	15	114	2	1	131	50	61	17	12	128	45	108	12	4	165	3	25	23	14	51	31	475	506			
08:30 AM	16	109	5	1	130	34	49	15	6	98	37	94	20	7	151	0	31	28	9	59	23	438	461			
08:45 AM	21	107	4	0	132	41	52	24	11	117	44	93	14	3	151	6	44	25	9	75	23	475	498			
Total	85	445	13	3	543	166	235	89	40	490	171	422	71	21	664	12	147	99	42	258	106	1955	2061			
Grand Total	149	857	43	13	1049	315	625	218	90	1158	289	1057	139	37	1485	23	331	200	70	554	210	4246	4456			
Approch %	14.2	81.7	4.1			27.2	54	18.8			19.5	71.2	9.4			4.2	59.7	36.1								
Total %	3.5	20.2	1		24.7	7.4	14.7	5.1		27.3	6.8	24.9	3.3		35	0.5	7.8	4.7		13	4.7	95.3				
Passenger Vehicles	144	819	31		1002	309	619	214		1231	283	1018	134		1471	21	328	191		607	0	0	4311			
Passenger Vehicles	96.6	95.6	72.1		61.5	94.4	98.1	99		98.6	97.9	96.3	96.4		97.3	91.3	99.1	95.5		97.3	0	0	96.7			
Large 2 Axle Vehicles	5	27	7		41	4	5	4		14	3	33	5		42	1	2	6		11	0	0	108			
Large 2 Axle Vehicles	3.4	3.2	16.3		15.4	3.9	1.3	0.8		1.1	1	3.1	3.6		2.7	4.3	0.6	3		2.9	1.8	0	2.4			
3 Axle Vehicles	0	7	3		13	0	1	0		1	2	3	0		5	0	0	0		0	0	0	19			
3 Axle Vehicles	0	0.8	7		23.1	1.2	0	0.2		0.1	0.7	0.3	0		0.3	0	0	0		0	0	0	0.4			
4+ Axle Trucks	0	4	2		6	2	0	0		2	1	3	0		4	1	1	3		6	0	0	18			
4+ Axle Trucks	0	0.5	4.7		0.6	0.6	0	0		0.2	0.3	0.3	0		0.3	4.3	0.3	1.5		1.4	1	0	0.4			

Start Time	Perris Boulevard Southbound						Orange Avenue Westbound						Perris Boulevard Northbound						Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:15 AM	11	96	9		96	34	99	33		166	26	161	12		199	2	36	19		57	15	475	490			
07:30 AM	18	104	9		131	30	111	36		177	40	176	22		238	3	64	25		92	21	538	559			
07:45 AM	22	120	4		146	43	103	30		176	37	142	23		202	4	68	44		116	26	638	664			
08:00 AM	33	115	2		150	41	73	33		147	45	127	25		197	3	47	23		73	29	567	596			
Total Volume	84	435	24		543	148	386	132		666	148	606	82		836	12	215	111		338	104	2291	2395			
% App. Total	15.5	80.1	4.4			22.2	58	19.8			17.7	72.5	9.8			3.6	63.6	32.8								
PHF	.636	.906	.667		.905	.860	.869	.917		.941	.822	.861	.820		.878	.750	.790	.631		.728						

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM



Counts Unlimited
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 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Orange Avenue Westbound			Perris Boulevard Northbound			Orange Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM			07:00 AM			07:15 AM			07:15 AM						
+0 mins.	18	104	9	131	42	77	30	149	26	161	12	199	2	36	19	57
+15 mins.	22	120	4	146	34	99	33	166	40	176	22	238	3	64	25	92
+30 mins.	33	115	2	150	30	111	36	177	37	142	23	202	4	68	44	116
+45 mins.	15	114	2	131	43	103	30	176	45	127	25	197	3	47	23	73
Total Volume	88	453	17	558	149	390	129	668	148	606	82	836	12	215	111	338
% App. Total	15.8	81.2	3	930	22.3	58.4	19.3	944	17.7	72.5	9.8	878	3.6	63.6	32.8	728
PHF	.667	.944	.472	.930	.866	.878	.896	.944	.822	.861	.820	.878	.750	.790	.631	.728

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City of Perris
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 Weather: Clear

File Name : 26_PER_Perris_Orange AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

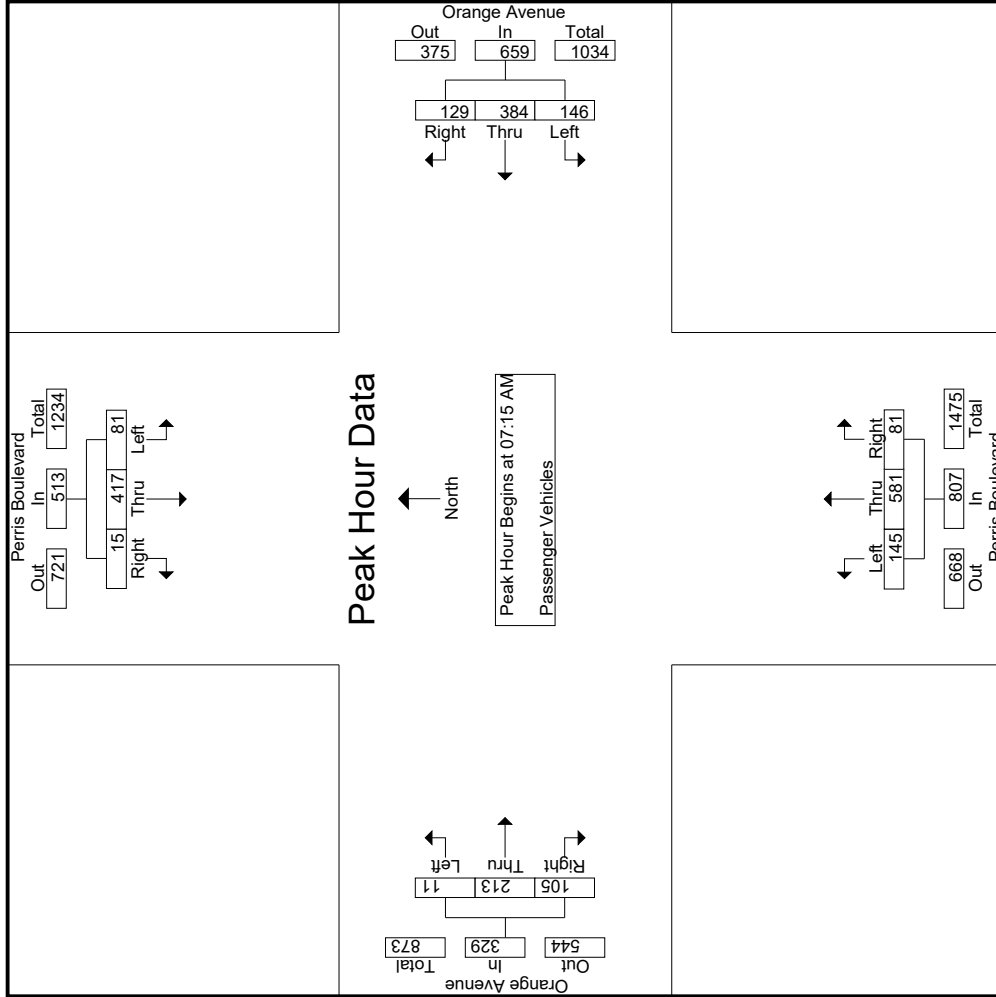
Start Time	Perris Boulevard Southbound						Orange Avenue Westbound						Perris Boulevard Northbound						Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	13	91	6	0	110		39	74	30	14	143		15	152	11	1	178		2	15	10	0	27	
07:15 AM	11	93	7	1	111		32	99	31	12	162		25	155	12	2	192		2	36	19	4	57	
07:30 AM	17	99	3	1	119		30	110	36	11	176		40	170	21	4	231		2	63	23	7	88	
07:45 AM	22	116	4	3	142		43	102	30	13	175		35	133	23	9	191		4	68	44	17	116	
Total	63	399	20	5	482		144	385	127	50	656		115	610	67	16	792		10	182	96	28	288	
08:00 AM	31	109	1	1	141		41	73	32	11	146		45	123	25	7	193		3	46	19	7	68	
08:15 AM	14	107	2	1	123		49	61	16	11	126		45	103	12	4	160		2	25	23	14	50	
08:30 AM	16	105	5	1	126		34	48	15	6	97		37	92	18	6	147		0	31	28	9	59	
08:45 AM	20	99	3	0	122		41	52	24	11	117		41	90	12	3	143		6	44	25	9	75	
Total	81	420	11	3	512		165	234	87	39	486		168	408	67	20	643		11	146	95	39	252	
Grand Total	144	819	31	8	994		309	619	214	89	1142		283	1018	134	36	1435		21	328	191	67	540	
Approch %	14.5	82.4	3.1				27.1	54.2	18.7				19.7	70.9	9.3				3.9	60.7	35.4			
Total %	3.5	19.9	0.8		24.2		7.5	15.1	5.2		27.8		6.9	24.8	3.3		34.9		0.5	8	4.6		13.1	4.6

Start Time	Perris Boulevard Southbound						Orange Avenue Westbound						Perris Boulevard Northbound						Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:15 AM																								
07:15 AM	11	93	7		111		32	99	31		162		25	155	12		192		2	36	19		57	
07:30 AM	17	99	3		119		30	110	36		176		40	170	21		231		2	63	23		88	
07:45 AM	22	116	4		142		43	102	30		175		35	133	23		191		4	68	44		116	
08:00 AM	31	109	1		141		41	73	32		146		45	123	25		193		3	46	19		68	
Total Volume	81	417	15		513		146	384	129		659		145	581	81		807		11	213	105		329	
% App. Total	15.8	81.3	2.9				22.2	58.3	19.6				18	72	10				3.3	64.7	31.9			
PHF	.653	.899	.536		.903		.849	.873	.896		.936		.806	.854	.810		.873		.688	.783	.597		.709	.925

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

City of Perris
 N/S: Perris Boulevard
 E/W: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Orange Avenue Westbound			Perris Boulevard Northbound			Orange Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	11	93	7	111	32	99	31	162	25	155	12	192	2	36	19	57
+15 mins.	17	99	3	119	30	110	36	176	40	170	21	231	2	63	23	88
+30 mins.	22	116	4	142	43	102	30	175	35	133	23	191	4	68	44	116
+45 mins.	31	109	1	141	41	73	32	146	45	123	25	193	3	46	19	68
Total Volume	81	417	15	513	146	384	129	659	145	581	81	807	11	213	105	329
% App. Total	15.8	81.3	2.9	903	22.2	58.3	19.6	936	18	72	10	873	3.3	64.7	31.9	709
PHF	.653	.899	.536	.903	.849	.873	.896	.936	.806	.854	.810	.873	.688	.783	.597	.709

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	2	0	3	1	2	0	0	3	0	0	0	0	0	1	0	0	11	11
07:15 AM	0	2	2	2	4	2	0	2	0	4	0	0	0	0	0	0	2	2	12	14
07:30 AM	1	4	2	0	7	0	1	0	0	1	5	1	0	0	3	0	0	17	17	
07:45 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	11	11
Total	1	9	6	2	16	3	4	2	0	9	0	21	1	0	22	4	2	51	53	
08:00 AM	2	5	1	0	8	0	0	1	0	1	3	0	0	3	4	2	2	16	18	
08:15 AM	1	4	0	0	5	1	0	1	1	2	4	0	0	4	1	1	1	12	13	
08:30 AM	0	3	0	0	3	0	1	0	0	1	2	1	0	0	0	0	1	8	9	
08:45 AM	1	6	0	0	7	0	0	0	0	0	3	2	0	0	0	0	0	15	15	
Total	4	18	1	0	23	1	1	2	1	4	3	12	4	1	19	5	4	51	55	
Grand Total	5	27	7	2	39	4	5	4	1	13	3	33	5	1	41	9	6	102	108	
Approch %	12.8	69.2	17.9		30.8	38.5	30.8			12.7	7.3	80.5	12.2		40.2	8.8	5.6	94.4		
Total %	4.9	26.5	6.9		38.2	3.9	4.9	3.9			2.9	32.4	4.9							

3.1-723

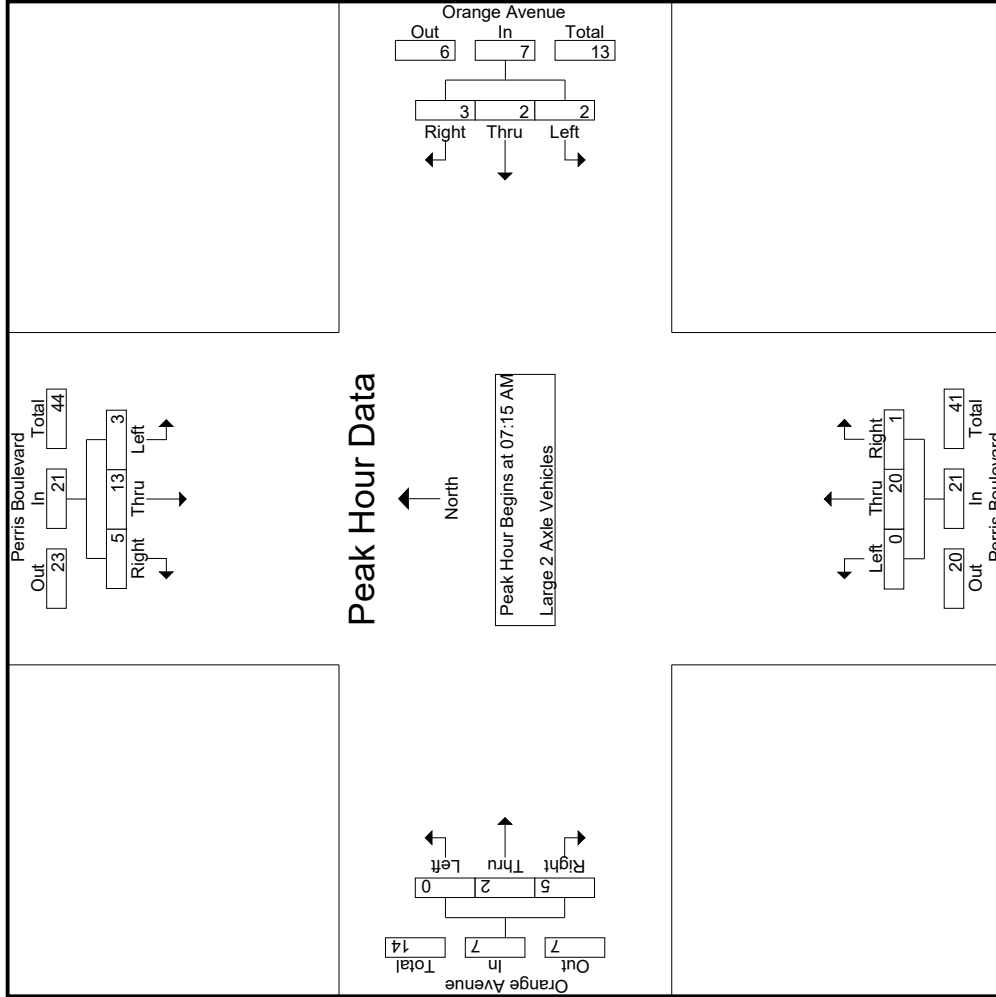
Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	2	2	0	4	2	0	0	4	0	0	0	0	0	0	0	0	0	0	12
07:30 AM	1	4	2	2	7	0	1	0	1	1	5	1	0	1	2	3	0	0	17	
07:45 AM	0	2	0	0	2	0	0	0	0	0	8	0	0	0	0	0	0	0	11	
08:00 AM	2	5	1	0	8	0	0	0	0	1	0	0	0	1	3	4	0	0	16	
Total Volume	3	13	5		21	2	2		7	20	1		21	2	5	7			56	
% App. Total	14.3	61.9	23.8		42.9	28.6	28.6		4.8	95.2	4.8		28.6	71.4						
PHF	.375	.650	.625		.375	.250	.500		.438	.625	.250		.000	.500	.417				.824	

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

Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
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 Weather: Clear

File Name : 26_PER_Perris_Orange AM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
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Start Time	Perris Boulevard Southbound			Orange Avenue Westbound			Perris Boulevard Northbound			Orange Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	2	4	2	0	2	4	0	4	0	0	4	0	0	0
+15 mins.	1	4	2	7	0	1	0	1	5	0	1	6	0	1	2	3
+30 mins.	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	2	5	1	8	0	0	1	1	3	0	0	3	0	1	3	4
Total Volume	3	13	5	21	2	2	3	7	20	1	21	0	2	5	7	7
% App. Total	14.3	61.9	23.8	65.6	28.6	28.6	42.9	43.8	95.2	4.8	65.6	0	28.6	71.4	438	438
PHF	.375	.650	.625	.656	.250	.500	.375	.438	.625	.250	.656	.000	.500	.417	.500	.438

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City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
07:15 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	3	3
07:30 AM	0	0	3	3	3	0	0	0	0	0	1	0	0	0	1	3	4	7
07:45 AM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	4	4
Total	0	3	3	3	6	1	2	3	0	5	0	0	0	0	3	12	15	
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	4	
Grand Total	0	7	3	3	10	0	1	0	0	5	0	0	0	0	0	3	16	19
Approch %	0	70	30			0	100	0			0	60	0					
Total %	0	43.8	18.8		62.5	0	6.2	0		31.2	0	18.8	0		0	15.8	84.2	

3.1-726

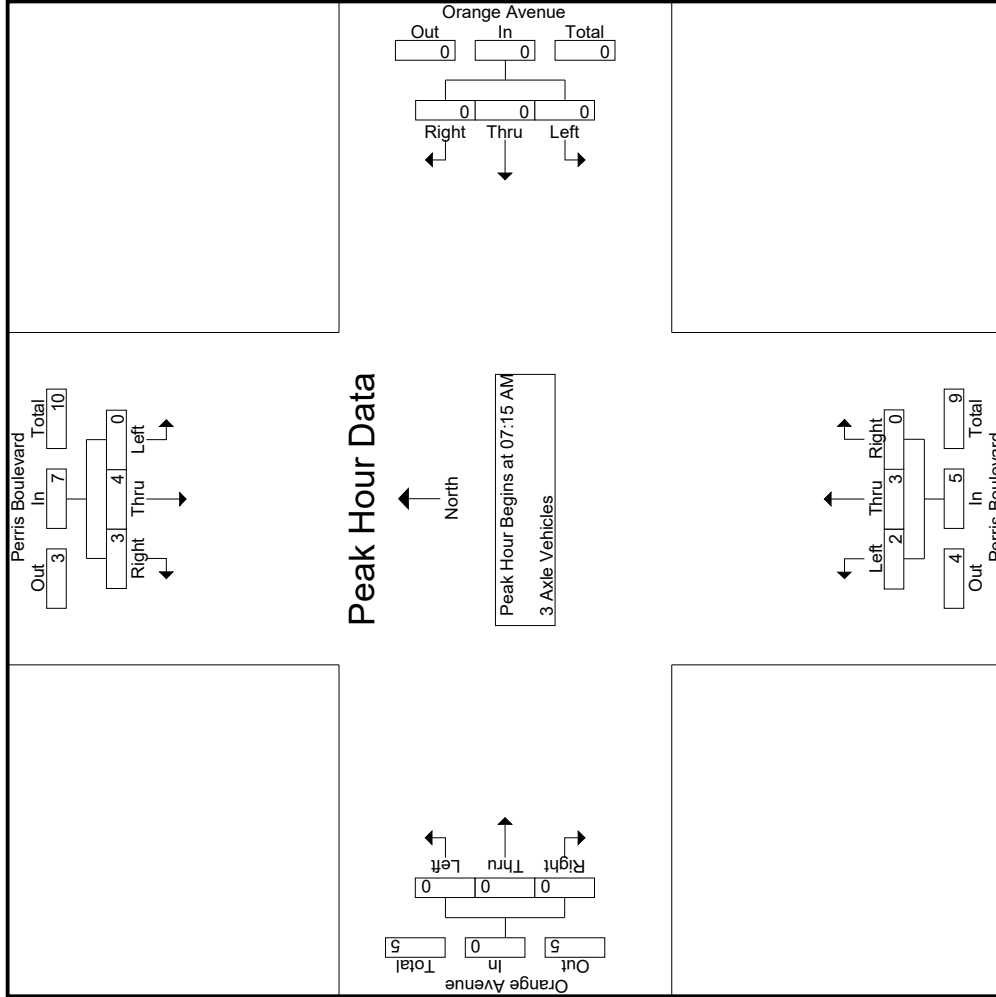
Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	3	3	3	0	0	0	0	0	2	1	0	0	2	0	0	0
07:45 AM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	4	3	7	0	0	0	0	0	2	3	0	0	5	0	0	12
% App. Total	0	57.1	42.9		42.9	0	0	0		0	40	60	0		0	0	0	0
PHF	.000	.500	.250		.583	.000	.000	.000		.000	.250	.375	.000		.625	.000	.000	.750

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Orange Avenue Westbound			Perris Boulevard Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	3	3	0	0	0	0	0	1	0	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	2	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	4	3	7	0	0	0	0	2	3	0	5	0	0	
% App. Total	0	57.1	42.9		0	0	0	0	25.0	37.5	0	62.5	0	0	
PHF	.000	.500	.250	.583	.000	.000	.000	.000	.250	.375	.000	.625	.000	.000	

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	5	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
07:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	3	3	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	1	0	2	2	0	0	0	2	1	1	2	0	4	0	10	10	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	3	
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
08:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	
Total	0	3	1	0	4	0	0	0	0	2	0	0	1	1	1	1	7	8	
Grand Total	0	4	2	0	6	2	0	0	0	2	1	3	3	1	5	1	17	18	
Approch %	0	66.7	33.3			100	0	0			25	75	0						
Total %	0	23.5	11.8		35.3	11.8	0	0		11.8	5.9	17.6	0		23.5	5.6	94.4		

3.1-729

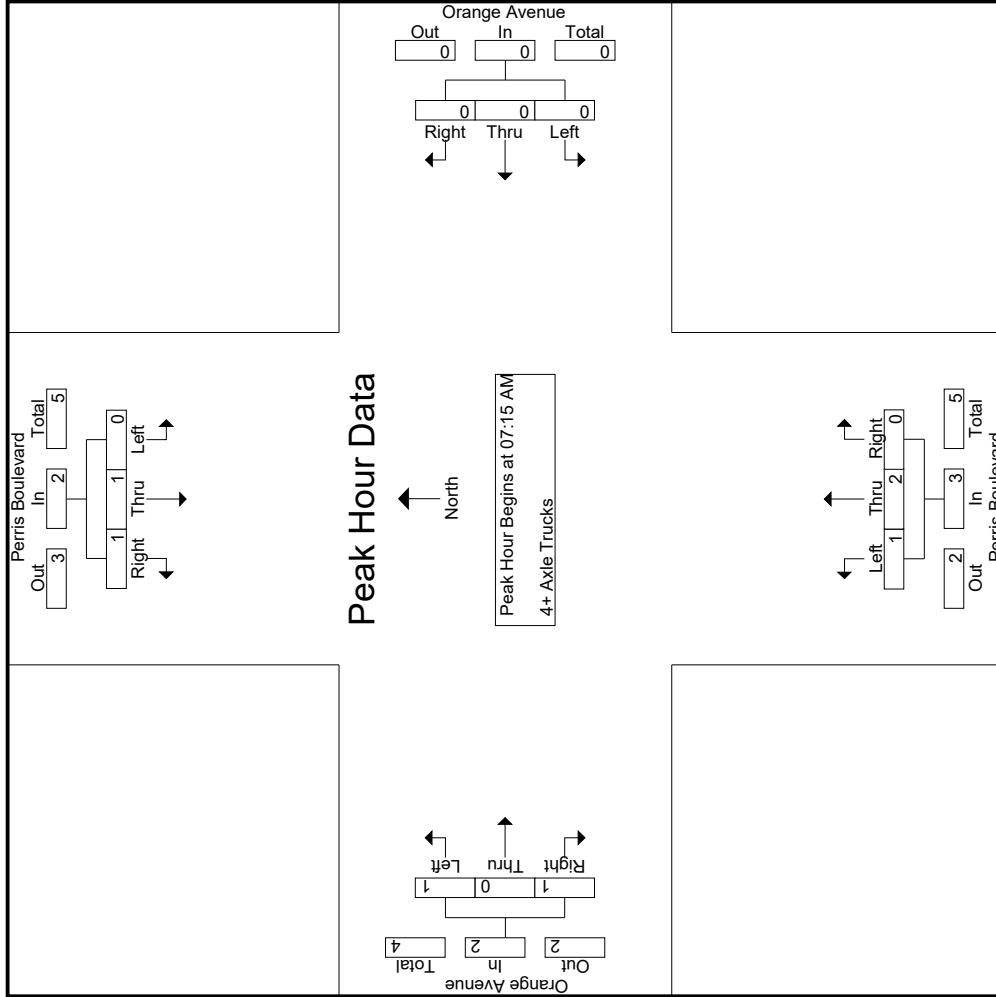
Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1		2	0	0	0		0	1	2	0		3	1	1	2
% App. Total	0	50	50		50	0	0	0		0	33.3	66.7	0		50	0	50	0
PHF	.000	.250	.250		.250	.000	.000	.000		.000	.250	.500	.000		.750	.250	.500	.583

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Orange Avenue Westbound			Perris Boulevard Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	1	2	0	0	0	0	1	2	0	0	1	2	
% App. Total	0	50	50	.250	0	0	0	.000	33.3	66.7	0	.000	.250	.500	
PHF	.000	.250	.250	.250	.000	.000	.000	.000	.250	.500	.000	.750	.250	.500	

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

Start Time	Perris Boulevard Southbound							Orange Avenue Westbound							Perris Boulevard Northbound							Orange Avenue Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
															206	212	76	25	494	203	631	189	37	1023	22	301	238	82	561	166	3137
04:00 PM	35	233	7	3	275	56	50	20	7	126	62	183	47	10	292	3	78	59	22	140	3	78	59	22	140	42	833	875			
04:15 PM	38	195	12	4	245	53	71	19	6	143	58	142	39	12	239	7	78	48	13	133	35	78	48	13	133	35	760	795			
04:30 PM	43	215	13	11	271	47	46	18	6	111	41	163	58	11	262	4	71	64	20	139	48	71	64	20	139	48	783	831			
04:45 PM	46	213	9	4	268	50	45	19	6	114	42	143	45	4	230	8	74	67	27	149	41	74	67	27	149	41	761	802			
Total	162	856	41	22	1059	206	212	76	25	494	203	631	189	37	1023	22	301	238	82	561	166	301	238	82	561	166	3137	3303			
05:00 PM	46	210	7	2	263	42	59	26	8	127	57	190	51	11	298	8	79	56	21	143	42	79	56	21	143	42	831	873			
05:15 PM	51	239	6	1	296	57	52	27	6	136	34	129	38	10	201	7	66	52	16	125	33	66	52	16	125	33	758	791			
05:30 PM	39	178	4	3	221	48	60	17	9	125	50	154	43	4	247	4	76	51	14	131	30	76	51	14	131	30	724	754			
05:45 PM	49	210	5	2	264	54	49	21	8	124	48	161	57	7	266	12	67	45	19	124	36	67	45	19	124	36	778	814			
Total	185	837	22	8	1044	201	220	91	31	512	189	634	189	32	1012	31	288	204	70	523	141	288	204	70	523	141	3091	3232			
Grand Total	347	1693	63	30	2103	407	432	167	56	1006	392	1265	378	69	2035	53	589	442	152	1084	307	589	442	152	1084	307	6228	6535			
Approch %	16.5	80.5	3			40.5	42.9	16.6			19.3	62.2	18.6			4.9	54.3	40.8				4.9	54.3	40.8			4.7	95.3			
Total %	5.6	27.2	1			6.5	6.9	2.7			6.3	20.3	6.1			0.9	9.5	7.1				0.9	9.5	7.1			4.7	95.3			
Passenger Vehicles	344	1661	56		2086	403	430	161		1049	386	1250	373		2078	53	579	440		1223	0	579	440		1223	0	0	6436			
Passenger Vehicles	99.1	98.1	88.9	83.3	97.8	99	99.5	96.4	98.2	98.8	98.5	98.8	98.7	100	98.8	100	98.3	99.5	99.3	99.3	98.9	100	98.3	99.5	99.3	98.9	0	98.5			
Large 2 Axle Vehicles	3	26	1		30	4	2	6		13	6	12	5		23	0	9	2		12	0	9	2		12	0	0	78			
Large 2 Axle Vehicles	0.9	1.5	1.6	0	1.4	1	0.5	3.6	1.8	1.2	1.5	0.9	1.3	0	1.1	0	1.5	0.5	0.7	0.7	1	0	1.5	0.5	0.7	1	0	0	1.2		
3 Axle Vehicles	0	4	5		14	0	0	0		0	0	2	0		2	0	1	0		1	0	1	0		1	0	0	17			
3 Axle Vehicles	0	0.2	7.9	16.7	0.7	0	0	0		0	0	0.2	0		0.1	0	0.2	0		0.1	0	0.2	0		0.1	0	0	0.3			
4+ Axle Trucks	0	2	1		3	0	0	0		0	0	1	0		1	0	0	0		0	0	0	0		0	0	0	4			
4+ Axle Trucks	0	0.1	1.6	0	0.1	0	0	0		0	0	0.1	0		0	0	0	0		0	0	0	0		0	0	0	0.1			

Start Time	Perris Boulevard Southbound							Orange Avenue Westbound							Perris Boulevard Northbound							Orange Avenue Eastbound															
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total									
															275	245	13 <th>9 <th>268</th> <th>1059</th> <th>206</th> <th>212</th> <th>76 <th>25 <th>494</th> <th>203</th> <th>631 <th>189 <th>37 <th>1023</th> <th>22</th> <th>301 <th>238 <th>82 <th>561 <th>166</th> <th>3137</th> <th>3303</th> </th></th></th></th></th></th></th></th></th></th>	9 <th>268</th> <th>1059</th> <th>206</th> <th>212</th> <th>76 <th>25 <th>494</th> <th>203</th> <th>631 <th>189 <th>37 <th>1023</th> <th>22</th> <th>301 <th>238 <th>82 <th>561 <th>166</th> <th>3137</th> <th>3303</th> </th></th></th></th></th></th></th></th></th>	268	1059	206	212	76 <th>25 <th>494</th> <th>203</th> <th>631 <th>189 <th>37 <th>1023</th> <th>22</th> <th>301 <th>238 <th>82 <th>561 <th>166</th> <th>3137</th> <th>3303</th> </th></th></th></th></th></th></th></th>	25 <th>494</th> <th>203</th> <th>631 <th>189 <th>37 <th>1023</th> <th>22</th> <th>301 <th>238 <th>82 <th>561 <th>166</th> <th>3137</th> <th>3303</th> </th></th></th></th></th></th></th>	494	203	631 <th>189 <th>37 <th>1023</th> <th>22</th> <th>301 <th>238 <th>82 <th>561 <th>166</th> <th>3137</th> <th>3303</th> </th></th></th></th></th></th>	189 <th>37 <th>1023</th> <th>22</th> <th>301 <th>238 <th>82 <th>561 <th>166</th> <th>3137</th> <th>3303</th> </th></th></th></th></th>	37 <th>1023</th> <th>22</th> <th>301 <th>238 <th>82 <th>561 <th>166</th> <th>3137</th> <th>3303</th> </th></th></th></th>	1023	22	301 <th>238 <th>82 <th>561 <th>166</th> <th>3137</th> <th>3303</th> </th></th></th>	238 <th>82 <th>561 <th>166</th> <th>3137</th> <th>3303</th> </th></th>	82 <th>561 <th>166</th> <th>3137</th> <th>3303</th> </th>	561 <th>166</th> <th>3137</th> <th>3303</th>	166	3137
04:00 PM	35	233	7	3	275	56	50	20	7	126	62	183	47	10	292	3	78	59	22	140	3	78	59	22	140	42	833	875									
04:15 PM	38	195	12	4	245	53	71	19	6	143	58	142	39	12	239	7	78	48	13	133	35	78	48	13	133	35	760	795									
04:30 PM	43	215	13	11	271	47	46	18	6	111	41	163	58	11	262	4	71	64	20	139	48	71	64	20	139	48	783	831									
04:45 PM	46	213	9	4	268	50	45	19	6	114	42	143	45	4	230	8	74	67	27	149	41	74	67	27	149	41	761	802									
Total Volume	162	856	41	22	1059	206	212	76	25	494	203	631	189	37	1023	22	301	238	82	561	166	301	238	82	561	166	3137	3303									
% App. Total	15.3	80.8	3.9			19.8	61.7	18.5			19.8	61.7	18.5		18.5	3.9	53.7	42.4		53.7	3.9	53.7	42.4		53.7	3.9	3137	3303									
PHF	.880	.918	.788		.963	.920	.746	.950		.864	.819	.862	.815		.876	.688	.965	.888		.941	.941	.688	.965	.888		.941	.941	.941									

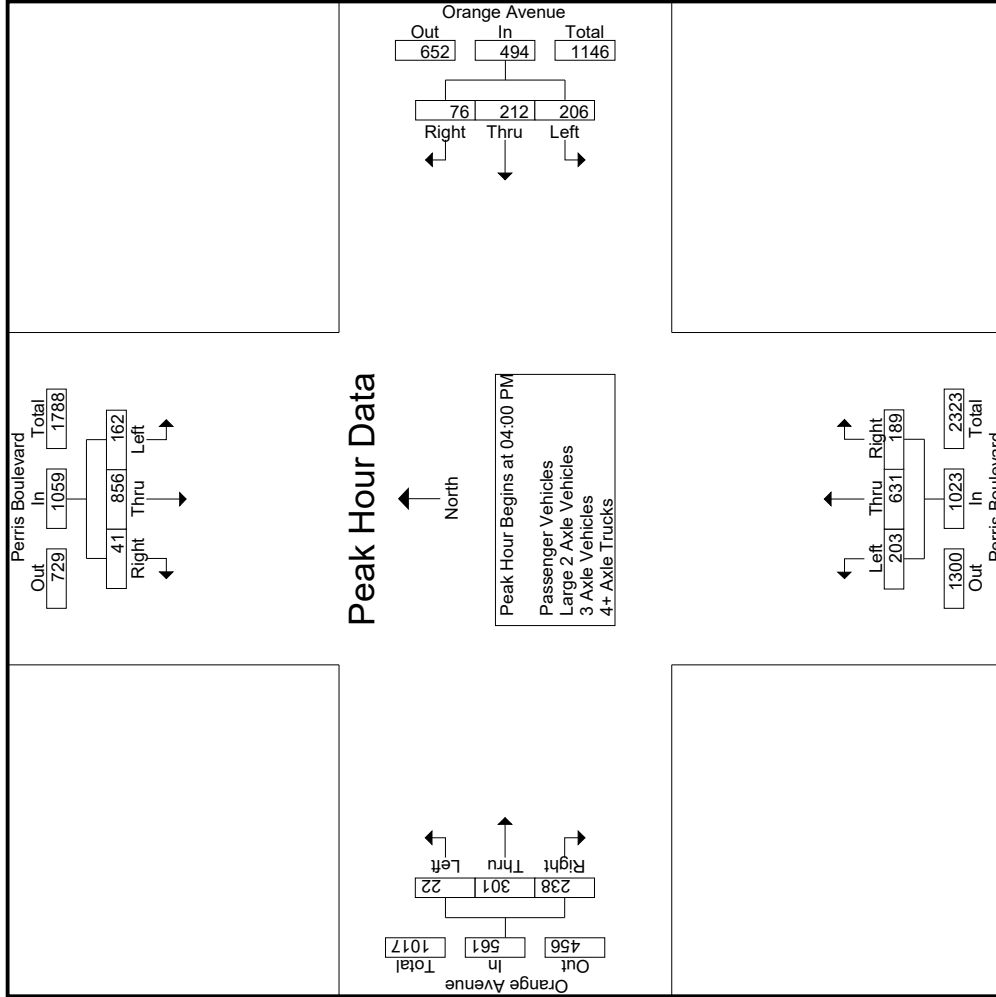
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Intersection Begins at 04:00 PM

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

City of Perris
 N/S: Perris Boulevard
 E/W: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Orange Avenue Westbound			Perris Boulevard Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			05:00 PM			04:15 PM			04:15 PM					
+0 mins.	43	215	13	271	42	59	26	127	142	39	239	7	78	48	133
+15 mins.	46	213	9	268	57	52	27	136	163	58	262	4	71	64	139
+30 mins.	46	210	7	263	48	60	17	125	143	45	230	8	74	67	149
+45 mins.	51	239	6	296	54	49	21	124	190	51	298	8	79	56	143
Total Volume	186	877	35	1098	201	220	91	512	638	193	1029	27	302	235	564
% App. Total	16.9	79.9	3.2	92.7	39.3	43	17.8	94.1	19.2	62	18.8	4.8	53.5	41.7	94.6
PHF	.912	.917	.673	.927	.882	.917	.843	.941	.853	.839	.863	.844	.956	.877	.946

Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound						Orange Avenue Westbound						Perris Boulevard Northbound						Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
04:00 PM	35	225	5	2	265	265	56	50	20	7	126	126	61	182	46	10	289	289	3	76	59	22	138	138
04:15 PM	37	191	12	4	240	240	53	70	19	6	142	142	57	140	38	12	235	235	7	75	48	13	130	130
04:30 PM	43	211	12	11	266	266	46	46	17	6	109	109	41	160	57	11	258	258	4	70	64	20	138	138
04:45 PM	45	210	8	3	263	263	49	44	19	6	112	112	39	141	45	4	225	225	8	74	67	27	149	149
Total	160	837	37	20	1034	1034	204	210	75	25	489	489	198	623	186	37	1007	1007	22	295	238	82	555	555
05:00 PM	45	204	7	2	256	256	42	59	24	8	125	125	56	188	50	11	294	294	8	77	56	21	141	141
05:15 PM	51	234	6	1	291	291	55	52	26	6	133	133	34	127	38	10	199	199	7	65	51	16	123	123
05:30 PM	39	177	2	1	218	218	48	60	17	9	125	125	50	154	42	4	246	246	4	76	51	14	131	131
05:45 PM	49	209	4	1	262	262	54	49	19	7	122	122	48	158	57	7	263	263	12	66	44	18	122	122
Total	184	824	19	5	1027	1027	199	220	86	30	505	505	188	627	187	32	1002	1002	31	284	202	69	517	517
Grand Total	344	1661	56	25	2061	2061	403	430	161	55	994	994	386	1250	373	69	2009	2009	53	579	440	151	1072	1072
Approch %	16.7	80.6	2.7				40.5	43.3	16.2		16.2	16.2	19.2	62.2	18.6		32.7	32.7	4.9	54	41		17.5	17.5
Total %	5.6	27.1	0.9				6.6	7	2.6				6.3	20.4	6.1				0.9	9.4	7.2			

3.1-735

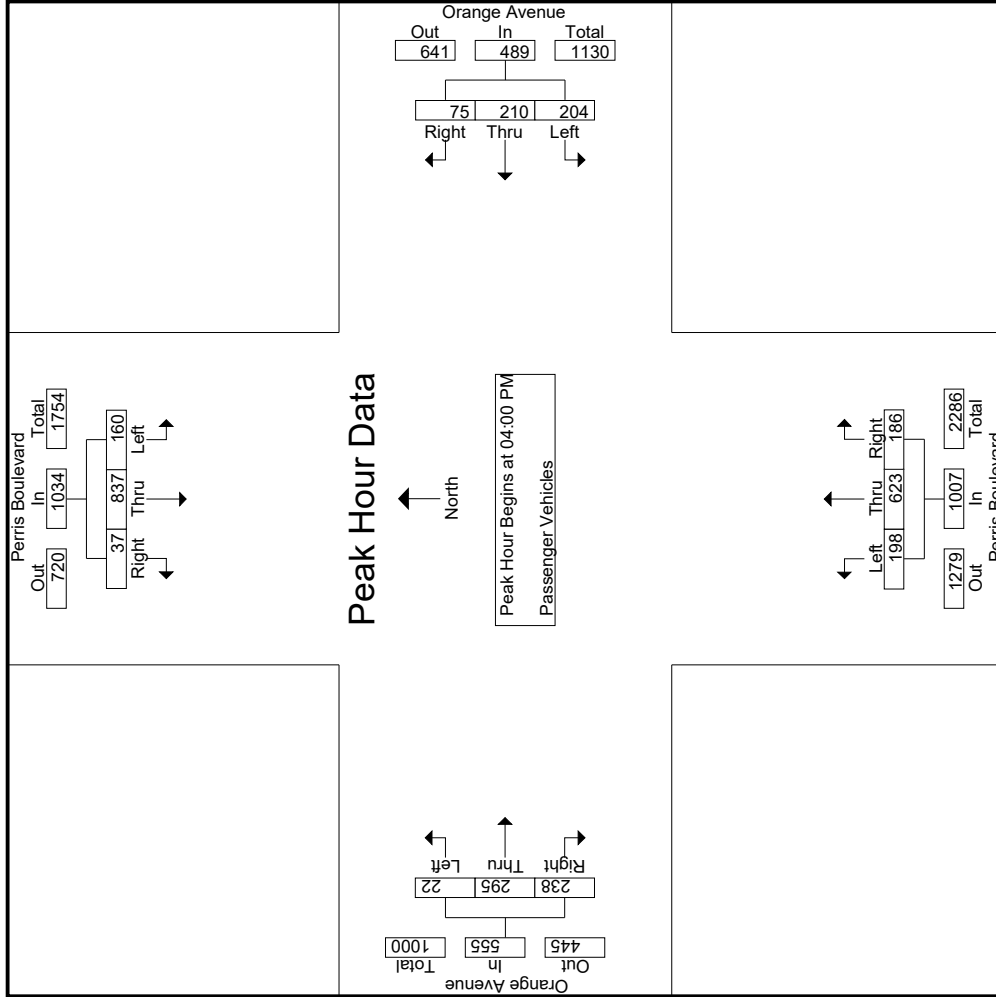
Start Time	Perris Boulevard Southbound						Orange Avenue Westbound						Perris Boulevard Northbound						Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
04:00 PM	35	225	5	2	265	265	56	50	20	7	126	126	61	182	46	10	289	289	3	76	59	22	138	138
04:15 PM	37	191	12	4	240	240	53	70	19	6	142	142	57	140	38	12	235	235	7	75	48	13	130	130
04:30 PM	43	211	12	11	266	266	46	46	17	6	109	109	41	160	57	11	258	258	4	70	64	20	138	138
04:45 PM	45	210	8	3	263	263	49	44	19	6	112	112	39	141	45	4	225	225	8	74	67	27	149	149
Total Volume	160	837	37	20	1034	1034	204	210	75	25	489	489	198	623	186	37	1007	1007	22	295	238	82	555	555
% App. Total	15.5	80.9	3.6				41.7	42.9	15.3		15.3	15.3	19.7	61.9	18.5		18.5	18.5	4	53.2	42.9		42.9	42.9
PHF	.889	.930	.771				.911	.750	.938		.861	.861	.811	.856	.816		.871	.871	.688	.970	.888		.931	.931

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Orange Avenue Westbound			Perris Boulevard Northbound			Orange Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	35	225	5	265	56	50	20	126	61	182	46	289	3	76	59	138
+15 mins.	37	191	12	240	53	70	19	142	57	140	38	235	7	75	48	130
+30 mins.	43	211	12	266	46	46	17	109	41	160	57	258	4	70	64	138
+45 mins.	45	210	8	263	49	44	19	112	39	141	45	225	8	74	67	149
Total Volume	160	837	37	1034	204	210	75	489	198	623	186	1007	22	295	238	555
% App. Total	15.5	80.9	3.6	.972	41.7	42.9	15.3	.861	19.7	61.9	18.5	.871	4	53.2	42.9	.931
PHF	.889	.930	.771	.972	.911	.750	.938	.861	.811	.856	.816	.871	.688	.970	.888	.931

Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
04:00 PM	0	7	1	0	8	0	0	0	0	0	1	1	0	0	3	0	1	0	12	
04:15 PM	1	3	0	0	4	0	1	0	0	1	2	1	0	0	4	0	3	0	12	
04:30 PM	0	4	0	0	4	1	0	1	0	2	2	1	0	0	3	0	1	0	10	
04:45 PM	1	2	0	0	3	1	1	0	0	2	2	0	0	0	5	0	0	0	10	
Total	2	16	1	0	19	2	2	1	0	5	7	3	0	0	15	0	5	0	44	
05:00 PM	1	4	0	0	5	0	0	2	0	2	1	2	1	0	4	0	2	0	13	
05:15 PM	0	4	0	0	4	2	0	1	0	3	0	1	0	0	1	0	1	0	10	
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:45 PM	0	1	0	0	1	0	0	2	1	2	0	2	0	0	2	0	1	1	9	
Total	1	10	0	0	11	2	0	5	1	7	1	5	2	0	8	0	4	2	34	
Grand Total	3	26	1	0	30	4	2	6	1	12	6	12	5	0	23	0	9	2	78	
Approch %	10	86.7	3.3		33.3	16.7	50			26.1	52.2	21.7			30.3		81.8	18.2		
Total %	3.9	34.2	1.3		39.5	5.3	7.9			15.8	7.9	15.8	6.6				11.8	2.6		97.4

3.1-738

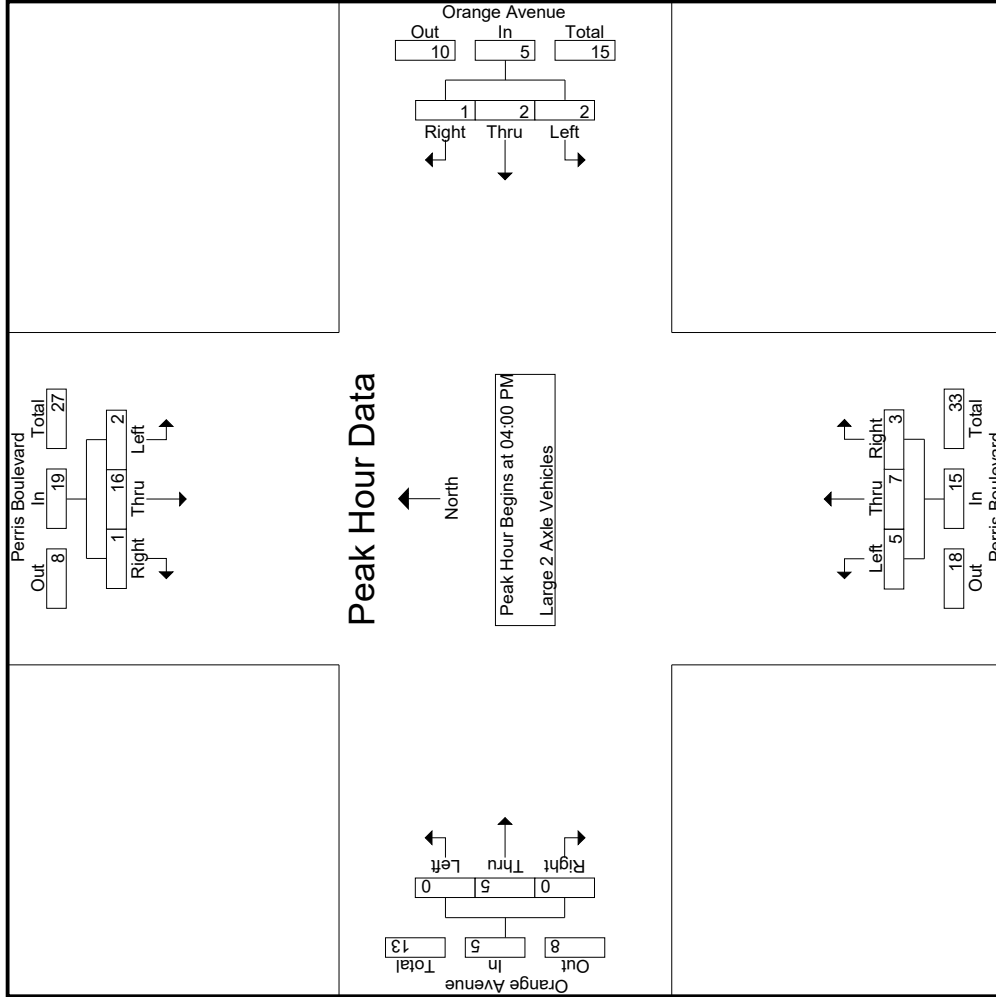
Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	7	1	0	8	0	0	0	0	0	1	1	0	0	3	0	1	0	12
04:15 PM	1	3	0	0	4	0	1	0	0	1	2	1	0	0	4	0	3	0	12
04:30 PM	0	4	0	0	4	1	0	1	0	2	2	1	0	0	3	0	1	0	10
04:45 PM	1	2	0	0	3	1	1	0	0	2	2	0	0	0	5	0	0	0	10
Total Volume	2	16	1	0	19	2	2	1	0	5	7	3	0	0	15	0	5	0	44
% App. Total	10.5	84.2	5.3		5.3	40	20			33.3	46.7	20			100		100	0	
PHF	.500	.571	.250		.250	.500	.250			.625	.875	.750			.750	.000	.417	.000	.917

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Orange Avenue Westbound			Perris Boulevard Northbound			Orange Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	7	1	0	0	0	0	1	1	0	1	0
+15 mins.	1	3	0	0	1	0	1	2	1	0	3	0
+30 mins.	0	4	0	1	0	1	0	2	1	0	1	0
+45 mins.	1	2	0	1	1	0	3	2	0	0	0	0
Total Volume	2	16	1	2	2	1	5	7	3	0	5	0
% App. Total	10.5	84.2	5.3	40	40	20	33.3	46.7	20	0	100	0
PHF	.500	.571	.250	.500	.500	.250	.417	.875	.750	.000	.417	.000

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

City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	1	1	2	0	0	0	0	0	0	0	0	0	1	1	3	4
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	1	2	3
Total	0	3	2	2	5	0	0	0	0	0	0	1	0	0	1	2	7	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	1	3	3	4	0	0	0	0	0	0	1	0	0	0	3	5	8
Grand Total	0	4	5	5	9	0	0	0	0	0	0	2	0	0	1	5	12	17
Approch %	0	44.4	55.6			0	0	0			0	100	0	0	8.3	29.4	70.6	
Total %	0	33.3	41.7		75	0	0	0		0	16.7	0	0	0	16.7			

3.1-741

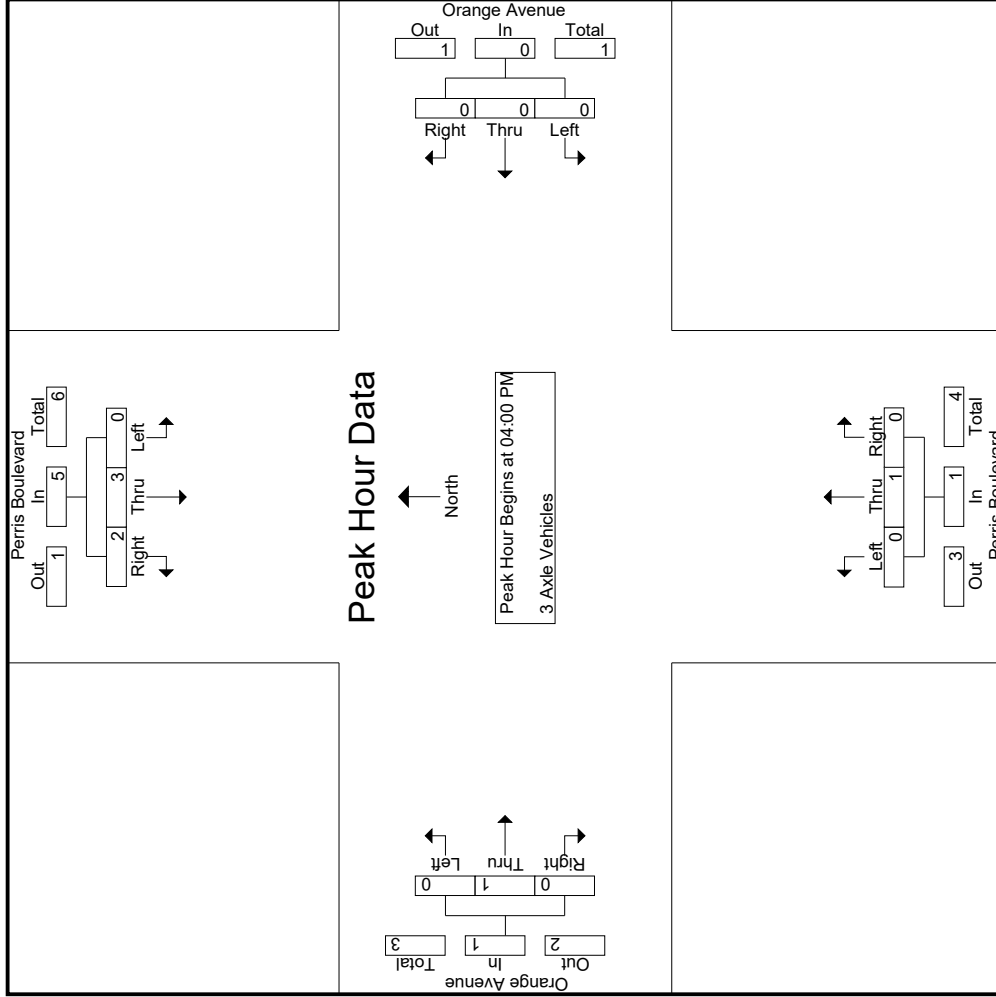
Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	2	2	5	0	0	0	0	0	0	1	0	0	1	0	1	7
% App. Total	0	60	40			0	0	0		0	100	0	0	100	0	0	0	
PHF	.000	.750	.500		.625	.000	.000	.000		.000	.250	.000	.250	.000	.250	.000	.250	.583

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Orange Avenue Westbound			Perris Boulevard Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM														
+0 mins.	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0
+15 mins.	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	2	0	0	0	0	0	0	0	0	0	1	0	0
% App. Total	0	60	40	0	0	0	0	0	0	0	100	0	0	100	0
PHF	.000	.750	.500	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
Grand Total	0	2	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
Approch %	0	66.7	33.3			0	0	0		0	100	0	0	0	0	0	0	100
Total %	0	50	25		75	0	0	0		0	25	0	0	0	0	0	0	100

3.1-744

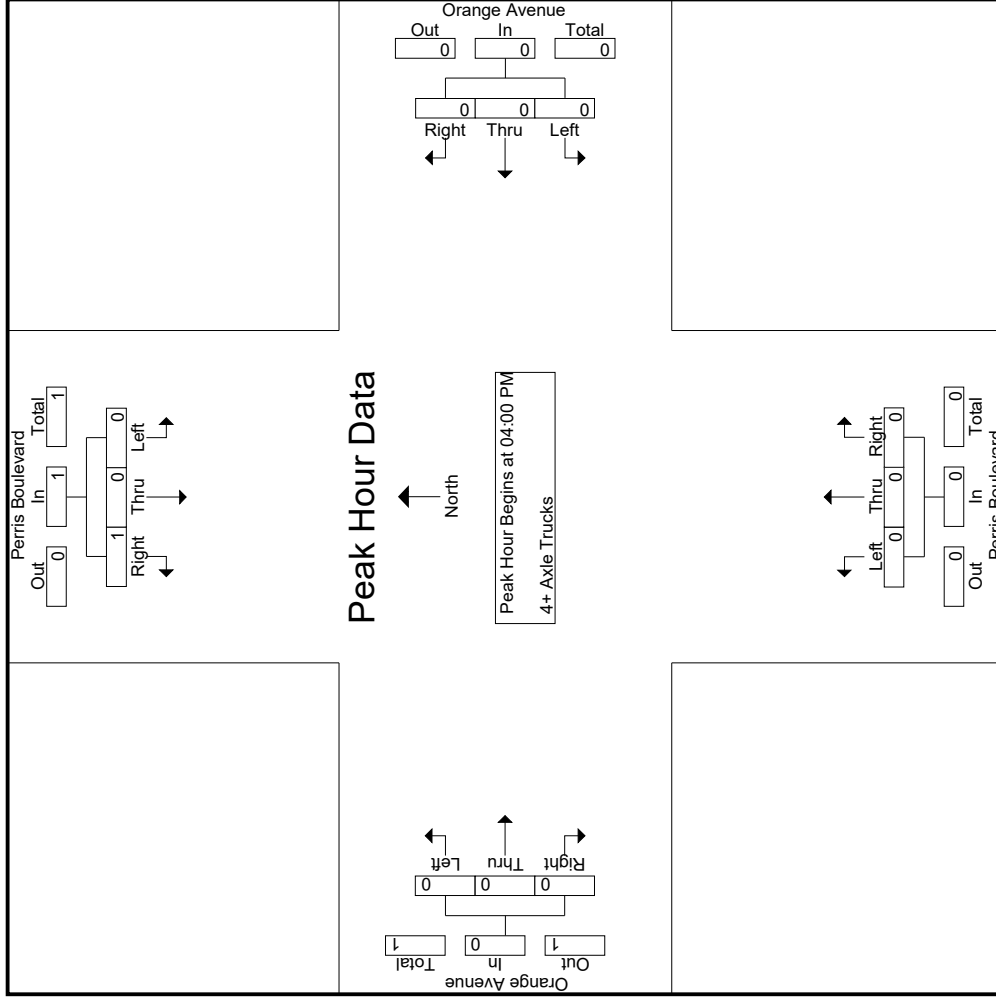
Start Time	Perris Boulevard Southbound				Orange Avenue Westbound				Perris Boulevard Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	100		0	0	0		0	0	0	0		0	0	0	100
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 EW: Orange Avenue
 Weather: Clear

File Name : 26_PER_Perris_Orange_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Orange Avenue Westbound			Perris Boulevard Northbound			Orange Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Perris
 N/S: Perris Boulevard
 E/W: Orange Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard Pedestrians	East Leg Orange Avenue Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Orange Avenue Pedestrians	
7:00 AM	1	1	0	0	2
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1
8:00 AM	2	1	0	2	5
8:15 AM	1	1	0	0	2
8:30 AM	4	2	0	0	6
8:45 AM	6	4	0	0	10
TOTAL VOLUMES:	15	10	0	2	27

	North Leg Perris Boulevard Pedestrians	East Leg Orange Avenue Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Orange Avenue Pedestrians	
4:00 PM	1	1	2	1	5
4:15 PM	5	1	1	0	7
4:30 PM	2	1	0	0	3
4:45 PM	0	0	0	0	0
5:00 PM	9	3	0	0	12
5:15 PM	2	0	0	0	2
5:30 PM	3	4	0	0	7
5:45 PM	6	2	1	1	10
TOTAL VOLUMES:	28	12	4	2	46

Location: Perris
 N/S: Perris Boulevard
 E/W: Orange Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Orange Avenue			Northbound Perris Boulevard			Eastbound Orange Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Perris Boulevard			Westbound Orange Avenue			Northbound Perris Boulevard			Eastbound Orange Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Perris Boulevard Southbound						Nuevo Road Westbound						Perris Boulevard Northbound						Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total		
07:00 AM	14	78	61	33	153	15	89	13	7	117	37	94	20	13	151	85	61	19	6	165	59	586	645			
07:15 AM	31	73	65	32	169	29	115	19	7	163	45	87	30	18	162	85	96	10	4	191	61	685	746			
07:30 AM	35	96	73	22	204	50	131	46	20	227	47	142	46	22	235	93	155	14	4	262	68	928	996			
07:45 AM	27	97	42	21	166	66	168	33	16	267	36	118	64	20	218	82	108	26	13	216	70	867	937			
Total	107	344	241	108	692	160	503	111	50	774	165	441	160	73	766	345	420	69	27	834	258	3066	3324			
08:00 AM	21	83	38	21	142	42	88	31	18	161	36	102	44	26	182	90	75	23	11	188	76	673	749			
08:15 AM	18	98	57	32	173	29	65	22	5	116	29	88	34	12	151	70	38	16	9	124	58	564	622			
08:30 AM	18	97	55	32	170	24	70	28	18	122	32	87	31	11	150	51	52	19	7	122	68	564	632			
08:45 AM	18	95	42	22	155	20	68	20	11	108	28	100	22	8	150	48	51	23	16	122	57	535	592			
Total	75	373	192	107	640	115	291	101	52	507	125	377	131	57	633	259	216	81	43	556	259	2336	2595			
Grand Total	182	717	433	215	1332	275	794	212	102	1281	290	818	291	130	1399	604	636	150	70	1390	517	5402	5919			
Approch %	13.7	53.8	32.5			21.5	62	16.5			20.7	58.5	20.8			43.5	45.8	10.8			8.7	91.3				
Total %	3.4	13.3	8		24.7	5.1	14.7	3.9		23.7	5.4	15.1	5.4		25.9	11.2	11.8	2.8		25.7	0	0	0	0	0	0
Passenger Vehicles	178	691	418		1496	274	783	208		1364	284	790	285		1485	583	629	144		1426	0	0	0	0	0	5771
Passenger Vehicles	97.8	96.4	96.5	97.2	96.7	99.6	98.6	98.1	97.1	98.6	97.9	96.6	97.9	96.9	97.1	96.5	98.9	96	100	97.7	0	0	0	0	0	97.5
% Large 2 Axle Vehicles	1.6	2.8	1.8	1.4	2.2	0.4	0.9	1.9	2.9	1.1	1.5	2.2	2.1	3.1	2.5	2.6	0.9	2.7	0	1.8	0	0	0	0	0	1.9
3 Axle Vehicles	0	4	3		10	0	2	0		2	0	4	0		4	2	1	0		3	0	0	0		0	19
% 3 Axle Vehicles	0	0.6	0.7	1.4	0.6	0	0.3	0	0	0.1	0	0.5	0	0	0.3	0.3	0.2	0	0	0.2	0	0	0		0	0.3
4+ Axle Trucks	1	2	4		7	0	2	0		2	0	2	0		2	3	0	2		5	0	0	0		0	16
% 4+ Axle Trucks	0.5	0.3	0.9	0	0.5	0	0.3	0	0	0.1	0	0.2	0	0	0.1	0.5	0	1.3	0	0.3	0	0	0		0	0.3

Start Time	Perris Boulevard Southbound						Nuevo Road Westbound						Perris Boulevard Northbound						Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:15 AM	31	73	65		169	29	115	19		163	45	87	30		162	85	96	10		191	61	685	746	
07:30 AM	35	96	73		204	50	131	46		227	47	142	46		235	93	155	14		262	68	928	996	
07:45 AM	27	97	42		166	66	168	33		267	36	118	64		218	82	108	26		216	70	867	937	
08:00 AM	114	349	218		681	187	502	129		818	164	449	184		797	350	434	73		857	258	3066	3324	
% App. Total	16.7	51.2	32		32	22.9	61.4	15.8		15.8	20.6	56.3	23.1		23.1	40.8	50.6	8.5		8.5	25.8	233.6	259.5	
PHF	.814	.899	.747		.835	.708	.747	.701		.766	.872	.790	.719		.848	.941	.700	.702		.818	.258	.3066	.3324	

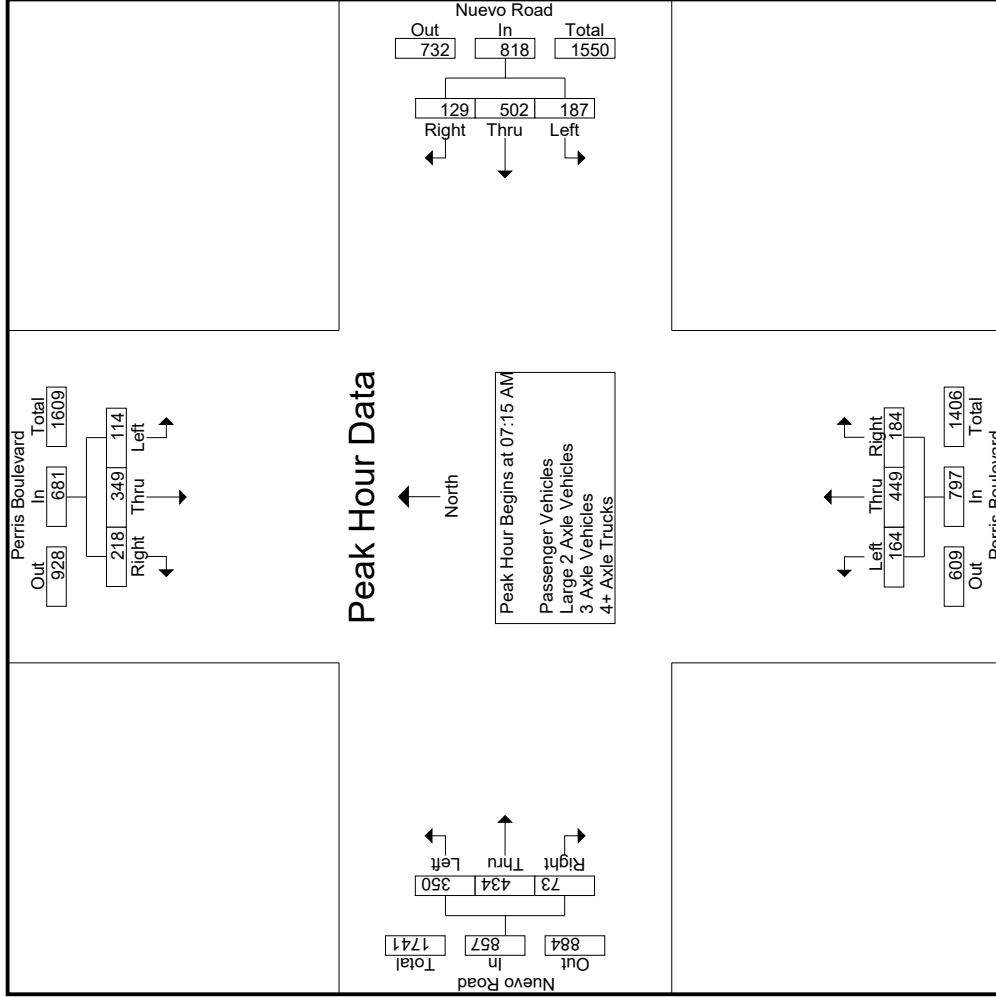
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

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

City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:15 AM			07:15 AM			07:15 AM				
+0 mins.	14	78	61	153	29	115	19	163	45	87	30	162	85	191
+15 mins.	31	73	65	169	50	131	46	227	47	142	46	235	93	262
+30 mins.	35	96	73	204	66	168	33	267	36	118	64	218	82	216
+45 mins.	27	97	42	166	42	88	31	161	36	102	44	182	90	188
Total Volume	107	344	241	692	187	502	129	818	164	449	184	797	350	857
% App. Total	15.5	49.7	34.8	22.9	61.4	15.8	20.6	56.3	23.1	56.3	23.1	40.8	50.6	8.5
PHF	.764	.887	.825	.708	.747	.701	.766	.872	.790	.719	.848	.941	.700	.702
														.818

Counts Unlimited
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 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 EW: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

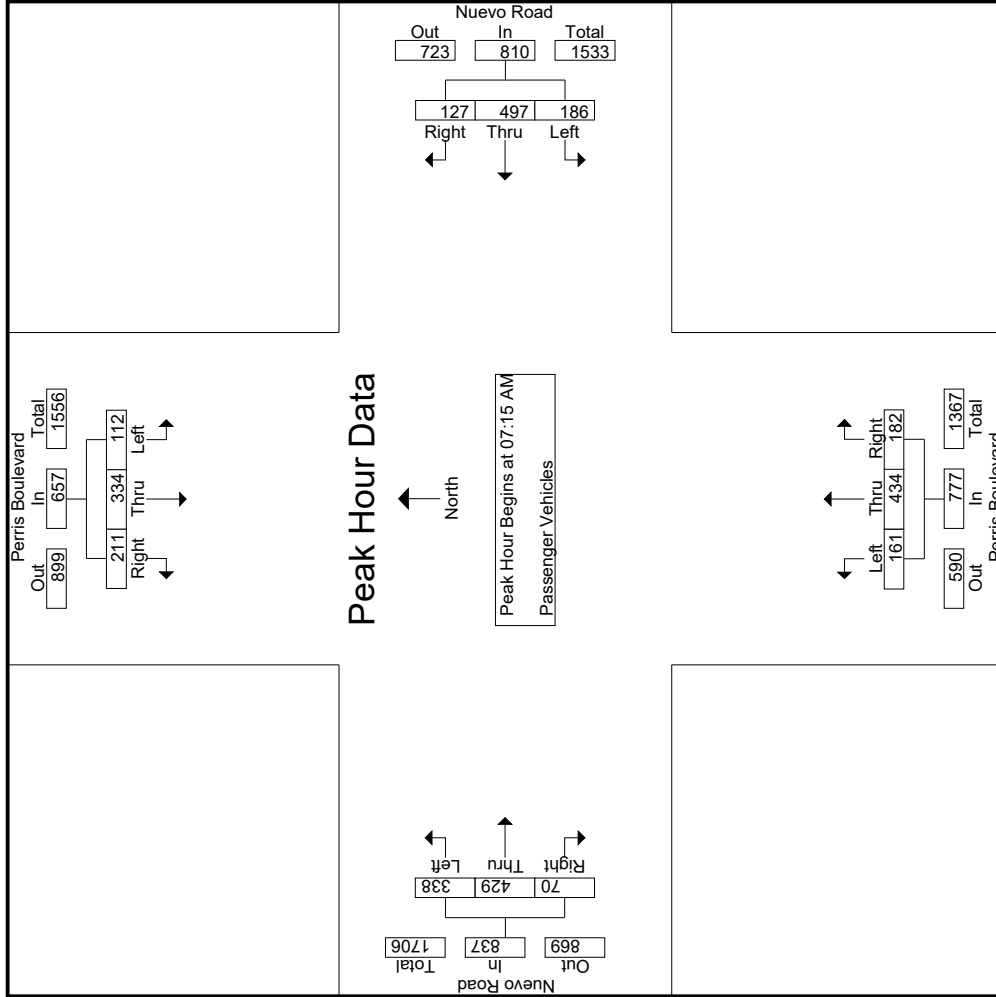
Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					Nuevo Road Westbound					Perris Boulevard Northbound					Nuevo Road Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	13	76	57	33	146	15	89	12	7	116	36	91	16	11	143	83	61	19	6	163	57	568	625	
07:15 AM	30	72	64	31	166	28	114	19	7	161	44	83	29	17	156	82	95	10	4	187	59	670	729	
07:30 AM	34	93	69	21	196	50	129	44	18	223	46	137	46	22	229	90	155	13	4	258	65	906	971	
07:45 AM	27	93	42	21	162	66	166	33	16	265	36	114	64	20	214	77	105	25	13	207	70	848	918	
Total	104	334	232	106	670	159	498	108	48	765	162	425	155	70	742	332	416	67	27	815	251	2992	3243	
08:00 AM	21	76	36	19	133	42	88	31	18	161	35	100	43	25	178	89	74	22	11	185	73	657	730	
08:15 AM	17	95	56	32	168	29	62	22	5	113	28	84	34	12	146	67	37	15	9	119	58	546	604	
08:30 AM	18	96	54	31	168	24	68	28	18	120	31	86	31	11	148	50	51	19	7	120	67	556	623	
08:45 AM	18	90	40	21	148	20	67	19	10	106	28	95	22	8	145	45	51	21	16	117	55	516	571	
Total	74	357	186	103	617	115	285	100	51	500	122	365	130	56	617	251	213	77	43	541	253	2275	2528	
Grand Total	178	691	418	209	1287	274	783	208	99	1265	284	790	285	126	1359	583	629	144	70	1356	504	5267	5771	
Approch %	3.4	13.1	7.9		24.4	5.2	14.9	3.9		24	5.4	15	5.4		25.8	11.1	11.9	2.7		25.7	8.7	91.3		
Total %																								
Start Time	Perris Boulevard Southbound					Nuevo Road Westbound					Perris Boulevard Northbound					Nuevo Road Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:15 AM																								
07:15 AM	30	72	64		166	28	114	19		161	44	83	29		156	82	95	10		187	10	187	670	
07:30 AM	34	93	69		196	50	129	44		223	46	137	46		229	90	155	13		258	65	258	906	
07:45 AM	27	93	42		162	66	166	33		265	36	114	64		214	77	105	25		207	70	207	848	
08:00 AM	21	76	36		133	42	88	31		161	35	100	43		178	89	74	22		185	73	185	730	
Total Volume	112	334	211		657	186	497	127		810	161	434	182		777	338	429	70		837	253	2275	2528	
% App. Total	17	50.8	32.1		24.4	23	61.4	15.7		24	20.7	55.9	23.4		25.8	40.4	51.3	8.4		25.7	8.7	91.3		
PHF	.824	.898	.764		.838	.705	.748	.722		.764	.875	.792	.711		.848	.939	.692	.700		.811		.811	.850	

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

City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 EW: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM			07:15 AM			07:15 AM			07:15 AM						
+0 mins.	30	72	64	166	28	114	19	161	44	83	29	156	82	95	10	187
+15 mins.	34	93	69	196	50	129	44	223	46	137	46	229	90	155	13	258
+30 mins.	27	93	42	162	66	166	33	265	36	114	64	214	77	105	25	207
+45 mins.	21	76	36	133	42	88	31	161	35	100	43	178	89	74	22	185
Total Volume	112	334	211	657	186	497	127	810	161	434	182	777	338	429	70	837
% App. Total	17	50.8	32.1		23	61.4	15.7		20.7	55.9	23.4		40.4	51.3	8.4	
PHF	.824	.898	.764	.838	.705	.748	.722	.764	.875	.792	.711	.848	.939	.692	.700	.811

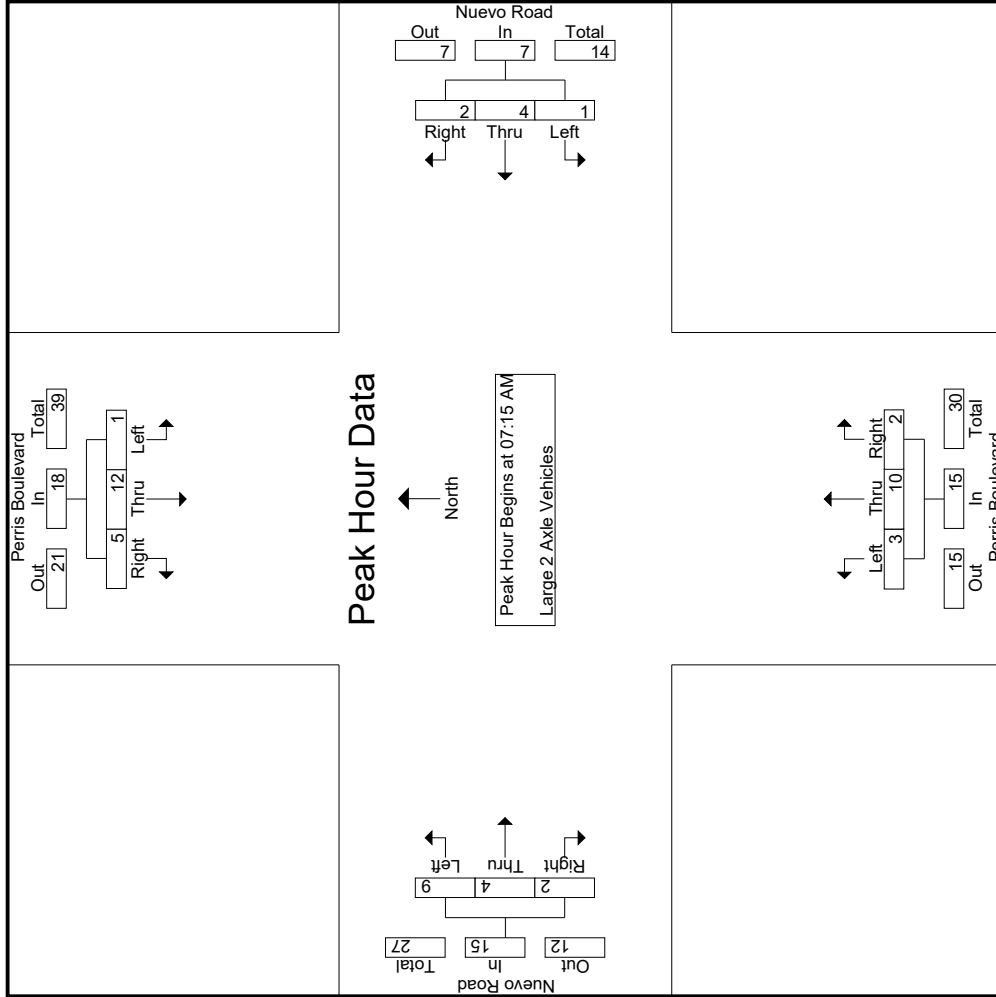
Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Nuevo Road Westbound				Perris Boulevard Northbound				Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	1	2	1	0	0	0	1	0	1	3	4	2	8	1	0	0	1	2	14	16
07:15 AM	1	1	0	0	1	1	0	0	2	2	1	1	4	3	1	0	4	1	12	13
07:30 AM	0	3	3	0	2	2	2	0	4	4	0	0	5	2	0	1	3	2	18	20
07:45 AM	0	3	0	0	1	0	0	0	1	3	0	0	3	3	2	0	5	0	12	12
Total	2	9	4	0	4	3	2	2	8	3	12	3	20	9	3	1	13	5	56	61
08:00 AM	0	5	2	2	0	0	0	0	0	1	1	1	3	1	1	1	0	3	13	16
08:15 AM	1	2	0	0	0	2	0	0	2	1	3	0	4	2	1	1	0	4	0	13
08:30 AM	0	0	1	1	0	0	0	0	0	1	1	0	2	1	1	0	2	1	5	6
08:45 AM	0	4	1	0	1	1	1	1	2	0	5	0	5	3	0	1	4	1	16	17
Total	1	11	4	3	1	3	1	1	4	3	10	1	14	7	3	3	13	5	47	52
Grand Total	3	20	8	3	1	7	4	3	12	6	22	6	34	16	6	4	0	10	103	113
Approch %	9.7	64.5	25.8		8.3	58.3	33.3		11.7	17.6	64.7	17.6	33	61.5	23.1	15.4		8.8	91.2	
Total %	2.9	19.4	7.8		1	6.8	3.9		11.7	5.8	21.4	5.8	33	15.5	5.8	3.9		8.8	91.2	

3.1-755

Start Time	Perris Boulevard Southbound				Nuevo Road Westbound				Perris Boulevard Northbound				Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
07:15 AM	1	1	1	0	2	1	0	0	2	4	2	1	1	3	1	0	4	0	4	4
07:30 AM	0	3	3	0	0	0	1	0	4	4	0	0	0	1	4	0	1	0	1	3
07:45 AM	0	3	0	0	0	0	0	0	1	1	0	0	3	0	0	0	2	0	5	12
08:00 AM	0	5	2	2	0	0	0	0	0	1	1	1	1	1	1	1	1	1	3	13
Total Volume	1	12	5	18	1	4	2	7	7	3	10	2	15	9	4	2	15	2	15	55
% App. Total	5.6	66.7	27.8		14.3	57.1	28.6		20	66.7	13.3		60	26.7	13.3		13.3		750	764
PHF	.250	.600	.417	.643	.250	.500	.250	.438	.250	.750	.625	.500	.750	.750	.500	.500	.750		.750	.764

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



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

City of Perris
 N/S: Perris Boulevard
 EW: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	1	0	2	1	1	0	2	2	1	1	0	4	1	0	4
+15 mins.	0	3	3	6	0	2	4	4	4	0	0	0	5	2	1	3
+30 mins.	0	3	0	3	0	1	0	1	3	0	0	0	3	3	0	5
+45 mins.	0	5	2	7	0	0	0	0	0	1	1	1	3	1	1	3
Total Volume	1	12	5	18	1	4	2	7	7	10	2	15	15	9	4	2
% App. Total	5.6	66.7	27.8	64.3	14.3	57.1	28.6	43.8	20	66.7	13.3	75.0	60	26.7	13.3	75.0
PHF	.250	.600	.417	.643	.250	.500	.250	.438	.250	.625	.500	.750	.750	.500	.500	.750

Groups Printed- 3 Axle Vehicles

Start Time	Perris Boulevard Southbound				Nuevo Road Westbound				Perris Boulevard Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	1	0	0	0	0	2	0	0	0	0	0	1	3	4
07:30 AM	0	0	1	1	1	0	0	0	0	1	0	0	0	0	1	1	3	4
07:45 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	2	0	4	4
Total	0	1	2	2	3	0	1	0	0	3	0	3	0	0	3	2	10	12
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
08:30 AM	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	2
08:45 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	3	1	1	4	0	1	0	0	1	0	1	0	0	0	1	6	7
Grand Total	0	4	3	3	7	0	2	0	0	4	0	4	0	0	3	3	16	19
Approch %	0	57.1	42.9			0	100	0		100	0	66.7	33.3	0	18.8	15.8	84.2	
Total %	0	25	18.8		43.8	0	12.5	0		25	0	12.5	6.2	0				

3.1-758

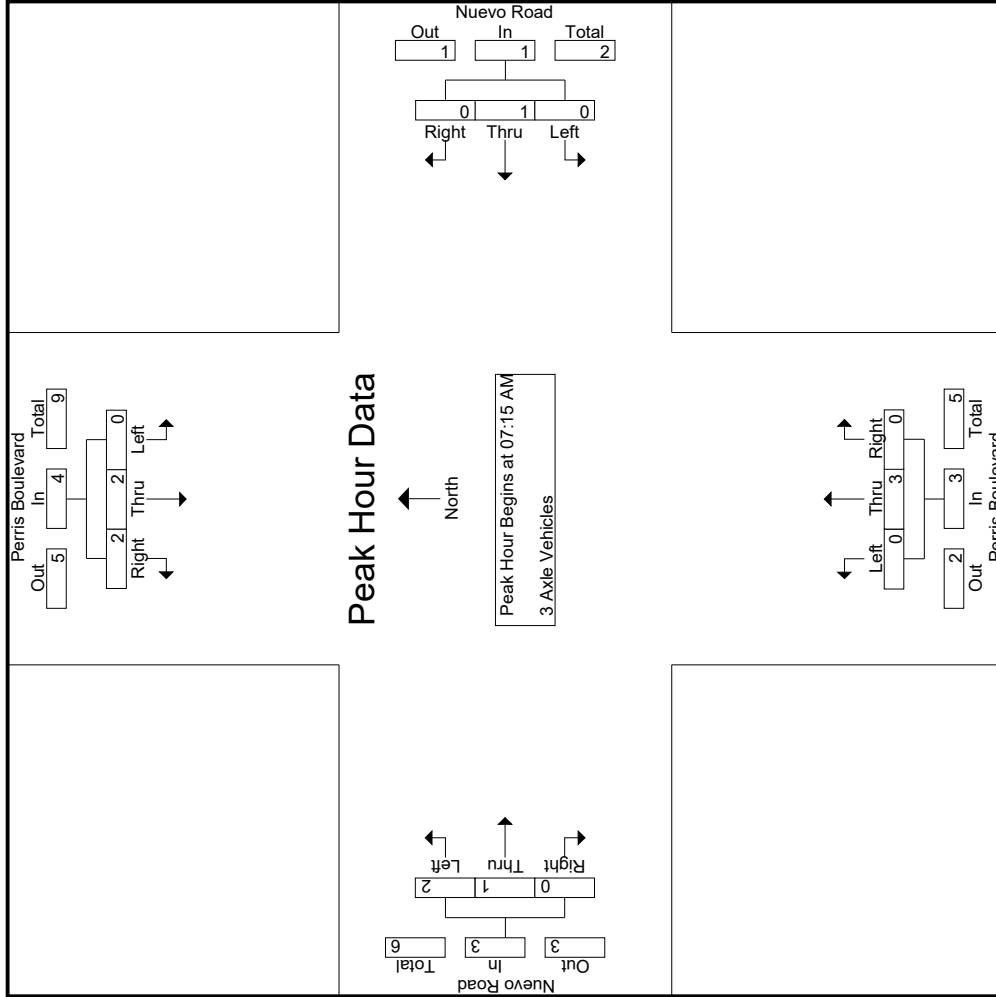
Start Time	Perris Boulevard Southbound				Nuevo Road Westbound				Perris Boulevard Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	1	1	1	0	0	0	0	1	0	0	0	0	1	0	1	3
07:45 AM	0	1	0	1	1	0	1	0	0	1	0	0	0	0	2	0	4	1
08:00 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Total Volume	0	2	2	4	4	0	1	0	0	3	0	3	0	0	3	0	3	11
% App. Total	0	50	50			0	100	0		100	0	66.7	33.3	0	0	0	0	100
PHF	.000	.500	.500	1.00	1.00	.000	.250	.000		.375	.000	.500	.250	.000	.375	.000	.688	

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

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
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File Name : 27_PER_Perris_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:15 AM			07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	1	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	0	0	0	0	0	1	0	0	0
+30 mins.	0	1	0	0	1	0	0	0	0	1	0	2
+45 mins.	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	1	0	1	0	3	0	1	0
% App. Total	0	50	50	0	100	0	100	0	100	0	33.3	0
PHF	.000	.500	.500	.000	.250	.000	.250	.000	.375	.000	.250	.000
			1.000						.375		.500	
												.375

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Nuevo Road Westbound				Perris Boulevard Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	1	0	4	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	3	3
Total	1	0	3	0	4	0	0	0	0	1	2	0	1	0	3	0	8	8
08:00 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
08:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	2
Total	0	2	1	0	3	0	2	0	0	2	1	0	1	0	2	0	8	8
Grand Total	1	2	4	0	7	0	2	0	0	2	3	0	2	0	5	0	16	16
Approch %	14.3	28.6	57.1			0	100	0		12.5	60	0	40		31.2	0	100	
Total %	6.2	12.5	25		43.8	0	12.5	0		12.5	18.8	0	12.5		31.2	0	100	

3.1-761

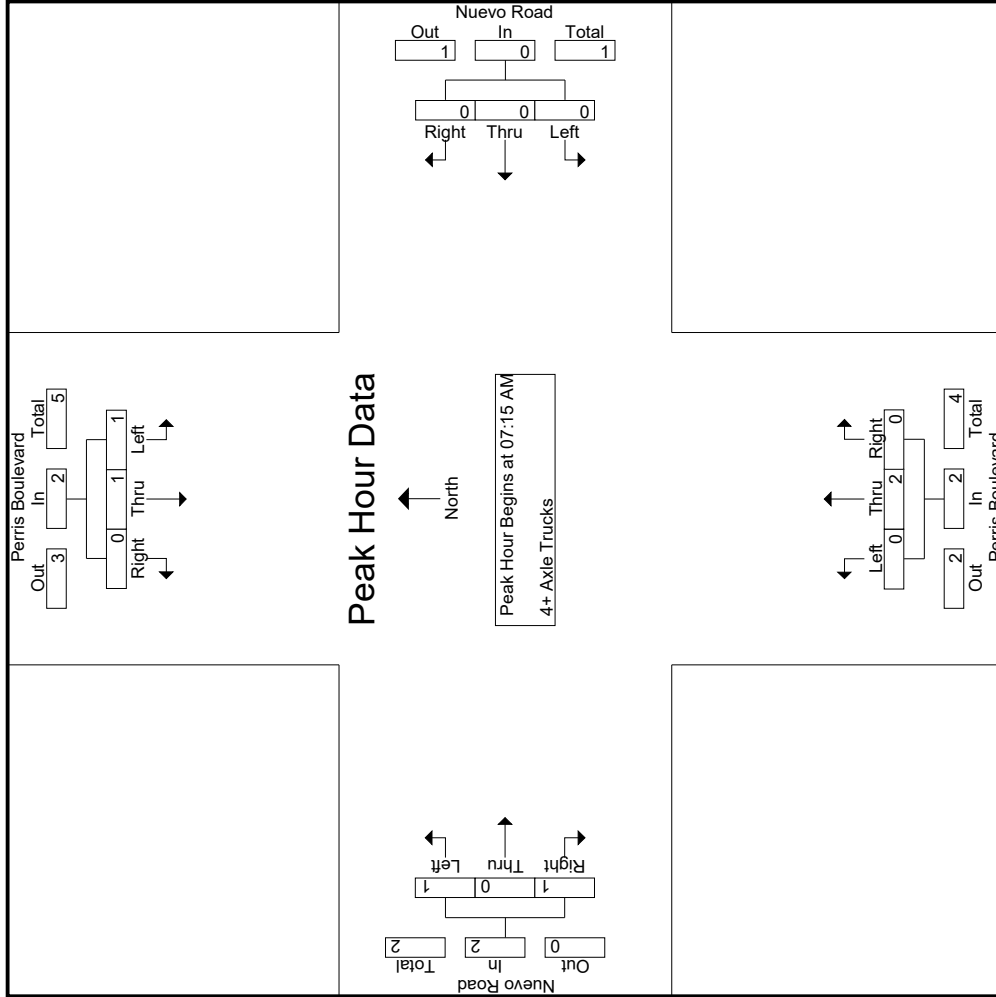
Start Time	Perris Boulevard Southbound				Nuevo Road Westbound				Perris Boulevard Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	2	3
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	1	0	0	2	0	0	0	0	2	1	0	1	0	2	0	2	6
% App. Total	50	50	0	0	100	0	100	0	0	100	50	0	50	0	50	0	100	
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.500	.000	.250	.000	.250	.000	.250	.000	.500	

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

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

City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:15 AM			07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	1	0	1	0	2
+45 mins.	0	1	0	0	0	0	0	1	0	0	0	0
Total Volume	1	1	0	0	0	0	0	2	0	2	0	2
% App. Total	50	50	0	0	0	0	0	100	0	50	0	50
PHF	.250	.250	.000	.000	.000	.000	.000	.500	.000	.250	.000	.250
App. Total												
.500												
.500												
.250												

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

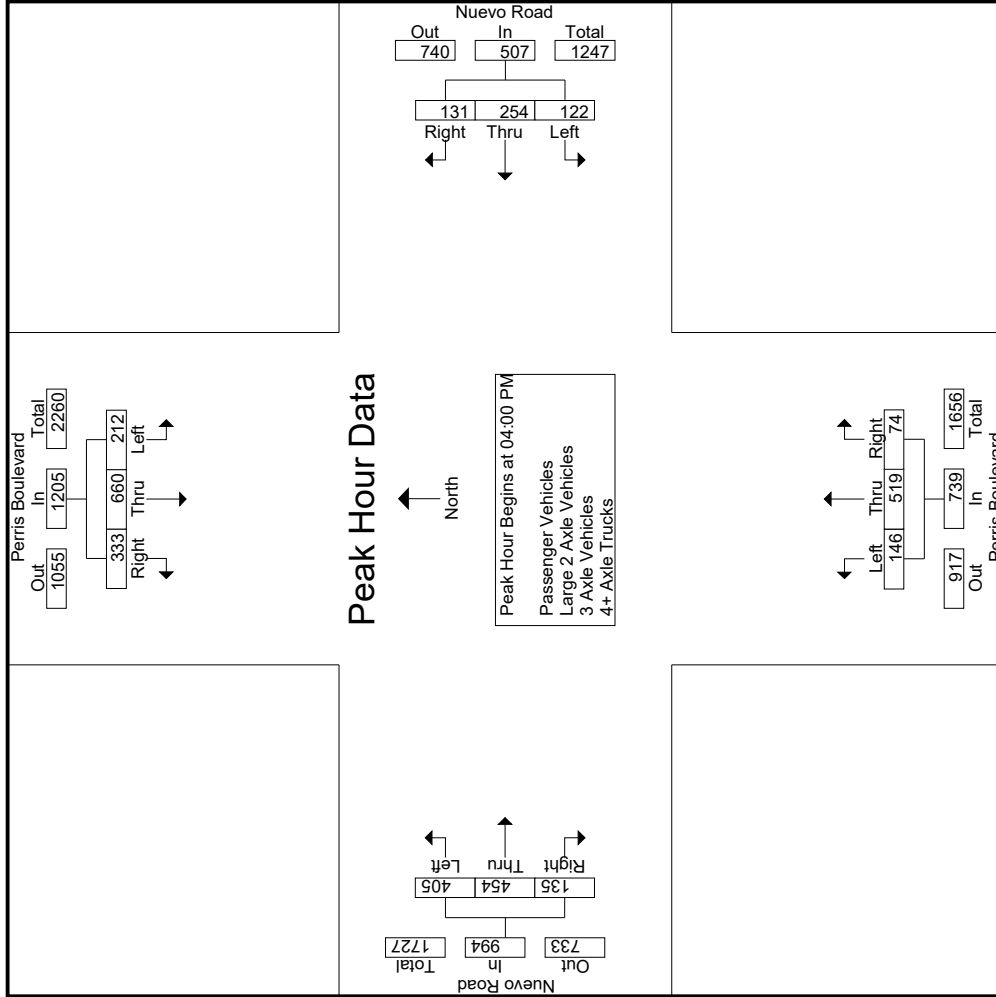
File Name : 27_PER_Perris_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Perris Boulevard Southbound						Nuevo Road Westbound						Perris Boulevard Northbound						Nuevo Road Eastbound							
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right			
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR		
04:00 PM	65	183	90	46	338	338	27	72	40	19	139	139	39	135	21	15	195	103	119	35	11	257	91	929	1020	
04:15 PM	50	169	81	36	300	300	39	55	23	8	117	117	28	108	19	4	155	101	110	33	19	244	67	816	883	
04:30 PM	47	157	91	54	295	295	25	57	27	15	109	109	42	155	18	8	215	95	107	38	19	240	96	859	955	
04:45 PM	50	151	71	40	272	272	31	70	41	17	142	142	37	121	16	4	174	106	118	29	7	253	68	841	909	
Total	212	660	333	176	1205	1205	122	254	131	59	507	507	146	519	74	31	739	405	454	135	56	994	322	3445	3767	
05:00 PM	56	169	82	37	307	307	34	55	27	17	116	116	37	123	19	11	179	107	101	33	18	241	83	843	926	
05:15 PM	61	166	82	37	309	309	41	72	32	15	145	145	37	114	17	9	168	98	128	37	19	263	80	885	965	
05:30 PM	45	178	66	36	289	289	36	69	37	14	142	142	29	123	26	11	178	89	117	42	21	248	82	857	939	
05:45 PM	55	137	76	31	268	268	29	66	23	7	118	118	34	119	22	11	175	91	120	33	15	244	64	805	869	
Total	217	650	306	141	1173	1173	140	262	119	53	521	521	137	479	84	42	700	385	466	145	73	996	309	3390	3699	
Grand Total	429	1310	639	317	2378	2378	262	516	250	112	1028	1028	283	998	158	73	1439	790	920	280	129	1990	631	6835	7466	
Approch %	18	55.1	26.9				25.5	50.2	24.3			19.7	69.4	11			21.1	39.7	46.2	14.1			8.5	91.5		
Total %	6.3	19.2	9.3				3.8	7.5	3.7			15	4.1	14.6	2.3		21.1	11.6	13.5	4.1			29.1	8.5	91.5	
Passenger Vehicles	427	1275	636				258	510	248			1127	789	155			1492	786	913	278			2106	0	7378	
Passenger Vehicles	99.5	97.3	99.5	99.4	98.4	98.4	98.5	98.8	99.2	99.1	98.9	98.9	98.2	99.1	98.1	95.9	98.7	99.5	99.2	99.3	100			99.4	0	98.8
Large 2 Axle Vehicles	2	29	3				4	5	2			12	5	6	3		17	3	5	2			10	0	75	
Large 2 Axle Vehicles	0.5	2.2	0.5	0.6	1.3	1.3	1.5	1	0.8	0.9	1.1	1.8	0.6	1.9	4.1	1.1	4.1	0.4	0.5	0.7	0		0.5	0	0	
3 Axle Vehicles	0	4	0				0	1	0			1	0	2	0		2	0	0	0			0	0	7	
3 Axle Vehicles	0	0.3	0	0	0.1	0.1	0	0.2	0	0	0.1	0	0.2	0	0	0	0.1	0	0	0			0	0	0.1	
4+ Axle Trucks	0	2	0				0	0	0			0	0	1	0		1	1	2	0			3	0	6	
4+ Axle Trucks	0	0.2	0	0	0.1	0.1	0	0	0	0	0	0	0	0.1	0	0	0.1	0.1	0.2	0			0.1	0	0.1	

Start Time	Perris Boulevard Southbound						Nuevo Road Westbound						Perris Boulevard Northbound						Nuevo Road Eastbound						
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	
04:00 PM	65	183	90				338	27	72	40	139	139	39	135	21	15	195	103	119	35	11	257	91	929	1020
04:15 PM	50	169	81				300	39	55	23	117	117	28	108	19	4	155	101	110	33	19	244	67	816	883
04:30 PM	47	157	91				295	25	57	27	109	109	42	155	18	8	215	95	107	38	19	240	96	859	955
04:45 PM	50	151	71				272	31	70	41	142	142	37	121	16	4	174	106	118	29	7	253	68	841	909
Total Volume	212	660	333				1205	122	254	131	507	507	146	519	74	31	739	405	454	135	56	994	322	3445	3767
% App. Total	17.6	54.8	27.6				24.1	50.1	25.8			19.8	70.2	10			40.7	45.7	13.6				9.67	96.7	
PHF	.815	.902	.915				.891	.782	.882	.799	.893	.893	.869	.837	.881		.859	.955	.954	.888			.967	.967	

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



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM			04:45 PM			04:00 PM			04:45 PM						
+0 mins.	65	183	90	338	31	70	41	142	39	135	21	195	106	118	29	253
+15 mins.	50	169	81	300	34	55	27	116	28	108	19	155	107	101	33	241
+30 mins.	47	157	91	295	41	72	32	145	42	155	18	215	98	128	37	263
+45 mins.	50	151	71	272	36	69	37	142	37	121	16	174	89	117	42	248
Total Volume	212	660	333	1205	142	266	137	545	146	519	74	739	400	464	141	1005
% App. Total	17.6	54.8	27.6		26.1	48.8	25.1		19.8	70.2	10		39.8	46.2	14	
PHF	.815	.902	.915	.891	.866	.924	.835	.940	.869	.837	.881	.859	.935	.906	.839	.955

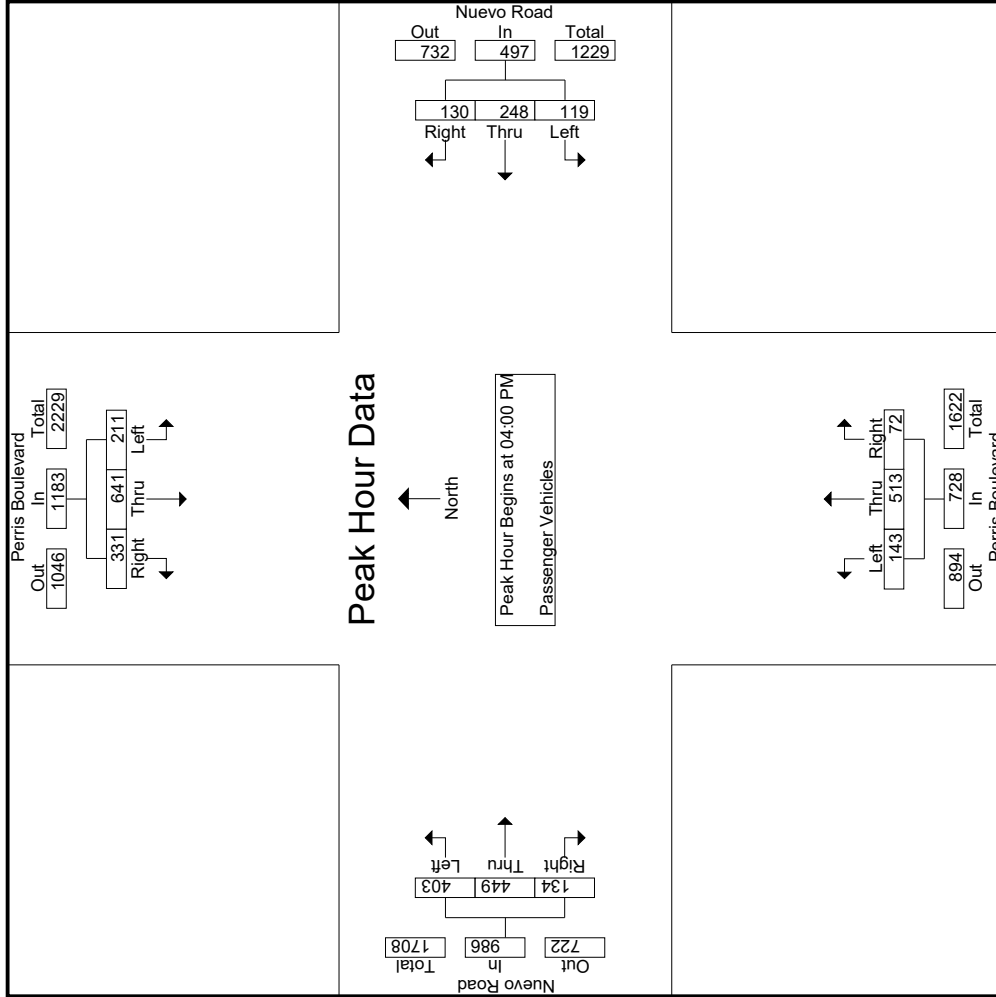
Groups Printed- Passenger Vehicles

Start Time	Perris Boulevard Southbound					Nuevo Road Westbound					Perris Boulevard Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	65	176	88	45	329	24	71	39	19	134	38	133	20	14	191	103	117	35	11	255	89	909	998
04:15 PM	50	166	81	36	297	39	53	23	8	115	28	108	19	4	155	101	109	33	19	243	67	810	877
04:30 PM	46	153	91	54	290	25	54	27	15	106	41	152	17	7	210	93	107	37	19	237	95	843	938
04:45 PM	50	146	71	40	267	31	70	41	17	142	36	120	16	4	172	106	116	29	7	251	68	832	900
Total	211	641	331	175	1183	119	248	130	59	497	143	513	72	29	728	403	449	134	56	986	319	3394	3713
05:00 PM	55	163	81	36	299	34	55	27	17	116	37	122	19	11	178	106	100	33	18	239	82	832	914
05:15 PM	61	160	82	37	303	41	72	31	14	144	36	113	17	9	166	98	128	36	19	262	79	875	954
05:30 PM	45	175	66	36	286	35	69	37	14	141	29	123	25	10	177	89	117	42	21	248	81	852	933
05:45 PM	55	136	76	31	267	29	66	23	7	118	33	118	22	11	173	90	119	33	15	242	64	800	864
Total	216	634	305	140	1155	139	262	118	52	519	135	476	83	41	694	383	464	144	73	991	306	3359	3665
Grand Total	427	1275	636	315	2338	258	510	248	111	1016	278	989	155	70	1422	786	913	278	129	1977	625	6753	7378
Approch %	18.3	54.5	27.2		34.6	25.4	50.2	24.4		15	4.1	14.6	2.3		21.1	39.8	46.2	14.1		29.3	8.5	91.5	
Total %	6.3	18.9	9.4			3.8	7.6	3.7								11.6	13.5	4.1					

3.1-767

Start Time	Perris Boulevard Southbound					Nuevo Road Westbound					Perris Boulevard Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	65	176	88		329	24	71	39		134	38	133	20		191	103	117			255		909	998
04:15 PM	50	166	81		297	39	53	23		115	28	108	19		155	101	109			243		810	877
04:30 PM	46	153	91		290	25	54	27		106	41	152	17		210	93	107			237		843	938
04:45 PM	50	146	71		267	31	70	41		142	36	120	16		172	106	116			251		832	900
Total Volume	211	641	331		1183	119	248	130		497	143	513	72		728	403	449			986		3394	
% App. Total	17.8	54.2	28			23.9	49.9	26.2			19.6	70.5	9.9			40.9	45.5	13.6					
PHF	.812	.911	.909		.899	.763	.873	.793		.875	.872	.844	.900		.867	.950	.959	.905		.967			

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



Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:00 PM			04:00 PM			04:00 PM			04:00 PM			
+0 mins.	65	176	88	24	71	39	38	133	20	191	103	117	35
+15 mins.	50	166	81	39	53	23	28	108	19	155	101	109	33
+30 mins.	46	153	91	25	54	27	41	152	17	210	93	107	37
+45 mins.	50	146	71	31	70	41	36	120	16	172	106	116	29
Total Volume	211	641	331	119	248	130	143	513	72	728	403	449	134
% App. Total	17.8	54.2	28	23.9	49.9	26.2	19.6	70.5	9.9	86.7	40.9	45.5	13.6
PHF	.812	.911	.909	.763	.873	.793	.872	.844	.900	.867	.950	.959	.905

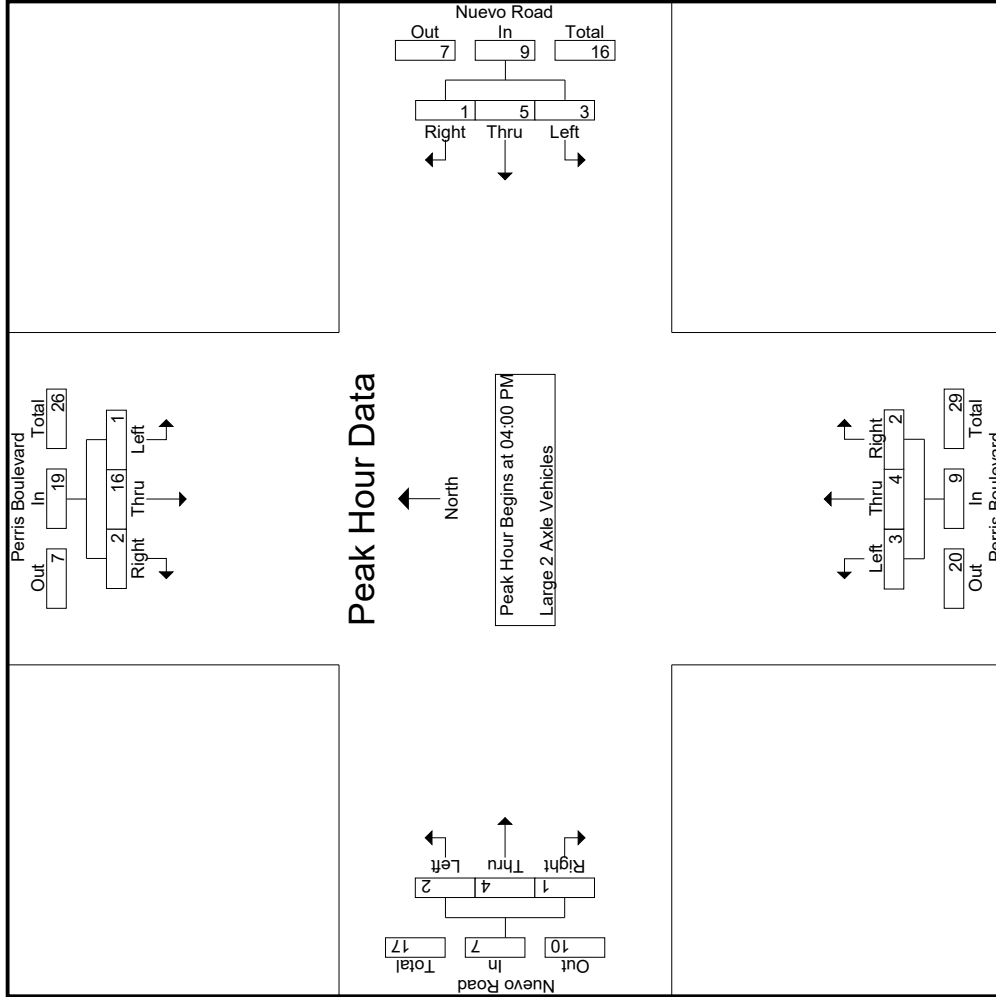
Groups Printed - Large 2 Axle Vehicles

Start Time	Perris Boulevard Southbound				Nuevo Road Westbound				Perris Boulevard Northbound				Nuevo Road Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	5	2	1	7	3	1	1	0	5	1	1	1	1	3	0	2	0	2
04:15 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0
04:30 PM	1	3	0	0	4	0	3	0	0	3	1	2	1	1	4	2	0	1	3
04:45 PM	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	0	1	0	1
Total	1	16	2	1	19	3	5	1	0	9	3	4	2	2	9	2	4	1	7
05:00 PM	1	4	1	1	6	0	0	0	0	0	0	0	0	0	0	1	1	0	2
05:15 PM	0	5	0	0	5	0	0	1	1	1	1	1	0	0	2	0	0	1	1
05:30 PM	0	3	0	0	3	1	0	0	0	1	0	0	1	1	1	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0
Total	1	13	1	1	15	1	0	1	1	2	2	2	1	1	5	1	1	1	3
Grand Total	2	29	3	2	34	4	5	2	1	11	5	6	3	3	14	3	5	2	0
Approch %	5.9	85.3	8.8			36.4	45.5	18.2		15.9	35.7	42.9	21.4		20.3	30	50	20	
Total %	2.9	42	4.3		49.3	5.8	7.2	2.9		7.2	7.2	8.7	4.3		4.3	4.3	7.2	2.9	

3.1-770

Start Time	Perris Boulevard Southbound				Nuevo Road Westbound				Perris Boulevard Northbound				Nuevo Road Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	5	2	1	7	3	1	1	0	5	1	1	1	1	3	0	2	0	2	0	2	0	17	19
04:15 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	5	5
04:30 PM	1	3	0	0	4	0	3	0	0	3	1	2	1	1	4	2	0	1	0	3	1	14	15	
04:45 PM	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	8	8	
Total Volume	1	16	2	1	19	3	5	1	0	9	3	4	2	2	9	2	4	1	0	7	3	44	47	
% App. Total	5.3	84.2	10.5			33.3	55.6	11.1		22.2	33.3	44.4	22.2		14.3	28.6	57.1	14.3						
PHF	.250	.800	.250		.679	.250	.417	.250		.450	.750	.500	.500		.563	.250	.500	.250						.647

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



Counts Unlimited
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City of Perris
 N/S: Perris Boulevard
 EW: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	5	2	7	3	1	1	5	1	1	1	3	0	2	0	2
+15 mins.	0	3	0	3	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	1	3	0	4	0	3	0	3	1	2	1	4	2	0	1	3
+45 mins.	0	5	0	5	0	0	0	0	1	1	0	2	0	1	0	1
Total Volume	1	16	2	19	3	5	1	9	3	4	2	9	2	4	1	7
% App. Total	5.3	84.2	10.5	33.3	55.6	11.1	33.3	44.4	22.2	28.6	57.1	14.3	28.6	57.1	14.3	58.3
PHF	.250	.800	.250	.679	.250	.417	.250	.450	.750	.500	.500	.563	.250	.500	.250	.583

Groups Printed- 3 Axle Vehicles

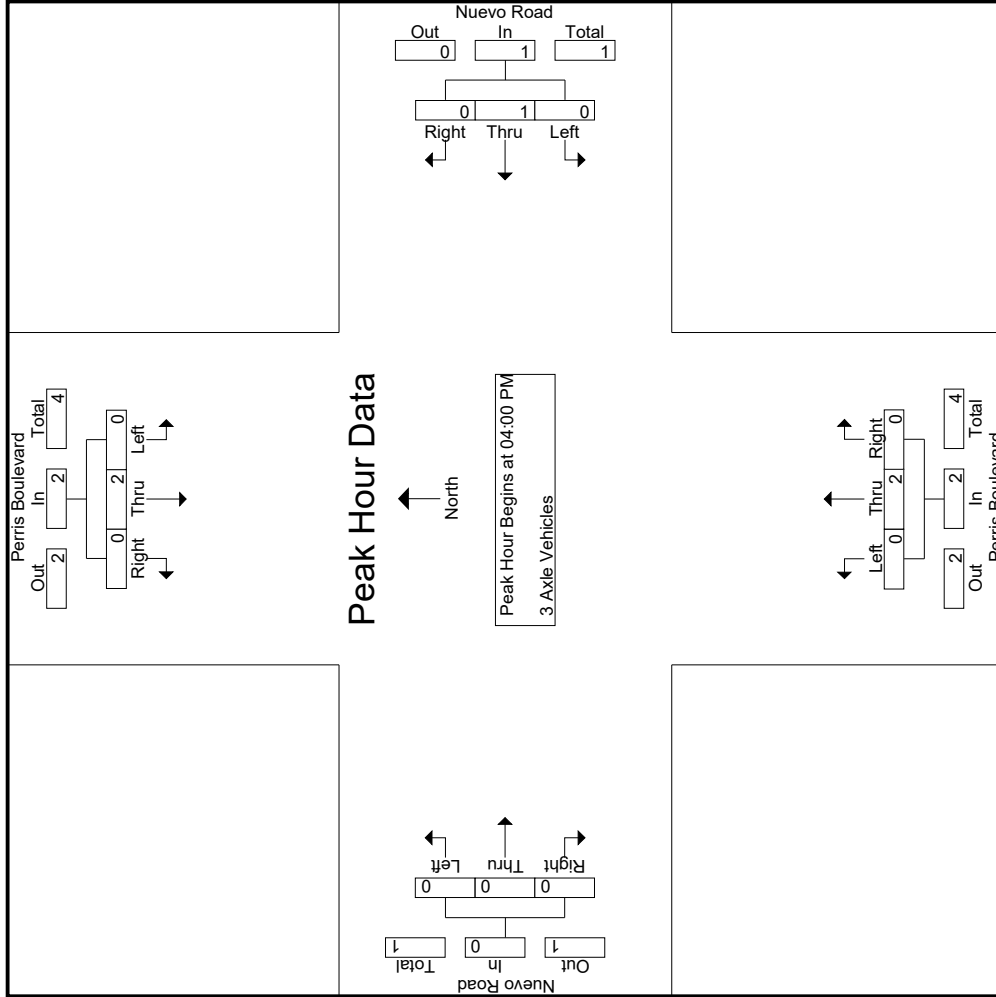
Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
04:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	1	0	0	2	0	0	0	0	0	0	5
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	4	0	0	1	0	0	2	0	0	0	0	0	0	7
Approch %	0	100	0	0	100	0	0	100	0	0	0	0	0	0	100
Total %	0	57.1	0	0	14.3	0	0	28.6	0	0	0	0	0	0	100
3.1-773															
Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
04:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	1	0	0	2	0	0	0	0	0	0	5
% App. Total	0	100	0	0	100	0	0	100	0	0	0	0	0	0	100
PHF	.000	.500	.000	.000	.250	.000	.250	.500	.000	.500	.000	.500	.000	.000	.625

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

Counts Unlimited
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 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:00 PM			04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	0	0	0	0	0	0	0	1	0	0
+15 mins.	0	0	0	0	1	0	0	0	0	0	0	0
+30 mins.	0	1	0	0	0	0	0	0	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	1	0	0	0	2	0	0	0
% App. Total	0	100	0	0	100	0	0	100	0	0	0	0
PHF	.000	.500	.000	.000	.250	.000	.250	.500	.000	.000	.000	.000

Groups Printed- 4+ Axle Trucks

Start Time	Perris Boulevard Southbound				Nuevo Road Westbound				Perris Boulevard Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
05:00 PM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	2
Total	0	1	0	0	1	0	0	0	0	1	1	1	0	0	2	0	4	4
Grand Total	0	2	0	0	2	0	0	0	0	1	1	2	0	0	3	0	6	6
Approch %	0	100	0	0	0	0	0	0	0	100	0	33.3	66.7	0	0	0	100	0
Total %	0	33.3	0	0	33.3	0	0	0	0	16.7	16.7	33.3	0	0	50	0	100	0

3.1-776

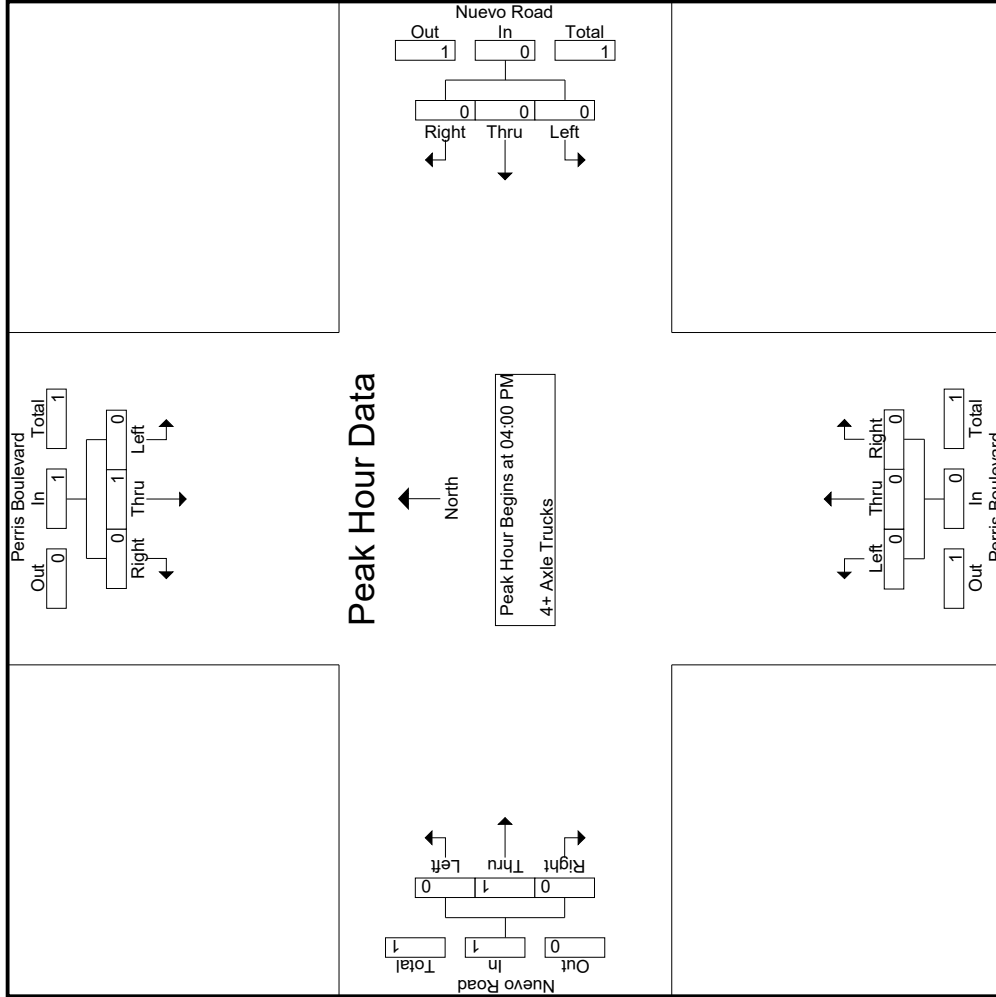
Start Time	Perris Boulevard Southbound				Nuevo Road Westbound				Perris Boulevard Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.500	.500

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

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 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 (951) 268-6268

City of Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road
 Weather: Clear

File Name : 27_PER_Perris_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Perris Boulevard Southbound			Nuevo Road Westbound			Perris Boulevard Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:00 PM			04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0
Total Volume	0	1	0	0	0	0	0	0	0	0	1	0
% App. Total	0	100	0	0	0	0	0	0	0	0	100	0
PHF	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000
	.000			.000			.000			.000		
	.250			.000			.000			.250		

Location: Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Perris Boulevard Pedestrians	East Leg Nuevo Road Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Nuevo Road Pedestrians	
7:00 AM	1	1	9	1	12
7:15 AM	0	2	32	4	38
7:30 AM	3	25	48	1	77
7:45 AM	2	9	26	1	38
8:00 AM	3	1	2	2	8
8:15 AM	1	1	5	0	7
8:30 AM	0	0	4	0	4
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	10	40	126	9	185

	North Leg Perris Boulevard Pedestrians	East Leg Nuevo Road Pedestrians	South Leg Perris Boulevard Pedestrians	West Leg Nuevo Road Pedestrians	
4:00 PM	2	7	4	5	18
4:15 PM	2	5	12	2	21
4:30 PM	3	23	4	6	36
4:45 PM	11	6	14	1	32
5:00 PM	4	3	4	7	18
5:15 PM	3	4	9	5	21
5:30 PM	4	4	7	3	18
5:45 PM	4	2	7	0	13
TOTAL VOLUMES:	33	54	61	29	177

Location: Perris
 N/S: Perris Boulevard
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Perris Boulevard			Westbound Nuevo Road			Northbound Perris Boulevard			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	1	1	0	1	0	4

	Southbound Perris Boulevard			Westbound Nuevo Road			Northbound Perris Boulevard			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	1	0	0	0	2	0	1	0	0	4
TOTAL VOLUMES:	0	1	0	1	0	0	0	2	0	1	1	0	6

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

Start Time	Redlands Avenue Southbound					Harley Knox Boulevard Westbound					Redlands Avenue Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	1	1	0	0	0	0	0	114	0	0	0	114	1	0	18	15	19	16	134	150
07:15 AM	0	0	0	0	0	0	0	0	0	0	113	0	0	0	113	0	0	13	13	13	13	126	139
07:30 AM	0	0	0	0	0	0	0	0	0	0	128	1	0	0	129	2	0	25	24	27	24	156	180
07:45 AM	0	1	0	0	1	0	0	0	0	0	83	1	0	0	84	4	0	15	13	19	13	104	117
Total	0	1	1	1	2	0	0	0	0	0	438	2	0	0	440	7	0	71	65	78	66	520	586
08:00 AM	0	0	4	3	4	0	0	0	0	0	42	1	0	0	43	2	0	24	18	26	21	73	94
08:15 AM	0	0	1	1	1	0	0	0	0	0	36	1	0	0	37	3	0	13	10	16	11	54	65
08:30 AM	0	1	1	1	2	0	0	0	0	0	30	2	0	0	32	4	0	15	9	19	10	53	63
08:45 AM	0	0	1	1	1	0	0	0	0	0	29	2	0	0	31	3	0	13	11	16	12	48	60
Total	0	1	7	6	8	0	0	0	0	0	137	6	0	0	143	12	0	65	48	77	54	228	282
Grand Total	0	2	8	7	10	0	0	0	0	0	575	8	0	0	583	19	0	136	113	155	120	748	868
Approach %	0	20	80			0	0	0	0	0	98.6	1.4	0	0	97.9	12.3	0	87.7					
Total %	0	0.3	1.1		1.3	0	0	0	0	0	76.9	1.1	0	0	77.9	2.5	0	18.2		20.7	13.8	86.2	
% Passenger Vehicles	0	1	6		12	0	0	0	0	0	549	8	0	0	557	15	0	109		216	0	0	785
% Passenger Vehicles	0	50	75		71.4	0	0	0	0	0	95.5	100	0	0	95.5	78.9	0	80.1		81.4	0	0	90.4
% 2 Axle Vehicles	0	0	0		0	0	0	0	0	0	15	0	0	0	15	1	0	11		22	0	0	37
% Large 2 Axle Vehicles	0	0	0		0	0	0	0	0	0	2.6	0	0	0	2.6	5.3	0	8.1		8.8	0	0	4.3
% 3 Axle Vehicles	0	0	0		0	0	0	0	0	0	1	0	0	0	1	1	0	0		1	0	0	2
% 3 Axle Vehicles	0	0	0		0	0	0	0	0	0	0.2	0	0	0	0.2	5.3	0	0		0	0	0	0.2
% 4+ Axle Trucks	0	1	2		5	0	0	0	0	0	10	0	0	0	10	2	0	16		29	0	0	44
% 4+ Axle Trucks	0	50	25		28.6	0	0	0	0	0	1.7	0	0	0	1.7	10.5	0	11.8		9.7	0	0	5.1
PHF	.000	.250	.250		.250	.500	.000	.000	.000	.000	.000	.855	.500	.000	.853	.438	.000	.710		.722	.722	.833	

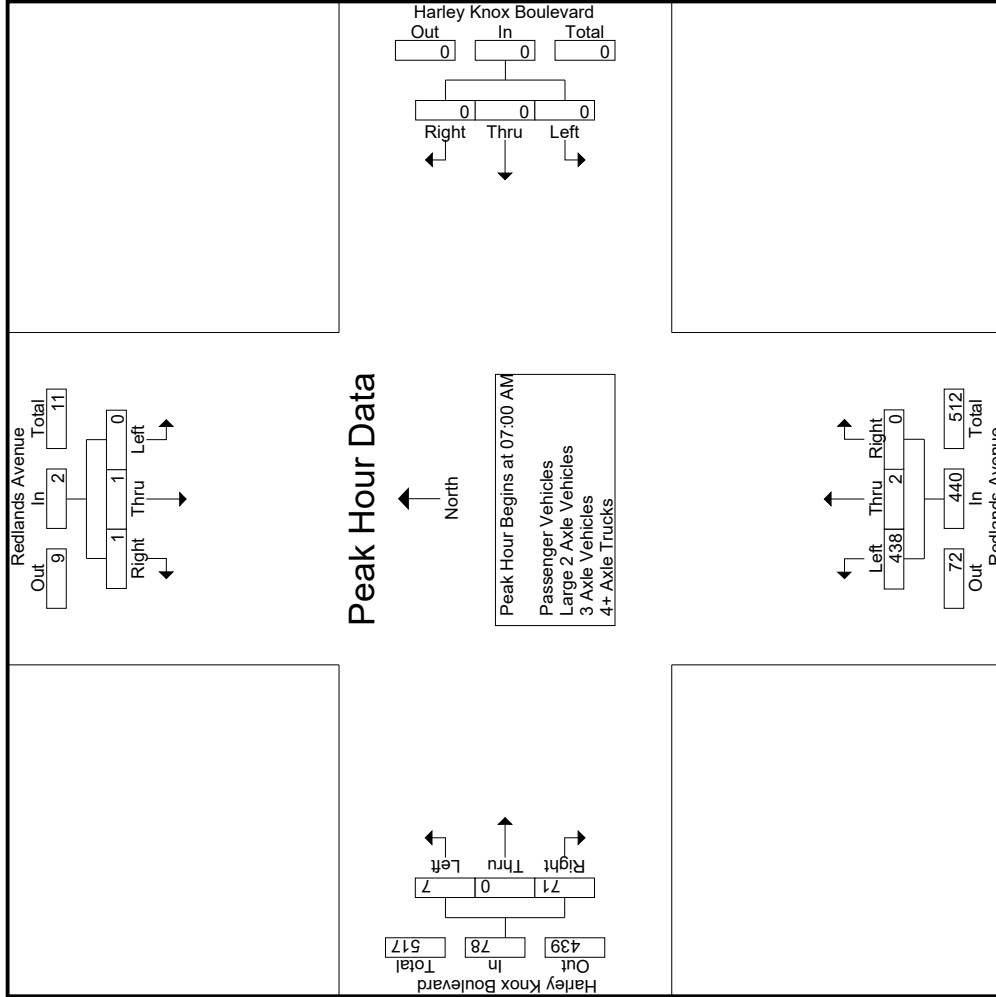
Start Time	Redlands Avenue Southbound					Harley Knox Boulevard Westbound					Redlands Avenue Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	1	1	0	0	0	0	0	114	0	0	0	114	1	0	18	15	19	16	134	150
07:15 AM	0	0	0	0	0	0	0	0	0	0	113	0	0	0	113	0	0	13	13	13	13	126	139
07:30 AM	0	0	0	0	0	0	0	0	0	0	128	1	0	0	129	2	0	25	24	27	24	156	180
07:45 AM	0	1	0	0	1	0	0	0	0	0	83	1	0	0	84	4	0	15	13	19	13	104	117
Total Volume	0	1	1		2	0	0	0	0	0	438	2	0	0	440	7	0	71		78			520
% App. Total	0	50	50		50	99.5	0.5		0	0	99.5	0.5		0	100	9	0	91		91			520
PHF	.000	.250	.250		.250	.500	.000	.000	.000	.000	.855	.500	.000	.853	.438	.000	.710		.722	.722	.722	.833	

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

Counts Unlimited
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City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Harley Knox Boulevard Westbound			Redlands Avenue Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:45 AM			07:00 AM			07:00 AM			07:30 AM				
+0 mins.	0	1	0	0	0	0	0	0	0	0	0	0	25	27
+15 mins.	0	0	4	0	0	0	114	0	0	0	0	0	15	19
+30 mins.	0	0	1	0	0	0	113	0	0	0	0	0	24	26
+45 mins.	0	1	1	0	0	0	128	1	0	0	2	0	13	16
Total Volume	0	2	6	0	0	0	438	2	0	0	11	0	77	88
% App. Total	0	.25	.75	0	0	0	99.5	0.5	0	0	12.5	0	87.5	88
PHF	.000	.500	.375	.000	.000	.000	.855	.500	.000	.853	.688	.000	.770	.815

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City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Passenger Vehicles

Start Time	Redlands Avenue Southbound					Harley Knox Boulevard Westbound					Redlands Avenue Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	1	1	0	0	0	0	0	111	0	0	0	111	1	0	15	12	16	13	128	141
07:15 AM	0	0	0	0	0	0	0	0	0	106	0	0	0	106	0	0	11	11	11	11	117	128	
07:30 AM	0	0	0	0	0	0	0	0	0	126	1	0	0	127	2	0	23	22	25	22	152	174	
07:45 AM	0	0	0	0	0	0	0	0	0	82	1	0	0	83	2	0	13	11	15	11	98	109	
Total	0	0	1	1	1	0	0	0	0	425	2	0	0	427	5	0	62	56	67	57	495	552	
08:00 AM	0	0	4	3	4	0	0	0	0	40	1	0	0	41	1	0	18	15	19	18	64	82	
08:15 AM	0	0	0	0	0	0	0	0	0	33	1	0	0	34	3	0	9	7	12	7	46	53	
08:30 AM	0	1	1	1	2	0	0	0	0	28	2	0	0	30	4	0	10	5	14	6	46	52	
08:45 AM	0	0	0	0	0	0	0	0	0	23	2	0	0	25	2	0	10	9	12	9	37	46	
Total	0	1	5	4	6	0	0	0	0	124	6	0	0	130	10	0	47	36	57	40	193	233	
Grand Total	0	1	6	5	7	0	0	0	0	549	8	0	0	557	15	0	109	92	124	97	688	785	
Approch %	0	14.3	85.7			0	0	0	0	98.6	1.4	0	0	81	12.1	0	87.9		18	12.4	87.6		
Total %	0	0.1	0.9		1	0	0	0	0	79.8	1.2	0	0	81	2.2	0	15.8						

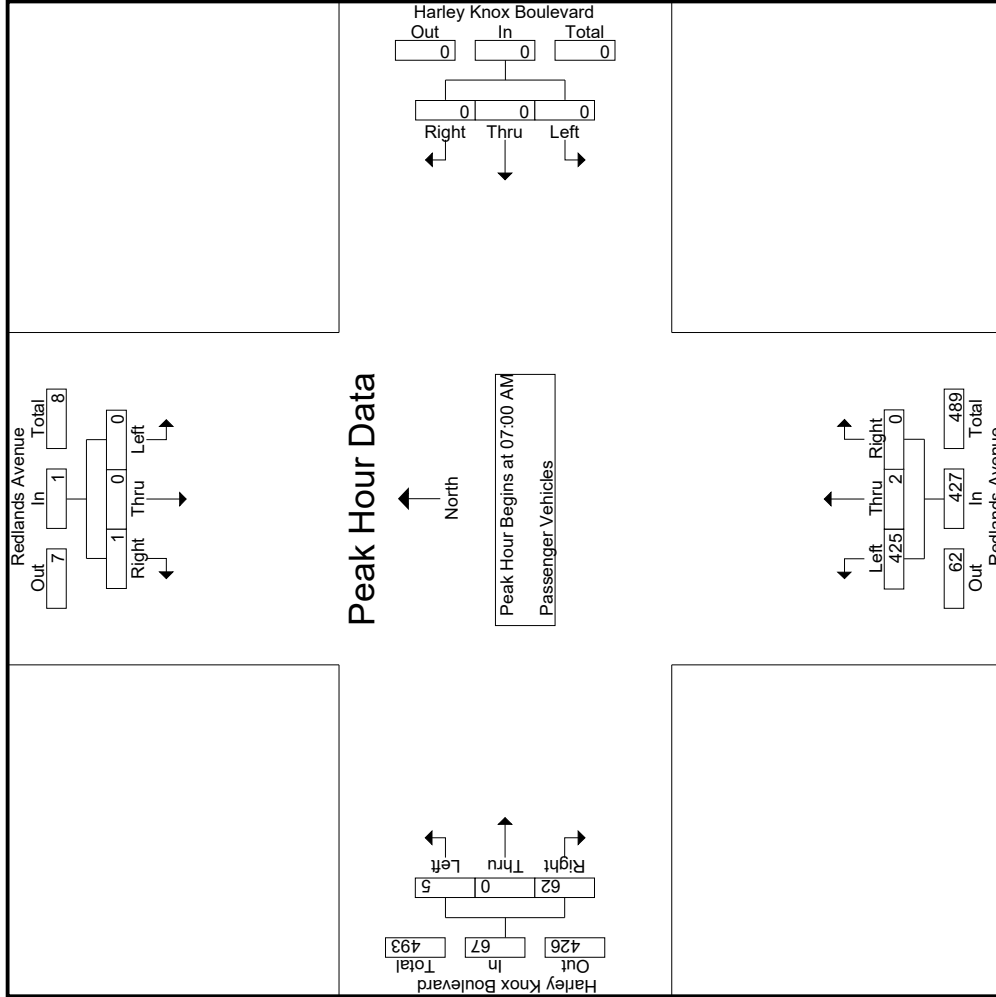
3.1-784

Start Time	Redlands Avenue Southbound					Harley Knox Boulevard Westbound					Redlands Avenue Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:00 AM																							
07:00 AM	0	0	0	1	1	0	0	0	0	0	111	0	0	111	1	0	15	12	16	13	128	141	
07:15 AM	0	0	0	0	0	0	0	0	0	106	0	0	0	106	0	0	11	11	11	11	117	128	
07:30 AM	0	0	0	0	0	0	0	0	0	126	1	0	0	127	2	0	23	22	25	22	152	174	
07:45 AM	0	0	0	0	0	0	0	0	0	82	1	0	0	83	2	0	13	11	15	11	98	109	
Total Volume	0	0	0	1	1	0	0	0	0	425	2	0	0	427	5	0	62	56	67	57	495	552	
% App. Total	0	0	0	100	.250	0	0	0	0	99.5	0.5	0	0	0	7.5	0	92.5						
PHF	.000	.000	.250	.250	.250	.000	.000	.000	.000	.843	.500	.000	.000	.841	.625	.000	.674				.670	.814	

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

City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Harley Knox Boulevard Westbound			Redlands Avenue Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	1	0	0	0	0	0	0	0	0	0	0	15	16
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
+30 mins.	0	0	0	0	0	0	0	0	0	126	1	0	0	23	25
+45 mins.	0	0	0	0	0	0	0	0	0	82	1	0	0	13	15
Total Volume	0	0	1	0	0	0	0	0	0	425	2	0	0	62	67
% App. Total	0	0	100	0	0	0	0	0	0	99.5	0.5	0	0	92.5	67
PHF	.000	.000	.250	.000	.000	.000	.000	.000	.000	.843	.500	.000	.000	.674	.670

Groups Printed - Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound					Harley Knox Boulevard Westbound					Redlands Avenue Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	3	3	0	0	0	3	3	3	5	8
07:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	4	0	0	1	1	1	1	5	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1	1	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	2	3	2	3	5
Total	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	1	0	7	7	8	7	15	22
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	1	1	1	3	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	1	2	1	3	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	1	1	1	4	5
Total	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	4	3	4	3	12	15
Grand Total	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	1	0	11	10	12	10	27	37
Approch %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	8.3	0	0	91.7	0	0	0	27	73
Total %	0	0	0	0	0	0	0	0	0	0	55.6	0	0	0	55.6	3.7	0	40.7	0	44.4	27	73	

3.1-787

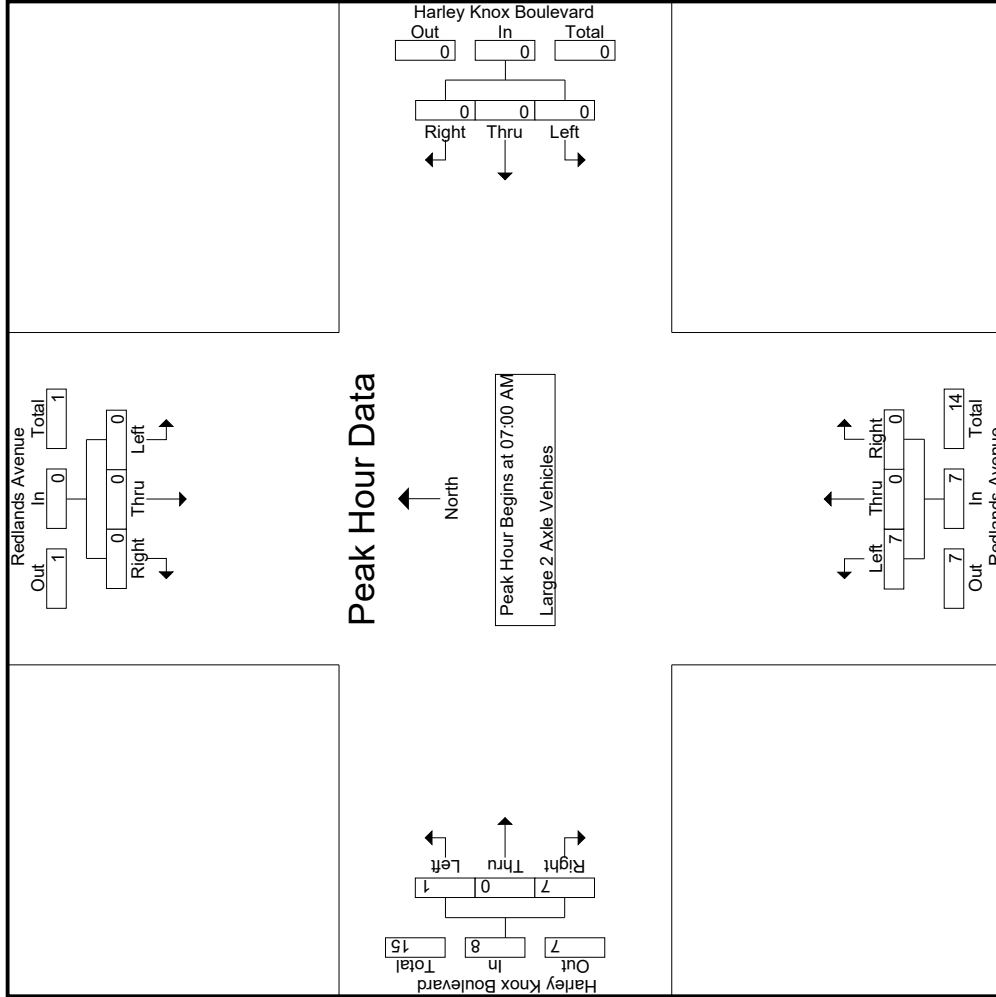
Start Time	Redlands Avenue Southbound					Harley Knox Boulevard Westbound					Redlands Avenue Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	1	0	7	0	0	7	8	15
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	12.5	0	0	87.5	0	0	0	87.5	15
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.438	.000	.000	.000	.438	.250	.000	.583	.000	.667	.667	.750	

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Harley Knox Boulevard Westbound			Redlands Avenue Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
+15 mins.	0	0	0	0	0	0	4	0	0	0	0	0	0	1	
+30 mins.	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
Total Volume	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	87.5	
PHF	.000	.000	.000	.000	.000	.000	.438	.000	.000	.000	.000	.000	.000	.667	

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

City of Perris
 N/S: Redlands Avenue
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Harley Knox Boulevard Westbound				Redlands Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
Approch %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	2
Total %	0	0	0	0	0	0	0	0	0	50	0	0	0	0	50	0	0	100

3.1-790

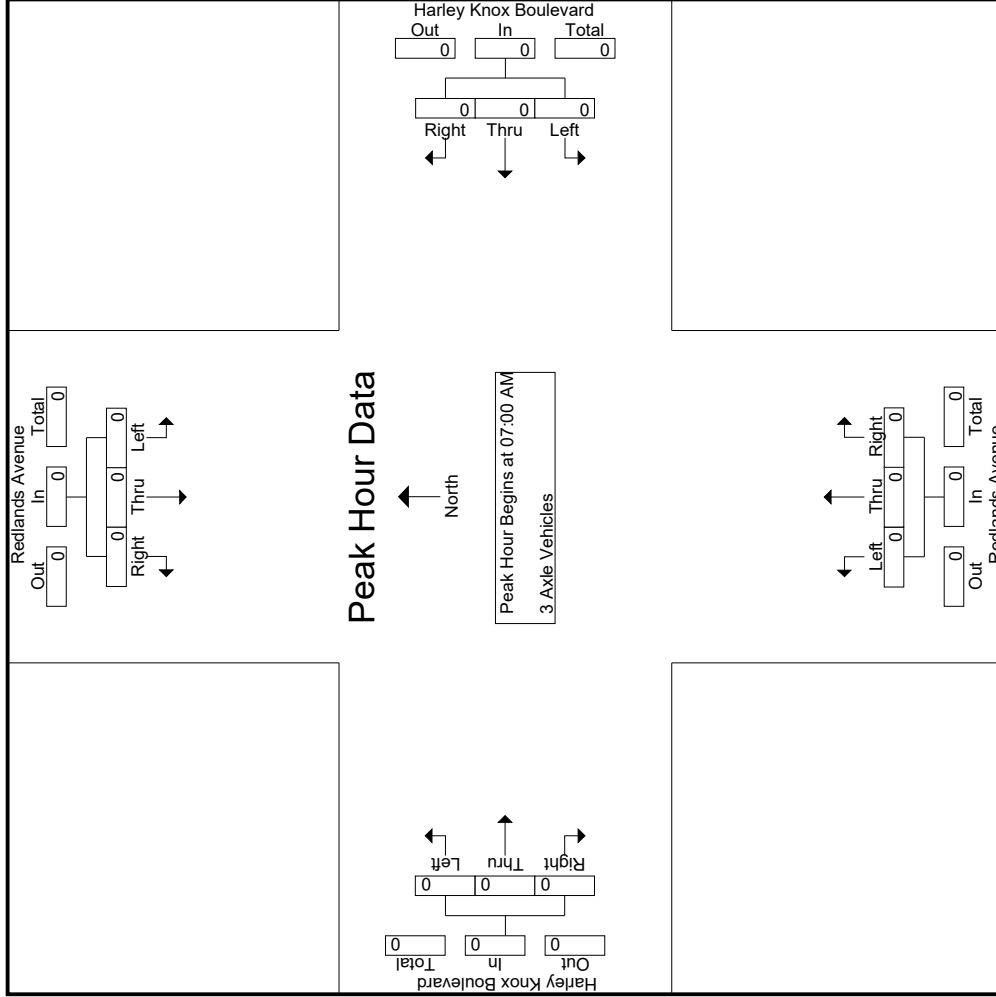
Start Time	Redlands Avenue Southbound				Harley Knox Boulevard Westbound				Redlands Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Harley Knox Boulevard Westbound			Redlands Avenue Northbound			Harley Knox Boulevard Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM												
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
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City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Harley Knox Boulevard Westbound				Redlands Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	1	4	5
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	2	3
07:45 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	3	3
Total	0	1	0	0	1	0	0	0	0	6	0	0	0	2	3	2	10	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	2	5	7
08:15 AM	0	0	1	1	1	0	0	0	0	2	0	0	2	2	2	3	5	8
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	4	4	5	9	9
08:45 AM	0	0	1	1	1	0	0	0	0	2	1	0	2	1	3	2	6	8
Total	0	0	2	2	2	0	0	0	0	4	0	0	4	9	15	11	21	32
Grand Total	0	1	2	2	3	0	0	0	0	10	0	0	10	11	18	13	31	44
Approch %	0	33.3	66.7			0	0	0		100	0	0		88.9				
Total %	0	3.2	6.5		9.7	0	0	0		32.3	0	0		51.6	58.1	29.5	70.5	

3.1-793

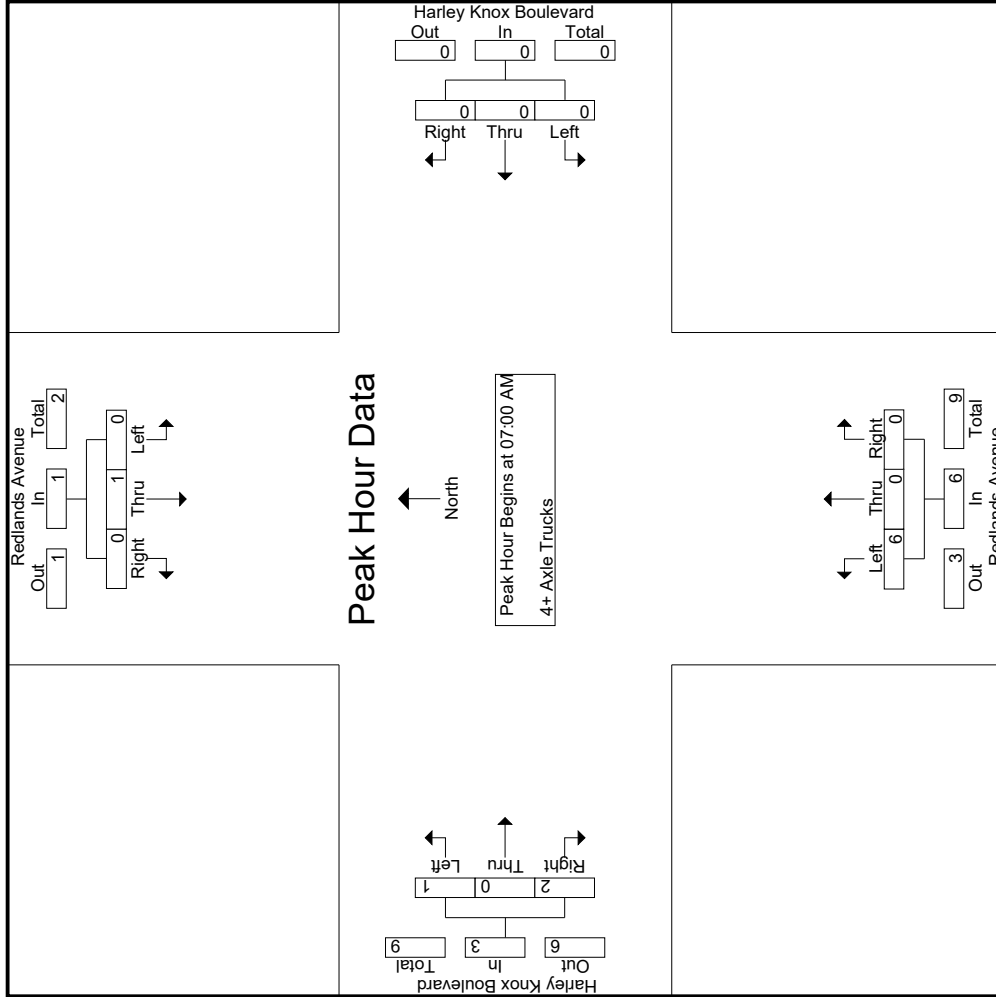
Start Time	Redlands Avenue Southbound				Harley Knox Boulevard Westbound				Redlands Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	1	0	0	1	0	0	0	0	0	6	0	0	0	6	0	3	10
% App. Total	0	100	0	0	100	0	0	0	0	0	100	0	0	0	66.7	0	33.3	66.7
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.500	.000	.250	.000	.500	.750	.625	

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Redlands Avenue Southbound			Harley Knox Boulevard Westbound			Redlands Avenue Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM												07:00 AM	
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	3	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	1	0	0	0	0	0	0	1
+45 mins.	0	1	0	0	0	0	1	0	0	0	0	0	1	1
Total Volume	0	1	0	0	0	0	6	0	0	0	0	0	0	2
% App. Total	0	100	0	0	0	0	100	0	0	0	0	0	66.7	3
PHF	.000	.250	.000	.000	.000	.000	.500	.000	.000	.000	.000	.000	.250	.750

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

Start Time	Redlands Avenue Southbound						Harley Knox Boulevard Westbound						Redlands Avenue Northbound						Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:00 PM	0	1	5	2	6		0	0	0	0	0		28	1	0	0	29		3	0	47	43	50	45
04:15 PM	0	1	2	1	3		0	0	0	0	0		19	1	0	0	20		5	0	48	35	53	36
04:30 PM	0	0	3	3	3		0	0	0	0	0		32	1	0	0	33		1	0	49	34	50	37
04:45 PM	0	0	1	0	1		0	0	0	0	0		32	2	0	0	34		1	0	53	37	54	37
Total	0	2	11	6	13		0	0	0	0	0		111	5	0	0	116		10	0	197	149	207	155
05:00 PM	0	4	1	0	5		0	0	0	0	0		22	1	0	0	23		1	0	52	11	53	11
05:15 PM	0	1	2	2	3		0	0	0	0	0		16	1	0	0	17		4	0	51	8	55	10
05:30 PM	0	0	2	1	2		0	0	0	0	0		18	0	0	0	18		0	0	46	0	46	1
05:45 PM	0	1	0	0	1		0	0	0	0	0		26	0	0	0	26		2	0	55	0	57	0
Total	0	6	5	3	11		0	0	0	0	0		82	2	0	0	84		7	0	204	19	211	22
Grand Total	0	8	16	9	24		0	0	0	0	0		193	7	0	0	200		17	0	401	168	418	177
Approch %	0	33.3	66.7				0	0	0	0	0		96.5	3.5	0	0	100		4.1	0	95.9			
Total %	0	1.2	2.5		3.7		0	0	0	0	0		30.1	1.1	0	0	31.2		2.6	0	62.5		65.1	21.6
% Passenger Vehicles	0	7	7		19		0	0	0	0	0		173	5	0	0	178		8	0	386		555	0
% Passenger Vehicles	0	87.5	43.8	55.6	57.6		0	0	0	0	0		89.6	71.4	0	0	89		47.1	0	96.3	95.8	94.7	0
% 2 Axle Vehicles	0	0	3		4		0	0	0	0	0		5	0	0	0	5		2	0	6		11	0
% Large 2 Axle Vehicles	0	0	18.8	11.1	12.1		0	0	0	0	0		2.6	0	0	0	2.5		11.8	0	1.5	1.8	1.9	0
3 Axle Vehicles	0	1	1		2		0	0	0	0	0		10	1	0	0	11		2	0	4		7	0
% 3 Axle Vehicles	0	12.5	6.2	0	6.1		0	0	0	0	0		5.2	14.3	0	0	5.5		11.8	0	1	0.6	1.2	0
4+ Axle Trucks	0	0	5		8		0	0	0	0	0		5	1	0	0	6		5	0	5		13	0
% 4+ Axle Trucks	0	0	31.2	33.3	24.2		0	0	0	0	0		2.6	14.3	0	0	3		29.4	0	1.2	1.8	2.2	0
PHF	.000	.500	.550	.550	.542		.000	.000	.000	.000	.000		.867	.625	.000	.000	.853		.500	.000	.929	.958	.944	

Start Time	Redlands Avenue Southbound						Harley Knox Boulevard Westbound						Redlands Avenue Northbound						Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:00 PM	0	1	5	2	6		0	0	0	0	0		28	1	0	0	29		3	0	47	43	50	45
04:15 PM	0	1	2	1	3		0	0	0	0	0		19	1	0	0	20		5	0	48	35	53	36
04:30 PM	0	0	3	3	3		0	0	0	0	0		32	1	0	0	33		1	0	49	34	50	37
04:45 PM	0	0	1	0	1		0	0	0	0	0		32	2	0	0	34		1	0	53	37	54	37
Total	0	2	11	6	13		0	0	0	0	0		111	5	0	0	116		10	0	197	149	207	155
05:00 PM	0	4	1	0	5		0	0	0	0	0		22	1	0	0	23		1	0	52	11	53	11
05:15 PM	0	1	2	2	3		0	0	0	0	0		16	1	0	0	17		4	0	51	8	55	10
05:30 PM	0	0	2	1	2		0	0	0	0	0		18	0	0	0	18		0	0	46	0	46	1
05:45 PM	0	1	0	0	1		0	0	0	0	0		26	0	0	0	26		2	0	55	0	57	0
Total	0	6	5	3	11		0	0	0	0	0		82	2	0	0	84		7	0	204	19	211	22
Grand Total	0	8	16	9	24		0	0	0	0	0		193	7	0	0	200		17	0	401	168	418	177
Approch %	0	33.3	66.7				0	0	0	0	0		96.5	3.5	0	0	100		4.1	0	95.9			
Total %	0	1.2	2.5		3.7		0	0	0	0	0		30.1	1.1	0	0	31.2		2.6	0	62.5		65.1	21.6
% Passenger Vehicles	0	7	7		19		0	0	0	0	0		173	5	0	0	178		8	0	386		555	0
% Passenger Vehicles	0	87.5	43.8	55.6	57.6		0	0	0	0	0		89.6	71.4	0	0	89		47.1	0	96.3	95.8	94.7	0
% 2 Axle Vehicles	0	0	3		4		0	0	0	0	0		5	0	0	0	5		2	0	6		11	0
% Large 2 Axle Vehicles	0	0	18.8	11.1	12.1		0	0	0	0	0		2.6	0	0	0	2.5		11.8	0	1.5	1.8	1.9	0
3 Axle Vehicles	0	1	1		2		0	0	0	0	0		10	1	0	0	11		2	0	4		7	0
% 3 Axle Vehicles	0	12.5	6.2	0	6.1		0	0	0	0	0		5.2	14.3	0	0	5.5		11.8	0	1	0.6	1.2	0
4+ Axle Trucks	0	0	5		8		0	0	0	0	0		5	1	0	0	6		5	0	5		13	0
% 4+ Axle Trucks	0	0	31.2	33.3	24.2		0	0	0	0	0		2.6	14.3	0	0	3		29.4	0	1.2	1.8	2.2	0
PHF	.000	.500	.550	.550	.542		.000	.000	.000	.000	.000		.867	.625	.000	.000	.853		.500	.000	.929	.958	.944	

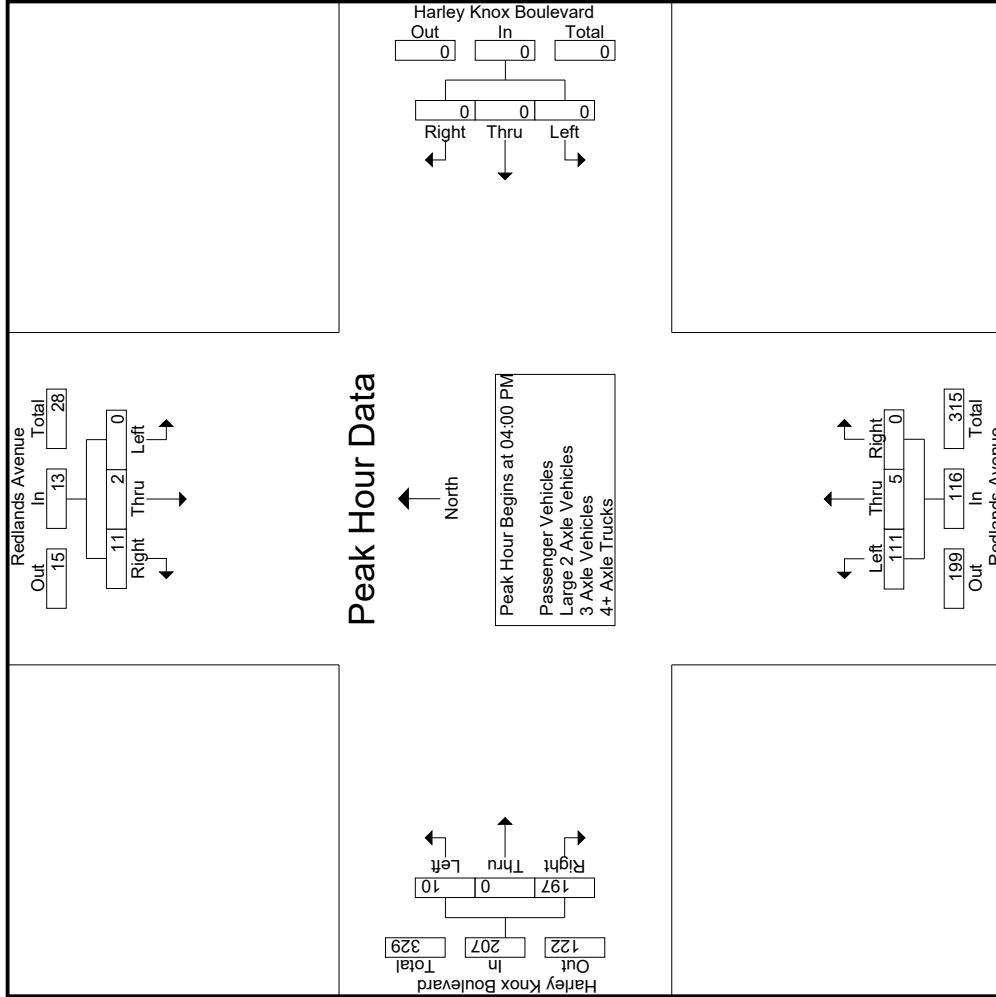
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Intersection Begins at 04:00 PM

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City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Redlands Avenue Southbound			Harley Knox Boulevard Westbound			Redlands Avenue Northbound			Harley Knox Boulevard Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:00 PM			04:00 PM			04:00 PM			04:30 PM				
+0 mins.	0	1	5	0	0	0	0	0	0	0	0	0	49	50
+15 mins.	0	1	2	0	0	0	0	1	0	0	0	0	53	54
+30 mins.	0	0	3	0	0	0	0	32	1	0	0	0	52	53
+45 mins.	0	0	1	0	0	0	0	32	2	0	0	0	51	55
Total Volume	0	2	11	0	0	0	0	111	5	0	0	0	205	212
% App. Total	0	15.4	84.6	0	0	0	0	95.7	4.3	0	0	0	96.7	96.4
PHF	.000	.500	.550	.000	.000	.000	.000	.867	.625	.000	.000	.000	.967	.964

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City of Perris
 N/S: Redlands Avenue
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK_PM
 Site Code : 05120169
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Groups Printed - Passenger Vehicles

Start Time	Redlands Avenue Southbound					Harley Knox Boulevard Westbound					Redlands Avenue Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	4	2	5	0	0	0	0	0	26	1	0	0	27	0	0	46	42	46	44	78	122
04:15 PM	0	1	0	0	1	0	0	0	0	18	0	0	0	18	0	4	0	46	33	50	33	69	102
04:30 PM	0	0	1	1	1	0	0	0	0	32	1	0	0	33	0	0	47	32	47	33	81	114	
04:45 PM	0	0	0	0	0	0	0	0	0	29	1	0	0	30	1	0	51	35	52	35	82	117	
Total	0	2	5	3	7	0	0	0	0	105	3	0	0	108	5	0	190	142	195	145	310	455	
05:00 PM	0	3	0	0	3	0	0	0	0	17	1	0	0	18	1	0	51	11	52	11	73	84	
05:15 PM	0	1	1	1	2	0	0	0	0	13	1	0	0	14	1	0	50	8	51	9	67	76	
05:30 PM	0	0	1	1	1	0	0	0	0	14	0	0	0	14	0	0	43	0	43	1	58	59	
05:45 PM	0	1	0	0	1	0	0	0	0	24	0	0	0	24	1	0	52	0	53	0	78	78	
Total	0	5	2	2	7	0	0	0	0	68	2	0	0	70	3	0	196	19	199	21	276	297	
Grand Total	0	7	7	5	14	0	0	0	0	173	5	0	0	178	8	0	386	161	394	166	586	752	
Approch %	0	50	50			0	0	0	0	97.2	2.8	0	0	30.4	2	0	98		67.2	22.1	77.9		
Total %	0	1.2	1.2		2.4	0	0	0	0	29.5	0.9	0	0		1.4	0	65.9						

3.1-799

Start Time	Redlands Avenue Southbound					Harley Knox Boulevard Westbound					Redlands Avenue Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	4	2	5	0	0	0	0	0	26	1	0	0	27	0	0	46	42	46	44	78	122
04:15 PM	0	1	0	0	1	0	0	0	0	18	0	0	0	18	0	4	0	46	33	50	33	69	102
04:30 PM	0	0	1	1	1	0	0	0	0	32	1	0	0	33	0	0	47	32	47	33	81	114	
04:45 PM	0	0	0	0	0	0	0	0	0	29	1	0	0	30	1	0	51	35	52	35	82	117	
Total	0	2	5	3	7	0	0	0	0	105	3	0	0	108	5	0	190	142	195	145	310	455	
05:00 PM	0	3	0	0	3	0	0	0	0	17	1	0	0	18	1	0	51	11	52	11	73	84	
05:15 PM	0	1	1	1	2	0	0	0	0	13	1	0	0	14	1	0	50	8	51	9	67	76	
05:30 PM	0	0	1	1	1	0	0	0	0	14	0	0	0	14	0	0	43	0	43	1	58	59	
05:45 PM	0	1	0	0	1	0	0	0	0	24	0	0	0	24	1	0	52	0	53	0	78	78	
Total	0	5	2	2	7	0	0	0	0	68	2	0	0	70	3	0	196	19	199	21	276	297	
Grand Total	0	7	7	5	14	0	0	0	0	173	5	0	0	178	8	0	386	161	394	166	586	752	
Approch %	0	50	50			0	0	0	0	97.2	2.8	0	0	30.4	2	0	98		67.2	22.1	77.9		
Total %	0	1.2	1.2		2.4	0	0	0	0	29.5	0.9	0	0		1.4	0	65.9						

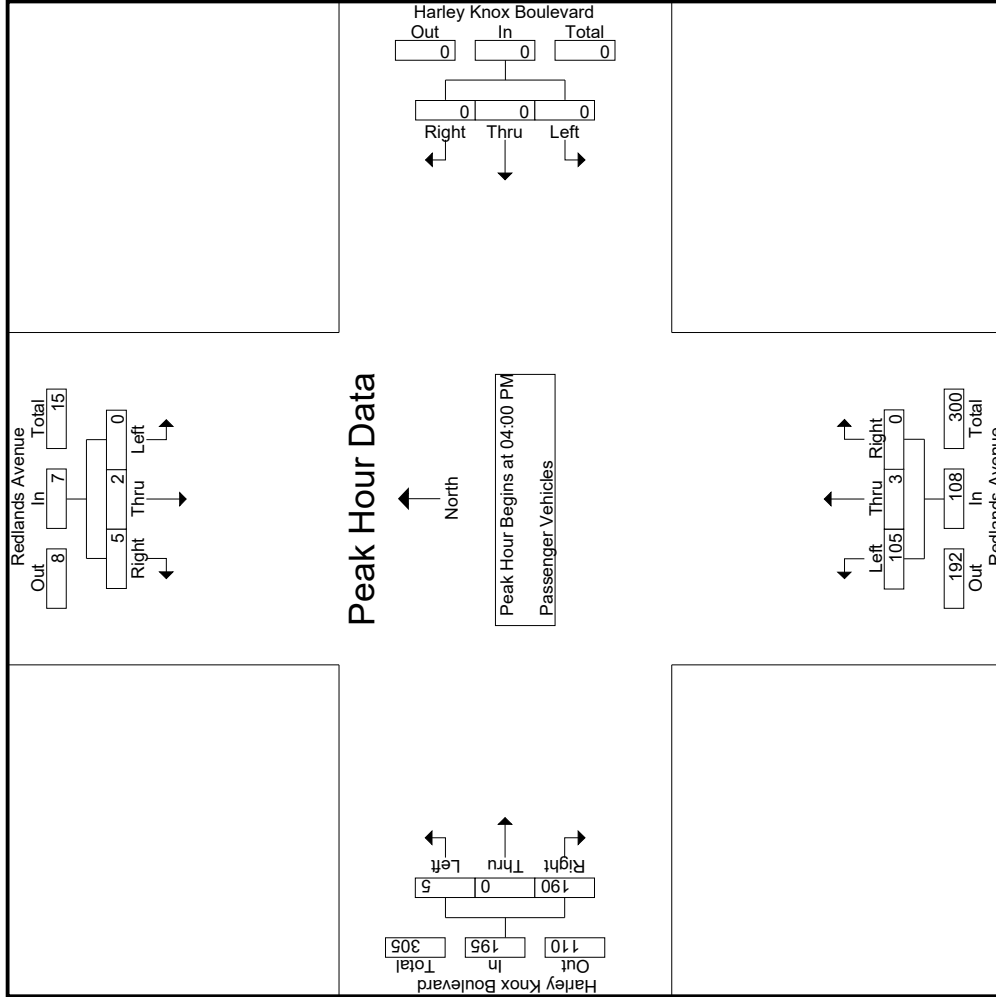
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Start Time	Redlands Avenue Southbound					Harley Knox Boulevard Westbound					Redlands Avenue Northbound					Harley Knox Boulevard Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	4	2	5	0	0	0	0	0	26	1	0	0	27	0	0	46	42	46	44	78	122
04:15 PM	0	1	0	0	1	0	0	0	0	18	0	0	0	18	0	4	0	46	33	50	33	69	102
04:30 PM	0	0	1	1	1	0	0	0	0	32	1	0	0	33	0	0	47	32	47	33	81	114	
04:45 PM	0	0	0	0	0	0	0	0	0	29	1	0	0	30	1	0	51	35	52	35	82	117	
Total	0	2	5	3	7	0	0	0	0	105	3	0	0	108	5	0	190	142	195	145	310	455	
% App. Total	0	28.6	71.4			0	0	0	0	97.2	2.8	0	0	30.4	2	0	97.4		67.2	22.1	77.9		
PHF	.000	.500	.313		.350	.000	.000	.000	.000	.820	.750	.000	.000	.000	.818	.313	.000	.931	.000	.938	.938	.945	

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City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
 N/S: Redlands Avenue
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK_PM
 Site Code : 05120169
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 Page No : 3

Start Time	Redlands Avenue Southbound			Harley Knox Boulevard Westbound			Redlands Avenue Northbound			Harley Knox Boulevard Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM			04:00 PM			04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	4	5	0	0	0	0	0	0	0	0	0	0	46
+15 mins.	0	1	0	1	0	0	0	0	0	18	0	0	0	4	50
+30 mins.	0	0	1	1	0	0	0	0	0	32	1	0	0	0	47
+45 mins.	0	0	0	0	0	0	0	0	0	29	1	0	0	1	52
Total Volume	0	2	5	7	0	0	0	0	0	105	3	0	0	5	190
% App. Total	0	28.6	71.4		0	0	0	0	0	97.2	2.8	0	0	2.6	97.4
PHF	.000	.500	.313	.350	.000	.000	.000	.000	.000	.820	.750	.000	.000	.313	.938

Groups Printed - Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Harley Knox Boulevard Westbound				Redlands Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	2	2	4
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	1	1	1	2	3
Total	0	0	2	1	2	0	0	0	0	1	0	0	3	3	4	4	7	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	2
05:30 PM	0	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	0	0	1	0	1	0	0	0	0	4	0	0	3	0	4	0	9	9
Grand Total	0	0	3	1	3	0	0	0	0	5	0	0	6	3	8	4	16	20
Approch %	0	0	100			0	0	0		100	0	0	75		25	20	80	
Total %	0	0	18.8		18.8	0	0	0		31.2	0	0	37.5		12.5	50	80	

3.1-802

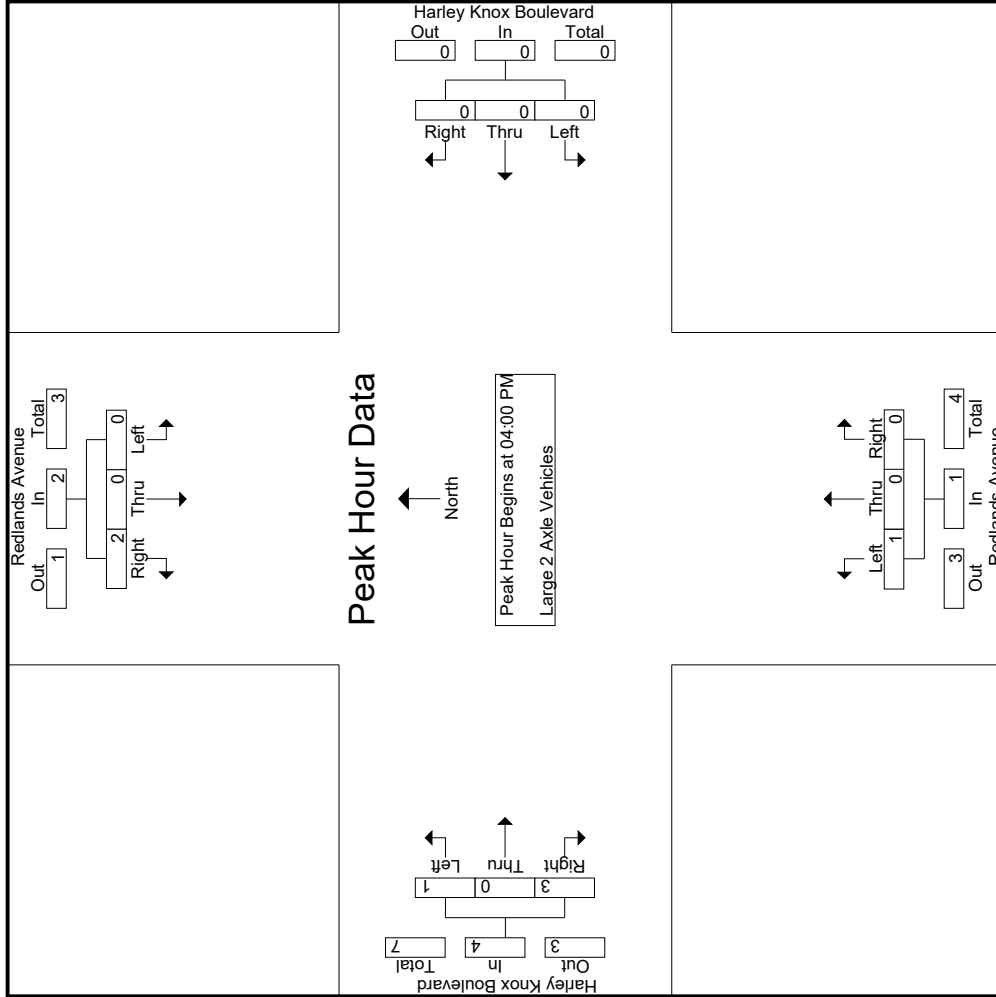
Start Time	Redlands Avenue Southbound				Harley Knox Boulevard Westbound				Redlands Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	0	2	2	2	0	0	0	0	1	0	0	3	4	4	7	7	7
% App. Total	0	0	100			0	0	0		100	0	0	75		25	20	80	
PHF	.000	.000	.500		.500	.000	.000	.000		.000	.250	.000	.750		1.00	.875		

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

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City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
 N/S: Redlands Avenue
 EW: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK_PM
 Site Code : 05120169
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 Page No : 3

Start Time	Redlands Avenue Southbound			Harley Knox Boulevard Westbound			Redlands Avenue Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	1
+30 mins.	0	0	1	0	0	0	0	0	0	0	0	1
+45 mins.	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	0	0	0	0	0	0	1	0	3
% App. Total	0	0	100	0	0	0	0	0	0	25	0	75
PHF	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.000	.750
			.500			.000		.250		.250		1.000

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City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Harley Knox Boulevard Westbound				Redlands Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	1	5	6
Total	0	0	1	0	1	0	0	0	0	0	4	1	0	0	5	1	9	10
05:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
Total	0	1	0	0	1	0	0	0	0	0	6	0	0	0	6	0	10	10
Grand Total	0	1	1	0	2	0	0	0	0	0	10	1	0	0	11	2	0	20
Approch %	0	50	50		10.5	0	0	0		90.9	9.1	0	0		57.9	33.3	19	19
Total %	0	5.3	5.3			0	0	0		52.6	5.3	0	0		31.6	5	95	95

3.1-805

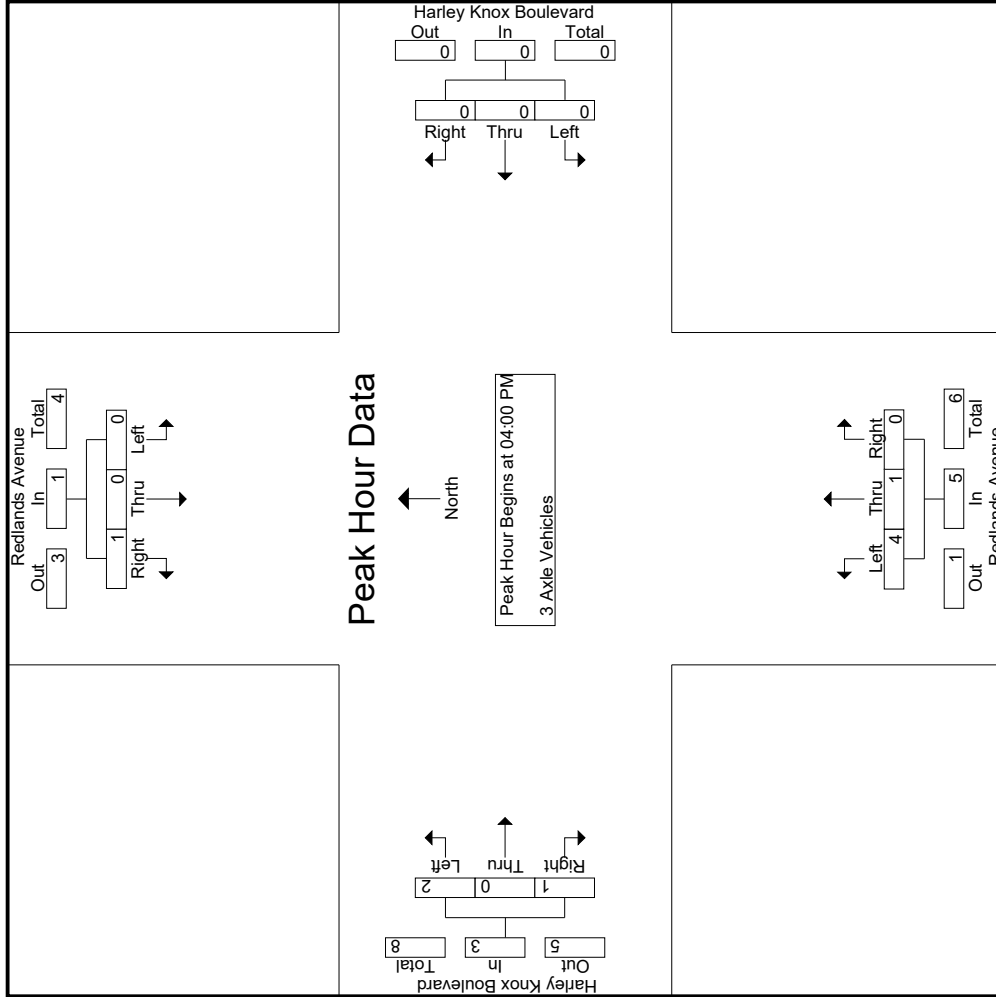
Start Time	Redlands Avenue Southbound				Harley Knox Boulevard Westbound				Redlands Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	1	5	5
Total Volume	0	0	0	0	1	0	0	0	0	0	4	1	0	0	5	2	3	9
% App. Total	0	0	0	0	100	0	0	0	0	0	80	20	0	0	33.3	0	33.3	33.3
PHF	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.333	.250	.000	.000	.313	.500	.250	.750

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Harley Knox Boulevard Westbound			Redlands Avenue Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:00 PM			04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	1	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	0
+45 mins.	0	0	0	0	0	0	3	1	0	0	0	1
Total Volume	0	0	1	0	0	0	4	1	0	2	0	1
% App. Total	0	0	100	0	0	0	80	20	0	66.7	0	33.3
PHF	.000	.000	.250	.000	.000	.000	.333	.250	.000	.500	.000	.250
			.250			.000		.313				.750

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Harley Knox Boulevard Westbound				Redlands Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	3	4
04:15 PM	0	0	2	1	2	0	0	0	0	0	0	1	0	1	2	2	5	7
04:30 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1	2	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	2	3	0	0	0	0	2	2	0	3	3	5	5	10	15
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	1	1	0	0	0	0	0	2	0	0	0	2	1	4	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	3	3
Total	0	0	2	1	2	0	0	0	0	4	3	0	2	0	5	1	11	12
Grand Total	0	0	5	3	5	0	0	0	0	6	5	0	5	3	10	6	21	27
Approch %	0	0	100			0	0	0			83.3	16.7	0		50	0	21	
Total %	0	0	23.8		23.8	0	0	0		28.6	23.8	4.8	0		47.6	22.2	77.8	

3.1-808

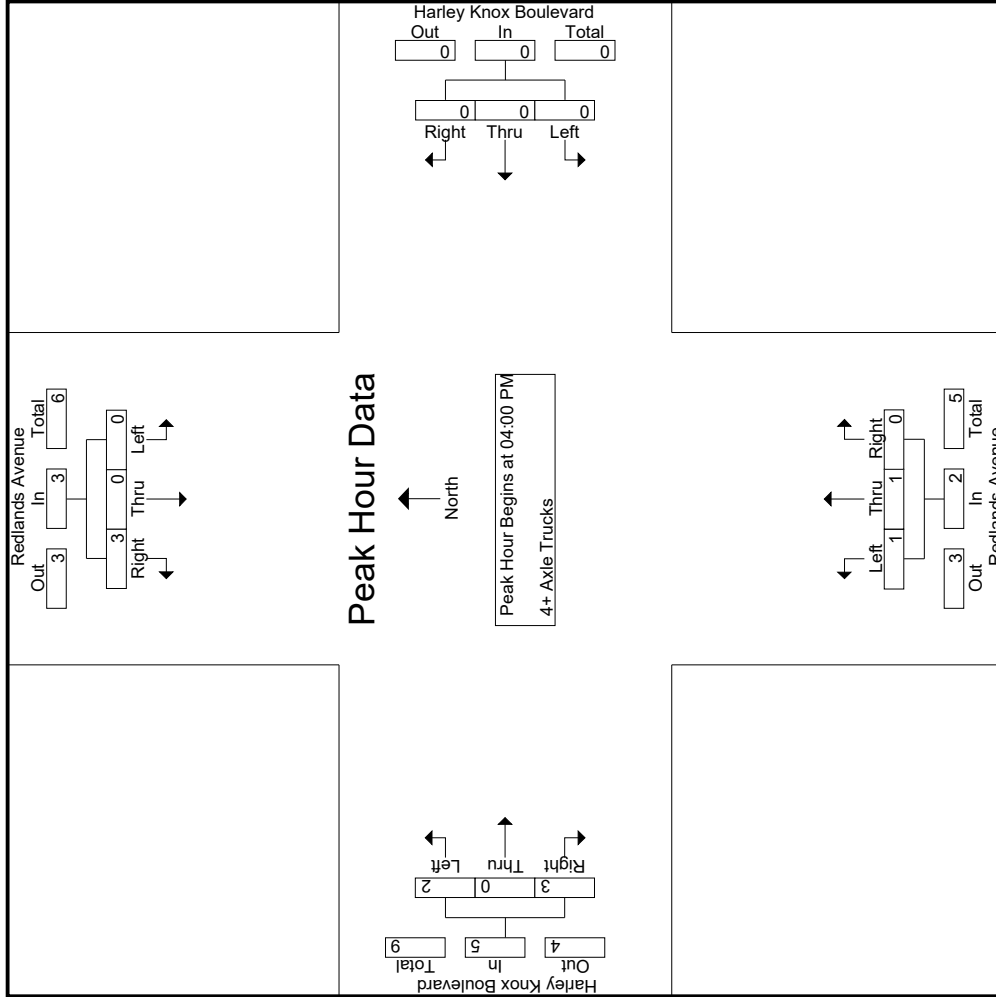
Start Time	Redlands Avenue Southbound				Harley Knox Boulevard Westbound				Redlands Avenue Northbound				Harley Knox Boulevard Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
04:15 PM	0	0	2	1	2	0	0	0	0	0	0	1	0	1	0	0	0	0
04:30 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	3	2	3	0	0	0	0	2	2	0	3	3	5	10	10	10
% App. Total	0	0	100			0	0	0			50	50	0		60	0	60	
PHF	.000	.000	.375		.375	.000	.000	.000		.000	.250	.250	.000		.500	.000	.750	.625

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Boulevard
 Weather: Clear

File Name : 28_PER_Red_HK_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Harley Knox Boulevard Westbound			Redlands Avenue Northbound			Harley Knox Boulevard Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:00 PM			04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	2	0	0	0	0	1	0	1	0	1
+30 mins.	0	0	1	0	0	0	0	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	3	0	0	0	1	1	0	2	0	3
% App. Total	0	0	100	0	0	0	50	50	0	40	0	60
PHF	.000	.000	.375	.000	.000	.000	.250	.250	.000	.500	.000	.750
			.375			.000		.500		.500		.625

Location: Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg Harley Knox Avenue	South Leg Redlands Avenue	West Leg Harley Knox Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Redlands Avenue	East Leg Harley Knox Avenue	South Leg Redlands Avenue	West Leg Harley Knox Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: Redlands Avenue
 E/W: Harley Knox Avenue

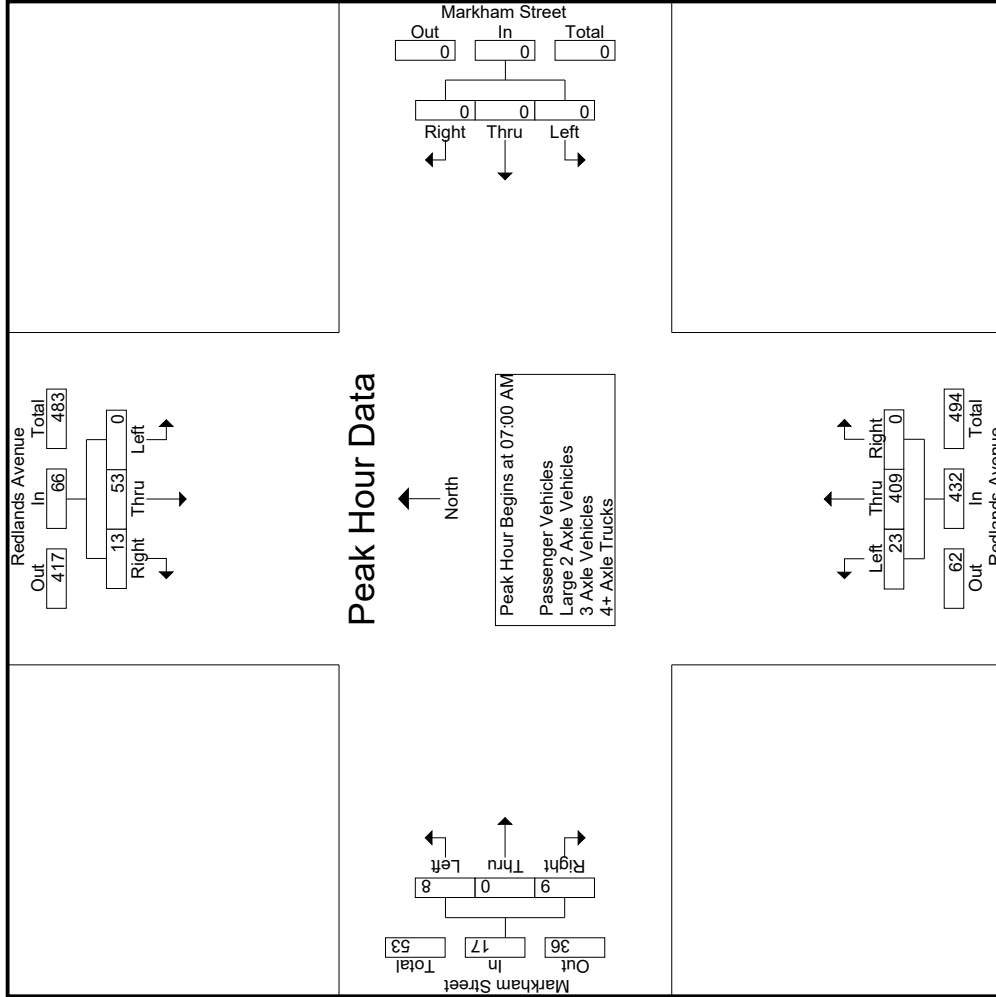


Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Redlands Avenue			Westbound Harley Knox Avenue			Northbound Redlands Avenue			Eastbound Harley Knox Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Redlands Avenue			Westbound Harley Knox Avenue			Northbound Redlands Avenue			Eastbound Harley Knox Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0



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

City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Markham Street Westbound			Redlands Avenue Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:15 AM			07:00 AM			07:00 AM			08:00 AM		
+0 mins.	0	10	2	0	0	0	13	104	0	117	0	1
+15 mins.	0	21	1	0	0	0	0	95	0	95	0	1
+30 mins.	0	14	5	0	0	0	6	124	0	130	0	3
+45 mins.	0	22	5	0	0	0	4	86	0	90	0	3
Total Volume	0	67	13	0	0	0	23	409	0	432	0	8
% App. Total	0	83.8	16.2	0	0	0	5.3	94.7	0	65.2	0	34.8
PHF	.000	.761	.650	.000	.000	.000	.442	.825	.000	.831	.000	.667
										.625	.000	.639

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

City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

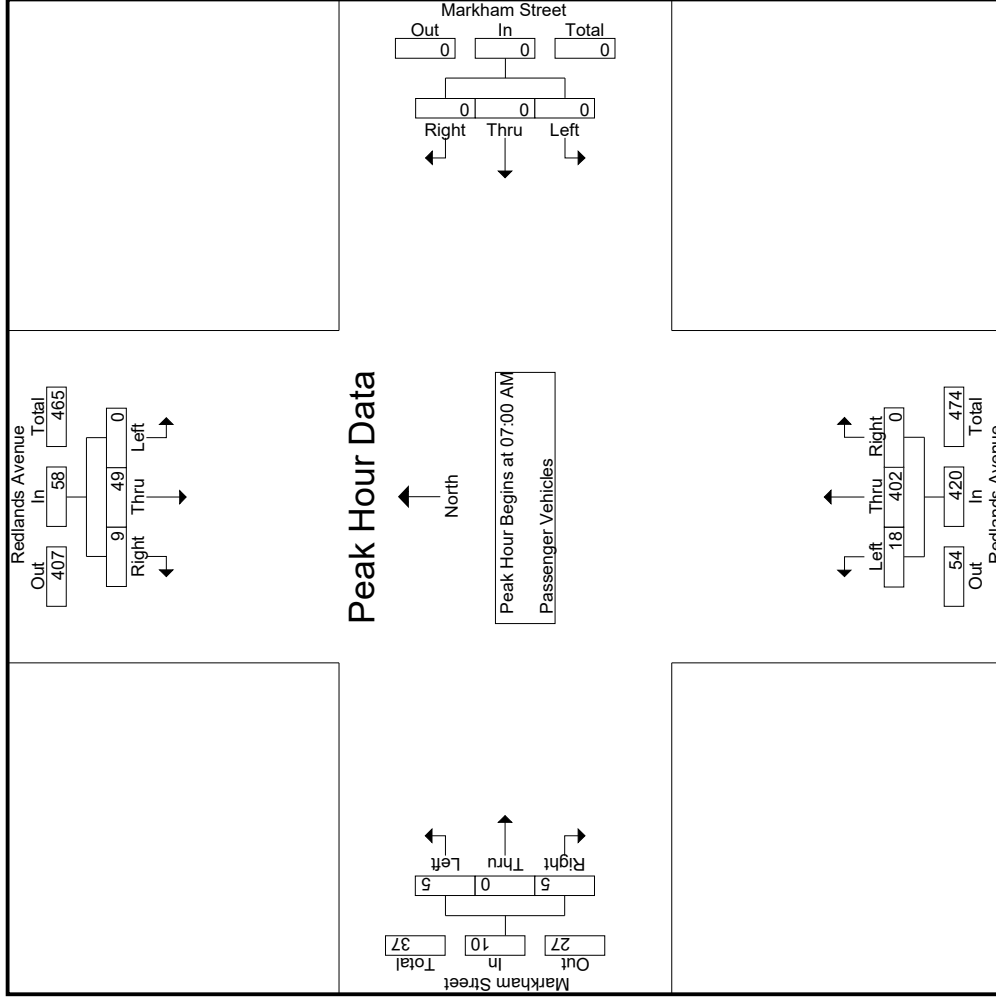
Start Time	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total												
07:00 AM	0	7	4	0	11	0	0	0	0	0	10	104	0	0	114	1	0	2	2	3	2	128	130	
07:15 AM	0	9	2	0	11	0	0	0	0	0	0	92	0	0	92	1	0	0	0	1	0	0	104	104
07:30 AM	0	21	0	0	21	0	0	0	0	0	6	122	0	0	128	0	0	1	1	1	1	150	151	
07:45 AM	0	12	3	0	15	0	0	0	0	0	2	84	0	0	86	3	0	2	1	5	1	106	107	
Total	0	49	9	0	58	0	0	0	0	0	18	402	0	0	420	5	0	5	4	10	4	488	492	
08:00 AM	0	18	5	1	23	0	0	0	0	0	2	33	0	0	35	5	0	1	1	6	2	64	66	
08:15 AM	0	7	2	0	9	0	0	0	0	0	3	32	0	0	35	0	0	0	0	0	0	44	44	
08:30 AM	0	11	1	0	12	0	0	0	0	0	3	29	0	0	32	1	0	1	0	2	0	46	46	
08:45 AM	0	6	4	0	10	0	0	0	0	0	2	23	0	0	25	4	0	1	0	5	0	40	40	
Total	0	42	12	1	54	0	0	0	0	0	10	117	0	0	127	10	0	3	1	13	2	194	196	
Grand Total	0	91	21	1	112	0	0	0	0	0	28	519	0	0	547	15	0	8	5	23	6	682	688	
Approch %	0	81.2	18.8			0	0	0			5.1	94.9	0		80.2	65.2	0	34.8		3.4	0.9	99.1		
Total %	0	13.3	3.1		16.4	0	0	0		0	4.1	76.1	0			2.2	0	1.2						

3.1-816

Start Time	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total												
07:00 AM	0	7	4	0	11	0	0	0	0	0	10	104	0	0	114	1	0	2	2	3	2	128	130	
07:15 AM	0	9	2	0	11	0	0	0	0	0	0	92	0	0	92	1	0	0	0	1	0	0	104	104
07:30 AM	0	21	0	0	21	0	0	0	0	0	6	122	0	0	128	0	0	1	1	1	1	150	151	
07:45 AM	0	12	3	0	15	0	0	0	0	0	2	84	0	0	86	3	0	2	1	5	1	106	107	
Total	0	49	9	0	58	0	0	0	0	0	18	402	0	0	420	5	0	5	4	10	4	488	492	
08:00 AM	0	18	5	1	23	0	0	0	0	0	2	33	0	0	35	5	0	1	1	6	2	64	66	
08:15 AM	0	7	2	0	9	0	0	0	0	0	3	32	0	0	35	0	0	0	0	0	0	44	44	
08:30 AM	0	11	1	0	12	0	0	0	0	0	3	29	0	0	32	1	0	1	0	2	0	46	46	
08:45 AM	0	6	4	0	10	0	0	0	0	0	2	23	0	0	25	4	0	1	0	5	0	40	40	
Total	0	42	12	1	54	0	0	0	0	0	10	117	0	0	127	10	0	3	1	13	2	194	196	
Grand Total	0	91	21	1	112	0	0	0	0	0	28	519	0	0	547	15	0	8	5	23	6	682	688	
Approch %	0	81.2	18.8			0	0	0			5.1	94.9	0		80.2	65.2	0	34.8		3.4	0.9	99.1		
Total %	0	13.3	3.1		16.4	0	0	0		0	4.1	76.1	0			2.2	0	1.2						

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

Start Time	Redlands Avenue Southbound					Markham Street Westbound					Redlands Avenue Northbound					Markham Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total												
07:00 AM	0	7	4	0	11	0	0	0	0	0	10	104	0	0	114	1	0	2	2	3	2	128	130	
07:15 AM	0	9	2	0	11	0	0	0	0	0	0	92	0	0	92	1	0	0	0	1	0	0	104	104
07:30 AM	0	21	0	0	21	0	0	0	0	0	6	122	0	0	128	0	0	1	1	1	1	150	151	
07:45 AM	0	12	3	0	15	0	0	0	0	0	2	84	0	0	86	3	0	2	1	5	1	106	107	
Total Volume	0	49	9	0	58	0	0	0	0	0	18	402	0	0	420	5	0	5	4	10	4	488	492	
% App. Total	0	84.5	15.5			0	0	0			4.3	95.7	0			50	0	50		3.4	0.9	99.1		
PHF	.000	.583	.563		.690	.000	.000	.000		.000	.450	.824	.000	.820	.820	.417	.000	.625	.500			.500	.813	



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

City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Markham Street Westbound			Redlands Avenue Northbound			Markham Street Eastbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM			07:00 AM			07:00 AM			07:00 AM							
+0 mins.	0	7	4	0	0	0	0	0	0	10	104	0	114	1	0	2	3
+15 mins.	0	9	2	0	0	0	0	0	0	0	92	0	92	1	0	0	1
+30 mins.	0	21	0	0	0	0	0	0	0	6	122	0	128	0	0	1	1
+45 mins.	0	12	3	0	0	0	0	0	0	2	84	0	86	3	0	2	5
Total Volume	0	49	9	0	0	0	0	0	0	18	402	0	420	5	0	5	10
% App. Total	0	84.5	15.5	0	0	0	0	0	0	4.3	95.7	0	820	50	0	50	10
PHF	.000	.563	.563	.000	.000	.000	.000	.000	.000	.450	.824	.000	.820	.417	.000	.625	.500

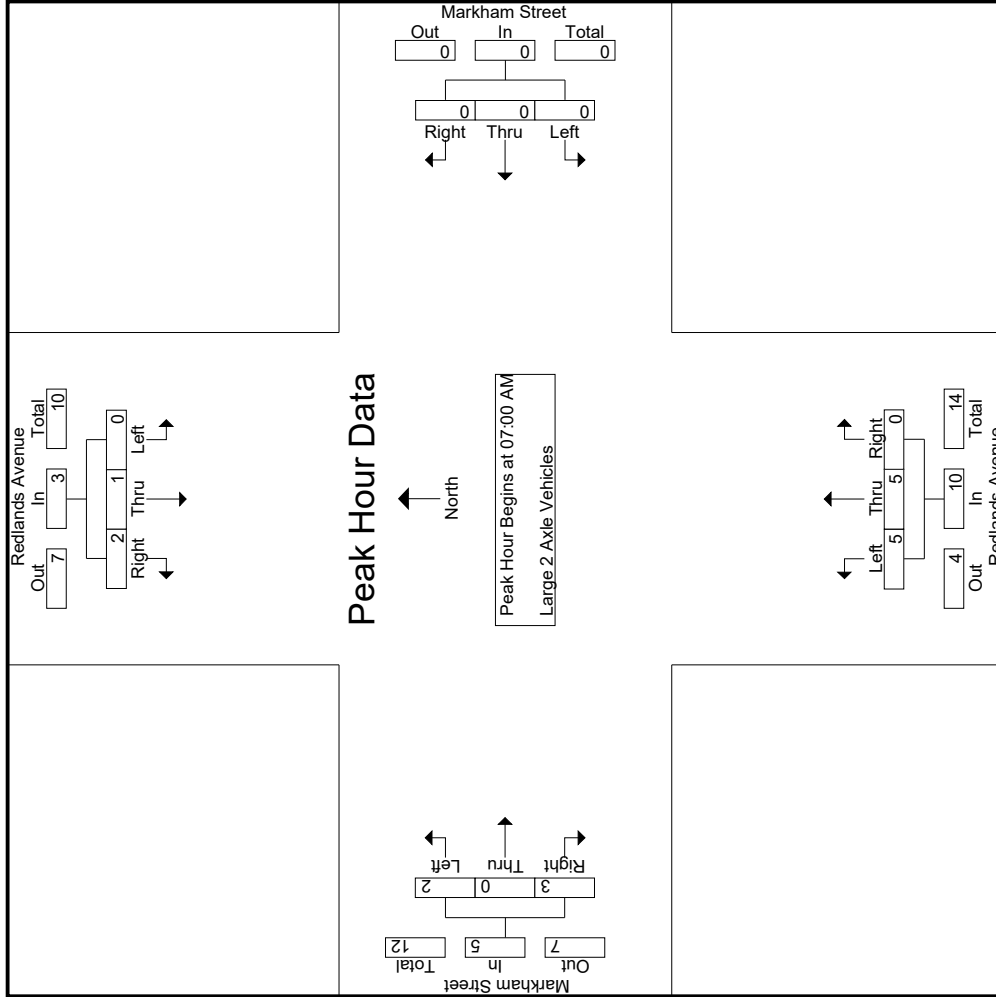
Groups Printed - Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:45 AM	0	1	2	0	3	0	0	0	0	0	3	1	0	2	3	2	9	11
Total	0	1	2	0	3	0	0	0	0	0	10	2	0	3	5	2	18	20
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	4	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	3	3
08:45 AM	0	0	1	1	1	0	0	0	0	2	2	1	0	1	2	2	5	7
Total	0	1	2	1	3	0	0	0	0	3	4	0	3	1	7	2	13	15
Grand Total	0	2	4	1	6	0	0	0	0	13	6	0	6	3	12	4	31	35
Approch %	0	33.3	66.7			0	0	0			46.2	53.8	0		50	0	50	
Total %	0	6.5	12.9		19.4	0	0	0		41.9	19.4	0	19.4		38.7	11.4	88.6	

3.1-819

Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
07:45 AM	0	1	2	0	3	0	0	0	0	0	3	1	0	2	3	2	9	11
Total Volume	0	1	2		3	0	0	0		10	2	0	3		5	2	18	20
% App. Total	0	33.3	66.7			0	0	0			46.2	53.8	0		50	0	50	
PHF	.000	.250	.250		.250	.000	.000	.000		.833	.500	.000	.375		.417	.000	.500	.500

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



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

City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Markham Street Westbound			Redlands Avenue Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	3	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	3	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	1	0	0	0	0
+45 mins.	0	1	2	0	0	0	2	1	0	1	0	2
Total Volume	0	1	2	0	0	0	5	5	0	2	0	3
% App. Total	0	33.3	66.7	0	0	0	50	50	0	40	0	60
PHF	.000	.250	.250	.000	.000	.000	.417	.417	.000	.500	.000	.375
							.833	.833				.417

Groups Printed - 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
Total	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
Grand Total	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
Approch %	0	100	0	0	50	0	0	0	0	50	0	0	0	0	0	0	100	100
Total %	0	50	0	0	50	0	0	0	0	50	0	0	0	0	0	0	100	100

3.1-822

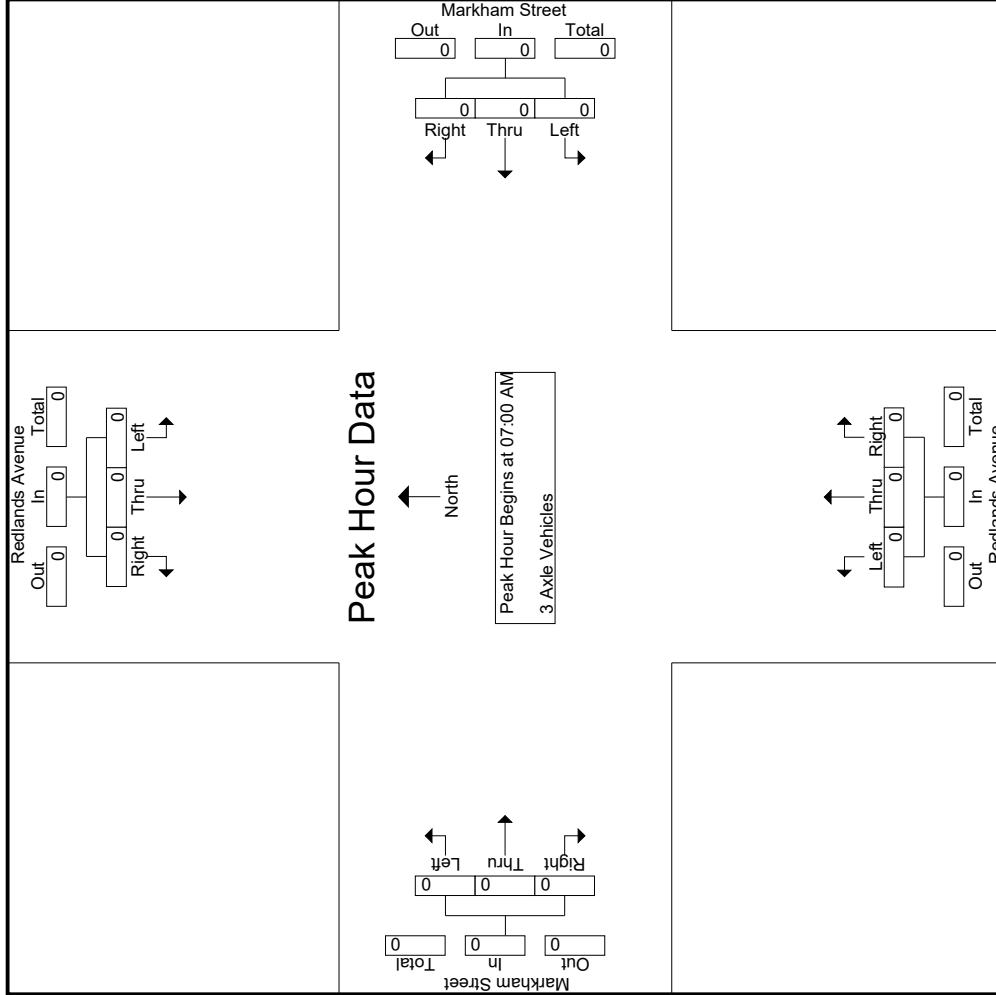
Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Markham Street Westbound			Redlands Avenue Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	2
07:30 AM	0	0	1	0	1	0	0	0	0	1	0	0	1	1	1	1	3	4
07:45 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
Total	0	3	2	0	5	0	0	0	0	2	0	0	1	1	2	1	9	10
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
08:30 AM	0	1	2	0	3	0	0	0	0	1	1	0	0	0	2	1	6	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	1	3	4
Total	0	5	2	0	7	0	0	0	0	2	2	0	0	2	4	1	14	15
Grand Total	0	8	4	0	12	0	0	0	0	2	4	0	0	3	2	2	23	25
Approch %	0	66.7	33.3			0	0	0		33.3	66.7	0	0	60	0	8	92	
Total %	0	34.8	17.4		52.2	0	0	0		8.7	17.4	0	0	13	21.7	8	92	

3.1-825

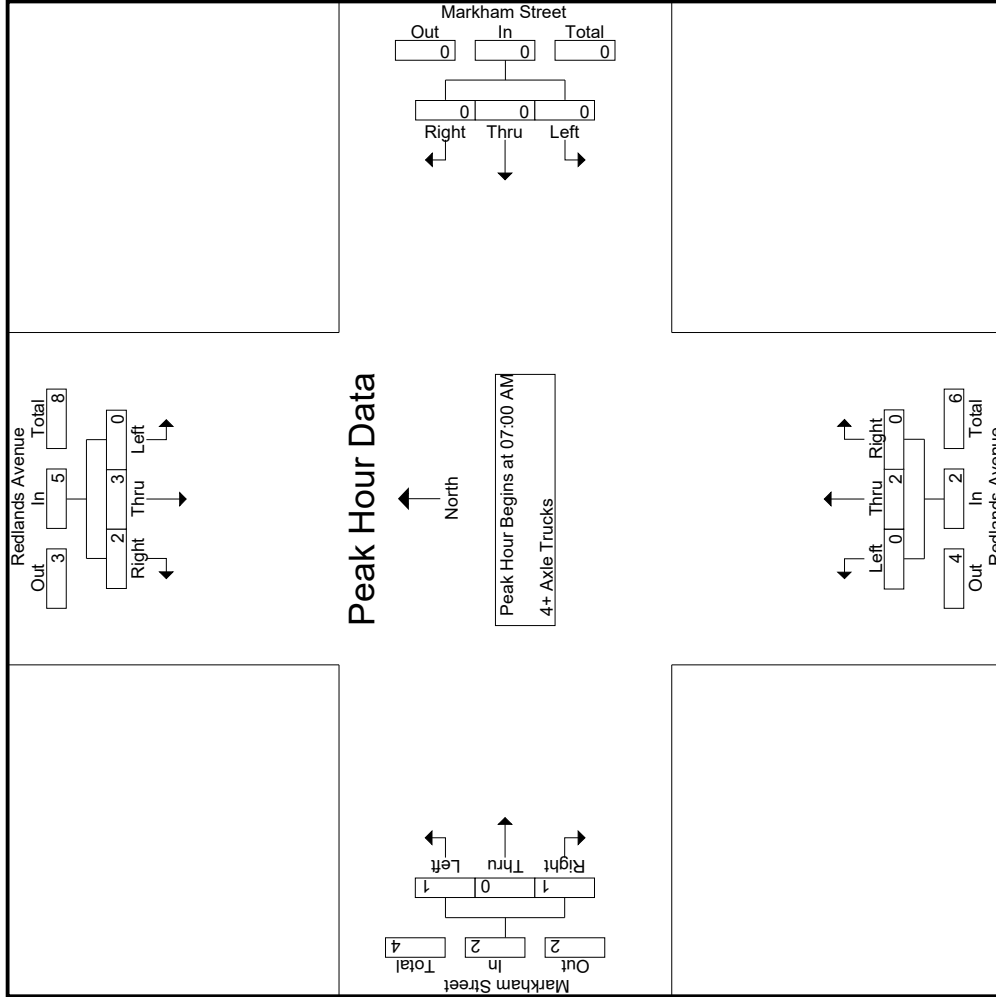
Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	2
07:30 AM	0	0	1	0	1	0	0	0	0	1	0	0	1	1	1	1	3	4
07:45 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
Total Volume	0	3	2		5	0	0	0		2	0	0	1	1	2	1	9	9
% App. Total	0	60	40		625	0	0	0		100	0	0	50	0	50	0	750	750
PHF	.000	.750	.500		.625	.000	.000	.000		.500	.000	.250	.250	.500	.500	.250	.750	.750

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

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
N/S: Redlands Avenue
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File Name : 29_PER_Red_Mark AM
Site Code : 05120169
Start Date : 3/11/2020
Page No : 3

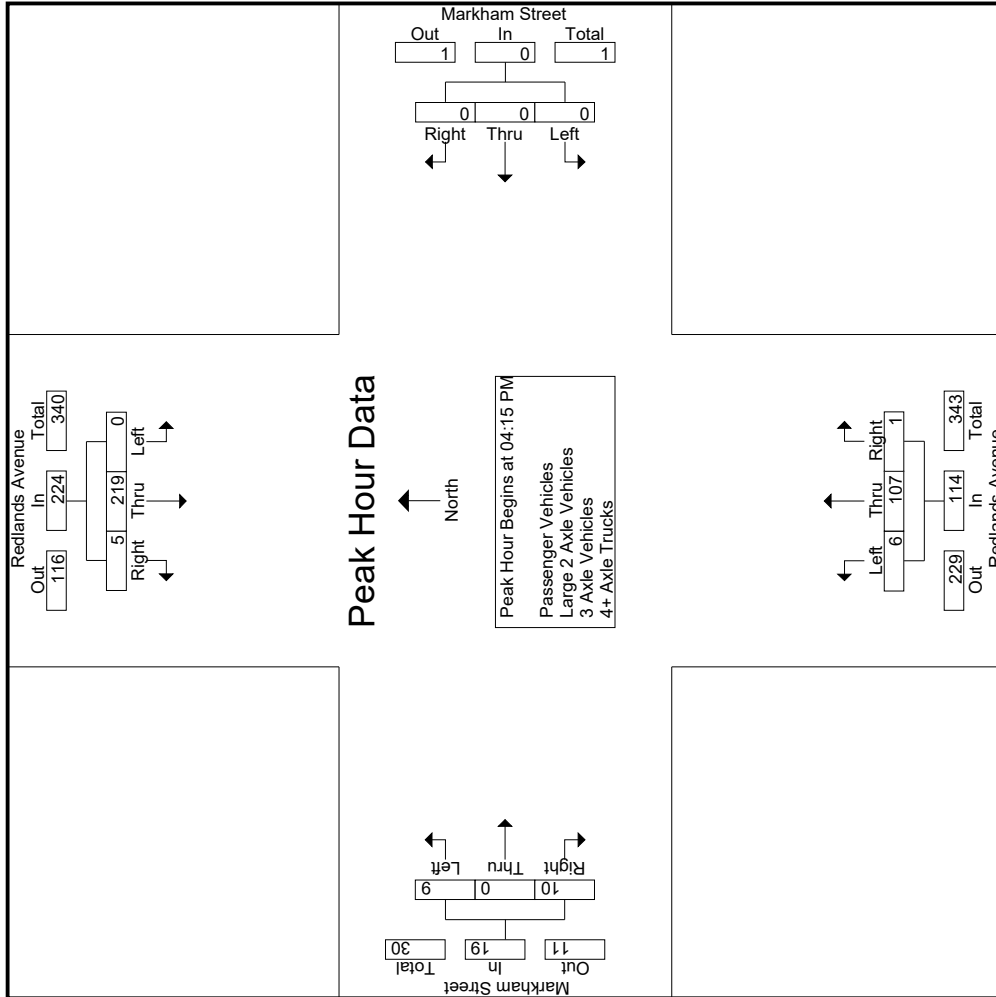
Start Time	Redlands Avenue Southbound			Markham Street Westbound			Redlands Avenue Northbound			Markham Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:														
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	1	1	0	0	0	0	1	0	0	1	1	1	
+45 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	0	
Total Volume	0	3	2	5	0	0	0	0	2	0	0	2	1	1	
% App. Total	0	60	40		0	0	0	0	100	0	0	50	0	50	
PHF	.000	.750	.500	.625	.000	.000	.000	.000	.500	.000	.000	.250	.000	.500	

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

Start Time	Redlands Avenue Southbound						Markham Street Westbound						Redlands Avenue Northbound						Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	0	45	0	0	45		0	0	0	0	0		2	27	0	0	29		2	0	6	2	8	
04:15 PM	0	51	1	0	52		0	0	0	0	0		4	24	0	0	28		2	0	3	3	5	
04:30 PM	0	58	2	0	60		0	0	0	0	0		1	34	0	0	35		3	0	4	4	7	
04:45 PM	0	47	2	0	49		0	0	0	0	0		24	1	1	1	25		2	0	2	0	4	
Total	0	201	5	0	206		0	0	0	0	0		7	109	1	1	117		9	0	15	9	24	
05:00 PM	0	63	0	0	63		0	0	0	0	0		1	25	0	0	26		2	0	1	1	3	
05:15 PM	0	55	0	0	55		0	0	0	0	0		4	18	0	0	22		0	0	4	4	4	
05:30 PM	0	41	0	0	41		0	0	0	0	0		14	0	0	0	14		0	0	1	1	1	
05:45 PM	0	56	0	0	56		0	0	0	0	0		25	0	0	0	26		0	0	0	0	0	
Total	0	215	0	0	215		0	0	0	0	0		6	82	0	0	88		2	0	6	6	8	
Grand Total	0	416	5	0	421		0	0	0	0	0		13	191	1	1	205		11	0	21	15	32	
Approch %	0	98.8	1.2	0	100		0	0	0	0	0		6.3	93.2	0.5	0	100		34.4	0	65.6	0	100	
Total %	0	63.2	0.8	0	64		0	2	29	0.2	31.2		1.7	0	3.2	4.9		2.4	0	97.6	0	100		
Passenger Vehicles	0	402	2	0	404		0	0	0	0	0		12	176	1	1	190		7	0	16	80	35	
Passenger Vehicles	0	96.6	40	0	96		0	0	0	0	0		92.3	92.1	100	100	92.2		63.6	0	76.2	80	74.5	
Large 2 Axle Vehicles	0	6	2	0	8		0	0	0	0	0		2	0	0	0	2		3	0	3	0	8	
Large 2 Axle Vehicles	0	1.4	40	0	1.9		0	0	0	0	0		0	1	0	0	1		27.3	0	14.3	13.3	17	
% 3 Axle Vehicles	0	3	0	0	3		0	0	0	0	0		1	10	0	0	11		1	0	0	0	1	
% 3 Axle Vehicles	0	0.7	0	0	0.7		0	0	0	0	0		7.7	5.2	0	0	5.3		9.1	0	0	0	2.1	
4+ Axle Trucks	0	5	1	0	6		0	0	0	0	0		3	0	0	0	3		0	0	2	0	3	
% 4+ Axle Trucks	0	1.2	20	0	1.4		0	0	0	0	0		1.6	0	0	0	1.5		9.5	6.7	6.4	0	0	
Grand Total	0	416	5	0	421		0	0	0	0	0		13	191	1	1	205		11	0	21	15	32	
Approch %	0	98.8	1.2	0	100		0	0	0	0	0		6.3	93.2	0.5	0	100		34.4	0	65.6	0	100	
Total %	0	63.2	0.8	0	64		0	2	29	0.2	31.2		1.7	0	3.2	4.9		2.4	0	97.6	0	100		
Passenger Vehicles	0	402	2	0	404		0	0	0	0	0		12	176	1	1	190		7	0	16	80	35	
Passenger Vehicles	0	96.6	40	0	96		0	0	0	0	0		92.3	92.1	100	100	92.2		63.6	0	76.2	80	74.5	
Large 2 Axle Vehicles	0	6	2	0	8		0	0	0	0	0		2	0	0	0	2		3	0	3	0	8	
Large 2 Axle Vehicles	0	1.4	40	0	1.9		0	0	0	0	0		0	1	0	0	1		27.3	0	14.3	13.3	17	
% 3 Axle Vehicles	0	3	0	0	3		0	0	0	0	0		1	10	0	0	11		1	0	0	0	1	
% 3 Axle Vehicles	0	0.7	0	0	0.7		0	0	0	0	0		7.7	5.2	0	0	5.3		9.1	0	0	0	2.1	
4+ Axle Trucks	0	5	1	0	6		0	0	0	0	0		3	0	0	0	3		0	0	2	0	3	
% 4+ Axle Trucks	0	1.2	20	0	1.4		0	0	0	0	0		1.6	0	0	0	1.5		9.5	6.7	6.4	0	0	
Grand Total	0	416	5	0	421		0	0	0	0	0		13	191	1	1	205		11	0	21	15	32	
Approch %	0	98.8	1.2	0	100		0	0	0	0	0		6.3	93.2	0.5	0	100		34.4	0	65.6	0	100	
Total %	0	63.2	0.8	0	64		0	2	29	0.2	31.2		1.7	0	3.2	4.9		2.4	0	97.6	0	100		
Passenger Vehicles	0	402	2	0	404		0	0	0	0	0		12	176	1	1	190		7	0	16	80	35	
Passenger Vehicles	0	96.6	40	0	96		0	0	0	0	0		92.3	92.1	100	100	92.2		63.6	0	76.2	80	74.5	
Large 2 Axle Vehicles	0	6	2	0	8		0	0	0	0	0		2	0	0	0	2		3	0	3	0	8	
Large 2 Axle Vehicles	0	1.4	40	0	1.9		0	0	0	0	0		0	1	0	0	1		27.3	0	14.3	13.3	17	
% 3 Axle Vehicles	0	3	0	0	3		0	0	0	0	0		1	10	0	0	11		1	0	0	0	1	
% 3 Axle Vehicles	0	0.7	0	0	0.7		0	0	0	0	0		7.7	5.2	0	0	5.3		9.1	0	0	0	2.1	
4+ Axle Trucks	0	5	1	0	6		0	0	0	0	0		3	0	0	0	3		0	0	2	0	3	
% 4+ Axle Trucks	0	1.2	20	0	1.4		0	0	0	0	0		1.6	0	0	0	1.5		9.5	6.7	6.4	0	0	

Start Time	Redlands Avenue Southbound						Markham Street Westbound						Redlands Avenue Northbound						Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:15 PM	0	51	1	0	52		0	0	0	0	0		4	24	0	0	24		2	0	0	0	2	
04:30 PM	0	58	2	0	60		0	0	0	0	0		1	34	0	0	35		3	0	4	4	7	
04:45 PM	0	47	2	0	49		0	0	0	0	0		24	1	1	1	25		2	0	2	0	4	
Total	0	219	5	0	224		0	0	0	0	0		6	107	1	1	114		9	0	10	10	19	
% App. Total	0	97.8	2.2	0	100		0	0	0	0	0		5.3	93.9	0.9	0	100		47.4	0	52.6	0	100	
PHF	.000	.869	.625	.000	.889		.000	.000	.000	.000	.000		.375	.787	.250	.814	.625		.750	.000	.625	.000	.679	.875

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



Counts Unlimited
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City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Markham Street Westbound			Redlands Avenue Northbound			Markham Street Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:30 PM			04:00 PM			04:00 PM			04:00 PM			
+0 mins.	0	58	2	0	0	0	0	0	0	29	0	0	6
+15 mins.	0	47	2	0	0	0	4	27	0	28	0	0	3
+30 mins.	0	63	0	0	0	0	1	34	0	35	0	0	4
+45 mins.	0	55	0	0	0	0	0	24	1	25	0	0	2
Total Volume	0	223	4	0	0	0	7	109	1	117	9	0	15
% App. Total	0	98.2	1.8	0	0	0	6	93.2	0.9	37.5	0	0	62.5
PHF	.000	.885	.500	.000	.000	.000	.438	.801	.250	.836	.750	.000	.625

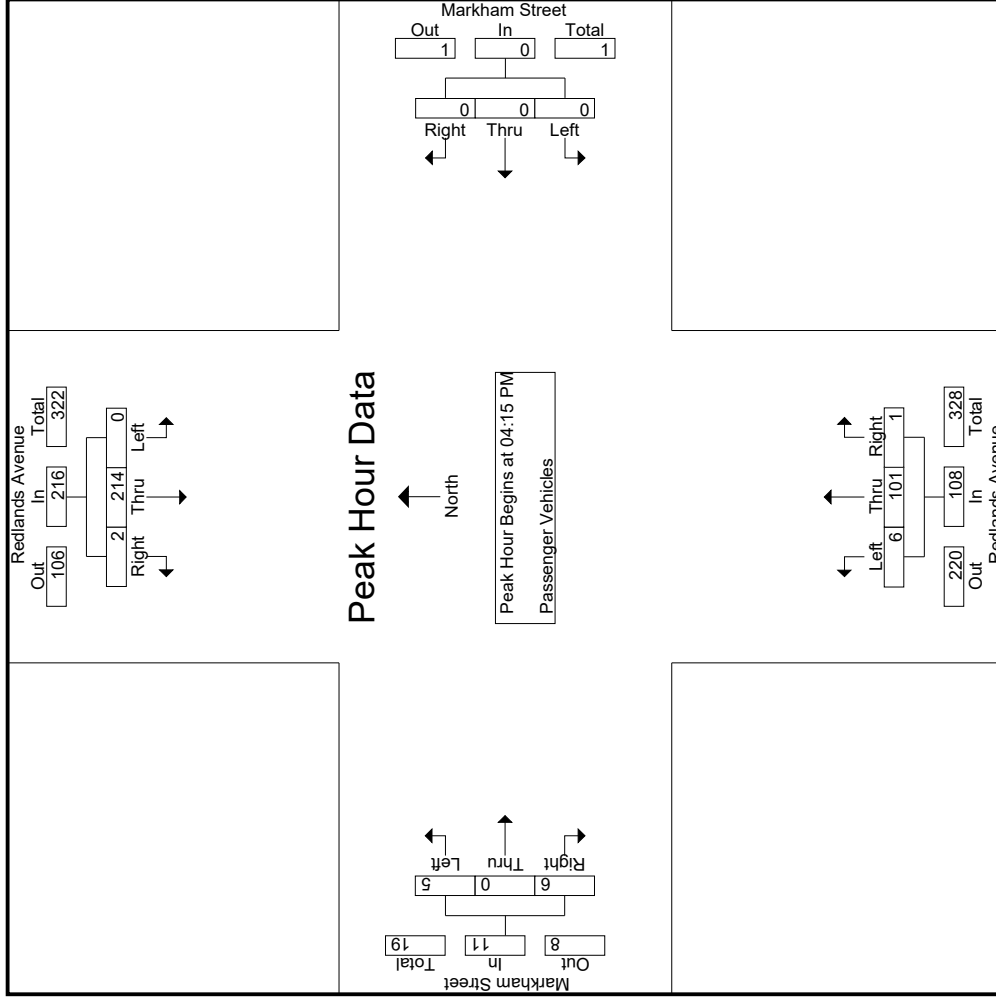
Groups Printed - Passenger Vehicles

Start Time	Redlands Avenue Southbound						Markham Street Westbound						Redlands Avenue Northbound						Markham Street Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Inclu. Total						Exclu. Total						Inclu. Total						Int. Total											
04:00 PM	0	44	0	0	44		0	0	0	0	0		1	25	0	0	26		2	0	6	2	8		2	0	6	2	8	
04:15 PM	0	50	1	0	51		0	0	0	0	0		4	23	0	0	27		2	0	3	3	5		3	0	3	3	6	
04:30 PM	0	58	1	0	59		0	0	0	0	0		1	33	0	0	34		2	0	3	3	5		3	0	3	3	6	
04:45 PM	0	45	0	0	45		0	0	0	0	0		0	22	1	1	23		1	0	0	0	1		1	0	0	0	1	
Total	0	197	2	0	199		0	0	0	0	0		6	103	1	1	110		7	0	12	8	19		9	0	12	8	328	
05:00 PM	0	61	0	0	61		0	0	0	0	0		1	23	0	0	24		0	0	0	0	0		0	0	0	0	0	
05:15 PM	0	54	0	0	54		0	0	0	0	0		4	14	0	0	18		0	0	3	3	3		3	0	3	3	6	
05:30 PM	0	39	0	0	39		0	0	0	0	0		0	12	0	0	12		0	0	1	1	1		1	0	1	1	2	
05:45 PM	0	51	0	0	51		0	0	0	0	0		1	24	0	0	25		0	0	0	0	0		0	0	0	0	0	
Total	0	205	0	0	205		0	0	0	0	0		6	73	0	0	79		0	0	4	4	4		4	0	4	4	288	
Grand Total	0	402	2	0	404		0	0	0	0	0		12	176	1	1	189		7	0	16	12	23		13	0	16	12	616	
Approch %	0	99.5	0.5				0	0	0				6.3	93.1	0.5		30.7		30.4	0	69.6		3.7		2.1	0	97.9			
Total %	0	65.3	0.3		65.6		0	0	0				1.9	28.6	0.2				1.1	0	2.6									
Start Time	Redlands Avenue Southbound						Markham Street Westbound						Redlands Avenue Northbound						Markham Street Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 04:15 PM																														
04:15 PM	0	50	1		51		0	0	0		0		4	23	0		27		2	0	3		5		3	0	3		6	
04:30 PM	0	58	1		59		0	0	0		0		1	33	0		34		2	0	3		5		3	0	3		6	
04:45 PM	0	45	0		45		0	0	0		0		0	22	1		23		1	0	0		1		1	0	0		1	
05:00 PM	0	61	0		61		0	0	0		0		1	23	0		24		0	0	0		0		0	0	0		0	
Total Volume	0	214	2		216		0	0	0		0		6	101	1		108		5	0	6		11		6	0	6		12	
% App. Total	0	99.1	0.9				0	0	0		0		5.6	93.5	0.9		45.5		0	0	54.5		0		0	0	54.5		0	
PHF	.000	.877	.500		.885		.000	.000	.000		.000		.375	.765	.250		.794		.625	.000	.500		.550							

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

City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Markham Street Westbound			Redlands Avenue Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	50	1	0	0	0	0	23	0	27	0	3
+15 mins.	0	58	1	0	0	0	1	33	0	34	0	3
+30 mins.	0	45	0	0	0	0	0	22	1	23	0	0
+45 mins.	0	61	0	0	0	0	1	23	0	24	0	0
Total Volume	0	214	2	0	0	0	6	101	1	108	5	6
% App. Total	0	99.1	0.9	0	0	0	5.6	93.5	0.9	45.5	0	54.5
PHF	.000	.877	.500	.000	.000	.000	.375	.765	.250	.794	.625	.500

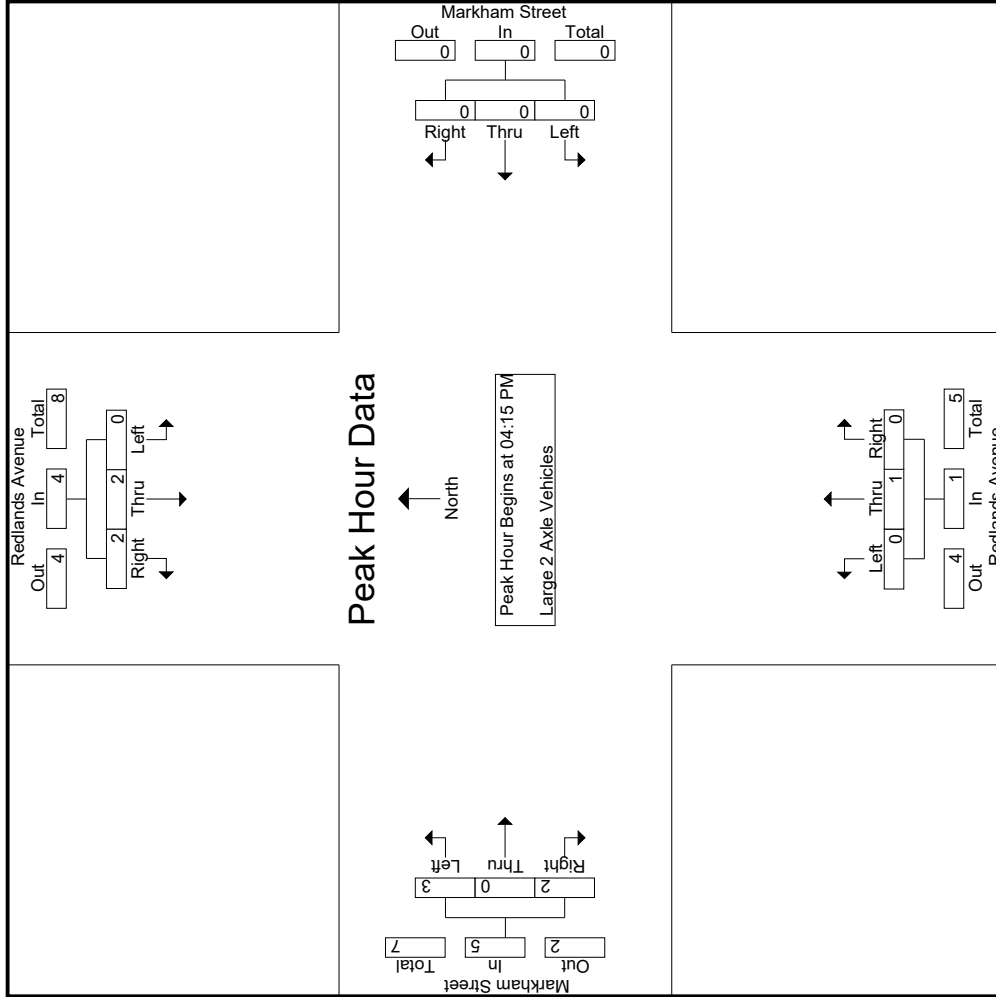
Groups Printed - Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
04:45 PM	0	1	2	0	3	0	0	0	0	0	1	0	0	0	2	0	5	5
Total	0	2	2	0	4	0	0	0	0	0	1	0	0	1	3	1	8	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	1	2	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	4	0	0	4	0	0	0	0	0	1	0	0	1	3	1	8	9
Grand Total	0	6	2	0	8	0	0	0	0	0	2	0	0	2	6	2	16	18
Approch %	0	75	25		50	0	0	0		0	100	0		50	0	18.8	88.9	
Total %	0	37.5	12.5		50	0	0	0		0	12.5	0		18.8	37.5	11.1	88.9	

3.1-834

Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total Volume	0	2	2		4	0	0	0		0	1	3	0	2	5	0	10	
% App. Total	0	50	50		333	0	0	0		0	100	60	0	40	250	0	500	
PHF	.000	.500	.250		.333	.000	.000	.000		.000	.250	.375	.000	.500	.625	.500	.500	

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



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City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Markham Street Westbound			Redlands Avenue Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	1	2	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	0
Total Volume	0	2	2	0	0	0	0	1	0	3	0	2
% App. Total	0	.50	.250	0	0	0	0	.250	.000	.60	0	.40
PHF	.000	.500	.250	.000	.000	.000	.000	.250	.000	.375	.000	.500
								.250		.375		.625

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	3
Total	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	1	0	0	7
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	6	0	0	0	6	0	0	0	8
Grand Total	0	3	0	0	3	0	0	0	0	0	1	10	0	0	11	1	0	0	15
Approch %	0	100	0	0	0	0	0	0	0	0	9.1	90.9	0	0	0	100	0	0	100
Total %	0	20	0	0	20	0	0	0	0	0	6.7	66.7	0	0	73.3	6.7	0	0	100

3.1-837

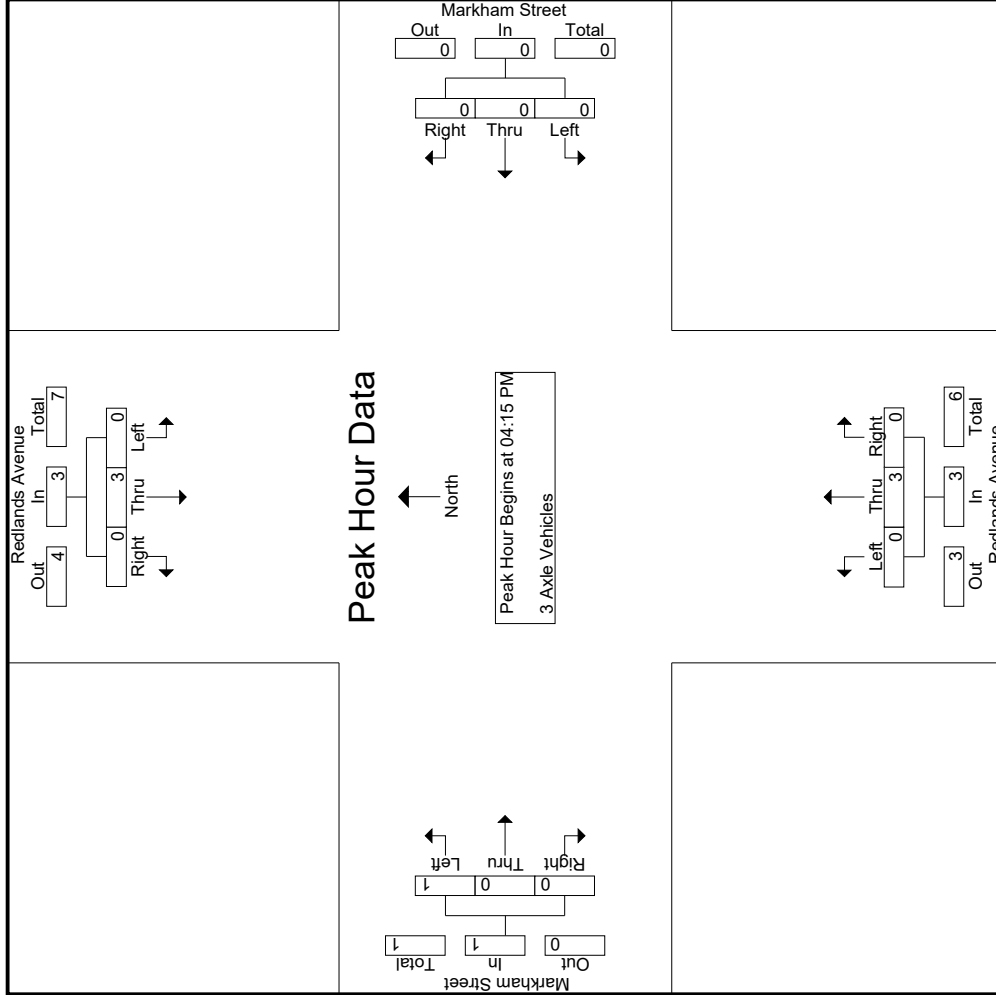
Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	3
Total Volume	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	7
% App. Total	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.250	.000	.250	.583

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

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City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Markham Street Westbound			Redlands Avenue Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	0
+30 mins.	0	1	0	0	0	0	0	2	0	0	0	0
+45 mins.	0	2	0	0	0	0	0	1	0	0	0	0
Total Volume	0	3	0	0	0	0	0	3	0	1	0	0
% App. Total	0	100	0	0	0	0	0	100	0	100	0	0
PHF	.000	.375	.000	.000	.000	.000	.000	.375	.000	.250	.000	.000
	.375			.000			.375			.250		

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	0	0	1	0	1	0	0	1	0	1	0	4	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	4	0	0	4	0	0	2	0	2	0	0	1	1	1	1	7	8
Grand Total	0	5	1	0	6	0	0	3	0	3	0	0	2	1	2	1	11	12
Approch %	0	83.3	16.7			0	0	100	0	27.3	0	0	100	0	18.2	8.3	91.7	
Total %	0	45.5	9.1		54.5	0	0	27.3	0	27.3	0	0	18.2		18.2			

3.1-840

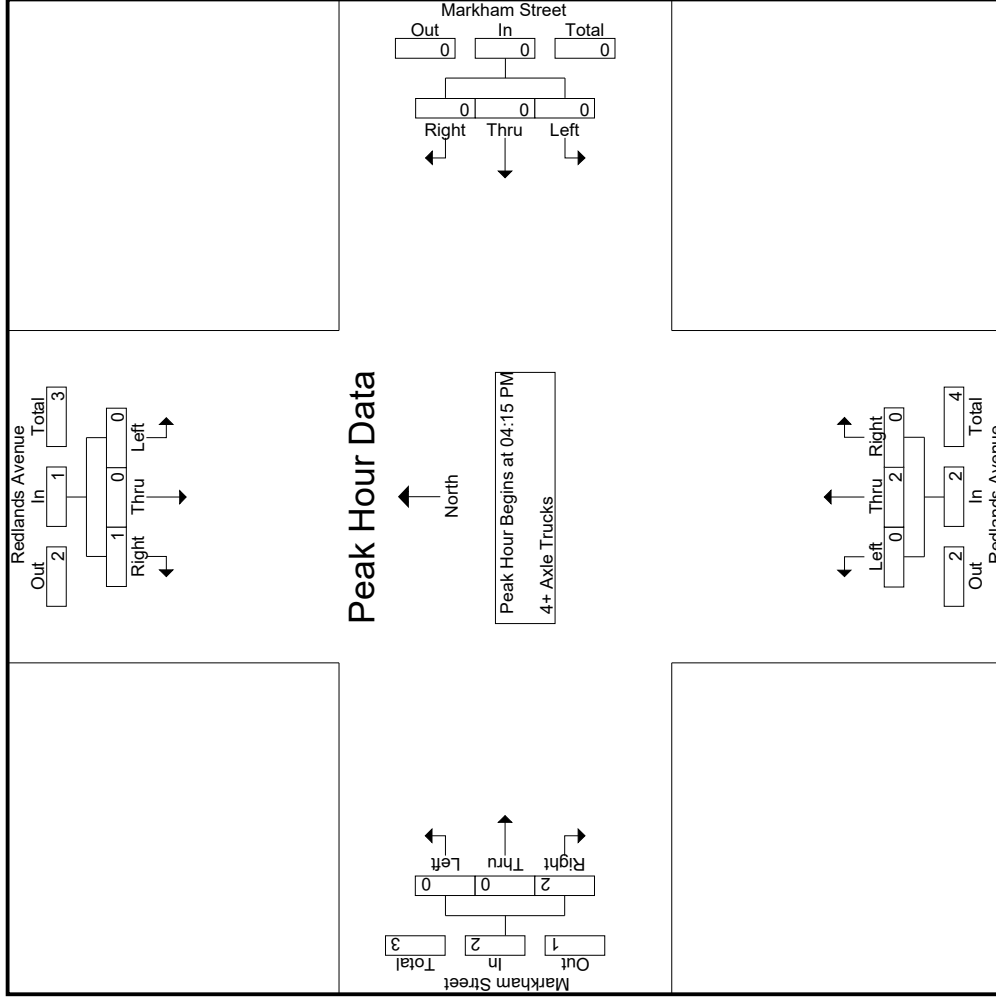
Start Time	Redlands Avenue Southbound				Markham Street Westbound				Redlands Avenue Northbound				Markham Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0
PHF	.000	.000	.250		.250	.000	.000	.000		.000	.000	.000	.500		.500	.500	.500	.625

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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City of Perris
 N/S: Redlands Avenue
 E/W: Markham Street
 Weather: Clear

File Name : 29_PER_Red_Mark PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Markham Street Westbound			Redlands Avenue Northbound			Markham Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	0
+15 mins.	0	0	1	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	1	0	0	0	0	2	0	0	0	2
% App. Total	0	0	100	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.250	.000	.000	.000	.000	.500	.000	.000	.000	.500

Location: Perris
 N/S: Redlands Avenue
 E/W: Markham Street



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg Markham Street	South Leg Redlands Avenue	West Leg Markham Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Redlands Avenue	East Leg Markham Street	South Leg Redlands Avenue	West Leg Markham Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

Location: Perris
 N/S: Redlands Avenue
 E/W: Markham Street



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Redlands Avenue			Westbound Markham Street			Northbound Redlands Avenue			Eastbound Markham Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Redlands Avenue			Westbound Markham Street			Northbound Redlands Avenue			Eastbound Markham Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Redlands Avenue Southbound						Ramona Expressway Westbound						Redlands Avenue Northbound						Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	9	0	5	5	14	5	383	107	1	495	3	1	9	9	13	7	162	3	0	172	15	694	709			
07:15 AM	10	1	3	3	14	13	335	118	4	466	1	1	16	14	18	7	153	4	1	164	22	662	684			
07:30 AM	21	0	2	2	23	20	332	110	9	462	2	3	17	15	22	11	209	3	0	223	26	730	756			
07:45 AM	11	0	3	3	14	30	351	89	5	470	1	1	18	18	20	16	198	2	1	216	27	720	747			
Total	51	1	13	13	65	68	1401	424	19	1893	7	6	60	56	73	41	722	12	2	775	90	2806	2896			
08:00 AM	18	1	6	3	25	23	331	33	3	387	1	2	12	9	15	6	176	5	0	187	15	614	629			
08:15 AM	6	1	4	2	11	12	327	30	1	369	1	0	1	1	2	6	202	1	0	209	4	591	595			
08:30 AM	9	0	7	7	16	5	253	30	0	288	3	1	3	2	7	4	127	2	2	133	11	444	455			
08:45 AM	6	1	3	1	10	8	275	20	1	303	1	2	13	10	16	10	198	9	1	217	13	546	559			
Total	39	3	20	13	62	48	1186	113	5	1347	6	5	29	22	40	26	703	17	3	746	43	2195	2238			
Grand Total	90	4	33	26	127	116	2587	537	24	3240	13	11	89	78	113	67	1425	29	5	1521	133	5001	5134			
Approch %	70.9	3.1	26			3.6	79.8	16.6			11.5	9.7	78.8			4.4	93.7	1.9			2.6	97.4				
Total %	1.8	0.1	0.7			2.5	51.7	10.7			0.3	0.2	1.8			1.3	28.5	0.6			30.4					
Passenger Vehicles	87	2	19		126	116	2524	529		3193	9	10	87		183	58	1360	24		1446	0	0	4948			
Large 2 Axle Vehicles	96.7	50	57.6	69.2	82.4	100	97.6	98.5	100	97.8	69.2	90.9	97.8	98.7	95.8	86.6	95.4	82.8	80	94.8	0	0	96.4			
3 Axle Vehicles	1	0	5		10	0	40	5		45	0	0	1		1	5	46	1		52	0	0	108			
4+ Axle Trucks	1.1	0	15.2	15.4	6.5	0	1.5	0.9	0	1.4	0	0	1.1	0	0.5	7.5	3.2	3.4	0	3.4	0	0	2.1			
% 3 Axle Vehicles	0	1	0		1	0	3	1		4	0	0	1		2	0	5	0		5	0	0	12			
% 4+ Axle Trucks	0	25	0	0	0.7	0	0.1	0.2	0	0.1	0	0	1.1	1.3	1	0	0.4	0	0	0.3	0	0	0.2			
% 4+ Axle Trucks	2	1	9		16	0	20	2		22	4	1	0		5	4	14	4		23	0	0	66			
% 4+ Axle Trucks	2.2	25	27.3	15.4	10.5	0	0.8	0.4	0	0.7	30.8	9.1	0	0	2.6	6	1	13.8	20	1.5	0	0	1.3			
Total Volume	51	1	13		65	68	1401	424		1893	7	6	60		73	41	722	12		775	90	2806	2896			
% App. Total	78.5	1.5	20		20	3.6	74	22.4		22.4	9.6	8.2	82.2		82.2	5.3	93.2	1.5		93.2	1.5	864	869			
PHF	.607	.250	.650		.707	.567	.914	.898		.956	.583	.500	.833		.833	.830	.641	.750		.864	.750	.869	.961			

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

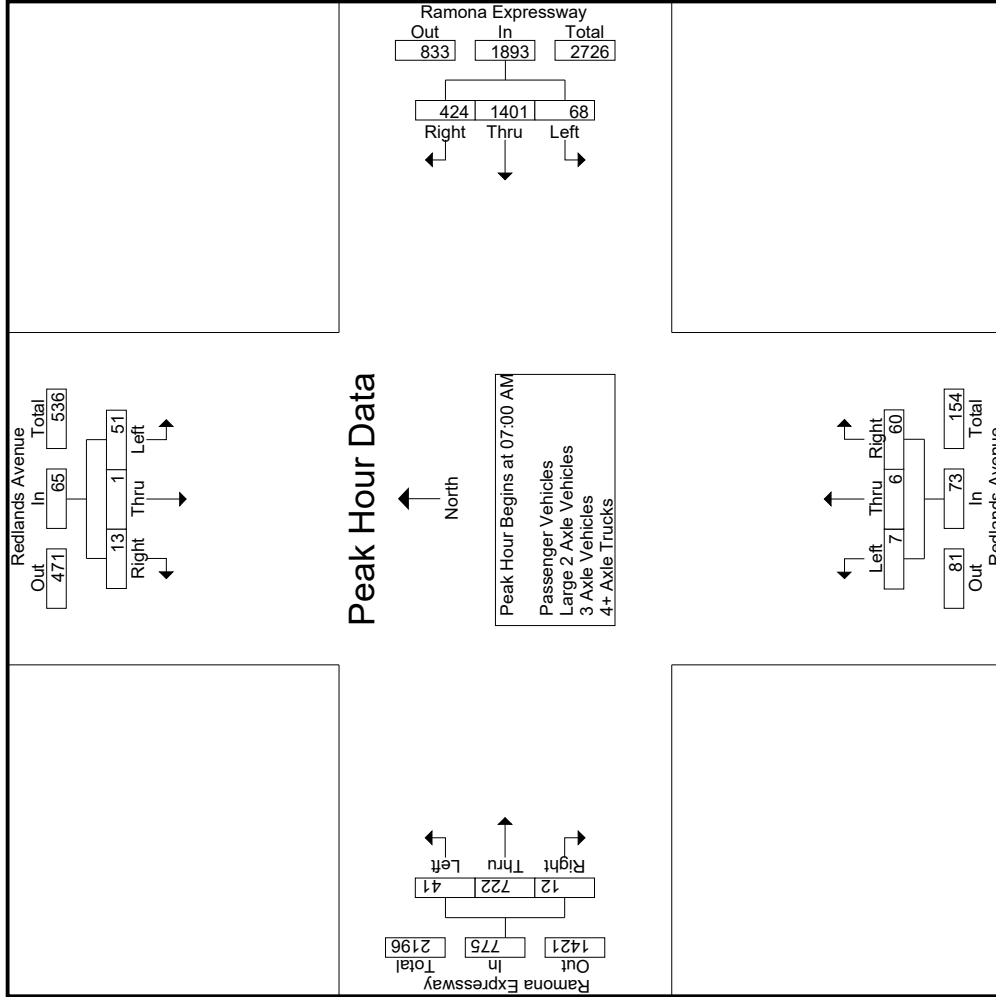
Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	Redlands Avenue Southbound						Ramona Expressway Westbound						Redlands Avenue Northbound						Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	9	0	5	5	14	5	383	107	1	495	3	1	9	9	13	7	162	3	0	172	15	694	709			
07:15 AM	10	1	3	3	14	13	335	118	4	466	1	1	16	14	18	7	153	4	1	164	22	662	684			
07:30 AM	21	0	2	2	23	20	332	110	9	462	2	3	17	15	22	11	209	3	0	223	26	730	756			
07:45 AM	11	0	3	3	14	30	351	89	5	470	1	1	18	18	20	16	198	2	1	216	27	720	747			
Total Volume	51	1	13		65	68	1401	424		1893	7	6	60		73	41	722	12		775	90	2806	2896			
% App. Total	78.5	1.5	20		20	3.6	74	22.4		22.4	9.6	8.2	82.2		82.2	5.3	93.2	1.5		93.2	1.5	864	869			
PHF	.607	.250	.650		.707	.567	.914	.898		.956	.583	.500	.833		.833	.830	.641	.750		.864	.750	.869	.961			

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City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
 N/S: Redlands Avenue
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 Weather: Clear

File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
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Start Time	Redlands Avenue Southbound			Ramona Expressway Westbound			Redlands Avenue Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:15 AM			07:00 AM			07:15 AM			07:30 AM				
+0 mins.	10	1	3	5	383	107	495	1	1	16	11	209	3	223
+15 mins.	21	0	2	13	335	118	466	2	3	17	16	198	2	216
+30 mins.	11	0	3	20	332	110	462	1	1	18	6	176	5	187
+45 mins.	18	1	6	30	351	89	470	1	2	12	6	202	1	209
Total Volume	60	2	14	68	1401	424	1893	5	7	63	39	785	11	835
% App. Total	78.9	2.6	18.4	3.6	74	22.4	6.7	9.3	84	4.7	94	1.3	94	1.3
PHF	.714	.500	.583	.567	.914	.898	.956	.625	.583	.875	.609	.939	.550	.936

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City of Perris
 N/S: Redlands Avenue
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 Weather: Clear

File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	0	4	4	13	5	379	106	1	490	1	1	9	9	11	6	156	3	0	165	14	679	693
07:15 AM	9	1	2	2	12	13	329	115	4	457	1	1	16	14	18	6	148	2	0	156	20	643	663
07:30 AM	21	0	0	0	21	20	323	110	9	453	2	2	16	14	20	11	202	3	0	216	23	710	733
07:45 AM	10	0	3	3	13	30	344	87	5	461	1	1	18	18	20	15	186	2	1	203	27	697	724
Total	49	1	9	9	59	68	1375	418	19	1861	5	5	59	55	69	38	692	10	1	740	84	2729	2813
08:00 AM	17	0	3	2	20	23	321	33	3	377	1	2	12	9	15	5	169	4	0	178	14	590	604
08:15 AM	6	0	2	2	8	12	318	29	1	359	0	0	1	1	1	4	192	1	0	197	4	565	569
08:30 AM	9	0	5	5	14	5	239	30	0	274	2	1	2	2	5	3	118	2	2	123	9	416	425
08:45 AM	6	1	0	0	7	8	271	19	1	298	1	2	13	10	16	8	189	7	1	204	12	525	537
Total	38	1	10	9	49	48	1149	111	5	1308	4	5	28	22	37	20	668	14	3	702	39	2096	2135
Grand Total	87	2	19	18	108	116	2524	529	24	3169	9	10	87	77	106	58	1360	24	4	1442	123	4825	4948
Approch %	80.6	1.9	17.6			3.7	79.6	16.7		65.7	8.5	9.4	82.1		2.2	1.2	28.2	0.5		29.9	2.5	97.5	
Total %	1.8	0	0.4		2.2	2.4	52.3	11			0.2	0.2	1.8										

3.1-848

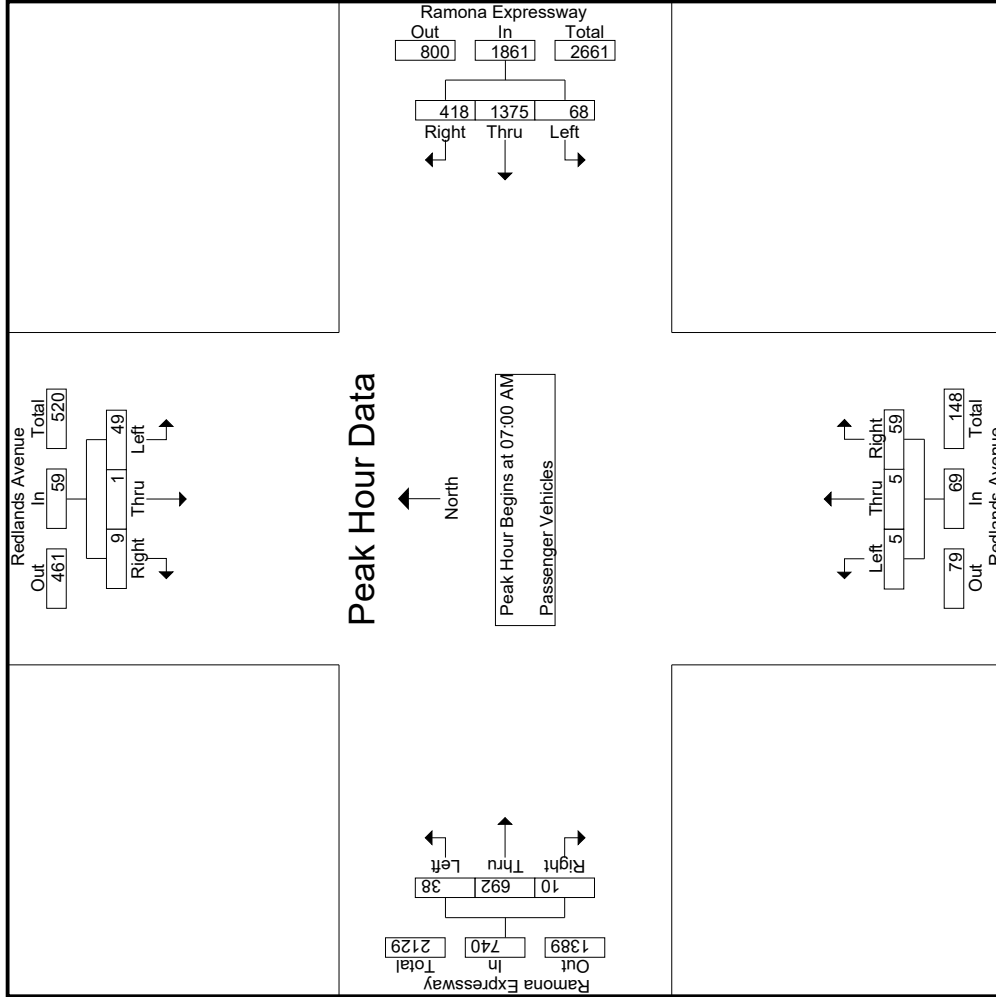
Start Time	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	0	4	4	13	5	379	106	1	490	1	1	9	9	11	6	156	3	0	165	14	679	693
07:15 AM	9	1	2	2	12	13	329	115	4	457	1	1	16	14	18	6	148	2	0	156	20	643	663
07:30 AM	21	0	0	0	21	20	323	110	9	453	2	2	16	14	20	11	202	3	0	216	23	710	733
07:45 AM	10	0	3	3	13	30	344	87	5	461	1	1	18	18	20	15	186	2	1	203	27	697	724
Total Volume	49	1	9	9	59	68	1375	418	19	1861	5	5	59	55	69	38	692	10	1	740	84	2729	2813
% App. Total	83.1	1.7	15.3			3.7	73.9	22.5		65.7	8.5	9.4	82.1		2.2	1.2	28.2	0.5		29.9	2.5	97.5	
PHF	.583	.250	.563		.702	.567	.907	.909		.949	.625	.625	.819		.863	.633	.856	.833		.856	.833	.856	.961

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Ramona Expressway Westbound			Redlands Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	9	0	4	13	5	379	106	1	1	9	11	6	156	3	165
+15 mins.	9	1	2	12	13	329	115	1	1	16	18	6	148	2	156
+30 mins.	21	0	0	21	20	323	110	2	2	16	20	11	202	3	216
+45 mins.	10	0	3	13	30	344	87	1	1	18	20	15	186	2	203
Total Volume	49	1	9	59	68	1375	418	5	5	59	69	38	692	10	740
% App. Total	83.1	1.7	15.3	70.2	3.7	73.9	22.5	7.2	7.2	85.5	8.63	5.1	93.5	1.4	85.6
PHF	.583	.250	.563	.702	.567	.907	.909	.625	.625	.819	.863	.633	.856	.833	.856

Groups Printed - Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	1	1	0	3	1	0	4	0	0	0	0	1	5	0	0	6	11	12
07:15 AM	0	0	1	1	0	3	3	0	6	0	0	0	0	1	4	1	0	6	1	13
07:30 AM	0	0	0	0	0	6	0	0	6	0	0	0	0	0	4	0	0	4	0	10
07:45 AM	1	0	0	0	0	7	1	0	8	0	0	0	0	1	9	0	10	0	19	
Total	1	0	2	2	0	19	5	0	24	0	0	0	0	3	22	1	0	26	2	53
08:00 AM	0	0	1	1	0	10	0	0	10	0	0	0	0	0	5	0	0	5	1	16
08:15 AM	0	0	1	0	0	7	0	0	7	0	0	0	0	1	7	0	0	8	0	16
08:30 AM	0	0	0	0	0	3	0	0	3	0	0	1	0	0	7	0	0	7	0	11
08:45 AM	0	0	1	1	0	1	0	0	1	0	0	0	0	1	5	0	0	6	1	8
Total	0	0	3	2	0	21	0	0	21	0	0	1	0	2	24	0	0	26	2	51
Grand Total	1	0	5	4	0	40	5	0	45	0	0	1	0	5	46	1	0	52	4	104
Approch %	16.7	0	83.3		0	88.9	11.1		43.3	0	0	100		9.6	88.5	1.9		50	3.7	96.3
Total %	1	0	4.8		0	38.5	4.8			0	0	1		4.8	44.2	1		50		

3.1-851

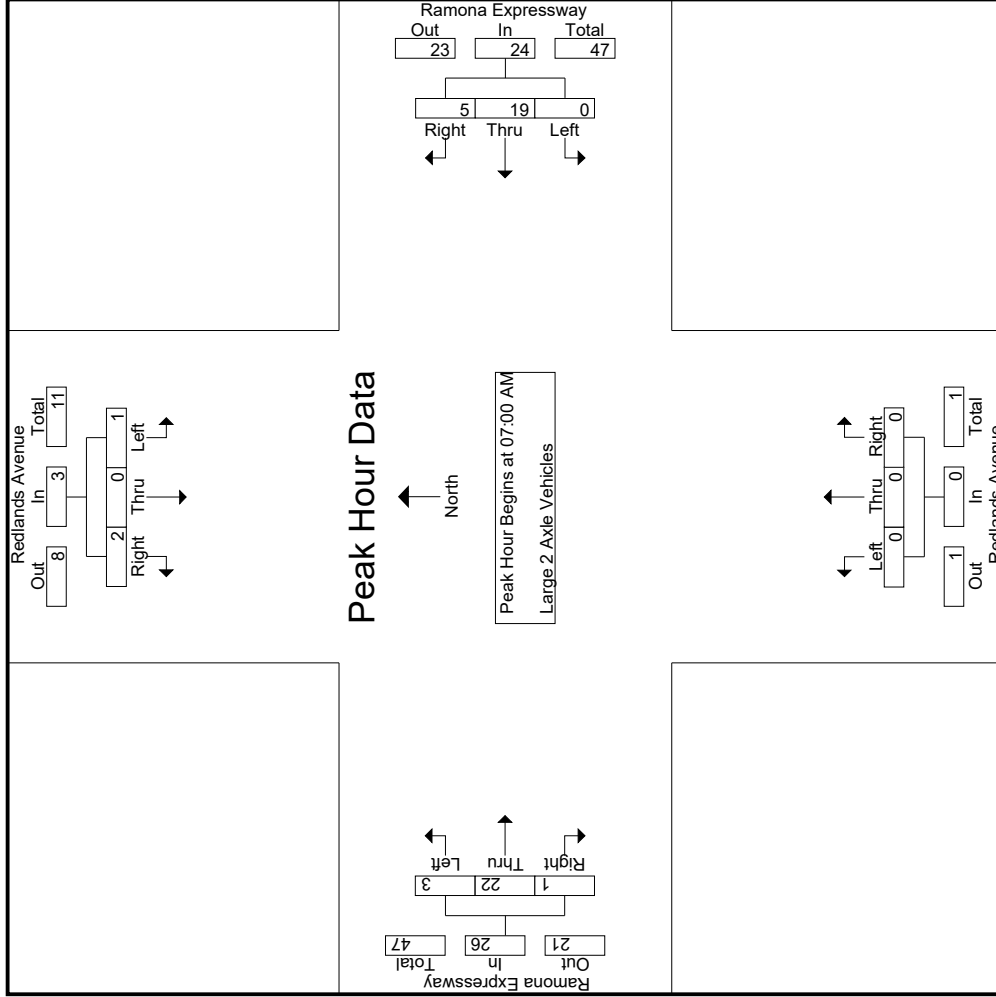
Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	1	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	0	0	1	0	3	3	0	6	0	0	0	0	0	4	1	0	6	1	13
07:30 AM	0	0	0	0	0	6	0	0	6	0	0	0	0	0	4	0	0	4	0	10
07:45 AM	1	0	0	0	0	7	1	0	8	0	0	0	0	1	9	0	10	0	19	
Total Volume	1	0	2	2	0	19	5	0	24	0	0	0	0	3	22	1	0	26	2	53
% App. Total	33.3	0	66.7		0	79.2	20.8		43.3	0	0	100		11.5	84.6	3.8		50	3.8	96.3
PHF	.250	.000	.500		.000	.679	.417		.750	.000	.000	.000		.750	.611	.250		.650		.697

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

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Redlands Avenue
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 Weather: Clear

File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
 N/S: Redlands Avenue
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File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Ramona Expressway Westbound			Redlands Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	1	0	0	4	0	0	0	0	0	0	0	0	
+15 mins.	0	0	1	0	3	1	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	3	3	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	0	6	0	0	0	0	0	0	0	0	0	
Total Volume	1	0	2	0	19	5	0	0	0	0	0	0	0	0	
% App. Total	33.3	0	66.7	0	79.2	20.8	0	0	0	0	0	0	0	0	
PHF	.250	.000	.500	.000	.679	.417	.000	.750	.000	.000	.000	.000	.750	.650	

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City of Perris
 N/S: Redlands Avenue
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 Weather: Clear

File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Groups Printed- 3 Axle Vehicles

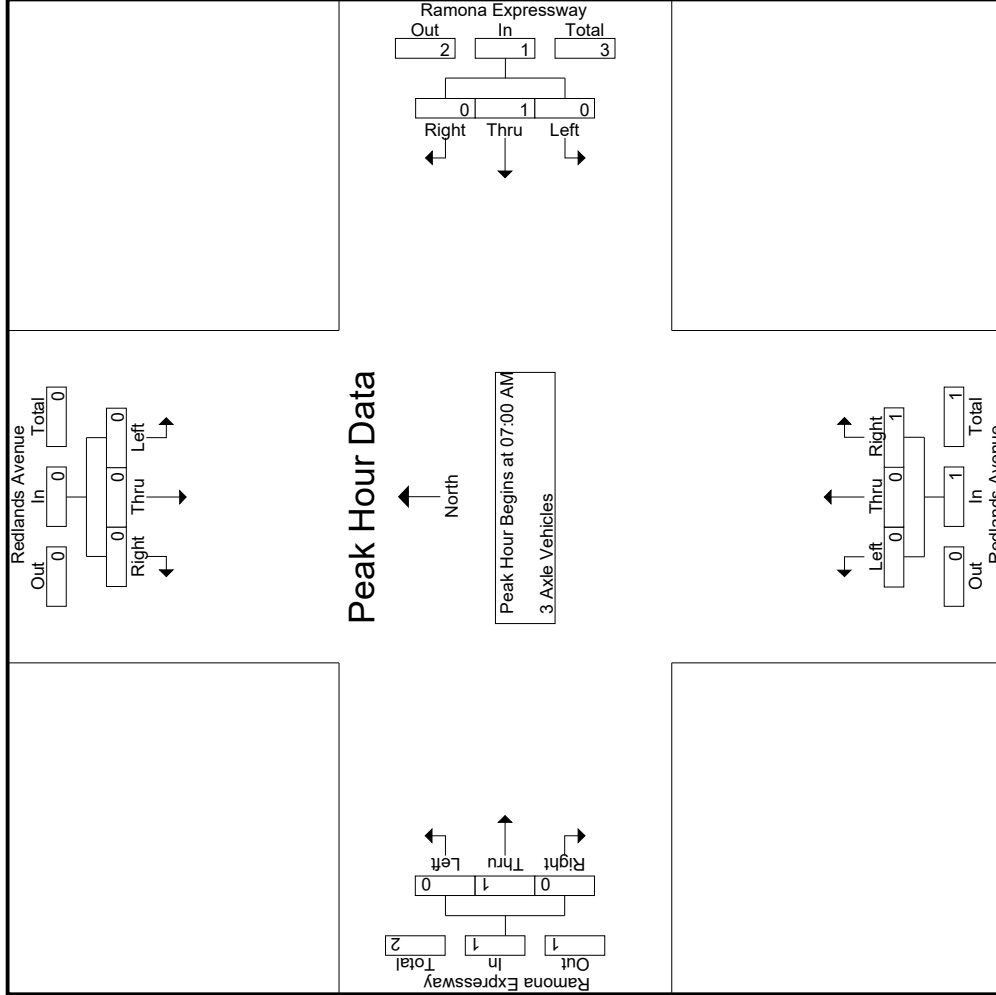
Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	0	1	1	0	1	0	0	1	1	3	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	2
08:45 AM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	4	4
Total	0	1	0	0	1	2	1	0	0	3	0	4	0	0	4	0	8	8
Grand Total	0	1	0	0	1	3	1	0	1	4	0	5	0	0	5	1	11	12
Approch %	0	100	0	0	0	75	25	0	100	0	100	0	0	0	100	0	0	0
Total %	0	9.1	0	0	9.1	27.3	9.1	0	9.1	36.4	0	45.5	0	0	45.5	8.3	91.7	0

Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	1	0	1	1	0	1	0	0	1	0	1	3
% App. Total	0	0	0	0	0	0	100	0	100	0	0	100	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.000	.000	.250	.000	.250	.750

Counts Unlimited
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 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Ramona Expressway Westbound			Redlands Avenue Northbound			Ramona Expressway Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	App. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1
% App. Total	0	0	0	0	0	100	0	0	100	0	0	100	0	0	100
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.000	.250	.250

Groups Printed- 4+ Axle Trucks

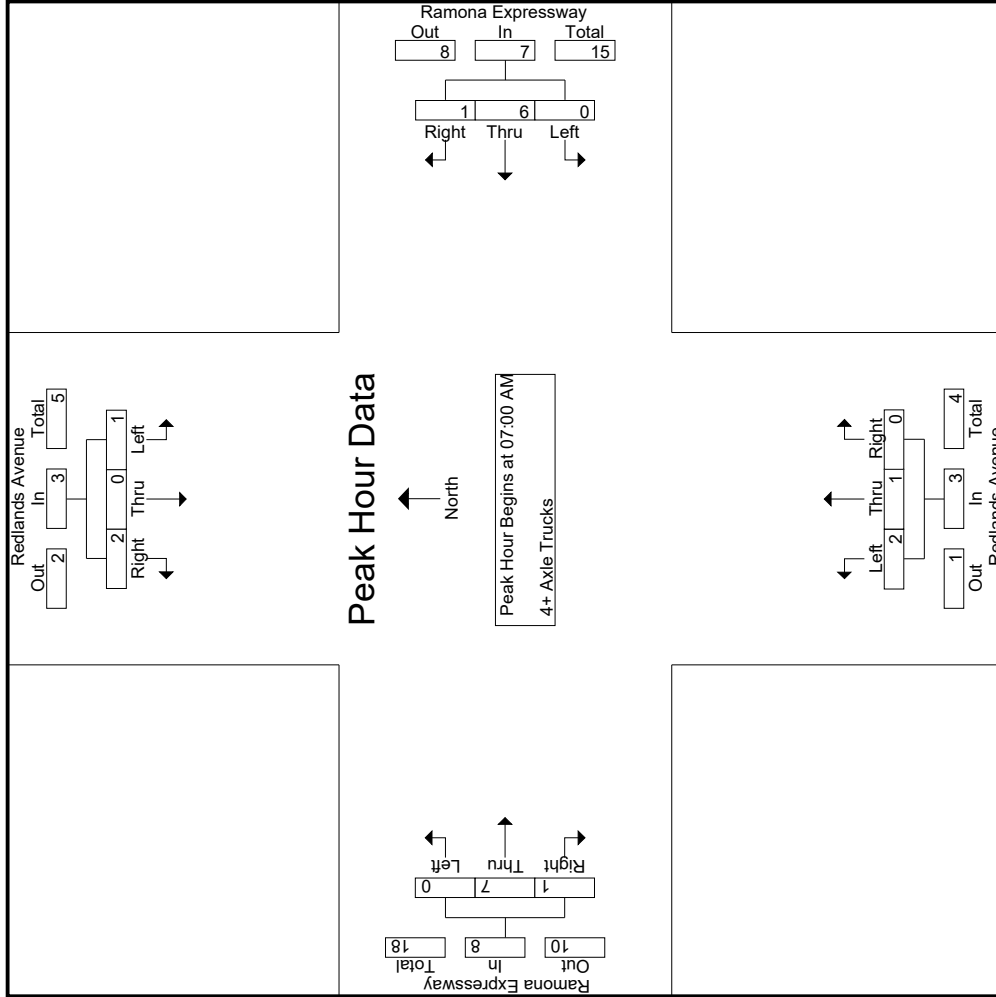
Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound												
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	2	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	2	2	0	6	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	2	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	7	2	0	14	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	1	9	4	0	20	2	0	0	4	1	0	0	5	4	14	4	1	22	18.2	63.6	23	6.6	36.1	7.6
Approch %	16.7	8.3	75		0	90.9	9.1			80	20	0		8.2	6.6	18.2	6.6		22	5	61	6	61	66	
Total %	3.3	1.6	14.8		0	32.8	3.3			6.6	1.6	0		8.2	6.6	23	6.6		36.1	7.6	92.4	7.6	92.4	99.4	

Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound											
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	0	6	1	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
% App. Total	33.3	0	66.7		0	85.7	14.3			66.7	33.3	0		87.5	12.5	0	0	0	87.5	12.5	0	0	0	0
PHF	.250	.000	.250		.000	.583	.250			.250	.000	.000		.375	.000	.250	.000	.583	.250	.667	.250	.667	.583	

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City of Perris
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 Weather: Clear

File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
 N/S: Redlands Avenue
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File Name : 30_PER_Red_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Redlands Avenue Southbound			Ramona Expressway Westbound			Redlands Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
+15 mins.	1	0	0	0	3	0	3	0	0	0	0	1	1	0	
+30 mins.	0	0	2	0	3	0	3	0	1	0	0	3	0	3	
+45 mins.	0	0	0	0	0	1	0	0	0	0	0	2	0	2	
Total Volume	1	0	2	0	6	1	7	2	1	0	0	7	1	8	
% App. Total	33.3	0	66.7	0	85.7	14.3	7	66.7	33.3	0	0	87.5	12.5	66.7	
PHF	.250	.000	.250	.000	.500	.250	.583	.250	.250	.000	.375	.583	.250	.667	

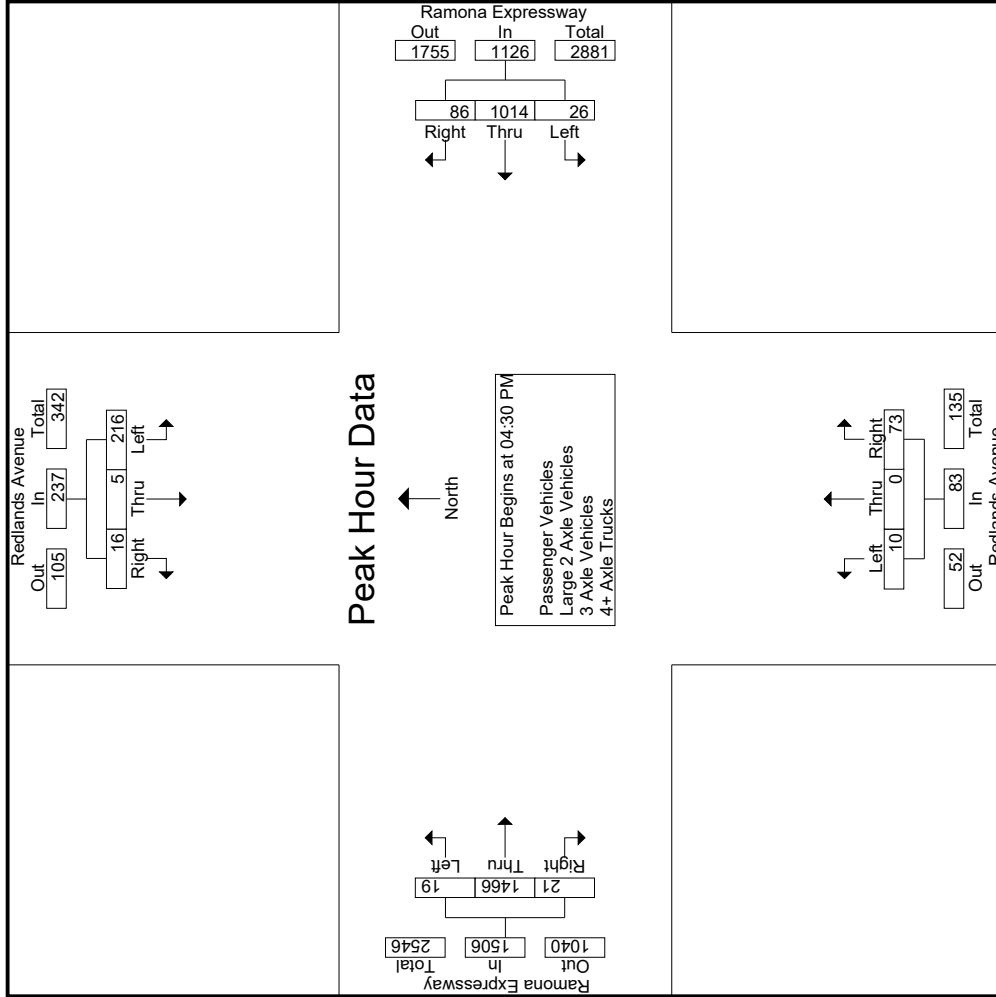
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redlands Avenue Southbound						Ramona Expressway Westbound						Redlands Avenue Northbound						Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
04:00 PM	52	0	9	8	61		10	229	18	3	257		3	2	16	12	21		8	285	3	2	296	
04:15 PM	55	0	6	3	61		7	233	21	1	261		5	2	12	9	19		7	355	2	1	364	
04:30 PM	52	2	4	3	58		4	261	27	6	292		2	0	19	16	21		9	309	4	0	322	
04:45 PM	53	2	7	6	62		10	239	24	3	273		0	0	14	11	14		2	395	5	3	402	
Total	212	4	26	20	242		31	962	90	13	1083		10	4	61	48	75		26	1344	14	6	1384	
05:00 PM	50	1	3	2	54		7	256	18	2	281		6	0	20	10	26		2	430	6	1	438	
05:15 PM	61	0	2	2	63		5	258	17	3	280		2	0	20	17	22		6	332	6	4	344	
05:30 PM	41	0	3	1	44		3	212	16	2	231		2	1	8	7	11		5	396	6	1	407	
05:45 PM	49	0	3	2	52		7	206	30	3	243		2	0	24	20	26		8	389	10	5	407	
Total	201	1	11	7	213		22	932	81	10	1035		12	1	72	54	85		21	1547	28	11	1596	
Grand Total	413	5	37	27	455		53	1894	171	23	2118		22	5	133	102	160		47	2891	42	17	2980	
Approch %	90.8	1.1	8.1	0.6	8		2.5	89.4	8.1	3	37.1		13.8	3.1	83.1	2.8	2.8		1.6	97	1.4	0.8	50.6	0.7
Total %	7.2	0.1	0.6	0.6	8		0.9	33.2	3	37.1	37.1		0.4	0.1	2.3	2.8	2.8		0.8	50.6	0.7	0.8	52.2	2.9
Passenger Vehicles	405	3	30	30	463		50	1840	160	91.3	2071		18	3	132	100	97.3		43	2842	36	88.2	2936	0
Large 2 Axle Vehicles	98.1	60	81.1	92.6	96.1		94.3	97.1	93.6	91.3	96.7		81.8	60	99.2	100	97.3		91.5	98.3	85.7	88.2	98	0
3 Axle Vehicles	6	1	1	0	8		3	35	2	0	40		0	1	0	0	1		1	31	1	0	33	0
4+ Axle Trucks	1.5	20	2.7	0	1.7		5.7	1.8	1.2	0	1.9		0	20	0	0	0.4		2.1	1.1	2.4	0	1.1	0
% 3 Axle Vehicles	0	0	1	0	1		0	5	7	4.3	13		0	0	0	0	0		0	4	1	0	7	0
% 4+ Axle Trucks	0	0	2.7	0	0.2		0	0.3	4.1	4.3	0.6		0	0	0	0	0		2.1	0.1	2.4	5.9	0.2	0
% 4+ Axle Trucks	2	1	5	7.4	10		0	14	2	4.3	17		4	1	1	0	6		2	14	4	9.5	21	0
% 4+ Axle Trucks	0.5	20	13.5	7.4	2.1		0	0.7	1.2	4.3	0.8		18.2	20	0.8	0	2.3		4.3	0.5	9.5	5.9	0.7	0

Start Time	Redlands Avenue Southbound						Ramona Expressway Westbound						Redlands Avenue Northbound						Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
04:30 PM	52	2	4	4	58		4	261	27	3	292		2	0	19	10	21		9	309	4	2	322	
04:45 PM	53	2	7	3	62		10	239	24	6	273		0	0	14	14	14		2	395	5	2	402	
05:00 PM	50	1	3	1	54		5	256	18	2	281		6	0	20	17	22		6	332	6	4	344	
05:15 PM	61	0	2	2	63		5	258	17	3	280		2	0	20	17	22		6	332	6	4	344	
05:30 PM	41	0	3	1	44		3	212	16	2	231		2	1	8	7	11		5	396	6	1	407	
05:45 PM	49	0	3	2	52		7	206	30	3	243		2	0	24	20	26		8	389	10	5	407	
Total	216	5	16	6.8	237		26	1014	86	1126	1126		10	0	73	88	88		19	1466	21	1506	1506	
% App. Total	91.1	2.1	6.8	2.1	9.40		2.3	90.1	7.6	7.6	7.6		12	0	88	1.3	97.3		1.3	97.3	1.4	8.2	8.2	
PHF	.885	.625	.571	.571	.940		.650	.971	.796	.964	.964		.417	.000	.913	.798	.852		.528	.875	.875	.860	.860	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM



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City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Ramona Expressway Westbound			Redlands Avenue Northbound			Ramona Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:00 PM			04:30 PM			05:00 PM			05:00 PM				
+0 mins.	52	0	9	4	261	27	292	6	0	20	2	430	6	438
+15 mins.	55	0	6	10	239	24	273	2	0	20	6	332	6	344
+30 mins.	52	2	4	7	256	18	281	2	1	8	5	396	6	407
+45 mins.	53	2	7	5	258	17	280	2	0	24	8	389	10	407
Total Volume	212	4	26	26	1014	86	1126	12	1	72	21	1547	28	1596
% App. Total	87.6	1.7	10.7	2.3	90.1	7.6	96.4	14.1	1.2	84.7	1.3	96.9	1.8	99.9
PHF	.964	.500	.722	.650	.971	.796	.964	.500	.250	.750	.656	.899	.700	.911

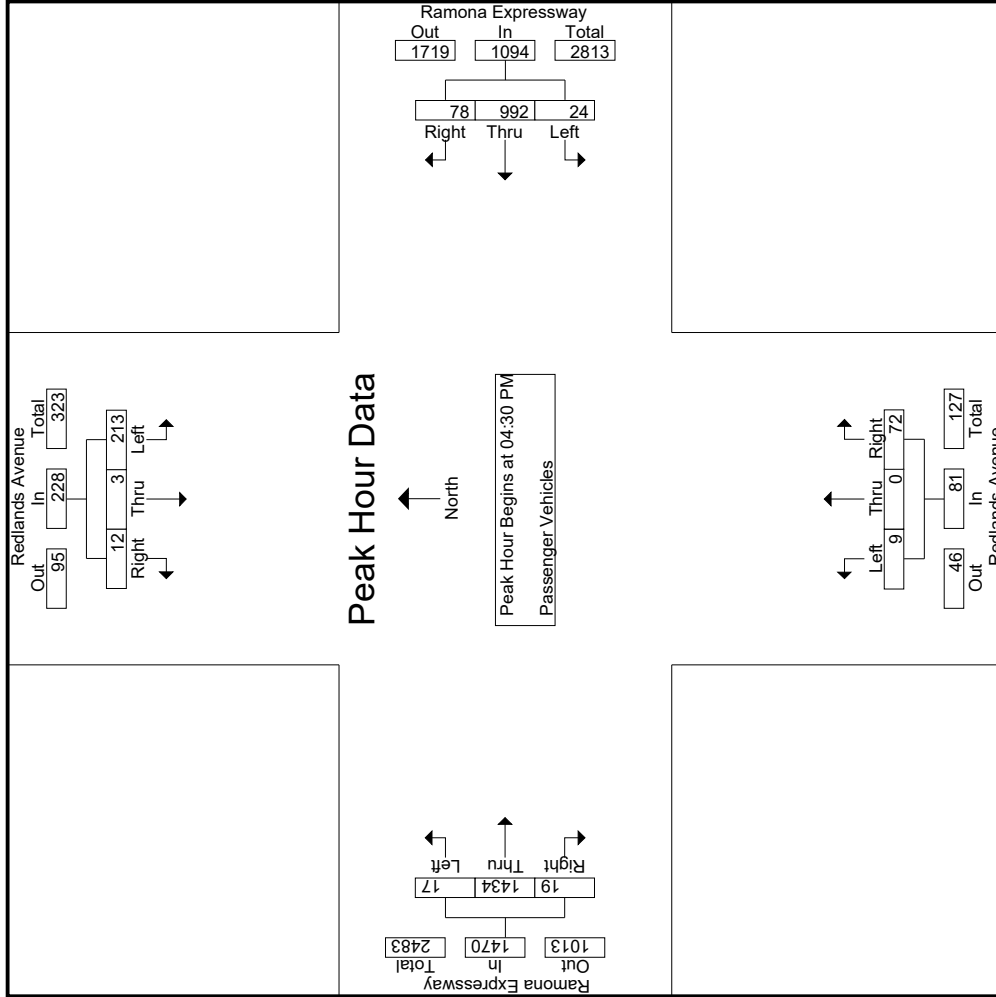
Groups Printed- Passenger Vehicles

Start Time	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	51	0	9	8	60	9	217	18	3	244	3	2	16	12	21	7	283	2	2	292	25	617	642
04:15 PM	54	0	5	3	59	7	224	20	1	251	4	1	12	9	17	6	353	1	0	360	13	687	700
04:30 PM	52	2	3	3	57	4	254	26	6	284	2	0	19	16	21	8	295	2	0	305	25	667	692
04:45 PM	52	1	6	5	59	10	235	22	2	267	0	0	14	11	14	1	383	5	3	389	21	729	750
Total	209	3	23	19	235	30	930	86	12	1046	9	3	61	48	73	22	1314	10	5	1346	84	2700	2784
05:00 PM	50	0	1	1	51	5	249	16	1	270	5	0	19	10	24	2	427	6	1	435	13	780	793
05:15 PM	59	0	2	2	61	5	254	14	3	273	2	0	20	17	22	6	329	6	4	341	26	697	723
05:30 PM	41	0	2	1	43	3	205	15	2	223	1	0	8	7	9	5	393	5	1	403	11	678	689
05:45 PM	46	0	2	2	48	7	202	29	3	238	1	0	24	20	25	8	379	9	4	396	29	707	736
Total	196	0	7	6	203	20	910	74	9	1004	9	0	71	54	80	21	1528	26	10	1575	79	2862	2941
Grand Total	405	3	30	25	438	50	1840	160	21	2050	18	3	132	102	153	43	2842	36	15	2921	163	5562	5725
Approch %	92.5	0.7	6.8		7.9	2.4	89.8	7.8		36.9	11.8	2	86.3		2.8	1.5	97.3	1.2		52.5	2.8	97.2	
Total %	7.3	0.1	0.5			0.9	33.1	2.9			0.3	0.1	2.4			0.8	51.1	0.6					

3.1-863

Start Time	Redlands Avenue Southbound					Ramona Expressway Westbound					Redlands Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	52	2	3		57	4	254	26		284	2	0	19		21	8	295	2		305	2	305	667
04:45 PM	52	1	6		59	10	235	22		267	0	0	14		14	1	383	5		389	5	389	729
05:00 PM	50	0	1		51	5	249	16		270	5	0	19		24	2	427	6		435	6	435	780
05:15 PM	59	0	2		61	5	254	14		273	2	0	20		22	6	329	6		341	6	341	697
Total Volume	213	3	12		228	24	992	78		1094	9	0	72		81	17	1434	19		1470	19	1470	2873
% App. Total	93.4	1.3	5.3		7.1	2.2	90.7	7.1		7.5	11.1	0	88.9		1.2	1.2	97.6	1.3		52.5	2.8	97.2	
PHF	.903	.375	.500		.934	.600	.976	.750		.963	.450	.000	.900		.844	.531	.840	.792		.845		.845	.921

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



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City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Redlands Avenue Southbound			Ramona Expressway Westbound			Redlands Avenue Northbound			Ramona Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			04:30 PM			04:30 PM			04:30 PM				
+0 mins.	52	2	3	4	254	26	284	0	0	19	2	295	2	305
+15 mins.	52	1	6	10	235	22	267	0	0	14	1	383	5	389
+30 mins.	50	0	1	5	249	16	270	0	0	19	2	427	6	435
+45 mins.	59	0	2	5	254	14	273	0	0	20	6	329	6	341
Total Volume	213	3	12	24	992	78	1094	0	0	72	17	1434	19	1470
% App. Total	93.4	1.3	5.3	2.2	90.7	7.1	963	0	0	88.9	1.2	97.6	1.3	84.5
PHF	.903	.375	.500	.600	.976	.750	.963	.450	.000	.900	.531	.840	.792	.845

Groups Printed - Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				Inclu. Total	Int. Total		
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			App. Total	
04:00 PM	0	0	0	0	1	9	0	0	10	0	0	0	0	0	1	0	0	1	11	11
04:15 PM	1	0	0	0	0	6	0	0	6	0	0	0	0	0	1	0	0	1	8	8
04:30 PM	0	0	1	0	0	5	1	0	6	0	0	0	0	1	11	1	0	13	20	20
04:45 PM	1	1	0	0	0	2	1	0	3	0	0	0	0	0	6	0	0	6	11	11
Total	2	1	1	0	1	22	2	0	25	0	0	0	0	1	19	1	0	21	50	50
05:00 PM	0	0	0	0	2	3	0	0	5	0	0	0	0	0	3	0	0	3	8	8
05:15 PM	2	0	0	0	2	2	0	0	2	0	0	0	0	1	0	0	0	1	5	5
05:30 PM	0	0	0	0	0	4	0	0	4	0	1	0	0	2	0	0	0	2	7	7
05:45 PM	2	0	0	0	2	4	0	0	4	0	0	0	0	6	0	0	0	6	12	12
Total	4	0	0	0	2	13	0	0	15	0	1	0	1	0	12	0	0	12	32	32
Grand Total	6	1	1	0	3	35	2	0	40	0	1	0	1	1	31	1	0	33	82	82
Approch %	75	12.5	1.2		7.5	87.5	5			0	100	0		3	93.9	3		40.2		100
Total %	7.3	1.2	1.2		3.7	42.7	2.4		48.8	0	1.2	0		1.2	37.8	1.2				

3.1-866

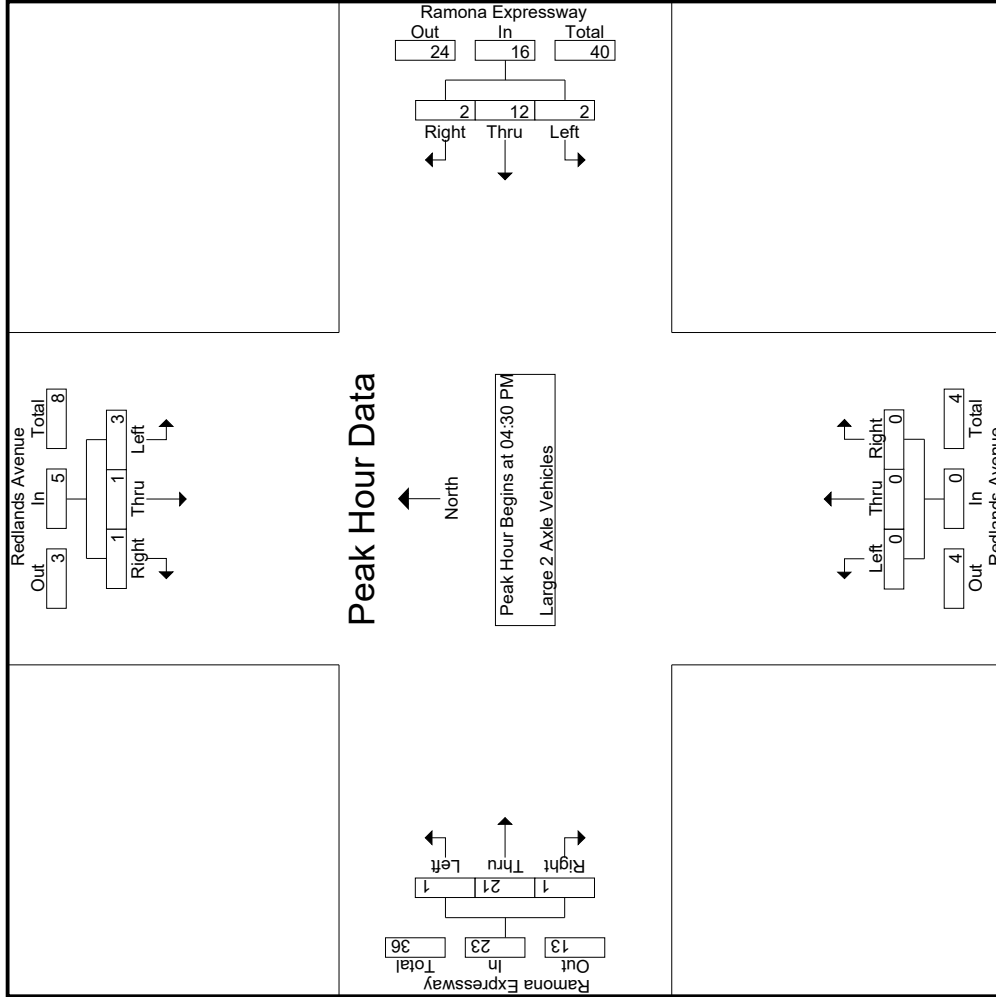
Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				Inclu. Total	Int. Total		
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			App. Total	
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	1	0	0	2	2	1	0	3	0	0	0	0	0	0	0	0	6	6	6
05:00 PM	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	3	3	3
05:15 PM	2	0	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0	1	1	1
Total Volume	3	1	1	1	2	12	2	0	16	0	0	0	0	1	21	1	0	23	44	44
% App. Total	60	20	20		12.5	75	12.5			0	91.3	4.3		4.3	91.3	4.3				
PHF	.375	.250	.250		.250	.600	.500		.667	.000	.000	.000		.250	.477	.250		.442	.550	.550

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Ramona Expressway Westbound			Redlands Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM					
+0 mins.	0	0	1	0	0	6	0	0	0	0	0	0	0	0	
+15 mins.	1	1	0	2	1	3	0	0	0	0	0	6	0	6	
+30 mins.	0	0	0	0	0	5	0	0	0	0	0	3	0	3	
+45 mins.	2	0	0	2	0	2	0	0	0	0	0	1	0	1	
Total Volume	3	1	1	5	2	16	0	0	0	0	0	21	1	23	
% App. Total	60	20	20	12.5	75	12.5	0	0	0	0	4.3	91.3	4.3	23	
PHF	.375	.250	.250	.625	.250	.667	.000	.000	.000	.000	.250	.477	.250	.442	

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	1	3	0	0	4	1	5	6
Total	0	0	0	0	4	0	0	0	0	0	1	4	0	0	5	1	9	10
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1	2	3
Total	0	0	1	0	8	0	0	0	0	0	0	0	1	1	1	1	10	11
Grand Total	0	0	1	0	12	0	0	0	0	0	1	4	1	1	6	2	19	21
Approch %	0	0	100		58.3	0	0	0	0	0	16.7	66.7	16.7		31.6	9.5	90.5	
Total %	0	0	5.3		63.2	0	0	0	0	0	5.3	21.1	5.3					

3.1-869

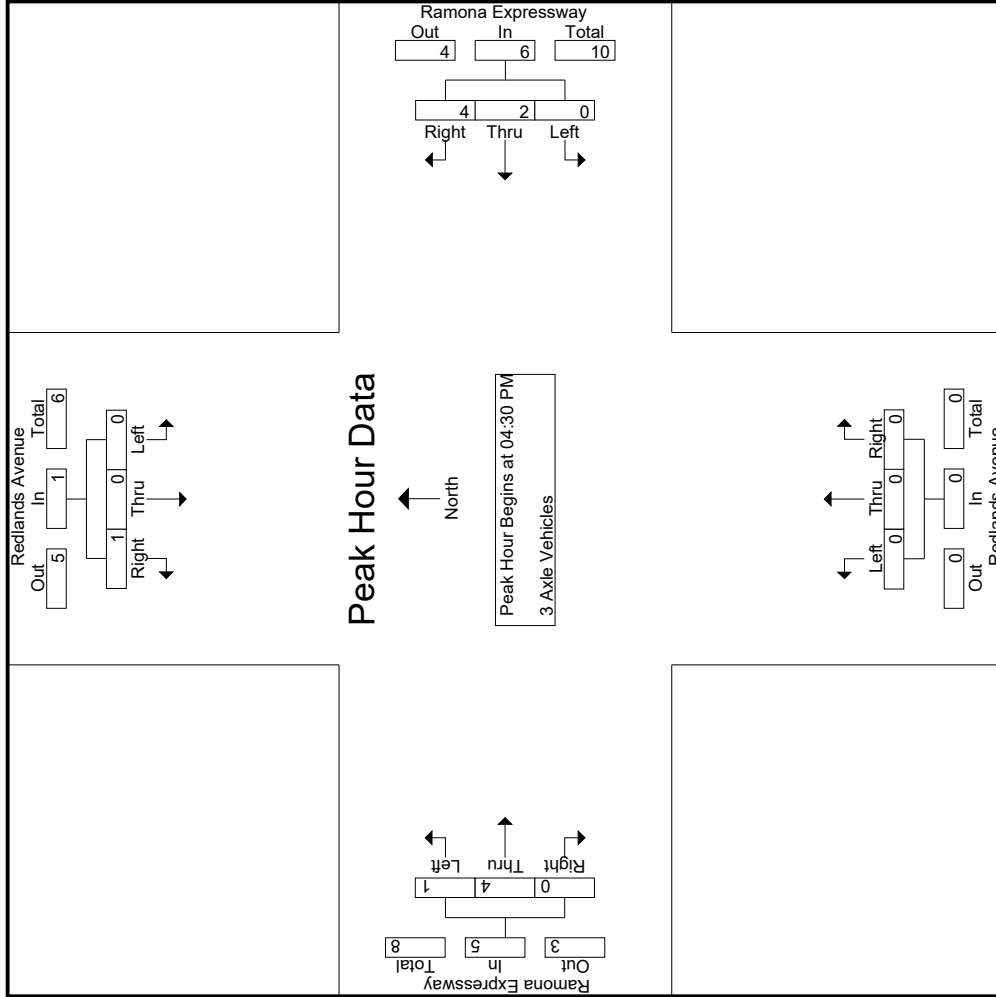
Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	4	5
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	1	0	6	0	0	6	0	0	1	4	0	0	5	0	12	12
% App. Total	0	0	100		66.7	0	0	66.7	0	0	20	80	0	0	0	0	0	0
PHF	.000	.000	.250		.500	.000	.000	.500	.000	.000	.250	.333	.000	.000	.313	.000	.600	

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Ramona Expressway Westbound			Redlands Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
+15 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	4	
+30 mins.	0	0	1	0	1	1	2	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	2	3	0	0	0	0	0	0	0	
Total Volume	0	0	1	0	2	4	6	0	0	0	0	4	0	5	
% App. Total	0	0	100	0	33.3	66.7	.500	.000	.000	.000	.000	.800	.000	.313	
PHF	.000	.000	.250	.000	.500	.500	.500	.000	.000	.000	.000	.333	.000	.313	

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				Int. Total		
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total
04:00 PM	1	0	0	0	0	3	0	0	3	0	0	0	1	1	1	0	3	0	7
04:15 PM	0	0	1	0	0	1	0	0	1	1	0	0	1	1	1	1	3	1	7
04:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	2	1	0	3	0	5
04:45 PM	0	0	1	1	0	2	0	0	2	0	0	0	0	3	0	0	3	1	6
Total	1	0	2	1	3	8	0	0	8	1	1	0	2	7	3	1	12	2	25
05:00 PM	0	1	1	1	0	3	1	1	4	1	0	1	0	0	0	0	0	2	8
05:15 PM	0	0	0	0	0	1	1	0	2	0	0	0	0	2	0	0	2	0	4
05:30 PM	0	0	1	0	0	2	0	0	2	1	0	0	1	1	1	0	2	0	6
05:45 PM	1	0	1	0	2	0	0	0	2	0	0	0	0	4	0	0	4	0	7
Total	1	1	3	1	5	8	2	1	8	3	0	1	4	7	1	0	8	2	25
Grand Total	2	1	5	2	8	16	2	1	16	4	1	1	6	2	14	4	20	4	50
Approch %	25	12.5	62.5		0	87.5	12.5		0	66.7	16.7	16.7		10	70	20	40	7.4	92.6
Total %	4	2	10		0	28	4		32	8	2	2		4	28	8			

3.1-872

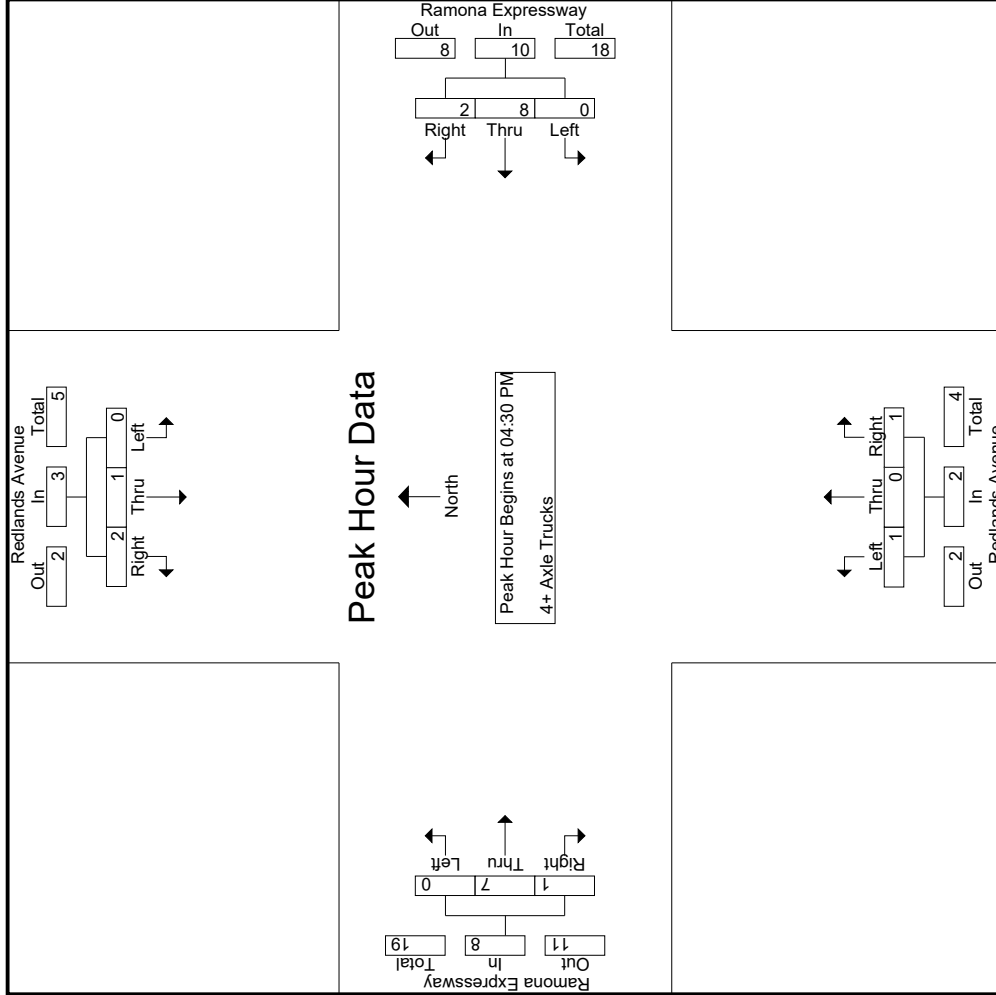
Start Time	Redlands Avenue Southbound				Ramona Expressway Westbound				Redlands Avenue Northbound				Ramona Expressway Eastbound				Int. Total		
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total
04:30 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	3
04:45 PM	0	0	0	1	0	0	2	0	2	0	0	0	0	0	3	0	3	0	3
05:00 PM	0	1	1	0	0	0	4	0	4	1	0	1	0	2	0	0	2	0	8
05:15 PM	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
Total Volume	0	1	2	1	3	8	2	1	10	1	1	1	2	0	7	1	8	0	23
% App. Total	0	33.3	66.7		0	80	20		0	50	0	50		0	87.5	12.5			
PHF	.000	.250	.500		.000	.625	.500		.375	.250	.000	.250		.000	.583	.250		.667	.719

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 30_PER_Red_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Ramona Expressway Westbound			Redlands Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3
+15 mins.	0	0	1	0	2	0	2	0	0	0	0	0	3	0	3
+30 mins.	0	1	1	0	3	1	4	1	0	2	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	2	0	0	0	0	2	0	0	2
Total Volume	0	1	2	0	8	2	10	1	0	1	0	7	1	1	8
% App. Total	0	33.3	66.7	0	80	20	66.7	50	0	50	0	87.5	12.5	0	87.5
PHF	.000	.250	.500	.000	.667	.500	.625	.250	.000	.250	.000	.583	.250	.000	.667

Location: Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg Ramona Expressway	South Leg Redlands Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	2	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	1	0	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	5	0	5

	North Leg Redlands Avenue	East Leg Ramona Expressway	South Leg Redlands Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	2	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	2	0	2
5:30 PM	0	0	2	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	6	0	6

Location: Perris
 N/S: Redlands Avenue
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Redlands Avenue			Westbound Ramona Expressway			Northbound Redlands Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	1	0	3

	Southbound Redlands Avenue			Westbound Ramona Expressway			Northbound Redlands Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	0	0	2

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

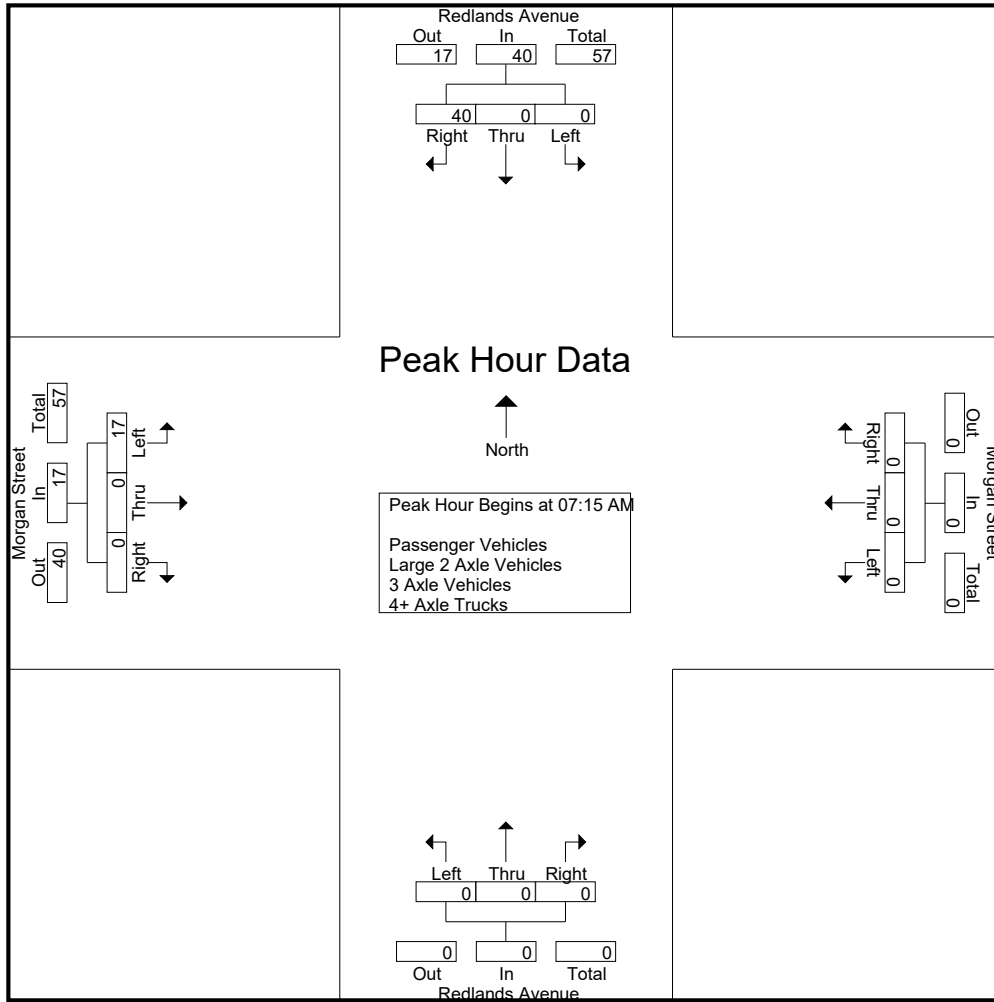
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	4	4	0	0	0	0	0	0	0	0	5	0	0	5	9
07:15 AM	0	0	10	10	0	0	0	0	0	0	0	0	2	0	0	2	12
07:30 AM	0	0	9	9	0	0	0	0	0	0	0	0	3	0	0	3	12
07:45 AM	0	0	11	11	0	0	0	0	0	0	0	0	5	0	0	5	16
Total	0	0	34	34	0	0	0	0	0	0	0	0	15	0	0	15	49
08:00 AM	0	0	10	10	0	0	0	0	0	0	0	0	7	0	0	7	17
08:15 AM	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	10
08:30 AM	0	0	5	5	0	0	0	0	0	0	0	0	5	0	0	5	10
08:45 AM	0	0	8	8	0	0	0	0	0	0	0	0	5	0	0	5	13
Total	0	0	33	33	0	0	0	0	0	0	0	0	17	0	0	17	50
Grand Total	0	0	67	67	0	0	0	0	0	0	0	0	32	0	0	32	99
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	67.7	67.7	0	0	0	0	0	0	0	0	32.3	0	0	32.3	
Passenger Vehicles	0	0	64	64	0	0	0	0	0	0	0	0	29	0	0	29	93
% Passenger Vehicles	0	0	95.5	95.5	0	0	0	0	0	0	0	0	90.6	0	0	90.6	93.9
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	3.1	0	0	3.1	1
3 Axle Vehicles	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	4
% 3 Axle Vehicles	0	0	3	3	0	0	0	0	0	0	0	0	6.2	0	0	6.2	4
4+ Axle Trucks	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0	1.5	1.5	0	0	0	0	0	0	0	0	0	0	0	0	1

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	10	10	0	0	0	0	0	0	0	0	2	0	0	2	12
07:30 AM	0	0	9	9	0	0	0	0	0	0	0	0	3	0	0	3	12
07:45 AM	0	0	11	11	0	0	0	0	0	0	0	0	5	0	0	5	16
08:00 AM	0	0	10	10	0	0	0	0	0	0	0	0	7	0	0	7	17
Total Volume	0	0	40	40	0	0	0	0	0	0	0	0	17	0	0	17	57
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.909	.909	.000	.000	.000	.000	.000	.000	.000	.000	.607	.000	.000	.607	.838

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	10	10	0	0	0	0	0	0	0	0	2	0	0	2
+15 mins.	0	0	9	9	0	0	0	0	0	0	0	0	3	0	0	3
+30 mins.	0	0	11	11	0	0	0	0	0	0	0	0	5	0	0	5
+45 mins.	0	0	10	10	0	0	0	0	0	0	0	0	7	0	0	7
Total Volume	0	0	40	40	0	0	0	0	0	0	0	0	17	0	0	17
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.909	.909	.000	.000	.000	.000	.000	.000	.000	.000	.607	.000	.000	.607

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

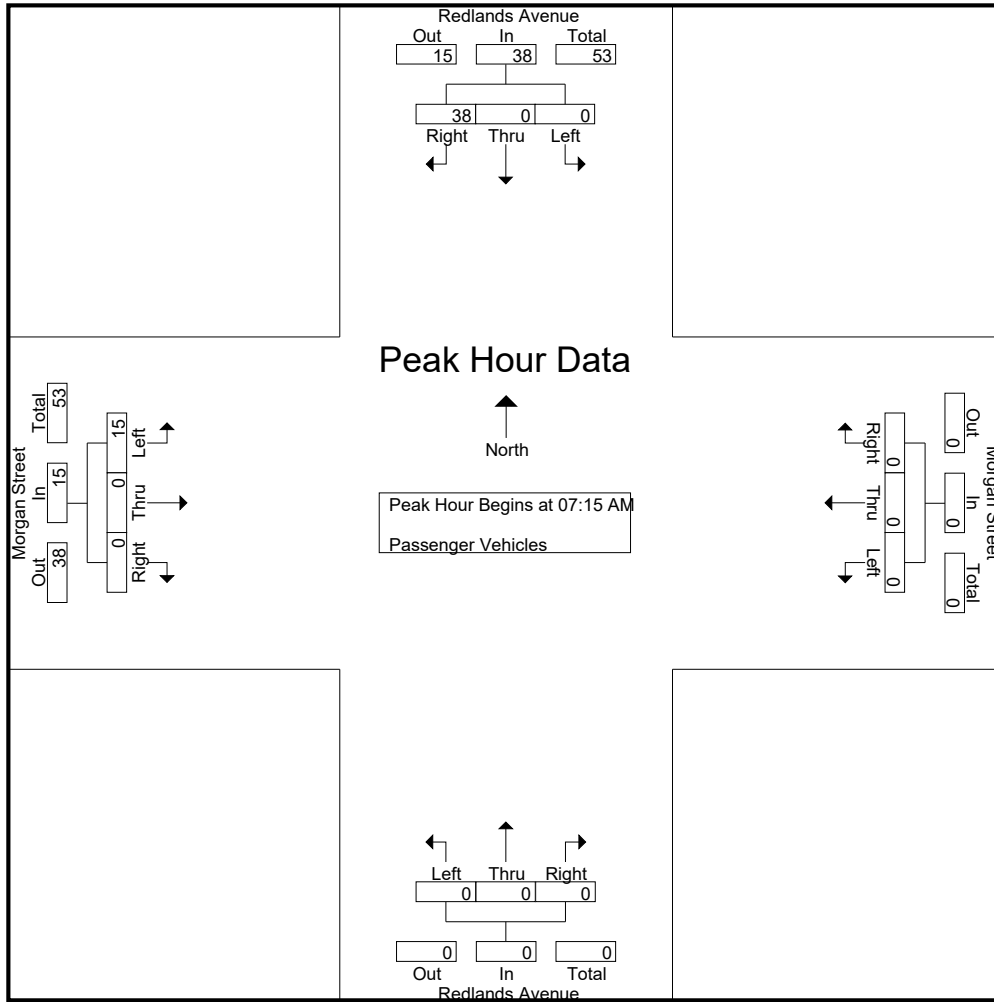
Groups Printed- Passenger Vehicles

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	4	4	0	0	0	0	0	0	0	0	5	0	0	5	9
07:15 AM	0	0	10	10	0	0	0	0	0	0	0	0	2	0	0	2	12
07:30 AM	0	0	9	9	0	0	0	0	0	0	0	0	2	0	0	2	11
07:45 AM	0	0	10	10	0	0	0	0	0	0	0	0	4	0	0	4	14
Total	0	0	33	33	0	0	0	0	0	0	0	0	13	0	0	13	46
08:00 AM	0	0	9	9	0	0	0	0	0	0	0	0	7	0	0	7	16
08:15 AM	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	10
08:30 AM	0	0	4	4	0	0	0	0	0	0	0	0	4	0	0	4	8
08:45 AM	0	0	8	8	0	0	0	0	0	0	0	0	5	0	0	5	13
Total	0	0	31	31	0	0	0	0	0	0	0	0	16	0	0	16	47
Grand Total	0	0	64	64	0	0	0	0	0	0	0	0	29	0	0	29	93
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	68.8	68.8	0	0	0	0	0	0	0	0	31.2	0	0	31.2	

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	10	10	0	0	0	0	0	0	0	0	2	0	0	2	12
07:30 AM	0	0	9	9	0	0	0	0	0	0	0	0	2	0	0	2	11
07:45 AM	0	0	10	10	0	0	0	0	0	0	0	0	4	0	0	4	14
08:00 AM	0	0	9	9	0	0	0	0	0	0	0	0	7	0	0	7	16
Total Volume	0	0	38	38	0	0	0	0	0	0	0	0	15	0	0	15	53
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.950	.950	.000	.000	.000	.000	.000	.000	.000	.000	.536	.000	.000	.536	.828

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	10	10	0	0	0	0	0	0	0	0	2	0	0	2
+15 mins.	0	0	9	9	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	10	10	0	0	0	0	0	0	0	0	4	0	0	4
+45 mins.	0	0	9	9	0	0	0	0	0	0	0	0	7	0	0	7
Total Volume	0	0	38	38	0	0	0	0	0	0	0	0	15	0	0	15
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.950	.950	.000	.000	.000	.000	.000	.000	.000	.000	.536	.000	.000	.536

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

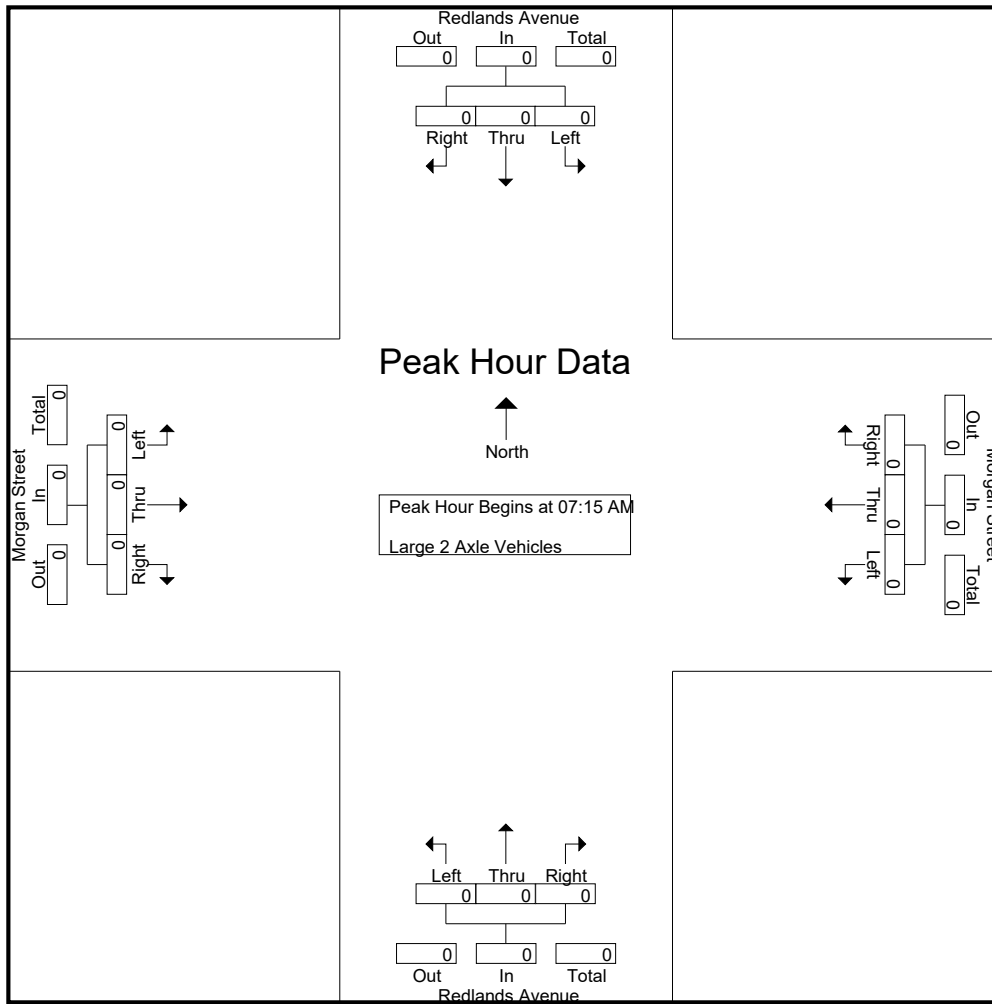
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0		
Total %	0	0	0		0	0	0		0	0	0		100	0	0	100	

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
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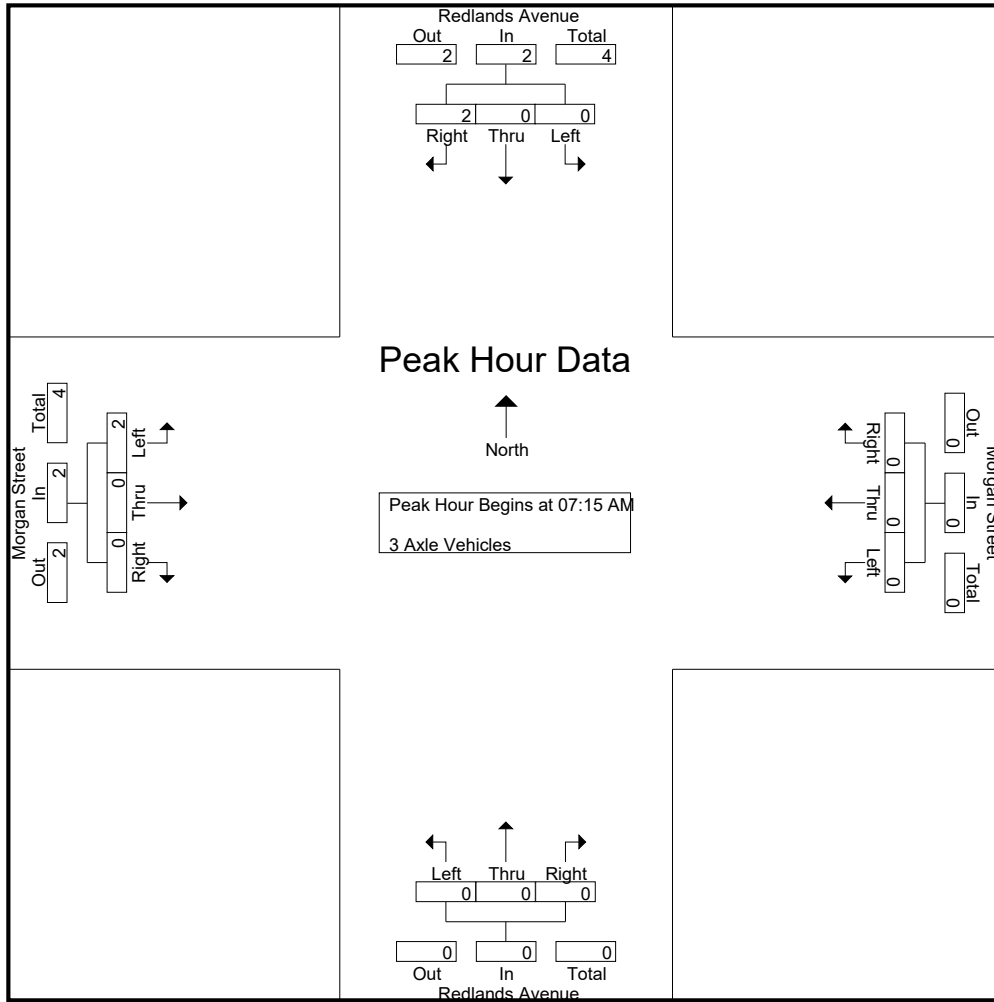
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	4
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	50	50	0	0	0	0	0	0	0	0	50	0	0	50	

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	2	4
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
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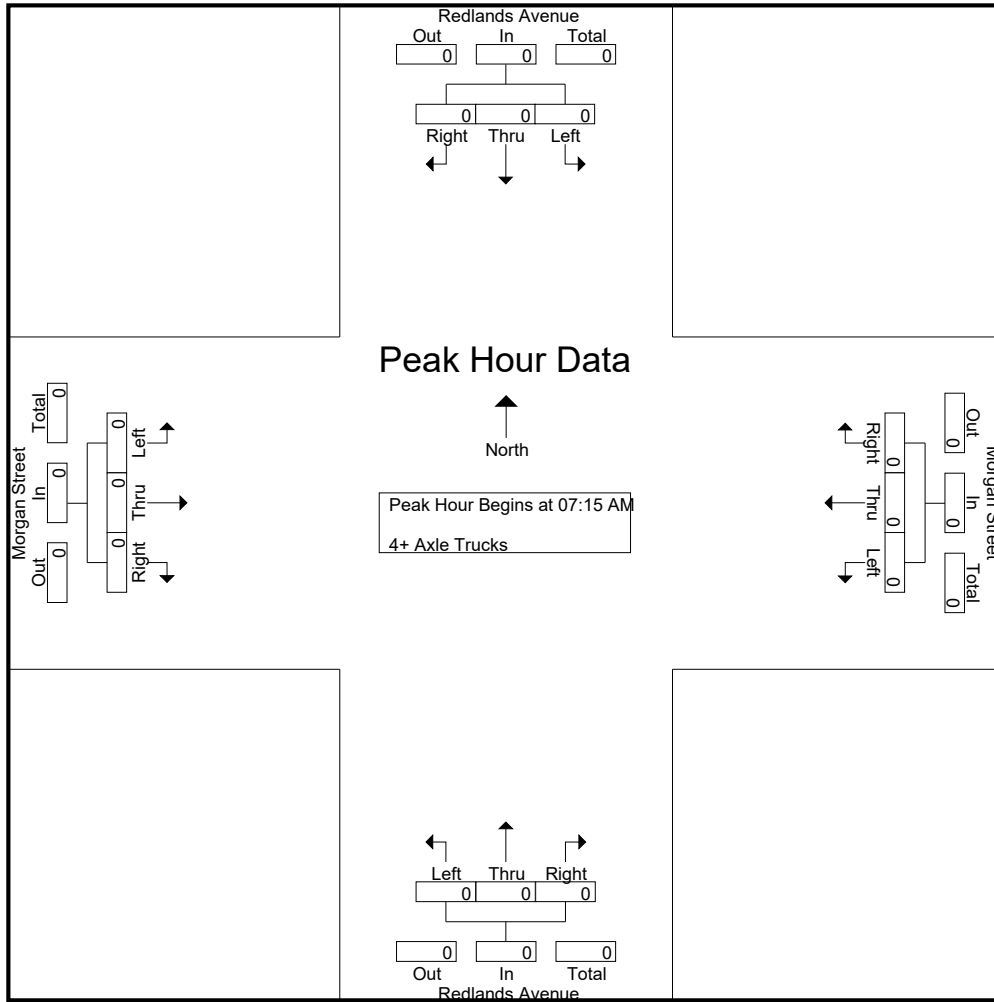
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	100		0	0	0		0	0	0		0	0	0		
Total %	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
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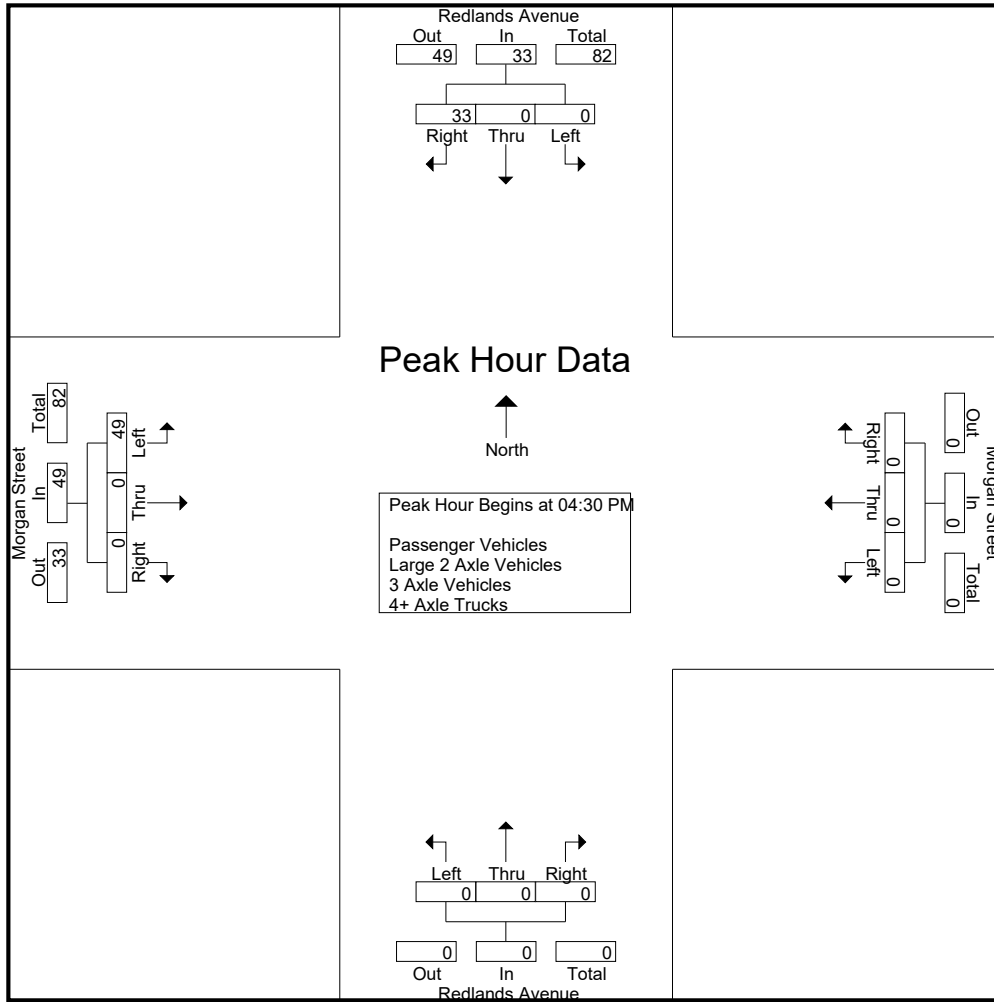
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	5	5	0	0	0	0	0	0	0	0	7	0	0	7	12
04:15 PM	0	0	4	4	0	0	0	0	0	0	0	0	14	0	0	14	18
04:30 PM	0	0	5	5	0	0	0	0	0	0	0	0	10	0	0	10	15
04:45 PM	0	0	10	10	0	0	0	0	0	0	0	0	10	0	0	10	20
Total	0	0	24	24	0	0	0	0	0	0	0	0	41	0	0	41	65
05:00 PM	0	0	8	8	0	0	0	0	0	0	0	0	11	0	0	11	19
05:15 PM	0	0	10	10	0	0	0	0	0	0	0	0	18	0	0	18	28
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	7	0	0	7	9
05:45 PM	0	0	8	8	0	0	0	0	0	0	0	0	14	0	0	14	22
Total	0	0	28	28	0	0	0	0	0	0	0	0	50	0	0	50	78
Grand Total	0	0	52	52	0	0	0	0	0	0	0	0	91	0	0	91	143
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	36.4	36.4	0	0	0	0	0	0	0	0	63.6	0	0	63.6	
Passenger Vehicles	0	0	48	48	0	0	0	0	0	0	0	0	90	0	0	90	138
% Passenger Vehicles	0	0	92.3	92.3	0	0	0	0	0	0	0	0	98.9	0	0	98.9	96.5
Large 2 Axle Vehicles	0	0	4	4	0	0	0	0	0	0	0	0	1	0	0	1	5
% Large 2 Axle Vehicles	0	0	7.7	7.7	0	0	0	0	0	0	0	0	1.1	0	0	1.1	3.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	5	5	0	0	0	0	0	0	0	0	10	0	0	10	15
04:45 PM	0	0	10	10	0	0	0	0	0	0	0	0	10	0	0	10	20
05:00 PM	0	0	8	8	0	0	0	0	0	0	0	0	11	0	0	11	19
05:15 PM	0	0	10	10	0	0	0	0	0	0	0	0	18	0	0	18	28
Total Volume	0	0	33	33	0	0	0	0	0	0	0	0	49	0	0	49	82
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.825	.825	.000	.000	.000	.000	.000	.000	.000	.000	.681	.000	.000	.681	.732

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	0	0	5	5	0	0	0	0	0	0	0	0	11	0	0	11
+15 mins.	0	0	10	10	0	0	0	0	0	0	0	0	18	0	0	18
+30 mins.	0	0	8	8	0	0	0	0	0	0	0	0	7	0	0	7
+45 mins.	0	0	10	10	0	0	0	0	0	0	0	0	14	0	0	14
Total Volume	0	0	33	33	0	0	0	0	0	0	0	0	50	0	0	50
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.825	.825	.000	.000	.000	.000	.000	.000	.000	.000	.694	.000	.000	.694

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

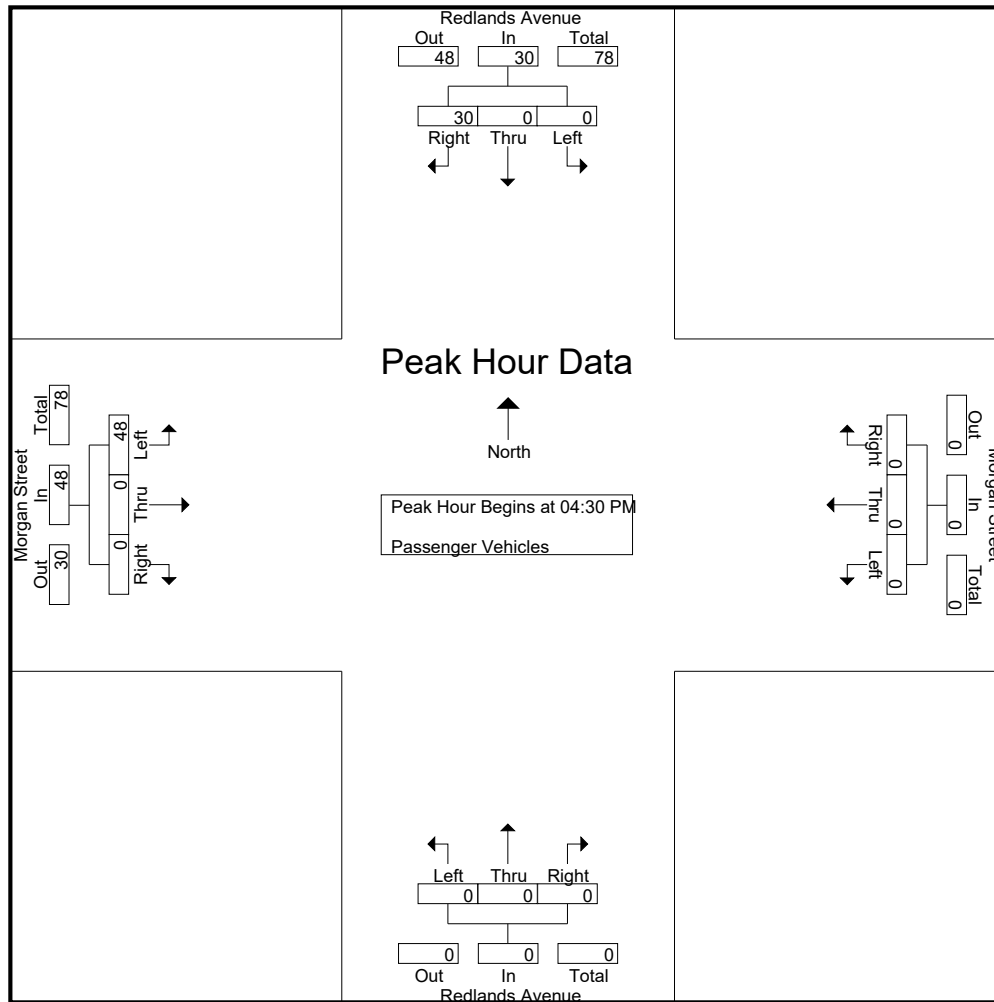
Groups Printed- Passenger Vehicles

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	4	4	0	0	0	0	0	0	0	0	7	0	0	7	11
04:15 PM	0	0	4	4	0	0	0	0	0	0	0	0	14	0	0	14	18
04:30 PM	0	0	5	5	0	0	0	0	0	0	0	0	10	0	0	10	15
04:45 PM	0	0	9	9	0	0	0	0	0	0	0	0	10	0	0	10	19
Total	0	0	22	22	0	0	0	0	0	0	0	0	41	0	0	41	63
05:00 PM	0	0	6	6	0	0	0	0	0	0	0	0	11	0	0	11	17
05:15 PM	0	0	10	10	0	0	0	0	0	0	0	0	17	0	0	17	27
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	7	0	0	7	9
05:45 PM	0	0	8	8	0	0	0	0	0	0	0	0	14	0	0	14	22
Total	0	0	26	26	0	0	0	0	0	0	0	0	49	0	0	49	75
Grand Total	0	0	48	48	0	0	0	0	0	0	0	0	90	0	0	90	138
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	34.8	34.8	0	0	0	0	0	0	0	0	65.2	0	0	65.2	

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	5	5	0	0	0	0	0	0	0	0	10	0	0	10	15
04:45 PM	0	0	9	9	0	0	0	0	0	0	0	0	10	0	0	10	19
05:00 PM	0	0	6	6	0	0	0	0	0	0	0	0	11	0	0	11	17
05:15 PM	0	0	10	10	0	0	0	0	0	0	0	0	17	0	0	17	27
Total Volume	0	0	30	30	0	0	0	0	0	0	0	0	48	0	0	48	78
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.706	.000	.000	.706	.722

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	5	5	0	0	0	0	0	0	0	0	10	0	0	10
+15 mins.	0	0	9	9	0	0	0	0	0	0	0	0	10	0	0	10
+30 mins.	0	0	6	6	0	0	0	0	0	0	0	0	11	0	0	11
+45 mins.	0	0	10	10	0	0	0	0	0	0	0	0	17	0	0	17
Total Volume	0	0	30	30	0	0	0	0	0	0	0	0	48	0	0	48
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.706	.000	.000	.706

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

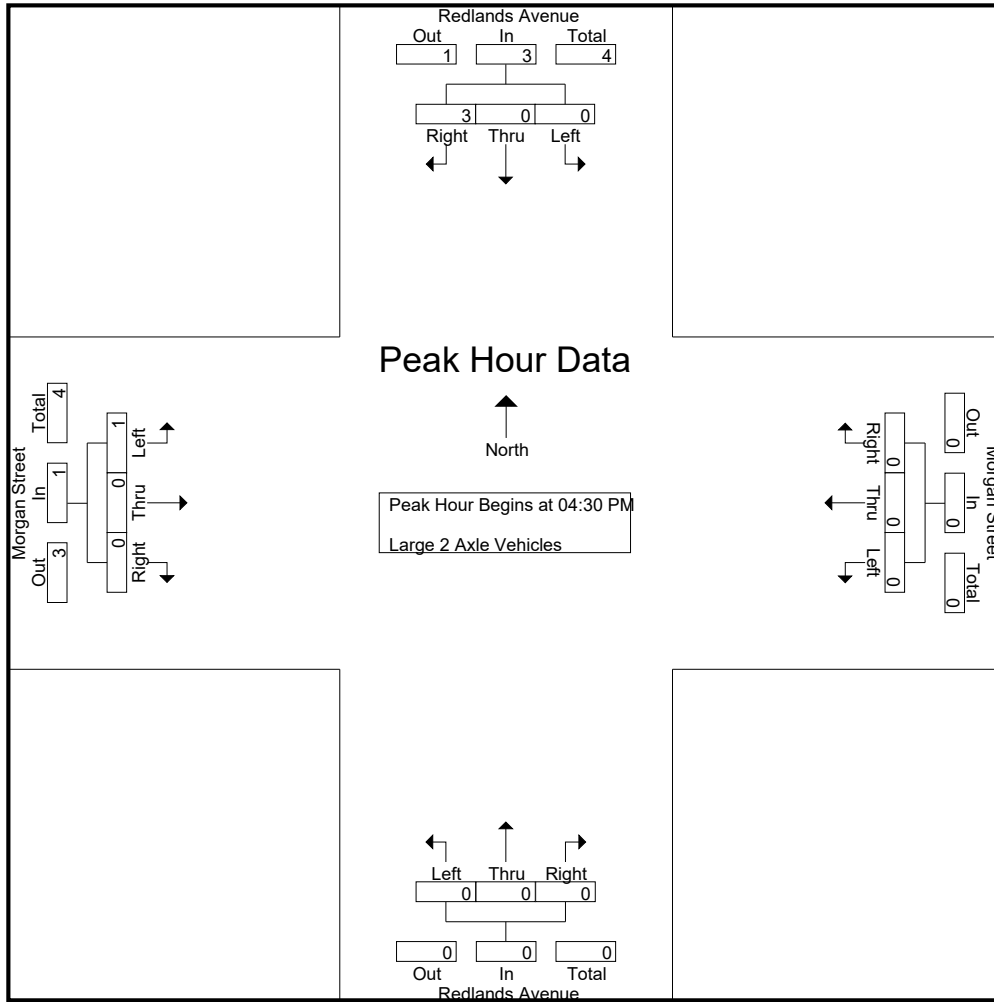
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	1	3
Grand Total	0	0	4	4	0	0	0	0	0	0	0	0	1	0	0	1	1	5
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0			
Total %	0	0	80	80	0	0	0	0	0	0	0	0	20	0	0	20		

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Total Volume	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1	1	4
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0			
PHF	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250		.500

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

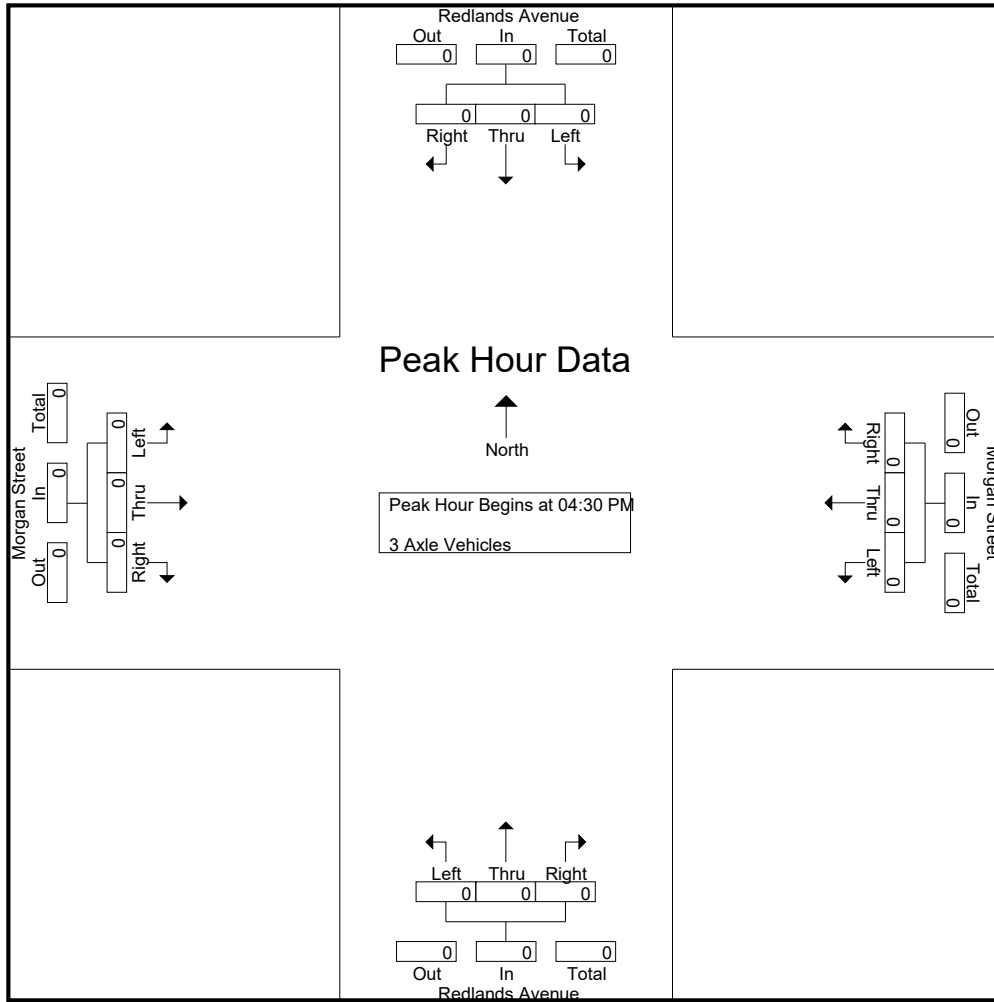
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

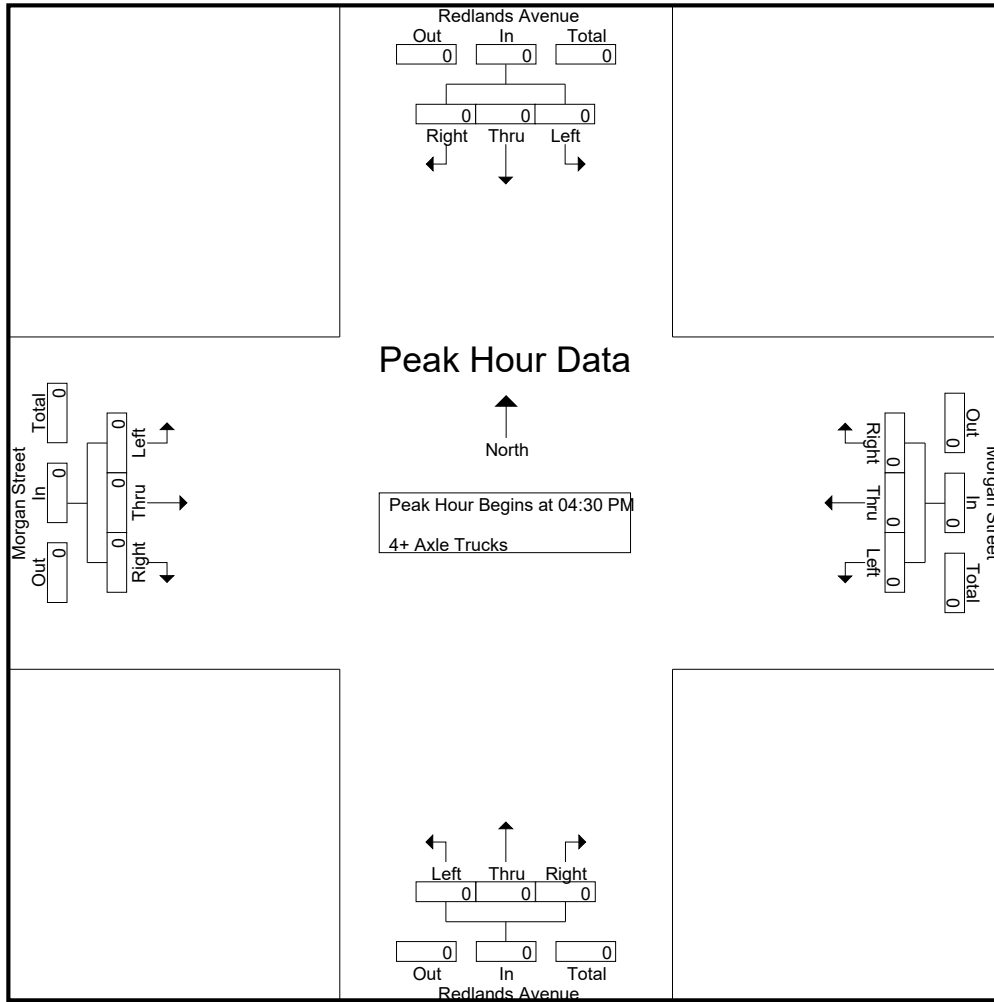
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Redlands Avenue Southbound				Morgan Street Westbound				Redlands Avenue Northbound				Morgan Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Perris
 N/S: Redlands Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 31_PER_Red_Mor PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

Location: Perris
 N/S: Redlands Avenue
 E/W: Morgan Street



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg Morgan Street	South Leg Redlands Avenue	West Leg Morgan Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Redlands Avenue	East Leg Morgan Street	South Leg Redlands Avenue	West Leg Morgan Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: Redlands Avenue
 E/W: Morgan Street



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Redlands Avenue			Westbound Morgan Street			Northbound Redlands Avenue			Eastbound Morgan Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Redlands Avenue			Westbound Morgan Street			Northbound Redlands Avenue			Eastbound Morgan Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

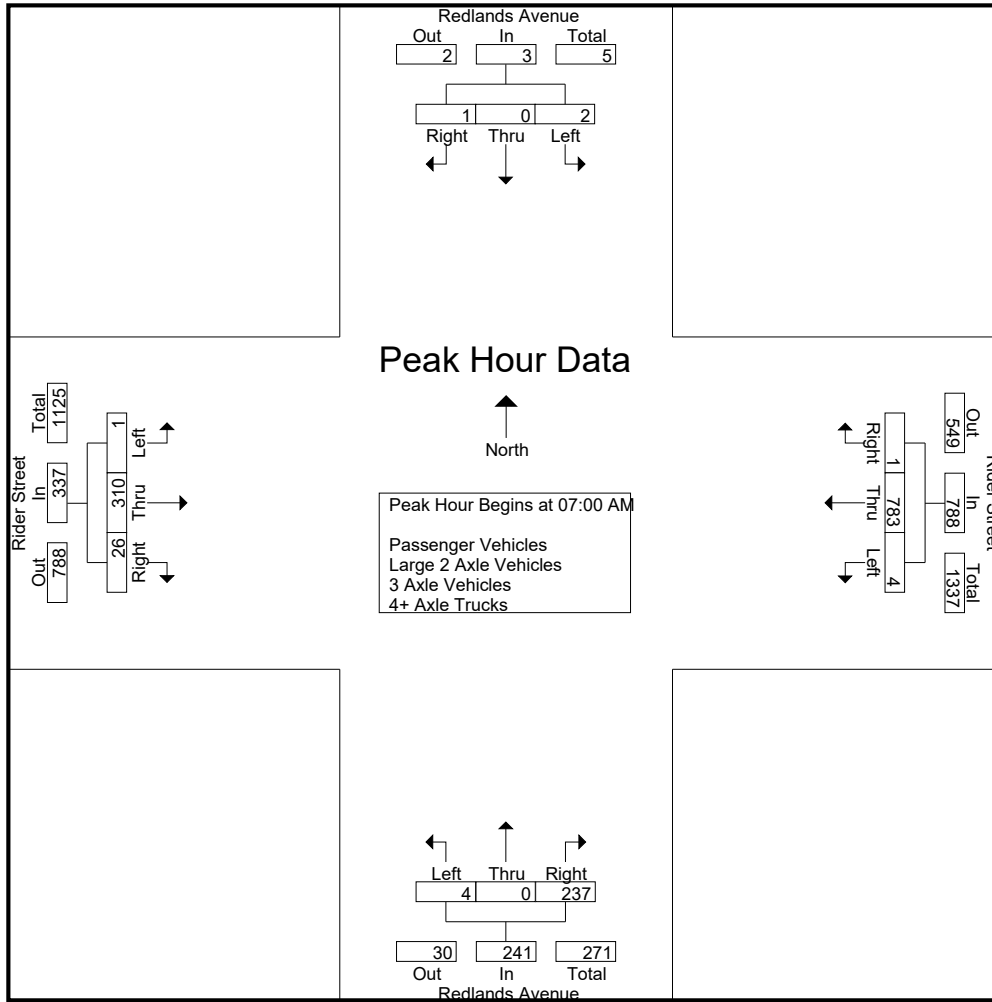
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	181	0	181	2	0	36	38	0	68	2	70	290
07:15 AM	0	0	1	1	1	193	0	194	1	0	52	53	1	76	4	81	329
07:30 AM	1	0	0	1	1	178	1	180	1	0	75	76	0	76	5	81	338
07:45 AM	0	0	0	0	2	231	0	233	0	0	74	74	0	90	15	105	412
Total	2	0	1	3	4	783	1	788	4	0	237	241	1	310	26	337	1369
08:00 AM	0	0	0	0	0	142	0	142	0	0	51	51	0	60	2	62	255
08:15 AM	0	0	0	0	1	118	0	119	2	0	28	30	0	42	0	42	191
08:30 AM	0	0	0	0	0	82	0	82	0	0	31	31	0	38	2	40	153
08:45 AM	1	0	0	1	0	89	1	90	1	0	18	19	0	46	1	47	157
Total	1	0	0	1	1	431	1	433	3	0	128	131	0	186	5	191	756
Grand Total	3	0	1	4	5	1214	2	1221	7	0	365	372	1	496	31	528	2125
Apprch %	75	0	25		0.4	99.4	0.2		1.9	0	98.1		0.2	93.9	5.9		
Total %	0.1	0	0	0.2	0.2	57.1	0.1	57.5	0.3	0	17.2	17.5	0	23.3	1.5	24.8	
Passenger Vehicles	3	0	1	4	5	1191	2	1198	6	0	359	365	0	476	30	506	2073
% Passenger Vehicles	100	0	100	100	100	98.1	100	98.1	85.7	0	98.4	98.1	0	96	96.8	95.8	97.6
Large 2 Axle Vehicles	0	0	0	0	0	15	0	15	1	0	4	5	1	14	1	16	36
% Large 2 Axle Vehicles	0	0	0	0	0	1.2	0	1.2	14.3	0	1.1	1.3	100	2.8	3.2	3	1.7
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0	0.3	0.3	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	6	0	6	0	0	1	1	0	6	0	6	13
% 4+ Axle Trucks	0	0	0	0	0	0.5	0	0.5	0	0	0.3	0.3	0	1.2	0	1.1	0.6

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	0	1	0	181	0	181	2	0	36	38	0	68	2	70	290
07:15 AM	0	0	1	1	1	193	0	194	1	0	52	53	1	76	4	81	329
07:30 AM	1	0	0	1	1	178	1	180	1	0	75	76	0	76	5	81	338
07:45 AM	0	0	0	0	2	231	0	233	0	0	74	74	0	90	15	105	412
Total Volume	2	0	1	3	4	783	1	788	4	0	237	241	1	310	26	337	1369
% App. Total	66.7	0	33.3		0.5	99.4	0.1		1.7	0	98.3		0.3	92	7.7		
PHF	.500	.000	.250	.750	.500	.847	.250	.845	.500	.000	.790	.793	.250	.861	.433	.802	.831

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	1	0	0	1	0	181	0	181	1	0	52	53	0	68	2	70
+15 mins.	0	0	1	1	1	193	0	194	1	0	75	76	1	76	4	81
+30 mins.	1	0	0	1	1	178	1	180	0	0	74	74	0	76	5	81
+45 mins.	0	0	0	0	2	231	0	233	0	0	51	51	0	90	15	105
Total Volume	2	0	1	3	4	783	1	788	2	0	252	254	1	310	26	337
% App. Total	66.7	0	33.3		0.5	99.4	0.1		0.8	0	99.2		0.3	92	7.7	
PHF	.500	.000	.250	.750	.500	.847	.250	.845	.500	.000	.840	.836	.250	.861	.433	.802

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

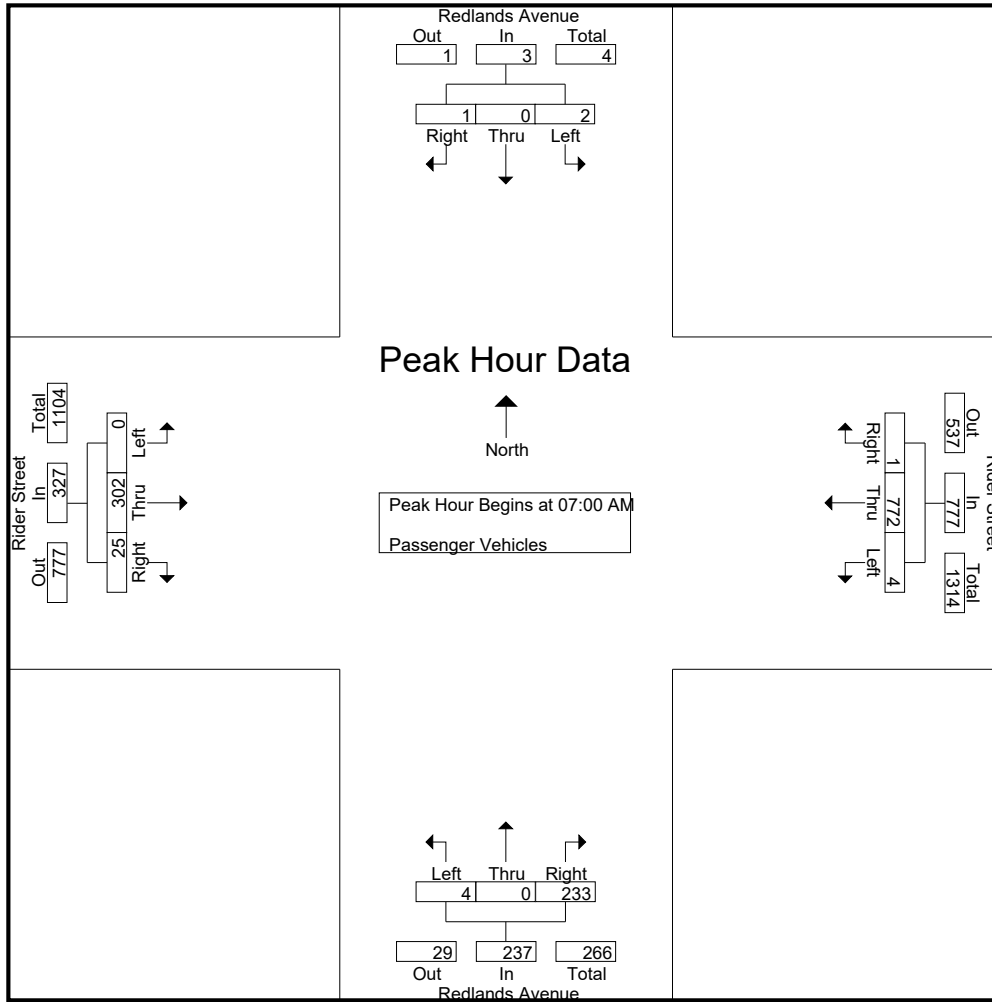
Groups Printed- Passenger Vehicles

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	176	0	176	2	0	34	36	0	66	2	68	281
07:15 AM	0	0	1	1	1	190	0	191	1	0	52	53	0	74	4	78	323
07:30 AM	1	0	0	1	1	177	1	179	1	0	73	74	0	75	5	80	334
07:45 AM	0	0	0	0	2	229	0	231	0	0	74	74	0	87	14	101	406
Total	2	0	1	3	4	772	1	777	4	0	233	237	0	302	25	327	1344
08:00 AM	0	0	0	0	0	139	0	139	0	0	51	51	0	57	2	59	249
08:15 AM	0	0	0	0	1	117	0	118	2	0	27	29	0	38	0	38	185
08:30 AM	0	0	0	0	0	78	0	78	0	0	30	30	0	38	2	40	148
08:45 AM	1	0	0	1	0	85	1	86	0	0	18	18	0	41	1	42	147
Total	1	0	0	1	1	419	1	421	2	0	126	128	0	174	5	179	729
Grand Total	3	0	1	4	5	1191	2	1198	6	0	359	365	0	476	30	506	2073
Apprch %	75	0	25		0.4	99.4	0.2		1.6	0	98.4		0	94.1	5.9		
Total %	0.1	0	0	0.2	0.2	57.5	0.1	57.8	0.3	0	17.3	17.6	0	23	1.4	24.4	

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	0	1	0	176	0	176	2	0	34	36	0	66	2	68	281
07:15 AM	0	0	1	1	1	190	0	191	1	0	52	53	0	74	4	78	323
07:30 AM	1	0	0	1	1	177	1	179	1	0	73	74	0	75	5	80	334
07:45 AM	0	0	0	0	2	229	0	231	0	0	74	74	0	87	14	101	406
Total Volume	2	0	1	3	4	772	1	777	4	0	233	237	0	302	25	327	1344
% App. Total	66.7	0	33.3		0.5	99.4	0.1		1.7	0	98.3		0	92.4	7.6		
PHF	.500	.000	.250	.750	.500	.843	.250	.841	.500	.000	.787	.801	.000	.868	.446	.809	.828

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	0	176	0	176	2	0	34	36	0	66	2	68
+15 mins.	0	0	1	1	1	190	0	191	1	0	52	53	0	74	4	78
+30 mins.	1	0	0	1	1	177	1	179	1	0	73	74	0	75	5	80
+45 mins.	0	0	0	0	2	229	0	231	0	0	74	74	0	87	14	101
Total Volume	2	0	1	3	4	772	1	777	4	0	233	237	0	302	25	327
% App. Total	66.7	0	33.3		0.5	99.4	0.1		1.7	0	98.3		0	92.4	7.6	
PHF	.500	.000	.250	.750	.500	.843	.250	.841	.500	.000	.787	.801	.000	.868	.446	.809

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

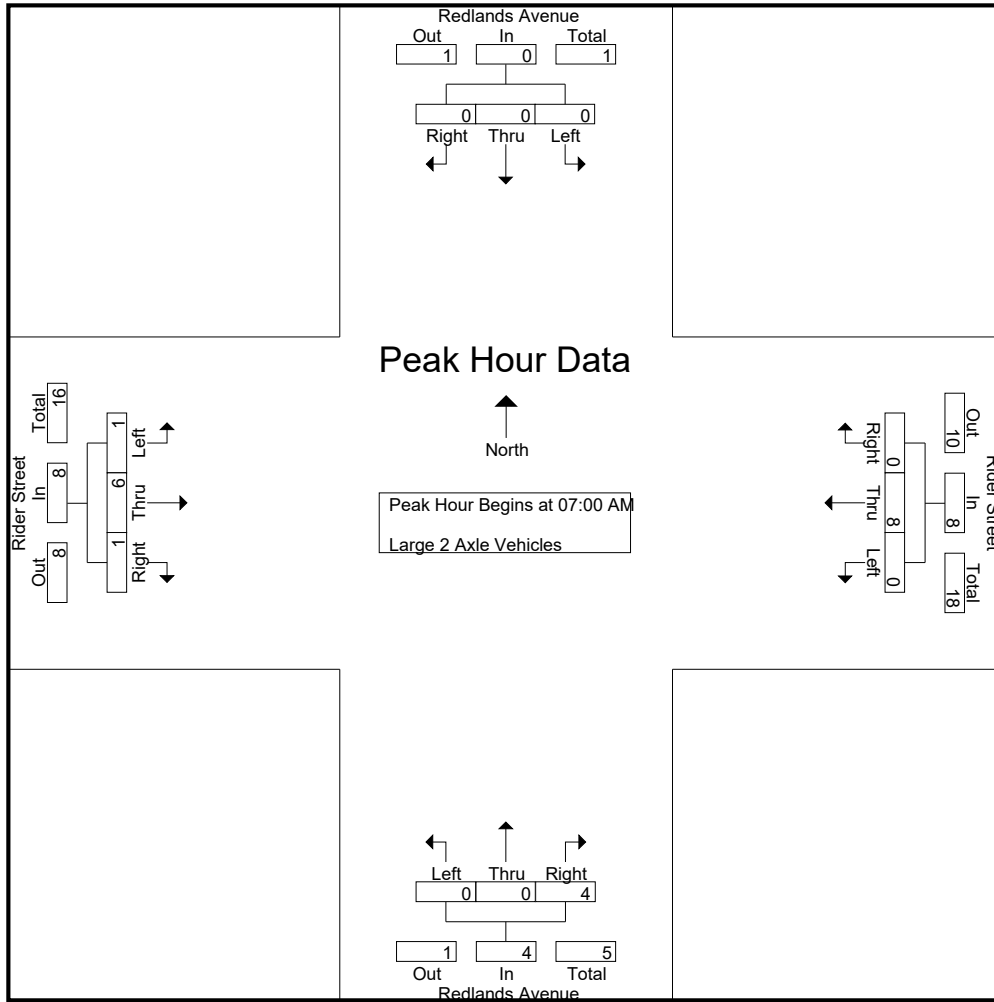
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	2	0	2	7
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	1	0	1	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
Total	0	0	0	0	0	8	0	8	0	0	4	4	1	6	1	8	20
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	4	0	4	8
Total	0	0	0	0	0	7	0	7	1	0	0	1	0	8	0	8	16
Grand Total	0	0	0	0	0	15	0	15	1	0	4	5	1	14	1	16	36
Apprch %	0	0	0		0	100	0		20	0	80		6.2	87.5	6.2		
Total %	0	0	0		0	41.7	0	41.7	2.8	0	11.1	13.9	2.8	38.9	2.8	44.4	

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	2	0	2	7
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	1	0	1	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
Total Volume	0	0	0	0	0	8	0	8	0	0	4	4	1	6	1	8	20
% App. Total	0	0	0		0	100	0		0	0	100		12.5	75	12.5		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.500	.500	.250	.750	.250	.667	.714

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	2	2	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	2	2	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3
Total Volume	0	0	0	0	0	8	0	8	0	0	4	4	1	6	1	8
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	12.5	75	12.5	0
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.500	.500	.250	.750	.250	.667

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
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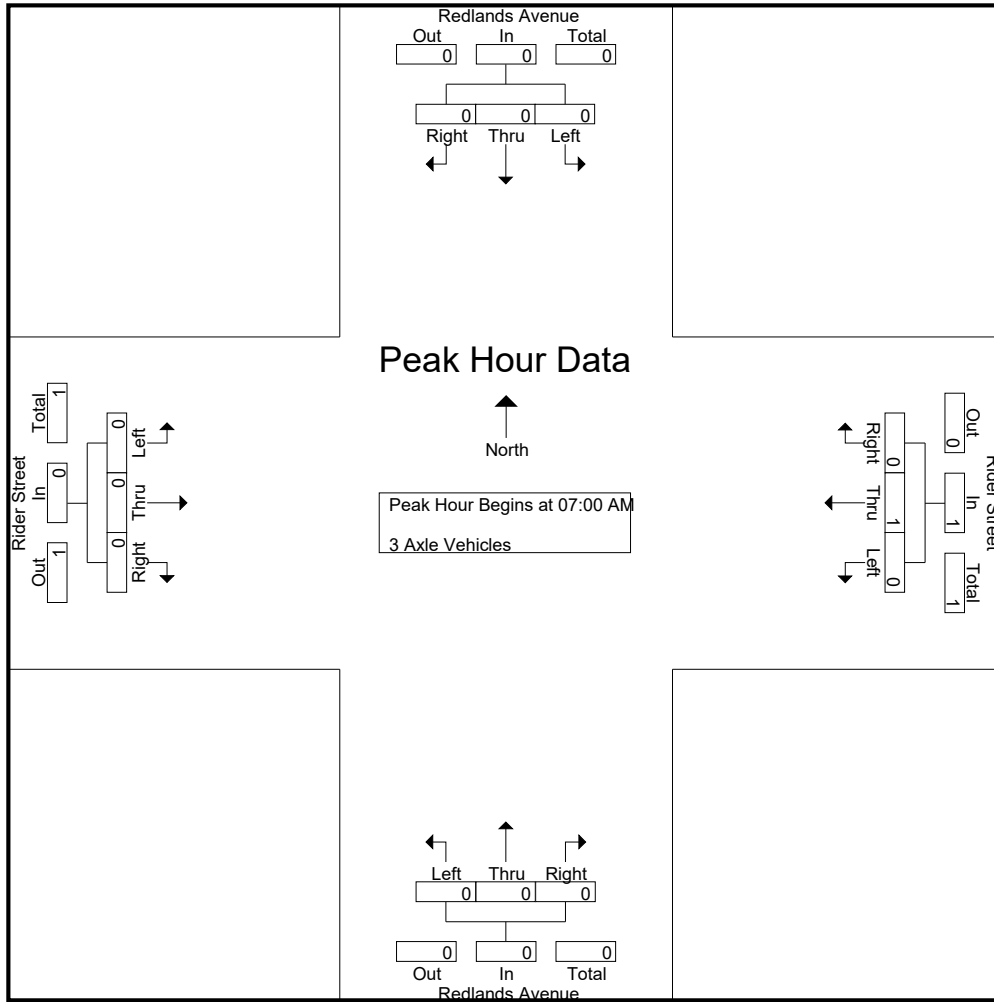
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
Grand Total	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Apprch %	0	0	0		0	100	0		0	0	100		0	0	0		
Total %	0	0	0		0	66.7	0	66.7	0	0	33.3	33.3	0	0	0		

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider AM
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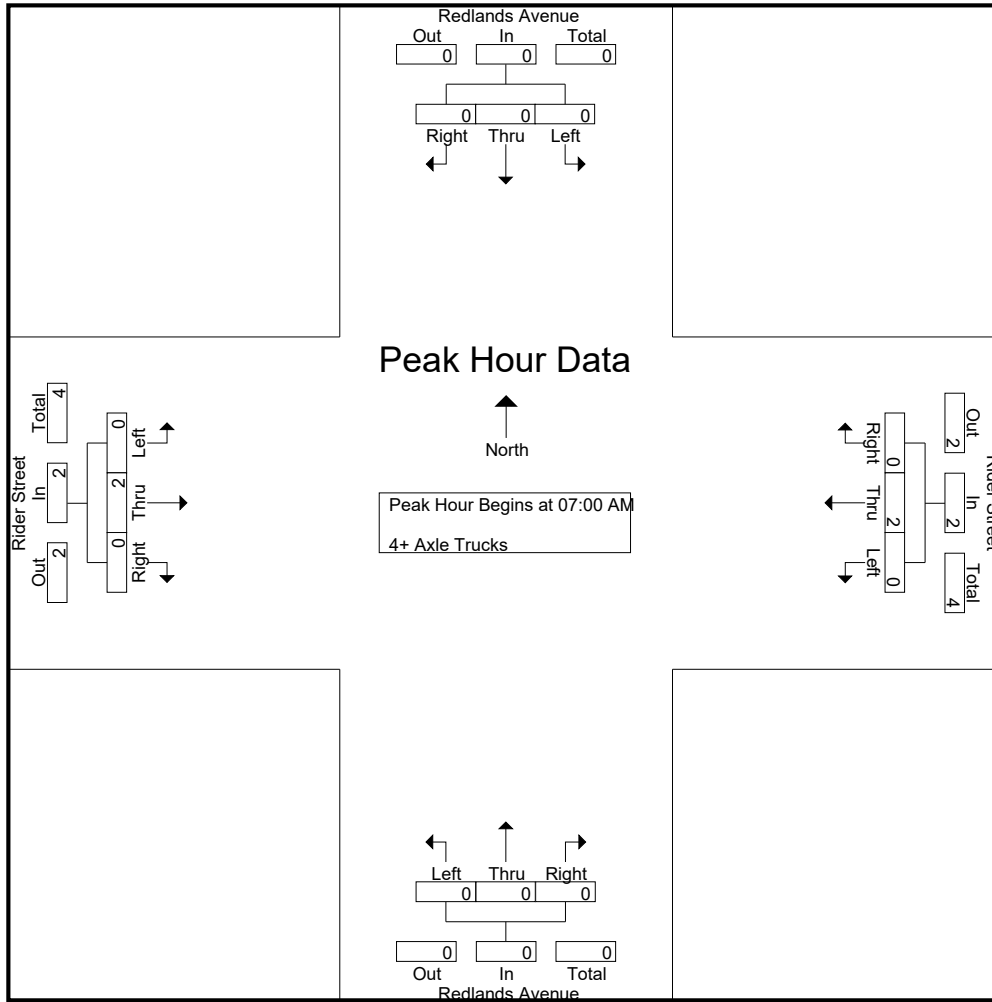
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	3	4
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	4	0	4	0	0	1	1	0	4	0	4	9
Grand Total	0	0	0	0	0	6	0	6	0	0	1	1	0	6	0	6	13
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0		0	46.2	0	46.2	0	0	7.7	7.7	0	46.2	0	46.2	

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.500

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider AM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider PM
 Site Code : 05120169
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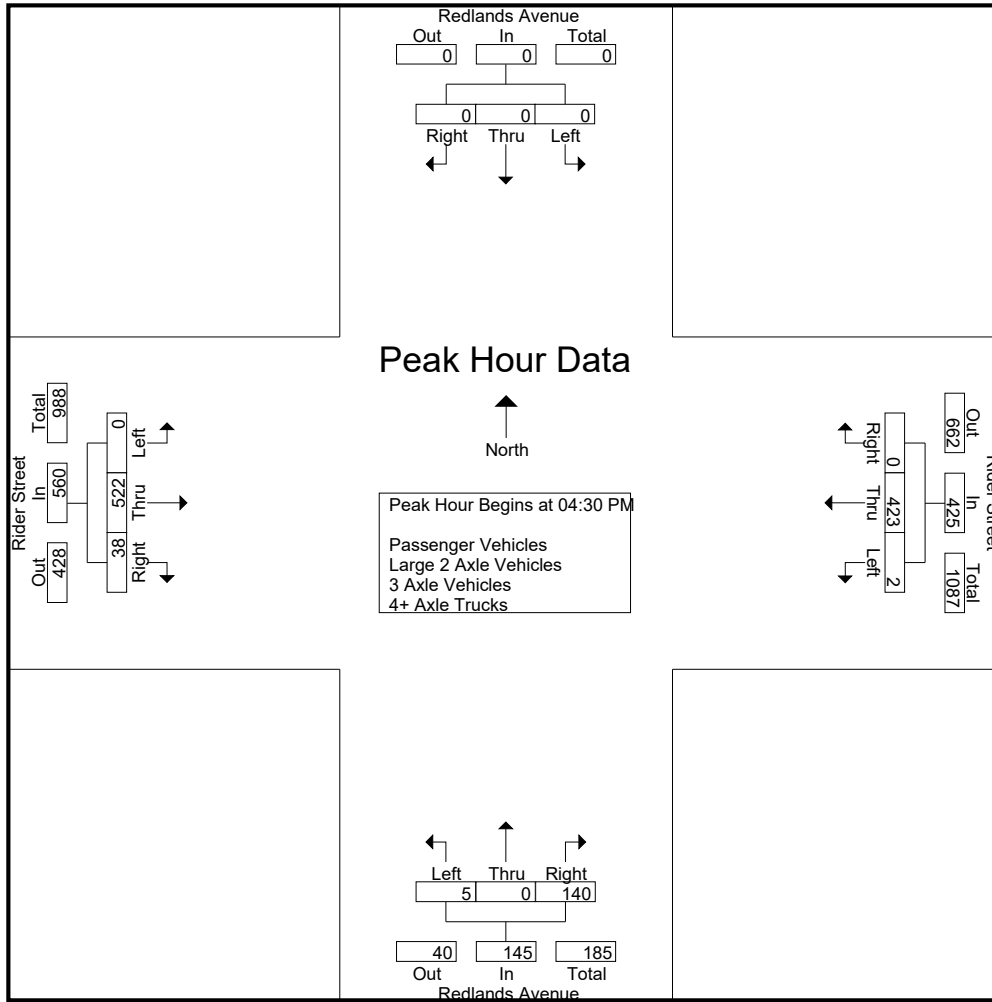
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	107	0	108	3	0	35	38	0	136	7	143	289
04:15 PM	0	0	0	0	0	99	0	99	2	0	25	27	0	124	10	134	260
04:30 PM	0	0	0	0	0	132	0	132	2	0	37	39	0	124	7	131	302
04:45 PM	0	0	0	0	0	91	0	91	2	0	29	31	0	124	8	132	254
Total	0	0	0	0	1	429	0	430	9	0	126	135	0	508	32	540	1105
05:00 PM	0	0	0	0	1	91	0	92	0	0	33	33	0	146	12	158	283
05:15 PM	0	0	0	0	1	109	0	110	1	0	41	42	0	128	11	139	291
05:30 PM	0	0	0	0	0	95	0	95	4	0	20	24	0	106	5	111	230
05:45 PM	0	0	0	0	0	118	0	118	1	0	43	44	0	154	8	162	324
Total	0	0	0	0	2	413	0	415	6	0	137	143	0	534	36	570	1128
Grand Total	0	0	0	0	3	842	0	845	15	0	263	278	0	1042	68	1110	2233
Apprch %	0	0	0		0.4	99.6	0		5.4	0	94.6		0	93.9	6.1		
Total %	0	0	0		0.1	37.7	0	37.8	0.7	0	11.8	12.4	0	46.7	3	49.7	
Passenger Vehicles	0	0	0	0	3	828	0	831	15	0	259	274	0	1027	67	1094	2199
% Passenger Vehicles	0	0	0	0	100	98.3	0	98.3	100	0	98.5	98.6	0	98.6	98.5	98.6	98.5
Large 2 Axle Vehicles	0	0	0	0	0	8	0	8	0	0	3	3	0	13	0	13	24
% Large 2 Axle Vehicles	0	0	0	0	0	1	0	0.9	0	0	1.1	1.1	0	1.2	0	1.2	1.1
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	1	1	0	0	1	1	4
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0	0.4	0.4	0	0	1.5	0.1	0.2
4+ Axle Trucks	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% 4+ Axle Trucks	0	0	0	0	0	0.5	0	0.5	0	0	0	0	0	0.2	0	0.2	0.3

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	132	0	132	2	0	37	39	0	124	7	131	302
04:45 PM	0	0	0	0	0	91	0	91	2	0	29	31	0	124	8	132	254
05:00 PM	0	0	0	0	1	91	0	92	0	0	33	33	0	146	12	158	283
05:15 PM	0	0	0	0	1	109	0	110	1	0	41	42	0	128	11	139	291
Total Volume	0	0	0	0	2	423	0	425	5	0	140	145	0	522	38	560	1130
% App. Total	0	0	0		0.5	99.5	0		3.4	0	96.6		0	93.2	6.8		
PHF	.000	.000	.000	.000	.500	.801	.000	.805	.625	.000	.854	.863	.000	.894	.792	.886	.935

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

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

	04:00 PM				04:30 PM				05:00 PM							
+0 mins.	0	0	0	0	1	107	0	108	2	0	37	39	0	146	12	158
+15 mins.	0	0	0	0	0	99	0	99	2	0	29	31	0	128	11	139
+30 mins.	0	0	0	0	0	132	0	132	0	0	33	33	0	106	5	111
+45 mins.	0	0	0	0	0	91	0	91	1	0	41	42	0	154	8	162
Total Volume	0	0	0	0	1	429	0	430	5	0	140	145	0	534	36	570
% App. Total	0	0	0	0	0.2	99.8	0	430	3.4	0	96.6	145	0	93.7	6.3	570
PHF	.000	.000	.000	.000	.250	.813	.000	.814	.625	.000	.854	.863	.000	.867	.750	.880

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
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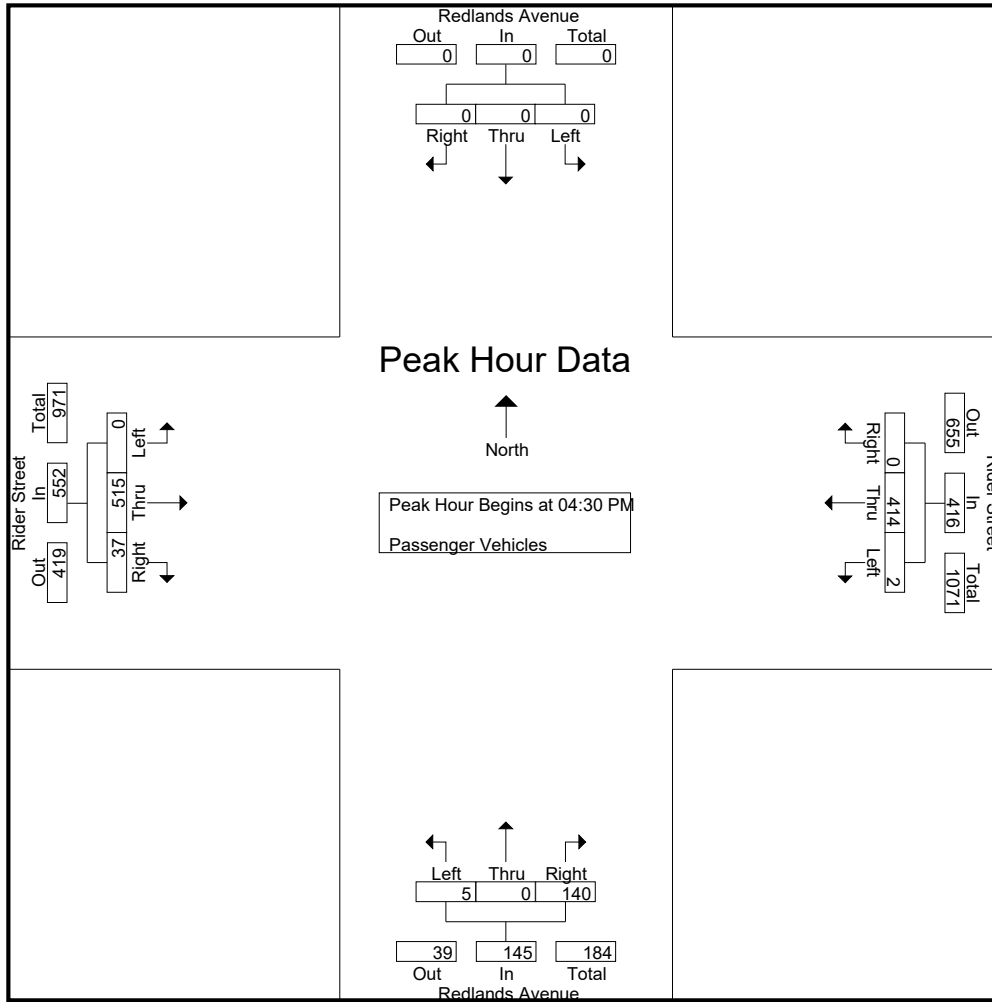
Groups Printed- Passenger Vehicles

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	106	0	107	3	0	32	35	0	132	7	139	281
04:15 PM	0	0	0	0	0	98	0	98	2	0	24	26	0	123	10	133	257
04:30 PM	0	0	0	0	0	129	0	129	2	0	37	39	0	122	7	129	297
04:45 PM	0	0	0	0	0	89	0	89	2	0	29	31	0	121	8	129	249
Total	0	0	0	0	1	422	0	423	9	0	122	131	0	498	32	530	1084
05:00 PM	0	0	0	0	1	89	0	90	0	0	33	33	0	144	12	156	279
05:15 PM	0	0	0	0	1	107	0	108	1	0	41	42	0	128	10	138	288
05:30 PM	0	0	0	0	0	93	0	93	4	0	20	24	0	105	5	110	227
05:45 PM	0	0	0	0	0	117	0	117	1	0	43	44	0	152	8	160	321
Total	0	0	0	0	2	406	0	408	6	0	137	143	0	529	35	564	1115
Grand Total	0	0	0	0	3	828	0	831	15	0	259	274	0	1027	67	1094	2199
Apprch %	0	0	0		0.4	99.6	0		5.5	0	94.5		0	93.9	6.1		
Total %	0	0	0		0.1	37.7	0	37.8	0.7	0	11.8	12.5	0	46.7	3	49.7	

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	129	0	129	2	0	37	39	0	122	7	129	297
04:45 PM	0	0	0	0	0	89	0	89	2	0	29	31	0	121	8	129	249
05:00 PM	0	0	0	0	1	89	0	90	0	0	33	33	0	144	12	156	279
05:15 PM	0	0	0	0	1	107	0	108	1	0	41	42	0	128	10	138	288
Total Volume	0	0	0	0	2	414	0	416	5	0	140	145	0	515	37	552	1113
% App. Total	0	0	0		0.5	99.5	0		3.4	0	96.6		0	93.3	6.7		
PHF	.000	.000	.000	.000	.500	.802	.000	.806	.625	.000	.854	.863	.000	.894	.771	.885	.937

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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	129	0	129	2	0	37	39	0	122	7	129
+15 mins.	0	0	0	0	0	89	0	89	2	0	29	31	0	121	8	129
+30 mins.	0	0	0	0	1	89	0	90	0	0	33	33	0	144	12	156
+45 mins.	0	0	0	0	1	107	0	108	1	0	41	42	0	128	10	138
Total Volume	0	0	0	0	2	414	0	416	5	0	140	145	0	515	37	552
% App. Total	0	0	0	0	0.5	99.5	0	0	3.4	0	96.6	0	0	93.3	6.7	0
PHF	.000	.000	.000	.000	.500	.802	.000	.806	.625	.000	.854	.863	.000	.894	.771	.885

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider PM
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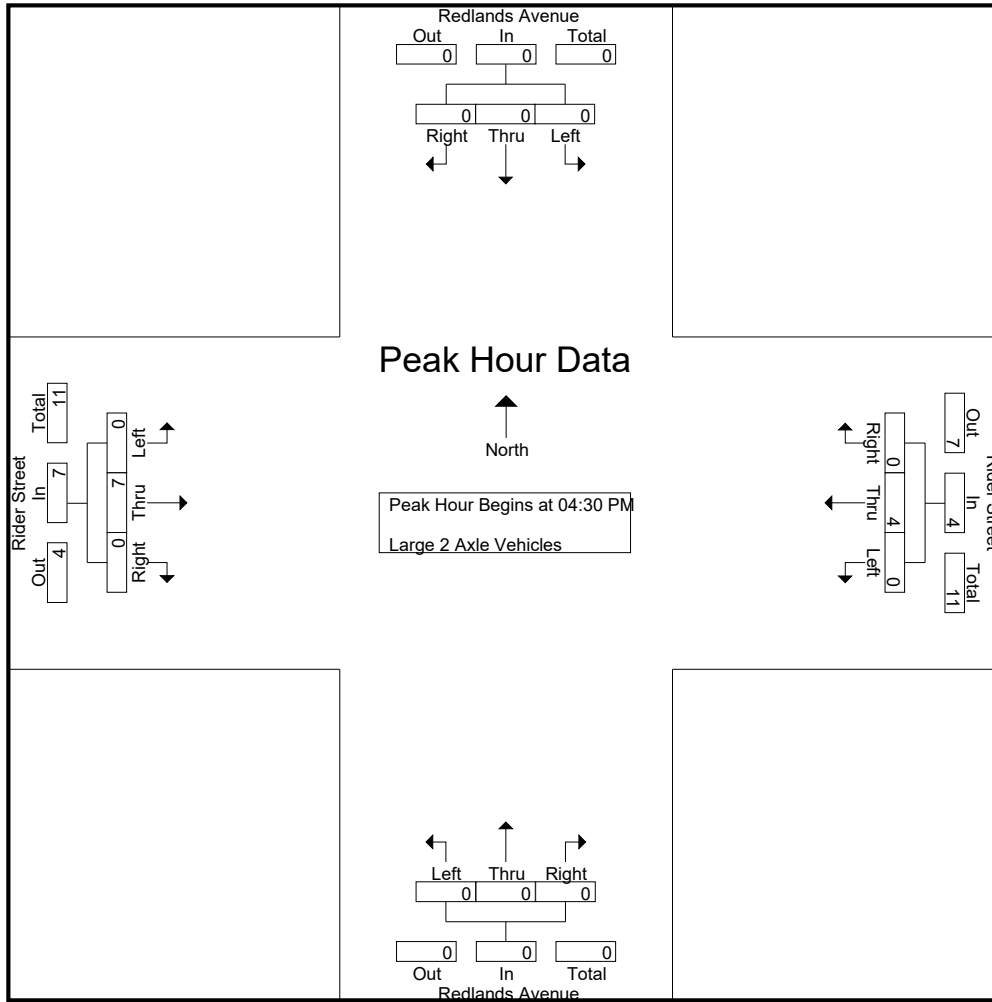
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	2	2	0	3	0	3	6
04:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	6	0	6	0	0	3	3	0	8	0	8	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Grand Total	0	0	0	0	0	8	0	8	0	0	3	3	0	13	0	13	24
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0		0	33.3	0	33.3	0	0	12.5	12.5	0	54.2	0	54.2	

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.583	.000	.583	.550

City of Perris
 N/S: Redlands Avenue
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.583	.000	.583

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

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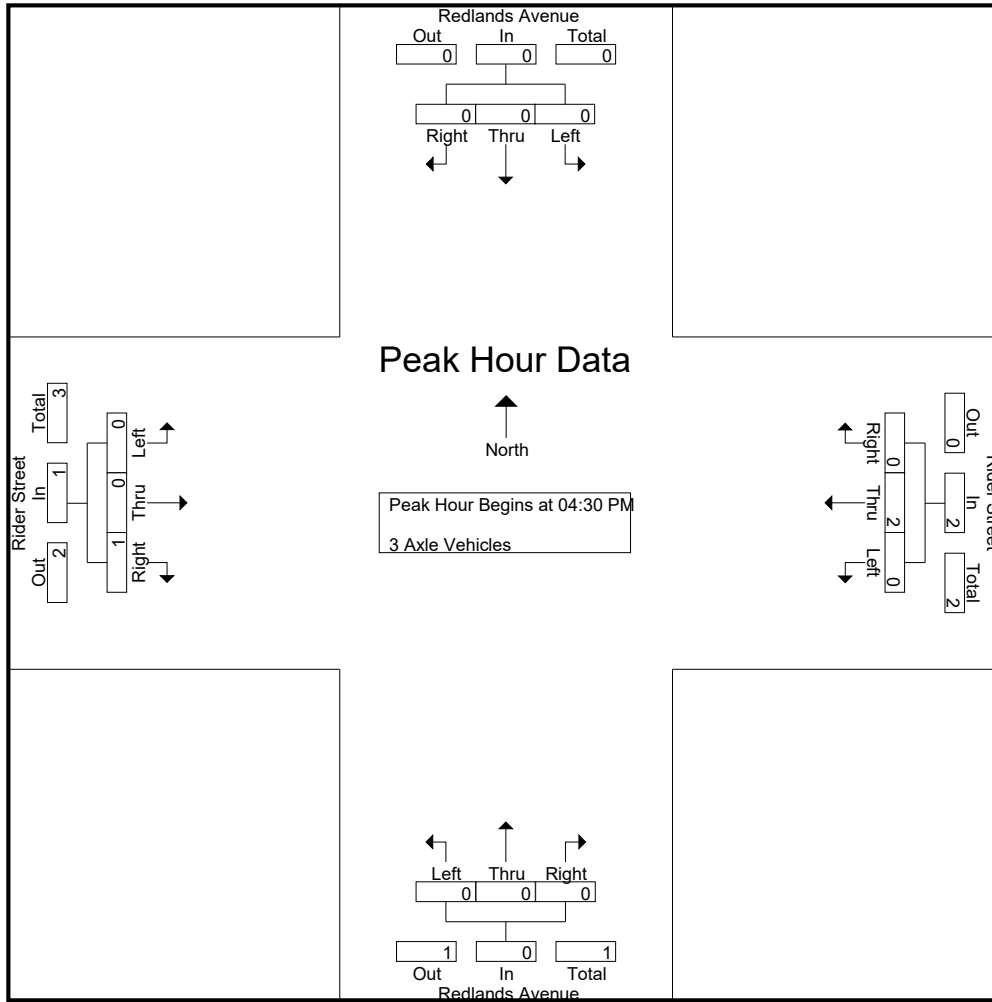
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
Grand Total	0	0	0	0	0	2	0	2	0	0	1	1	0	0	1	1	4
Apprch %	0	0	0		0	100	0		0	0	100		0	0	100		
Total %	0	0	0		0	50	0	50	0	0	25	25	0	0	25	25	

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.250	.250	.375

City of Perris
 N/S: Redlands Avenue
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 Weather: Clear

File Name : 32_PER_Red_Rider PM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Perris
 N/S: Redlands Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 32_PER_Red_Rider PM
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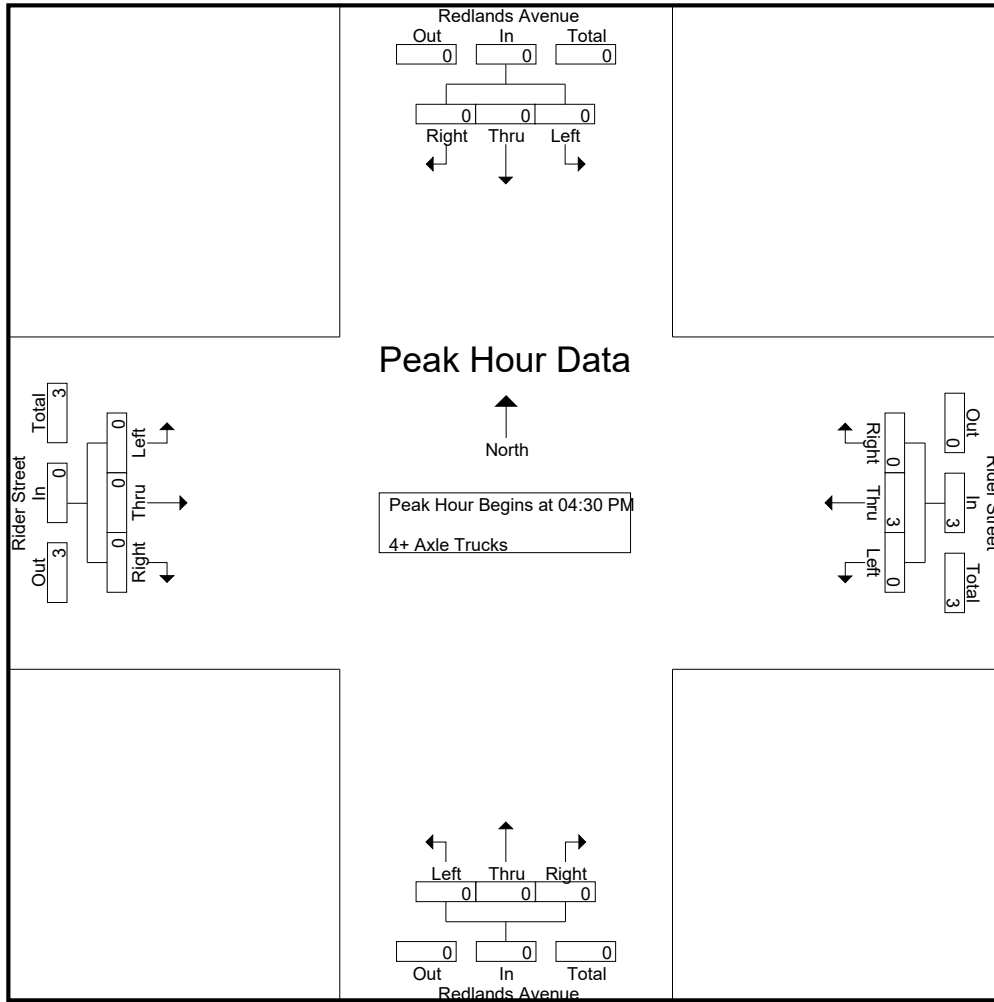
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	66.7	0	66.7	0	0	0		0	33.3	0	33.3	

Start Time	Redlands Avenue Southbound				Rider Street Westbound				Redlands Avenue Northbound				Rider Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.750

City of Perris
 N/S: Redlands Avenue
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 Weather: Clear

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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000

Location: Perris
 N/S: Redlands Avenue
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg Rider Street	South Leg Redlands Avenue	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	2

	North Leg Redlands Avenue	East Leg Rider Street	South Leg Redlands Avenue	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

Location: Perris
 N/S: Redlands Avenue
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Redlands Avenue			Westbound Rider Street			Northbound Redlands Avenue			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

	Southbound Redlands Avenue			Westbound Rider Street			Northbound Redlands Avenue			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

Groups Printed - Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	0	0	1	4	0	0	2	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1	0	0
Grand Total	0	0	0	0	0	4	0	0	0	2	4	0	0	1	3	1	0
Apprch %	0	0	0	0	0	100	0	0	0	33.3	66.7	0	0	20	60	20	0
Total %	0	0	0	0	0	26.7	0	0	0	13.3	26.7	0	0	6.7	20	6.7	0

3.1-921

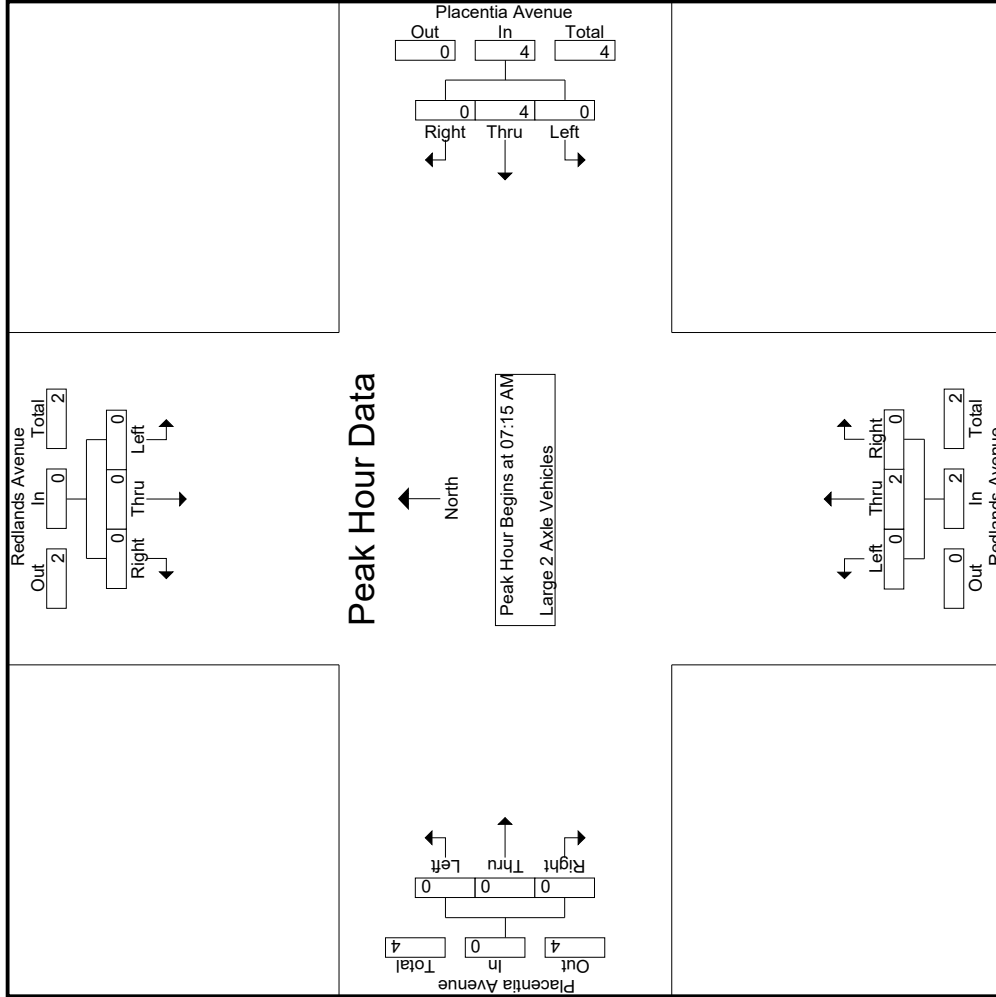
Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	0	0	2	0	0	2	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.250	.250	.000	.250	.000	.000	.000	.500

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2

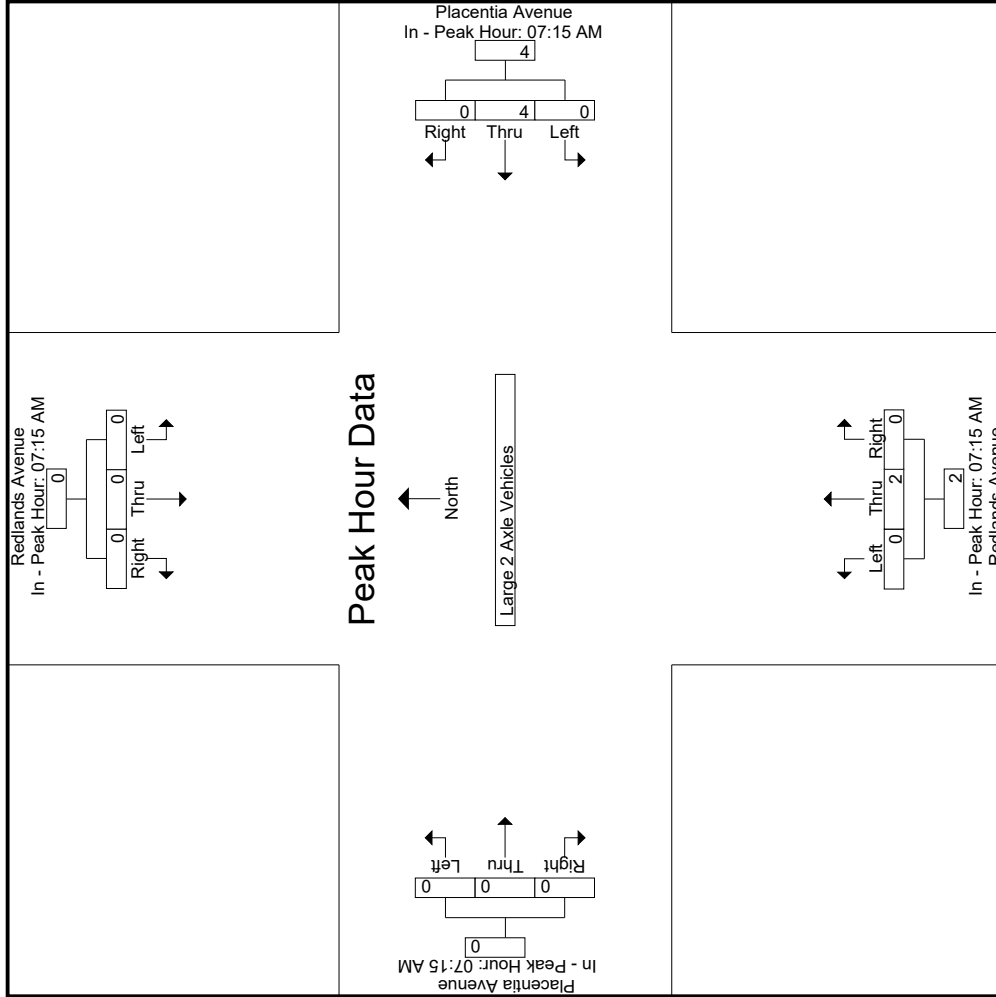


Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Placentia Avenue Westbound			Redlands Avenue Northbound			Placentia Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
Total Volume	0	0	0	0	4	0	0	4	0	0	0	0	0	0	
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	



City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

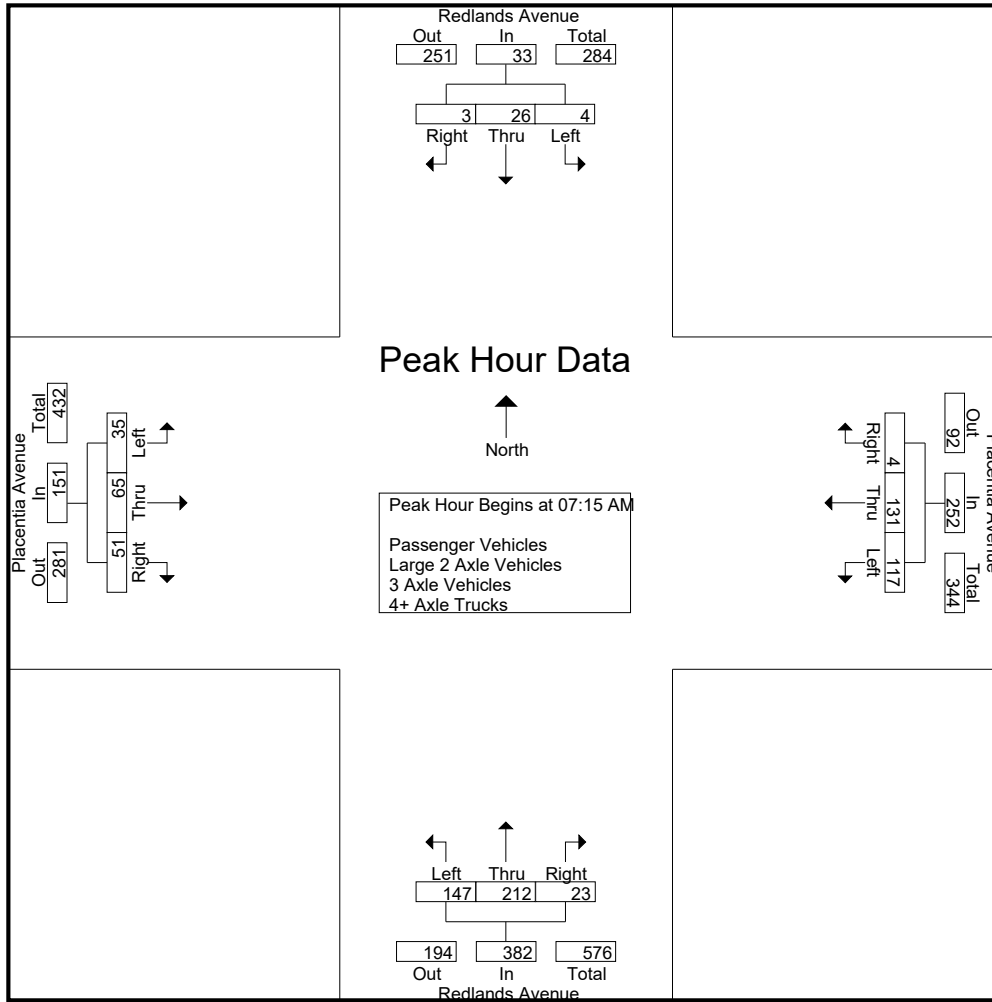
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	1	2	4	21	30	1	52	38	35	4	77	8	13	15	36	169
07:15 AM	0	5	0	5	26	31	1	58	31	49	1	81	10	11	10	31	175
07:30 AM	2	4	0	6	26	32	0	58	46	64	8	118	7	20	15	42	224
07:45 AM	2	14	3	19	28	37	3	68	44	56	10	110	11	19	14	44	241
Total	5	24	5	34	101	130	5	236	159	204	23	386	36	63	54	153	809
08:00 AM	0	3	0	3	37	31	0	68	26	43	4	73	7	15	12	34	178
08:15 AM	1	1	0	2	19	19	0	38	14	26	2	42	6	8	7	21	103
08:30 AM	0	1	0	1	8	10	3	21	17	24	3	44	6	6	9	21	87
08:45 AM	1	3	0	4	7	7	0	14	15	16	6	37	5	9	7	21	76
Total	2	8	0	10	71	67	3	141	72	109	15	196	24	38	35	97	444
Grand Total	7	32	5	44	172	197	8	377	231	313	38	582	60	101	89	250	1253
Apprch %	15.9	72.7	11.4		45.6	52.3	2.1		39.7	53.8	6.5		24	40.4	35.6		
Total %	0.6	2.6	0.4	3.5	13.7	15.7	0.6	30.1	18.4	25	3	46.4	4.8	8.1	7.1	20	
Passenger Vehicles	7	32	4	43	172	192	7	371	229	308	38	575	59	97	88	244	1233
% Passenger Vehicles	100	100	80	97.7	100	97.5	87.5	98.4	99.1	98.4	100	98.8	98.3	96	98.9	97.6	98.4
Large 2 Axle Vehicles	0	0	0	0	0	4	0	4	2	4	0	6	1	3	1	5	15
% Large 2 Axle Vehicles	0	0	0	0	0	2	0	1.1	0.9	1.3	0	1	1.7	3	1.1	2	1.2
3 Axle Vehicles	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	3
% 3 Axle Vehicles	0	0	20	2.3	0	0.5	12.5	0.5	0	0	0	0	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0	1	0	0.4	0.2

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	5	0	5	26	31	1	58	31	49	1	81	10	11	10	31	175
07:30 AM	2	4	0	6	26	32	0	58	46	64	8	118	7	20	15	42	224
07:45 AM	2	14	3	19	28	37	3	68	44	56	10	110	11	19	14	44	241
08:00 AM	0	3	0	3	37	31	0	68	26	43	4	73	7	15	12	34	178
Total Volume	4	26	3	33	117	131	4	252	147	212	23	382	35	65	51	151	818
% App. Total	12.1	78.8	9.1		46.4	52	1.6		38.5	55.5	6		23.2	43	33.8		
PHF	.500	.464	.250	.434	.791	.885	.333	.926	.799	.828	.575	.809	.795	.813	.850	.858	.849

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	1	1	2	4	26	31	1	58	38	35	4	77	8	13	15	36
+15 mins.	0	5	0	5	26	32	0	58	31	49	1	81	10	11	10	31
+30 mins.	2	4	0	6	28	37	3	68	46	64	8	118	7	20	15	42
+45 mins.	2	14	3	19	37	31	0	68	44	56	10	110	11	19	14	44
Total Volume	5	24	5	34	117	131	4	252	159	204	23	386	36	63	54	153
% App. Total	14.7	70.6	14.7		46.4	52	1.6		41.2	52.8	6		23.5	41.2	35.3	
PHF	.625	.429	.417	.447	.791	.885	.333	.926	.864	.797	.575	.818	.818	.788	.900	.869

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

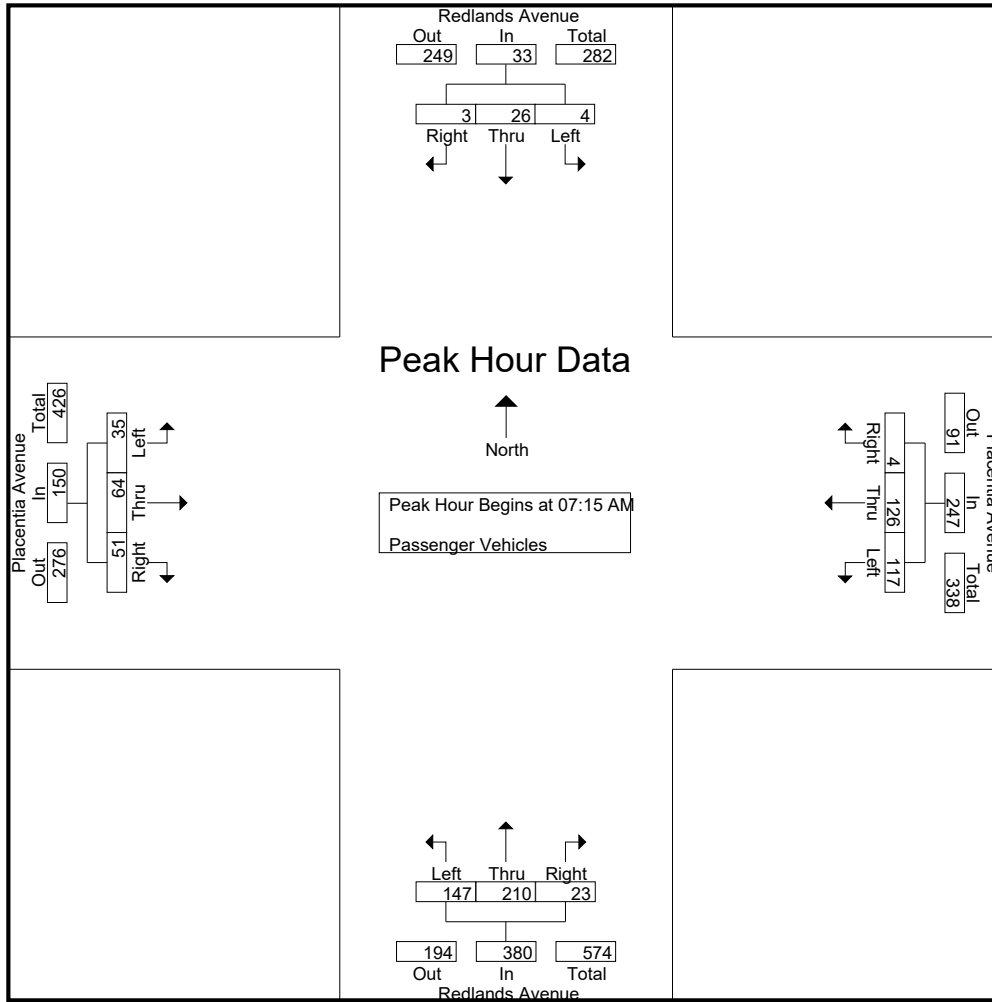
Groups Printed- Passenger Vehicles

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	1	1	3	21	30	1	52	37	33	4	74	8	11	15	34	163
07:15 AM	0	5	0	5	26	29	1	56	31	49	1	81	10	11	10	31	173
07:30 AM	2	4	0	6	26	31	0	57	46	62	8	116	7	20	15	42	221
07:45 AM	2	14	3	19	28	37	3	68	44	56	10	110	11	19	14	44	241
Total	5	24	4	33	101	127	5	233	158	200	23	381	36	61	54	151	798
08:00 AM	0	3	0	3	37	29	0	66	26	43	4	73	7	14	12	33	175
08:15 AM	1	1	0	2	19	19	0	38	14	25	2	41	6	8	7	21	102
08:30 AM	0	1	0	1	8	10	2	20	16	24	3	43	6	6	9	21	85
08:45 AM	1	3	0	4	7	7	0	14	15	16	6	37	4	8	6	18	73
Total	2	8	0	10	71	65	2	138	71	108	15	194	23	36	34	93	435
Grand Total	7	32	4	43	172	192	7	371	229	308	38	575	59	97	88	244	1233
Apprch %	16.3	74.4	9.3		46.4	51.8	1.9		39.8	53.6	6.6		24.2	39.8	36.1		
Total %	0.6	2.6	0.3	3.5	13.9	15.6	0.6	30.1	18.6	25	3.1	46.6	4.8	7.9	7.1	19.8	

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	5	0	5	26	29	1	56	31	49	1	81	10	11	10	31	173
07:30 AM	2	4	0	6	26	31	0	57	46	62	8	116	7	20	15	42	221
07:45 AM	2	14	3	19	28	37	3	68	44	56	10	110	11	19	14	44	241
08:00 AM	0	3	0	3	37	29	0	66	26	43	4	73	7	14	12	33	175
Total Volume	4	26	3	33	117	126	4	247	147	210	23	380	35	64	51	150	810
% App. Total	12.1	78.8	9.1		47.4	51	1.6		38.7	55.3	6.1		23.3	42.7	34		
PHF	.500	.464	.250	.434	.791	.851	.333	.908	.799	.847	.575	.819	.795	.800	.850	.852	.840

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	5	0	5	26	29	1	56	31	49	1	81	10	11	10	31
+15 mins.	2	4	0	6	26	31	0	57	46	62	8	116	7	20	15	42
+30 mins.	2	14	3	19	28	37	3	68	44	56	10	110	11	19	14	44
+45 mins.	0	3	0	3	37	29	0	66	26	43	4	73	7	14	12	33
Total Volume	4	26	3	33	117	126	4	247	147	210	23	380	35	64	51	150
% App. Total	12.1	78.8	9.1		47.4	51	1.6		38.7	55.3	6.1		23.3	42.7	34	
PHF	.500	.464	.250	.434	.791	.851	.333	.908	.799	.847	.575	.819	.795	.800	.850	.852

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

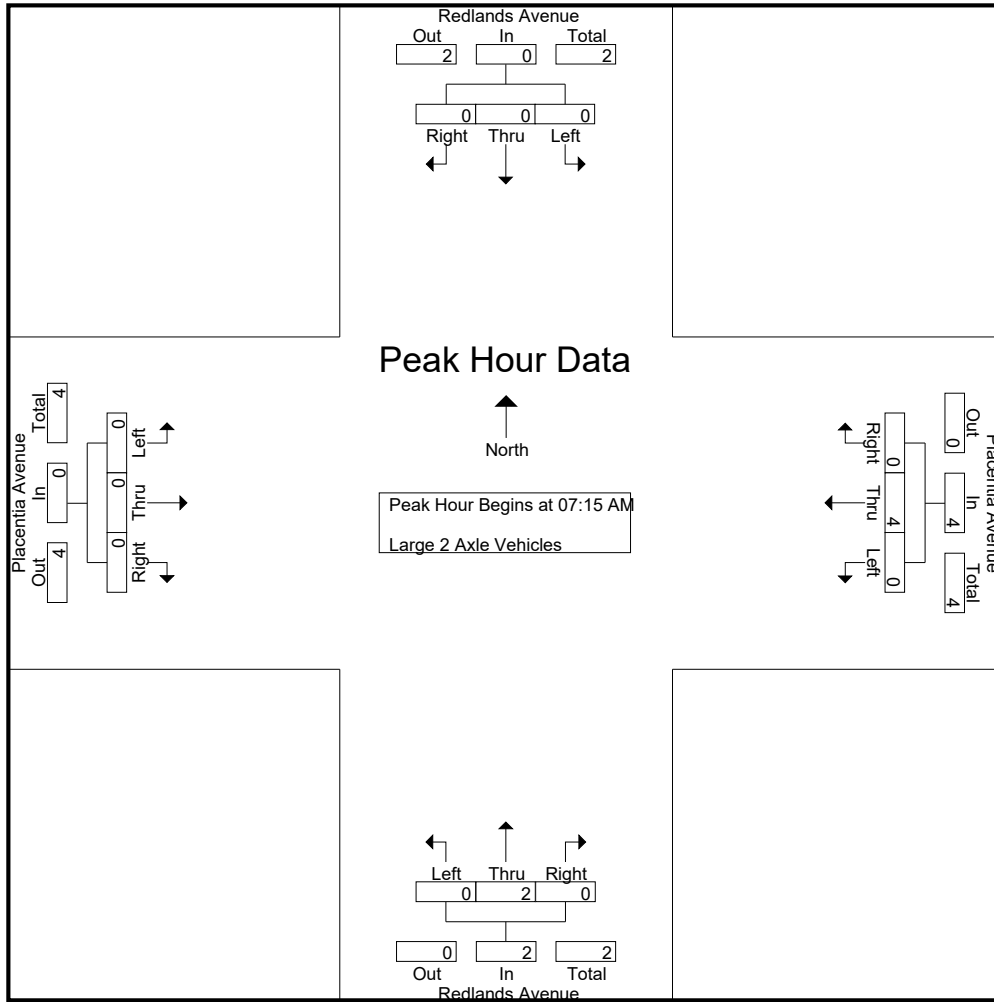
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	2	0	2	5
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	1	4	0	5	0	2	0	2	10
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
Total	0	0	0	0	0	1	0	1	1	0	0	1	1	1	1	3	5
Grand Total	0	0	0	0	0	4	0	4	2	4	0	6	1	3	1	5	15
Apprch %	0	0	0		0	100	0		33.3	66.7	0		20	60	20		
Total %	0	0	0		0	26.7	0	26.7	13.3	26.7	0	40	6.7	20	6.7	33.3	

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	4	0	4	0	2	0	2	0	0	0	0	6
% App. Total	0	0	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.500

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	2	0	2	0	0	0	0
% App. Total	0	0	0	0	0	100	0		0	100	0		0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

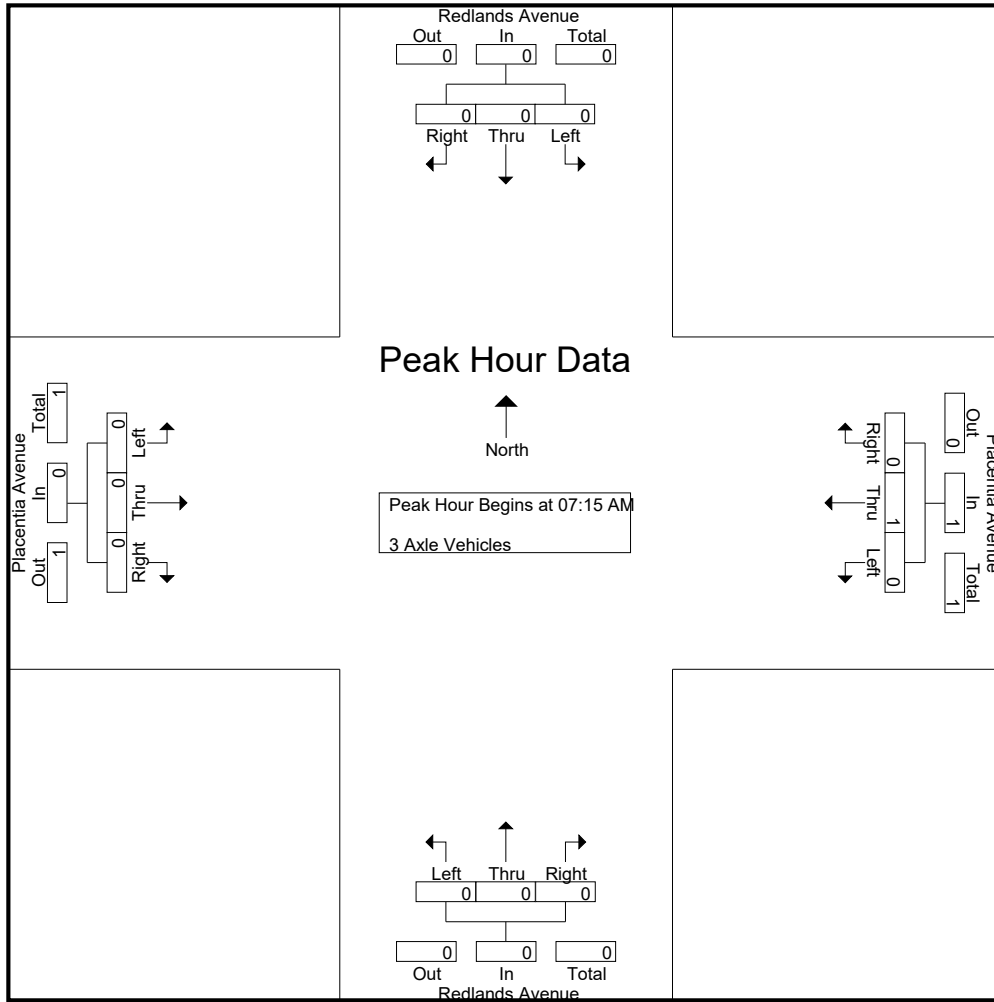
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	3
Apprch %	0	0	100		0	50	50		0	0	0		0	0	0		
Total %	0	0	33.3	33.3	0	33.3	33.3	66.7	0	0	0	0	0	0	0	0	

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

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

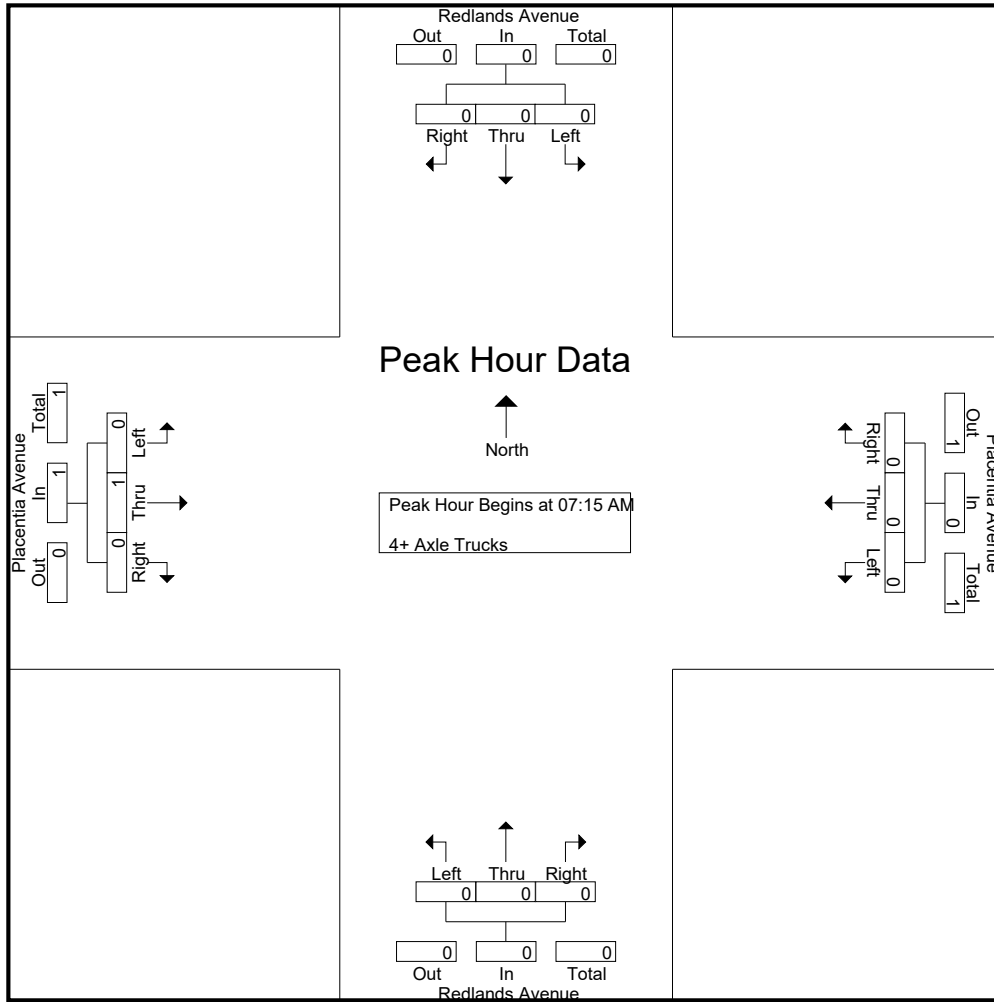
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Apprch %	0	0	0		0	0	0		0	100	0		0	100	0		
Total %	0	0	0		0	0	0		0	50	0	50	0	50	0	50	

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

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

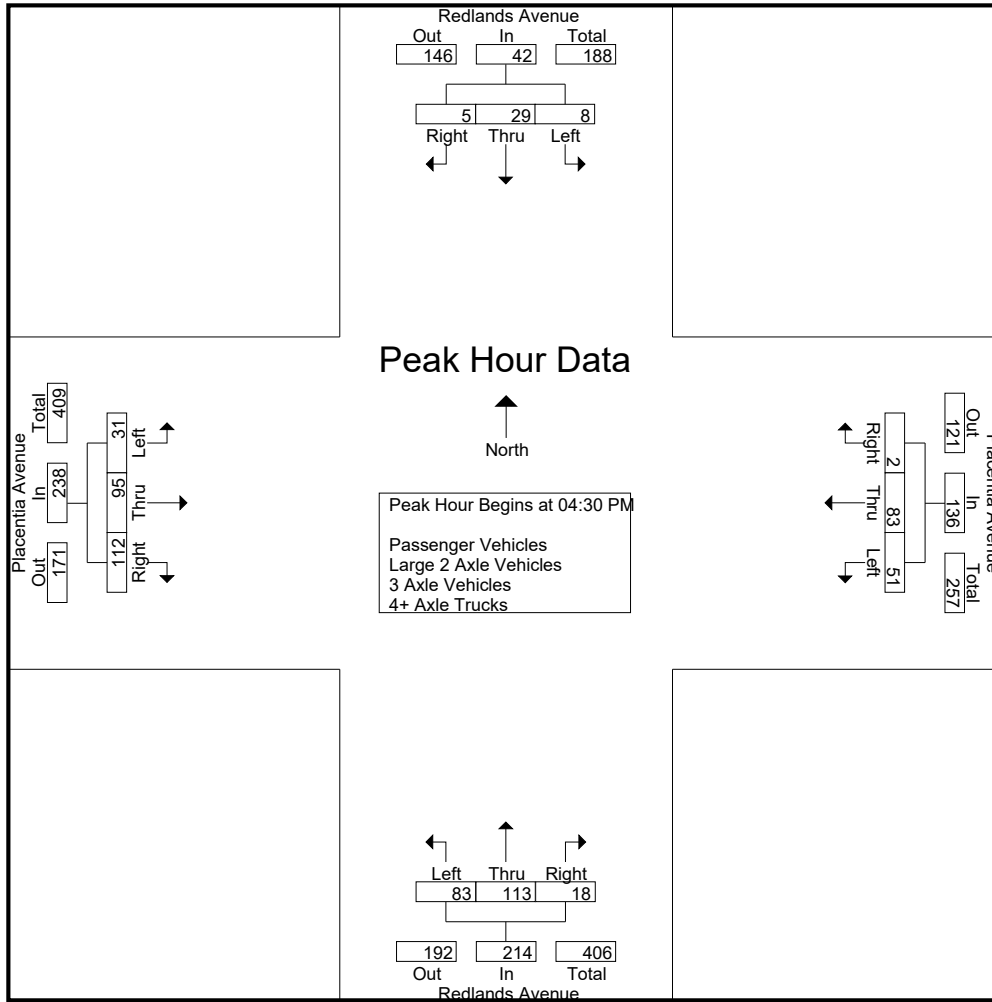
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	8	3	11	12	18	1	31	24	27	5	56	6	14	23	43	141
04:15 PM	1	8	1	10	3	17	0	20	14	19	5	38	6	16	17	39	107
04:30 PM	2	4	0	6	12	25	0	37	22	31	7	60	11	24	33	68	171
04:45 PM	1	7	0	8	15	16	1	32	20	23	4	47	4	15	28	47	134
Total	4	27	4	35	42	76	2	120	80	100	21	201	27	69	101	197	553
05:00 PM	3	10	2	15	13	16	1	30	23	26	4	53	7	25	22	54	152
05:15 PM	2	8	3	13	11	26	0	37	18	33	3	54	9	31	29	69	173
05:30 PM	2	3	2	7	13	21	0	34	22	23	5	50	5	17	17	39	130
05:45 PM	3	7	1	11	15	18	2	35	15	35	2	52	5	24	21	50	148
Total	10	28	8	46	52	81	3	136	78	117	14	209	26	97	89	212	603
Grand Total	14	55	12	81	94	157	5	256	158	217	35	410	53	166	190	409	1156
Apprch %	17.3	67.9	14.8		36.7	61.3	2		38.5	52.9	8.5		13	40.6	46.5		
Total %	1.2	4.8	1	7	8.1	13.6	0.4	22.1	13.7	18.8	3	35.5	4.6	14.4	16.4	35.4	
Passenger Vehicles	14	54	12	80	91	156	5	252	156	215	34	405	52	164	187	403	1140
% Passenger Vehicles	100	98.2	100	98.8	96.8	99.4	100	98.4	98.7	99.1	97.1	98.8	98.1	98.8	98.4	98.5	98.6
Large 2 Axle Vehicles	0	0	0	0	2	1	0	3	2	2	1	5	1	2	0	3	11
% Large 2 Axle Vehicles	0	0	0	0	2.1	0.6	0	1.2	1.3	0.9	2.9	1.2	1.9	1.2	0	0.7	1
3 Axle Vehicles	0	1	0	1	1	0	0	1	0	0	0	0	0	0	3	3	5
% 3 Axle Vehicles	0	1.8	0	1.2	1.1	0	0	0.4	0	0	0	0	0	0	1.6	0.7	0.4
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	4	0	6	12	25	0	37	22	31	7	60	11	24	33	68	171
04:45 PM	1	7	0	8	15	16	1	32	20	23	4	47	4	15	28	47	134
05:00 PM	3	10	2	15	13	16	1	30	23	26	4	53	7	25	22	54	152
05:15 PM	2	8	3	13	11	26	0	37	18	33	3	54	9	31	29	69	173
Total Volume	8	29	5	42	51	83	2	136	83	113	18	214	31	95	112	238	630
% App. Total	19	69	11.9		37.5	61	1.5		38.8	52.8	8.4		13	39.9	47.1		
PHF	.667	.725	.417	.700	.850	.798	.500	.919	.902	.856	.643	.892	.705	.766	.848	.862	.910

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	05:00 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	3	10	2	15	12	25	0	37	22	31	7	60	11	24	33	68
+15 mins.	2	8	3	13	15	16	1	32	20	23	4	47	4	15	28	47
+30 mins.	2	3	2	7	13	16	1	30	23	26	4	53	7	25	22	54
+45 mins.	3	7	1	11	11	26	0	37	18	33	3	54	9	31	29	69
Total Volume	10	28	8	46	51	83	2	136	83	113	18	214	31	95	112	238
% App. Total	21.7	60.9	17.4		37.5	61	1.5		38.8	52.8	8.4		13	39.9	47.1	
PHF	.833	.700	.667	.767	.850	.798	.500	.919	.902	.856	.643	.892	.705	.766	.848	.862

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

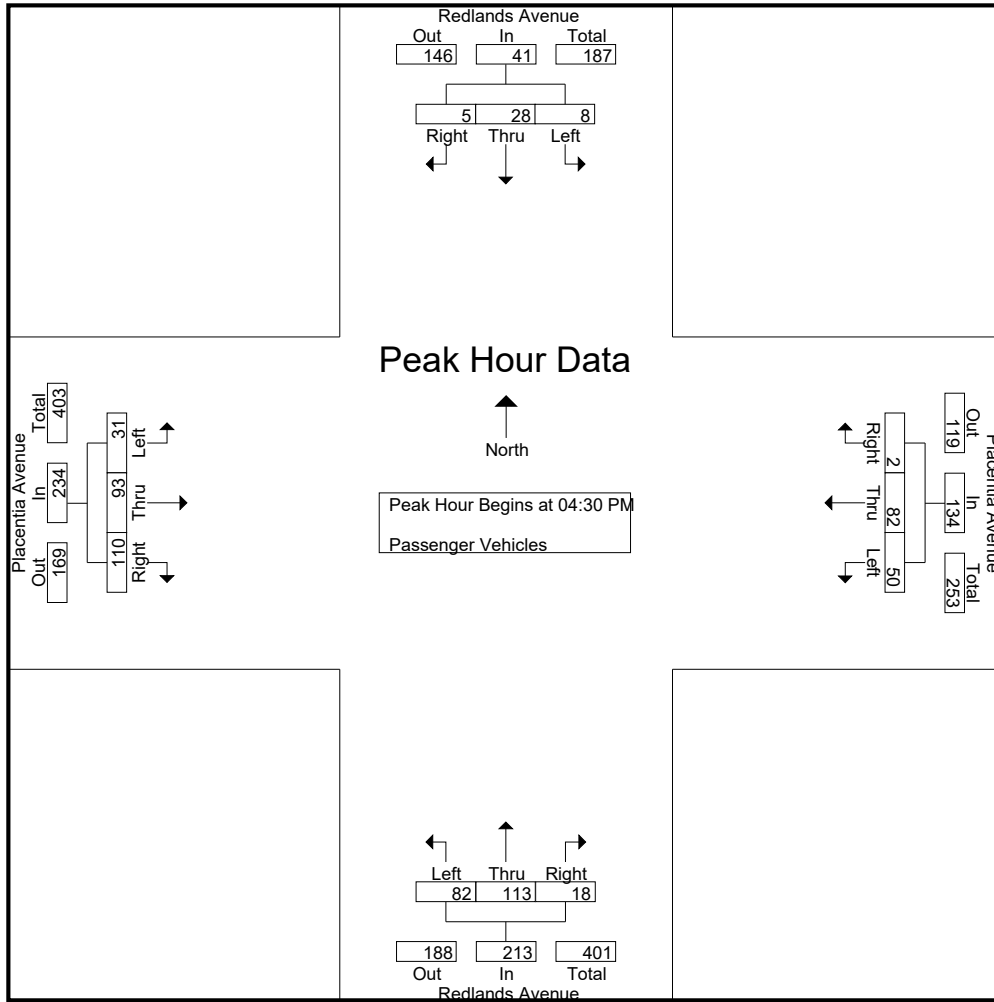
Groups Printed- Passenger Vehicles

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	8	3	11	11	18	1	30	23	26	5	54	5	14	22	41	136
04:15 PM	1	8	1	10	3	17	0	20	14	18	5	37	6	16	17	39	106
04:30 PM	2	4	0	6	12	25	0	37	22	31	7	60	11	24	33	68	171
04:45 PM	1	7	0	8	15	16	1	32	20	23	4	47	4	14	28	46	133
Total	4	27	4	35	41	76	2	119	79	98	21	198	26	68	100	194	546
05:00 PM	3	10	2	15	13	16	1	30	22	26	4	52	7	24	22	53	150
05:15 PM	2	7	3	12	10	25	0	35	18	33	3	54	9	31	27	67	168
05:30 PM	2	3	2	7	12	21	0	33	22	23	4	49	5	17	17	39	128
05:45 PM	3	7	1	11	15	18	2	35	15	35	2	52	5	24	21	50	148
Total	10	27	8	45	50	80	3	133	77	117	13	207	26	96	87	209	594
Grand Total	14	54	12	80	91	156	5	252	156	215	34	405	52	164	187	403	1140
Apprch %	17.5	67.5	15		36.1	61.9	2		38.5	53.1	8.4		12.9	40.7	46.4		
Total %	1.2	4.7	1.1	7	8	13.7	0.4	22.1	13.7	18.9	3	35.5	4.6	14.4	16.4	35.4	

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	4	0	6	12	25	0	37	22	31	7	60	11	24	33	68	171
04:45 PM	1	7	0	8	15	16	1	32	20	23	4	47	4	14	28	46	133
05:00 PM	3	10	2	15	13	16	1	30	22	26	4	52	7	24	22	53	150
05:15 PM	2	7	3	12	10	25	0	35	18	33	3	54	9	31	27	67	168
Total Volume	8	28	5	41	50	82	2	134	82	113	18	213	31	93	110	234	622
% App. Total	19.5	68.3	12.2		37.3	61.2	1.5		38.5	53.1	8.5		13.2	39.7	47		
PHF	.667	.700	.417	.683	.833	.820	.500	.905	.932	.856	.643	.888	.705	.750	.833	.860	.909

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	4	0	6	12	25	0	37	22	31	7	60	11	24	33	68
+15 mins.	1	7	0	8	15	16	1	32	20	23	4	47	4	14	28	46
+30 mins.	3	10	2	15	13	16	1	30	22	26	4	52	7	24	22	53
+45 mins.	2	7	3	12	10	25	0	35	18	33	3	54	9	31	27	67
Total Volume	8	28	5	41	50	82	2	134	82	113	18	213	31	93	110	234
% App. Total	19.5	68.3	12.2		37.3	61.2	1.5		38.5	53.1	8.5		13.2	39.7	47	
PHF	.667	.700	.417	.683	.833	.820	.500	.905	.932	.856	.643	.888	.705	.750	.833	.860

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

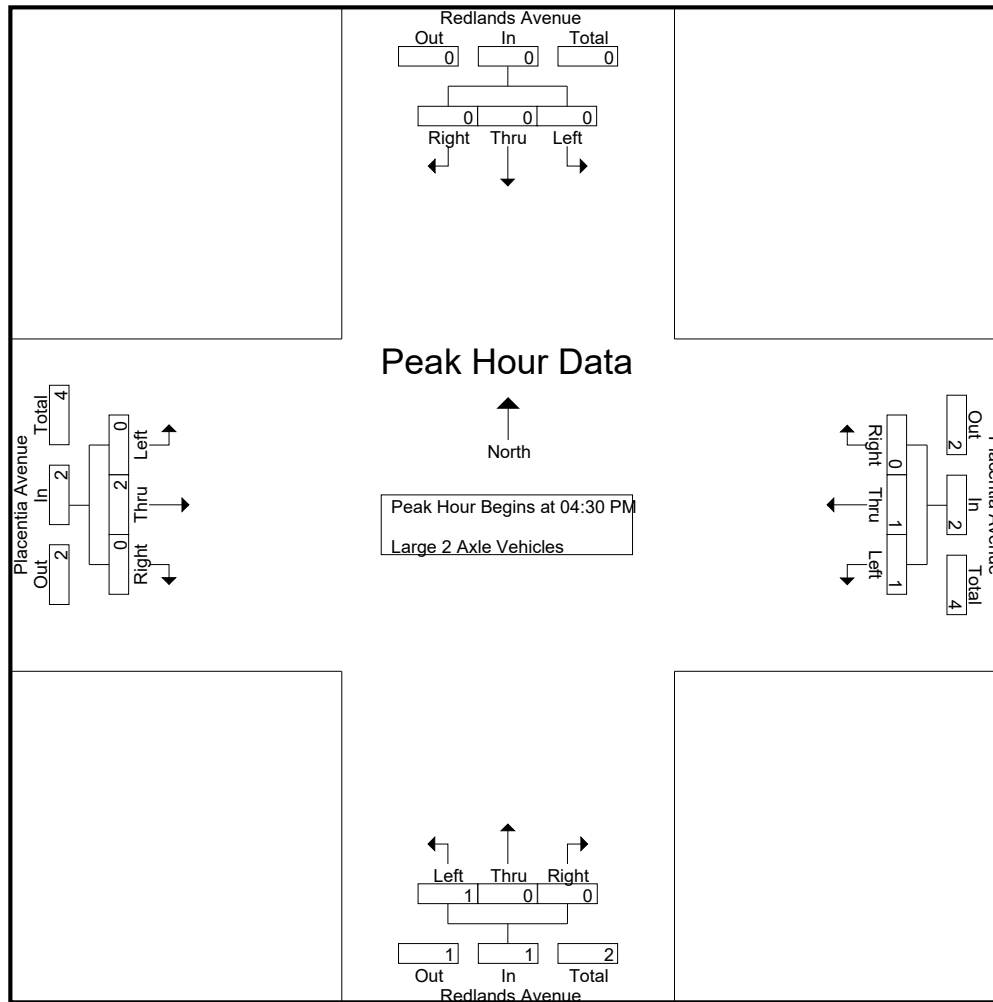
Groups Printed- Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	1	2	0	3	1	1	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	3	1	0	1	2	0	1	0	1	6
Grand Total	0	0	0	0	2	1	0	3	2	2	1	5	1	2	0	3	11
Apprch %	0	0	0		66.7	33.3	0		40	40	20		33.3	66.7	0		
Total %	0	0	0	0	18.2	9.1	0	27.3	18.2	18.2	9.1	45.5	9.1	18.2	0	27.3	

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	1	0	2	1	0	0	1	0	2	0	2	5
% App. Total	0	0	0		50	50	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.250	.000	.000	.250	.000	.500	.000	.500	.625

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
+45 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	2	1	0	0	1	0	2	0	2
% App. Total	0	0	0	0	50	50	0	100	100	0	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.250	.000	.000	.250	.000	.500	.000	.500

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

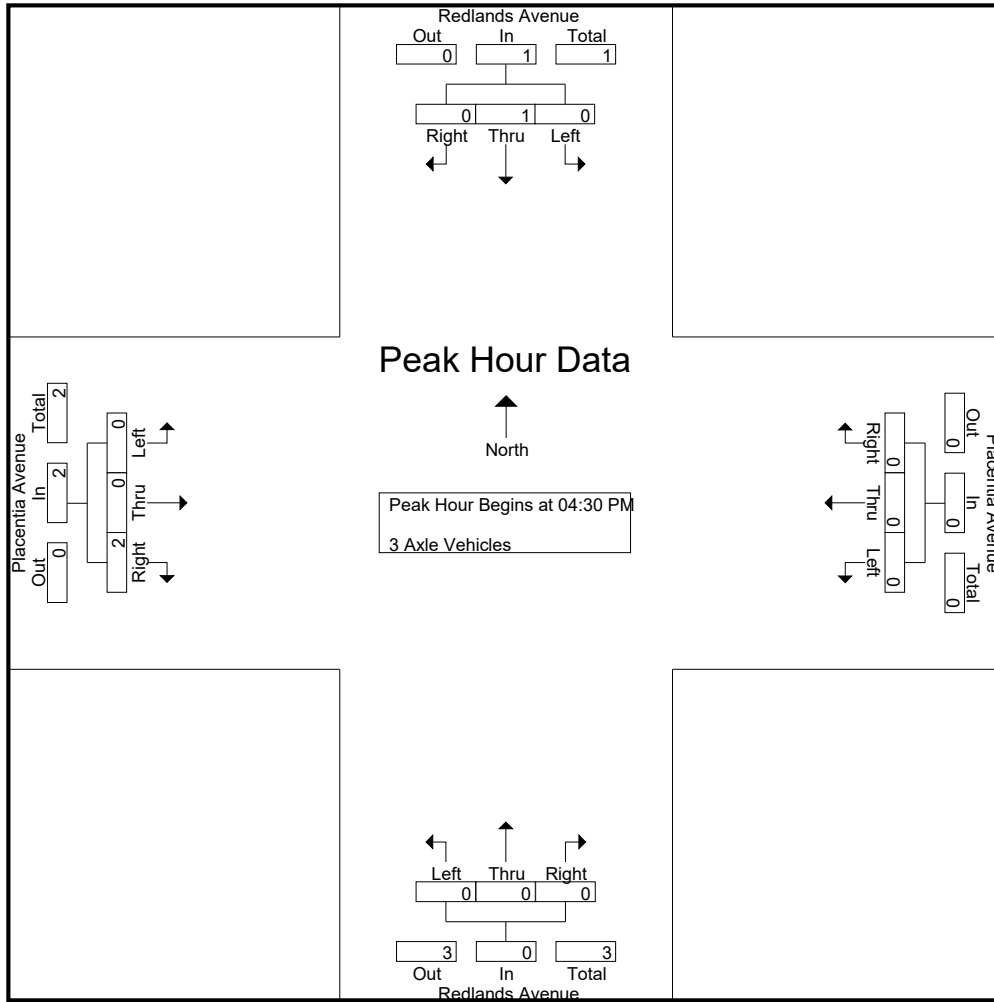
Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
Grand Total	0	1	0	1	1	0	0	1	0	0	0	0	0	0	3	3	5
Apprch %	0	100	0		100	0	0		0	0	0		0	0	100		
Total %	0	20	0	20	20	0	0	20	0	0	0	0	0	0	60	60	

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

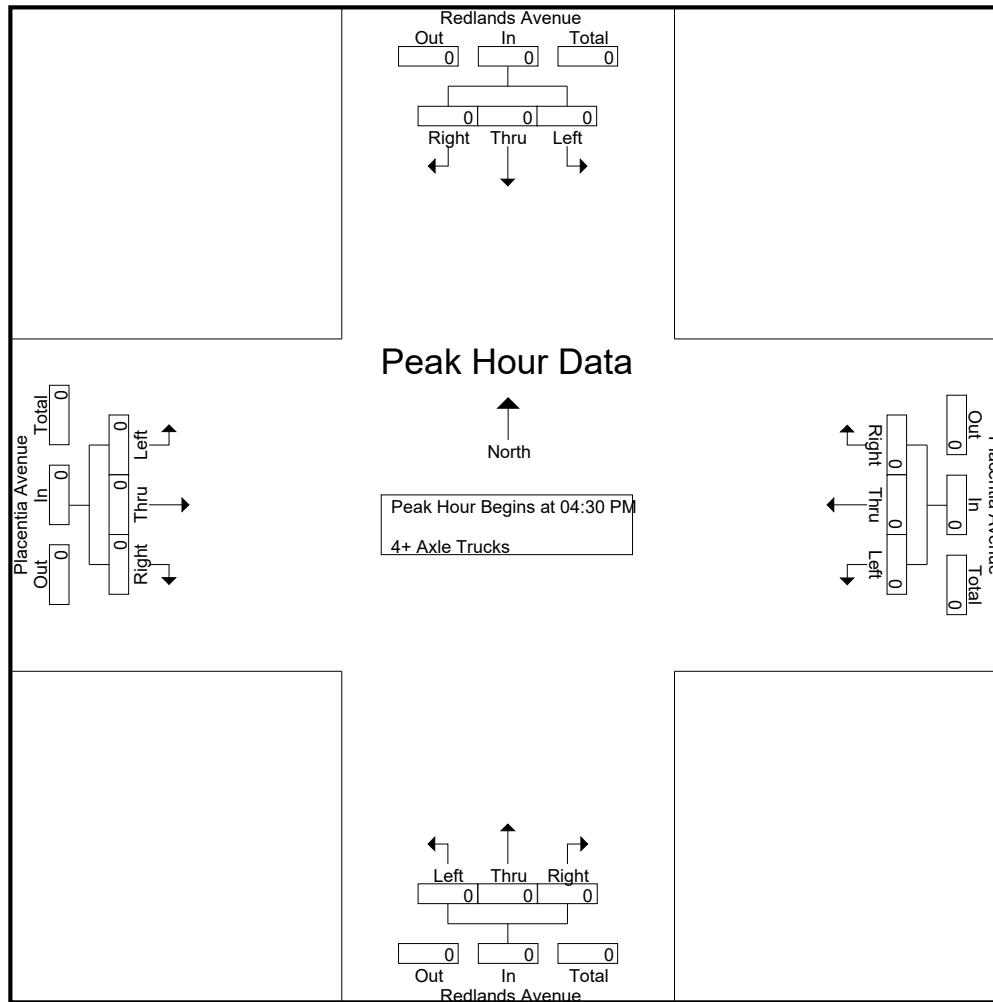
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Redlands Avenue Southbound				Placentia Avenue Westbound				Redlands Avenue Northbound				Placentia Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue
 Weather: Clear

File Name : 33_PER_Red_Pla PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

Location: Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Redlands Avenue	East Leg Placentia Avenue	South Leg Redlands Avenue	West Leg Placentia Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	1	3	2	6
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	3	5	10

	North Leg Redlands Avenue	East Leg Placentia Avenue	South Leg Redlands Avenue	West Leg Placentia Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	3	3

Location: Perris
 N/S: Redlands Avenue
 E/W: Placentia Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Redlands Avenue			Westbound Placentia Avenue			Northbound Redlands Avenue			Eastbound Placentia Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	0	0	0	1

	Southbound Redlands Avenue			Westbound Placentia Avenue			Northbound Redlands Avenue			Eastbound Placentia Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	1	0	0	1	2	1	0	0	0	5

Counts Unlimited
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 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 EW: Orange Avenue
 Weather: Clear

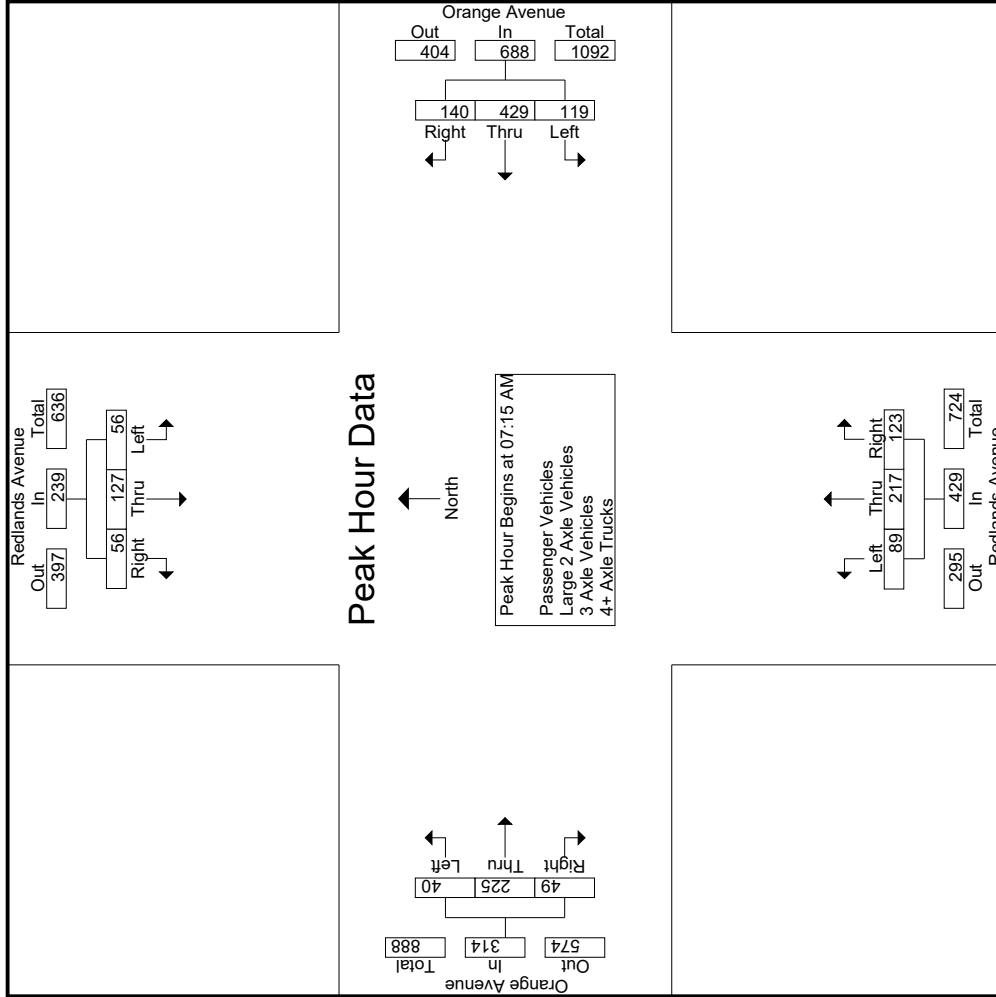
File Name : 34_PER_Red_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Redlands Avenue Southbound						Orange Avenue Westbound						Redlands Avenue Northbound						Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	7	28	11	3	46	26	112	7	1	145	9	68	17	3	94	6	36	7	2	49	9	334	343			
07:15 AM	9	36	10	1	55	21	98	15	4	134	21	52	26	11	99	4	43	5	1	52	17	340	357			
07:30 AM	17	35	6	2	58	30	109	42	9	181	24	66	36	14	126	10	67	8	4	85	29	450	479			
07:45 AM	24	32	16	7	72	28	76	40	6	144	29	61	44	15	134	13	65	19	9	97	37	447	484			
Total	57	131	43	13	231	105	395	104	20	604	83	247	123	43	453	33	211	39	16	283	92	1571	1663			
08:00 AM	6	24	24	12	54	40	146	43	10	229	15	38	17	10	70	13	50	17	8	80	40	433	473			
08:15 AM	4	14	10	5	28	26	89	6	2	121	10	34	8	6	52	9	28	6	3	43	16	244	260			
08:30 AM	1	13	4	3	18	25	80	5	2	110	8	21	4	0	33	12	43	13	7	68	12	229	241			
08:45 AM	4	19	5	4	28	12	83	6	0	101	12	26	11	3	49	6	38	9	5	53	12	231	243			
Total	15	70	43	24	128	103	398	60	14	561	45	119	40	19	204	40	159	45	23	244	80	1137	1217			
Grand Total	72	201	86	37	359	208	793	164	34	1165	128	366	163	62	657	73	370	84	39	527	172	2708	2880			
Approch %	20.1	56	24			17.9	68.1	14.1			19.5	55.7	24.8			13.9	70.2	15.9			13.9	70.2	15.9			
Total %	2.7	7.4	3.2		13.3	7.7	29.3	6.1		43	4.7	13.5	6		24.3	2.7	13.7	3.1		19.5	2.7	13.7	3.1			94
Passenger Vehicles	71	200	86		394	204	776	164		1178	128	361	160		709	72	365	82		556	0	0	0			2837
Passenger Vehicles	98.6	99.5	100		100	98.1	97.9	100		98.2	100	98.6	98.2		96.8	98.6	98.6	97.6		94.9	0	0	0			98.5
% 2 Axle Vehicles	1.4	0.5	0		0.5	1.9	1.8	0		1.8	0	1.1	0.6		0.8	1.4	1.1	2.4		5.1	0	0	0			35
% 3 Axle Vehicles	0	0	0		0	0	0.1	0		0.1	0	0	0.6		0.3	0	0.3	0		0.2	0	0	0			1.2
% 3 Axle Vehicles	0	0	0		0	0	0.1	0		0.1	0	0	0.6		0.3	0	0.3	0		0	0	0	0			4
4+ Axle Trucks	0	0	0		0	0	2	0		2	0	1	1		2	0	0	0		0	0	0	0			4
% 4+ Axle Trucks	0	0	0		0	0	0.3	0		0.2	0	0.3	0.6		0.3	0	0	0		0	0	0	0			0.1

Start Time	Redlands Avenue Southbound						Orange Avenue Westbound						Redlands Avenue Northbound						Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:15 AM	9	36	10		10	55	10				21	52	26		26	4	43	5		43	5	52	52			340
07:30 AM	17	35	6		6	58	6				24	66	36		36	10	67	8		67	8	85	450			447
07:45 AM	24	32	16		16	72	16				29	61	44		44	13	65	19		65	19	97	447			433
08:00 AM	6	24	24		24	54	24				15	38	17		17	13	50	17		50	17	80	433			1670
Total Volume	56	127	56		56	239	56				89	217	123		123	40	225	49		225	49	314	1670			
% App. Total	23.4	53.1	23.4		23.4	20.7	50.6				20.7	50.6	28.7		28.7	12.7	71.7	15.6		71.7	15.6	1670				
PHF	.583	.882	.583		.583	.830	.744			.814	.751	.767	.822		.699	.800	.769	.645		.840	.645	.809	.928			

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM



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City of Perris
 N/S: Redlands Avenue
 EW: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Orange Avenue Westbound			Redlands Avenue Northbound			Orange Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:15 AM			07:15 AM			07:00 AM			07:15 AM				
+0 mins.	9	36	10	55	21	98	15	134	9	68	17	94	4	52
+15 mins.	17	35	6	58	30	109	42	181	21	52	26	99	10	85
+30 mins.	24	32	16	72	28	76	40	144	24	66	36	126	13	97
+45 mins.	6	24	24	54	40	146	43	229	29	61	44	134	13	80
Total Volume	56	127	56	239	119	429	140	688	83	247	123	453	40	314
% App. Total	23.4	53.1	23.4	17.3	62.4	20.3	18.3	54.5	27.2	71.7	15.6	12.7	769	809
PHF	.583	.882	.583	.830	.744	.735	.814	.751	.716	.908	.699	.845	.769	.845

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

City of Perris
 N/S: Redlands Avenue
 EW: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

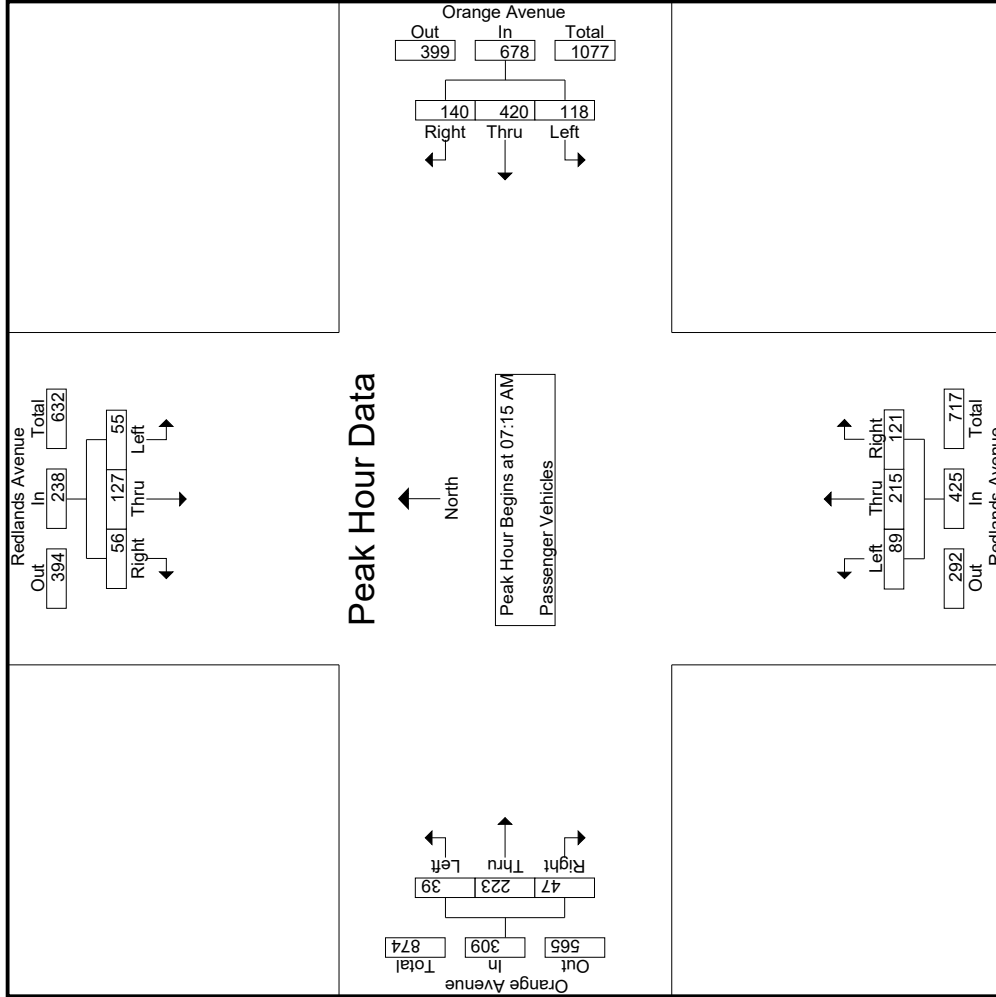
Groups Printed- Passenger Vehicles

Start Time	Redlands Avenue Southbound					Orange Avenue Westbound					Redlands Avenue Northbound					Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	7	28	11	3	46	24	106	7	1	137	9	65	16	2	90	6	36	7	2	49	8	322	330
07:15 AM	9	36	10	1	55	20	94	15	4	129	21	52	25	11	98	4	43	5	1	52	17	334	351
07:30 AM	17	35	6	2	58	30	108	42	9	180	24	65	36	14	125	9	67	7	3	83	28	446	474
07:45 AM	24	32	16	7	72	28	74	40	6	142	29	61	44	15	134	13	65	19	9	97	37	445	482
Total	57	131	43	13	231	102	382	104	20	588	83	243	121	42	447	32	211	38	15	281	90	1547	1637
08:00 AM	5	24	24	12	53	40	144	43	10	227	15	37	16	9	68	13	48	16	7	77	38	425	463
08:15 AM	4	14	10	5	28	26	87	6	2	119	10	34	8	6	52	9	28	6	3	43	16	242	258
08:30 AM	1	13	4	3	18	24	80	5	2	109	8	21	4	0	33	12	41	13	7	66	12	226	238
08:45 AM	4	18	5	4	27	12	83	6	0	101	12	26	11	3	49	6	37	9	5	52	12	229	241
Total	14	69	43	24	126	102	394	60	14	556	45	118	39	18	202	40	154	44	22	238	78	1122	1200
Grand Total	71	200	86	37	357	204	776	164	34	1144	128	361	160	60	649	72	365	82	37	519	168	2669	2837
Approch %	19.9	56	24.1			17.8	67.8	14.3		42.9	19.7	55.6	24.7		24.3	13.9	70.3	15.8		19.4	5.9	94.1	
Total %	2.7	7.5	3.2		13.4	7.6	29.1	6.1			4.8	13.5	6			2.7	13.7	3.1					
3.1-950																							
Start Time	Redlands Avenue Southbound					Orange Avenue Westbound					Redlands Avenue Northbound					Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:15 AM																							
07:15 AM	9	36	10		55	20	94	15		129	21	52	25		98	4	43	5		52	5	52	334
07:30 AM	17	35	6		58	30	108	42		180	24	65	36		125	9	67	7		83	7	83	446
07:45 AM	24	32	16		72	28	74	40		142	15	37	16		134	13	65	19		97	19	97	445
08:00 AM	5	24	24		53	12	83	6		101	12	26	11		49	6	37	9		52	12	229	241
Total Volume	55	127	56		238	118	420	140		678	89	215	121		425	39	223	47		309	47	309	1650
% App. Total	23.1	53.4	23.5		13.4	17.4	61.9	20.6		42.9	20.9	50.6	28.5		24.3	12.6	72.2	15.2		19.4	5.9	94.1	
PHF	.573	.882	.583		.826	.738	.729	.814		.747	.767	.827	.688		.793	.750	.832	.618		.796		.796	.925

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

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 EW: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Orange Avenue Westbound			Redlands Avenue Northbound			Orange Avenue Eastbound						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM			07:15 AM			07:15 AM			07:15 AM			07:15 AM			
+0 mins.	9	36	10	55	20	94	15	129	21	52	25	98	4	43	5	52
+15 mins.	17	35	6	58	30	108	42	180	24	65	36	125	9	67	7	83
+30 mins.	24	32	16	72	28	74	40	142	29	61	44	134	13	65	19	97
+45 mins.	5	24	24	53	40	144	43	227	15	37	16	68	13	48	16	77
Total Volume	55	127	56	238	118	420	140	678	89	215	121	425	39	223	47	309
% App. Total	23.1	53.4	23.5	17.4	61.9	20.6	20.6	74.7	20.9	50.6	28.5	79.3	12.6	72.2	15.2	79.6
PHF	.573	.882	.583	.826	.738	.729	.814	.747	.767	.827	.688	.793	.750	.832	.618	.796

Groups Printed - Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Orange Avenue Westbound				Redlands Avenue Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	8
07:15 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	5	5
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	1	4	5
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	3	10	0	0	13	0	4	0	0	4	1	19	20
08:00 AM	1	0	0	0	1	0	2	0	0	2	0	0	1	1	2	2	6	8
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	0	3	3
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	1	1	0	0	2	1	4	0	0	5	0	1	4	1	5	2	13	15
Grand Total	1	1	0	0	2	4	14	0	0	18	0	4	1	1	5	1	4	2
Approch %	50	50	0	0	22.2	77.8	0	0	0	56.2	0	80	20	15.6	14.3	57.1	28.6	32
Total %	3.1	3.1	0	0	6.2	12.5	43.8	0	0	56.2	0	12.5	3.1	6.2	21.9	8.6	91.4	35

3.1-953

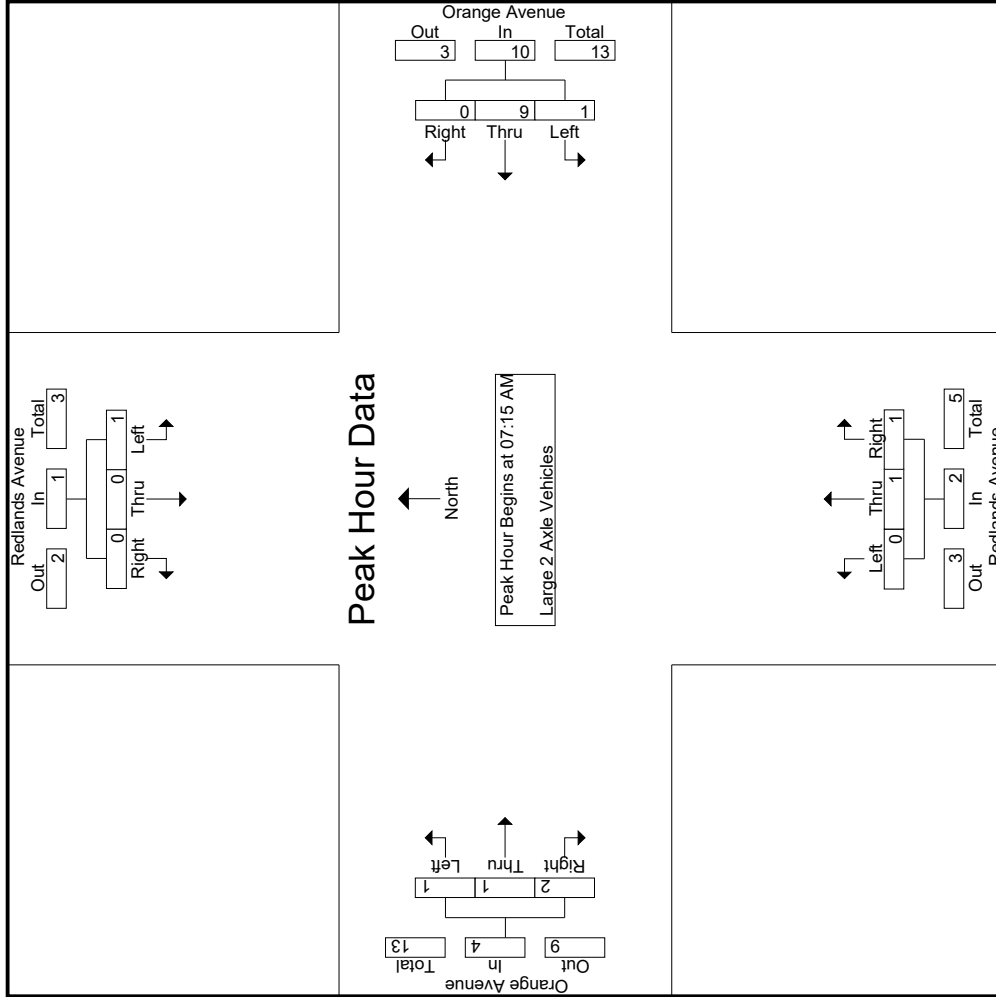
Start Time	Redlands Avenue Southbound				Orange Avenue Westbound				Redlands Avenue Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	4
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
08:00 AM	1	0	0	0	1	0	0	0	0	1	0	1	0	0	1	0	1	6
Total Volume	1	0	0	0	1	10	90	0	0	10	0	1	1	1	2	1	4	17
% App. Total	100	0	0	0	.250	.563	.000	0	0	.500	.000	.250	.250	.500	.250	.500	.500	.708
PHF	.250	.000	.000	.000	.250	.563	.000	.000	.250	.500	.000	.250	.250	.500	.250	.500	.500	.708

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 EW: Orange Avenue
 Weather: Clear

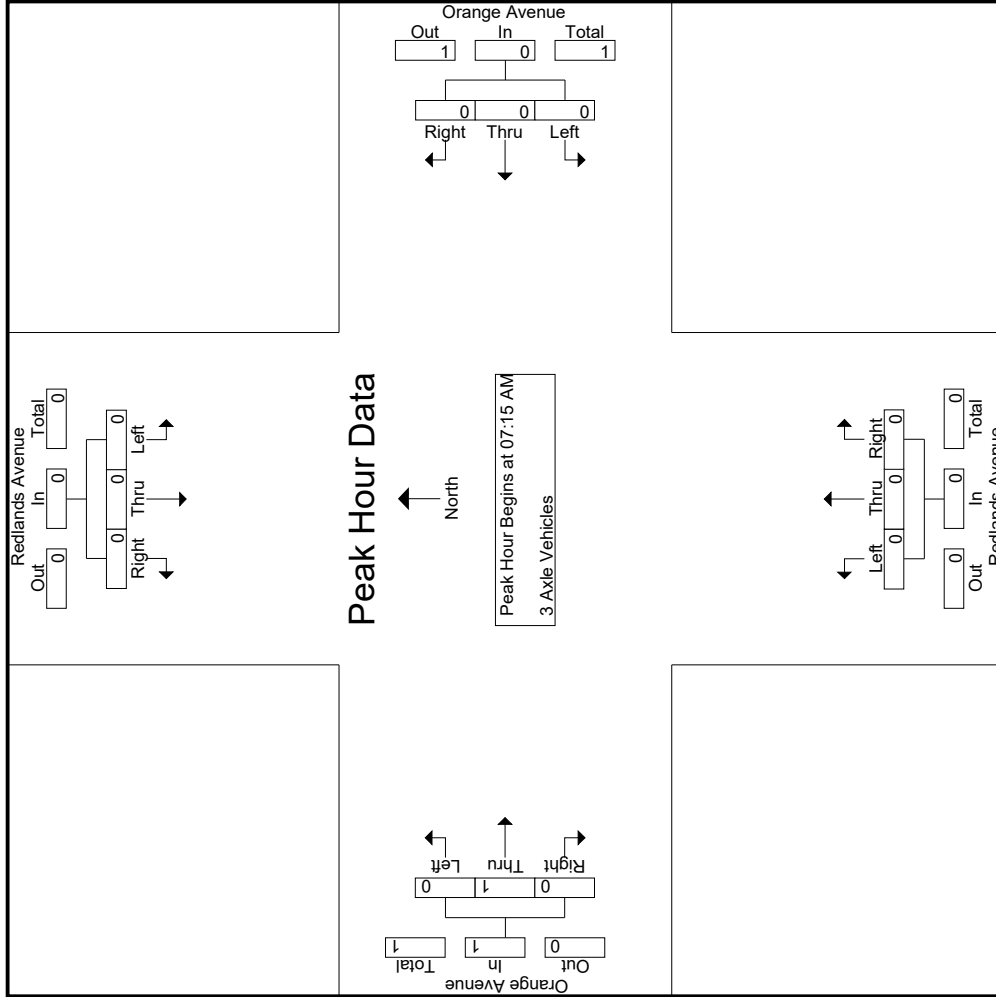
File Name : 34_PER_Red_Ora AM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Orange Avenue Westbound			Redlands Avenue Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM			07:15 AM			07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	1	4	0	5	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	1	0	1	0	1	0	1	0	0	2	
+30 mins.	0	0	0	0	2	0	2	0	0	0	0	0	0	0	
+45 mins.	1	0	0	0	2	0	2	0	1	0	1	1	1	2	
Total Volume	1	0	0	1	9	0	10	0	1	1	2	1	2	4	
% App. Total	100	0	0	10	90	0	100	0	50	50	25	25	50	50	
PHF	.250	.000	.000	.250	.563	.000	.500	.000	.250	.250	.500	.250	.500	.500	

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

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Orange Avenue Westbound			Redlands Avenue Northbound			Orange Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:15 AM			07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000
	07:15 AM			07:15 AM			07:15 AM			07:15 AM		
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	1	0
	0	0	0	0	0	0	0	0	0	0	100	0
	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Orange Avenue Westbound				Redlands Avenue Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	0	0	0	2	0	1	1	0	0	0	0	4
Approch %	0	0	0	0	0	100	0	0	0	50	0	50	50	0	0	0	0	100
Total %	0	0	0	0	0	50	0	0	0	50	0	25	25	0	0	0	0	100

3.1-959

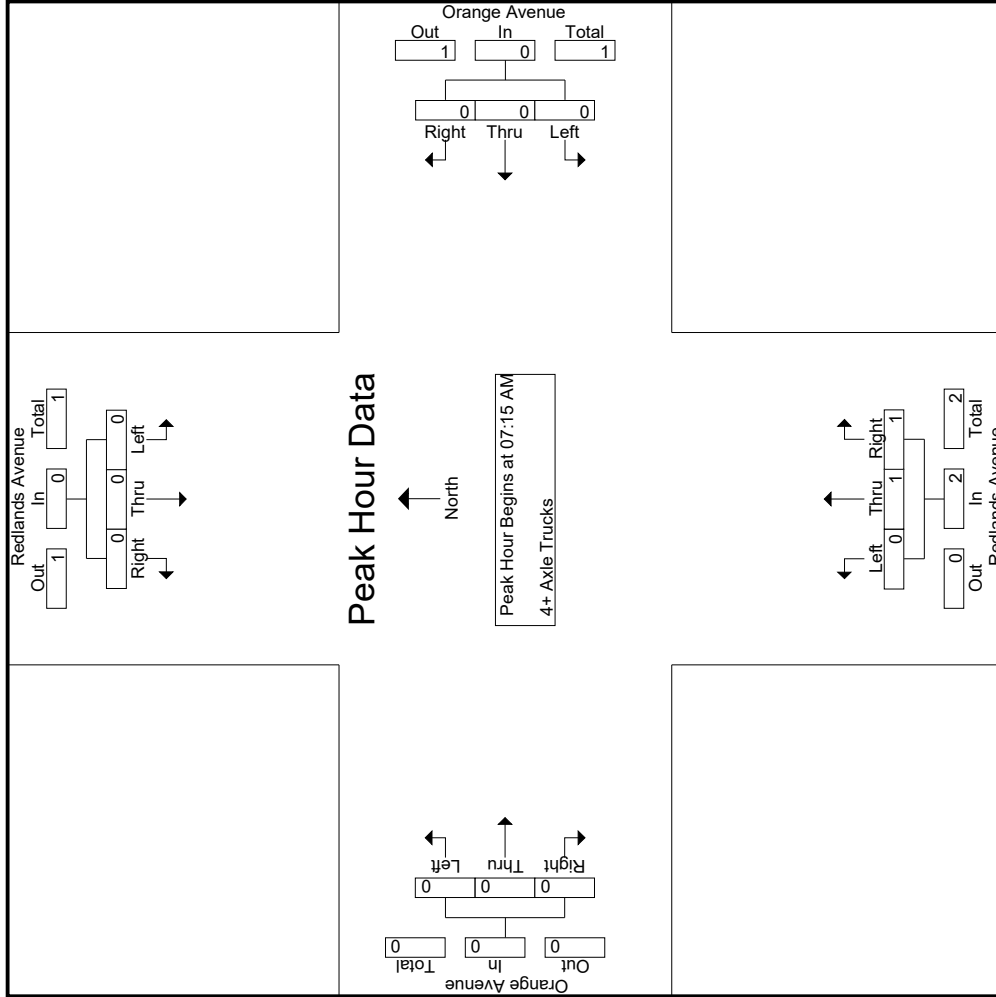
Start Time	Redlands Avenue Southbound				Orange Avenue Westbound				Redlands Avenue Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	50	50	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.500

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Orange Avenue Westbound			Redlands Avenue Northbound			Orange Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:15 AM			07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	0	0	0
% App. Total	0	0	0	0	0	0	0	50	50	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000
App. Total	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000

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

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

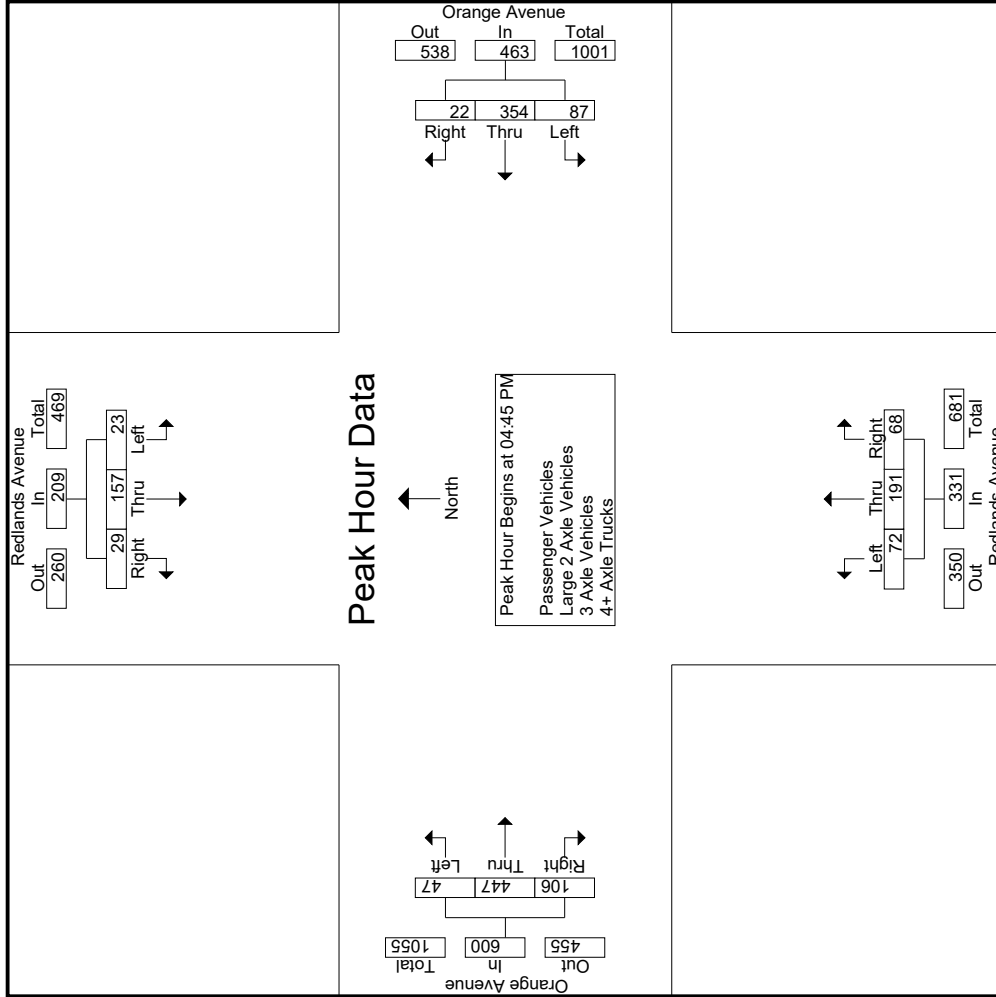
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Redlands Avenue Southbound						Orange Avenue Westbound						Redlands Avenue Northbound						Orange Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total									
04:00 PM	3	35	4	45	42		26	97	6	0	129		14	42	17	6	73		13	95	27	12	135		63	379	442			
04:15 PM	3	28	9	1	40		17	89	4	0	110		18	31	17	6	66		15	90	24	10	129		17	345	362			
04:30 PM	7	38	4	1	49		22	91	4	1	117		14	37	23	10	74		16	101	29	14	146		26	386	412			
04:45 PM	5	54	7	3	66		24	79	8	5	111		19	42	22	9	83		15	112	24	7	151		24	411	435			
Total	18	155	24	50	197		89	356	22	6	467		65	152	79	31	296		59	398	104	43	561		130	1521	1651			
05:00 PM	9	40	9	5	58		25	80	4	1	109		20	50	16	4	86		14	115	23	11	152		21	405	426			
05:15 PM	7	39	5	1	51		20	95	4	2	119		16	46	18	7	80		11	99	30	9	140		19	390	409			
05:30 PM	2	24	8	2	34		18	100	6	1	124		17	53	12	4	82		7	121	29	11	157		18	397	415			
05:45 PM	4	26	14	7	44		20	67	4	0	91		14	57	20	3	91		12	99	18	3	129		13	355	368			
Total	22	129	36	15	187		83	342	18	4	443		67	206	66	18	339		44	434	100	34	578		71	1547	1618			
Grand Total	40	284	60	65	384		172	698	40	10	910		132	358	145	49	635		103	832	204	77	1139		201	3068	3269			
Approch %	10.4	74	15.6				18.9	76.7	4.4				20.8	56.4	22.8				9	73	17.9				6.1	93.9				
Total %	1.3	9.3	2		12.5		5.6	22.8	1.3		29.7		4.3	11.7	4.7		20.7		3.4	27.1	6.6		37.1		0	0	0		0	
Passenger Vehicles	39	279	59		399		169	691	40		910		130	356	145		680		103	819	201		1200		0	0	0		0	3189
Passenger Vehicles	97.5	98.2	98.3	33.8	88.9		98.3	99	100	100	98.9		98.5	99.4	100	100	99.4		100	98.4	98.5	100	98.7		0	0	0		0	97.6
Large 2 Axle Vehicles	1	1	1	1.5	0.9		2	6	0	0	8		2	2	0	0	4		0	1.4	1.5	0	1.5		0	0	0		0	31
Large 2 Axle Vehicles	2.5	0.4	1.7				1.2	0.9	0	0	0.9		1.5	0.6	0	0	0.6		0	1.4	1.5	0	1.2		0	0	0		0	0.9
3 Axle Vehicles	0	4	0	0	4		1	1	0	0	2		0	0	0	0	0		0	1	0	0	1		0	0	0		0	7
3 Axle Vehicles	0	1.4	0	0	0.9		0.6	0.1	0	0	0.2		0	0	0	0	0		0	0.1	0	0	0.1		0	0	0		0	0.2
4+ Axle Trucks	0	0	0	0	42		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0		0	42
4+ Axle Trucks	0	0	0	64.6	9.4		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0		0	1.3

Start Time	Redlands Avenue Southbound						Orange Avenue Westbound						Redlands Avenue Northbound						Orange Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total									
04:45 PM	5	54	7		66		24	79	8		111		19	42	22		83		15	112	24		151		24	151	411			
05:00 PM	9	40	9		58		25	80	4		109		20	50	16		86		14	115	23		152		23	152	405			
05:15 PM	7	39	5		51		20	95	4		119		16	46	18		80		11	99	30		140		19	390	390			
05:30 PM	2	24	8		34		18	100	6		124		17	53	12		82		7	121	29		157		18	397	397			
05:45 PM	4	26	14		44		20	67	4		91		14	57	20		91		12	99	18		129		13	355	368			
Total Volume	23	157	29		209		87	354	22		463		72	191	68		331		47	447	106		600		1603					
% App. Total	11	75.1	13.9		106.3		46.5	76.5	4.8		237.2		35.6	57.7	20.5		165.7		23.8	74.5	17.7		332.4		1603					
PHF	.639	.727	.806		.792		.870	.885	.688		.933		.900	.901	.773		.962		.783	.924	.883		.955		.955					

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM



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

City of Perris
 N/S: Redlands Avenue
 EW: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora PM
 Site Code : 05T20169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Orange Avenue Westbound			Redlands Avenue Northbound			Orange Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM			04:00 PM			05:00 PM			04:45 PM						
+0 mins.	7	38	4	49	26	97	6	129	20	50	16	86	15	112	24	151
+15 mins.	5	54	7	66	17	89	4	110	16	46	18	80	14	115	23	152
+30 mins.	9	40	9	58	22	91	4	117	17	53	12	82	11	99	30	140
+45 mins.	7	39	5	51	24	79	8	111	14	57	20	91	7	121	29	157
Total Volume	28	171	25	224	89	356	22	467	67	206	66	339	47	447	106	600
% App. Total	12.5	76.3	11.2		19.1	76.2	4.7		19.8	60.8	19.5		7.8	74.5	17.7	
PHF	.778	.792	.694	.848	.856	.918	.688	.905	.838	.904	.825	.931	.783	.924	.883	.955

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

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

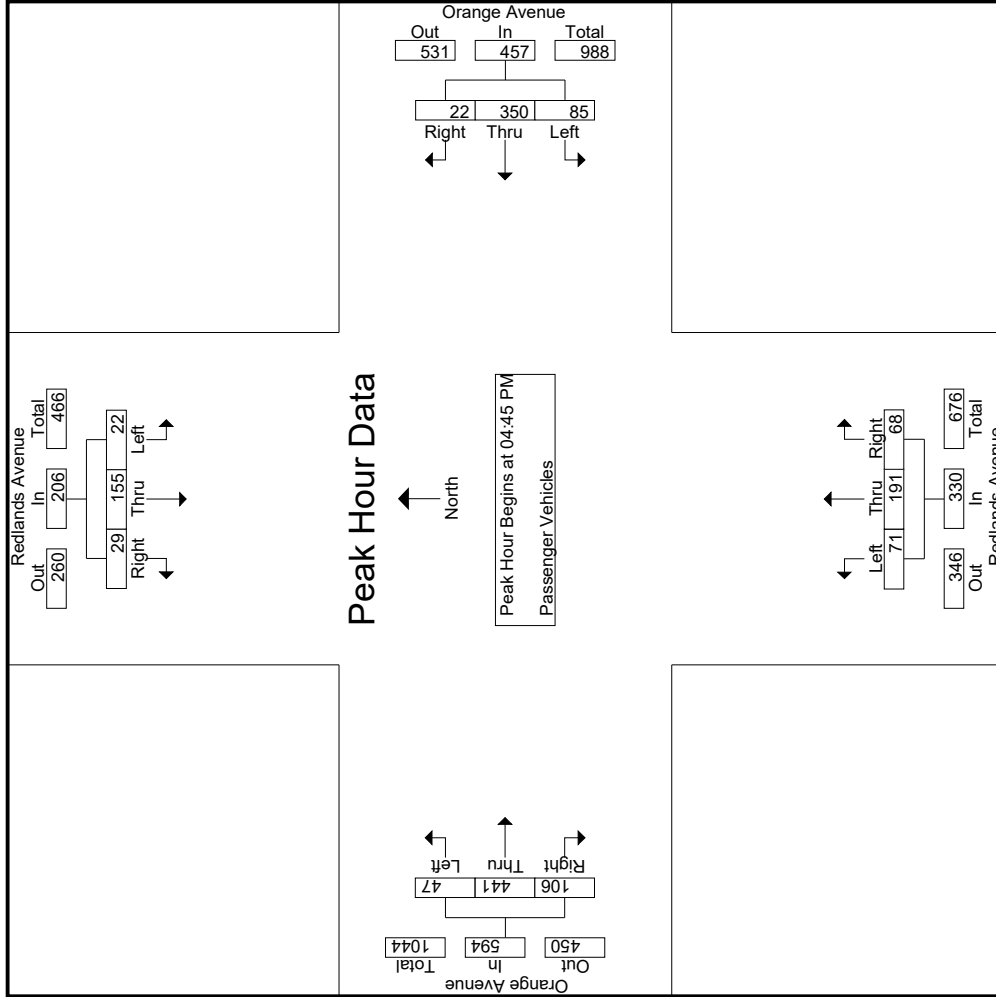
Start Time	Redlands Avenue Southbound						Orange Avenue Westbound						Redlands Avenue Northbound						Orange Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
04:00 PM	3	33	4	3	40		26	97	6	0	129		14	41	17	6	72		13	93	27	12	133		21	374	395			
04:15 PM	3	27	9	1	39		17	88	4	0	109		18	30	17	6	65		15	86	24	10	125		17	338	355			
04:30 PM	7	38	4	1	49		21	90	4	1	115		13	37	23	10	73		16	101	26	14	143		26	380	406			
04:45 PM	5	54	7	3	66		22	78	8	5	108		18	42	22	9	82		15	111	24	7	150		24	406	430			
Total	18	152	24	8	194		86	353	22	6	461		63	150	79	31	292		59	391	101	43	551		88	1498	1586			
05:00 PM	9	40	9	5	58		25	79	4	1	108		20	50	16	4	86		14	113	23	11	150		21	402	423			
05:15 PM	6	37	5	1	48		20	93	4	2	117		16	46	18	7	80		11	97	30	9	138		19	383	402			
05:30 PM	2	24	8	2	34		18	100	6	1	124		17	53	12	4	82		7	120	29	11	156		18	396	414			
05:45 PM	4	26	13	6	43		20	66	4	0	90		14	57	20	3	91		12	98	18	3	128		12	352	364			
Total	21	127	35	14	183		83	338	18	4	439		67	206	66	18	339		44	428	100	34	572		70	1533	1603			
Grand Total	39	279	59	22	377		169	691	40	10	900		130	356	145	49	631		103	819	201	77	1123		158	3031	3189			
Approch %	10.3	74	15.6				18.8	76.8	4.4		29.7		20.6	56.4	23		20.8		9.2	72.9	17.9		37.1		5	95				
Total %	1.3	9.2	1.9		12.4		5.6	22.8	1.3				4.3	11.7	4.8				3.4	27	6.6									

Start Time	Redlands Avenue Southbound						Orange Avenue Westbound						Redlands Avenue Northbound						Orange Avenue Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
04:45 PM	5	54	7	3	66		22	78	8	5	108		18	42	22	9	82		15	111	24	7	150		24	406	430			
05:00 PM	9	40	9	5	58		25	79	4	1	108		20	50	16	4	86		14	113	23	11	150		21	402	423			
05:15 PM	6	37	5	1	48		20	93	4	2	117		16	46	18	7	80		11	97	30	9	138		19	383	402			
05:30 PM	2	24	8	2	34		18	100	6	1	124		17	53	12	4	82		7	120	29	11	156		18	396	414			
05:45 PM	4	26	13	6	43		20	66	4	0	90		14	57	20	3	91		12	98	18	3	128		12	352	364			
Total	21	127	35	14	183		83	338	18	4	439		67	206	66	18	339		44	428	100	34	572		70	1533	1603			
Grand Total	39	279	59	22	377		169	691	40	10	900		130	356	145	49	631		103	819	201	77	1123		158	3031	3189			
Approch %	10.3	74	15.6				18.8	76.8	4.4		29.7		20.6	56.4	23		20.8		9.2	72.9	17.9		37.1		5	95				
Total %	1.3	9.2	1.9		12.4		5.6	22.8	1.3				4.3	11.7	4.8				3.4	27	6.6									

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

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 EW: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Orange Avenue Westbound			Redlands Avenue Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM			04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	5	54	7	22	78	8	108	18	42	22	82	15	111	24	150
+15 mins.	9	40	9	25	79	4	108	20	50	16	86	14	113	23	150
+30 mins.	6	37	5	20	93	4	117	16	46	18	80	11	97	30	138
+45 mins.	2	24	8	18	100	6	124	17	53	12	82	7	120	29	156
Total Volume	22	155	29	85	350	22	457	71	191	68	330	47	441	106	594
% App. Total	10.7	75.2	14.1	18.6	76.6	4.8	92.1	21.5	57.9	20.6	73.3	7.9	74.2	17.8	95.2
PHF	.611	.718	.806	.850	.875	.688	.921	.888	.901	.773	.959	.783	.919	.883	.952

Groups Printed - Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Orange Avenue Westbound				Redlands Avenue Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	4	0	6	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	4	4	4
04:45 PM	0	0	0	0	0	2	1	0	0	3	1	0	0	1	1	0	5	5
Total	0	1	0	0	1	2	2	0	0	4	0	6	3	0	9	0	18	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	2	0	0	2	0	2	0	0	2	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	5
05:45 PM	0	0	1	1	1	0	1	0	0	1	0	1	0	0	1	1	1	1
Total	1	0	1	1	2	0	4	0	0	4	0	6	0	0	6	1	12	13
Grand Total	1	1	1	1	3	2	6	0	0	8	2	2	0	0	15	1	30	31
Approch %	33.3	33.3	33.3			25	75	0		26.7	50	50	0		80	20		
Total %	3.3	3.3	3.3		10	6.7	20	0		26.7	6.7	6.7	0		40	10		96.8

3.1-968

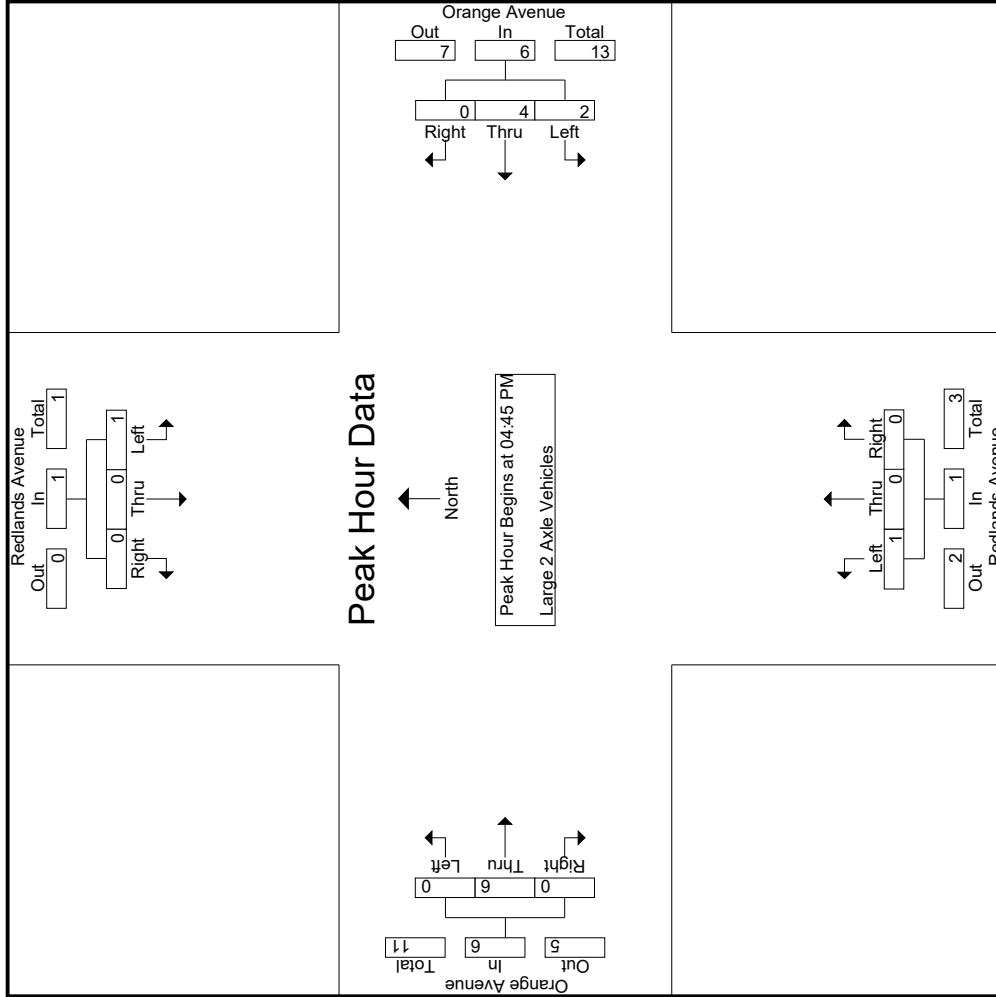
Start Time	Redlands Avenue Southbound				Orange Avenue Westbound				Redlands Avenue Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	0	1	5
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	2	3
05:15 PM	1	0	0	0	1	0	0	0	0	2	0	0	0	0	2	0	2	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	0	1	2	4	0	0	6	1	0	0	0	6	0	6	14
% App. Total	100	0	0	0		33.3	66.7	0		100	0	0	0		100	0		
PHF	.250	.000	.000		.250	.250	.500	.000		.500	.250	.000	.000		.750	.000	.750	.700

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 EW: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Orange Avenue Westbound			Redlands Avenue Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM			04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	2	1	0	3	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	0	2	0	2	0	0	0	0	0	0	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	2	4	0	6	1	0	0	0	0	0	1	6
% App. Total	100	0	0	33.3	66.7	0	100	250	0	0	0	0	0	100	0
PHF	.250	.000	.000	.250	.500	.000	.500	.250	.000	.000	.000	.000	.250	.750	.000

Groups Printed- 3 Axle Vehicles

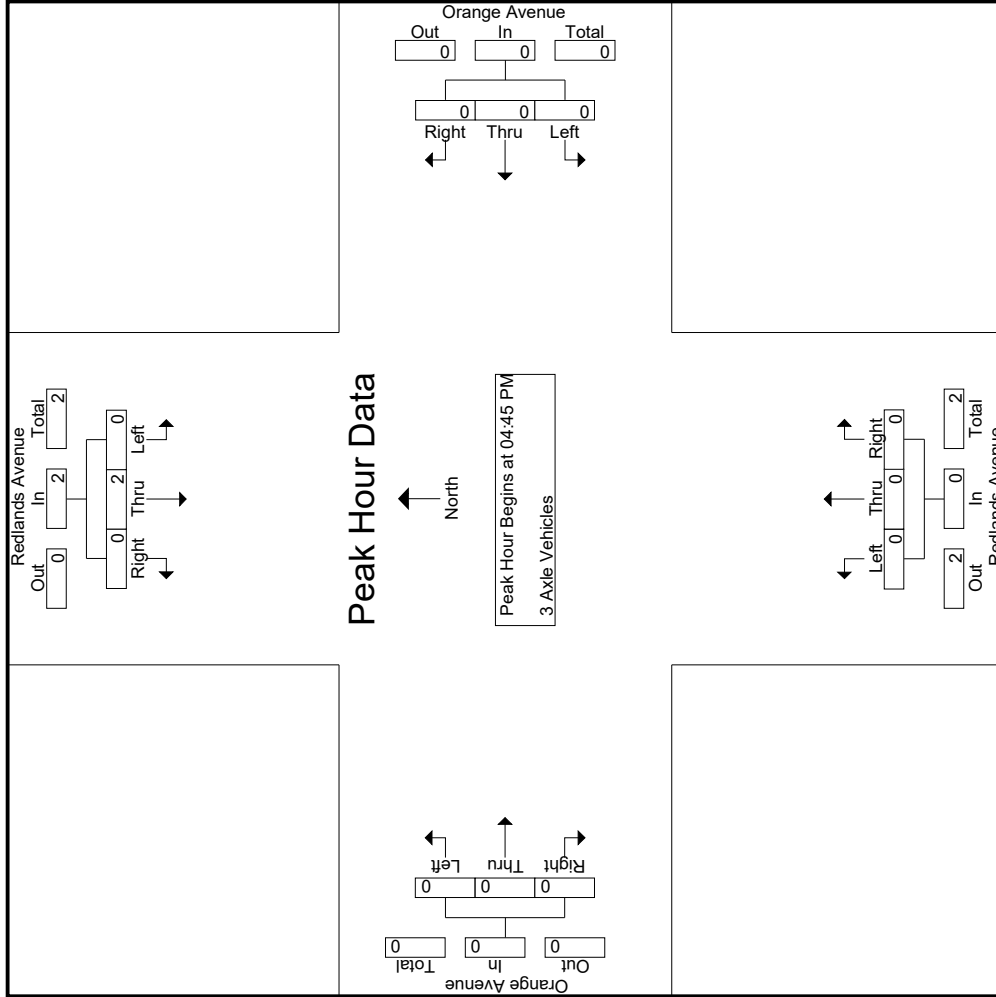
Start Time	Redlands Avenue Southbound				Orange Avenue Westbound				Redlands Avenue Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	1	1	0	0	2	0	0	0	0	1	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Grand Total	0	4	0	0	4	1	1	0	0	2	0	0	0	0	1	0	7	7
Approch %	0	100	0	0	57.1	50	50	0	0	28.6	0	0	0	0	14.3	0	100	100
Total %	0	57.1	0	0	57.1	14.3	14.3	0	0	28.6	0	0	0	0	14.3	0	100	100

Start Time	Redlands Avenue Southbound				Orange Avenue Westbound				Redlands Avenue Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0	0	250	0	0	0	0	0	0	0	0	0	0	0	0	250
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Orange Avenue Westbound			Redlands Avenue Northbound			Orange Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

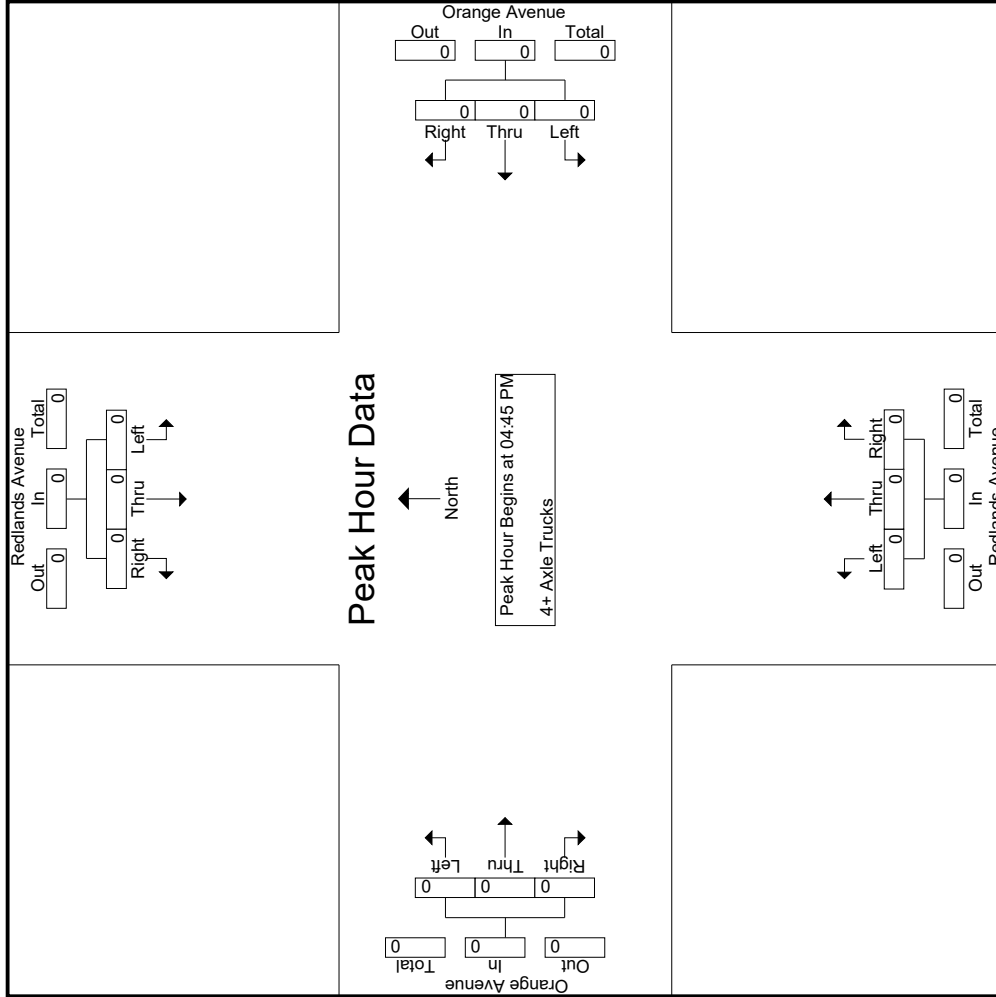
Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Orange Avenue Westbound				Redlands Avenue Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	42	0	42
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	42	0	42
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	42	0	42
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
Total %																		

3.1-974

Start Time	Redlands Avenue Southbound				Orange Avenue Westbound				Redlands Avenue Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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



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

City of Perris
 N/S: Redlands Avenue
 EW: Orange Avenue
 Weather: Clear

File Name : 34_PER_Red_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Orange Avenue Westbound			Redlands Avenue Northbound			Orange Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Redlands Avenue Pedestrians	East Leg Orange Avenue Pedestrians	South Leg Redlands Avenue Pedestrians	West Leg Orange Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	2	3	1	0	6
7:30 AM	0	0	4	0	4
7:45 AM	4	1	4	0	9
8:00 AM	2	0	0	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2
8:45 AM	2	1	1	0	4
TOTAL VOLUMES:	10	6	10	1	27

	North Leg Redlands Avenue Pedestrians	East Leg Orange Avenue Pedestrians	South Leg Redlands Avenue Pedestrians	West Leg Orange Avenue Pedestrians	
4:00 PM	1	1	3	2	7
4:15 PM	1	2	1	1	5
4:30 PM	0	0	3	2	5
4:45 PM	1	0	0	2	3
5:00 PM	2	0	0	0	2
5:15 PM	1	1	2	0	4
5:30 PM	1	0	0	0	1
5:45 PM	4	1	2	0	7
TOTAL VOLUMES:	11	5	11	7	34

Location: Perris
 N/S: Redlands Avenue
 E/W: Orange Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Redlands Avenue			Westbound Orange Avenue			Northbound Redlands Avenue			Eastbound Orange Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Redlands Avenue			Westbound Orange Avenue			Northbound Redlands Avenue			Eastbound Orange Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	1	1	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	2	0	1	2	0	0	2	1	9

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City of Perris
 N/S: Redlands Avenue
 EW: Nuevo Road
 Weather: Clear

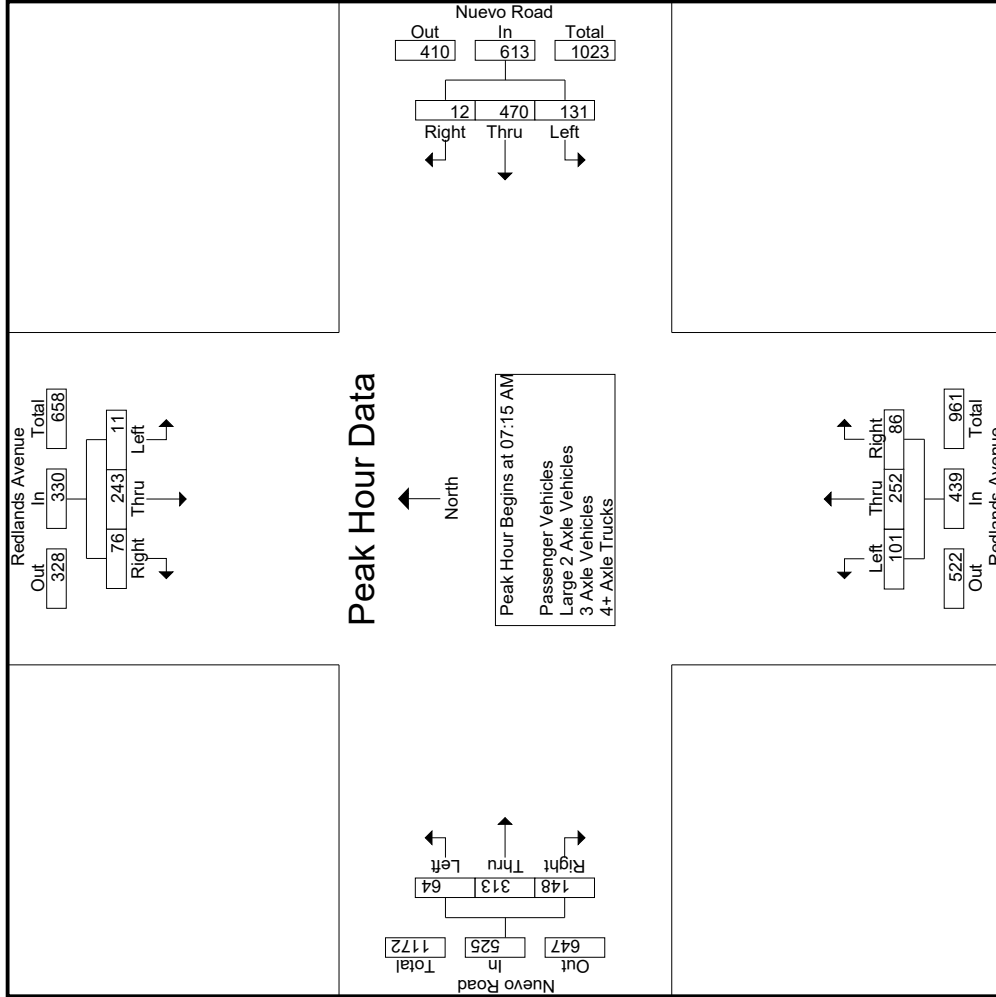
File Name : 35_PER_Red_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Redlands Avenue Southbound						Nuevo Road Westbound						Redlands Avenue Northbound						Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	2	37	16	7	55	17	73	4	2	94	22	38	10	5	70	9	51	10	4	70	18	289	307			
07:15 AM	2	63	23	3	88	25	94	2	1	121	24	49	24	9	97	9	58	24	8	91	21	397	418			
07:30 AM	4	71	21	4	96	36	149	3	0	188	33	71	25	8	129	28	100	58	23	186	35	599	634			
07:45 AM	3	63	14	4	80	39	142	4	0	185	27	83	15	8	125	13	89	43	14	145	26	535	561			
Total	11	234	74	18	319	117	458	13	3	588	106	241	74	30	421	59	298	135	49	492	100	1820	1920			
08:00 AM	2	46	18	7	66	31	85	3	1	119	17	49	22	10	88	14	66	23	11	103	29	376	405			
08:15 AM	0	46	11	4	57	18	60	3	0	81	20	25	18	9	63	9	39	14	6	62	19	263	282			
08:30 AM	1	34	12	7	47	13	48	2	0	63	27	26	6	1	59	8	44	16	4	68	12	227	249			
08:45 AM	2	39	8	0	49	15	45	3	1	63	27	25	7	3	59	3	39	14	8	56	12	237	239			
Total	5	165	49	18	219	77	238	11	2	326	91	125	53	23	269	34	188	67	29	289	72	1103	1175			
Grand Total	16	399	123	36	538	194	696	24	5	914	197	366	127	53	690	93	486	202	78	781	172	2923	3095			
Approch %	0.5	74.2	22.9			21.2	76.1	2.6			28.6	53	18.4			11.9	62.2	25.9								
Total %	0.5	13.7	4.2		18.4	6.6	23.8	0.8		31.3	6.7	12.5	4.3		23.6	3.2	16.6	6.9		26.7	5.6	94.4				
Passenger Vehicles	14	389	121		560	191	687	22		904	193	359	118		718	90	477	197		841	0	0	3023			
Large 2 Axle Vehicles	87.5	97.5	98.4	100	97.6	98.5	98.7	91.7	80	98.4	98	98.1	92.9	90.6	96.6	96.8	98.1	97.5	98.7	97.9	0	0	97.7			
3 Axle Vehicles	2	10	2	0	14	2	8	1	0	11	3	6	7	20	20	3	7	5		16	0	0	61			
4+ Axle Trucks	12.5	2.5	1.6		2.4	1	1.1	4.2	0	1.2	1.5	1.6	5.5	7.5	2.7	3.2	1.4	2.5	1.3	1.9	0	0	2			
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0.2			
PHF	.688	.856	.826		.859	.840	.789	.750		.815	.765	.759	.860		.851	.851	.783	.638		.706	.706	.796				

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

Start Time	Redlands Avenue Southbound						Nuevo Road Westbound						Redlands Avenue Northbound						Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:15 AM	2	63	23		88	25	94	2		121	24	49	24		97	9	58	24		91	18	289	307			
07:30 AM	4	71	21		96	36	149	3		188	33	71	25		129	28	100	58		186	21	397	418			
07:45 AM	3	63	14		80	39	142	4		185	27	83	15		125	13	89	43		145	35	599	634			
08:00 AM	2	46	18		66	31	85	3		119	17	49	22		88	14	66	23		103	29	376	405			
Total Volume	11	243	76		330	131	470	12		613	101	252	86		439	64	313	148		525	100	1820	1920			
% App. Total	3.3	73.6	23		.859	21.4	76.7	2		.815	23	57.4	19.6		.851	12.2	59.6	28.2		.706	.706	.796				
PHF	.688	.856	.826		.859	.840	.789	.750		.815	.765	.759	.860		.851	.851	.783	.638		.706	.706	.796				



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City of Perris
 N/S: Redlands Avenue
 EW: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Nuevo Road Westbound			Redlands Avenue Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM			07:15 AM			07:15 AM			07:15 AM			07:15 AM			
+0 mins.	2	63	23	88	25	94	2	121	24	49	24	97	9	58	24	91
+15 mins.	4	71	21	96	36	149	3	188	33	71	25	129	28	100	58	186
+30 mins.	3	63	14	80	39	142	4	185	27	83	15	125	13	89	43	145
+45 mins.	2	46	18	66	31	85	3	119	17	49	22	88	14	66	23	103
Total Volume	11	243	76	330	131	470	12	613	101	252	86	439	64	313	148	525
% App. Total	3.3	73.6	23	21.4	76.7	2	815	23	57.4	19.6	860	12.2	59.6	28.2	638	706
PHF	.688	.856	.826	.859	.840	.789	.750	.815	.765	.759	.860	.851	.571	.783	.638	.706

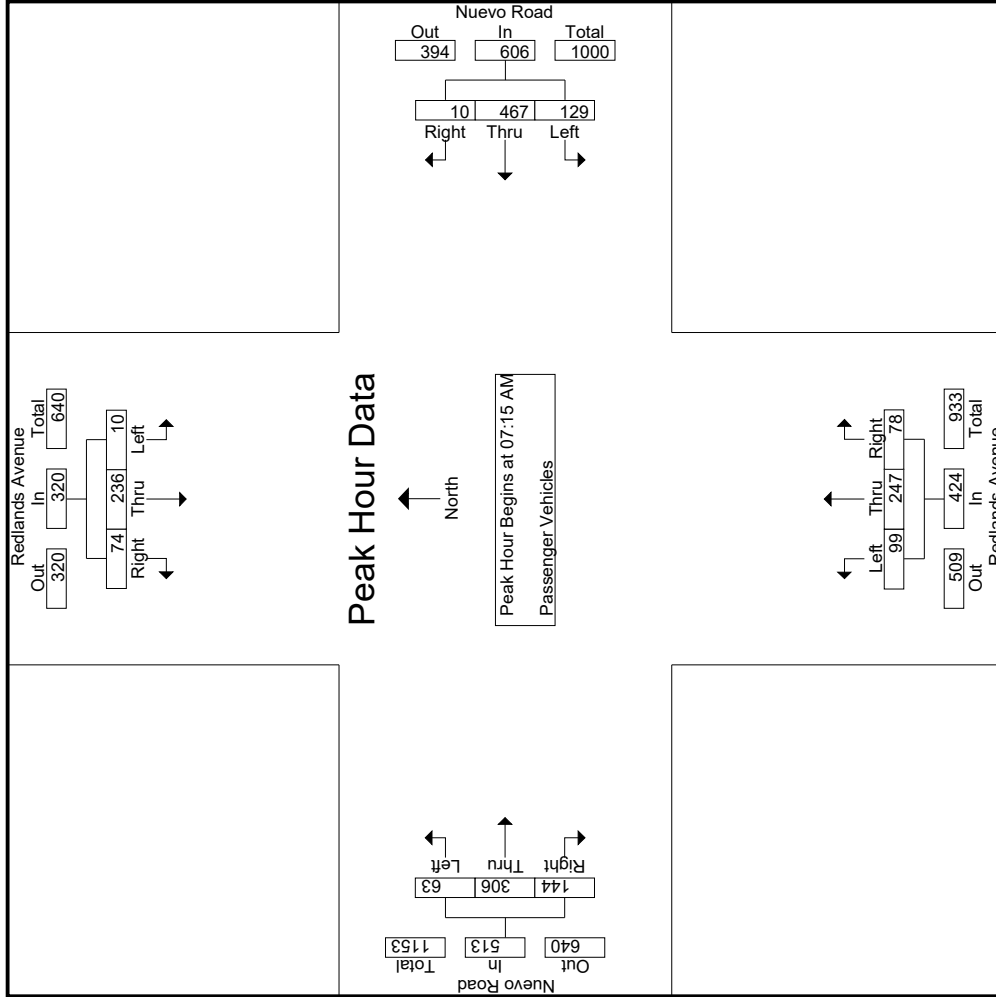
Groups Printed- Passenger Vehicles

Start Time	Redlands Avenue Southbound						Nuevo Road Westbound						Redlands Avenue Northbound						Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	36	16	7	53	17	72	4	2	93	22	36	10	5	68	9	50	10	4	69	18	283	18	4	283	301
07:15 AM	2	61	22	3	85	25	92	1	0	118	23	47	21	8	91	9	58	22	8	89	19	383	19	8	402	402
07:30 AM	3	69	20	4	92	34	148	3	0	185	32	70	24	8	126	27	98	58	23	183	35	586	35	23	621	621
07:45 AM	3	60	14	4	77	39	142	3	0	184	27	82	14	7	123	13	87	41	14	141	25	525	25	14	550	550
Total	9	226	72	18	307	115	454	11	2	580	104	235	69	28	408	58	293	131	49	482	97	1777	97	49	1874	1874
08:00 AM	2	46	18	7	66	31	85	3	1	119	17	48	19	7	84	14	63	23	11	100	26	369	26	11	395	395
08:15 AM	0	46	11	4	57	18	59	3	0	80	20	25	17	9	62	8	38	13	5	59	18	258	18	5	276	276
08:30 AM	1	33	12	7	46	13	46	2	0	61	27	26	6	1	59	7	44	16	4	67	12	233	12	4	245	245
08:45 AM	2	38	8	0	48	14	43	3	1	60	25	25	7	3	57	3	39	14	8	56	12	221	12	8	233	233
Total	5	163	49	18	217	76	233	11	2	320	89	124	49	20	262	32	184	66	28	282	68	1081	68	28	1149	1149
Grand Total	14	389	121	36	524	191	687	22	4	900	193	359	118	48	670	90	477	197	77	764	165	2858	165	77	3023	3023
Approch %	2.7	74.2	23.1			21.2	76.3	2.4			28.8	53.6	17.6		23.4	11.8	62.4	25.8								
Total %	0.5	13.6	4.2		18.3	6.7	24	0.8		31.5	6.8	12.6	4.1			3.1	16.7	6.9		26.7	5.5	94.5				

3.1-982

Start Time	Redlands Avenue Southbound						Nuevo Road Westbound						Redlands Avenue Northbound						Nuevo Road Eastbound								
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total				
07:15 AM	2	61	22	3	85	25	92	1	118	23	47	21	21	9	58	22	8	11.8	62.4	25.8	9	58	22	8	3.1	16.7	6.9
07:30 AM	3	69	20	4	92	34	148	3	185	32	70	24	24	27	98	58	23	11.8	62.4	25.8	27	98	58	23	3.1	16.7	6.9
07:45 AM	3	60	14	4	77	39	142	3	184	27	82	14	14	13	87	41	14	11.8	62.4	25.8	13	87	41	14	3.1	16.7	6.9
08:00 AM	2	46	18	7	66	31	85	3	119	17	48	19	7	14	63	23	11	11.8	62.4	25.8	14	63	23	11	3.1	16.7	6.9
Total Volume	10	236	74		320	129	467	10	606	99	247	78	78	63	306	144	49	11.8	62.4	25.8	63	306	144	49	3.1	16.7	6.9
% App. Total	3.1	73.8	23.1			21.3	77.1	1.7		23.3	58.3	18.4	18.4	12.3	59.6	28.1	7.7	11.8	62.4	25.8	12.3	59.6	28.1	7.7	3.1	16.7	6.9
PHF	.833	.855	.841		.870	.827	.789	.833	.819	.773	.753	.813	.813	.583	.781	.621	.701	.583	.781	.621	.583	.781	.621	.701	.583	.781	.621

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



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City of Perris
 N/S: Redlands Avenue
 EW: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Nuevo Road Westbound			Redlands Avenue Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM			07:15 AM			07:15 AM			07:15 AM			07:15 AM			
+0 mins.	2	61	22	85	25	92	1	118	23	47	21	91	9	58	22	89
+15 mins.	3	69	20	92	34	148	3	185	32	70	24	126	27	98	58	183
+30 mins.	3	60	14	77	39	142	3	184	27	82	14	123	13	87	41	141
+45 mins.	2	46	18	66	31	85	3	119	17	48	19	84	14	63	23	100
Total Volume	10	236	74	320	129	467	10	606	99	247	78	424	63	306	144	513
% App. Total	3.1	73.8	23.1	87.0	21.3	77.1	1.7	81.9	23.3	58.3	18.4	84.1	12.3	59.6	28.1	70.1
PHF	.833	.855	.841	.870	.827	.789	.833	.819	.773	.753	.813	.841	.583	.781	.621	.701

Groups Printed - Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound				Nuevo Road Westbound				Redlands Avenue Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	1	0	0	2	0	1	0	0	1	0	2	0	0	2	0	0	6
07:15 AM	0	2	1	0	3	0	2	1	0	2	1	4	0	0	2	0	11	11
07:30 AM	1	2	1	0	4	2	1	1	0	3	1	1	0	0	2	0	12	12
07:45 AM	0	3	0	0	3	0	0	1	1	2	0	2	0	0	4	1	10	11
Total	2	8	2	0	12	2	4	1	0	7	2	6	3	1	11	1	39	40
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	8
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	5	6
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
08:45 AM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	0	0	4	4
Total	0	2	0	0	2	0	4	0	0	4	1	0	4	3	5	4	17	21
Grand Total	2	10	2	0	14	2	8	1	0	11	3	6	7	4	16	5	56	61
Approch %	14.3	71.4	14.3		18.2	72.7	9.1			19.6	18.8	37.5	43.8		28.6	20	46.7	33.3
Total %	3.6	17.9	3.6		25	3.6	14.3	1.8		19.6	5.4	10.7	12.5		26.8	8.2	91.8	

3.1-985

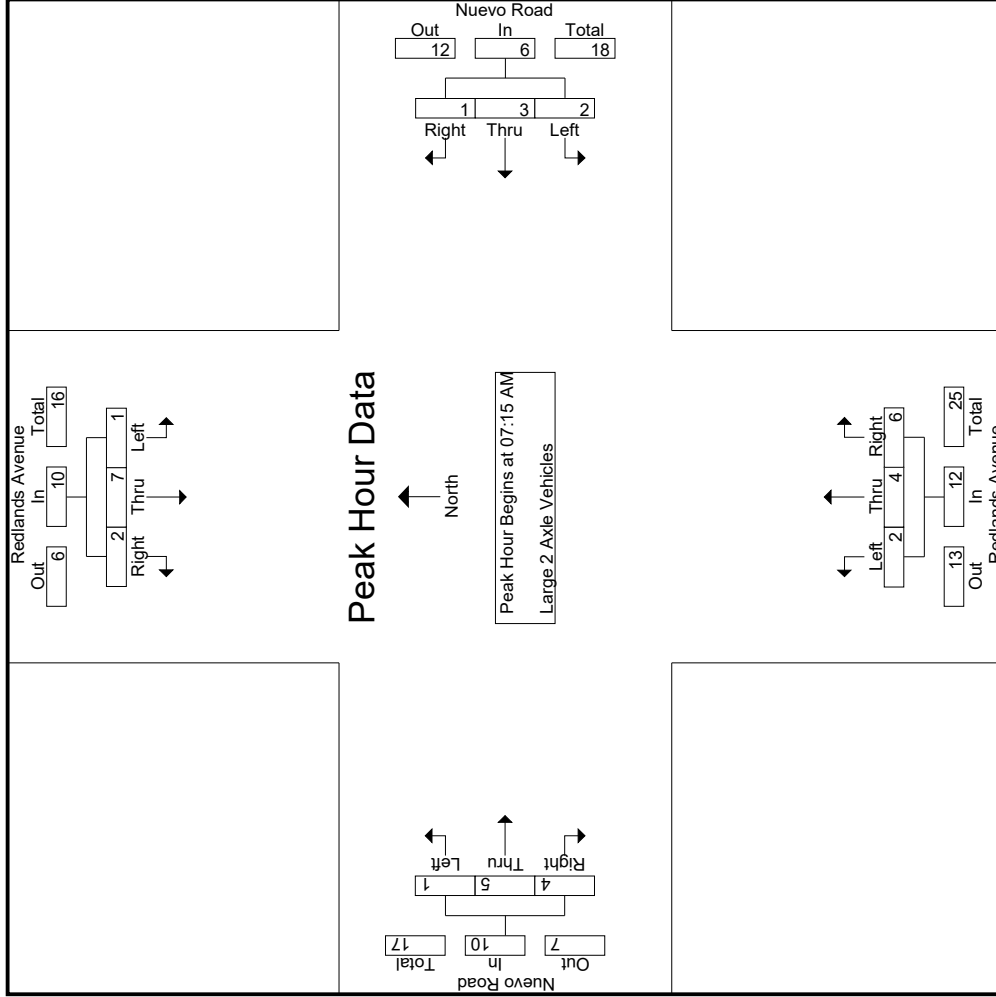
Start Time	Redlands Avenue Southbound				Nuevo Road Westbound				Redlands Avenue Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	2	1		3	0	2	0		2	1	2	1		4	0	2	11
07:30 AM	1	2	1		4	2	1	0		3	1	1	1		3	1	0	12
07:45 AM	0	3	0		3	0	0	1		1	0	0	0		2	0	4	10
08:00 AM	0	0	0		0	0	0	0		0	0	0	3		3	0	2	5
Total Volume	1	7	2		10	2	3	1		6	2	4	6		12	1	5	38
% App. Total	10	70	20		33.3	33.3	50	50		50	16.7	33.3	50		50	10	50	40
PHF	.250	.583	.500		.625	.250	.375	.250		.500	.500	.750	.500		.625	.500	.625	.792

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

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City of Perris
 N/S: Redlands Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Redlands Avenue
 EW: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Nuevo Road Westbound			Redlands Avenue Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	2	1	0	2	0	1	2	1	4	0	2
+15 mins.	1	2	1	2	1	0	1	3	1	3	1	0
+30 mins.	0	3	0	0	0	1	0	1	1	2	2	4
+45 mins.	0	0	0	0	0	0	0	0	3	3	0	2
Total Volume	10	70	20	2	3	1	2	6	6	12	5	4
% App. Total	.250	.563	.500	.250	.375	.250	.500	.500	.500	.750	.625	.500
PHF												

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City of Perris
 N/S: Redlands Avenue
 EW: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound				Nuevo Road Westbound				Redlands Avenue Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	100	0	0	0	50	0	50	1	0	100	0	0
Total %	0	0	0	0	25	0	0	0	25	0	25	50	0	25	0	0

3.1-988

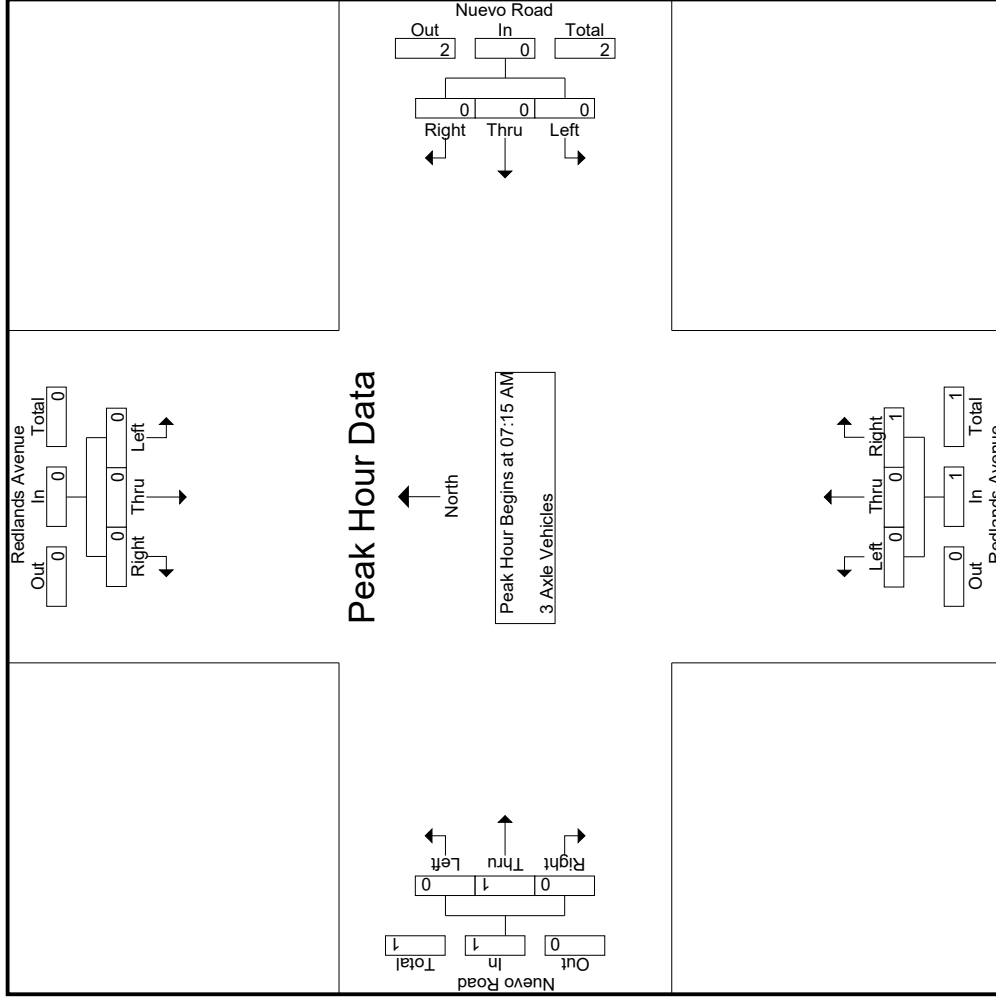
Start Time	Redlands Avenue Southbound				Nuevo Road Westbound				Redlands Avenue Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Nuevo Road Westbound			Redlands Avenue Northbound			Nuevo Road Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	

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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Nuevo Road Westbound				Redlands Avenue Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	1	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	1	1	0	1	1	0	0	1	0	0
Apprch %	0	0	0	0	0	50	50	20	0	50	50	20	0	100	0	20
Total %	0	0	0	0	0	20	20	40	0	20	20	40	0	20	0	20
														16.7		83.3

3.1-991

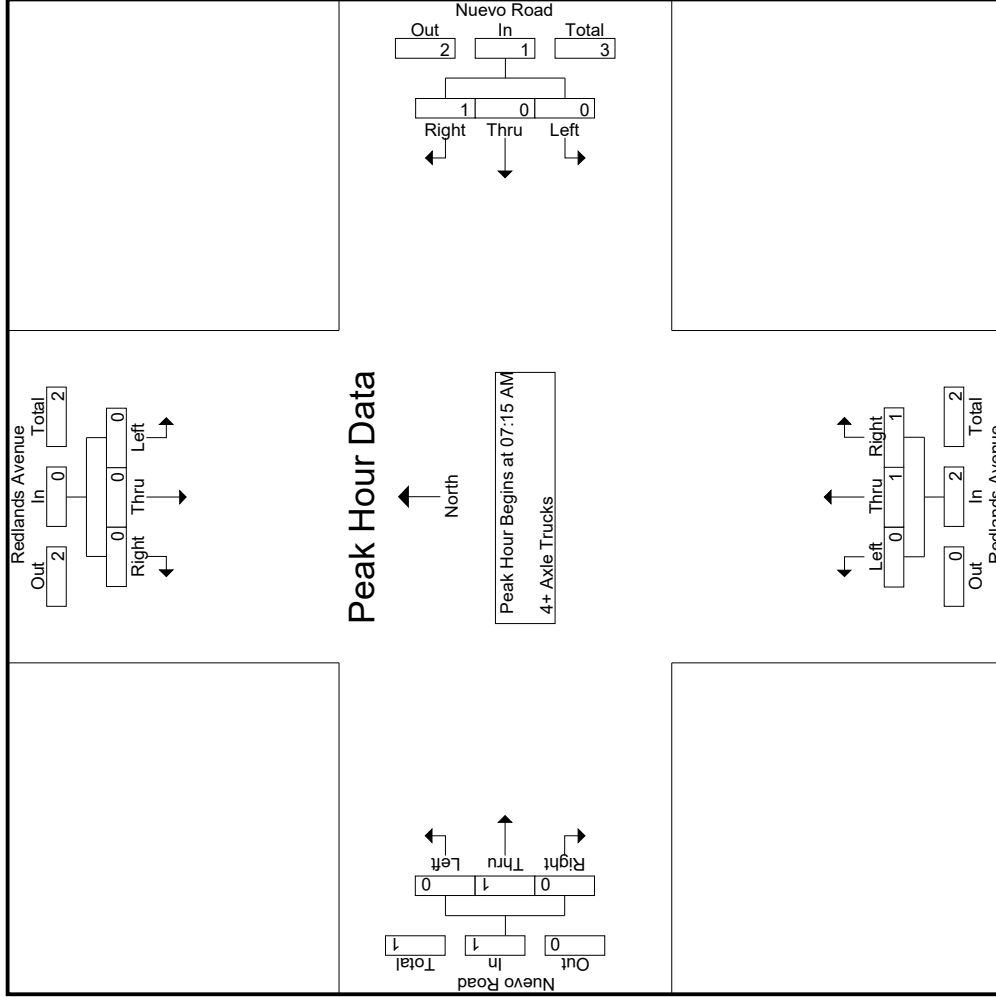
Start Time	Redlands Avenue Southbound				Nuevo Road Westbound				Redlands Avenue Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	1	0	0	1	0	0
% App. Total	0	0	0	0	0	0	100	50	0	50	50	250	0	100	0	250
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.250	.500	.000	.250	.000	.250

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 (951) 268-6268

City of Perris
 N/S: Redlands Avenue
 EW: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

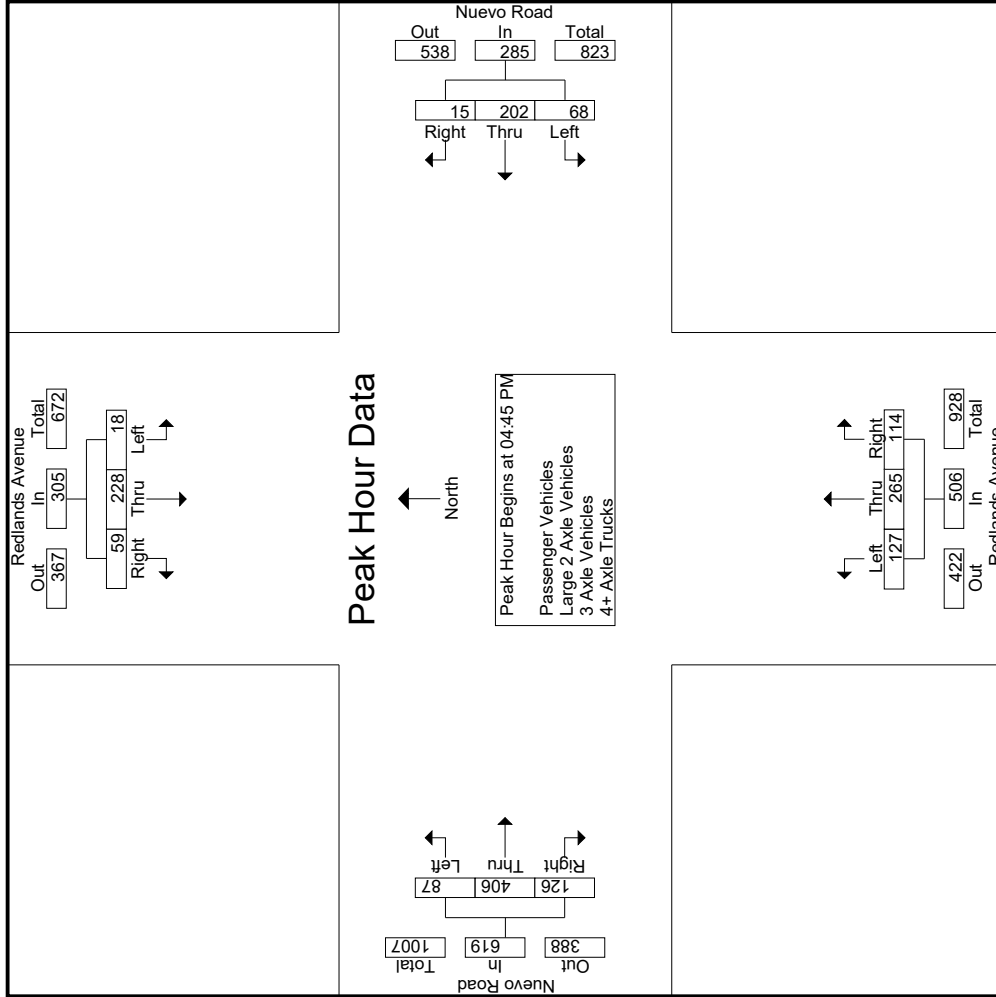
Start Time	Redlands Avenue Southbound			Nuevo Road Westbound			Redlands Avenue Northbound			Nuevo Road Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Total Volume	0	0	0	0	0	0	1	1	1	1	1	2	0	1	1
% App. Total	0	0	0	0	0	0	100	250	50	50	50	500	0	100	0
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.250	.250	.500	.000	.250	.000

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

Start Time	Redlands Avenue Southbound						Nuevo Road Westbound						Redlands Avenue Northbound						Nuevo Road Eastbound								
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total			
04:00 PM	0	71	12	2	83	13	55	2	0	70	33	66	32	15	131	20	111	34	15	165	32	449	481				
04:15 PM	3	53	18	3	74	32	48	5	2	85	29	50	25	9	104	16	107	37	14	160	28	423	451				
04:30 PM	3	64	19	6	86	13	52	3	1	68	19	49	25	8	93	12	121	29	10	162	25	409	434				
04:45 PM	3	66	17	6	86	14	53	4	2	71	38	63	21	8	122	24	79	44	13	147	29	426	455				
Total	9	254	66	17	329	72	208	14	5	294	119	228	103	40	450	72	418	144	52	634	114	1707	1821				
05:00 PM	5	63	18	5	86	15	40	4	3	59	27	74	31	10	132	19	110	29	12	158	30	435	465				
05:15 PM	6	46	9	6	61	18	67	4	1	89	29	53	33	12	115	20	112	30	7	162	26	427	453				
05:30 PM	4	53	15	3	72	21	42	3	0	66	33	75	29	11	137	24	105	23	12	152	26	427	453				
05:45 PM	3	42	11	3	56	16	52	2	1	70	27	76	28	12	131	18	114	33	11	165	27	422	449				
Total	18	204	53	17	275	70	201	13	5	284	116	278	121	45	515	81	441	115	42	637	109	1711	1820				
Grand Total	27	458	119	34	604	142	409	27	10	578	235	506	224	85	965	153	859	259	94	1271	223	3418	3641				
Approch %	4.5	75.8	19.7			24.6	70.8	4.7			24.4	52.4	23.2			12	67.6	20.4			6.1	93.9					
Total %	0.8	13.4	3.5		17.7	4.2	12	0.8		16.9	6.9	14.8	6.6		28.2	4.5	25.1	7.6		37.2	0	0	0		0	0	0
Passenger Vehicles	26	447	116		622	142	405	27		584	232	503	220		1039	150	850	256		1350	0	0	0		0	0	3595
Passenger Vehicles	96.3	97.6	97.5	97.1	97.5	100	99	100	100	99.3	98.7	99.4	98.2	98.8	99	98	99	98.8	100	98.9	0	0	0		0	0	98.7
Large 2 Axle Vehicles	1	5	3		10	0	3	0	0	3	3	3	2		8	3	7	3		13	0	0	0		0	0	34
Large 2 Axle Vehicles	3.7	1.1	2.5	2.9	1.6	0	0.7	0	0	0.5	1.3	0.6	0.9	0	0.8	2	0.8	1.2	0	1	0	0	0		0	0	0.9
3 Axle Vehicles	0	6	0		6	0	1	0	0	1	0	0	2		3	0	0	0		0	0	0	0		0	0	10
3 Axle Vehicles	0	1.3	0	0	0.9	0	0.2	0	0	0.2	0	0	0.9	1.2	0.3	0	0	0	0	0	0	0	0		0	0	0.3
4+ Axle Trucks	0	0	0		0	0	0	0	0	0	0	0	0		0	0	2	0		2	0	0	0		0	0	2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0		0	0	0.1

Start Time	Redlands Avenue Southbound						Nuevo Road Westbound						Redlands Avenue Northbound						Nuevo Road Eastbound								
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total			
04:45 PM	3	66	17		86	14	53	4		71	38	63	21		122	24	79	44		147	44	147	426				
05:00 PM	5	63	18		86	15	40	4		59	27	74	31		132	19	110	29		158	29	158	435				
05:15 PM	6	46	9		61	18	67	4		89	29	53	33		115	20	112	30		162	26	427	453				
05:30 PM	4	53	15		72	21	42	3		66	33	75	29		137	24	105	23		152	26	427	453				
05:45 PM	3	42	11		56	16	52	2		70	27	76	28		131	18	114	33		165	27	422	449				
Total	18	204	53		275	70	201	13		284	116	278	121		515	81	441	115		637	109	1711	1820				
Grand Total	27	458	119		604	142	409	27		578	235	506	224		965	153	859	259		1271	223	3418	3641				
Approch %	4.5	75.8	19.7			24.6	70.8	4.7			24.4	52.4	23.2			12	67.6	20.4			6.1	93.9					
Total %	0.8	13.4	3.5		17.7	4.2	12	0.8		16.9	6.9	14.8	6.6		28.2	4.5	25.1	7.6		37.2	0	0	0		0	0	0
Passenger Vehicles	26	447	116		622	142	405	27		584	232	503	220		1039	150	850	256		1350	0	0	0		0	0	3595
Passenger Vehicles	96.3	97.6	97.5	97.1	97.5	100	99	100	100	99.3	98.7	99.4	98.2	98.8	99	98	99	98.8	100	98.9	0	0	0		0	0	98.7
Large 2 Axle Vehicles	1	5	3		10	0	3	0	0	3	3	3	2		8	3	7	3		13	0	0	0		0	0	34
Large 2 Axle Vehicles	3.7	1.1	2.5	2.9	1.6	0	0.7	0	0	0.5	1.3	0.6	0.9	0	0.8	2	0.8	1.2	0	1	0	0	0		0	0	0.9
3 Axle Vehicles	0	6	0		6	0	1	0	0	1	0	0	2		3	0	0	0		0	0	0	0		0	0	10
3 Axle Vehicles	0	1.3	0	0	0.9	0	0.2	0	0	0.2	0	0	0.9	1.2	0.3	0	0	0	0	0	0	0	0		0	0	0.3
4+ Axle Trucks	0	0	0		0	0	0	0	0	0	0	0	0		0	0	2	0		2	0	0	0		0	0	2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0		0	0	0.1

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



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

City of Perris
 N/S: Redlands Avenue
 EW: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

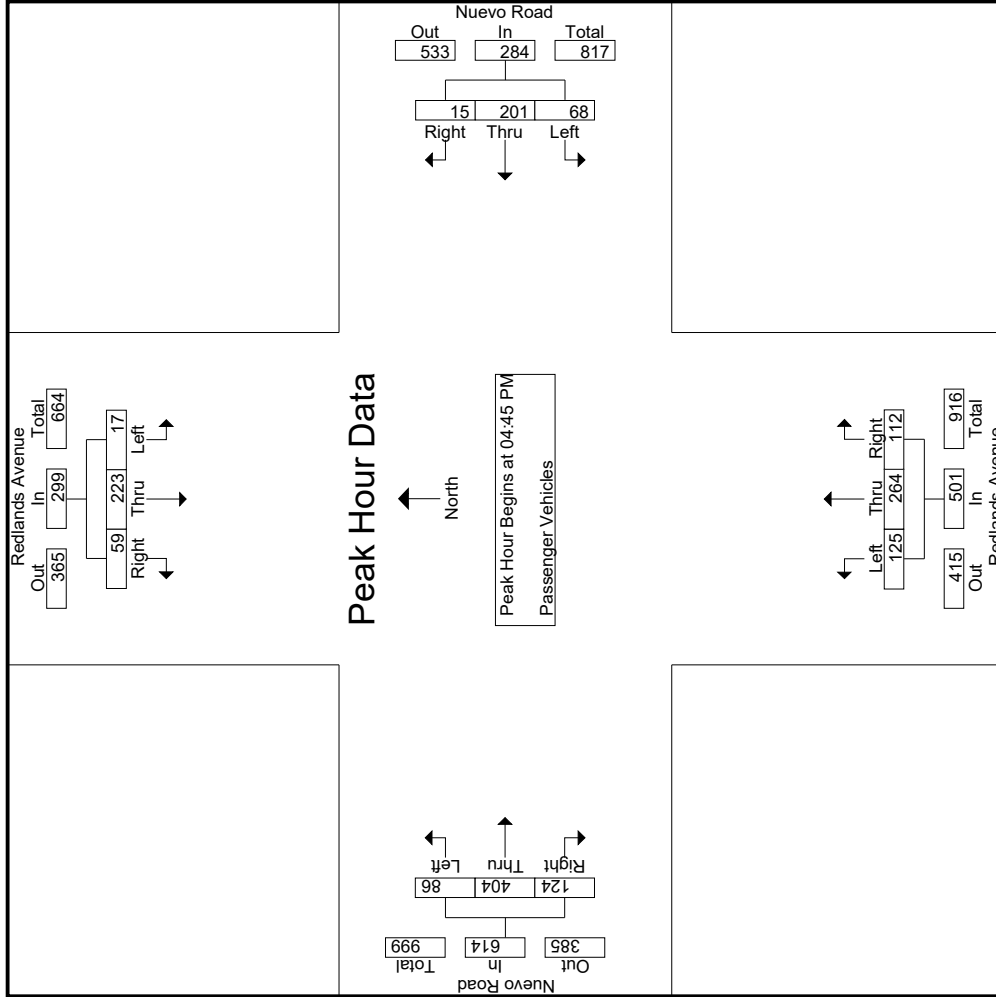
Start Time	Redlands Avenue Southbound			Nuevo Road Westbound			Redlands Avenue Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:15 PM			04:00 PM			05:00 PM			05:00 PM						
+0 mins.	3	53	18	74	13	70	2	70	27	74	31	132	19	110	29	158
+15 mins.	3	64	19	86	32	85	5	85	29	53	33	115	20	112	30	162
+30 mins.	3	66	17	86	13	68	3	68	33	75	29	137	24	105	23	152
+45 mins.	5	63	18	86	14	71	4	71	27	76	28	131	18	114	33	165
Total Volume	14	246	72	332	72	294	14	294	116	278	121	515	81	441	115	637
% App. Total	4.2	74.1	21.7	965	24.5	70.7	4.8	70.7	22.5	54	23.5	940	12.7	69.2	18.1	965
PHF	.700	.932	.947	.965	.563	.865	.700	.865	.879	.914	.917	.940	.844	.967	.871	.965

Groups Printed- Passenger Vehicles

Start Time	Redlands Avenue Southbound						Nuevo Road Westbound						Redlands Avenue Northbound						Nuevo Road Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
04:00 PM	0	71	9	1	80	13	54	2	0	69	32	65	32	15	129	18	107	34	15	159	31	437	31	437	468
04:15 PM	3	51	18	3	72	32	47	5	2	84	29	50	24	9	103	16	106	37	14	159	28	418	28	418	446
04:30 PM	3	61	19	6	83	13	52	3	1	68	19	48	25	8	92	12	120	28	10	160	25	403	25	403	428
04:45 PM	3	66	17	6	86	14	52	4	2	70	38	63	20	8	121	23	79	43	13	145	29	422	29	422	451
Total	9	249	63	16	321	72	205	14	5	291	118	226	101	40	445	69	412	142	52	623	113	1680	113	1680	1793
05:00 PM	5	62	18	5	85	15	40	4	3	59	27	74	31	10	132	19	108	28	12	155	30	431	30	431	461
05:15 PM	5	43	9	6	57	18	67	4	1	89	28	52	32	11	112	20	112	30	7	162	25	420	25	420	445
05:30 PM	4	52	15	3	71	21	42	3	0	66	32	75	29	11	136	24	105	23	12	152	26	425	26	425	451
05:45 PM	3	41	11	3	55	16	51	2	1	69	27	76	27	12	130	18	113	33	11	164	27	418	27	418	445
Total	17	198	53	17	268	70	200	13	5	283	114	277	119	44	510	81	438	114	42	633	108	1694	108	1694	1802
Grand Total	26	447	116	33	589	142	405	27	10	574	232	503	220	84	955	150	850	256	94	1256	221	3374	221	3374	3595
Approch %	4.4	75.9	19.7			24.7	70.6	4.7		17	24.3	52.7	23		28.3	11.9	67.7	20.4		37.2	6.1	93.9	6.1	93.9	
Total %	0.8	13.2	3.4		17.5	4.2	12	0.8			6.9	14.9	6.5			4.4	25.2	7.6							

Start Time	Redlands Avenue Southbound						Nuevo Road Westbound						Redlands Avenue Northbound						Nuevo Road Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
04:45 PM	3	66	17		86	14	52	4		70	38	63	20		121	23	79	43		145	43	422	43		422
05:00 PM	5	62	18		85	15	40	4		59	27	74	31		132	19	108	28		155	28	431	28		431
05:15 PM	5	43	9		57	18	67	4		89	28	52	32		112	20	112	30		162	30	420	30		420
05:30 PM	4	52	15		71	21	42	3		66	32	75	29		136	24	105	23		152	26	425	26		425
Total Volume	17	223	59		299	68	201	15		284	125	264	112		501	86	404	124		614	124	1698	124		1698
% App. Total	5.7	74.6	19.7			23.9	70.8	5.3			25	52.7	22.4			14	65.8	20.2			20.2		20.2		
PHF	.850	.845	.819		.869	.810	.750	.938		.798	.822	.880	.875		.921	.896	.902	.721		.948	.721		.948		.985

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



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

City of Perris
 N/S: Redlands Avenue
 EW: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Nuevo Road Westbound			Redlands Avenue Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM			04:45 PM			04:45 PM			04:45 PM						
+0 mins.	3	66	17	86	14	52	4	70	38	63	20	121	23	79	43	145
+15 mins.	5	62	18	85	15	40	4	59	27	74	31	132	19	108	28	155
+30 mins.	5	43	9	57	18	67	4	89	28	52	32	112	20	112	30	162
+45 mins.	4	52	15	71	21	42	3	66	32	75	29	136	24	105	23	152
Total Volume	17	223	59	299	68	201	15	284	125	264	112	501	86	404	124	614
% App. Total	5.7	74.6	19.7	23.9	70.8	5.3	5.3	79.8	25	52.7	22.4	50.1	14	65.8	20.2	94.8
PHF	.850	.845	.819	.869	.810	.750	.938	.798	.822	.880	.875	.921	.896	.902	.721	.948

Groups Printed - Large 2 Axle Vehicles

Start Time	Redlands Avenue Southbound					Nuevo Road Westbound					Redlands Avenue Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	3	1	3	0	1	0	0	1	1	0	0	0	2	2	4	0	0	6	1	12	13
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	1	1	0	1	1	0	2	0	5	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	0	1	0	2	0	4	4
Total	0	2	3	1	5	0	2	0	0	2	1	2	1	0	4	3	6	2	0	11	1	22	23
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	2
05:15 PM	1	2	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	5	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	3
Total	1	3	0	0	4	0	1	0	0	1	2	1	1	0	4	0	1	1	0	2	0	11	11
Grand Total	1	5	3	1	9	0	3	0	0	3	3	3	2	0	8	3	7	3	0	13	1	33	34
Approch %	11.1	55.6	33.3			0	100	0		9.1	37.5	9.1	6.1		24.2	23.1	53.8	23.1		39.4	2.9	97.1	
Total %	3	15.2	9.1		27.3	0	9.1	0		9.1	9.1	9.1	6.1		24.2	9.1	21.2	9.1		39.4	2.9	97.1	

3.1-1000

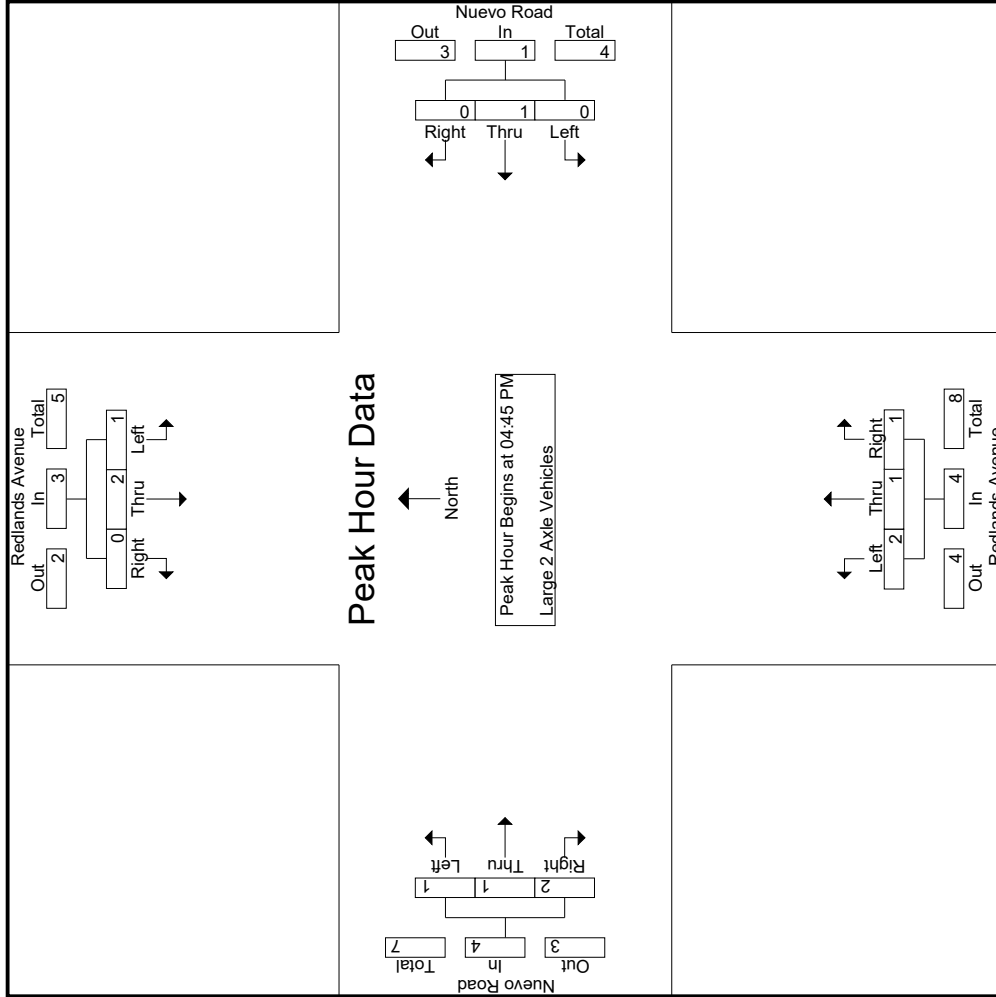
Start Time	Redlands Avenue Southbound					Nuevo Road Westbound					Redlands Avenue Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	2	0	0	3	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	0	0	3	0	0	0	0	1	2	1	1	0	4	1	1	2	0	4	0	12	12
% App. Total	33.3	66.7	0	0	0	0	100	0		0	50	25	25		25	25	25	50		50	0	50	50
PHF	.250	.250	.000	.250	.250	.000	.250	.000	.250	.250	.500	.250	.250	.250	.500	.250	.250	.500	.250	.500	.500	.500	.600

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 EW: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Nuevo Road Westbound			Redlands Avenue Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	1	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	1
+30 mins.	1	2	0	0	0	0	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	0	0	0	0
Total Volume	1	2	0	0	0	1	0	1	1	1	1	2
% App. Total	33.3	66.7	0	0	100	0	0	50	25	25	25	50
PHF	.250	.250	.000	.000	.250	.000	.250	.500	.250	.250	.250	.500

Groups Printed- 3 Axle Vehicles

Start Time	Redlands Avenue Southbound					Nuevo Road Westbound					Redlands Avenue Northbound					Nuevo Road Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	4	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	5	5
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	1	0	0	1	0	0	1	1	1	0	0	1	1	1	0	0	0	0	0	0	1	2	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	1	4	5
Grand Total	0	6	0	0	6	0	1	0	0	1	0	0	2	1	2	0	0	0	0	0	0	1	9	10
Approch %	0	100	0	0	66.7	0	100	0	0	11.1	0	0	100	22.2	22.2	0	0	0	0	0	0	10	90	90
Total %	0	66.7	0	0	66.7	0	11.1	0	0	11.1	0	0	22.2	22.2	22.2	0	0	0	0	0	0	10	90	90

3.1-1003

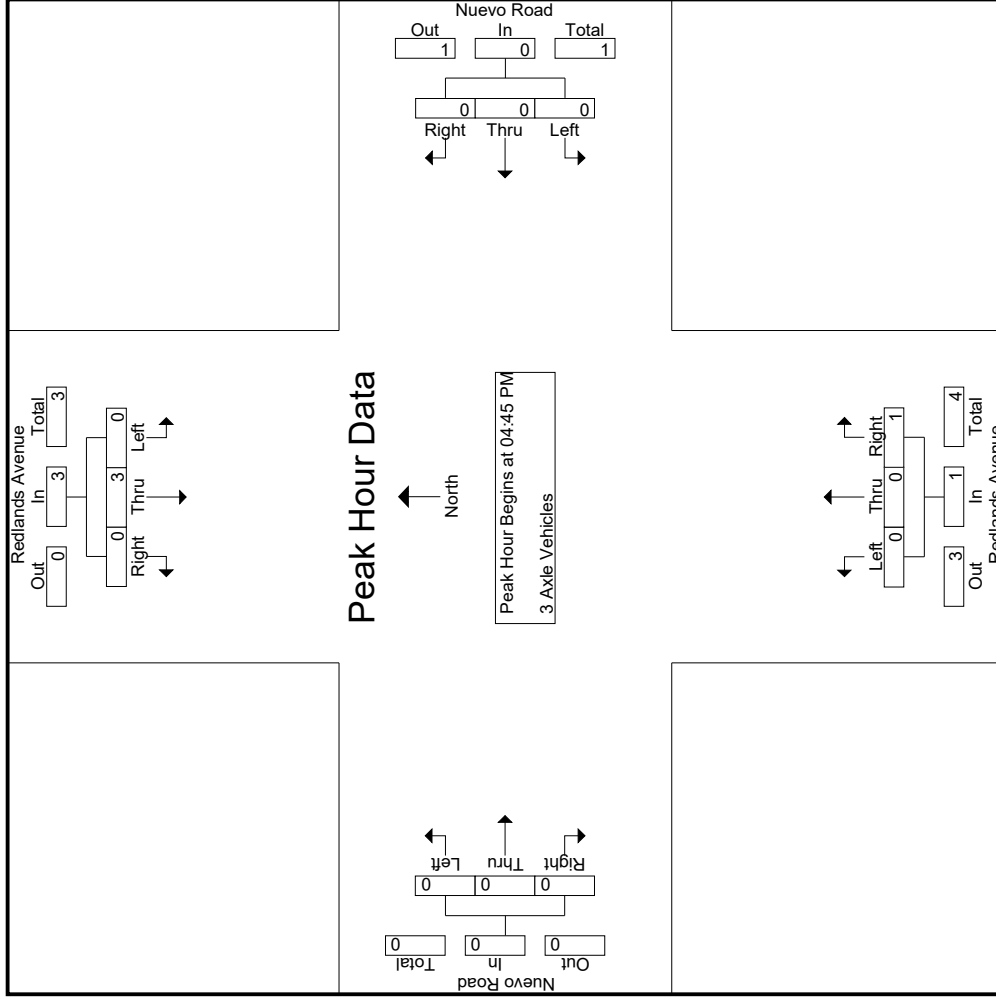
Start Time	Redlands Avenue Southbound					Nuevo Road Westbound					Redlands Avenue Northbound					Nuevo Road Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	75.0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.000	.000	.500	.500

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 EW: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Nuevo Road Westbound			Redlands Avenue Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	0	0	0	0	0	1	0	0	0
+45 mins.	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	0	0	0	0	1	0	0	0
% App. Total	0	100	0	0	0	0	0	0	100	0	0	0
PHF	.000	.750	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000

Groups Printed- 4+ Axle Trucks

Start Time	Redlands Avenue Southbound				Nuevo Road Westbound				Redlands Avenue Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100

3.1-1006

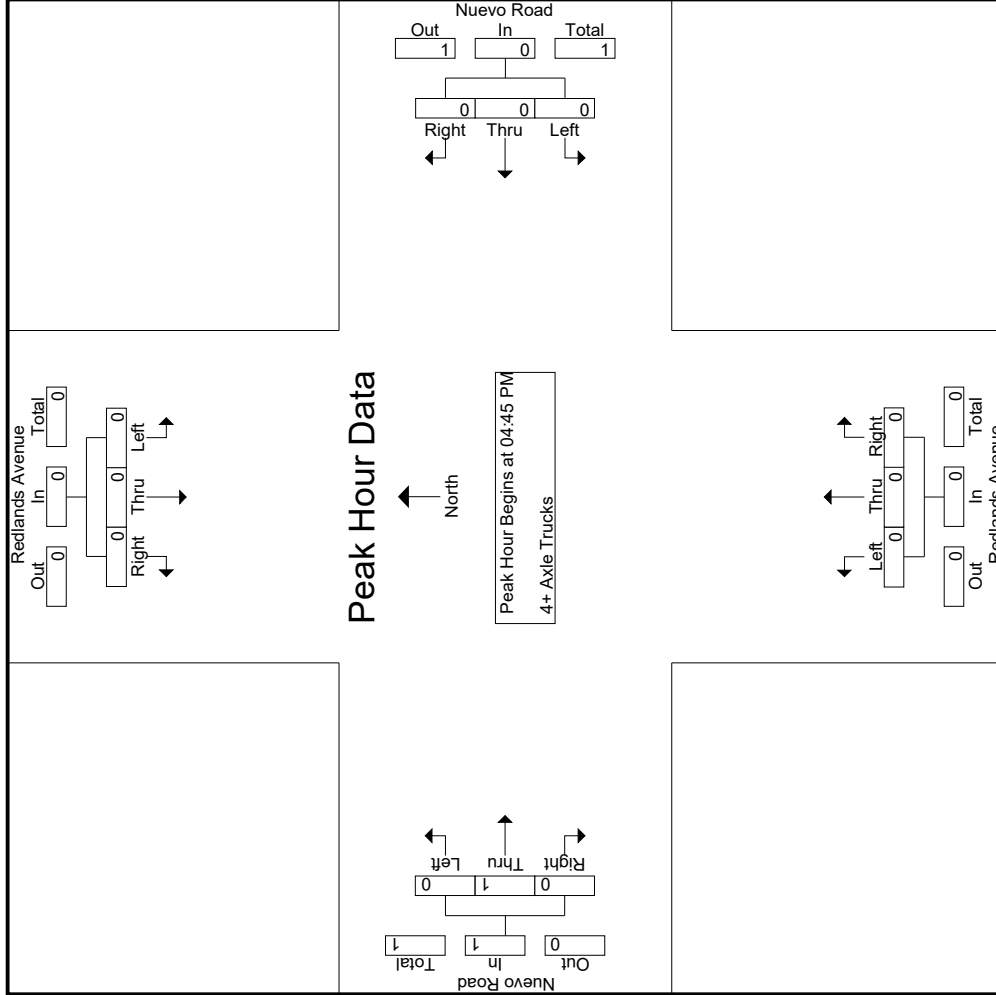
Start Time	Redlands Avenue Southbound				Nuevo Road Westbound				Redlands Avenue Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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

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

City of Perris
 N/S: Redlands Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Redlands Avenue
 EW: Nuevo Road
 Weather: Clear

File Name : 35_PER_Red_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Redlands Avenue Southbound			Nuevo Road Westbound			Redlands Avenue Northbound			Nuevo Road Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM				04:45 PM				04:45 PM				04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	

Location: Perris
 N/S: Redlands Avenue
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Redlands Avenue Pedestrians	East Leg Nuevo Road Pedestrians	South Leg Redlands Avenue Pedestrians	West Leg Nuevo Road Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	3	0	2	1	6
7:30 AM	3	0	17	0	20
7:45 AM	1	0	3	0	4
8:00 AM	0	0	1	2	3
8:15 AM	1	0	2	0	3
8:30 AM	0	0	1	3	4
8:45 AM	3	0	2	1	6
TOTAL VOLUMES:	11	0	28	7	46

	North Leg Redlands Avenue Pedestrians	East Leg Nuevo Road Pedestrians	South Leg Redlands Avenue Pedestrians	West Leg Nuevo Road Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	1	1	1	1	4
4:30 PM	0	0	4	1	5
4:45 PM	0	0	5	1	6
5:00 PM	1	0	3	0	4
5:15 PM	0	0	3	0	3
5:30 PM	0	0	1	0	1
5:45 PM	1	1	3	1	6
TOTAL VOLUMES:	4	2	20	4	30

Location: Perris
 N/S: Redlands Avenue
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Redlands Avenue			Westbound Nuevo Road			Northbound Redlands Avenue			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	1	0	2

	Southbound Redlands Avenue			Westbound Nuevo Road			Northbound Redlands Avenue			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	2	2	0	4

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Lasselle Street Southbound						Iris Avenue Westbound						Lasselle Street Northbound						Iris Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	16	61	13	6	90	106	108	17	5	231	34	129	89	17	252	8	58	20	17	86	45	659	704			
07:15 AM	12	58	16	14	86	119	163	11	3	293	66	144	103	15	313	16	77	48	24	141	56	833	889			
07:30 AM	23	123	31	24	177	146	178	16	3	340	65	113	100	21	278	29	119	59	20	207	68	1002	1070			
07:45 AM	25	121	20	9	166	138	115	12	6	265	51	107	127	28	285	39	120	87	27	246	70	962	1032			
Total	76	363	80	53	519	509	564	56	17	1129	216	493	419	81	1128	92	374	214	88	680	239	3456	3695			
08:00 AM	30	140	18	12	188	152	90	10	5	252	65	150	123	33	338	27	80	59	21	166	71	944	1015			
08:15 AM	26	82	13	12	121	78	89	17	9	184	41	124	111	35	276	17	76	25	17	118	73	699	772			
08:30 AM	44	62	10	8	116	73	82	28	15	183	35	83	87	24	205	15	58	26	13	99	60	603	663			
08:45 AM	36	72	12	5	120	91	109	47	15	247	38	75	92	27	205	34	55	30	21	119	68	691	759			
Total	136	356	53	37	545	370	370	102	44	866	179	432	413	119	1024	93	269	140	72	502	272	2937	3209			
Grand Total	212	719	133	90	1064	903	934	158	61	1995	395	925	832	200	2152	185	643	354	160	1182	511	6393	6904			
Approch %	19.9	67.6	12.5			45.3	46.8	7.9			18.4	43	38.7			15.7	54.4	29.9								
Total %	3.3	11.2	2.1		16.6	14.1	14.6	2.5		31.2	6.2	14.5	13		33.7	2.9	10.1	5.5		18.5	7.4	92.6				
Passenger Vehicles	210	707	133		1140	890	924	153		2025	384	914	820		2317	184	624	347		1311	0	0	6793			
Large 2 Axle Vehicles	99.1	98.3	100		98.8	98.6	98.9	96.8		95.1	97.2	98.8	98.6		99.5	99.5	97	98		97.5	0	0	98.4			
3 Axle Vehicles	1	11	0		12	12	7	4		26	11	11	10		33	1	17	7		29	0	0	100			
4+ Axle Trucks	0.5	1.5	0		1	1.3	0.7	2.5		4.9	2.8	1.2	1.2		1.4	0.5	2.6	2		2.2	0	0	1.4			
% 3 Axle Vehicles	1	0	0		1	1	0	0		1	0	0	1		1	0	2	0		2	0	0	5			
% 4+ Axle Trucks	0.5	0	0		0.1	0.1	0	0		0	0	0	0.1		0	0	0.3	0		0.1	0	0	0.1			
% 4+ Axle Trucks	0	1	0		1	0	3	1		4	0	0	1		1	0	0	0		0	0	0	6			
% 4+ Axle Trucks	0	0.1	0		0.1	0	0.3	0.6		0.2	0	0	0.1		0	0	0	0		0	0	0	0.1			
Start Time	Lasselle Street Southbound						Iris Avenue Westbound						Lasselle Street Northbound						Iris Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
07:15 AM	12	58	16		86	119	163	11		11	293	144	103		103	16	77	48		141						
07:30 AM	23	123	31		177	146	178	16		16	340	113	100		100	29	119	59		207						
07:45 AM	25	121	20		166	138	115	12		12	265	107	127		127	39	120	87		246						
08:00 AM	30	140	18		188	152	90	10		10	252	150	123		123	27	80	59		166						
Total Volume	90	442	85		617	555	546	49		49	1150	514	453		453	111	396	253		760						
% App. Total	14.6	71.6	13.8		13.8	48.3	47.5	4.3		4.3	7.66	20.3	42.3		37.3	14.6	52.1	33.3		33.3						
PHF	.750	.789	.685		.685	.913	.767	.766		.766	.846	.857	.892		.892	.712	.825	.727		.727						

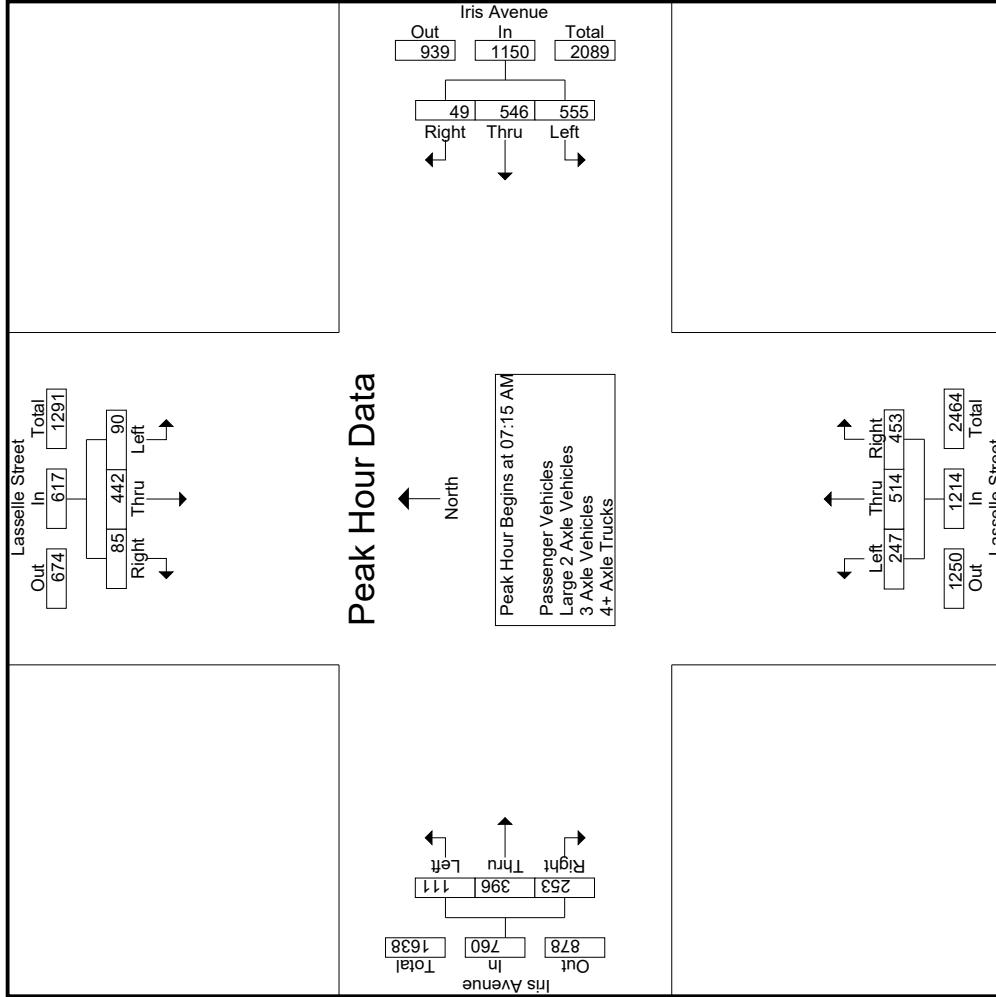
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MR_V_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:30 AM				07:15 AM				07:15 AM				
+0 mins.	23	123	31	177	119	163	11	293	144	103	77	48	141
+15 mins.	25	121	20	166	146	178	16	340	113	100	119	59	207
+30 mins.	30	140	18	188	138	115	12	265	107	127	120	87	246
+45 mins.	26	82	13	121	152	90	10	252	150	123	80	59	166
Total Volume	104	466	82	652	555	546	49	1150	514	453	396	253	760
% App. Total	16	71.5	12.6	867	48.3	47.5	4.3	20.3	42.3	37.3	52.1	33.3	760
PHF	.867	.832	.661	.867	.913	.767	.766	.846	.857	.892	.825	.727	.772

Groups Printed- Passenger Vehicles

Start Time	Lasselle Street Southbound					Iris Avenue Westbound					Lasselle Street Northbound					Iris Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	16	58	13	6	87	105	107	17	5	229	33	129	85	17	247	8	56	19	16	83	44	646	690
07:15 AM	12	57	16	14	85	114	161	11	3	286	65	142	103	15	310	16	74	47	23	137	55	818	873
07:30 AM	22	120	31	24	173	145	176	16	3	337	64	111	99	21	274	29	118	57	20	204	68	988	1056
07:45 AM	25	121	20	9	166	138	114	12	6	264	50	106	124	28	280	39	119	87	27	245	70	955	1025
Total	75	356	80	53	511	502	558	56	17	1116	212	488	411	81	1111	92	367	210	86	669	237	3407	3644
08:00 AM	30	138	18	12	186	149	90	9	4	248	64	150	122	33	336	26	79	58	21	163	70	933	1003
08:15 AM	25	81	13	12	119	77	88	14	8	179	38	121	109	34	268	17	70	24	16	111	70	677	747
08:30 AM	44	60	10	8	114	73	80	27	14	180	34	80	87	24	201	15	55	25	12	95	58	590	648
08:45 AM	36	72	12	5	120	89	108	47	15	244	36	75	91	27	202	34	53	30	21	117	68	683	751
Total	135	351	53	37	539	388	366	97	41	851	172	426	409	118	1007	92	257	137	70	486	266	2883	3149
Grand Total	210	707	133	90	1050	890	924	153	58	1967	384	914	820	199	2118	184	624	347	156	1155	503	6290	6793
Apprch %	20	67.3	12.7			45.2	47	7.8		31.3	18.1	43.2	38.7		33.7	15.9	54	30		18.4	7.4	92.6	
Total %	3.3	11.2	2.1		16.7	14.1	14.7	2.4			6.1	14.5	13			2.9	9.9	5.5					

3.1-1014

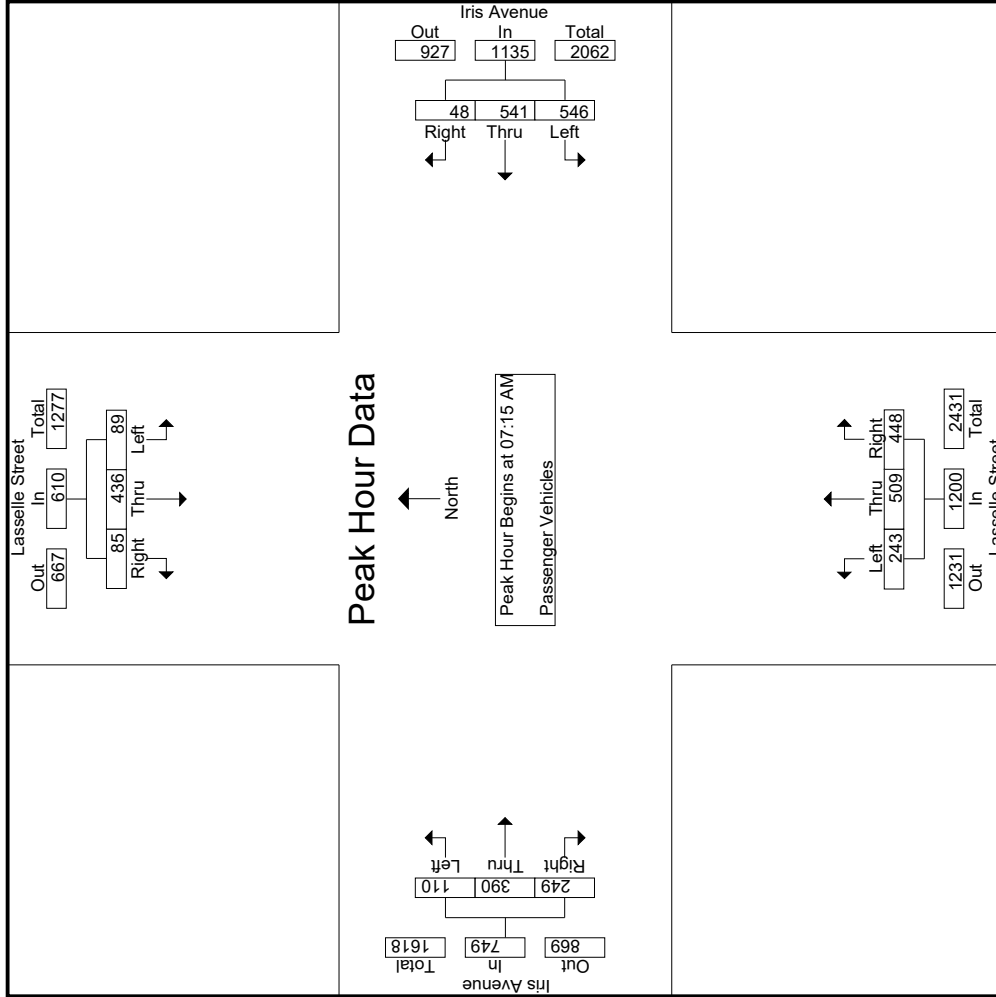
Start Time	Lasselle Street Southbound					Iris Avenue Westbound					Lasselle Street Northbound					Iris Avenue Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:15 AM	12	57	16		85	114	145	161	11	286	65	142	103		310	16	74	47		137						818
07:30 AM	22	120	31		173	138	138	114	12	337	64	111	99		274	29	118	57		204						988
07:45 AM	25	121	20		166	149	149	90	9	264	50	106	124		280	39	119	87		245						955
08:00 AM	30	138	18		186	149	149	90	4	248	64	150	122		336	26	79	58		163						933
Total Volume	89	436	85		610	546	541	48		1135	243	509	448		1200	110	390	249		749						3694
% App. Total	14.6	71.5	13.9		16.7	48.1	47.7	4.2		31.3	20.2	42.4	37.3		33.7	14.7	52.1	33.2		18.4						92.6
PHF	.742	.790	.685		.820	.916	.768	.750		.842	.935	.848	.903		.893	.705	.819	.716		.764						.935

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

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MR_V_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	12	57	16	85	114	161	11	286	142	103	74	47	137		
+15 mins.	22	120	31	173	145	176	16	337	111	99	118	57	204		
+30 mins.	25	121	20	166	138	114	12	264	106	124	119	87	245		
+45 mins.	30	138	18	186	149	90	9	248	150	122	79	58	163		
Total Volume	89	436	85	610	546	541	48	1135	509	448	390	249	749		
% App. Total	14.6	71.5	13.9		48.1	47.7	4.2		42.4	37.3	52.1	33.2			
PHF	.742	.790	.685	.820	.916	.768	.750	.842	.848	.903	.819	.716	.764		

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

City of Moreno Valley
 N/S: Lasselle Street
 EW: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound						
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	0	0	1	1	0	0	2	1	0	3	0	2	1	1	1	12	13
07:15 AM	0	0	0	0	5	2	0	0	7	1	2	0	3	0	3	1	4	14	15
07:30 AM	1	3	0	0	1	0	0	0	1	2	1	0	4	0	1	2	0	12	12
07:45 AM	0	0	0	0	0	1	0	0	1	1	1	2	0	0	1	0	0	6	6
Total	1	6	0	0	7	4	0	0	11	4	5	6	0	7	4	2	2	44	46
08:00 AM	0	2	0	0	2	0	1	1	3	1	0	1	0	1	1	0	3	1	10
08:15 AM	0	1	0	0	1	0	2	1	3	3	3	2	1	0	5	1	6	3	18
08:30 AM	0	2	0	0	2	1	1	1	3	1	3	0	0	0	3	1	4	2	13
08:45 AM	0	0	0	0	2	1	0	0	3	2	0	1	0	0	1	0	1	0	7
Total	0	5	0	0	5	3	4	3	12	7	6	4	1	10	3	2	6	48	54
Grand Total	1	11	0	0	12	7	4	3	23	11	11	10	1	1	17	7	4	8	92
Apprch %	8.3	91.7	0	0	52.2	30.4	17.4		25	34.4	34.4	31.2		4	68	28		8	92
Total %	1.1	12	0	0	13	7.6	4.3		25	12	12	10.9		1.1	18.5	7.6		8	92

3.1-1017

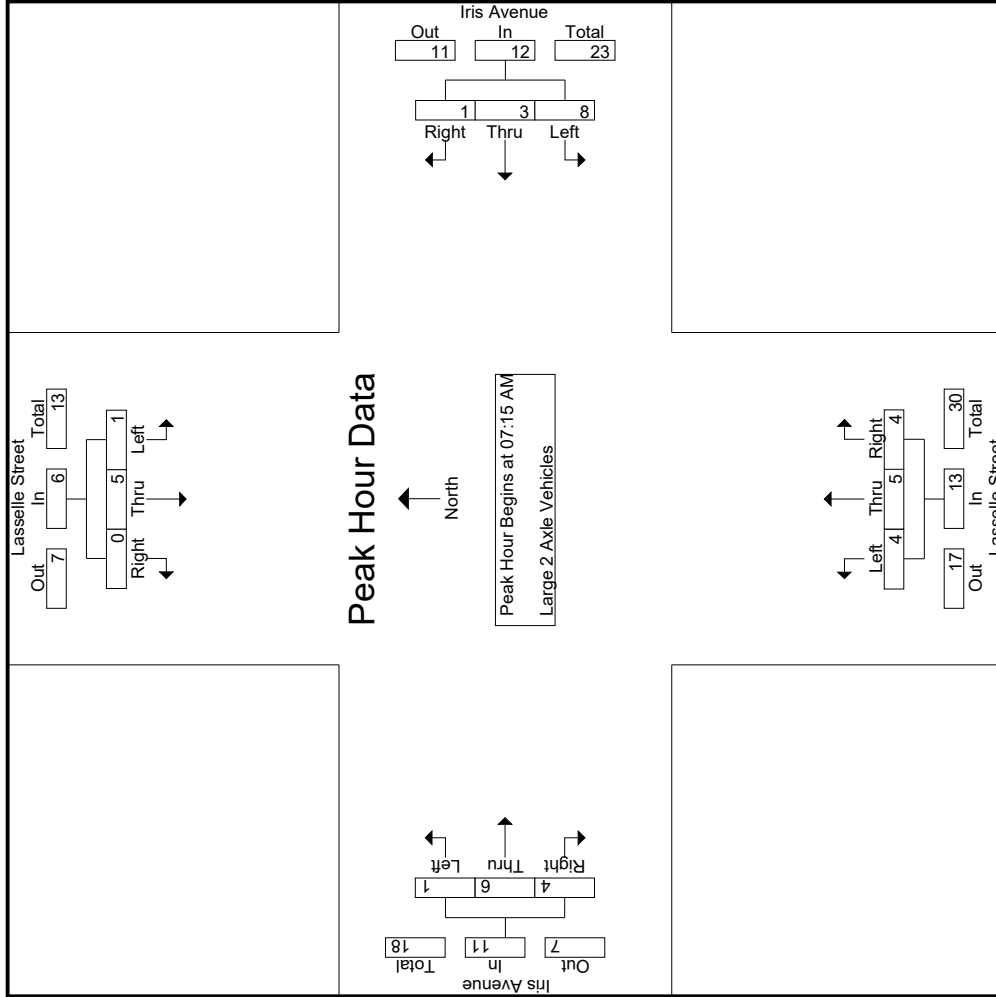
Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound						
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	3	0	0	4	1	0	0	1	2	1	0	2	1	3	1	4	2	14
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	6
08:00 AM	0	2	0	0	2	0	0	0	1	1	0	1	1	1	1	1	1	1	10
Total Volume	1	5	0	0	6	8	3	1	12	4	5	4	13	6	4	11	2	44	42
% App. Total	16.7	83.3	0	0	66.7	25	8.3		30.8	38.5	30.8		9.1	54.5	36.4			8	92
PHF	.250	.417	.000	.375	.400	.375	.250		.429	1.00	.625	.500	.813	.500	.500	.688		.750	

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

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MR_V_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	5	2	0	7	1	2	0	3	0	3	1	4
+15 mins.	1	3	0	4	1	0	0	1	1	2	1	4	0	1	2	3
+30 mins.	0	0	0	0	0	1	0	1	1	1	2	4	0	1	0	1
+45 mins.	0	2	0	2	2	0	1	3	1	0	1	2	1	1	1	3
Total Volume	1	5	0	6	8	3	1	12	4	5	4	13	1	6	4	11
% App. Total	16.7	83.3	0	37.5	66.7	25	8.3	42.9	30.8	38.5	30.8	81.3	9.1	54.5	36.4	68.8
PHF	.250	.417	.000	.375	.400	.375	.250	.429	1.000	.625	.500	.813	.250	.500	.500	.688

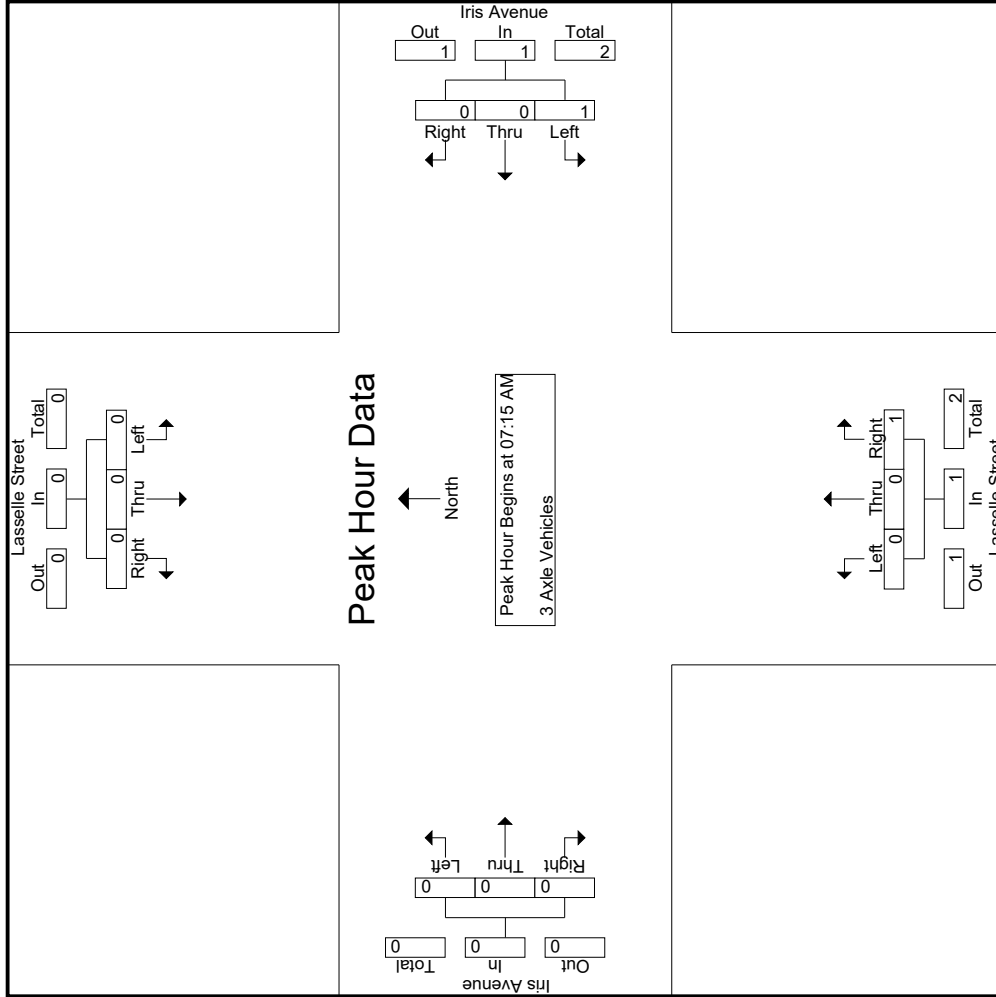
Groups Printed- 3 Axle Vehicles

Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1			
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1			
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1			
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2			
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1			
Total	1	0	0	0	1	1	0	0	0	1	0	2	0	0	2	0	4	4			
Grand Total	1	0	0	0	1	1	0	0	1	1	0	2	0	0	2	0	5	5			
Approch %	100	0	0	0	100	0	0	0	0	100	0	100	0	0	40	0	100	100			
Total %	20	0	0	0	20	20	0	0	20	20	0	40	0	0	40	0	100	100			
Start Time	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	

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

City of Moreno Valley
 N/S: Lasselle Street
 EW: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	2	0	0	1	0	0	0	0	0	0	0	4	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	2
Grand Total	0	1	0	0	1	0	3	1	0	4	0	0	1	0	0	0	6	6
Approch %	0	100	0	0	0	75	25	0	0	66.7	0	0	100	0	0	0	100	0
Total %	0	16.7	0	0	16.7	0	50	16.7	0	66.7	0	0	16.7	0	0	0	100	0

3.1-1023

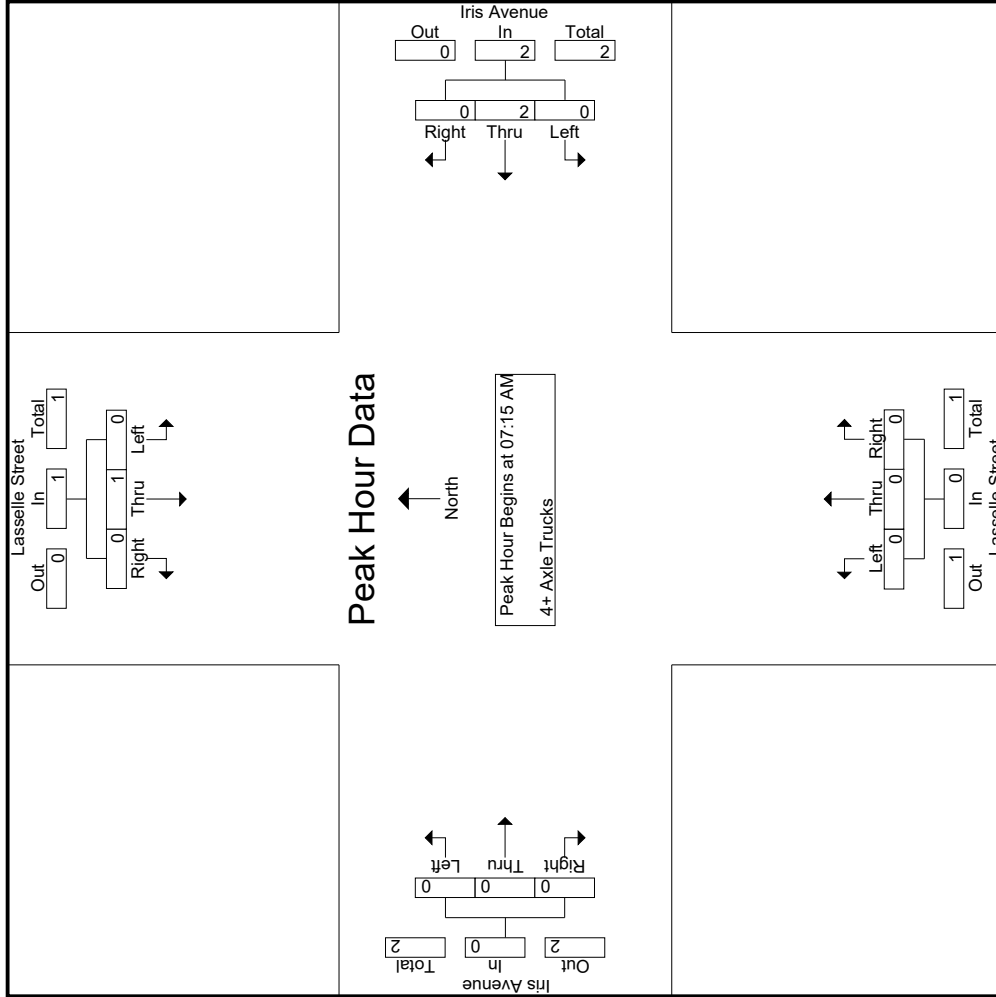
Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	3
% App. Total	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.375

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

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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM				07:15 AM				07:15 AM				07:15 AM		
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	2	0	2	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	1	2	0	2	0	0	0	0	0	0	0	
% App. Total	0	100	0	100	0	100	0	100	0	0	0	0	0	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	

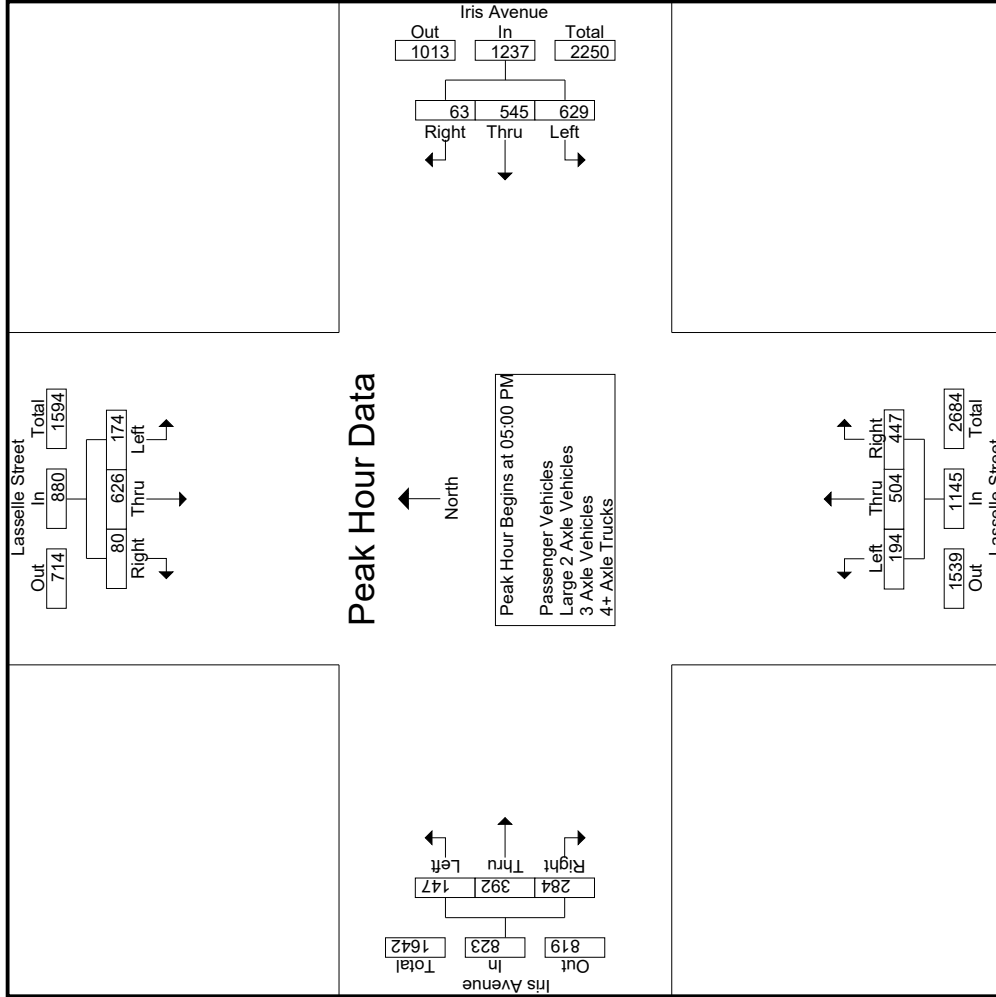
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Lasselle Street Southbound						Iris Avenue Westbound						Lasselle Street Northbound						Iris Avenue Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total					
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total							
04:00 PM	59	146	21	10	226	117	122	13	4	252	67	168	114	32	349	35	79	44	19	158	65	985	1050					
04:15 PM	48	117	14	7	179	122	114	22	10	258	50	120	101	29	271	26	82	43	17	151	63	859	922					
04:30 PM	48	116	17	10	181	137	136	12	8	285	40	95	97	15	232	36	91	60	28	187	61	885	946					
04:45 PM	55	164	23	12	242	138	121	14	6	273	58	125	108	28	291	29	96	53	18	178	64	984	1048					
Total	210	543	75	39	828	514	493	61	28	1068	215	508	420	104	1143	126	348	200	82	674	253	3713	3966					
05:00 PM	42	122	16	10	180	155	137	14	8	306	56	116	110	36	282	39	92	70	27	201	81	969	1050					
05:15 PM	49	161	22	8	232	156	134	17	5	307	55	128	136	38	319	29	93	57	14	179	65	1037	1102					
05:30 PM	34	173	20	6	227	169	151	15	6	335	41	131	90	36	262	50	104	66	18	220	66	1044	1110					
05:45 PM	49	170	22	12	241	149	123	17	7	289	42	129	111	25	282	29	103	91	24	223	68	1035	1103					
Total	174	626	80	36	880	629	545	63	26	1237	194	504	447	135	1145	147	392	284	83	823	280	4085	4365					
Grand Total	384	1169	155	75	1708	1143	1038	124	54	2305	409	1012	867	239	2288	273	740	484	165	1497	533	7798	8331					
Approch %	22.5	68.4	9.1			49.6	45	5.4			17.9	44.2	37.9			18.2	49.4	32.3										
Total %	4.9	15	2		21.9	14.7	13.3	1.6		29.6	5.2	13	11.1		29.3	3.5	9.5	6.2		19.2	6.4	93.6						
Passenger Vehicles	381	1163	151		1768	1134	1024	122		2332	402	1006	862		2508	273	732	478		1647	0	0	0			8255		
Large 2 Axle Vehicles	99.2	99.5	97.4	97.3	99.2	99.2	98.7	98.4	96.3	98.9	98.3	99.4	99.4	99.6	99.2	100	98.9	98.8	99.4	99.1	0	0	0			99.1		
3 Axle Vehicles	3	6	0	0	9	9	10	2	2	23	7	6	4	4	18	0	6	6	6	13	0	0	0			63		
4+ Axle Trucks	0.8	0.5	0	0	0.5	0.8	1	1.6	3.7	1	1.7	0.6	0.5	0.4	0.7	0	0.8	1.2	0.6	0.8	0	0	0			0.8		
% 3 Axle Vehicles	0	0	2		4	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0			9		
% 4+ Axle Trucks	0	0	1.3	2.7	0.2	0	0.4	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0			0.1		
% 4+ Axle Trucks	0	0	2		2	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0			4		
% 4+ Axle Trucks	0	0	1.3	0	0.1	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0	0	0.1	0	0	0			0		
Start Time	Lasselle Street Southbound						Iris Avenue Westbound						Lasselle Street Northbound						Iris Avenue Eastbound									
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total					
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1	Lasselle Street Southbound						Iris Avenue Westbound						Lasselle Street Northbound						Iris Avenue Eastbound									
05:00 PM	42	122	16	10	180	155	137	14	8	306	56	116	110	36	282	39	92	70	27	201	81	969	1050					
05:15 PM	49	161	22	8	232	156	134	17	5	307	55	128	136	38	319	29	93	57	14	179	65	1037	1102					
05:30 PM	34	173	20	6	227	169	151	15	6	335	41	131	90	36	262	50	104	66	18	220	66	1044	1110					
05:45 PM	49	170	22	12	241	149	123	17	7	289	42	129	111	25	282	29	103	91	24	223	68	1035	1103					
Total Volume	174	626	80	36	880	629	545	63	26	1237	194	504	447	135	1145	147	392	284	83	823	280	4085	4365					
% App. Total	19.8	71.1	9.1		9.1	50.8	44.1	5.1		5.1	16.9	44	39		39	17.9	47.6	34.5		34.5	780	923	978					
PHF	.888	.905	.909		.913	.930	.902	.926		.923	.866	.962	.822		.822	.897	.942	.780		.942	.735	.923	.978					

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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MR_V_Lass_Iris_PM
 Site Code : 05120169
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City of Moreno Valley
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File Name : 37_MRV_Lass_Iris_PM
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Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:45 PM			05:00 PM			04:45 PM			05:00 PM				
+0 mins.	55	164	23	242	155	137	14	306	125	108	92	291	70	201
+15 mins.	42	122	16	180	156	134	17	307	116	110	93	282	57	179
+30 mins.	49	161	22	232	169	151	15	335	128	136	104	319	66	220
+45 mins.	34	173	20	227	149	123	17	289	131	90	103	262	91	223
Total Volume	180	620	81	881	629	545	63	1237	500	444	392	1154	284	823
% App. Total	20.4	70.4	9.2		50.8	44.1	5.1		43.3	38.5	17.9	47.6	34.5	
PHF	.818	.896	.880	.910	.930	.902	.926	.923	.954	.816	.735	.942	.780	.923

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City of Moreno Valley
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File Name : 37_MRV_Lass_Iris_PM
 Site Code : 05120169
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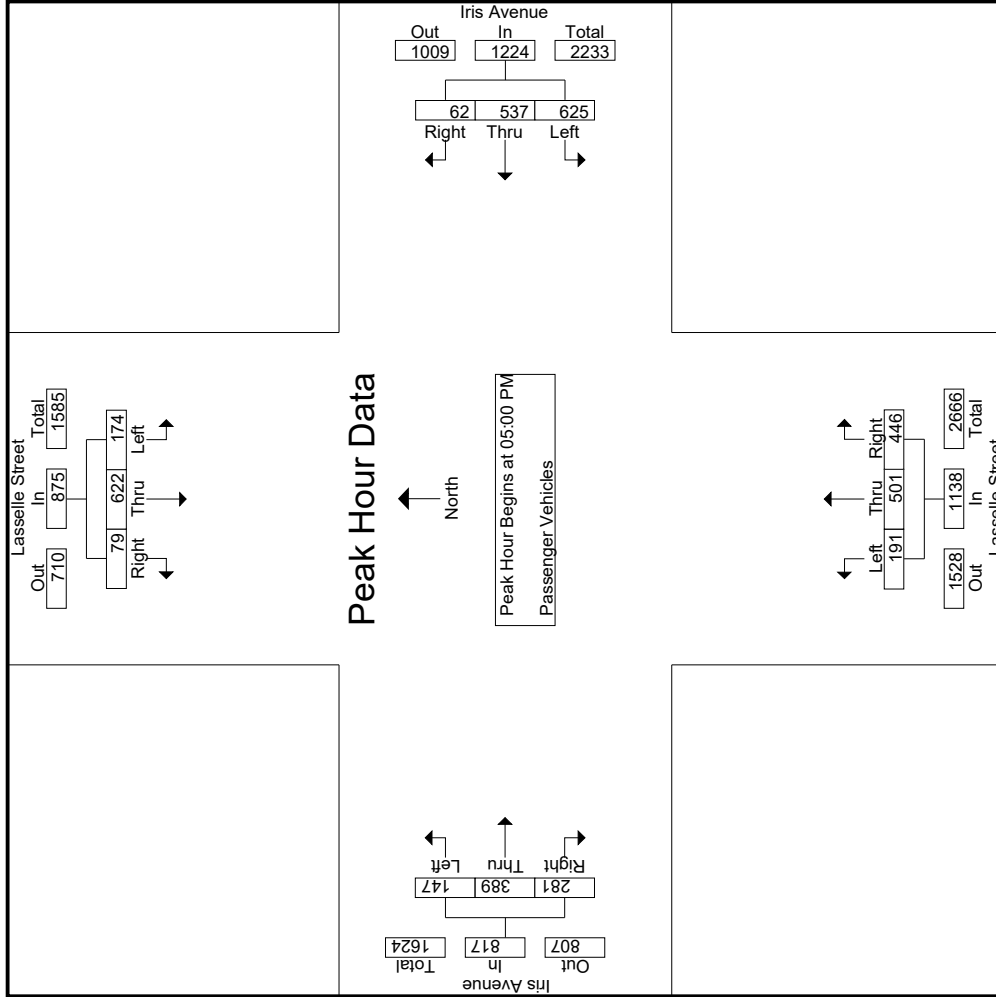
Groups Printed- Passenger Vehicles

Start Time	Lasselle Street Southbound					Iris Avenue Westbound					Lasselle Street Northbound					Iris Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	58	146	21	10	225	117	119	13	4	249	65	167	113	32	345	35	78	43	19	156	65	975	1040
04:15 PM	48	116	14	7	178	118	112	21	9	251	50	120	101	29	271	26	81	43	17	150	62	850	912
04:30 PM	48	115	16	10	179	137	135	12	8	284	39	93	96	14	228	36	90	59	28	185	60	876	936
04:45 PM	53	164	21	10	238	137	121	14	6	272	57	125	106	28	288	29	94	52	17	175	61	973	1034
Total	207	541	72	37	820	509	487	60	27	1056	211	505	416	103	1132	126	343	197	81	666	248	3674	3922
05:00 PM	42	121	16	10	179	154	135	14	8	303	54	115	110	36	279	39	92	69	27	200	81	961	1042
05:15 PM	49	161	22	8	232	154	129	16	4	299	55	127	135	38	317	29	92	56	14	177	64	1025	1089
05:30 PM	34	172	20	6	226	168	151	15	6	334	40	131	90	36	261	50	102	65	18	217	66	1038	1104
05:45 PM	49	168	21	12	238	149	122	17	7	288	42	128	111	25	281	29	103	91	24	223	68	1030	1098
Total	174	622	79	36	875	625	537	62	25	1224	191	501	446	135	1138	147	389	281	83	817	279	4054	4333
Grand Total	381	1163	151	73	1695	1134	1024	122	52	2280	402	1006	862	238	2270	273	732	478	164	1483	527	7728	8255
Approch %	22.5	68.6	8.9			49.7	44.9	5.4			17.7	44.3	38			18.4	49.4	32.2			6.4	93.6	
Total %	4.9	15	2		21.9	14.7	13.3	1.6		29.5	5.2	13	11.2		29.4	3.5	9.5	6.2		19.2			
Start Time	Lasselle Street Southbound					Iris Avenue Westbound					Lasselle Street Northbound					Iris Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 05:00 PM																							
05:00 PM	42	121	16		179	154	135	14		303	54	115	110		279	39	92	69		200		200	961
05:15 PM	49	161	22		232	154	129	16		299	55	127	135		317	29	92	56		177		177	1025
05:30 PM	34	172	20		226	168	151	15		334	40	131	90		261	50	102	65		217		217	1038
05:45 PM	49	168	21		238	149	122	17		288	42	128	111		281	29	103	91		223		223	1030
Total Volume	174	622	79		875	625	537	62		1224	191	501	446		1138	147	389	281		817		817	4054
% App. Total	19.9	71.1	9		9	51.1	43.9	5.1		5.1	16.8	44	39.2		39.2	18	47.6	34.4		19.2		34.4	4054
PHF	.888	.904	.898		.919	.930	.889	.912		.916	.868	.956	.826		.897	.735	.944	.772		.944		.916	.976

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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MR_V_Lass_Iris_PM
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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	42	121	16	179	154	135	14	303	54	115	110	279	39	92	69	200
+15 mins.	49	161	22	232	154	129	16	299	55	127	135	317	29	92	56	177
+30 mins.	34	172	20	226	168	151	15	334	40	131	90	261	50	102	65	217
+45 mins.	49	168	21	238	149	122	17	288	42	128	111	281	29	103	91	223
Total Volume	174	622	79	875	625	537	62	1224	191	501	446	1138	147	389	281	817
% App. Total	19.9	71.1	9	919	51.1	43.9	5.1	916	16.8	44	39.2	897	18	47.6	34.4	916
PHF	.888	.904	.898	.919	.930	.889	.912	.916	.868	.956	.826	.897	.735	.944	.772	.916

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City of Moreno Valley
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 EW: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris_PM
 Site Code : 05120169
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Groups Printed - Large 2 Axle Vehicles

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	0	0	2	0	2	1	0	4	0	1	0	2	0	9	9
04:15 PM	0	1	0	4	2	1	0	0	0	7	0	0	0	1	1	9	10
04:30 PM	0	1	0	0	1	0	1	2	1	4	0	1	0	2	1	8	9
04:45 PM	2	0	0	1	0	0	1	0	1	2	0	1	1	2	1	7	8
Total	3	2	0	5	5	1	11	4	3	10	0	4	3	7	3	33	36
05:00 PM	0	1	0	1	1	0	2	2	1	3	0	0	1	1	0	7	7
05:15 PM	0	0	0	2	3	1	6	0	1	2	0	1	0	2	1	10	11
05:30 PM	0	1	0	1	1	0	1	0	0	1	0	1	0	2	0	5	5
05:45 PM	0	2	0	0	1	0	1	0	0	1	0	0	0	0	0	4	4
Total	0	4	0	4	5	1	10	3	3	7	0	2	3	5	1	26	27
Grand Total	3	6	0	9	10	2	21	7	6	17	0	6	1	12	4	59	63
Approch %	33.3	66.7	0	42.9	47.6	9.5	35.6	41.2	35.3	23.5	0	50	50	20.3	6.3	93.7	
Total %	5.1	10.2	0	15.3	16.9	3.4	35.6	11.9	10.2	6.8	0	10.2	10.2	20.3	6.3	93.7	

3.1-1032

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
05:00 PM	0	1	0	1	1	0	2	2	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	2	3	1	6	0	1	2	0	1	0	2	1	10	11
05:30 PM	0	1	0	1	1	0	1	0	0	1	0	1	0	2	0	5	5
05:45 PM	0	2	0	0	1	0	1	0	0	1	0	0	0	0	0	4	4
Total	0	4	0	4	5	1	10	3	3	7	0	2	3	5	1	26	27
Grand Total	3	6	0	9	10	2	21	7	6	17	0	6	1	12	4	59	63
Approch %	33.3	66.7	0	42.9	47.6	9.5	35.6	41.2	35.3	23.5	0	50	50	20.3	6.3	93.7	
Total %	5.1	10.2	0	15.3	16.9	3.4	35.6	11.9	10.2	6.8	0	10.2	10.2	20.3	6.3	93.7	

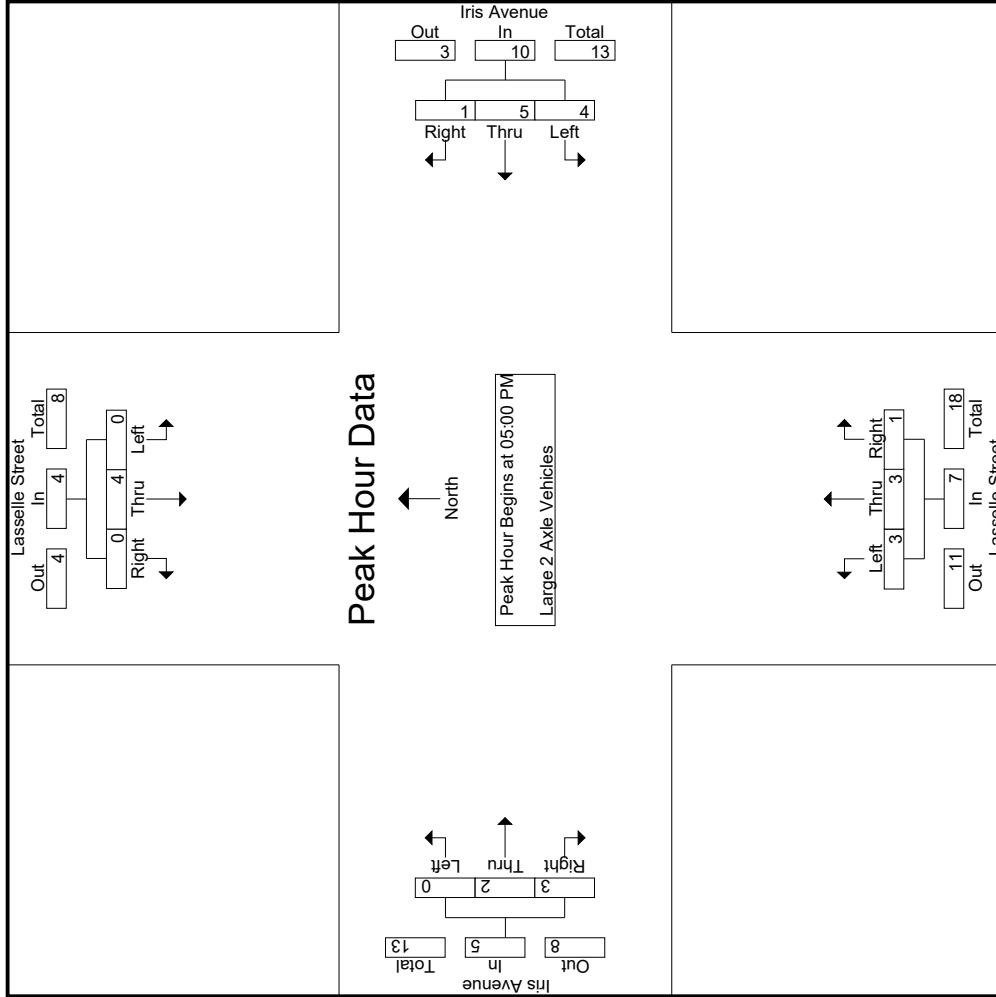
Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
05:00 PM	0	1	0	1	1	0	2	2	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	2	3	1	6	0	1	2	0	1	0	2	1	10	11
05:30 PM	0	1	0	1	1	0	1	0	0	1	0	1	0	2	0	5	5
05:45 PM	0	2	0	0	1	0	1	0	0	1	0	0	0	0	0	4	4
Total	0	4	0	4	5	1	10	3	3	7	0	2	3	5	1	26	27
% App. Total	0	100	0	50	50	10	14.3	42.9	42.9	14.3	0	40	60	60	60	60	60
PHF	.000	.500	.000	.500	.417	.250	.417	.375	.750	.250	.000	.583	.750	.500	.750	.625	.650

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

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MR_V_Lass_Iris_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound							
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total				
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	1	0	1	1	0	0	2	2	1	0	0	3	0	0	1	1
+15 mins.	0	0	0	0	2	1	6	6	6	1	1	1	2	0	1	1	2
+30 mins.	0	1	0	1	1	0	1	1	1	1	0	0	1	0	1	1	2
+45 mins.	0	2	0	2	0	0	1	1	1	0	0	0	1	0	0	0	0
Total Volume	0	4	0	4	4	5	10	10	10	3	1	2	7	0	2	3	5
% App. Total	0	100	0	500	40	50	10	417	417	375	429	143	583	0	40	60	625
PHF	.000	.500	.000	.500	.500	.417	.250	.417	.417	.375	.750	.250	.583	.000	.500	.750	.625

Groups Printed - 3 Axle Vehicles

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Exclu. Total
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	2	0	0	0	0	0	0	0	1	0	2	3
Total	0	0	2	0	1	0	0	0	0	0	1	0	2	4
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	2	0	4	0	0	0	0	0	1	0	2	7
Apprch %	0	0	100	0	100	0	0	0	0	0	100	0	14.3	77.8
Total %	0	0	28.6	0	57.1	0	0	0	0	0	14.3	0	22.2	77.8

3.1-1035

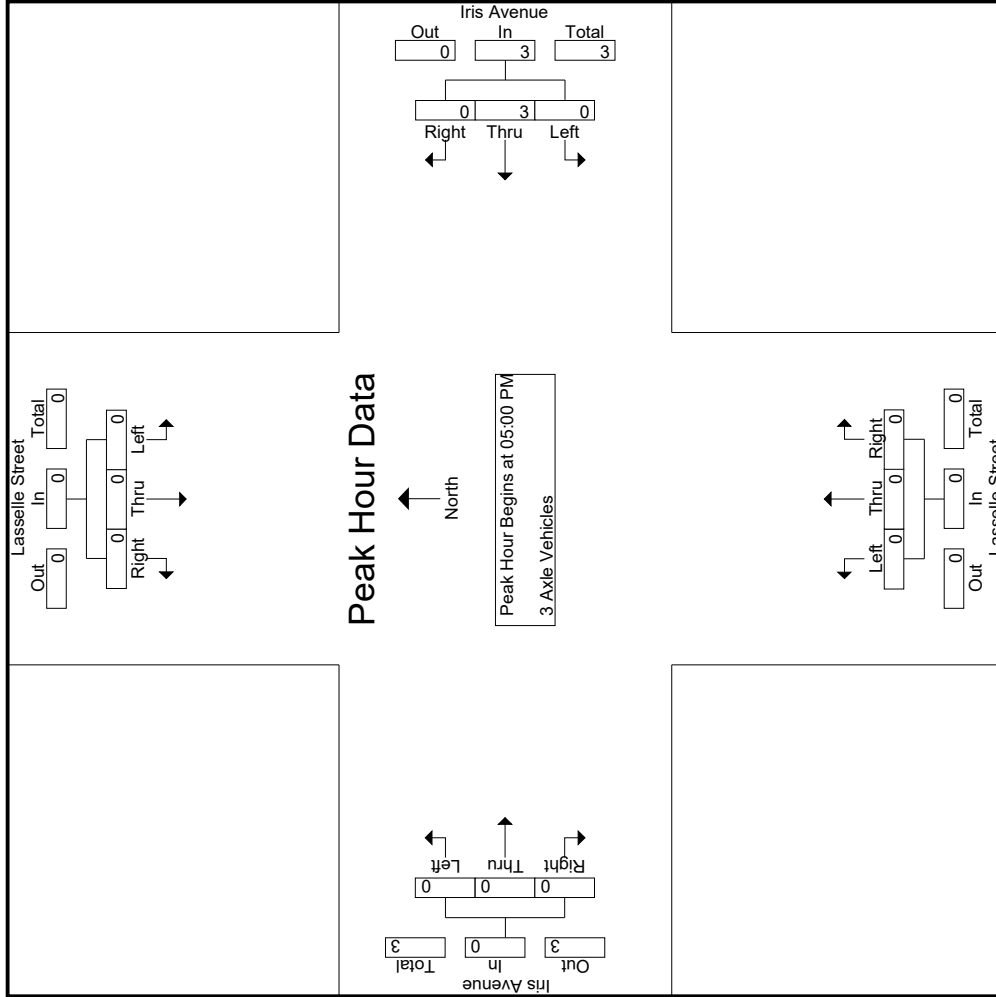
Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Exclu. Total
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.375

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

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	05:00 PM				05:00 PM				05:00 PM				05:00 PM		
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
+15 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	0	0	
% App. Total	0	0	0	0	100	0	0	375	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	

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

City of Moreno Valley
 N/S: Lasselle Street
 EW: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Total	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	2
Grand Total	0	0	2	0	2	0	0	0	1	0	0	1	0	0	1	0	4	4
Approch %	0	0	100		0	0	0	0	100		0	0	0	0	100	0	0	100
Total %	0	0	50		50	0	0	0	25		0	0	25	0	25	0	0	100

3.1-1038

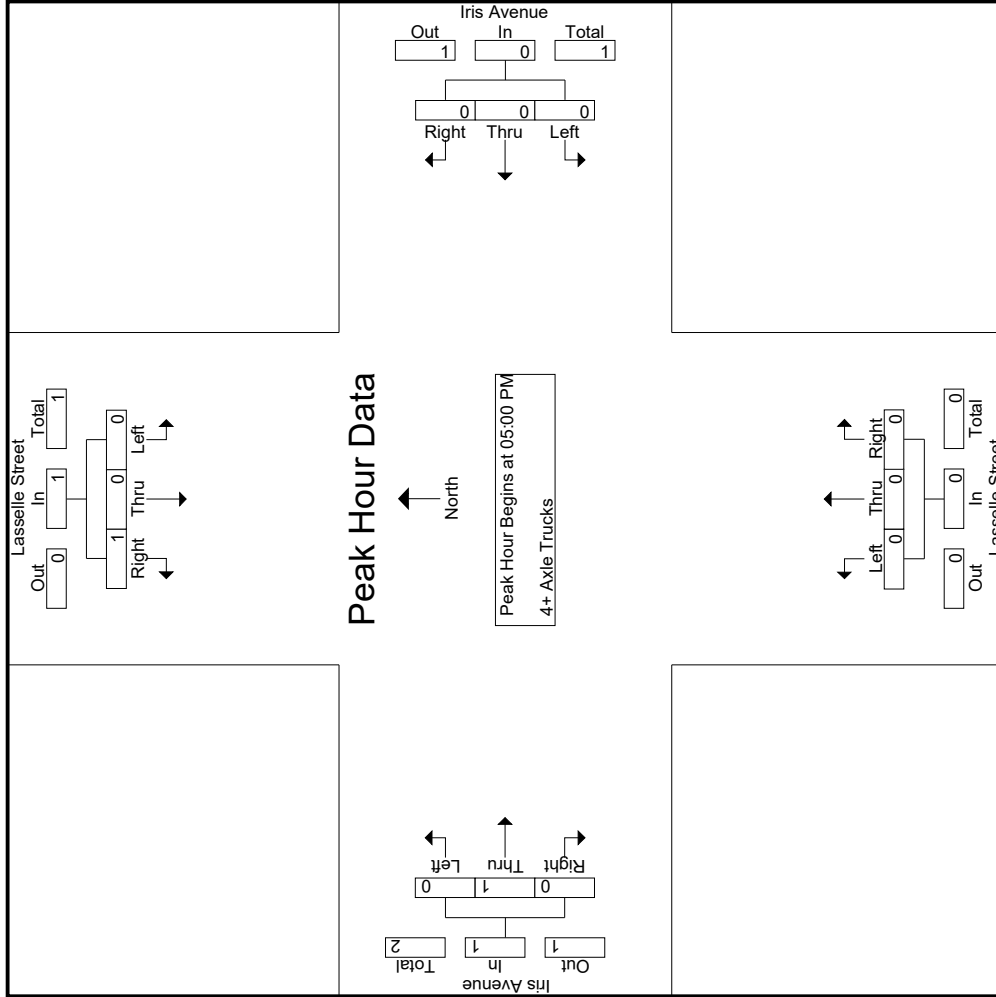
Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1		1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	0	0	100		100	0	0	0	0	0	0	100	0	0	100	0	0	100
PHF	.000	.000	.250		.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.500

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

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MRV_Lass_Iris PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue
 Weather: Clear

File Name : 37_MR_V_Lass_Iris_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Iris Avenue Westbound			Lasselle Street Northbound			Iris Avenue Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	05:00 PM				05:00 PM				05:00 PM				05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	0	
% App. Total	0	0	100	.250	0	0	0	.000	0	0	0	0	100	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	

Location: Moreno Valley
 N/S: Lasselie Street
 E/W: Iris Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Lasselie Street	East Leg Iris Avenue	South Leg Lasselie Street	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	3	4
7:15 AM	8	0	0	7	15
7:30 AM	3	5	0	4	12
7:45 AM	5	2	2	4	13
8:00 AM	1	2	0	4	7
8:15 AM	11	3	1	1	16
8:30 AM	4	4	5	4	17
8:45 AM	1	1	1	10	13
TOTAL VOLUMES:	34	17	9	37	97

	North Leg Lasselie Street	East Leg Iris Avenue	South Leg Lasselie Street	West Leg Iris Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	11	7	21	40
4:15 PM	3	2	1	10	16
4:30 PM	1	11	5	4	21
4:45 PM	1	2	0	1	4
5:00 PM	1	1	0	3	5
5:15 PM	1	2	2	1	6
5:30 PM	3	1	0	3	7
5:45 PM	0	0	0	7	7
TOTAL VOLUMES:	11	30	15	50	106

Location: Moreno Valley
 N/S: Lasselle Street
 E/W: Iris Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Lasselle Street			Westbound Iris Avenue			Northbound Lasselle Street			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2	0	0	0	0	0	0	1	5

	Southbound Lasselle Street			Westbound Iris Avenue			Northbound Lasselle Street			Eastbound Iris Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	1	0	1	0	0	0	0	4

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Lasselle Street Southbound						Krameria Avenue Westbound						Lasselle Street Northbound						Krameria Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	13	235	23	4	271	29	11	12	9	52	18	201	15	9	234	23	12	33	23	68	45	625	670			
07:15 AM	16	235	15	3	266	19	8	12	11	39	23	187	4	2	214	21	10	35	24	66	40	585	625			
07:30 AM	19	211	16	4	246	21	4	12	12	37	27	180	9	5	216	18	8	44	40	70	61	569	630			
07:45 AM	30	242	15	2	287	15	9	14	13	38	31	194	17	7	242	25	16	46	37	87	59	654	713			
Total	78	923	69	13	1070	84	32	50	45	166	99	762	45	23	906	87	46	158	124	291	205	2433	2638			
08:00 AM	22	259	14	3	295	8	10	18	16	36	25	205	8	6	238	30	7	39	23	76	48	645	693			
08:15 AM	26	288	18	4	332	22	5	14	13	41	25	197	6	3	228	37	8	32	27	77	47	678	725			
08:30 AM	22	252	11	1	285	17	7	7	7	31	19	180	10	4	209	28	12	30	17	70	29	595	624			
08:45 AM	18	262	9	4	289	14	3	10	9	27	21	218	22	10	261	25	14	43	26	82	49	659	708			
Total	88	1061	52	12	1201	61	25	49	45	135	90	800	46	23	936	120	41	144	93	305	173	2577	2750			
Grand Total	166	1984	121	25	2271	145	57	99	90	301	189	1562	91	46	1842	207	87	302	217	596	378	5010	5388			
Approch %	7.3	87.4	5.3			48.2	18.9	32.9			10.3	84.8	4.9			34.7	14.6	50.7			7	93				
Total %	3.3	39.6	2.4		45.3	2.9	1.1	2		6	3.8	31.2	1.8		36.8	4.1	1.7	6		11.9	0	0	0		0	5326
Passenger Vehicles	162	1971	113		2268	144	57	98		388	185	1547	91		1869	199	87	299		801	0	0	0		0	98.8
Large 2 Axle Vehicles	97.6	99.3	93.4	88	98.8	99.3	100	99	98.9	99.2	97.9	99	100	100	99	96.1	100	99	99.5	98.5	0	0	0		0	59
3 Axle Vehicles	4	13	8		28	1	0	1	1.1	3	2	14	0	0	16	8	0	3	0.5	12	0	0	0		0	1.1
4+ Axle Trucks	2.4	0.7	6.6	12	1.2	0.7	0	0	0	0.8	1.1	0.9	0	0	0.8	3.9	0	1	0.5	1.5	0	0	0		0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0		0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	1.1	0	0	0	0.1	0	0	0	0	0	0	0	0		0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0		0	0

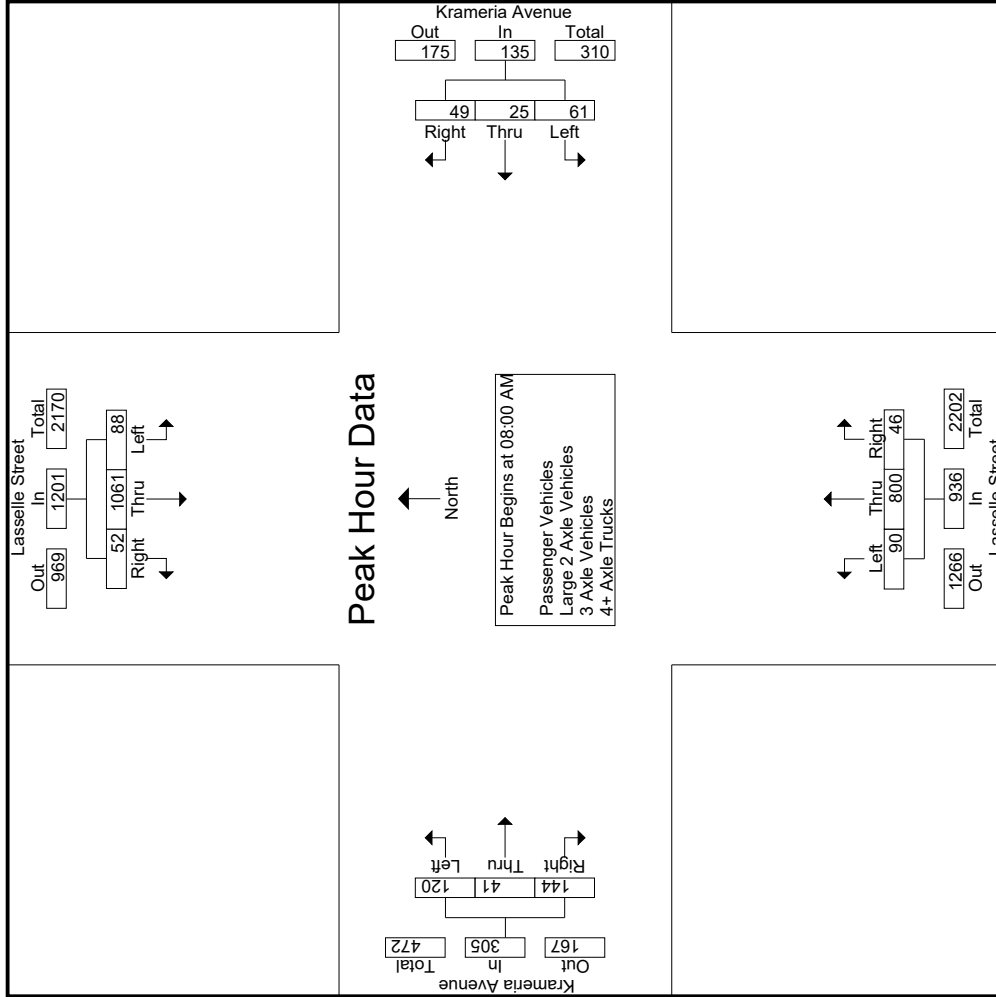
Start Time	Lasselle Street Southbound						Krameria Avenue Westbound						Lasselle Street Northbound						Krameria Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
08:00 AM	22	259	14	3	295	8	10	18	16	36	25	205	8	6	238	30	7	39	23	76	48	645	693			
08:15 AM	26	288	18	4	332	22	5	14	13	41	25	197	6	3	228	37	8	32	27	77	47	678	725			
08:30 AM	22	252	11	1	285	17	7	7	7	31	19	180	10	4	209	28	12	30	17	70	29	595	624			
08:45 AM	18	262	9	4	289	14	3	10	9	27	21	218	22	10	261	25	14	43	26	82	49	659	708			
Total	88	1061	52	12	1201	61	25	49	45	135	90	800	46	23	936	120	41	144	93	305	173	2577	2750			
Grand Total	166	1984	121	25	2271	145	57	99	90	301	189	1562	91	46	1842	207	87	302	217	596	378	5010	5388			
Approch %	7.3	87.4	5.3			48.2	18.9	32.9			10.3	84.8	4.9			34.7	14.6	50.7			7	93				
Total %	3.3	39.6	2.4		45.3	2.9	1.1	2		6	3.8	31.2	1.8		36.8	4.1	1.7	6		11.9	0	0	0		0	5326
Passenger Vehicles	162	1971	113		2268	144	57	98		388	185	1547	91		1869	199	87	299		801	0	0	0		0	98.8
Large 2 Axle Vehicles	97.6	99.3	93.4	88	98.8	99.3	100	99	98.9	99.2	97.9	99	100	100	99	96.1	100	99	99.5	98.5	0	0	0		0	59
3 Axle Vehicles	4	13	8		28	1	0	1	1.1	3	2	14	0	0	16	8	0	3	0.5	12	0	0	0		0	1.1
4+ Axle Trucks	2.4	0.7	6.6	12	1.2	0.7	0	0	0	0.8	1.1	0.9	0	0	0.8	3.9	0	1	0.5	1.5	0	0	0		0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0		0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	1.1	0	0	0	0.1	0	0	0	0	0	0	0	0		0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0		0	0

Start Time	Lasselle Street Southbound						Krameria Avenue Westbound						Lasselle Street Northbound						Krameria Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
08:00 AM	22	259	14	3	295	8	10	18	16	36	25	205	8	6	238	30	7	39	23	76	48	645	693			
08:15 AM	26	288	18	4	332	22	5	14	13	41	25	197	6	3	228	37	8	32	27	77	47	678	725			
08:30 AM	22	252	11	1	285	17	7	7	7	31	19	180	10	4	209	28	12	30	17	70	29	595	624			
08:45 AM	18	262	9	4	289	14	3	10	9	27	21	218	22	10	261	25	14	43	26	82	49	659	708			
Total	88	1061	52	12	1201	61	25	49	45	135	90	800	46	23	936	120	41	144	93	305	173	2577	2750			
Grand Total	166	1984	121	25	2271	145	57	99	90	301	189	1562	91	46	1842	207	87	302	217	596	378	5010	5388			
Approch %	7.3	87.4	5.3			48.2	18.9	32.9			10.3	84.8	4.9			34.7	14.6	50.7			7	93				

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 (951) 268-6268

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	08:00 AM			07:00 AM			08:00 AM			07:30 AM				
+0 mins.	22	259	14	295	29	11	12	52	25	205	8	238	18	70
+15 mins.	26	288	18	332	19	8	12	39	25	197	6	228	25	87
+30 mins.	22	252	11	285	21	4	12	37	19	180	10	209	30	76
+45 mins.	18	262	9	289	15	9	14	38	21	218	22	261	37	77
Total Volume	88	1061	52	1201	84	32	50	166	90	800	46	936	110	310
% App. Total	7.3	88.3	4.3	90.4	50.6	19.3	30.1	79.8	9.6	85.5	4.9	89.7	35.5	51.9
PHF	.846	.921	.722	.904	.724	.727	.893	.798	.900	.917	.523	.897	.743	.891

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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

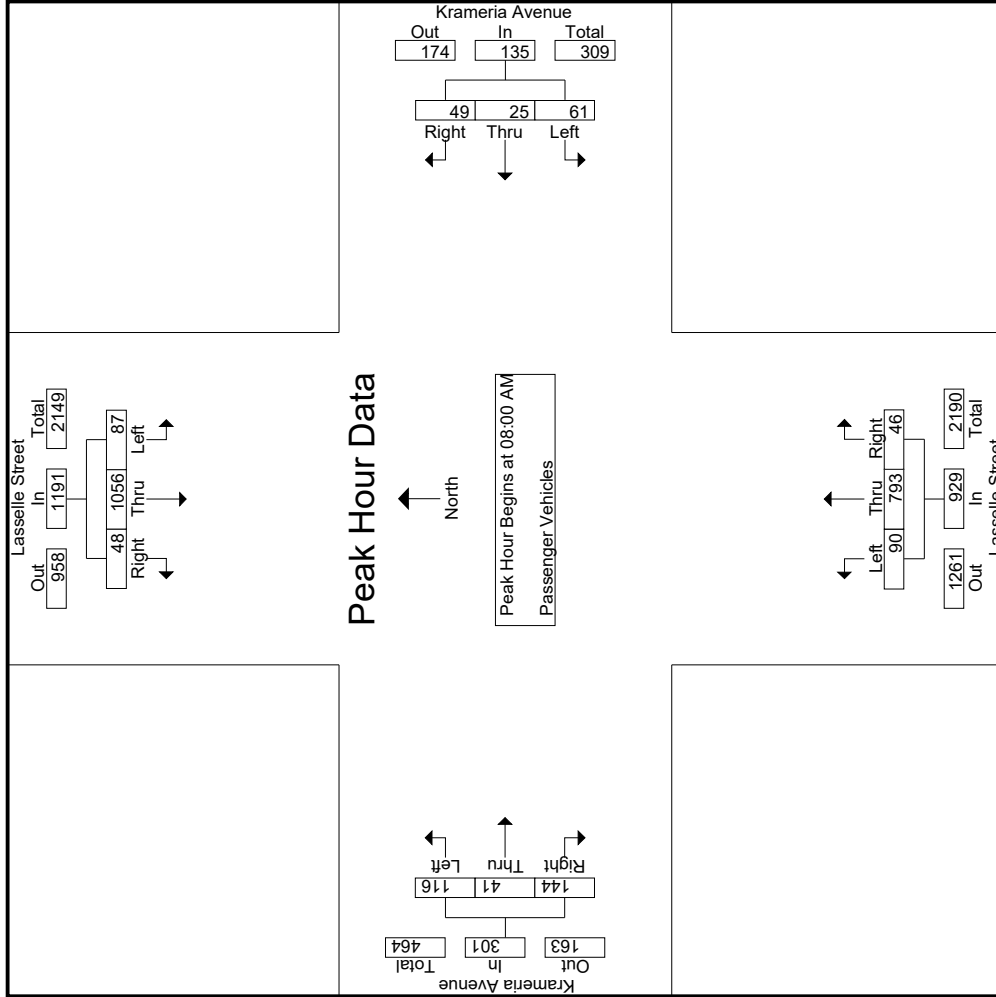
Groups Printed- Passenger Vehicles

Start Time	Lasselle Street Southbound					Krameria Avenue Westbound					Lasselle Street Northbound					Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	12	234	23	4	269	29	11	12	9	52	18	197	15	9	230	22	12	32	23	66	45	617	662	
07:15 AM	16	230	13	2	259	18	8	12	11	38	21	187	4	2	212	20	10	33	23	63	38	572	610	
07:30 AM	18	210	15	3	243	21	4	12	12	37	25	177	9	5	211	17	8	44	40	69	60	560	620	
07:45 AM	29	241	14	2	284	15	9	13	12	37	31	193	17	7	241	24	16	46	37	86	58	648	706	
Total	75	915	65	11	1055	83	32	49	44	164	95	754	45	23	894	83	46	155	123	284	201	2397	2598	
08:00 AM	22	259	13	3	294	8	10	18	16	36	25	203	8	6	236	28	7	39	23	74	48	640	688	
08:15 AM	26	286	16	4	328	22	5	14	13	41	25	194	6	3	225	37	8	32	27	77	47	671	718	
08:30 AM	21	250	10	0	281	17	7	7	7	31	19	180	10	4	209	27	12	30	17	69	28	590	618	
08:45 AM	18	261	9	4	288	14	3	10	9	27	21	216	22	10	259	24	14	43	26	81	49	655	704	
Total	87	1056	48	11	1191	61	25	49	45	135	90	793	46	23	929	116	41	144	93	301	172	2556	2728	
Grand Total	162	1971	113	22	2246	144	57	98	89	299	185	1547	91	46	1823	199	87	299	216	585	373	4953	5326	
Apprch %	7.2	87.8	5		45.3	48.2	19.1	32.8		6	10.1	84.9	5		36.8	34	14.9	51.1		11.8	7	93		
Total %	3.3	39.8	2.3			2.9	1.2	2			3.7	31.2	1.8			4	1.8	6						
Start Time	Lasselle Street Southbound					Krameria Avenue Westbound					Lasselle Street Northbound					Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 08:00 AM																								
08:00 AM	22	259	13		294	8	10	18		36	25	203	8		236	28	7	39		74	48	640	640	
08:15 AM	26	286	16		328	22	5	14		41	25	194	6		225	37	8	32		77	47	671	671	
08:30 AM	21	250	10		281	17	7	7		31	19	180	10		209	27	12	30		69	28	590	590	
08:45 AM	18	261	9		288	14	3	10		27	21	216	22		259	24	14	43		81	49	655	655	
Total Volume	87	1056	48		1191	61	25	49		135	90	793	46		929	116	41	144		301	172	2556	2556	
% App. Total	7.3	88.7	4		45.3	48.2	19.1	32.8		6	10.1	84.9	5		36.8	34	14.9	51.1		11.8	7	93		
PHF	.837	.923	.750		.908	.693	.625	.681		.823	.900	.918	.523		.897	.784	.732	.837		.929		.952		

Counts Unlimited
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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

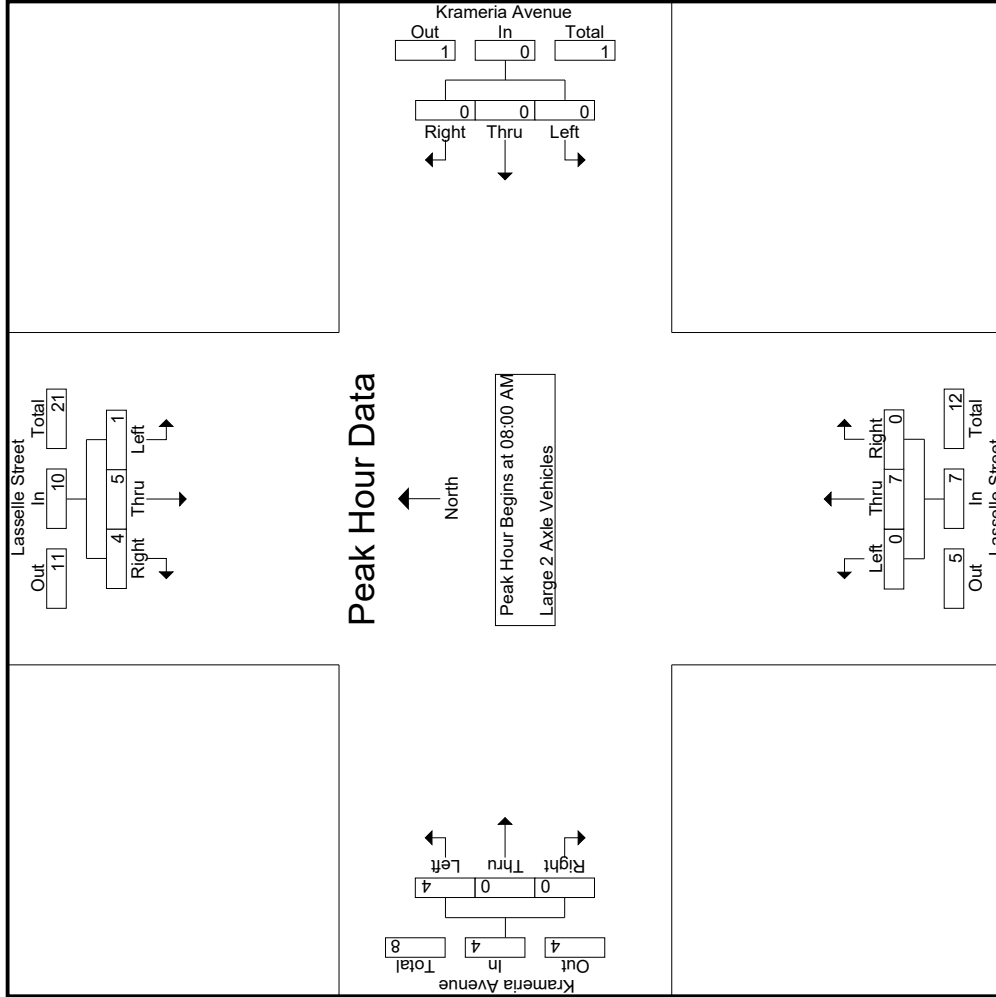
File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	22	259	13	8	10	18	36	25	203	8	236	7
+15 mins.	26	286	16	22	5	14	41	25	194	6	225	8
+30 mins.	21	250	10	17	7	7	31	19	180	10	209	12
+45 mins.	18	261	9	14	3	10	27	21	216	22	259	14
Total Volume	87	1056	48	61	25	49	135	90	793	46	929	41
% App. Total	7.3	88.7	4	45.2	18.5	36.3	82.3	9.7	85.4	5	89.7	13.6
PHF	.837	.923	.750	.693	.625	.681	.823	.900	.918	.523	.897	.732
				08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM
				28	28	28	28	28	28	28	28	28
				37	37	37	37	37	37	37	37	37
				27	27	27	27	27	27	27	27	27
				24	24	24	24	24	24	24	24	24
				116	116	116	116	116	116	116	116	116
				38.5	38.5	38.5	38.5	38.5	38.5	38.5	38.5	38.5
				.784	.784	.784	.784	.784	.784	.784	.784	.784
				.929	.929	.929	.929	.929	.929	.929	.929	.929

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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	08:00 AM			08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	1	0	0	0	0	0	0	2	0	0
+15 mins.	0	2	2	0	0	0	0	3	0	0	0	0
+30 mins.	1	2	1	0	0	0	0	0	0	1	0	0
+45 mins.	0	1	0	0	0	0	0	2	0	1	0	0
Total Volume	1	5	4	0	0	0	0	7	0	4	0	0
% App. Total	10	50	40	0	0	0	0	100	0	100	0	0
PHF	.250	.625	.500	.000	.000	.000	.000	.583	.000	.583	.000	.500
				.625	.000	.000	.000	.583	.000	.583	.000	.500

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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Groups Printed - 3 Axle Vehicles

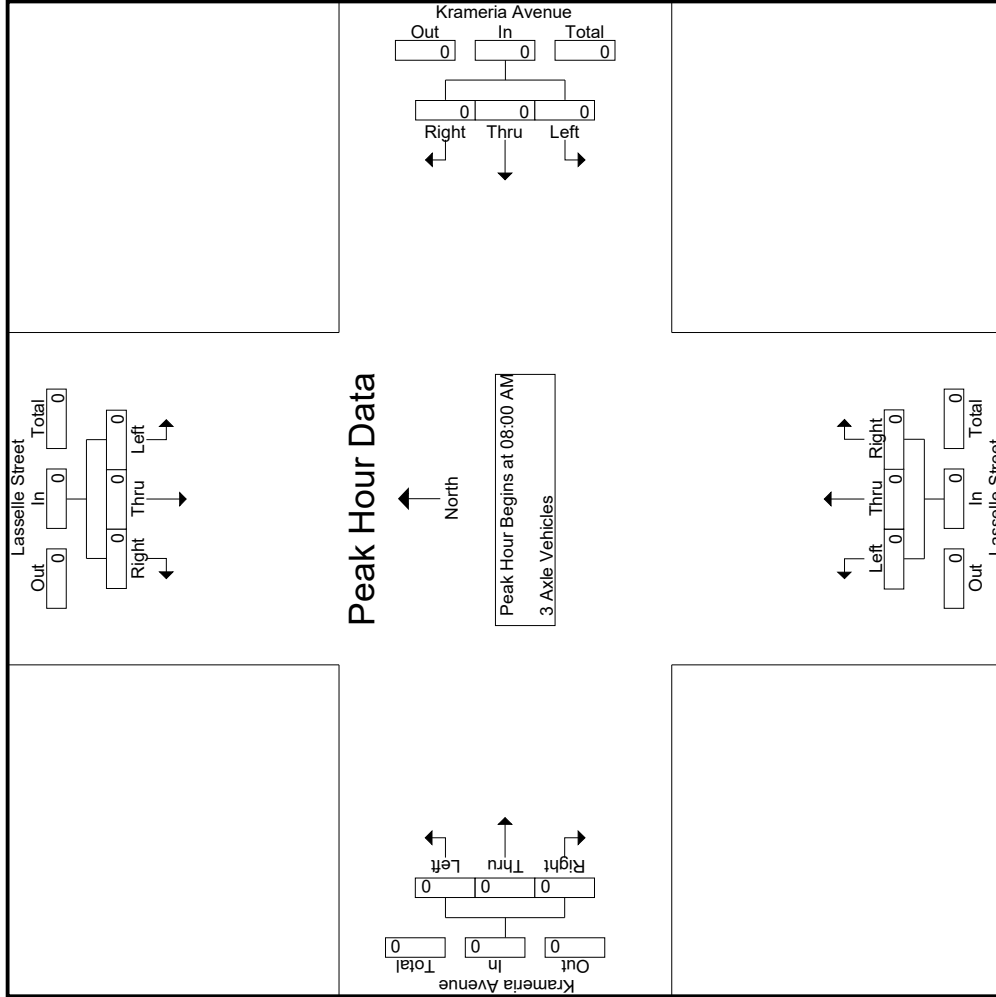
Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound			Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				App. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100

Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound			Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				App. Total
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
 PO Box 1178
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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100

3.1-1055

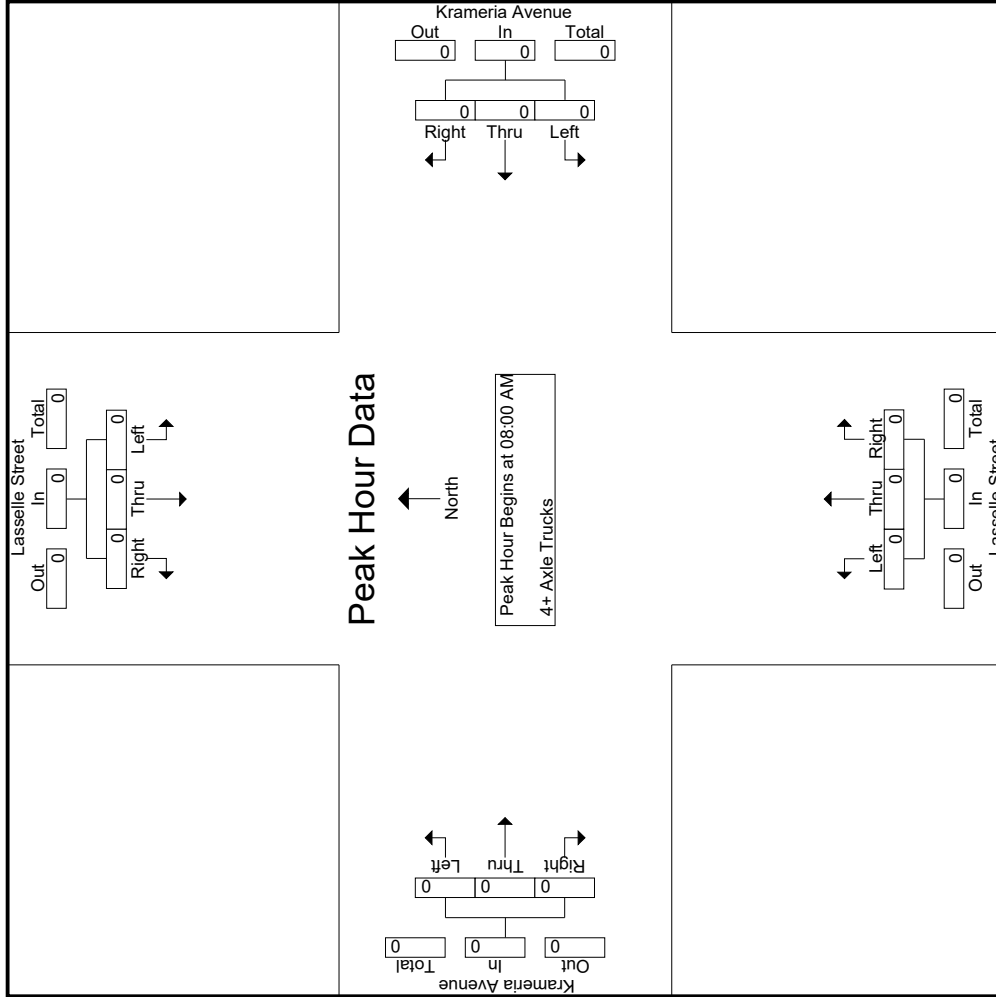
Start Time	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

Counts Unlimited
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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	08:00 AM			08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
App. Total	.000			.000			.000			.000		
Int. Total	.000			.000			.000			.000		

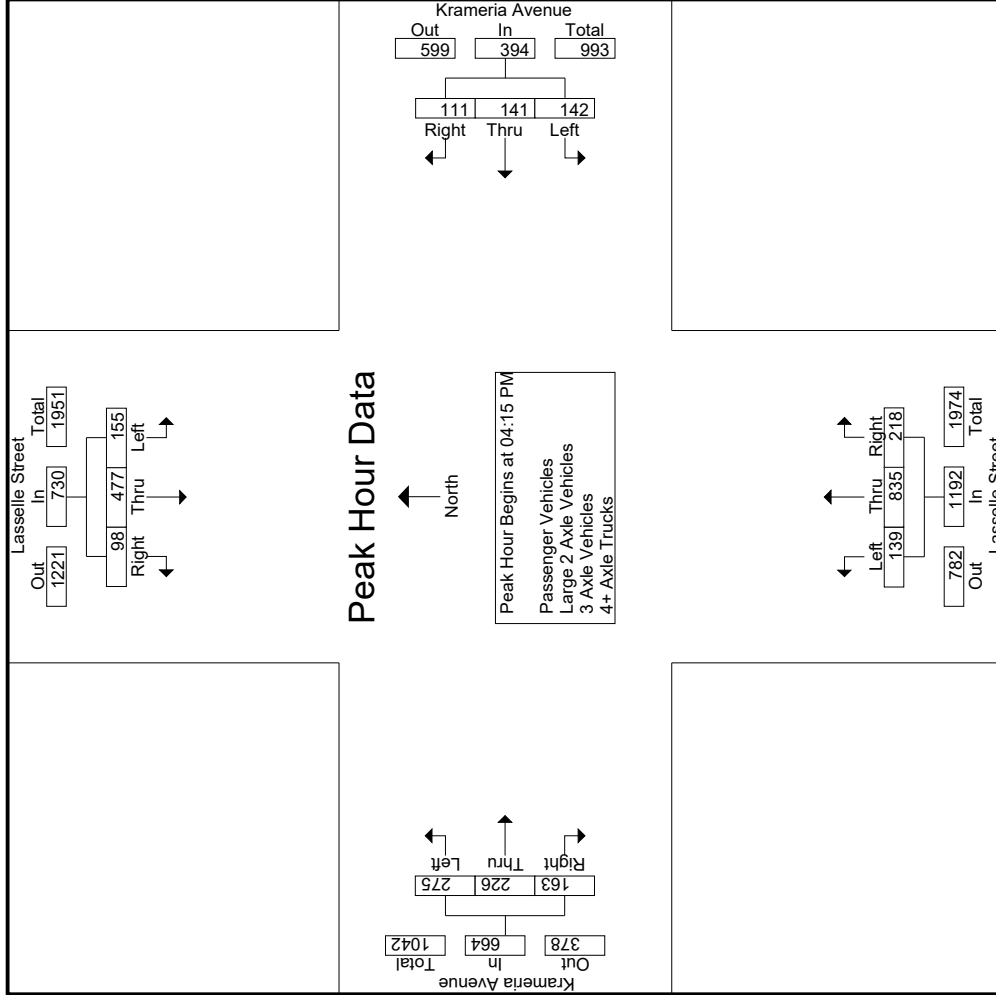
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Lasselle Street Southbound						Krameria Avenue Westbound						Lasselle Street Northbound						Krameria Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total
04:00 PM	15	85	42	20	142	46	7	25	14	12	46	3	60	182	15	3	257	57	56	27	46	22	129	631
04:15 PM	13	81	32	10	126	66	20	33	13	10	303	303	52	231	20	10	303	68	80	66	66	38	212	775
04:30 PM	37	124	29	6	190	81	20	28	33	15	81	19	32	181	40	19	253	60	73	41	33	20	147	731
04:45 PM	55	130	23	2	208	103	38	33	32	15	103	41	29	203	78	41	310	75	60	64	29	17	153	849
Total	120	420	126	38	666	296	85	119	92	52	296	73	173	797	153	73	1123	260	269	198	174	97	641	2986
05:00 PM	50	142	14	2	206	144	64	47	33	15	144	31	26	220	80	31	326	68	62	55	35	20	152	896
05:15 PM	14	116	13	5	143	112	47	38	27	19	112	9	17	147	14	9	178	48	37	12	22	15	71	552
05:30 PM	9	98	5	4	112	26	12	5	9	9	26	3	18	166	12	3	196	34	28	3	22	18	53	421
05:45 PM	14	132	5	0	151	10	2	4	4	3	10	2	12	201	5	2	218	30	25	4	30	25	59	468
Total	87	488	37	11	612	292	125	94	73	46	292	45	73	734	111	45	918	180	152	74	109	78	335	2337
Grand Total	207	908	163	49	1278	588	210	213	165	98	588	118	246	1531	264	118	2041	440	421	272	283	175	976	4883
Approch %	16.2	71	12.8				35.7	36.2	28.1				12.1	75	12.9			43.1	27.9	29			5323	
Total %	4.2	18.6	3.3				4.3	4.4	3.4				5	31.4	5.4			8.6	5.6	5.8			91.7	
Passenger Vehicles	201	891	156		1295	678	207	213	161		678	2131	239	1511	263		2131	410	270	277		1127	5231	
Large 2 Axle Vehicles	97.1	98.1	95.7		97.6	98.8	98.6	100	97.6		98.8	100	97.2	98.7	99.6		98.7	97.4	99.3	97.9		97.1	98.3	
3 Axle Vehicles	6	16	7		31	8	3	0	4		8	25	7	17	1		25	11	2	6		24	88	
4+ Axle Trucks	2.9	1.8	4.3		2.3	1.2	1.4	0	2.4		1.2	0	2.8	1.1	0.4		1.2	2.6	0.7	2.1		2.1	1.7	
% 3 Axle Vehicles	0	1	0		1	0	0	0	0		0	2	0	2	0		2	0	0	0		0	3	
% 4+ Axle Trucks	0	0.1	0		0.1	0	0	0	0		0	0.1	0	0.1	0		0.1	0	0	0		0	0.1	
% 4+ Axle Trucks	0	0	0		0	0	0	0	0		0	0	0	0.1	0		0	0	0	0		0	0	

Start Time	Lasselle Street Southbound						Krameria Avenue Westbound						Lasselle Street Northbound						Krameria Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total	Int. Total
04:15 PM	13	81	32		126	66	20	33	13		66	20	52	231	20		303	303	66	66	66		212	707
04:30 PM	37	124	29		190	81	20	28	33		81	40	32	181	40		253	253	41	33	33		147	671
04:45 PM	55	130	23		208	103	38	33	32		103	78	29	203	78		310	310	64	29	29		153	774
05:00 PM	50	142	14		206	144	64	47	33		144	80	26	220	80		326	326	55	35	35		152	828
Total Volume	155	477	98		730	394	142	141	111		394	218	139	835	218		1192	1192	275	226	163		664	2980
% App. Total	21.2	65.3	13.4		13.4	28.2	36	35.8	28.2		28.2	18.3	11.7	70.1	18.3		91.4	91.4	41.4	34	24.5		617	900
PHF	.705	.840	.766		.877	.841	.555	.750	.841		.684	.681	.668	.904	.681		.914	.914	.859	.856	.617		.783	.900

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM



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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			04:30 PM			04:15 PM			04:15 PM				
+0 mins.	37	124	29	190	20	28	33	81	52	231	20	303	80	212
+15 mins.	55	130	23	208	38	33	32	103	32	181	40	253	73	147
+30 mins.	50	142	14	206	64	47	33	144	29	203	78	310	60	153
+45 mins.	14	116	13	143	47	38	27	112	26	220	80	326	62	152
Total Volume	156	512	79	747	169	146	125	440	139	835	218	1192	275	664
% App. Total	20.9	68.5	10.6	.898	38.4	33.2	28.4	.764	11.7	70.1	18.3	.914	41.4	24.5
PHF	.709	.901	.681	.898	.660	.777	.947	.764	.668	.904	.681	.914	.859	.617

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File Name : 38_MRV_Lass_Kram_PM
 Site Code : 05120169
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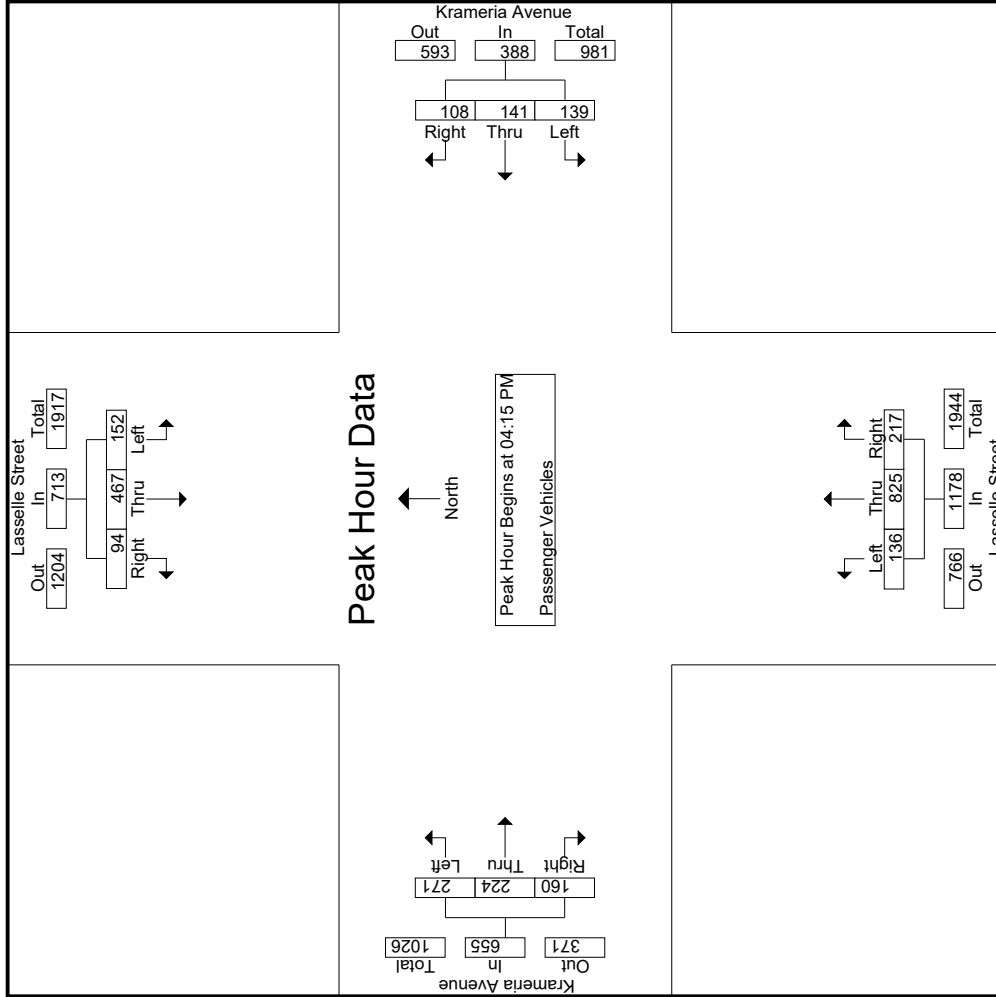
Groups Printed - Passenger Vehicles

Start Time	Lasselle Street Southbound					Krameria Avenue Westbound					Lasselle Street Northbound					Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	13	81	42	20	136	7	25	14	12	46	59	178	15	3	252	53	27	46	22	126	57	560	617	
04:15 PM	12	80	30	10	122	19	33	13	10	65	50	228	20	10	298	79	65	64	36	208	66	693	759	
04:30 PM	36	121	29	6	186	19	28	31	15	78	31	179	40	19	250	71	41	32	19	144	59	658	717	
04:45 PM	54	126	22	2	202	38	33	31	15	102	29	200	77	41	306	60	63	29	17	152	75	762	837	
Total	115	408	123	38	646	83	119	89	52	291	169	785	152	73	1106	263	196	171	94	630	257	2673	2930	
05:00 PM	50	140	13	2	203	63	47	33	15	143	26	218	80	31	324	61	55	35	20	151	68	821	889	
05:15 PM	14	113	12	4	139	47	38	26	18	111	16	145	14	9	175	36	12	20	14	68	45	493	538	
05:30 PM	9	98	4	3	111	12	5	9	9	26	16	162	12	3	190	26	3	21	17	50	32	377	409	
05:45 PM	13	132	4	0	149	2	4	4	3	10	12	201	5	2	218	24	4	30	25	58	30	435	465	
Total	86	483	33	9	602	124	94	72	45	290	70	726	111	45	907	147	74	106	76	327	175	2126	2301	
Grand Total	201	891	156	47	1248	207	213	161	97	581	239	1511	263	118	2013	410	270	277	170	957	432	4799	5231	
Approch %	16.1	71.4	12.5			35.6	36.7	27.7			11.9	75.1	13.1			42.8	28.2	28.9			8.3	91.7		
Total %	4.2	18.6	3.3		26	4.3	4.4	3.4		12.1	5	31.5	5.5		41.9	8.5	5.6	5.8		19.9				
Start Time	Lasselle Street Southbound					Krameria Avenue Westbound					Lasselle Street Northbound					Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 04:15 PM																								
04:15 PM	12	80	30		122	19	33	13		65	50	228	20		298	79	65	64		208	693			
04:30 PM	36	121	29		186	19	28	31		78	31	179	40		250	71	41	32		144	658			
04:45 PM	54	126	22		202	38	33	31		102	29	200	77		306	60	63	29		152	762			
05:00 PM	50	140	13		203	63	47	33		143	26	218	80		324	61	55	35		151	821			
Total Volume	152	467	94		713	139	141	108		388	136	825	217		1178	271	224	160		655	2934			
% App. Total	21.3	65.5	13.2			35.8	36.3	27.8			11.5	70	18.4			41.4	34.2	24.4						
PHF	.704	.834	.783		.878	.552	.750	.818		.678	.680	.905	.678		.909	.858	.862	.625		.787	.893			

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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Moreno Valley
 N/S: Lasselle Street
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File Name : 38_MRV_Lass_Kram_PM
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 Start Date : 3/11/2020
 Page No : 3

Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM			
+0 mins.	12	80	30	19	33	13	65	20	298	79	65	64	208
+15 mins.	36	121	29	19	28	31	78	40	250	71	41	32	144
+30 mins.	54	126	22	38	33	31	102	77	306	60	63	29	152
+45 mins.	50	140	13	63	47	33	143	80	324	61	55	35	151
Total Volume	152	467	94	139	141	108	388	217	1178	271	224	160	655
% App. Total	21.3	65.5	13.2	35.8	36.3	27.8	11.5	70	18.4	41.4	34.2	24.4	62.5
PHF	.704	.834	.783	.552	.750	.818	.678	.905	.678	.858	.862	.625	.787

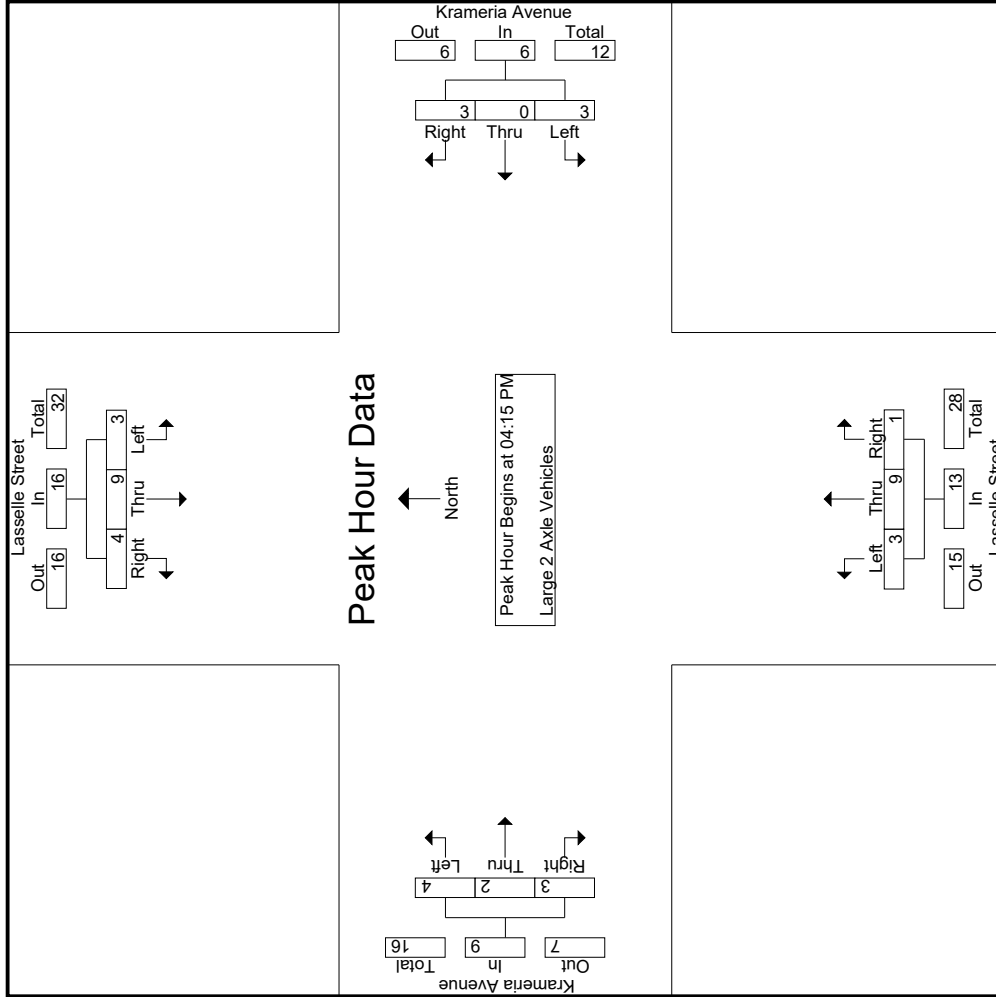
Groups Printed - Large 2 Axle Vehicles

Start Time	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	4	0	0	0	0	0	0	1	3	0	0	3	0	0	0	3	0	13	13
04:15 PM	1	1	2	0	1	0	0	0	2	3	0	0	4	1	2	2	4	2	14	16
04:30 PM	1	3	0	0	1	0	0	0	1	2	0	0	3	2	0	1	3	1	13	14
04:45 PM	1	4	1	0	0	1	0	0	0	2	1	0	3	0	1	0	1	0	11	11
Total	5	12	3	0	2	0	3	0	4	10	1	0	15	6	2	3	11	3	51	54
05:00 PM	0	1	1	0	1	0	0	0	0	2	0	0	2	1	0	0	1	0	6	6
05:15 PM	0	3	1	1	1	0	1	1	1	2	0	0	3	1	0	2	3	3	11	14
05:30 PM	0	0	1	1	0	0	0	0	2	3	0	0	5	2	0	1	3	2	9	11
05:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	1	4	4	2	1	1	1	1	3	7	0	0	10	5	0	3	8	5	29	34
Grand Total	6	16	7	2	3	0	4	1	7	17	1	0	25	11	2	6	19	8	80	88
Approch %	20.7	55.2	24.1		42.9	0	57.1		28	68	4		31.2	57.9	10.5	31.6	23.8	9.1	90.9	
Total %	7.5	20	8.8		3.8	0	5		8.8	21.2	1.2			13.8	2.5	7.5				

3.1-1064

Start Time	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	1	1	1	2	4	1	0	0	1	3	0	0	3	0	0	0	1	2	4	14
04:30 PM	1	3	0	0	1	0	0	0	3	1	2	0	0	0	1	0	1	1	3	13
04:45 PM	1	4	1	1	0	0	1	1	0	2	0	0	1	0	0	0	1	0	11	11
05:00 PM	0	1	1	1	2	1	0	0	1	0	0	0	2	1	0	0	0	0	6	6
Total Volume	3	9	3	4	16	3	0	3	6	3	9	1	13	4	2	3	9		44	44
% App. Total	18.8	56.2	25		50	0	50		23.1	69.2	7.7		44.4	22.2	33.3					
PHF	.750	.563	.500	.667	.750	.000	.375	.500	.650	.250	.500	.375	.500	.500	.375	.563				.786

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



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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:15 PM			04:15 PM			04:15 PM			04:15 PM				
+0 mins.	1	1	2	4	1	0	0	1	3	0	5	1	2	4
+15 mins.	1	3	0	4	1	0	2	3	2	0	3	2	0	3
+30 mins.	1	4	1	6	0	0	1	1	0	1	3	0	1	1
+45 mins.	0	1	1	2	1	0	0	1	0	0	2	1	0	1
Total Volume	3	9	4	16	3	0	3	6	9	1	13	4	2	9
% App. Total	18.8	56.2	25	66.7	50	0	50	23.1	69.2	7.7	65.0	44.4	22.2	33.3
PHF	.750	.563	.500	.667	.750	.000	.375	.500	.375	.250	.650	.500	.500	.375

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City of Moreno Valley
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 Weather: Clear

File Name : 38_MRV_Lass_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - 3 Axle Vehicles

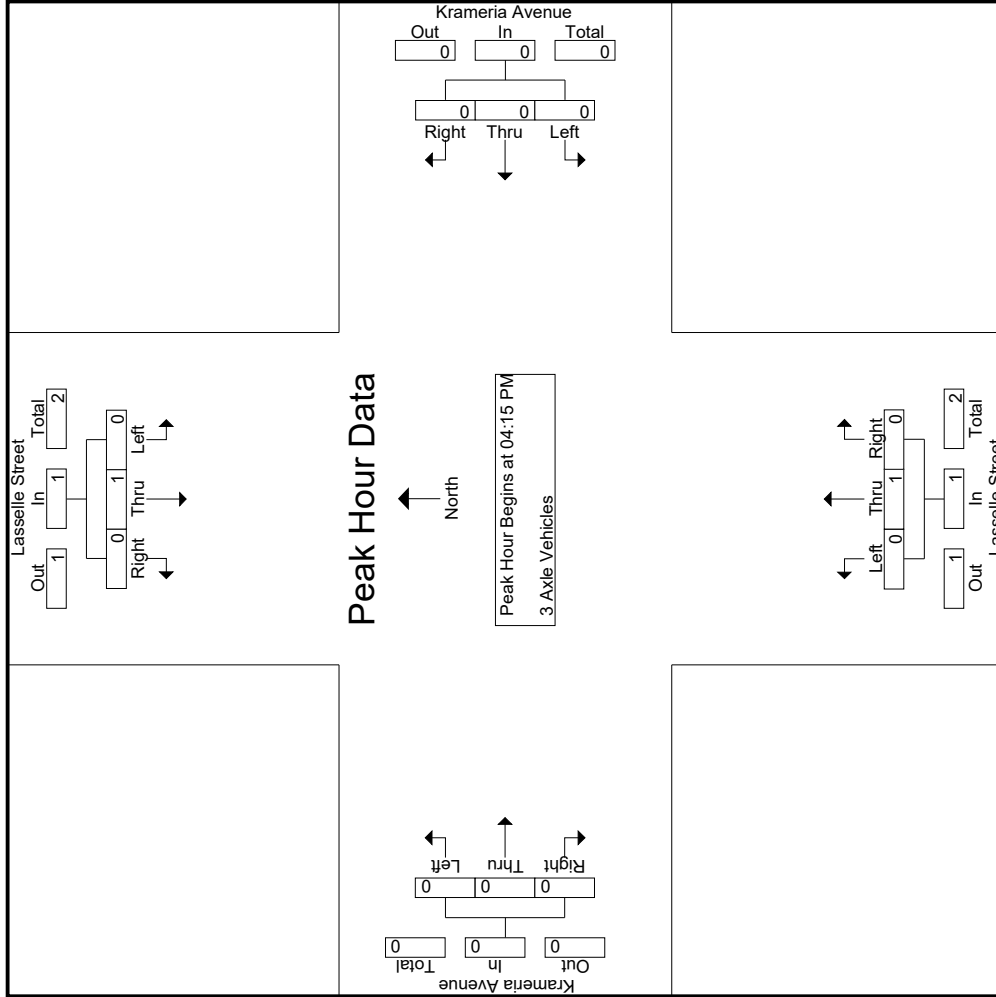
Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Approch %	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
Total %	0	33.3	0	0	33.3	0	0	0	0	66.7	0	0	0	0	66.7	0	0	100

Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.500

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City of Moreno Valley
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City of Moreno Valley
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File Name : 38_MRV_Lass_Kram_PM
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 Page No : 3

Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	1	0	0	0	0
+45 mins.	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	0	0	1	0	0	0	0
% App. Total	0	100	0	0	0	0	0	100	0	0	0	0
PHF	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000
	.250			.000			.250			.000		

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

City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
Approch %	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	100	100
Total %	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	100	100

3.1-1070

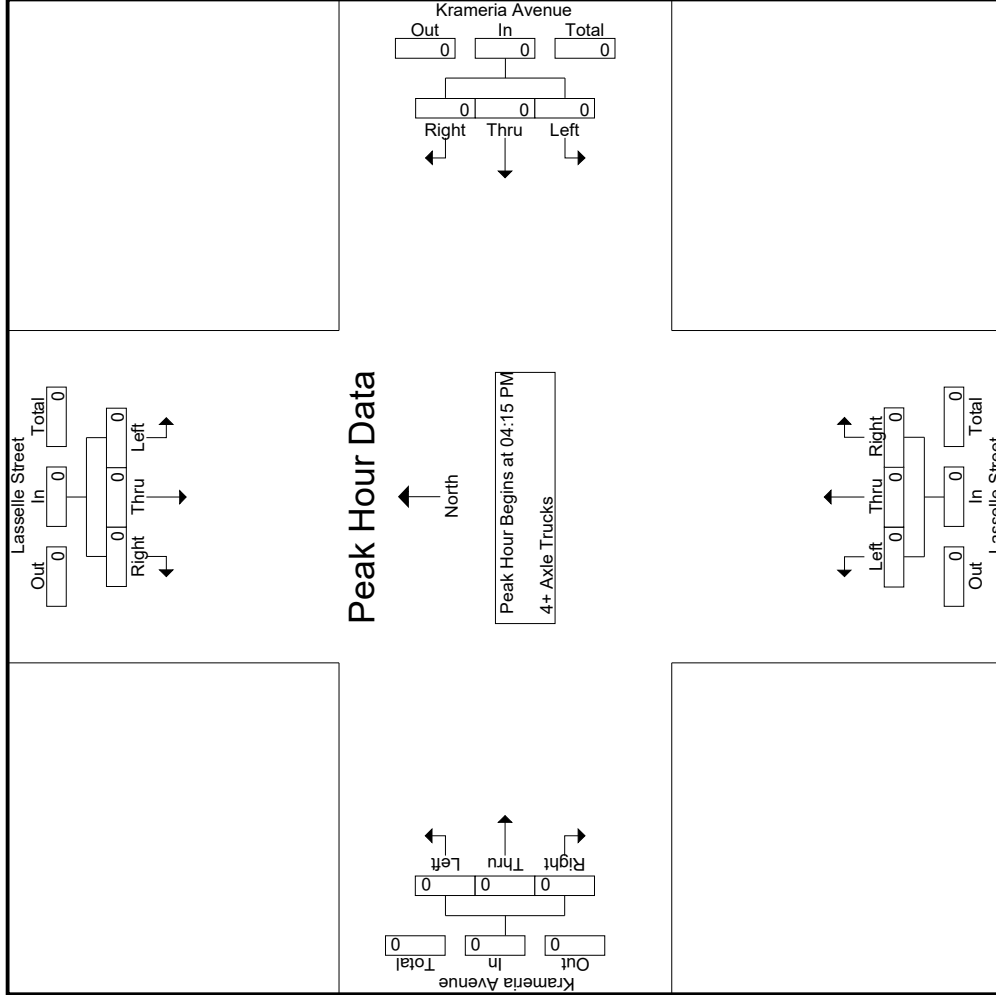
Start Time	Lasselle Street Southbound			Krameria Avenue Westbound			Lasselle Street Northbound			Krameria Avenue Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

Counts Unlimited
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City of Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue
 Weather: Clear

File Name : 38_MRV_Lass_Kram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Location: Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Lasselle Street	East Leg Krameria Avenue	South Leg Lasselle Street	West Leg Krameria Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	6	6	0	1	13
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	0	2
7:45 AM	0	0	1	0	1
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	2	2
8:30 AM	1	1	2	0	4
8:45 AM	0	0	2	0	2
TOTAL VOLUMES:	8	7	7	3	25

	North Leg Lasselle Street	East Leg Krameria Avenue	South Leg Lasselle Street	West Leg Krameria Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	5	1	6
4:30 PM	2	0	1	2	5
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	1	1	0	0	2
5:30 PM	0	0	3	1	4
5:45 PM	0	0	0	2	2
TOTAL VOLUMES:	3	2	9	6	20

Location: Moreno Valley
 N/S: Lasselle Street
 E/W: Krameria Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Lasselle Street			Westbound Krameria Avenue			Northbound Lasselle Street			Eastbound Krameria Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	3
TOTAL VOLUMES:	0	1	0	0	1	0	1	1	0	0	1	2	7

	Southbound Lasselle Street			Westbound Krameria Avenue			Northbound Lasselle Street			Eastbound Krameria Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

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

City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 39_PER_Evans_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

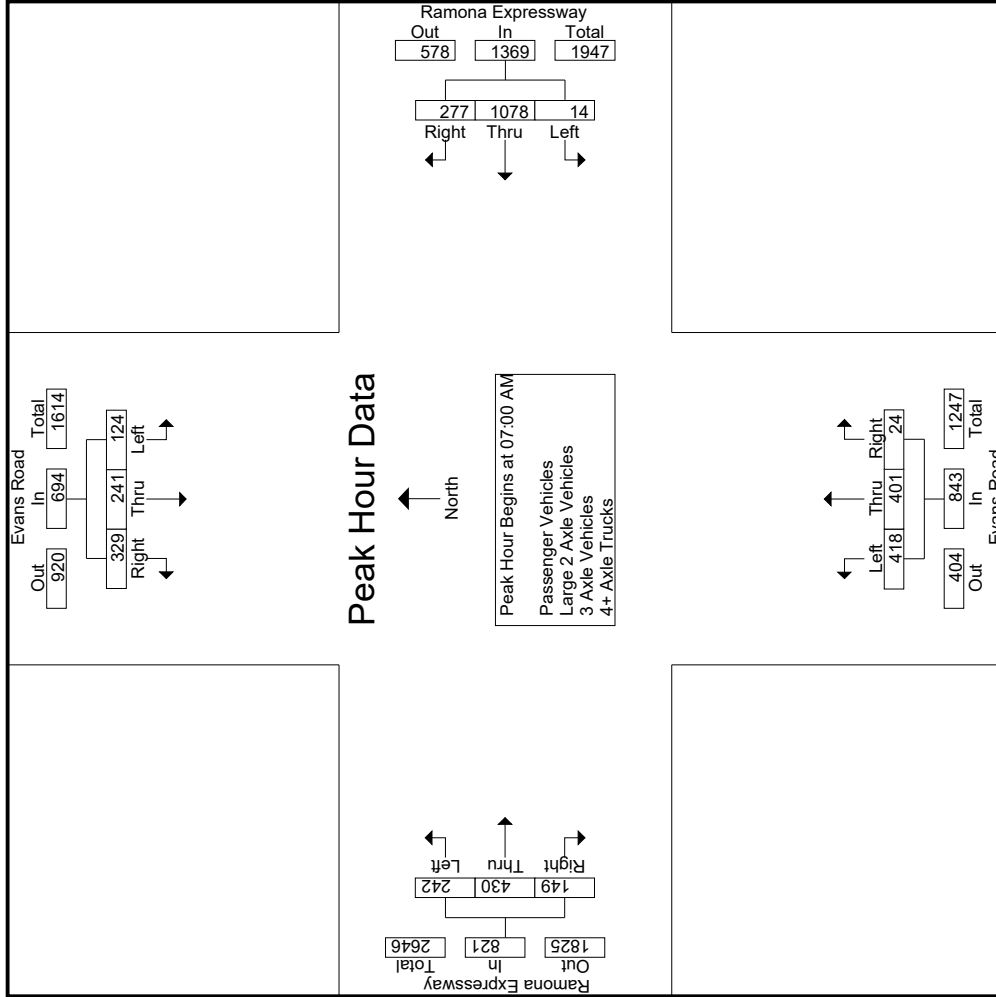
Start Time	Evans Road Southbound						Ramona Expressway Westbound						Evans Road Northbound						Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	31	34	89	50	154	4	258	60	28	322	102	101	7	6	210	36	111	31	1	178	85	864	864			
07:15 AM	31	68	81	37	180	3	260	72	43	335	117	100	6	5	223	56	87	34	0	177	85	915	915			
07:30 AM	39	63	77	36	179	2	278	62	29	342	102	108	8	4	218	71	109	41	0	221	69	960	960			
07:45 AM	23	76	82	39	181	5	282	83	28	370	97	92	3	3	192	79	123	43	0	245	70	988	988			
Total	124	241	329	162	694	14	1078	277	128	1369	418	401	24	18	843	242	430	149	1	821	309	3727	3727			
08:00 AM	40	43	92	46	175	2	229	60	37	291	98	83	6	4	187	46	101	40	0	187	87	840	840			
08:15 AM	34	61	73	41	168	3	223	40	19	266	48	68	1	1	117	54	105	38	0	197	61	748	748			
08:30 AM	25	37	62	40	124	6	171	50	31	227	66	65	1	0	132	50	72	32	0	154	71	637	637			
08:45 AM	18	47	59	37	124	2	172	44	27	218	53	64	2	1	119	67	96	40	0	203	65	664	664			
Total	117	188	286	164	591	13	795	194	114	1002	265	280	10	6	555	217	374	150	0	741	284	2889	2889			
Grand Total	241	429	615	326	1285	27	1873	471	242	2371	683	681	34	24	1398	459	804	299	1	1562	593	6616	6616			
Approch %	18.8	33.4	47.9			1.1	79	19.9			48.9	48.7	2.4			29.4	51.5	19.1								
Total %	3.6	6.5	9.3		19.4	0.4	28.3	7.1		35.8	10.3	10.3	0.5		21.1	6.9	12.2	4.5		23.6	8.2	91.8				
Passenger Vehicles	237	419	604		1582	27	1830	468		2565	672	670	31		1394	448	753	296		1498	0	0	0		0	7039
Large 2 Axle Vehicles	98.3	97.7	98.2	98.8	98.2	100	97.7	99.4	99.2	98.2	98.4	98.4	91.2	87.5	98	97.6	93.7	99	100	95.8	0	0	0		0	97.6
3 Axle Vehicles	4	10	9		27	0	24	3		29	7	11	3		24	9	30	3		42	0	0	0		0	122
4+ Axle Trucks	1.7	2.3	1.5	1.2	1.7	0	1.3	0.6	0.8	1.1	1	1.6	8.8	12.5	1.7	2	3.7	1		2.7	0	0	0		0	1.7
% 3 Axle Vehicles	0	0	1		1	0	5	0		5	3	0	0		3	1	7	0		8	0	0	0		0	17
% 4+ Axle Trucks	0	0	0.2	0	0.1	0	0.3	0	0	0.2	0.4	0	0	0	0.2	0.2	0.9	0	0	0.5	0	0	0		0	0.2
% 4+ Axle Trucks	0	0	1		1	0	14	0		14	1	0	0		1	1	14	0		15	0	0	0		0	31
% 4+ Axle Trucks	0	0	0.2	0	0.1	0	0.7	0	0	0.5	0.1	0	0	0	0.1	0.2	1.7	0	0	1	0	0	0		0	0.4

Start Time	Evans Road Southbound						Ramona Expressway Westbound						Evans Road Northbound						Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	31	34	89		154	4	258	60		322	102	101	7		210	36	111	31		178	85	864	864			
07:15 AM	31	68	81		180	3	260	72		335	117	100	6		223	56	87	34		177	85	915	915			
07:30 AM	39	63	77		179	2	278	62		342	102	108	8		218	71	109	41		221	69	960	960			
07:45 AM	23	76	82		181	5	282	83		370	97	92	3		192	79	123	43		245	70	988	988			
Total	124	241	329		694	14	1078	277		1369	418	401	24		843	242	430	149		821	309	3727	3727			
08:00 AM	40	43	92		175	2	229	60		291	98	83	6		187	46	101	40		187	87	840	840			
08:15 AM	34	61	73		168	3	223	40		266	48	68	1		117	54	105	38		197	61	748	748			
08:30 AM	25	37	62		124	6	171	50		227	66	65	1		132	50	72	32		154	71	637	637			
08:45 AM	18	47	59		124	2	172	44		218	53	64	2		119	67	96	40		203	65	664	664			
Total	117	188	286		591	13	795	194		1002	265	280	10		555	217	374	150		741	284	2889	2889			
Grand Total	241	429	615		1285	27	1873	471		2371	683	681	34		1398	459	804	299		1562	593	6616	6616			
Approch %	18.8	33.4	47.9			1.1	79	19.9			48.9	48.7	2.4			29.4	51.5	19.1								
Total %	3.6	6.5	9.3		19.4	0.4	28.3	7.1		35.8	10.3	10.3	0.5		21.1	6.9	12.2	4.5		23.6	8.2	91.8				
Passenger Vehicles	237	419	604		1582	27	1830	468		2565	672	670	31		1394	448	753	296		1498	0	0	0		0	7039
Large 2 Axle Vehicles	98.3	97.7	98.2	98.8	98.2	100	97.7	99.4	99.2	98.2	98.4	98.4	91.2	87.5	98	97.6	93.7	99	100	95.8	0	0	0		0	97.6
3 Axle Vehicles	4	10	9		27	0	24	3		29	7	11	3		24	9	30	3		42	0	0	0		0	122
4+ Axle Trucks	1.7	2.3	1.5	1.2	1.7	0	1.3	0.6	0.8	1.1	1	1.6	8.8	12.5	1.7	2	3.7	1		2.7	0	0	0		0	1.7
% 3 Axle Vehicles	0	0	1		1	0	5	0		5	3	0	0		3	1	7	0		8	0	0	0		0	17
% 4+ Axle Trucks	0	0	0.2	0	0.1	0	0.3	0	0	0.2	0.4	0	0	0	0.2	0.2	0.9	0	0	0.5	0	0	0		0	0.2
% 4+ Axle Trucks	0	0	1		1	0	14	0		14	1	0	0		1	1	14	0		15	0	0	0		0	31
% 4+ Axle Trucks	0	0	0.2	0	0.1	0	0.7	0	0	0.5	0.1	0	0	0	0.1	0.2	1.7	0	0	1	0	0	0		0	0.4

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

Peak Hour for Entire Intersection Begins at 07:00 AM

Start Time	Evans Road Southbound						Ramona Expressway Westbound						Evans Road Northbound						Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	31	34	89		154	4	258	60		322	102	101	7		210	36	111	31		178	85	864	864			
07:15 AM	31	68	81		180	3	260	72		335	117	100	6		223	56	87	34		177	85	915	915			
07:30 AM	39	63	77		179	2	278	62		342	102	108	8		218	71	109	41		221	69	960	960			
07:45 AM	23	76	82		181	5	282	83		370	97	92	3		192	79	123	43		245	70	988	988			
Total	124	241	329		694	14	1078	277		1369	418	401	24		843	242	430	149		821	309	3727	3727			
% App. Total	17.9	34.7	47.4			1	78.7	20.2			49.6	47.6	2.8			29.5	52.4	18.1			29.5	52.4	18.1			
PHF	.795	.793	.924		.959	.700	.956	.834		.925	.893	.928	.750		.945	.766	.874	.866		.838	.766	.874	.866		.838	.943



Counts Unlimited
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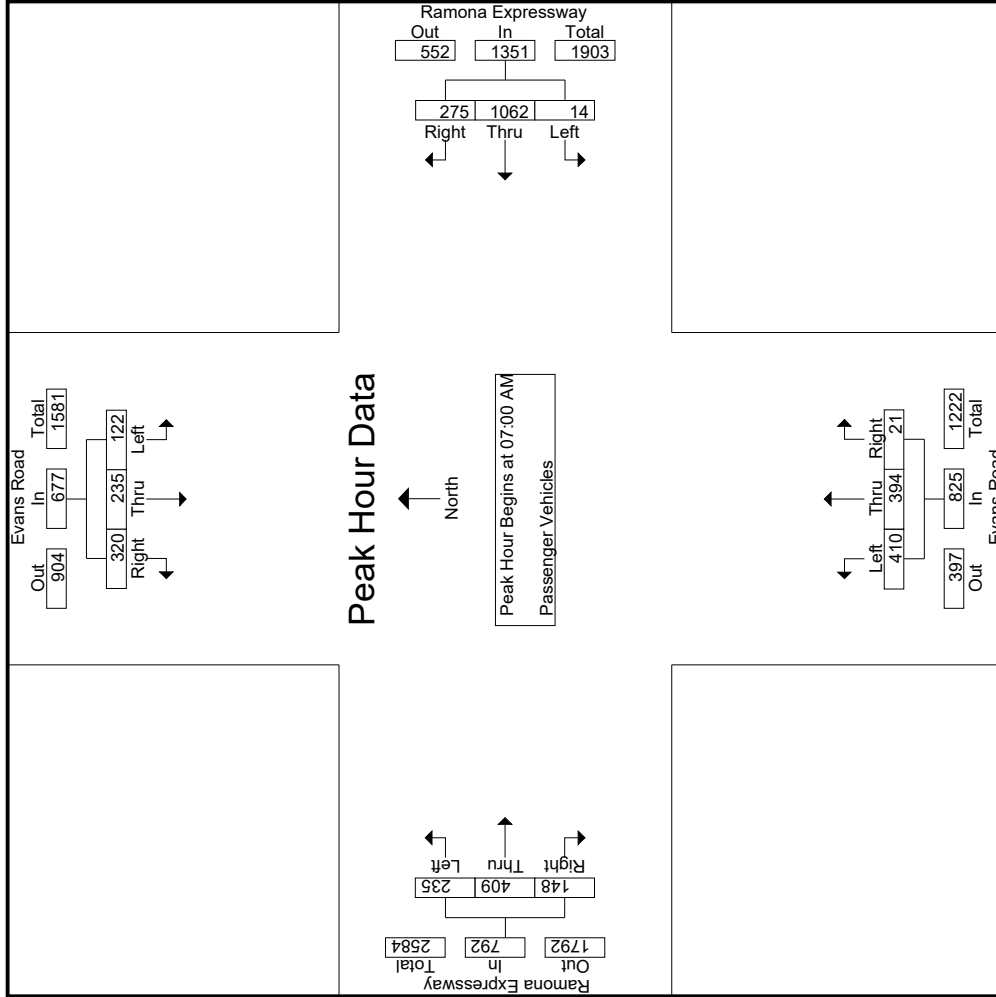
City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 39_PER_Evans_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Ramona Expressway Westbound			Evans Road Northbound			Ramona Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:15 AM			07:00 AM			07:00 AM			07:30 AM				
+0 mins.	31	68	81	4	258	60	322	101	7	210	71	109	41	221
+15 mins.	39	63	77	3	260	72	335	100	6	223	79	123	43	245
+30 mins.	23	76	82	2	278	62	342	108	8	218	46	101	40	187
+45 mins.	40	43	92	5	282	83	370	92	3	192	54	105	38	197
Total Volume	133	250	332	14	1078	277	1369	401	24	843	250	438	162	850
% App. Total	18.6	35	46.4	1	78.7	20.2	49.6	47.6	2.8	29.4	51.5	19.1		
PHF	.831	.822	.902	.700	.956	.834	.925	.928	.750	.945	.791	.890	.942	.867

Groups Printed- Passenger Vehicles

Start Time	Evans Road Southbound						Ramona Expressway Westbound						Evans Road Northbound						Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	31	31	89	50	151		4	255	60	28	319		100	99	4	3	203		35	105	31	1	171	
07:15 AM	31	67	80	37	178		3	254	71	42	328		114	96	6	5	216		54	86	34	0	174	
07:30 AM	39	62	72	33	173		2	274	62	29	338		101	107	8	4	216		69	107	40	0	216	
07:45 AM	21	75	79	38	175		5	279	82	28	366		95	92	3	3	190		77	111	43	0	231	
Total	122	235	320	158	677		14	1062	275	127	1351		410	394	21	15	825		235	409	148	1	792	
08:00 AM	40	43	91	46	174		2	223	60	37	285		97	82	6	4	185		45	98	39	0	182	
08:15 AM	32	59	72	41	163		3	217	40	19	260		47	67	1	1	115		52	96	37	0	185	
08:30 AM	25	35	62	40	122		6	160	50	31	216		66	63	1	0	130		49	62	32	0	143	
08:45 AM	18	47	59	37	124		2	168	43	26	213		52	64	2	1	118		67	88	40	0	195	
Total	115	184	284	164	583		13	768	193	113	974		262	276	10	6	548		213	344	148	0	705	
Grand Total	237	419	604	322	1260		27	1830	468	240	2325		672	670	31	21	1373		448	753	296	1	1497	
Approch %	18.8	33.3	47.9				1.2	78.7	20.1				48.9	48.8	2.3				29.9	50.3	19.8			
Total %	3.7	6.5	9.4		19.5		0.4	28.4	7.3		36		10.4	10.4	0.5		21.3		6.9	11.7	4.6		23.2	
Start Time	Evans Road Southbound						Ramona Expressway Westbound						Evans Road Northbound						Ramona Expressway Eastbound					
07:00 AM	31	31	89	50	151		4	255	60	28	319		100	99	4	3	203		35	105	31	1	171	
07:15 AM	31	67	80	37	178		3	254	71	42	328		114	96	6	5	216		54	86	34	0	174	
07:30 AM	39	62	72	33	173		2	274	62	29	338		101	107	8	4	216		69	107	40	0	216	
07:45 AM	21	75	79	38	175		5	279	82	28	366		95	92	3	3	190		77	111	43	0	231	
Total Volume	122	235	320	158	677		14	1062	275	127	1351		410	394	21	15	825		235	409	148	1	792	
% App. Total	18	34.7	47.3				1	78.6	20.4				49.7	47.8	2.5				29.7	51.6	18.7			
PHF	.782	.783	.899	.899	.951		.700	.952	.838		.923		.899	.921	.656		.955		.763	.921	.860		.857	



Counts Unlimited
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City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 39_PER_Evans_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Ramona Expressway Westbound			Evans Road Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:00 AM			07:00 AM				
+0 mins.	31	31	89	4	255	60	319	99	4	203	35	105	31	171
+15 mins.	31	67	178	3	254	71	328	96	6	216	54	86	34	174
+30 mins.	39	62	72	2	274	62	338	107	8	216	69	107	40	216
+45 mins.	21	75	79	5	279	82	366	92	3	190	77	111	43	231
Total Volume	122	235	320	14	1062	275	1351	394	21	825	235	409	148	792
% App. Total	18	34.7	47.3	1	78.6	20.4	49.7	47.8	2.5	29.7	29.7	51.6	18.7	85.7
PHF	.782	.763	.899	.700	.952	.838	.923	.921	.656	.955	.763	.921	.860	.857

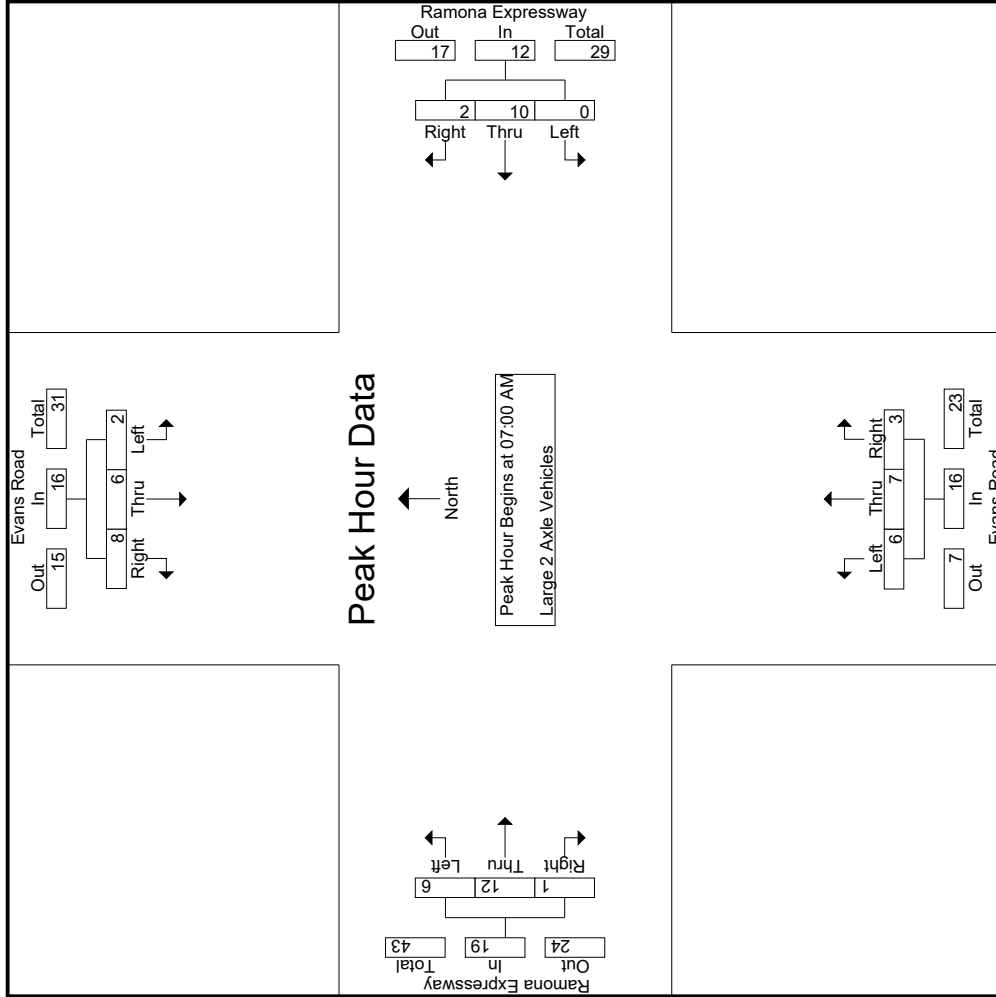
Groups Printed - Large 2 Axle Vehicles

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound									
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	0	3	0	0	0	3	0	0	3	1	2	3	3	6	1	5	0	0	6	3	18	21
07:15 AM	0	1	1	0	2	0	3	1	4	2	4	0	0	6	2	0	0	0	2	1	14	15
07:30 AM	0	1	4	3	0	2	0	0	2	1	1	0	0	2	1	1	1	0	3	3	12	15
07:45 AM	2	1	3	1	6	0	2	1	3	2	0	0	0	2	2	6	0	0	8	1	19	20
Total	2	6	8	4	16	0	10	2	12	6	7	3	3	16	6	12	1	0	19	8	63	71
08:00 AM	0	0	1	0	1	0	6	0	6	1	1	0	0	2	1	1	1	0	3	0	12	12
08:15 AM	2	2	0	0	4	0	4	0	4	0	1	0	0	1	2	5	1	0	8	0	17	17
08:30 AM	0	2	0	0	2	0	3	0	3	0	2	0	0	2	0	7	0	0	7	0	14	14
08:45 AM	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	5	0	0	5	1	7	8
Total	2	4	1	0	7	0	14	1	15	1	4	0	0	5	3	18	2	0	23	1	50	51
Grand Total	4	10	9	4	23	0	24	3	27	7	11	3	3	21	9	30	3	0	42	9	113	122
Approch %	17.4	43.5	39.1			0	88.9	11.1		33.3	52.4	14.3		18.6	21.4	71.4	7.1		37.2	7.4	92.6	
Total %	3.5	8.8	8		20.4	0	21.2	2.7	23.9	6.2	9.7	2.7			8	26.5	2.7					

3 1-1081

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound									
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	0	3	0	0	0	3	0	0	3	1	2	3	3	6	1	5	0	0	6	3	18	21
07:15 AM	0	1	1	0	2	0	3	1	4	2	4	0	0	6	2	0	0	0	2	1	14	15
07:30 AM	0	1	4	3	0	2	0	0	2	1	1	0	0	2	1	1	1	0	3	3	12	15
07:45 AM	2	1	3	1	6	0	2	1	3	2	0	0	0	2	2	6	0	0	8	1	19	20
Total Volume	2	6	8	4	16	0	10	2	12	6	7	3	3	16	6	12	1	0	19	8	63	71
% App. Total	12.5	37.5	50			0	83.3	16.7		37.5	43.8	18.8		5.3	31.6	63.2	5.3					
PHF	.250	.500	.500		.667	.000	.833	.500	.750	.750	.438	.250		.594	.750	.500	.250		.594			.829

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



Counts Unlimited
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City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 39_PER_Evans_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Ramona Expressway Westbound			Evans Road Northbound			Ramona Expressway Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	3	0	0	3	0	3	2	3	6	1	5
+15 mins.	0	1	1	0	4	1	4	4	0	6	2	0
+30 mins.	0	1	4	0	2	0	2	1	0	2	1	1
+45 mins.	2	1	3	0	2	1	3	0	0	2	2	6
Total Volume	2	6	8	0	10	2	12	7	3	16	6	12
% App. Total	12.5	37.5	50	0	83.3	16.7	75.0	43.8	18.8	31.6	31.6	63.2
PHF	.250	.500	.500	.000	.833	.500	.750	.438	.250	.667	.750	.500

Groups Printed- 3 Axle Vehicles

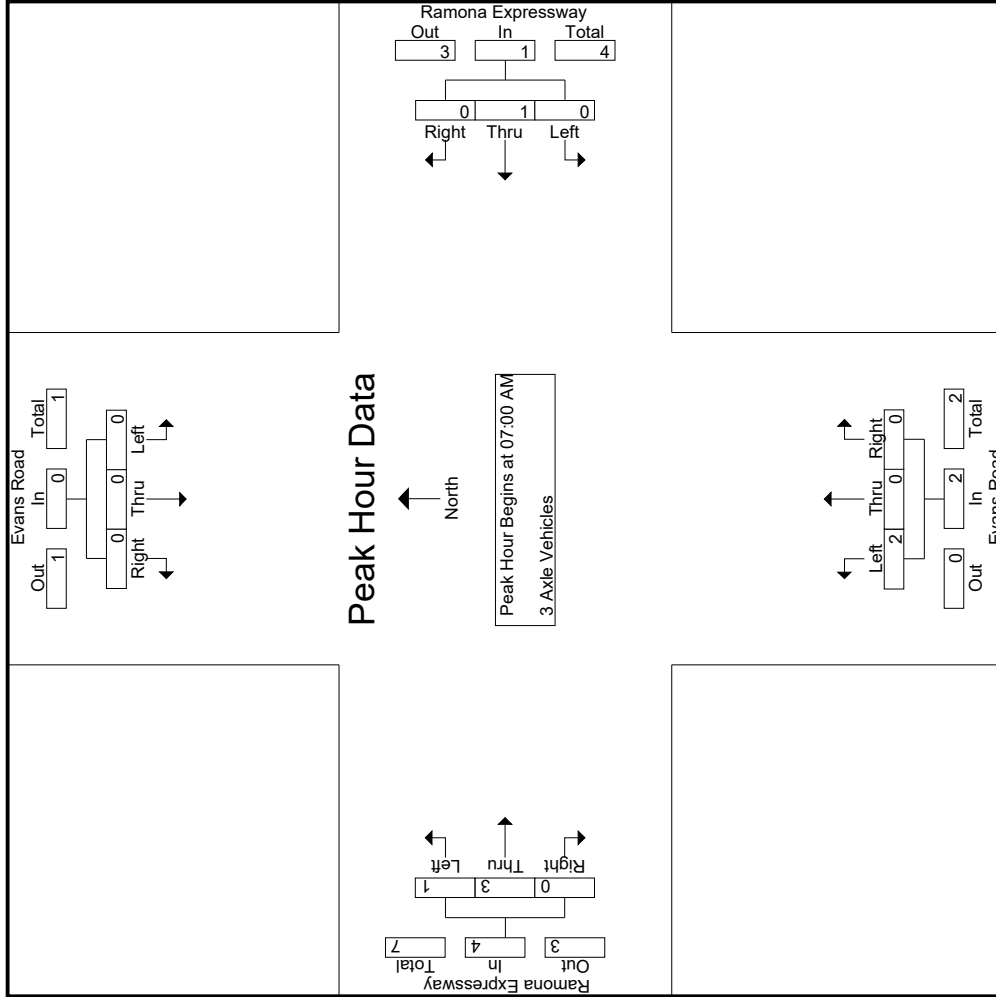
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total	Inclu. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	0	0	4
Total	0	0	0	0	0	1	0	0	2	0	0	0	1	3	0	0	4	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	3
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	2	0	0	4
08:45 AM	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	1	0	0	3
Total	0	0	1	0	0	4	0	0	1	0	0	0	0	4	0	0	4	0	0	10
Grand Total	0	0	1	0	0	5	0	0	3	0	0	0	1	7	0	0	8	0	0	17
Approch %	0	0	100		0	100	0		100	0	0		12.5	87.5	0		0	0	0	100
Total %	0	0	5.9		0	29.4	0		17.6	0	0		5.9	41.2	0		47.1	0	0	100

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total	Inclu. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	0	0	4
Total Volume	0	0	0	0	0	0	0	0	2	0	0	0	2	1	3	0	4	0	0	7
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	25	75	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.500	.000	.000	.000	.250	.250	.000	.000	.333	.000	.438	

Counts Unlimited
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City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 39_PER_Evans_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Evans Road
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File Name : 39_PER_Evans_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Ramona Expressway Westbound			Evans Road Northbound			Ramona Expressway Eastbound			Int. Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	App. Total	App. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	
				.000	.250	.250	.000	.250	.000	.500	.250	.000	.250	.000	.333	

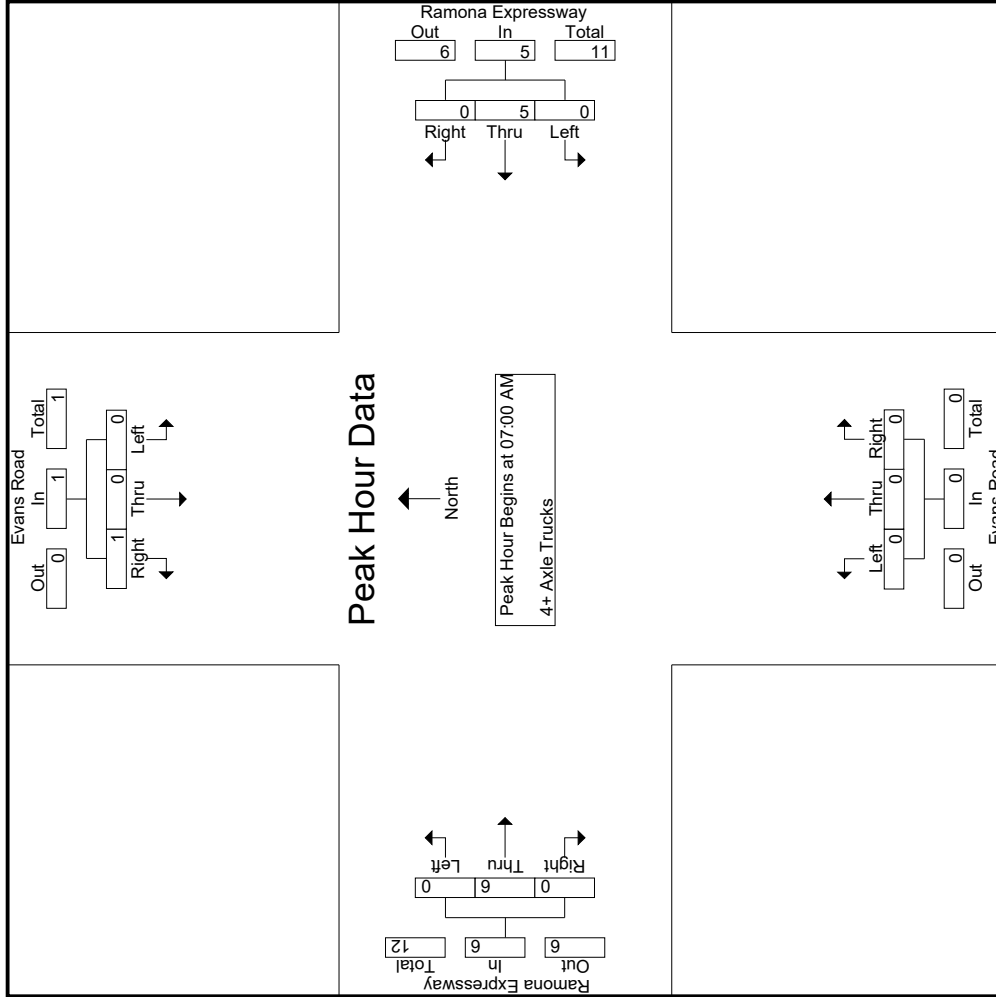
Groups Printed- 4+ Axle Trucks

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	3	0	0	0	0	3	0	0	0	0	1	0	4
07:30 AM	0	0	1	0	2	0	0	0	0	2	0	0	0	0	1	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	1	0	5	0	0	0	0	5	0	0	0	0	6	0	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
08:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	0	5
08:30 AM	0	0	0	0	6	0	0	0	0	6	0	0	0	0	1	0	8
08:45 AM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	4
Total	0	0	0	0	9	0	0	0	0	9	1	0	0	0	8	0	19
Grand Total	0	0	1	0	14	0	0	0	0	14	1	0	0	0	15	0	31
Approch %	0	0	100	0	100	0	0	0	0	100	0	0	0	0	6.7	93.3	0
Total %	0	0	3.2	0	45.2	0	0	0	0	45.2	3.2	0	0	0	3.2	45.2	0
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound				
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	3	0	0	0	0	3	0	0	0	0	1	0	1
07:30 AM	0	0	1	0	2	0	0	0	0	2	0	0	0	0	1	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Total Volume	0	0	1	0	5	0	0	0	0	5	0	0	0	0	6	0	12
% App. Total	0	0	100	0	100	0	0	0	0	100	0	0	0	0	100	0	100
PHF	.000	.000	.250	.250	.000	.417	.000	.000	.000	.417	.000	.000	.000	.000	.500	.000	.750

Counts Unlimited
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City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 39_PER_Evans_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 39_PER_Evans_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Ramona Expressway Westbound			Evans Road Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:00 AM			07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	3	0	0	0	0	0	0	0	0	1
+30 mins.	0	0	1	0	2	0	0	0	0	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Total Volume	0	0	1	0	5	0	0	0	0	0	0	6	0	6
% App. Total	0	0	100	0	100	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.250	.000	.417	.000	.417	.000	.000	.000	.000	.500	.000	.500

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File Name : 39_PER_Evans_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

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

Start Time	Evans Road Southbound										Evans Road Northbound										Ramona Expressway Westbound										Ramona Expressway Eastbound																	
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	71	116	82	51	269	3	129	54	34	186	39	87	3	2	129	91	185	87	0	363	87	947	1034	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	54	100	88	37	242	3	146	36	27	185	36	57	3	1	96	86	197	93	0	376	65	899	964	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	30	96	72	32	198	6	156	41	27	203	72	86	3	1	161	73	225	74	0	372	60	934	994	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	62	133	79	40	274	3	149	44	24	196	55	89	2	2	146	98	259	102	0	459	66	1075	1141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	217	445	321	160	983	15	580	175	112	770	202	319	11	6	532	348	866	366	0	1570	278	3855	4133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	49	107	94	51	250	5	145	45	24	195	60	72	1	1	133	109	265	103	0	477	76	1055	1131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	67	150	87	43	304	4	123	49	15	176	51	84	2	0	137	84	262	92	0	438	58	1055	1113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	69	130	66	37	265	4	137	57	42	198	41	74	2	0	117	103	208	123	0	434	79	1014	1093	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	49	113	78	41	240	4	131	44	26	179	44	88	9	4	141	113	222	111	0	446	71	1006	1077	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	234	500	325	172	1059	17	536	195	107	748	196	318	14	5	528	409	957	429	0	1795	284	4130	4414	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	451	945	646	332	2042	32	1116	370	219	1518	398	637	25	11	1060	757	1823	785	0	3365	562	7985	8547	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	22.1	46.3	31.6			2.1	73.5	24.4			37.5	60.1	2.4			22.5	54.2	23.3			6.6	93.4																										
Total %	5.6	11.8	8.1			0.4	14	4.6			5	8	0.3			9.5	22.8	9.8			42.1																											
Passenger Vehicles	447	938	635		2349	31	1075	364		1686	386	630	25		1052	751	1784	776		3311	0																											
Large 2 Axle Vehicles	99.1	99.3	98.3	99.1	98.9	96.9	96.3	98.4	98.6	97.1	97	98.9	100	100	98.2	99.2	97.9	98.9	0	98.4	0																											
3 Axle Vehicles	4	7	11		25	0	17	6		26	7	7	0		14	5	21	8		34	0																											
4+ Axle Trucks	0.9	0.7	1.7	0.9	1.1	0	1.5	1.6	1.4	1.5	1.8	1.1	0	0	1.3	0.7	1.2	1		1	0																											
% 3 Axle Vehicles	0	0	0	0	0	1	8	0	0	9	4	0	0	0	4	0	4	0		4	0																											
% 4+ Axle Trucks	0	0	0	0	0	3.1	0.7	0	0	0.5	1	0	0	0	0.4	0	0.2	0		0.1	0																											
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.1	0.1	0.8	0.1		0.5	0																											

Start Time	Evans Road Southbound										Evans Road Northbound										Ramona Expressway Westbound										Ramona Expressway Eastbound												
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:45 PM	62	133	79		274	3	149	44		196	55	89	2		146	98	259	102		459	66	1075	1141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	49	107	94		250	5	145	45		195	60	72	1		133	109	265	103		3365	562	7985	8547	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	67	150	87		265	4	137	57		198	41	74	2		117	103	208	123		434	79	1014	1093	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	69	130	66		265	4	131	44		179	44	88	9		141	113	222	111		446	71	1006	1077	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	49	113	78		240	4	131	44		179	44	88	9		141	113	222	111		446	71	1006	1077	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	247	520	326		1093	16	554	195		765	207	319	7		533	394	994	420		1808	278	3855	4133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	22.6	47.6	29.8		29.8	2.1	72.4	25.5		25.5	38.8	59.8	1.3		55	21.8	55	23.2		23.2	2.8	7.4	3.2		3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PHF	.895	.867	.867		.867	.800	.930	.855		.855	.863	.896	.875		.913	.904	.938	.854		.854	.562	.7985	.8547	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

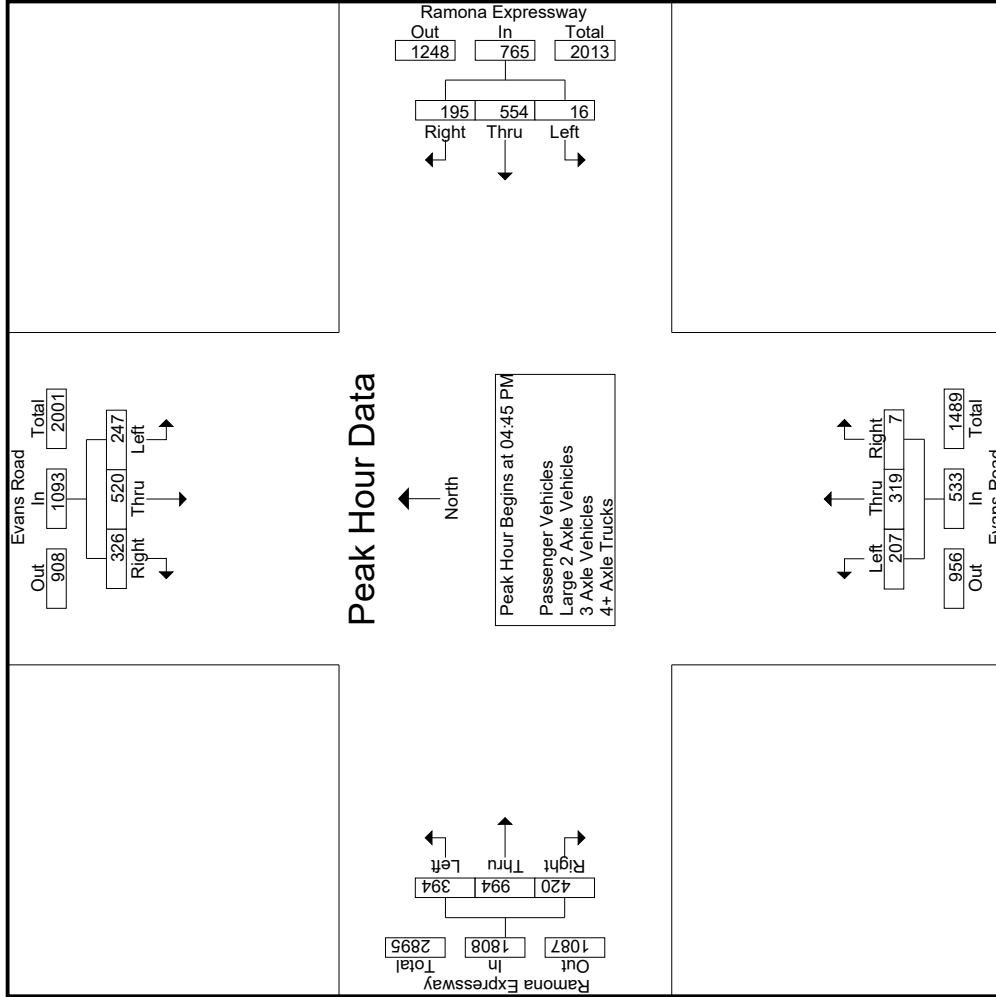
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

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City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 39_PER_Evans_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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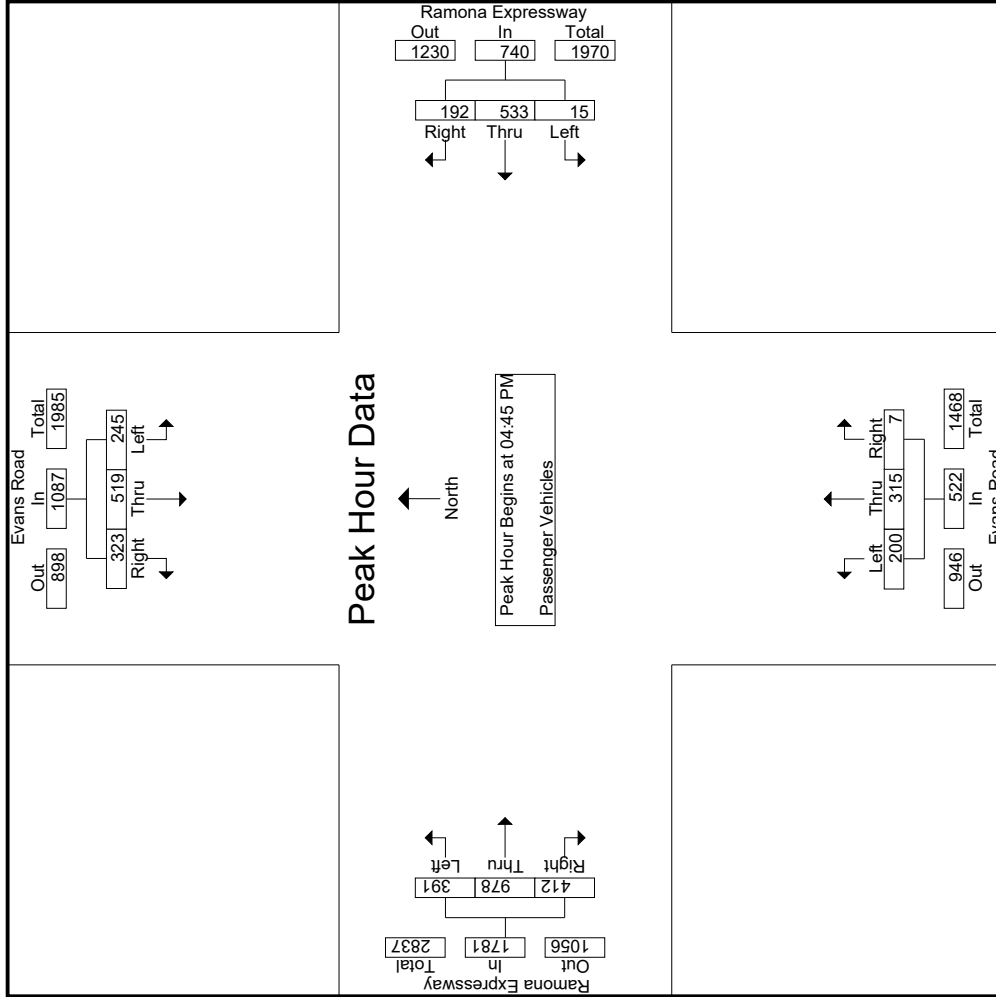
City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 39_PER_Evans_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Evans Road Southbound						Ramona Expressway Westbound						Evans Road Northbound						Ramona Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total						
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total						
04:00 PM	71	115	81	50	267	267	3	120	53	34	176	176	39	85	3	2	127	127	91	184	86	0	361	361	86	931	86	0	1017	1017
04:15 PM	52	98	86	37	236	236	3	140	36	27	179	179	34	57	3	1	94	94	85	195	93	0	373	373	65	882	65	0	947	947
04:30 PM	30	94	69	32	193	193	6	153	39	25	198	198	71	85	3	1	159	159	72	213	74	0	359	359	58	909	58	0	967	967
04:45 PM	61	133	78	39	272	272	3	145	44	24	192	192	54	88	2	2	144	144	97	253	97	0	447	447	65	1055	65	0	1120	1120
Total	214	440	314	158	968	968	15	558	172	110	745	745	198	315	11	6	524	524	345	845	350	0	1540	1540	274	3777	274	0	4051	4051
05:00 PM	49	107	94	51	250	250	5	136	45	24	186	186	58	70	1	1	129	129	109	260	102	0	471	471	76	1036	76	0	1112	1112
05:15 PM	67	149	87	43	303	303	3	120	47	15	170	170	48	84	2	0	134	134	83	259	90	0	432	432	58	1039	58	0	1097	1097
05:30 PM	68	130	64	36	262	262	4	132	56	41	192	192	40	73	2	0	115	115	102	206	123	0	431	431	77	1000	77	0	1077	1077
05:45 PM	49	112	76	41	237	237	4	129	44	26	177	177	42	88	9	4	139	139	112	214	111	0	437	437	71	990	71	0	1061	1061
Total	233	498	321	171	1052	1052	16	517	192	106	725	725	188	315	14	5	517	517	406	939	426	0	1771	1771	282	4065	282	0	4347	4347
Grand Total	447	938	635	329	2020	2020	31	1075	364	216	1470	1470	386	630	25	11	1041	1041	751	1784	776	0	3311	3311	556	7842	556	0	8398	8398
Approch %	22.1	46.4	31.4				2.1	73.1	24.8				37.1	60.5	2.4				22.7	53.9	23.4				6.6	93.4	6.6			
Total %	5.7	12	8.1		25.8	25.8	0.4	13.7	4.6		18.7	18.7	4.9	8	0.3		13.3	13.3	9.6	22.7	9.9		42.2	42.2						
Start Time	Evans Road Southbound						Ramona Expressway Westbound						Evans Road Northbound						Ramona Expressway Eastbound											
04:45 PM	61	133	78	39	272	272	3	145	44	24	192	192	54	88	2	2	144	144	97	253	97	0	447	447	65	1055	65	0	1120	1120
05:00 PM	49	107	94	51	250	250	5	136	45	24	186	186	58	70	1	1	129	129	109	260	102	0	471	471	76	1036	76	0	1112	1112
05:15 PM	67	149	87	43	303	303	3	120	47	15	170	170	48	84	2	0	134	134	83	259	90	0	432	432	58	1039	58	0	1097	1097
05:30 PM	68	130	64	36	262	262	4	132	56	41	192	192	40	73	2	0	115	115	102	206	123	0	431	431	77	1000	77	0	1077	1077
05:45 PM	49	112	76	41	237	237	4	129	44	26	177	177	42	88	9	4	139	139	112	214	111	0	437	437	71	990	71	0	1061	1061
Total Volume	245	519	323	158	1087	1087	15	533	192	110	745	745	200	315	7	6	524	524	391	978	412	0	1781	1781	274	3777	274	0	4051	4051
% App. Total	22.5	47.7	29.7				2	72	25.9				38.3	60.3	1.3				22	54.9	23.1				6.6	93.4	6.6			
PHF	.901	.871	.859		.897	.897	.750	.919	.857		.964	.964	.862	.895	.875		.906	.906	.897	.940	.837		.945	.945						

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



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City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 39_PER_Evans_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Ramona Expressway Westbound			Evans Road Northbound			Ramona Expressway Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM			04:45 PM			04:45 PM			04:45 PM					
+0 mins.	61	133	78	3	145	44	192	54	88	2	144	97	253	97	447
+15 mins.	49	107	94	5	136	45	186	58	70	1	129	109	260	102	471
+30 mins.	67	149	87	3	120	47	170	48	84	2	134	83	259	90	432
+45 mins.	68	130	64	4	132	56	192	40	73	2	115	102	206	123	431
Total Volume	245	519	323	15	533	192	740	200	315	7	522	391	978	412	1781
% App. Total	22.5	47.7	29.7	2	72	25.9	.964	38.3	60.3	1.3	.906	22	54.9	23.1	.945
PHF	.901	.871	.859	.750	.919	.857	.964	.862	.895	.875	.906	.897	.940	.837	.945

Groups Printed - Large 2 Axle Vehicles

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	1	1	0	6	1	0	7	0	2	0	0	0	0	0	0	1	11	12
04:15 PM	2	2	0	0	0	2	0	0	2	1	0	0	1	1	1	0	2	0	11	11
04:30 PM	0	2	3	0	0	1	2	2	3	1	1	0	0	1	9	0	10	2	20	22
04:45 PM	1	0	1	1	0	3	0	0	3	0	1	0	0	0	2	5	7	1	13	14
Total	3	5	7	2	15	12	3	2	15	2	4	0	0	2	12	5	19	4	55	59
05:00 PM	0	0	0	0	0	3	0	0	3	2	2	0	0	4	4	1	5	0	12	12
05:15 PM	0	1	0	0	1	0	2	0	2	1	0	0	1	1	1	2	4	0	8	8
05:30 PM	1	0	2	1	1	1	1	1	2	1	1	0	0	2	0	0	1	2	8	10
05:45 PM	0	1	2	0	3	0	1	0	1	1	1	0	0	1	4	0	5	0	10	10
Total	1	2	4	1	7	5	3	1	8	5	3	0	0	8	9	3	15	2	38	40
Grand Total	4	7	11	3	22	17	6	3	23	7	7	0	0	14	5	21	34	6	93	99
Approch %	18.2	31.8	50		0	73.9	26.1		24.7	50	50	0	0	15.1	14.7	61.8	23.5	6.1	93.9	
Total %	4.3	7.5	11.8		0	18.3	6.5		24.7	7.5	7.5	0	0	15.1	5.4	22.6	8.6			

3.1-1096

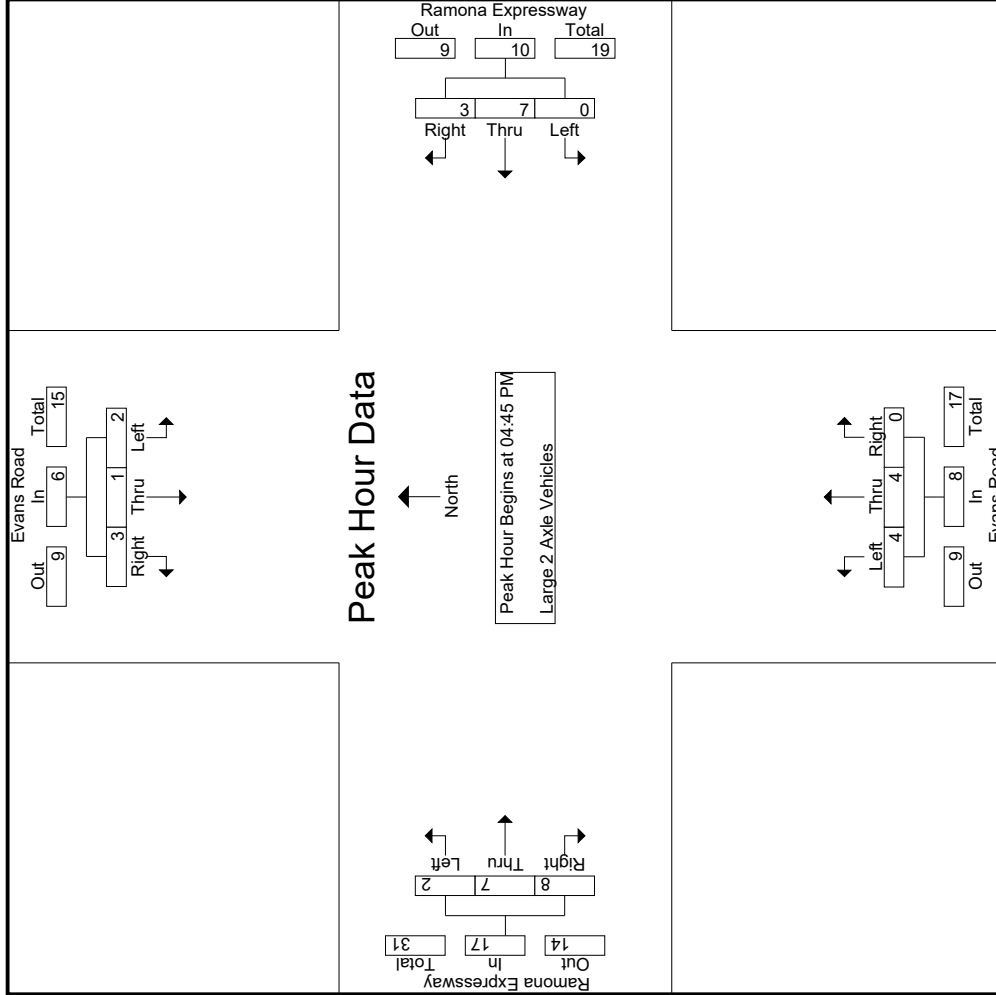
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	2	0	0	1	1	2	1	1	0	0	2	1	1	0	0	0	0
Total Volume	2	1	0	3	0	0	7	3	10	4	4	0	0	8	2	7	8	17	41	13
% App. Total	33.3	16.7	50		0	70	30		30	50	50	0	0	41.2	47.1	47.1				
PHF	.500	.250	.375	.500	.000	.583	.375	.833	.500	.500	.500	.000	.000	.500	.438	.400	.607			.788

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

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Evans Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 39_PER_Evans_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Evans Road
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 Weather: Clear

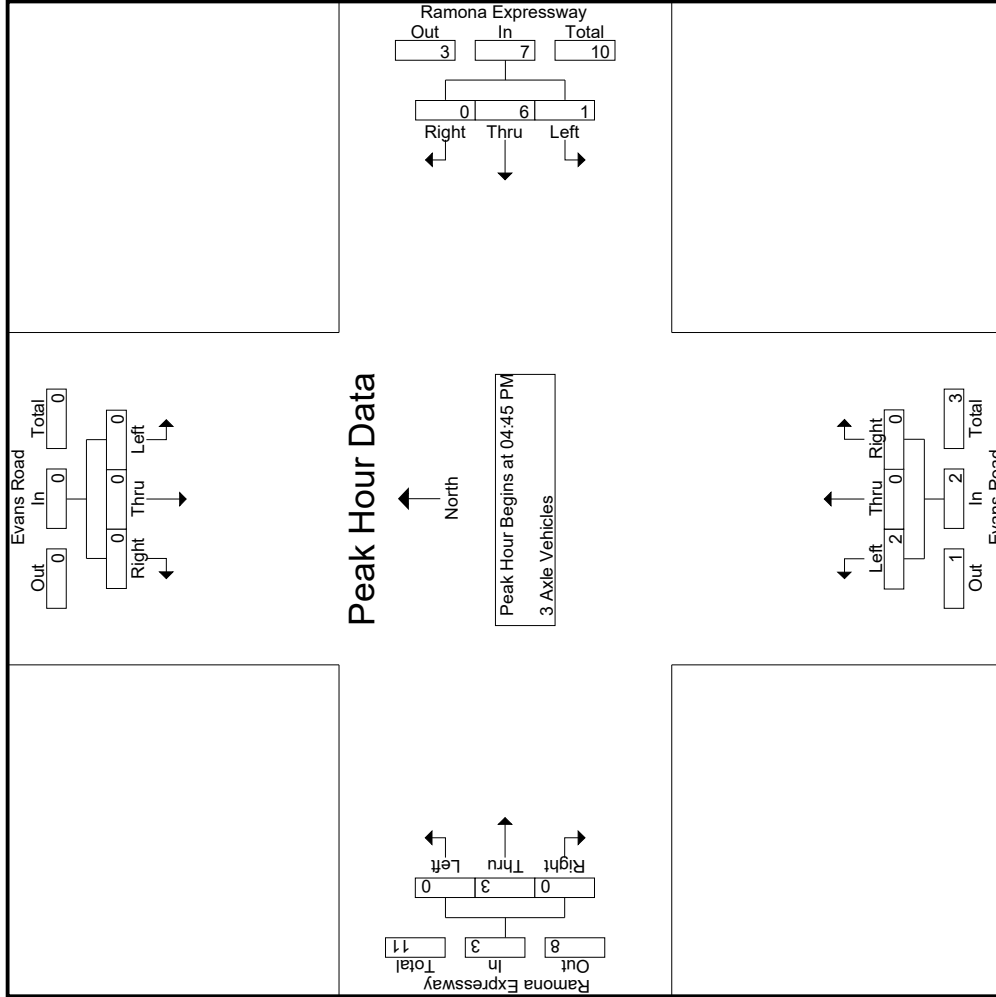
File Name : 39_PER_Evans_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Ramona Expressway Westbound			Evans Road Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:45 PM			04:45 PM			04:45 PM			04:45 PM				
+0 mins.	1	0	1	2	3	0	3	0	3	1	0	2	5	7
+15 mins.	0	0	0	0	3	0	3	0	3	4	4	4	1	5
+30 mins.	0	1	0	1	0	2	2	0	0	1	1	1	2	4
+45 mins.	1	0	2	3	1	1	2	1	1	2	1	0	0	1
Total Volume	2	1	3	6	7	3	10	4	4	8	7	7	8	17
% App. Total	33.3	16.7	50	100	116.7	30	166.7	66.7	66.7	133.3	100	100	133.3	266.7
PHF	.500	.250	.375	.500	.833	.375	.833	.500	.500	.500	.438	.400	.607	.607

Groups Printed- 3 Axle Vehicles

Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound											
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	2	0	0	0	0	3	3
Total	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	0	6	6
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	1	2	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	5	5
05:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	2	2
Total	0	0	0	0	1	6	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	0	11	11
Grand Total	0	0	0	0	1	8	0	0	4	0	0	0	0	4	0	0	0	4	0	0	0	0	17	17
Apprch %	0	0	0	0	11.1	88.9	0	0	100	0	0	0	0	100	0	0	0	100	0	0	0	0	100	100
Total %	0	0	0	0	5.9	47.1	0	0	23.5	23.5	0	0	0	23.5	0	0	23.5	23.5	0	0	0	0	100	100

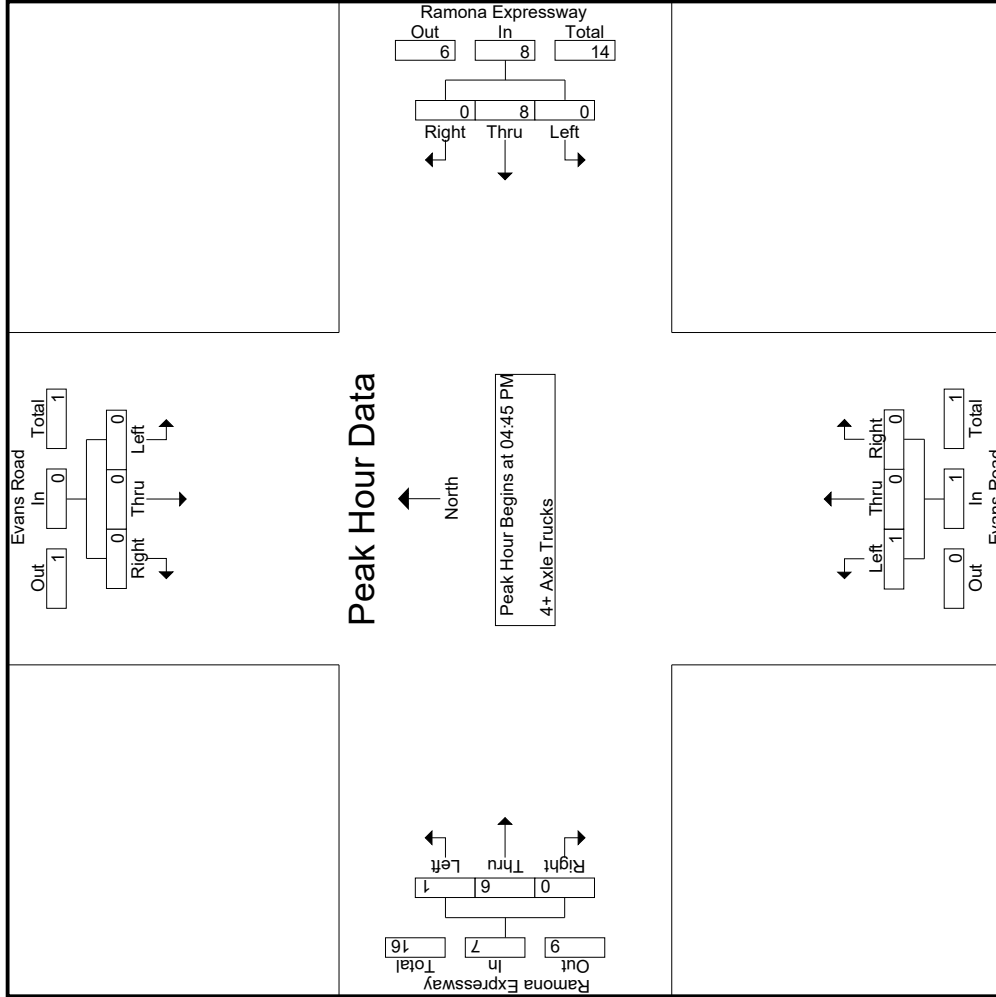
Start Time	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound											
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	2	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	2	2
Total	0	0	0	0	1	6	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	0	11	11
Grand Total	0	0	0	0	1	8	0	0	4	0	0	0	0	4	0	0	0	4	0	0	0	0	17	17
Apprch %	0	0	0	0	11.1	88.9	0	0	100	0	0	0	0	100	0	0	0	100	0	0	0	0	100	100
Total %	0	0	0	0	5.9	47.1	0	0	23.5	23.5	0	0	0	23.5	0	0	23.5	23.5	0	0	0	0	100	100



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City of Perris
 N/S: Evans Road
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File Name : 39_PER_Evans_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
 N/S: Evans Road
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 Weather: Clear

File Name : 39_PER_Evans_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Ramona Expressway Westbound			Evans Road Northbound			Ramona Expressway Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	1	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	4	0	0	0	0	0	1	2
+30 mins.	0	0	0	0	1	0	0	0	0	1	0	0
+45 mins.	0	0	0	0	2	0	0	0	0	0	2	0
Total Volume	0	0	0	0	8	0	0	0	0	1	6	0
% App. Total	0	0	0	0	100	0	0	0	0	14.3	85.7	0
PHF	.000	.000	.000	.000	.500	.000	.000	.000	.000	.250	.750	.000
					.500					.250		.583

Location: Perris
 N/S: Evans Road
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Evans Road	East Leg Ramona Expressway	South Leg Dead End	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Evans Road	East Leg Ramona Expressway	South Leg Dead End	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	2	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	0	4	0	4

Location: Perris
 N/S: Evans Road
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Evans Road			Westbound Ramona Expressway			Northbound Dead End			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	1	0	0	0	0	0	0	0	0	2

	Southbound Evans Road			Westbound Ramona Expressway			Northbound Dead End			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	2	1	0	1	0	0	0	0	0	0	0	5

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

Start Time	Evans Road Southbound						Rider Street Westbound						Evans Road Northbound						Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	20	30	46	24	96		0	120	35	12	155		47	88	7	5	142		28	81	14	4	123	
07:15 AM	19	47	59	26	125		2	120	39	12	161		42	93	8	5	143		40	95	12	4	147	
07:30 AM	12	43	63	40	118		6	119	37	9	162		35	55	7	5	97		53	119	11	4	183	
07:45 AM	22	49	90	34	161		5	155	41	6	201		22	81	3	1	106		58	111	16	2	185	
Total	73	169	258	124	500		13	514	152	39	679		146	317	25	16	488		179	406	53	14	638	
08:00 AM	15	42	69	26	126		2	86	18	7	106		20	51	3	1	74		45	90	14	1	149	
08:15 AM	9	41	39	19	89		3	83	18	4	104		20	47	1	0	68		30	39	10	1	79	
08:30 AM	8	33	32	14	73		1	46	3	1	50		12	47	1	1	60		38	24	11	1	73	
08:45 AM	5	41	26	10	72		1	53	7	3	61		20	50	3	0	73		31	37	9	4	77	
Total	37	157	166	69	360		7	268	46	15	321		72	195	8	2	275		144	190	44	7	378	
Grand Total	110	326	424	193	860		20	782	198	54	1000		218	512	33	18	763		323	596	97	21	1016	
Approch %	12.8	37.9	49.3				2	78.2	19.8				28.6	67.1	4.3				31.8	58.7	9.5			
Total %	3	9	11.7		23.6		0.5	21.5	5.4		27.5		6	14.1	0.9		21		8.9	16.4	2.7		27.9	
Passenger Vehicles	107	319	418		1034		19	771	195		1038		211	502	33		764		316	578	97		1012	
Passenger Vehicles	97.3	97.9	98.6	98.4	98.2		95	98.6	98.5	98.1	98.5		96.8	98	100	100	97.8		97.8	97	100	100	97.6	
Large 2 Axle Vehicles	3	7	6		19		1	7	2		10		6	7	0		13		6	14	0		20	
Large 2 Axle Vehicles	2.7	2.1	1.4	1.6	1.8		5	0.9	1	0	0.9		2.8	1.4	0	0	1.7		1.9	2.3	0	0	1.9	
3 Axle Vehicles	0	0	0		0		0	2	1		4		1	3	0		4		0	1	0		1	
3 Axle Vehicles	0	0	0		0		0	0.3	0.5	1.9	0.4		0.5	0.6	0	0	0.5		0	0.2	0	0	0.1	
4+ Axle Trucks	0	0	0		0		0	2	0		2		0	0	0		0		1	3	0		4	
4+ Axle Trucks	0	0	0		0		0	0.3	0	0	0.2		0	0	0		0		0.3	0.5	0	0	0.4	
Total Volume	73	169	258	124	500		13	514	152	39	679		146	317	25	16	488		179	406	53	14	638	
% App. Total	14.6	33.8	51.6		100		1.9	75.7	22.4		65		29.9	65	5.1		5.1		28.1	63.6	8.3		8.3	
PHF	.830	.862	.717		.776		.542	.829	.927		.845		.777	.852	.781		.853		.772	.853	.828		.862	

Start Time	Evans Road Southbound						Rider Street Westbound						Evans Road Northbound						Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total
07:00 AM	20	30	46		96		0	120	35	12	155		47	88	7	5	142		28	81	14	4	123	
07:15 AM	19	47	59		125		2	120	39	12	161		42	93	8	5	143		40	95	12	4	147	
07:30 AM	12	43	63		118		6	119	37	9	162		35	55	7	5	97		53	119	11	4	183	
07:45 AM	22	49	90		161		5	155	41	6	201		22	81	3	1	106		58	111	16	2	185	
Total	73	169	258	124	500		13	514	152	39	679		146	317	25	16	488		179	406	53	14	638	
% App. Total	14.6	33.8	51.6		100		1.9	75.7	22.4		65		29.9	65	5.1		5.1		28.1	63.6	8.3		8.3	
PHF	.830	.862	.717		.776		.542	.829	.927		.845		.777	.852	.781		.853		.772	.853	.828		.862	

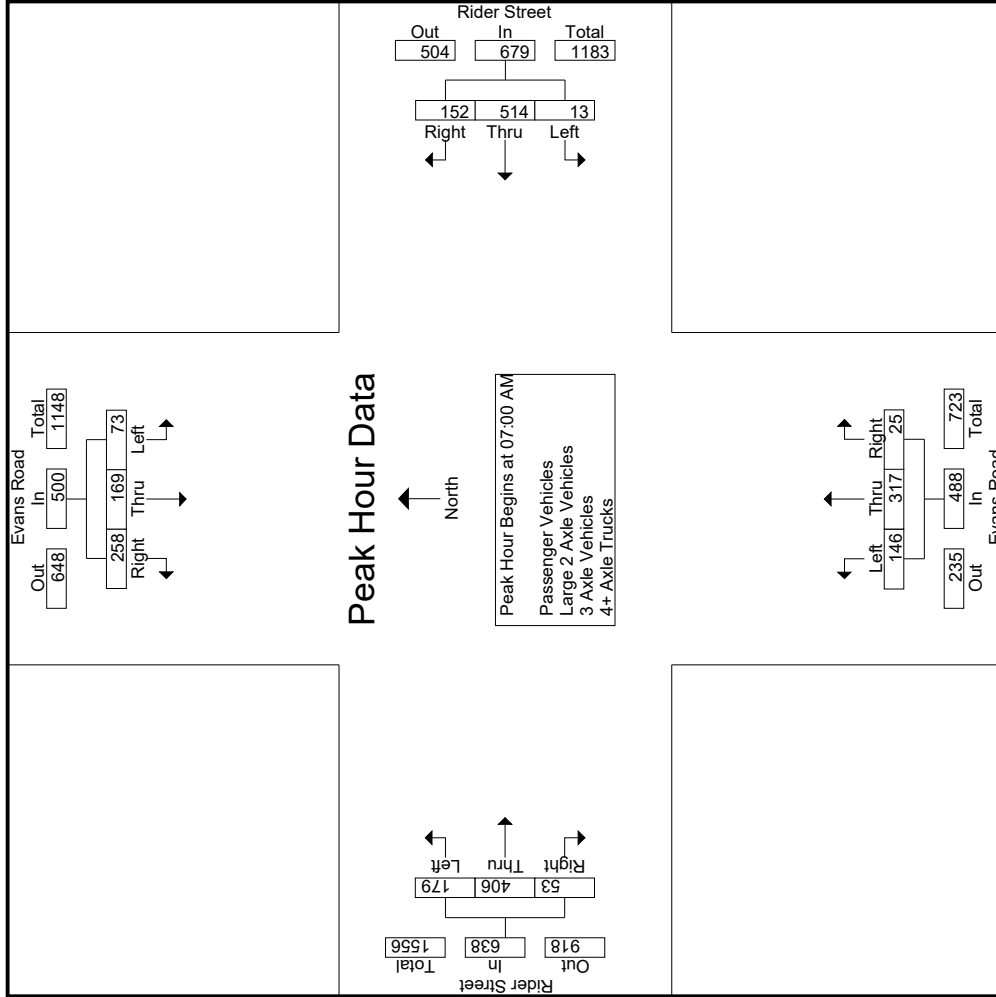
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

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

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 (951) 268-6268

City of Perris
 N/S: Evans Road
 EW: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM			07:00 AM			07:00 AM			07:15 AM					
+0 mins.	19	47	59	0	120	35	155	47	88	7	142	40	95	12	147
+15 mins.	12	43	63	2	120	39	161	42	93	8	143	53	119	11	183
+30 mins.	22	49	90	6	119	37	162	35	55	7	97	58	111	16	185
+45 mins.	15	42	69	5	155	41	201	22	81	3	106	45	90	14	149
Total Volume	68	181	281	13	514	152	679	146	317	25	488	196	415	53	664
% App. Total	12.8	34.2	53	1.9	75.7	22.4	29.9	29.9	65	5.1	29.5	29.5	62.5	8	8
PHF	.773	.923	.781	.542	.829	.927	.845	.777	.852	.781	.853	.845	.872	.828	.897

Groups Printed- Passenger Vehicles

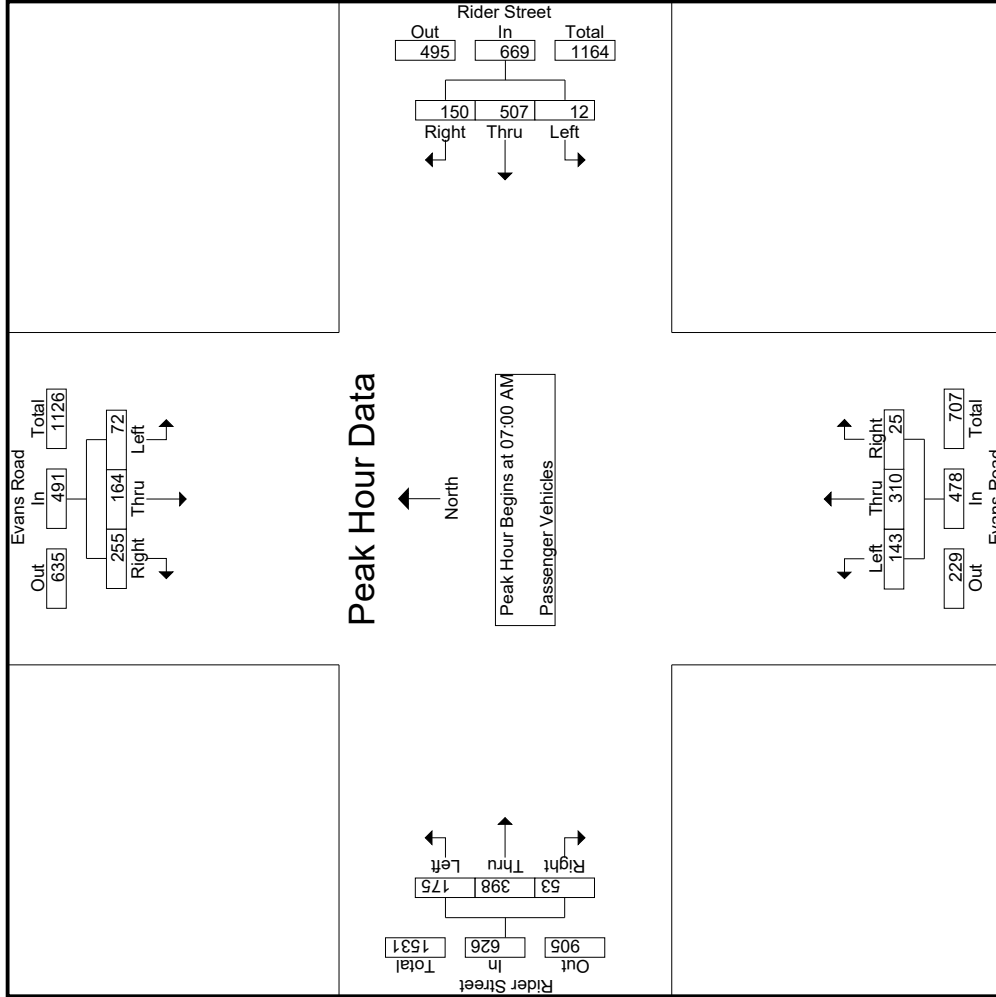
Start Time	Evans Road Southbound						Rider Street Westbound						Evans Road Northbound						Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
07:00 AM	19	28	46	24	93	0	116	33	12	149	46	86	7	5	139	26	79	14	4	119	45	500	545	
07:15 AM	19	46	57	25	122	2	118	39	12	159	42	90	8	5	140	39	94	12	4	145	46	566	612	
07:30 AM	12	42	63	40	117	5	119	37	9	161	34	54	7	5	95	52	116	11	4	179	58	552	610	
07:45 AM	22	48	89	33	159	5	154	41	6	200	21	80	3	1	104	58	109	16	2	183	42	646	688	
Total	72	164	255	122	491	12	507	150	39	669	143	310	25	16	478	175	398	53	14	626	191	2264	2455	
08:00 AM	15	42	68	26	125	2	85	18	7	105	19	51	3	1	73	45	86	14	1	145	35	448	483	
08:15 AM	9	40	38	18	87	3	83	18	4	104	19	46	1	0	66	28	36	10	1	74	23	331	354	
08:30 AM	6	32	32	14	70	1	45	3	1	49	12	46	1	1	59	38	24	11	1	73	17	251	268	
08:45 AM	5	41	25	10	71	1	51	6	2	58	18	49	3	0	70	30	34	9	4	73	16	272	288	
Total	35	155	163	68	353	7	264	45	14	316	68	192	8	2	268	141	180	44	7	365	91	1302	1393	
Grand Total	107	319	418	190	844	19	771	195	53	985	211	502	33	18	746	316	578	97	21	991	282	3566	3848	
Apprch %	12.7	37.8	49.5			1.9	78.3	19.8		27.6	28.3	67.3	4.4	0.9	20.9	8.9	16.2	2.7		27.8	7.3	92.7		
Total %	3	8.9	11.7		23.7	0.5	21.6	5.5			5.9	14.1												
Start Time																								
Evans Road Southbound																								
07:00 AM	19	28	46	24	93	0	116	33	12	149	46	86	7	5	139	26	79	14	4	119	45	500	545	
07:15 AM	19	46	57	25	122	2	118	39	12	159	42	90	8	5	140	39	94	12	4	145	46	566	612	
07:30 AM	12	42	63	40	117	5	119	37	9	161	34	54	7	5	95	52	116	11	4	179	58	552	610	
07:45 AM	22	48	89	33	159	5	154	41	6	200	21	80	3	1	104	58	109	16	2	183	42	646	688	
Total Volume	72	164	255	122	491	12	507	150	39	669	143	310	25	16	478	175	398	53	14	626	191	2264	2455	
% App. Total	14.7	33.4	51.9			1.8	75.8	22.4		27.6	28.3	67.3	4.4	0.9	20.9	8.9	16.2	2.7		27.8	7.3	92.7		
PHF	.818	.854	.716		.772	.600	.823	.915		.836	.777	.861	.781		.854	.754	.858	.828		.855		.876		

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

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

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Evans Road
 EW: Rider Street
 Weather: Clear

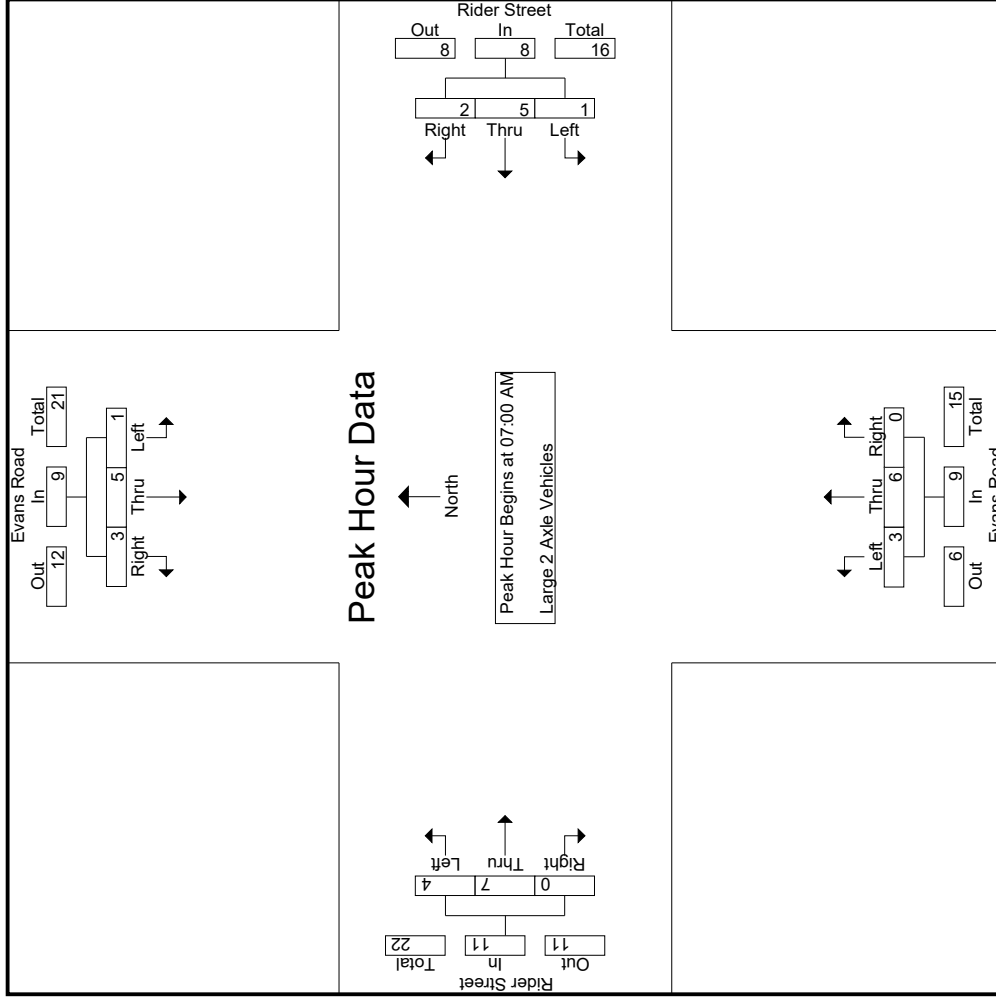
File Name : 40_PER_Evans_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM					
+0 mins.	19	28	46	0	116	33	149	46	86	7	139	26	79	14	119
+15 mins.	19	46	57	2	118	39	159	42	90	8	140	39	94	12	145
+30 mins.	12	42	63	5	119	37	161	34	54	7	95	52	116	11	179
+45 mins.	22	48	89	5	154	41	200	21	80	3	104	58	109	16	183
Total Volume	72	164	255	12	507	150	669	143	310	25	478	175	398	53	626
% App. Total	14.7	33.4	51.9	1.8	75.8	22.4	29.9	29.9	64.9	5.2	28	28	63.6	8.5	85.5
PHF	.818	.854	.716	.600	.823	.915	.836	.777	.861	.781	.854	.754	.858	.828	.855

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City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Evans Road
 EW: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	1	2	0	3	0	3	2	5	1	2	0	3	2	0	4
+15 mins.	0	1	2	3	0	1	0	1	0	2	0	2	1	1	2
+30 mins.	0	1	0	1	1	0	0	1	1	1	0	2	1	2	3
+45 mins.	0	1	1	2	0	1	0	1	1	1	0	2	2	2	2
Total Volume	1	5	3	9	1	5	2	8	3	6	0	9	7	0	11
% App. Total	11.1	55.6	33.3		12.5	62.5	25		33.3	66.7	0		36.4	63.6	0
PHF	.250	.625	.375	.750	.250	.417	.250	.400	.750	.750	.000	.750	.500	.875	.000

Groups Printed- 3 Axle Vehicles

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	1	1	1	2	0	0	1	0	0	1	3	4
Total	0	0	0	0	0	1	1	1	1	2	1	2	0	0	3	1	6	7
Grand Total	0	0	0	0	0	2	1	1	1	3	1	3	0	0	4	1	8	9
Approch %	0	0	0	0	0	66.7	33.3			25	75	0	0	100	0	11.1	88.9	
Total %	0	0	0	0	0	25	12.5			37.5	12.5	37.5	0	0	50	12.5	88.9	
PHF	.000	.000	.000	.000	.000	.000	.250			.250	.000	.250	.000	.000	.250	.000	.000	.500

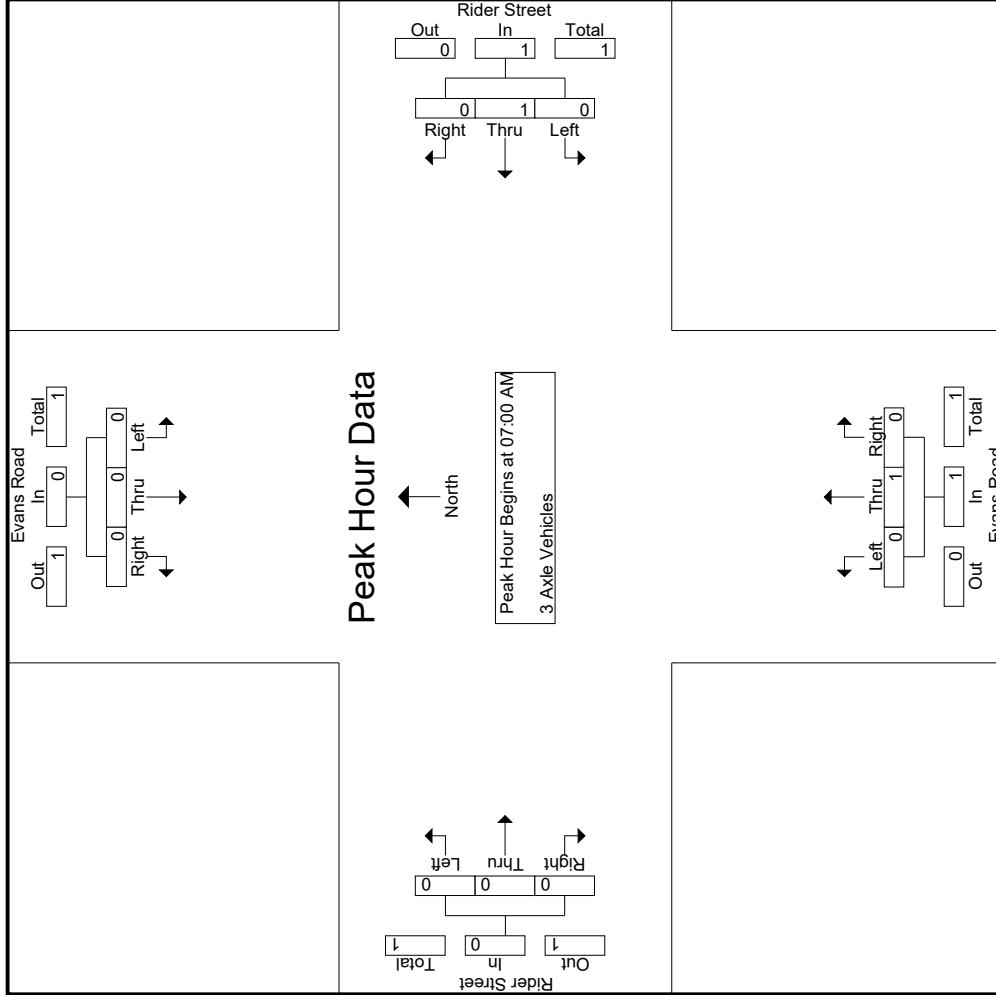
Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.250			.250	.000	.250	.000	.000	.250	.000	.000	.500

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

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 (951) 268-6268

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	1	0	0	1	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	0	1	0	1	0	0	0
% App. Total	0	0	0	100	0	0	100	0	100	0	0	0
PHF	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.000

Groups Printed- 4+ Axle Trucks

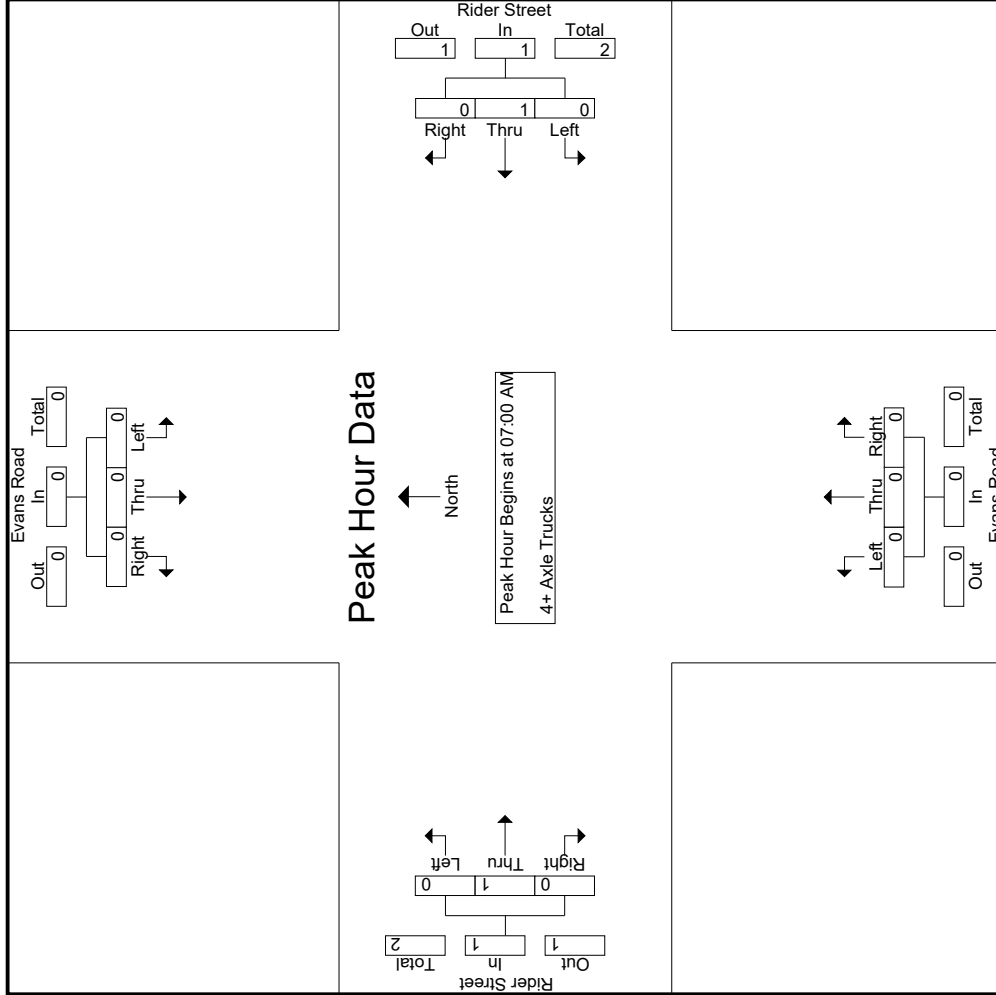
Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound			Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	4
Grand Total	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	6
Approch %	0	0	0	0	100	0	0	0	0	0	0	0	0	25	75	100
Total %	0	0	0	0	33.3	0	0	0	0	0	0	0	0	16.7	50	100
3.1-11119																
Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound			Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.500

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

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City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM													
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000

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

Start Time	Evans Road Southbound					Rider Street Westbound					Evans Road Northbound					Rider Street Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	9	88	52	28	149	8	70	8	3	86	17	55	2	1	74	57	83	21	4	161	36	470	506
04:15 PM	10	97	51	28	158	1	64	10	3	75	18	61	0	0	79	64	96	32	2	192	33	504	537
04:30 PM	10	52	48	20	110	4	46	10	6	60	10	49	0	0	59	49	58	15	4	122	30	351	381
04:45 PM	12	91	66	31	169	2	44	7	4	53	19	56	2	1	77	70	66	29	6	165	42	464	506
Total	41	328	217	107	586	15	224	35	16	274	64	221	4	2	289	240	303	97	16	640	141	1789	1930
05:00 PM	9	87	45	29	141	2	44	7	1	53	12	57	2	1	71	63	83	32	5	178	36	443	479
05:15 PM	12	88	73	37	173	4	59	18	7	81	19	63	4	1	86	66	72	28	3	166	48	506	554
05:30 PM	9	91	47	25	147	2	50	11	1	63	22	64	2	0	88	42	68	25	4	135	30	433	463
05:45 PM	10	81	67	39	158	1	59	12	4	72	18	66	3	3	87	79	84	32	8	195	54	512	566
Total	40	347	232	130	619	9	212	48	13	269	71	250	11	5	332	250	307	117	20	674	168	1894	2062
Grand Total	81	675	449	237	1205	24	436	83	29	543	135	471	15	7	621	490	610	214	36	1314	309	3683	3992
Approch %	6.7	56	37.3			4.4	80.3	15.3			21.7	75.8	2.4			37.3	46.4	16.3			7.7	92.3	
Total %	2.2	18.3	12.2		32.7	0.7	11.8	2.3		14.7	3.7	12.8	0.4		16.9	13.3	16.6	5.8		35.7			
Passenger Vehicles	79	670	441		1424	24	429	82		563	132	459	14		611	482	600	209		1327	0	0	3925
Passenger Vehicles	97.5	99.3	98.2	98.7	98.8	100	98.4	98.8	96.6	98.4	97.8	97.5	93.3	85.7	97.3	98.4	98.4	97.7	100	98.3	0	0	98.3
Large 2 Axle Vehicles	1	5	7		15	0	2	0	0	2	3	8	1		13	7	7	5		19	0	0	49
Large 2 Axle Vehicles	1.2	0.7	1.6	0.8	1	0	0.5	0	0	0.3	2.2	1.7	6.7	14.3	2.1	1.4	1.1	2.3	0	1.4	0	0	1.2
3 Axle Vehicles	0	0	1		2	0	2	1		4	0	3	0		3	1	0	0		1	0	0	10
3 Axle Vehicles	0	0	0.2	0.4	0.1	0	0.5	1.2	3.4	0.7	0	0.6	0	0	0.5	0.2	0	0	0	0.1	0	0	0.3
4+ Axle Trucks	1	0	0		1	0	3	0		3	0	1	0		1	0	3	0		3	0	0	8
4+ Axle Trucks	1.2	0	0	0	0.1	0	0.7	0	0	0.5	0	0.2	0	0	0.2	0	0.5	0	0	0.2	0	0	0.2

Start Time	Evans Road Southbound					Rider Street Westbound					Evans Road Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
05:00 PM	9	87	45		141	2	44	7		53	12	57	2		71	63	83	32		178			443
05:15 PM	12	88	73		173	4	59	18		81	19	63	4		86	66	72	28		166			506
05:30 PM	9	91	47		147	2	50	11		63	22	64	2		88	42	68	25		135			433
05:45 PM	10	81	67		158	1	59	12		72	18	66	3		87	79	84	32		195			512
Total Volume	40	347	232		619	9	212	48		269	71	250	11		332	250	307	117		674			1894
% App. Total	6.5	56.1	37.5			3.3	78.8	17.8			21.4	75.3	3.3			37.1	45.5	17.4					
PHF	.833	.953	.795		.895	.563	.898	.667		.830	.807	.947	.688		.943	.791	.914	.914		.864			.925

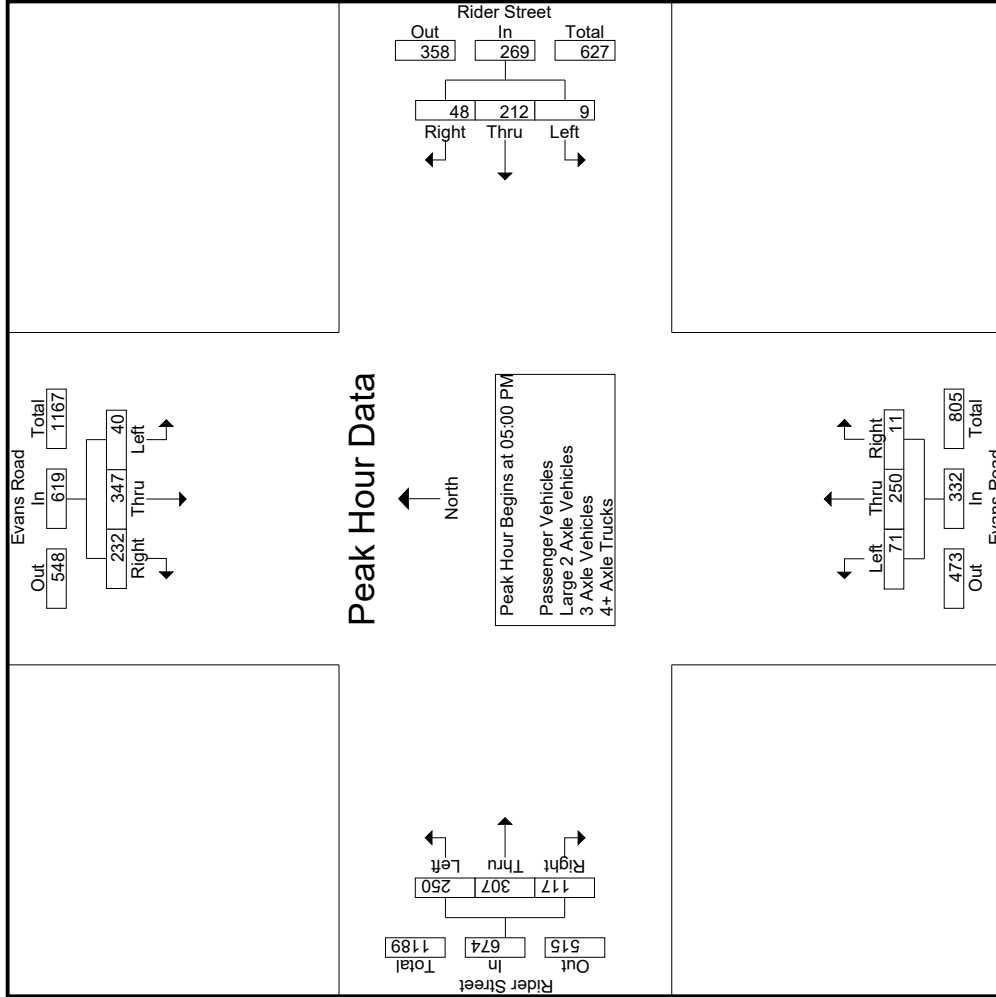
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 (951) 268-6268

City of Perris
 N/S: Evans Road
 EW: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:45 PM			04:00 PM			05:00 PM			05:00 PM				
+0 mins.	12	91	66	169	8	70	8	86	12	57	2	71	63	178
+15 mins.	9	87	45	141	1	64	10	75	19	63	4	86	66	166
+30 mins.	12	88	73	173	4	46	10	60	22	64	2	88	42	135
+45 mins.	9	91	47	147	2	44	7	53	18	66	3	87	79	195
Total Volume	42	357	231	630	15	224	35	274	71	250	11	332	250	674
% App. Total	6.7	56.7	36.7		5.5	81.8	12.8		21.4	75.3	3.3		37.1	17.4
PHF	.875	.981	.791	.910	.469	.800	.875	.797	.807	.947	.688	.943	.791	.914
														.864

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City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

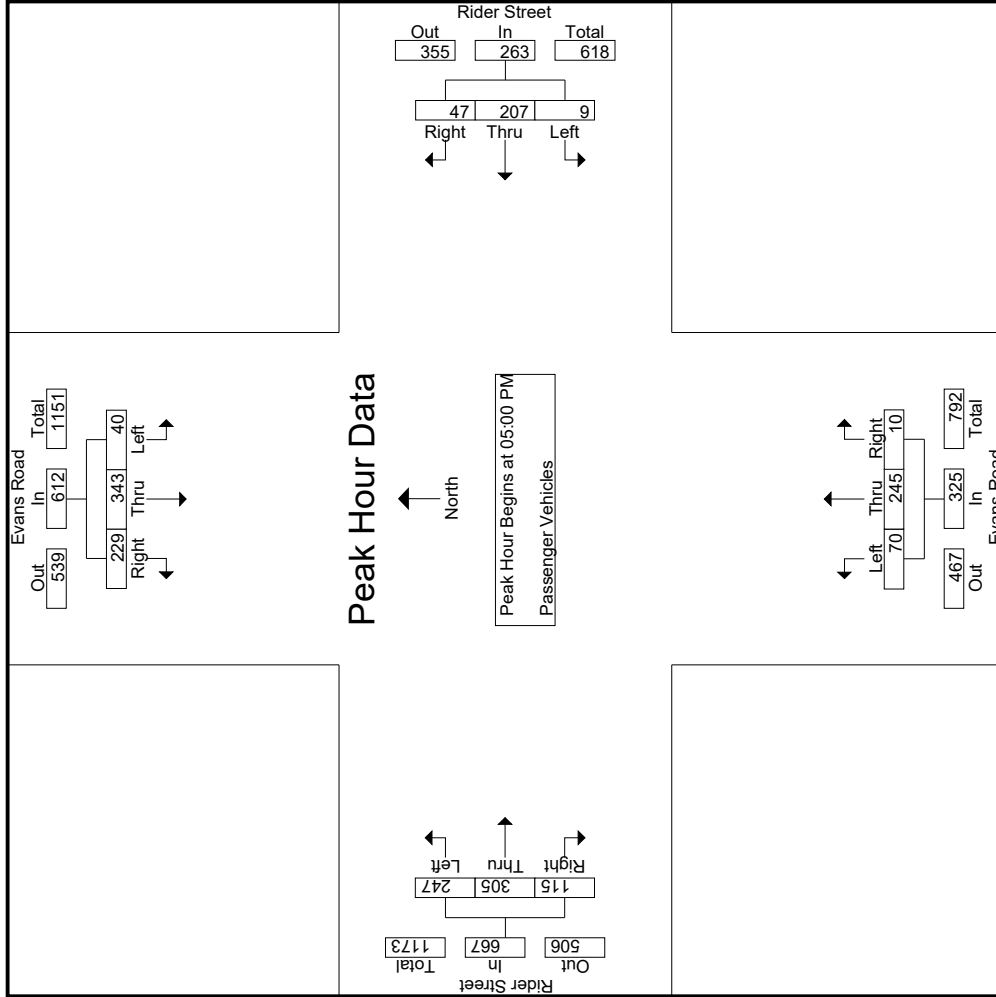
Start Time	Evans Road Southbound						Rider Street Westbound						Evans Road Northbound						Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
04:00 PM	8	88	51	27	147		8	70	8	3	86		15	55	2	1	72		56	79	20	4	155	
04:15 PM	10	97	50	28	157		1	64	10	3	75		18	57	0	0	75		62	94	32	2	188	
04:30 PM	10	51	45	20	106		4	45	10	6	59		10	48	0	0	58		49	56	14	4	119	
04:45 PM	11	91	66	31	168		2	43	7	4	52		19	54	2	1	75		68	66	28	6	162	
Total	39	327	212	106	578		15	222	35	16	272		62	214	4	2	280		235	295	94	16	624	
05:00 PM	9	86	45	29	140		2	42	7	1	51		12	56	2	1	70		61	83	32	5	176	
05:15 PM	12	86	71	36	169		4	57	17	6	78		19	61	4	1	84		66	72	28	3	166	
05:30 PM	9	91	47	25	147		2	49	11	1	62		21	64	2	0	87		41	68	25	4	134	
05:45 PM	10	80	66	38	156		1	59	12	4	72		18	64	2	2	84		79	82	30	8	191	
Total	40	343	229	128	612		9	207	47	12	263		70	245	10	4	325		247	305	115	20	667	
Grand Total	79	670	441	234	1190		24	429	82	28	535		132	459	14	6	605		482	600	209	36	1291	
Apprch %	6.6	56.3	37.1				4.5	80.2	15.3				21.8	75.9	2.3				37.3	46.5	16.2			
Total %	2.2	18.5	12.2		32.9		0.7	11.8	2.3		14.8		3.6	12.7	0.4		16.7		13.3	16.6	5.8		35.7	
																							7.7	92.3

Start Time	Evans Road Southbound						Rider Street Westbound						Evans Road Northbound						Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
05:00 PM	9	86	45	29	140		2	42	7	1	51		12	56	2	1	70		61	83	32	5	176	
05:15 PM	12	86	71	36	169		4	57	17	6	78		19	61	4	1	84		66	72	28	3	166	
05:30 PM	9	91	47	25	147		2	49	11	1	62		21	64	2	0	87		41	68	25	4	134	
05:45 PM	10	80	66	38	156		1	59	12	4	72		18	64	2	2	84		79	82	30	8	191	
Total	40	343	229	128	612		9	207	47	12	263		70	245	10	4	325		247	305	115	20	667	
Grand Total	79	670	441	234	1190		24	429	82	28	535		132	459	14	6	605		482	600	209	36	1291	
Apprch %	6.6	56.3	37.1				4.5	80.2	15.3				21.8	75.9	2.3				37.3	46.5	16.2			
Total %	2.2	18.5	12.2		32.9		0.7	11.8	2.3		14.8		3.6	12.7	0.4		16.7		13.3	16.6	5.8		35.7	
																							7.7	92.3

Counts Unlimited
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City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	05:00 PM			05:00 PM			05:00 PM			05:00 PM						
+0 mins.	9	86	45	140	2	42	7	51	12	56	2	70	61	83	32	176
+15 mins.	12	86	71	169	4	57	17	78	19	61	4	84	66	72	28	166
+30 mins.	9	91	47	147	2	49	11	62	21	64	2	87	41	68	25	134
+45 mins.	10	80	66	156	1	59	12	72	18	64	2	84	79	82	30	191
Total Volume	40	343	229	612	9	207	47	263	70	245	10	325	247	305	115	667
% App. Total	6.5	56	37.4	90.5	3.4	78.7	17.9	84.3	21.5	75.4	3.1	93.4	37	45.7	17.2	87.3
PHF	.833	.942	.806	.905	.563	.877	.691	.843	.833	.957	.625	.934	.782	.919	.898	.873

Groups Printed - Large 2 Axle Vehicles

Start Time	Evans Road Southbound					Rider Street Westbound					Evans Road Northbound					Rider Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	1	1	1	0	0	0	0	0	2	0	3	1	0	4	0	3	1	0	4	1	7	8
04:15 PM	0	0	1	0	1	0	0	0	0	0	3	0	3	0	3	2	1	0	0	3	0	7	7	8
04:30 PM	0	1	3	0	4	0	1	0	0	1	0	1	1	0	2	0	1	1	0	2	0	8	8	8
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	5	5	5
Total	1	1	5	1	7	0	1	0	0	1	2	5	0	0	7	4	5	3	0	12	1	27	28	28
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	4	4	4
05:15 PM	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5	5	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	2	2	2
05:45 PM	0	1	1	1	2	0	0	0	0	0	0	1	1	2	2	0	2	2	0	4	2	8	10	10
Total	0	4	2	1	6	0	1	0	0	1	1	3	1	1	5	3	2	2	0	7	2	19	21	21
Grand Total	1	5	7	2	13	0	2	0	0	2	3	8	1	1	12	7	7	5	0	19	3	46	49	49
Approch %	7.7	38.5	53.8			0	100	0		4.3	25	66.7	8.3		26.1	36.8	26.3		41.3	6.1	93.9			
Total %	2.2	10.9	15.2		28.3	0	4.3	0		4.3	6.5	17.4	2.2		26.1	15.2	10.9		41.3	6.1	93.9			

3-1-1128

Start Time	Evans Road Southbound					Rider Street Westbound					Evans Road Northbound					Rider Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2	2
05:15 PM	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	7	7	5	0	19	3	46	49	49
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	15.2	10.9		41.3	6.1	93.9			
05:45 PM	0	1	1	1	2	0	0	0	0	0	0	1	2	2	2	0	2	0	4	2	8	10	10	
Total	0	4	2	1	6	0	1	0	0	1	1	3	1	1	5	3	2	2	0	7	2	19	21	21
Grand Total	1	5	7	2	13	0	2	0	0	2	3	8	1	1	12	7	7	5	0	19	3	46	49	49
Approch %	7.7	38.5	53.8			0	100	0		4.3	25	66.7	8.3		26.1	36.8	26.3		41.3	6.1	93.9			
Total %	2.2	10.9	15.2		28.3	0	4.3	0		4.3	6.5	17.4	2.2		26.1	15.2	10.9		41.3	6.1	93.9			

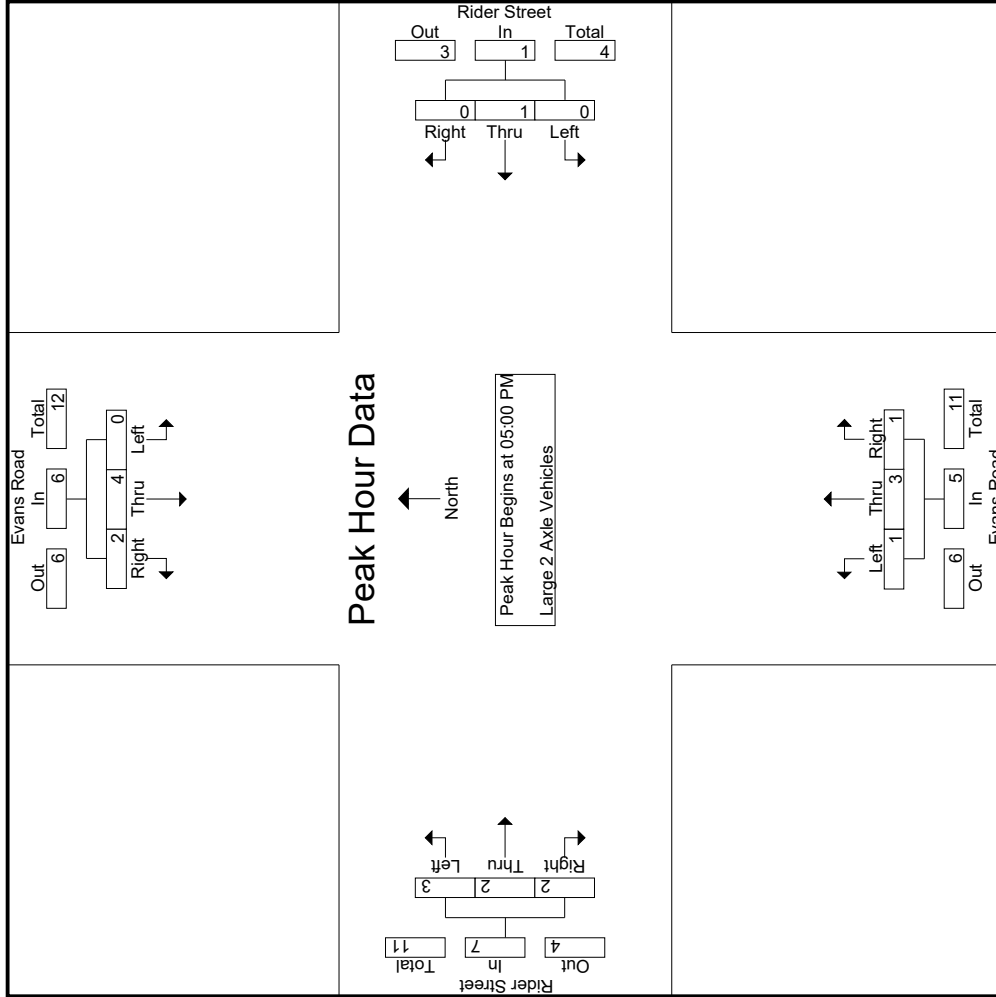
Start Time	Evans Road Southbound					Rider Street Westbound					Evans Road Northbound					Rider Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2	2
05:15 PM	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	7	7	5	0	19	3	46	49	49
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	15.2	10.9		41.3	6.1	93.9			
05:45 PM	0	1	1	1	2	0	0	0	0	0	0	1	2	2	2	0	2	0	4	2	8	10	10	
Total	0	4	2	1	6	0	1	0	0	1	1	3	1	1	5	3	2	2	0	7	2	19	21	21
% App. Total	0	66.7	33.3			0	100	0		4.3	25	66.7	8.3		26.1	36.8	26.3		41.3	6.1	93.9			
PHF	.000	.500	.500		.500	.000	.250	.000		.250	.250	.750	.250		.625	.375	.250		.250	.250	.438			

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

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

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Groups Printed- 3 Axle Vehicles

Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound						
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	0	0	0	2	0	0	2	1	0	0	0	4	4
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	1	1	0	1	1	2	0	1	0	0	1	0	0	0	2	4	6
Grand Total	0	0	1	1	0	2	1	3	0	3	0	0	0	1	0	0	1	2	8
Approch %	0	0	100		0	66.7	33.3		0	100	0		100	0	0		20	80	10
Total %	0	0	12.5		0	25	12.5	37.5	0	37.5	0		12.5	20	0		80		

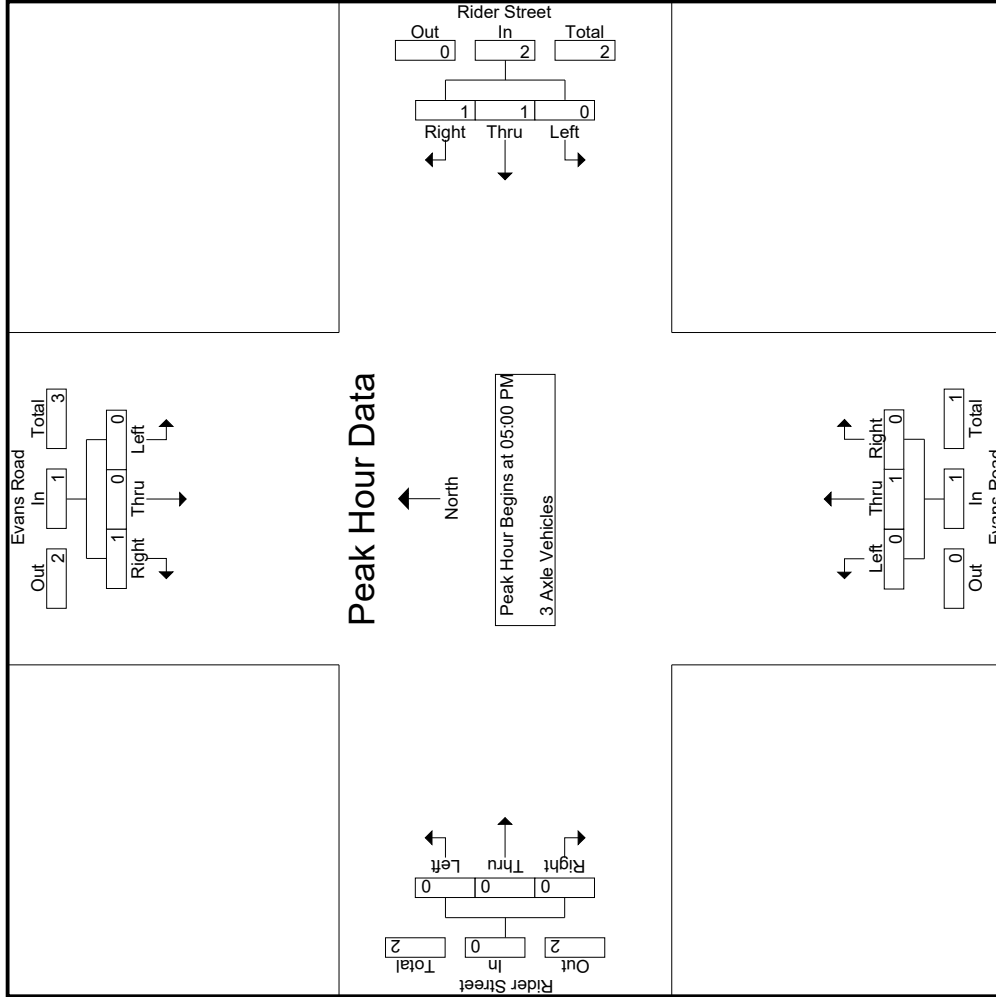
Start Time	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound						
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	50	50		0	100	0		0	0	0		0	0	0
PHF	.000	.000	.250	.250	.000	.250	.250	.500	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.500

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

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

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	05:00 PM			05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	1	0	1	0	0	0	0	0	0
+15 mins.	0	0	1	0	1	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	0	0	0	0
Total Volume	0	0	1	1	1	2	0	1	0	0	0	0
% App. Total	0	0	100	0	50	50	0	100	0	0	0	0
PHF	.000	.000	.250	.000	.250	.500	.000	.250	.000	.250	.000	.000

Groups Printed- 4+ Axle Trucks

Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	3	0	0
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	0	1	0	0	0	0	0
Grand Total	1	0	0	0	3	0	0	1	0	0	3	0	0
Approch %	100	0	0	0	100	0	0	100	0	0	100	0	0
Total %	12.5	0	0	0	37.5	0	0	12.5	0	0	37.5	0	0
								12.5			37.5		100

3-1-1134

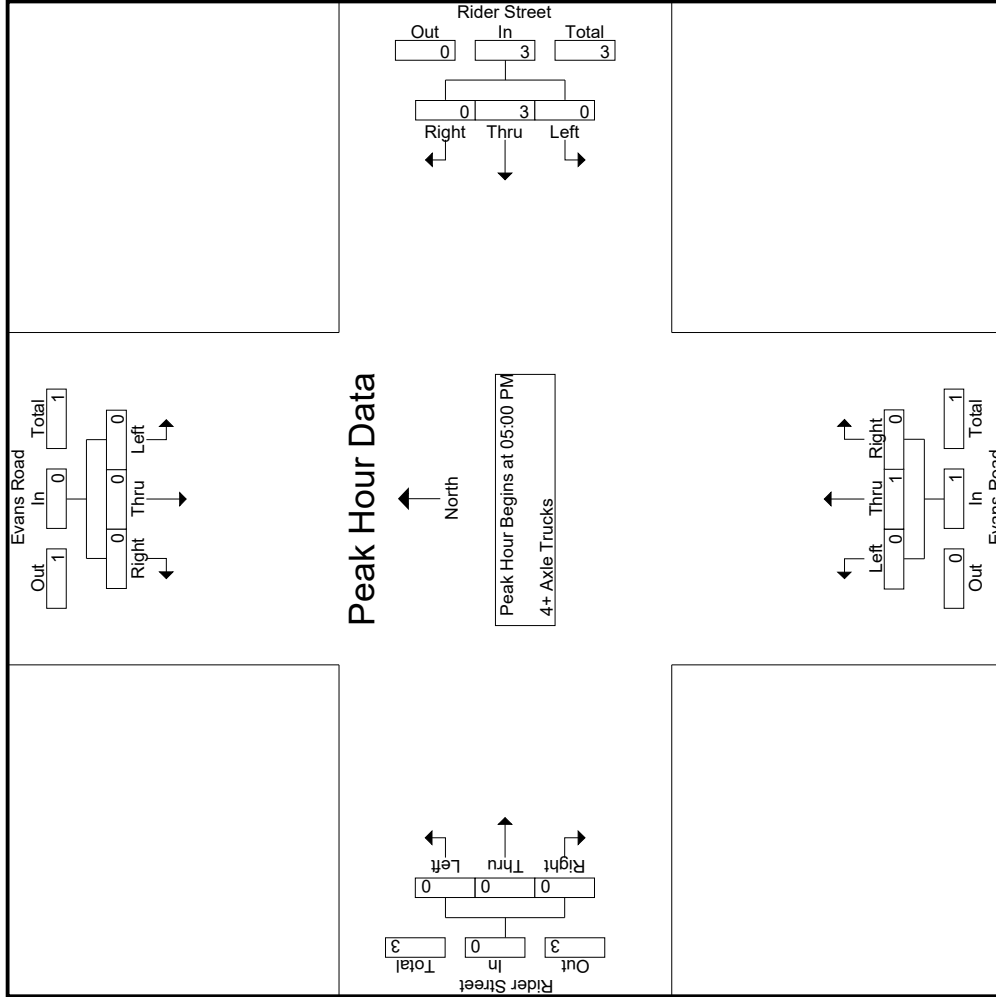
Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	0	0	1	0	0	0	0
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.750	.000	.000	.250	.000	.000	.000	.000
								.250			.000	.000
								.000			.000	.500

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

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

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Evans Road
 E/W: Rider Street
 Weather: Clear

File Name : 40_PER_Evans_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Rider Street Westbound			Evans Road Northbound			Rider Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	05:00 PM				05:00 PM				05:00 PM				05:00 PM		
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
+15 mins.	0	0	0	0	1	0	0	1	0	0	1	0	0	0	
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	3	0	0	3	0	1	0	0	0	0	
% App. Total	0	0	0	0	100	0	0	100	0	250	0	0	0	0	
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.250	.000	.000	.000	.000	

Location: Perris
 N/S: Evans Road
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Evans Road	East Leg Rider Street	South Leg Dead End	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	2	0	0	2
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	1	2	0	1	4

	North Leg Evans Road	East Leg Rider Street	South Leg Dead End	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	3	4
4:30 PM	2	0	0	1	3
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	3	3
5:15 PM	0	0	0	2	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	1	0	9	12

Location: Perris
 N/S: Evans Road
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Evans Road			Westbound Rider Street			Northbound Dead End			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	1	0	0	0	1

	Southbound Evans Road			Westbound Rider Street			Northbound Dead End			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	1	1	0	0	1	0	4

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

File Name : 41_PER_Evans_Om AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

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

Start Time	Evans Road Southbound						Orange Avenue Westbound						Evans Road Northbound						Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	6	21	34	15	61	4	57	15	1	76	81	65	7	3	153	42	100	43	16	185	35	475	510			
07:15 AM	5	33	48	15	86	8	59	19	1	86	105	75	7	1	187	32	40	29	16	101	33	460	493			
07:30 AM	3	37	47	20	87	5	70	12	3	87	84	43	2	1	129	23	41	39	15	103	39	406	445			
07:45 AM	8	25	49	24	82	6	49	10	0	65	46	34	3	3	83	42	43	54	23	139	50	369	419			
Total	22	116	178	74	316	23	235	56	5	314	316	217	19	8	552	139	224	165	70	528	157	1710	1867			
08:00 AM	7	22	47	29	76	8	55	15	4	78	43	30	2	1	75	30	66	52	23	148	57	377	434			
08:15 AM	6	27	58	28	91	4	60	16	1	80	55	25	1	1	81	15	41	28	9	84	39	336	375			
08:30 AM	2	29	19	9	50	4	51	11	0	66	35	25	2	1	62	21	27	24	11	72	21	250	271			
08:45 AM	6	28	16	12	50	2	31	10	4	43	56	31	3	1	90	25	35	26	10	86	27	269	296			
Total	21	106	140	78	267	18	197	52	9	267	189	111	8	4	308	91	169	130	53	390	144	1232	1376			
Grand Total	43	222	318	152	583	41	432	108	14	581	505	328	27	12	860	230	393	295	123	918	301	2942	3243			
Approch %	7.4	38.1	54.5			7.1	74.4	18.6			58.7	38.1	3.1			25.1	42.8	32.1			9.3	90.7				
Total %	1.5	7.5	10.8		19.8	1.4	14.7	3.7		19.7	17.2	11.1	0.9		29.2	7.8	13.4	10		31.2	0	0	0			
Passenger Vehicles	40	216	317		724	40	425	101		580	494	323	27		856	226	385	286		1017	0	0	0			3177
Large 2 Axle Vehicles	93	97.3	99.7	99.3	98.5	97.6	98.4	93.5	100	97.5	97.8	98.5	100	100	98.2	98.3	98	96.9	97.6	97.7	0	0	0			98
3 Axle Vehicles	1	6	1		9	1	7	4		12	10	5	0		15	4	8	8		23	0	0	0			59
4+ Axle Trucks	2.3	2.7	0.3	0.7	1.2	2.4	1.6	3.7	0	0	2	1.5	0	0	1.7	1.7	2	2.7	2.4	2.2	0	0	0			1.8
% 3 Axle Vehicles	1	0	0	0	0.1	0	0	3		3	1	0	0		1	0	0	1		1	0	0	0			6
% 4+ Axle Trucks	2.3	0	0	0	0.1	0	0	2.8	0	0.5	0.2	0	0	0	0.1	0	0	0.3	0	0.1	0	0	0			0.2
PHF	.688	.784	.908	.737	.902	.719	.839	.737			.752	.723	.679			.827	.560	.764			.714	.900				

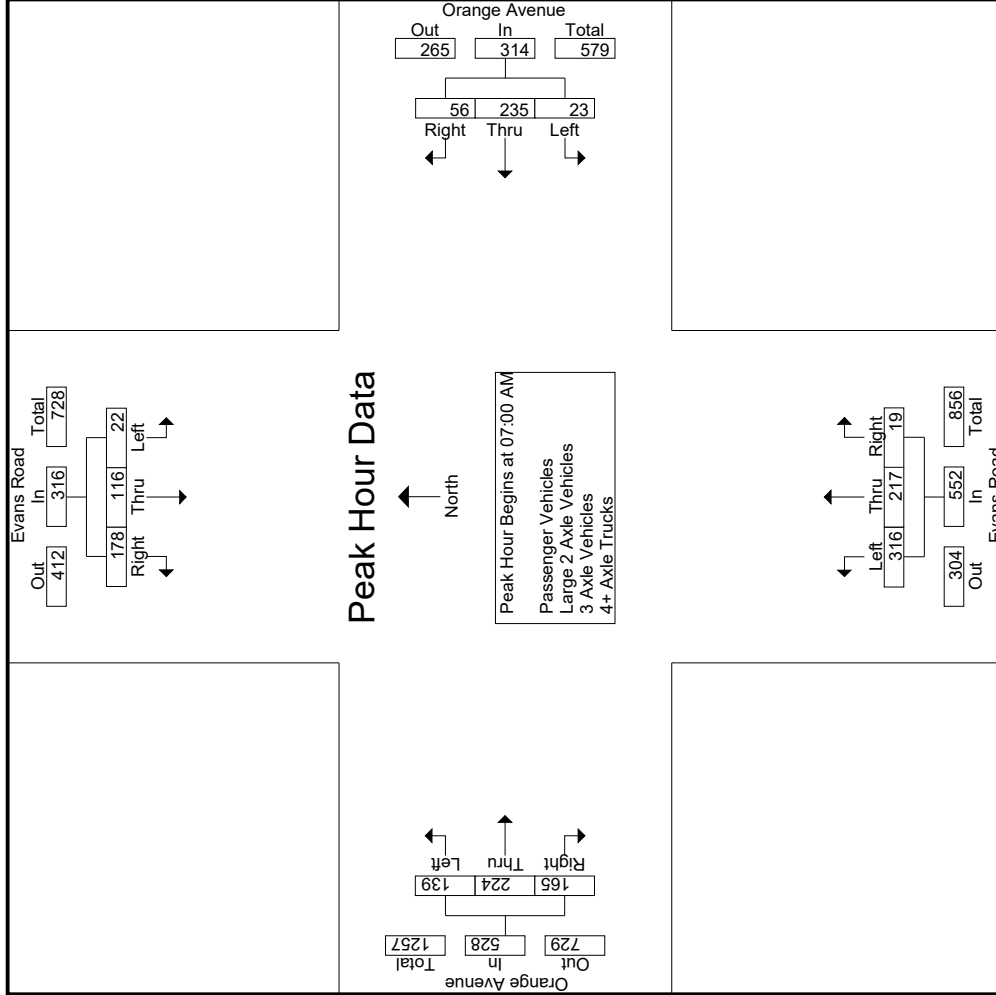
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Start Time	Evans Road Southbound						Orange Avenue Westbound						Evans Road Northbound						Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	6	21	34		61	4	57	15		76	81	65	7		153	42	100	43		185	35	475	510			
07:15 AM	5	33	48		86	8	59	19		86	105	75	7		187	32	40	29		101	33	460	493			
07:30 AM	3	37	47		87	5	70	12		87	84	43	2		129	23	41	39		103	39	406	445			
07:45 AM	8	25	49		82	6	49	10		65	46	34	3		83	42	43	54		139	50	369	419			
Total Volume	22	116	178		316	23	235	56		314	316	217	19		552	139	224	165		528	157	1710	1867			
% App. Total	7	36.7	56.3		908	7.3	74.8	17.8		902	57.2	39.3	3.4		679	26.3	42.4	31.2		528	42.4	31.2	31.2			900
PHF	.688	.784	.908		.902	.719	.839	.737		.902	.752	.723	.679		.738	.827	.560	.764		.714	.900					

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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Orange Avenue Westbound			Evans Road Northbound			Orange Avenue Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:15 AM			07:00 AM			07:00 AM				
+0 mins.	3	37	47	8	59	19	86	81	65	7	153	42	100	43
+15 mins.	8	25	49	5	70	12	87	105	75	7	187	32	40	29
+30 mins.	7	22	47	6	49	10	65	84	43	2	129	23	41	39
+45 mins.	6	27	58	8	55	15	78	46	34	3	83	42	43	54
Total Volume	24	111	201	27	233	56	316	316	217	19	552	139	224	165
% App. Total	7.1	33	59.8	8.5	73.7	17.7	90.8	57.2	39.3	3.4	7.38	26.3	42.4	31.2
PHF	.750	.750	.866	.844	.832	.737	.908	.752	.723	.679	.738	.827	.560	.764

Counts Unlimited
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City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound				Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR				App. Total	App. Total	App. Total		
07:00 AM	4	20	34	15	58	3	54	14	1	71	78	65	7	3	150	41	98	41	16	180	35	459	494	
07:15 AM	5	32	47	14	84	8	57	17	1	82	104	73	7	1	184	32	39	29	16	100	32	450	482	
07:30 AM	3	36	47	20	86	5	69	10	3	84	82	43	2	1	127	23	39	39	15	101	39	398	437	
07:45 AM	8	25	49	24	82	6	48	10	0	64	45	34	3	3	82	41	43	54	23	138	50	366	416	
Total	20	113	177	73	310	22	228	51	5	301	309	215	19	8	543	137	219	163	70	519	156	1673	1829	
08:00 AM	6	22	47	29	75	8	55	15	4	78	41	29	2	1	72	30	65	49	22	144	56	369	425	
08:15 AM	6	25	58	28	89	4	60	16	1	80	54	25	1	1	80	15	40	27	9	82	39	331	370	
08:30 AM	2	28	19	9	49	4	51	10	0	65	34	24	2	1	60	21	27	21	9	69	19	243	262	
08:45 AM	6	28	16	12	50	2	31	9	4	42	56	30	3	1	89	23	34	26	10	83	27	264	291	
Total	20	103	140	78	263	18	197	50	9	265	185	108	8	4	301	89	166	123	50	378	141	1207	1348	
Grand Total	40	216	317	151	573	40	425	101	14	566	494	323	27	12	844	226	385	286	120	897	297	2880	3177	
Approch %	7	37.7	55.3		19.9	7.1	75.1	17.8		19.7	58.5	38.3	3.2	0.9	29.3	25.2	42.9	31.9		31.1	9.3	90.7		
Total %	1.4	7.5	11			1.4	14.8	3.5			17.2	11.2	0.9		7.8	7.8	13.4	9.9			9.3	90.7		
PHF	.625	.785	.903		.901	.688	.826	.750		.896	.743	.736	.679		.738	.835	.559	.755		.721	.755	.721	.911	

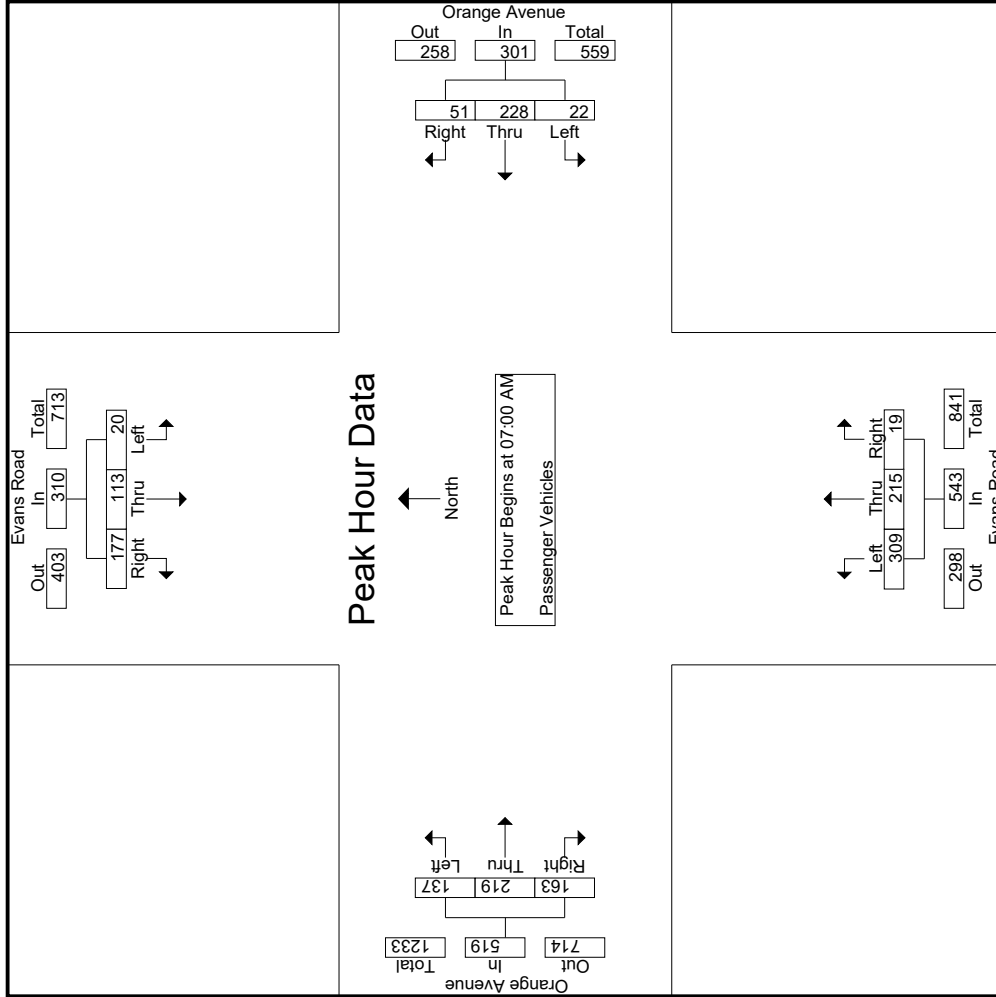
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

3-1-11-142

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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Orange Avenue Westbound			Evans Road Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	4	20	34	3	54	14	71	78	65	7	150	41	98	41	180
+15 mins.	5	32	47	8	57	17	82	104	73	7	184	32	39	29	100
+30 mins.	3	36	47	5	69	10	84	82	43	2	127	23	39	39	101
+45 mins.	8	25	49	6	48	10	64	45	34	3	82	41	43	54	138
Total Volume	20	113	177	22	228	51	301	309	215	19	543	137	219	163	519
% App. Total	6.5	36.5	57.1	7.3	75.7	16.9	89.6	56.9	39.6	3.5	738	26.4	42.2	31.4	721
PHF	.625	.785	.903	.688	.826	.750	.896	.743	.736	.679	.738	.835	.559	.755	.721

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

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

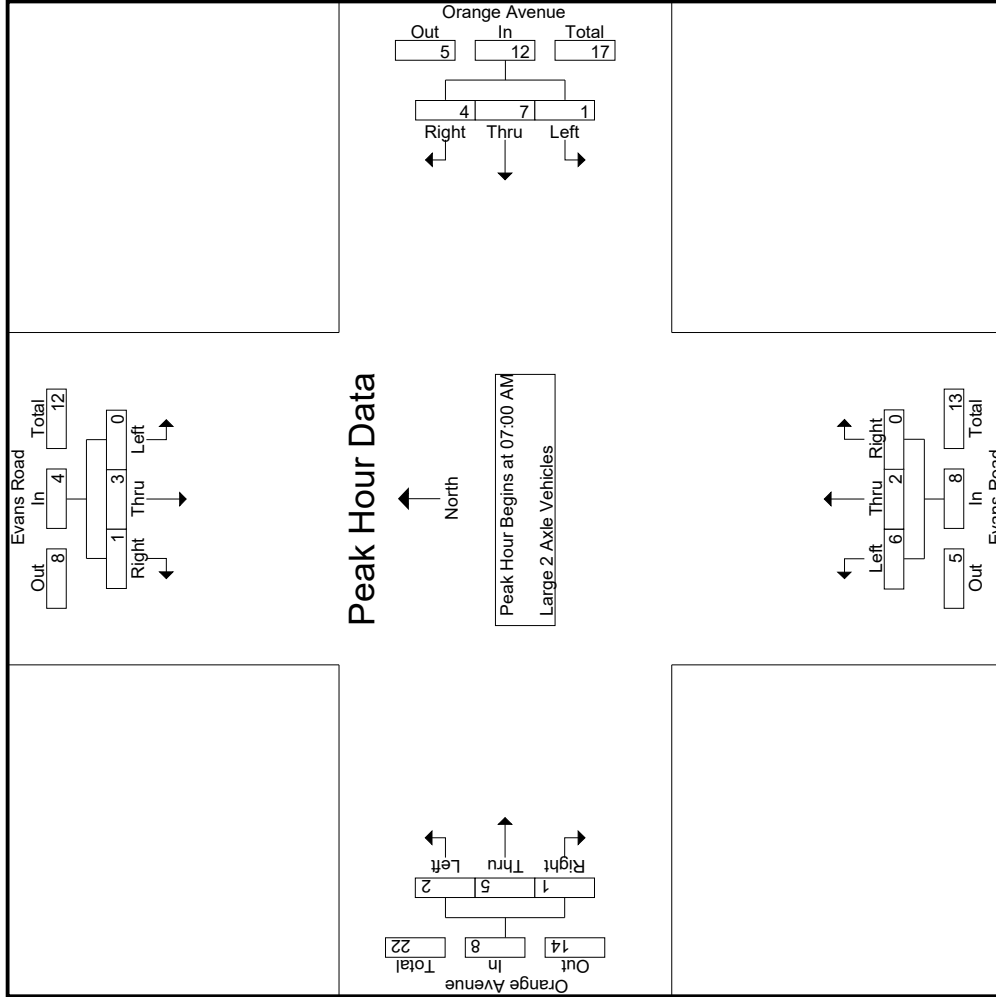
Groups Printed - Large 2 Axle Vehicles

Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	1	0	0	1	3	1	0	5	2	0	0	2	1	2	1	0	4	0	12	12
07:15 AM	0	1	1	1	2	2	1	0	3	1	2	0	3	0	1	0	0	1	1	9	10
07:30 AM	0	1	0	0	1	2	0	0	3	2	0	0	2	0	2	0	0	2	0	8	8
07:45 AM	0	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	0	1	0	3	3
Total	0	3	1	1	4	7	4	0	12	6	2	0	8	2	5	1	0	8	1	32	33
08:00 AM	1	0	0	0	0	0	0	0	0	2	1	0	3	0	1	3	1	4	1	8	9
08:15 AM	0	2	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	5	5
08:30 AM	0	1	0	0	0	0	0	0	0	1	1	0	2	0	0	3	2	3	2	6	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	2	1	0	0	3	0	4	4
Total	1	3	0	0	4	0	0	0	0	4	3	0	7	2	3	7	3	12	3	23	26
Grand Total	1	6	1	1	8	1	7	4	12	10	5	0	15	4	8	8	3	20	4	55	59
Approch %	12.5	75	12.5	1.8	8.3	58.3	33.3	0	66.7	33.3	9.1	0	27.3	20	40	40	36.4	6.8	93.2		
Total %	1.8	10.9	1.8	14.5	21.8	18.2	7.3	0	18.2	9.1	0	0	27.3	7.3	14.5	14.5	36.4	6.8	93.2		
Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound								
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	1	0	0	1	3	1	0	5	2	0	0	2	1	2	1	0	4	0	12	12
07:15 AM	0	1	1	1	2	2	1	0	3	1	2	0	3	0	1	0	0	1	1	9	10
07:30 AM	0	1	0	0	1	2	0	0	3	2	0	0	2	0	2	0	0	2	0	8	8
07:45 AM	0	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	0	1	0	3	3
Total Volume	0	3	1	1	4	7	4	0	12	6	2	0	8	2	5	1	0	8	1	32	33
% App. Total	0	75	25	1.8	8.3	58.3	33.3	0	66.7	33.3	9.1	0	27.3	20	40	40	36.4	6.8	93.2		
PHF	.000	.750	.250	.500	.250	.583	.500	.600	.667	.250	.625	.250	.500	.500	.625	.250	.500	.500	.500	.667	.667

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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Evans Road Southbound			Orange Avenue Westbound			Evans Road Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	0	1	3	1	5	2	0	0	2	1	2	1	4
+15 mins.	0	1	1	0	2	1	3	1	2	0	3	0	1	0	1
+30 mins.	0	1	0	0	1	2	3	2	0	0	2	0	2	0	2
+45 mins.	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1
Total Volume	0	3	1	1	7	4	12	6	2	0	8	2	5	1	8
% App. Total	0	.75	.25	8.3	58.3	33.3	.600	.75	.25	.000	.667	.25	62.5	12.5	.500
PHF	.000	.750	.250	.250	.583	.500	.600	.750	.250	.000	.667	.250	.625	.250	.500

Groups Printed- 3 Axle Vehicles

Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	6
Approch %	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	100
Total %	16.7	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	16.7	0	0	100

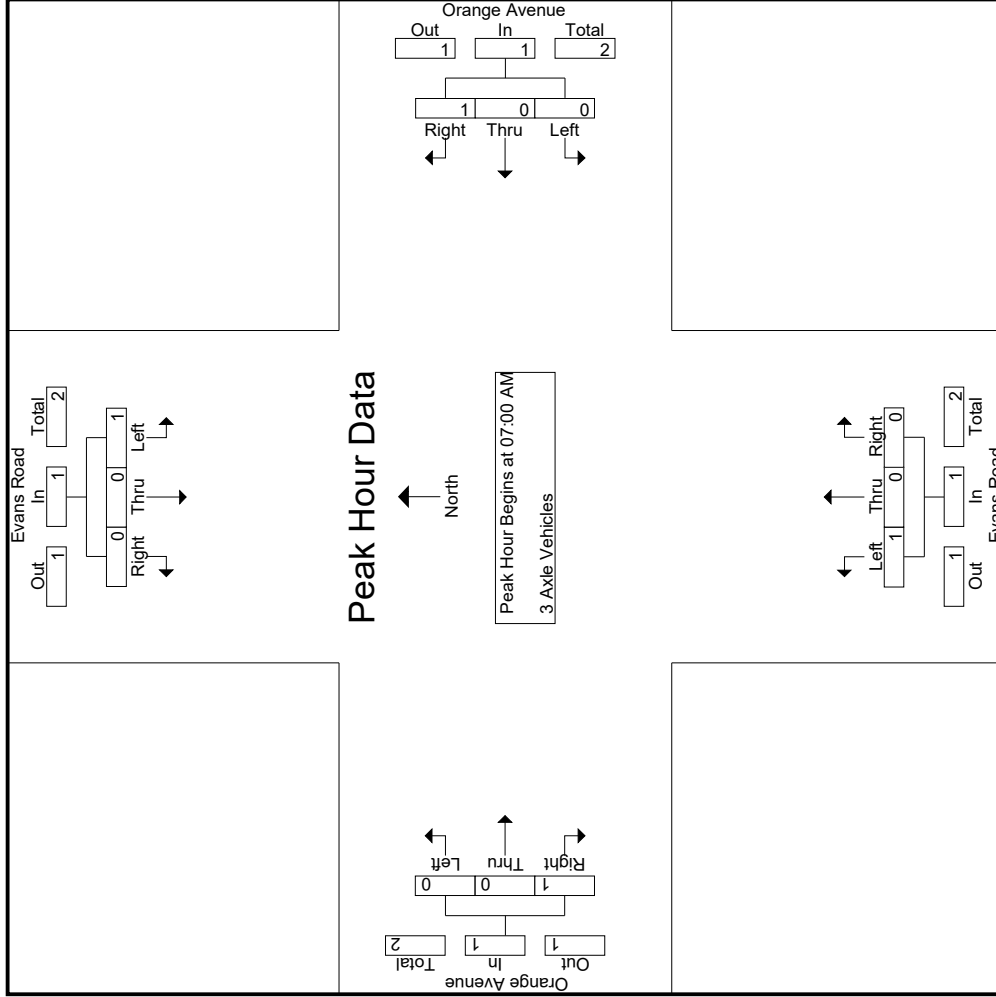
Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	100
PHF	.250	.000	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250	.333

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

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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Orange Avenue Westbound			Evans Road Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
+15 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	1	
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	100	
PHF	.250	.000	.000	.250	.250	.250	.000	.000	.000	.250	.000	.000	.250	.250	

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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Approch %	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	100	100
Total %	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	100	100

3.1-1151

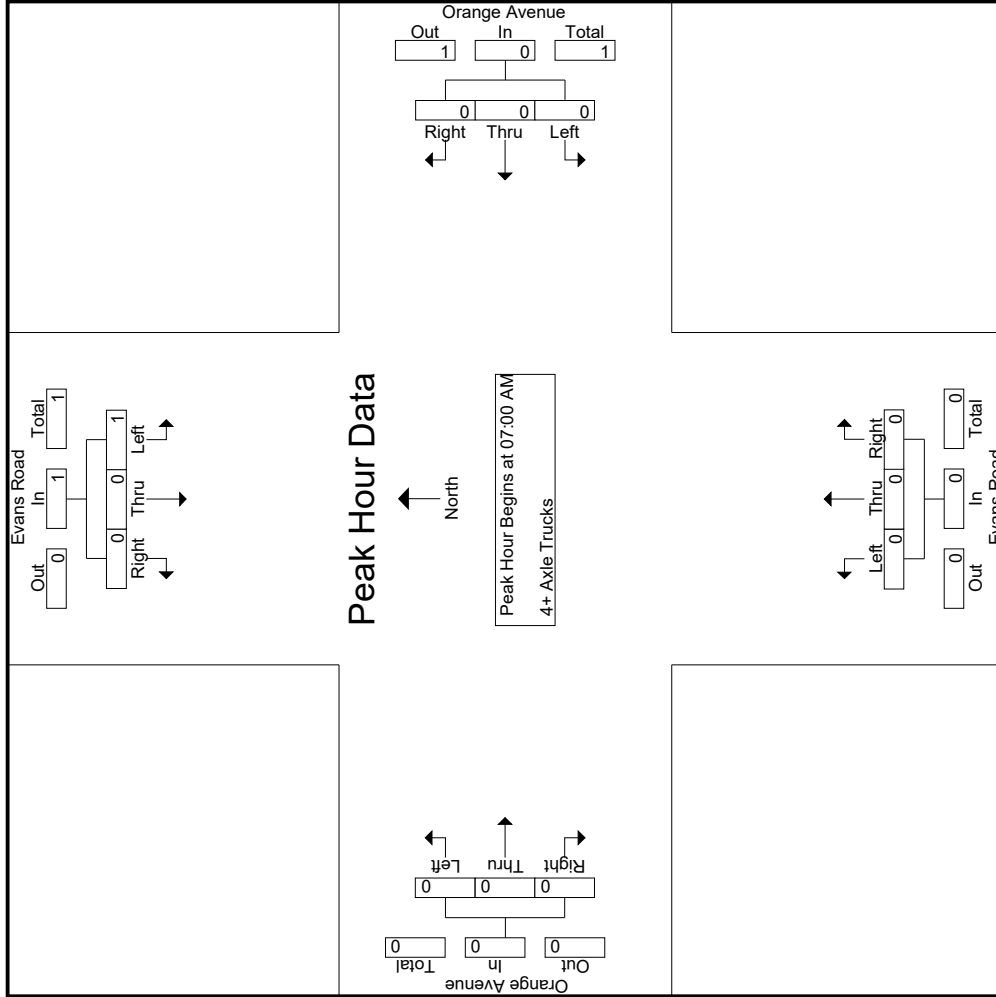
Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
% App. Total	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	100	100
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250

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

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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Orange Avenue Westbound			Evans Road Northbound			Orange Avenue Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0	0	0	0	0	0	0	0	0	0
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
 PO Box 1178
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 (951) 268-6268

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Om PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Evans Road Southbound						Orange Avenue Westbound						Evans Road Northbound						Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
04:00 PM	14	44	46	16	104	1	53	14	0	68	54	27	2	2	83	34	55	40	17	129	35	384	419			
04:15 PM	11	39	40	27	90	4	39	10	0	53	47	32	1	1	80	28	74	37	9	139	37	362	399			
04:30 PM	9	53	32	12	94	3	39	13	1	55	56	20	0	0	76	44	67	57	23	168	36	393	429			
04:45 PM	13	53	33	16	99	3	27	18	4	48	48	35	2	1	85	47	55	66	22	168	43	400	443			
Total	47	189	151	71	387	11	158	55	5	224	205	114	5	4	324	153	251	200	71	604	151	1539	1690			
05:00 PM	11	48	36	20	95	3	33	15	2	51	50	27	1	0	78	45	59	52	24	156	46	380	426			
05:15 PM	14	56	42	20	112	2	34	13	0	49	47	26	2	1	75	47	57	48	12	152	33	388	421			
05:30 PM	11	41	48	24	100	3	43	21	1	67	48	26	0	0	74	52	70	48	13	170	38	411	449			
05:45 PM	13	50	35	21	98	2	35	19	1	56	56	30	0	0	86	52	66	40	12	158	34	398	432			
Total	49	195	161	85	405	10	145	68	4	223	201	109	3	1	313	196	252	188	61	636	151	1577	1728			
Grand Total	96	384	312	156	792	21	303	123	9	447	406	223	8	5	637	349	503	388	132	1240	302	3116	3418			
Approch %	12.1	48.5	39.4			4.7	67.8	27.5			63.7	35	1.3			28.1	40.6	31.3			8.8	91.2				
Total %	3.1	12.3	10		25.4	0.7	9.7	3.9		14.3	13	7.2	0.3		20.4	11.2	16.1	12.5		39.8	0	0	0			
Passenger Vehicles	93	379	312		940	21	298	121		449	401	217	8		631	346	493	380		1349	0	0	0	3369		
Passenger Vehicles	96.9	98.7	100		99.2	100	98.3	98.4		100	98.8	97.3	100		98.3	99.1	98	97.9		98.5	0	0	0	98.6		
Large 2 Axle Vehicles	3	5	0		8	0	4	0		4	5	5	0		10	3	9	7		21	0	0	0	43		
Large 2 Axle Vehicles	3.1	1.3	0		0.8	0	1.3	0		0.9	1.2	2.2	0		1.6	0.9	1.8	1.8		1.5	0	0	0	1.3		
3 Axle Vehicles	0	0	0		0	0	1	2		3	0	0	0		0	0	0	0		0	0	0	0	4		
3 Axle Vehicles	0	0	0		0	0	0.3	1.6		0.7	0	0	0		0	0	0.2	0		0.1	0	0	0	0.1		
4+ Axle Trucks	0	0	0		0	0	0	0		0	0	1	0		1	0	0	1		1	0	0	0	2		
4+ Axle Trucks	0	0	0		0	0	0	0		0	0	0.4	0		0.2	0	0	0.3		0.1	0	0	0	0.1		

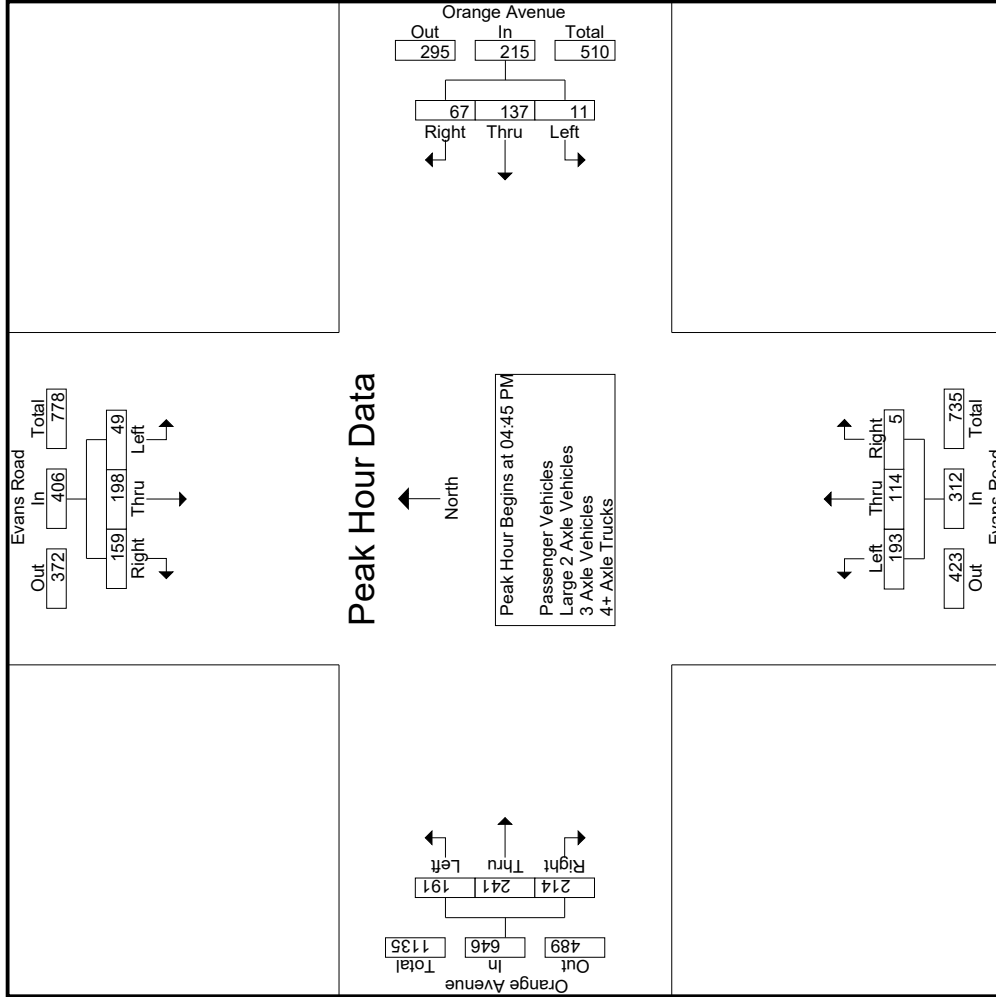
Start Time	Evans Road Southbound						Orange Avenue Westbound						Evans Road Northbound						Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
04:45 PM	13	53	33		99	3	27	18		48	48	35	2		85	47	55	66		168	400			
05:00 PM	11	48	36		95	3	33	15		51	50	27	1		78	45	59	52		156	380			
05:15 PM	14	56	42		112	2	34	13		49	47	26	2		75	47	57	48		152	388			
05:30 PM	11	41	48		100	3	43	21		67	48	26	0		74	52	70	48		170	411			
Total Volume	49	198	159		406	11	137	67		215	193	114	5		312	191	241	214		646	1579			
% App. Total	12.1	48.8	39.2			5.1	63.7	31.2			61.9	36.5	1.6			29.6	37.3	33.1			.950			
PHF	.875	.884	.828		.906	.917	.797	.798		.802	.965	.814	.625		.918	.918	.861	.811		.950	.960			

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

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City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Om PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
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File Name : 41_PER_Evans_Om PM
 Site Code : 05120169
 Start Date : 3/11/2020
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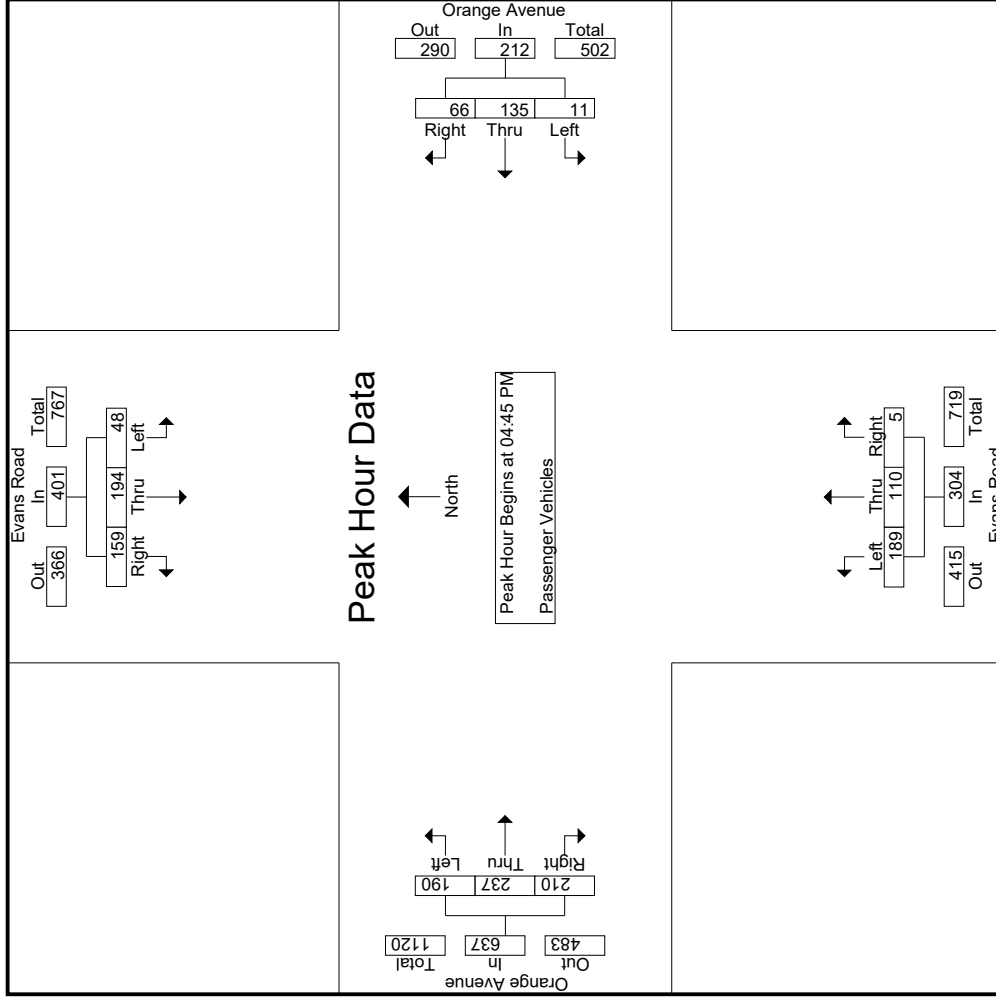
Groups Printed- Passenger Vehicles

Start Time	Evans Road Southbound						Orange Avenue Westbound						Evans Road Northbound						Orange Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	
04:00 PM	14	44	46	16	104	104	1	53	14	0	68	68	54	27	2	2	83	83	34	55	39	16	128	128	
04:15 PM	10	39	40	27	89	89	4	39	10	0	53	53	46	30	1	1	77	77	26	68	36	9	130	130	
04:30 PM	8	52	32	12	92	92	3	37	13	1	53	53	56	20	0	0	76	76	44	67	56	22	167	167	
04:45 PM	13	51	33	16	97	97	3	27	17	4	47	47	46	33	2	1	81	81	47	55	64	22	166	166	
Total	45	186	151	71	382	382	11	156	54	5	221	221	202	110	5	4	317	317	151	245	195	69	591	591	
05:00 PM	10	48	36	20	94	94	3	33	15	2	51	51	49	27	1	0	77	77	45	57	51	24	153	153	
05:15 PM	14	54	42	20	110	110	2	32	13	0	47	47	46	25	2	1	73	73	47	57	47	12	151	151	
05:30 PM	11	41	48	24	100	100	3	43	21	1	67	67	48	25	0	0	73	73	51	68	48	13	167	167	
05:45 PM	13	50	35	21	98	98	2	34	18	1	54	54	56	30	0	0	86	86	52	66	39	12	157	157	
Total	48	193	161	85	402	402	10	142	67	4	219	219	199	107	3	1	309	309	195	248	185	61	628	628	
Grand Total	93	379	312	156	784	784	21	298	121	9	440	440	401	217	8	5	626	626	346	493	380	130	1219	1219	
Approch %	11.9	48.3	39.8				4.8	67.7	27.5				64.1	34.7	1.3				28.4	40.4	31.2				
Total %	3	12.3	10.2		25.5	25.5	0.7	9.7	3.9		14.3	14.3	13.1	7.1	0.3		20.4	20.4	11.3	16.1	12.4		39.7	39.7	
3-1-1157																									
Start Time	Evans Road Southbound						Orange Avenue Westbound						Evans Road Northbound						Orange Avenue Eastbound						
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	
04:45 PM	13	51	33	16	97	97	3	27	17	4	47	47	46	33	2	1	81	81	47	55	64	22	166	166	
05:00 PM	10	39	40	27	89	89	4	39	10	0	53	53	46	30	1	1	77	77	26	68	36	9	130	130	
05:15 PM	8	52	32	12	92	92	3	37	13	1	53	53	56	20	0	0	76	76	44	67	56	22	167	167	
05:30 PM	11	41	48	24	100	100	3	43	21	1	67	67	48	25	0	0	73	73	51	68	48	13	167	167	
Total Volume	48	194	159	85	402	402	11	135	66	5	212	212	189	110	5	4	304	304	190	237	210	61	637	637	
% App. Total	12	48.4	39.7		39.7	39.7	5.2	63.7	31.1		1.6	1.6	62.2	36.2	1.6		33	33	29.8	37.2	33		33	33	
PHF	.857	.898	.828		.911	.911	.917	.785	.786		.791	.791	.964	.833	.625		.938	.938	.931	.871	.820		.954	.954	

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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	13	51	33	97	3	27	17	47	46	33	2	81	47	55	64	166	
+15 mins.	10	48	36	94	3	33	15	51	49	27	1	77	45	57	51	153	
+30 mins.	14	54	42	110	2	32	13	47	46	25	2	73	47	57	47	151	
+45 mins.	11	41	48	100	3	43	21	67	48	25	0	73	51	68	48	167	
Total Volume	48	194	159	401	11	135	66	212	189	110	5	304	190	237	210	637	
% App. Total	12	48.4	39.7		5.2	63.7	31.1		62.2	36.2	1.6		29.8	37.2	33		
PHF	.857	.898	.828	.911	.917	.785	.786	.791	.964	.833	.625	.938	.931	.871	.820	.954	

Groups Printed - Large 2 Axle Vehicles

Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	
04:15 PM	1	0	0	0	0	0	0	0	1	2	0	0	3	2	5	1	0	8	0	12
04:30 PM	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	4	5
04:45 PM	0	2	0	0	0	0	0	0	2	2	0	0	4	0	0	2	2	0	8	8
Total	2	3	0	0	1	3	4	0	3	4	0	7	7	2	5	5	12	2	25	27
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	3	0	5
05:15 PM	0	2	0	0	2	1	0	0	2	1	0	1	1	0	0	1	0	1	0	6
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	1	1	2	0	3	0	4	4
05:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Total	1	2	0	0	3	2	1	0	3	1	4	3	3	1	4	2	7	0	16	16
Grand Total	3	5	0	0	4	5	5	0	4	10	10	10	10	3	9	7	2	2	41	43
Approch %	37.5	62.5	0	0	100	50	50	0	50	12.2	12.2	24.4	24.4	15.8	47.4	36.8	46.3	4.7	95.3	95.3
Total %	7.3	12.2	0	0	9.8	12.2	12.2	0	9.8	7.3	7.3	17.1	17.1	7.3	22	17.1	46.3	4.7	95.3	95.3

3.1-1160

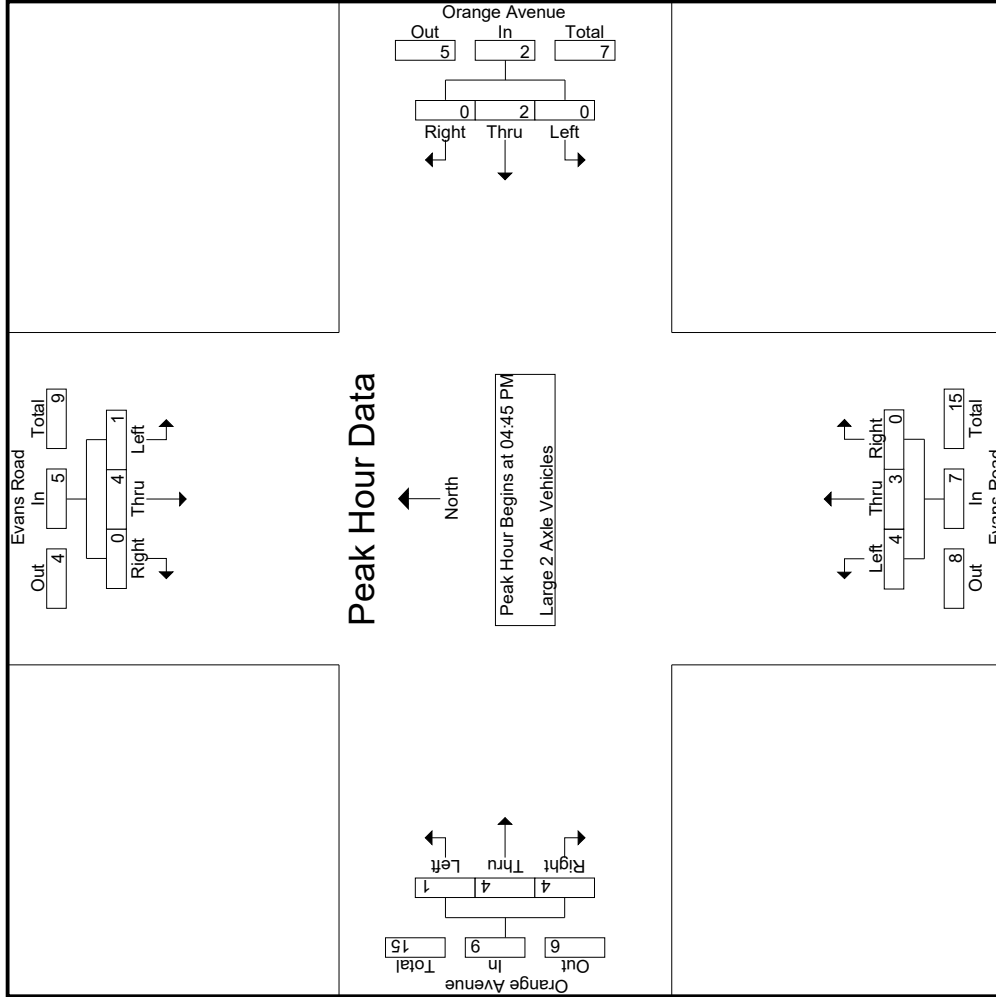
Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
05:15 PM	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	6
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	3	0	4	4
Total Volume	1	4	0	0	0	2	0	0	2	4	3	0	7	1	4	4	44.4	0	23	23
% App. Total	20	80	0	0	100	57.1	42.9	0	57.1	11.1	11.1	44.4	44.4	11.1	44.4	44.4	.500	.500	.719	.719
PHF	.250	.500	.000	.000	.250	.250	.375	.000	.250	.438	.000	.500	.500	.250	.500	.750	.500	.500	.719	.719

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

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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
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City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Orange Avenue Westbound			Evans Road Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM			04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	2	0	0	0	0	0	0	0	2	0	0	0	2	
+15 mins.	1	0	0	0	0	0	0	0	0	1	0	0	2	1	
+30 mins.	0	2	0	0	2	0	2	0	0	1	0	0	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0	2	0	
Total Volume	1	4	0	0	2	0	2	0	2	4	3	0	4	4	
% App. Total	20	80	0	0	100	0	57.1	42.9	0	57.1	42.9	0	11.1	44.4	
PHF	.250	.500	.000	.000	.250	.000	.250	.000	.000	.500	.375	.000	.250	.500	
													.438	.750	

Groups Printed - 3 Axle Vehicles

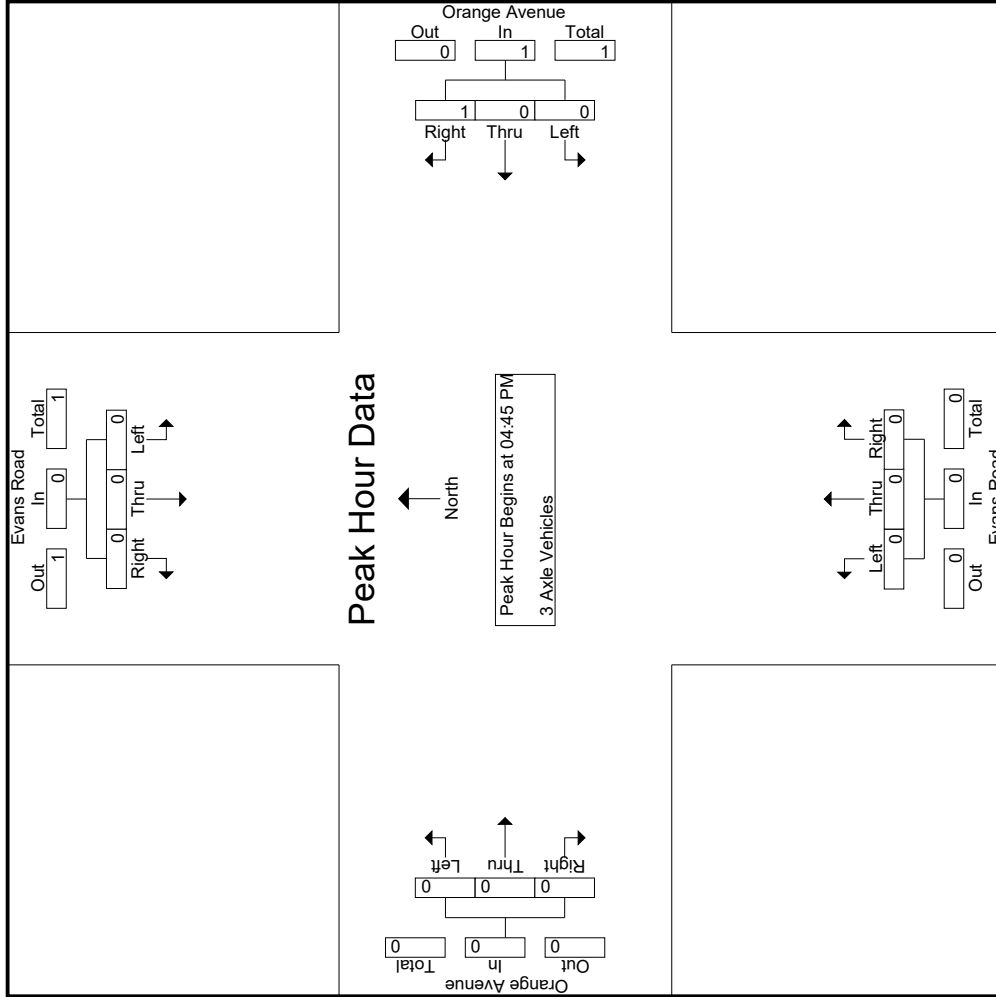
Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	1	1	0	0	0	0	1	0	0	1	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	0	0	0	3	1	2	0	0	0	0	1	0	0	1	0	4	4
Approch %	0	0	0	0	33.3	66.7	50				0	100	0	0	25	0	100	
Total %	0	0	0	0	75	25	50				0	25	0	0	100	0	100	

Start Time	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Evans Road
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 Weather: Clear

File Name : 41_PER_Evans_Orn PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Evans Road Southbound			Orange Avenue Westbound			Evans Road Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM			04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	

Counts Unlimited
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City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

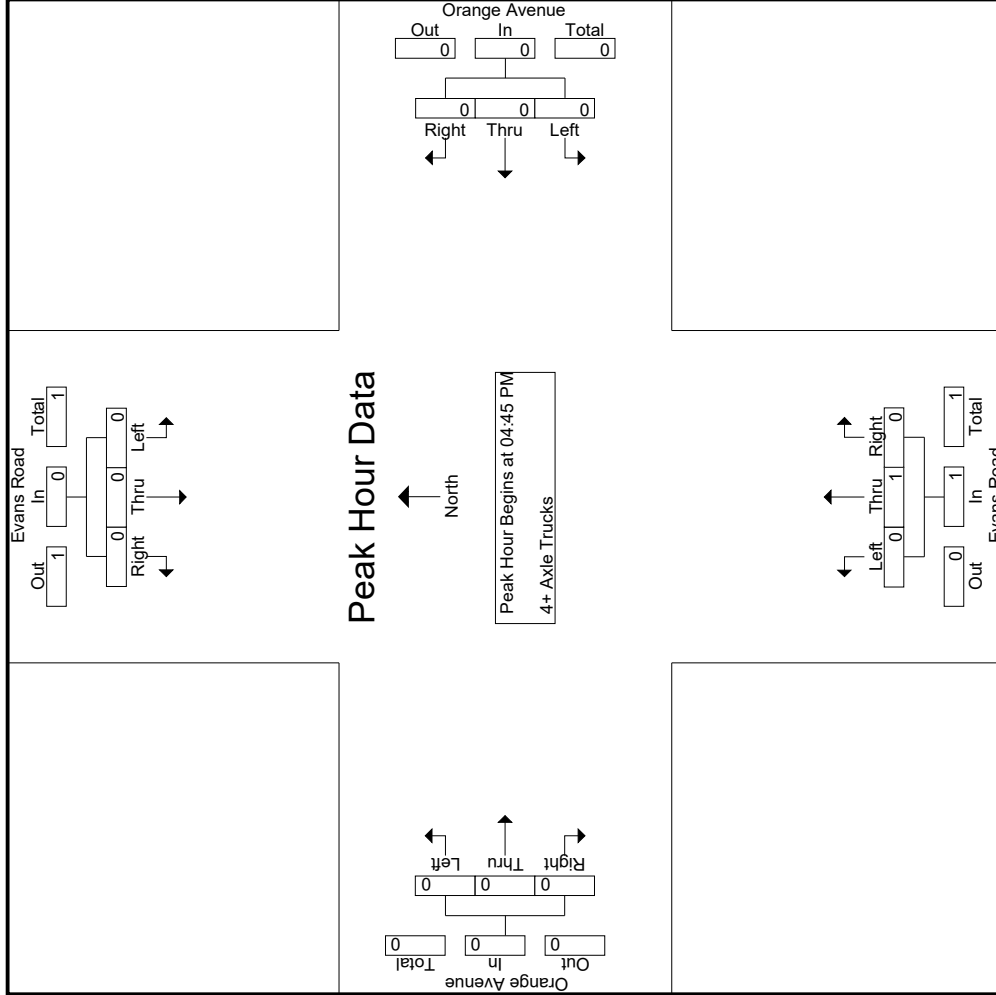
Groups Printed- 4+ Axle Trucks

Start Time	Evans Road Southbound					Orange Avenue Westbound					Evans Road Northbound					Orange Avenue Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1	0	2
Approch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	50	0	0	100	0	50	0	0	100	0	100
Total %	0	0	0	0	0	0	0	0	0	0	0	50	0	0	50	0	0	50	0	50	0	0	50	0	100
Start Time	Evans Road Southbound					Orange Avenue Westbound					Evans Road Northbound					Orange Avenue Eastbound									
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	50	0	0	100	0	50	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250

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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Evans Road
 E/W: Orange Avenue
 Weather: Clear

File Name : 41_PER_Evans_Orn PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Evans Road Southbound			Orange Avenue Westbound			Evans Road Northbound			Orange Avenue Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM			04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	

Location: Perris
 N/S: Evans Road
 E/W: Orange Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Evans Road	East Leg Orange Avenue	South Leg Dead End	West Leg Orange Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	3	3	0	0	6
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	1	3
7:45 AM	0	2	0	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	2	1	3
8:30 AM	0	0	0	0	0
8:45 AM	0	3	7	0	10
TOTAL VOLUMES:	3	8	11	2	24

	North Leg Evans Road	East Leg Orange Avenue	South Leg Dead End	West Leg Orange Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	2	1	1	4
4:15 PM	1	0	3	1	5
4:30 PM	1	1	2	0	4
4:45 PM	0	0	4	0	4
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	2	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	3	12	2	19

Location: Perris
 N/S: Evans Road
 E/W: Orange Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Evans Road			Westbound Orange Avenue			Northbound Dead End			Eastbound Orange Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	0	2	0	3

	Southbound Evans Road			Westbound Orange Avenue			Northbound Dead End			Eastbound Orange Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	1	0	2	0	0	4

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

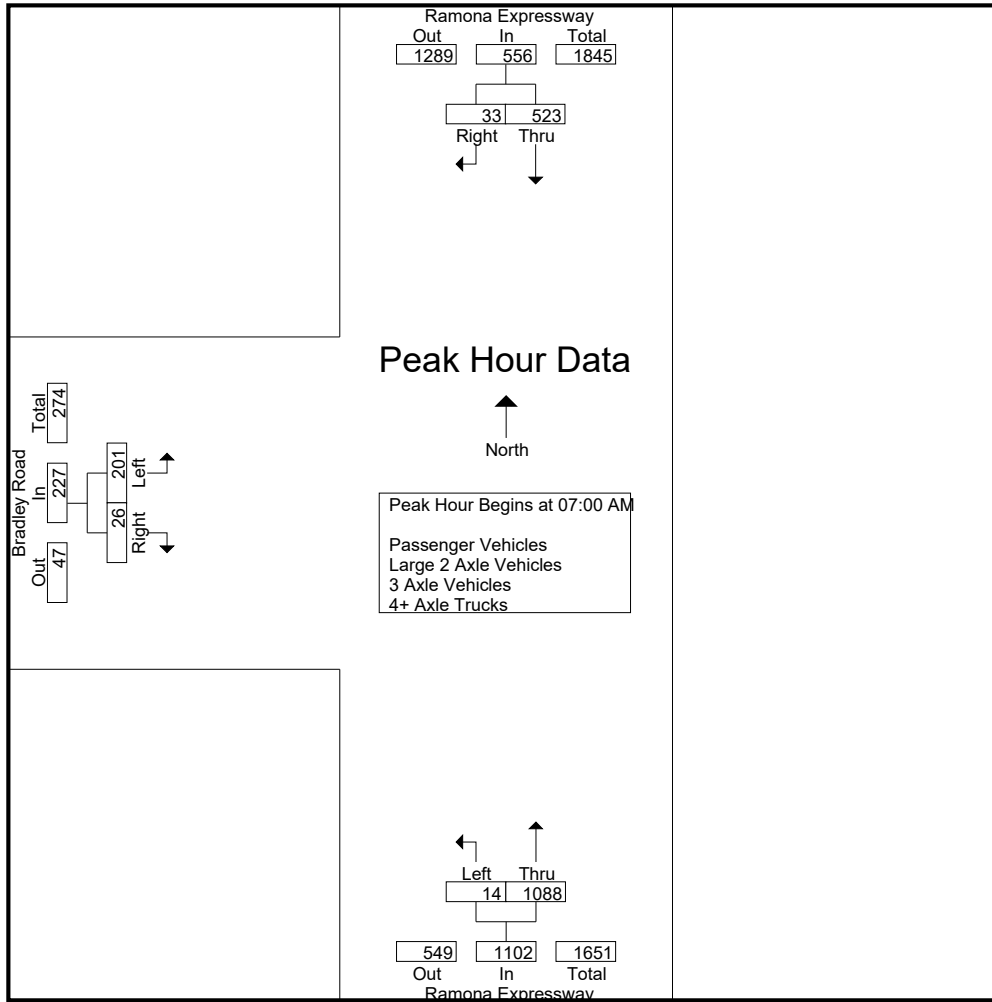
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Ramona Expressway Southbound				Ramona Expressway Northbound				Bradley Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	128	4	0	132	3	254	0	257	46	11	7	57	7	446	453
07:15 AM	139	6	1	145	3	239	0	242	45	3	2	48	3	435	438
07:30 AM	137	12	1	149	5	314	0	319	59	6	3	65	4	533	537
07:45 AM	119	11	0	130	3	281	0	284	51	6	3	57	3	471	474
Total	523	33	2	556	14	1088	0	1102	201	26	15	227	17	1885	1902
08:00 AM	100	12	0	112	1	194	0	195	52	5	3	57	3	364	367
08:15 AM	102	8	3	110	0	206	0	206	38	3	1	41	4	357	361
08:30 AM	76	10	1	86	2	161	0	163	32	3	2	35	3	284	287
08:45 AM	72	10	1	82	2	158	0	160	18	1	1	19	2	261	263
Total	350	40	5	390	5	719	0	724	140	12	7	152	12	1266	1278
Grand Total	873	73	7	946	19	1807	0	1826	341	38	22	379	29	3151	3180
Apprch %	92.3	7.7			1	99			90	10					
Total %	27.7	2.3		30	0.6	57.3		57.9	10.8	1.2		12	0.9	99.1	
Passenger Vehicles	828	72		907	18	1765		1783	340	38		400	0	0	3090
% Passenger Vehicles	94.8	98.6	100	95.2	94.7	97.7	0	97.6	99.7	100	100	99.8	0	0	97.2
Large 2 Axle Vehicles	25	1		26	1	19		20	1	0		1	0	0	47
% Large 2 Axle Vehicles	2.9	1.4	0	2.7	5.3	1.1	0	1.1	0.3	0	0	0.2	0	0	1.5
3 Axle Vehicles	10	0		10	0	3		3	0	0		0	0	0	13
% 3 Axle Vehicles	1.1	0	0	1	0	0.2	0	0.2	0	0	0	0	0	0	0.4
4+ Axle Trucks	10	0		10	0	20		20	0	0		0	0	0	30
% 4+ Axle Trucks	1.1	0	0	1	0	1.1	0	1.1	0	0	0	0	0	0	0.9

Start Time	Ramona Expressway Southbound			Ramona Expressway Northbound			Bradley Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	128	4	132	3	254	257	46	11	57	446
07:15 AM	139	6	145	3	239	242	45	3	48	435
07:30 AM	137	12	149	5	314	319	59	6	65	533
07:45 AM	119	11	130	3	281	284	51	6	57	471
Total Volume	523	33	556	14	1088	1102	201	26	227	1885
% App. Total	94.1	5.9		1.3	98.7		88.5	11.5		
PHF	.941	.688	.933	.700	.866	.864	.852	.591	.873	.884

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	128	4	132	3	254	257	46	11	57
+15 mins.	139	6	145	3	239	242	45	3	48
+30 mins.	137	12	149	5	314	319	59	6	65
+45 mins.	119	11	130	3	281	284	51	6	57
Total Volume	523	33	556	14	1088	1102	201	26	227
% App. Total	94.1	5.9		1.3	98.7		88.5	11.5	
PHF	.941	.688	.933	.700	.866	.864	.852	.591	.873

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

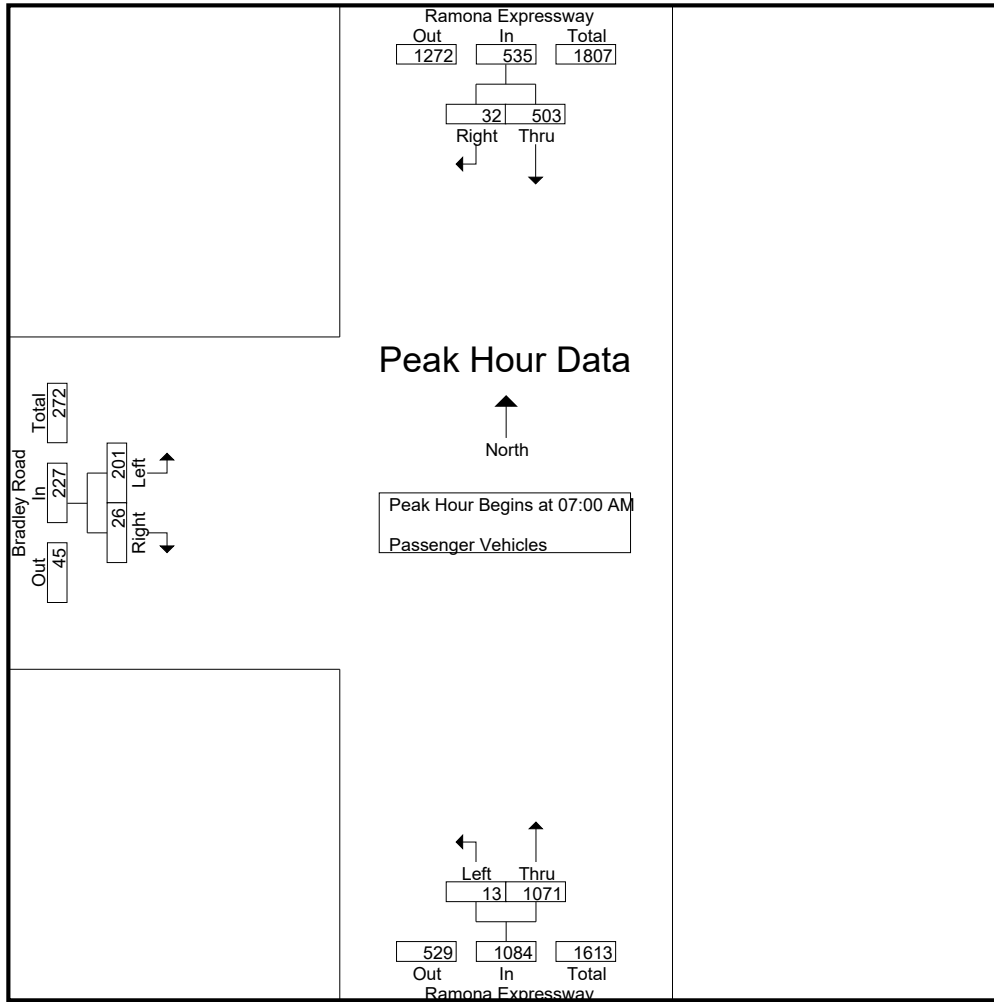
Groups Printed- Passenger Vehicles

Start Time	Ramona Expressway Southbound				Ramona Expressway Northbound				Bradley Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	122	4	0	126	2	251	0	253	46	11	7	57	7	436	443
07:15 AM	135	6	1	141	3	234	0	237	45	3	2	48	3	426	429
07:30 AM	136	11	1	147	5	311	0	316	59	6	3	65	4	528	532
07:45 AM	110	11	0	121	3	275	0	278	51	6	3	57	3	456	459
Total	503	32	2	535	13	1071	0	1084	201	26	15	227	17	1846	1863
08:00 AM	97	12	0	109	1	190	0	191	51	5	3	56	3	356	359
08:15 AM	94	8	3	102	0	203	0	203	38	3	1	41	4	346	350
08:30 AM	71	10	1	81	2	149	0	151	32	3	2	35	3	267	270
08:45 AM	63	10	1	73	2	152	0	154	18	1	1	19	2	246	248
Total	325	40	5	365	5	694	0	699	139	12	7	151	12	1215	1227
Grand Total	828	72	7	900	18	1765	0	1783	340	38	22	378	29	3061	3090
Apprch %	92	8			1	99			89.9	10.1					
Total %	27	2.4		29.4	0.6	57.7		58.2	11.1	1.2		12.3	0.9	99.1	

Start Time	Ramona Expressway Southbound			Ramona Expressway Northbound			Bradley Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	122	4	126	2	251	253	46	11	57	436
07:15 AM	135	6	141	3	234	237	45	3	48	426
07:30 AM	136	11	147	5	311	316	59	6	65	528
07:45 AM	110	11	121	3	275	278	51	6	57	456
Total Volume	503	32	535	13	1071	1084	201	26	227	1846
% App. Total	94	6		1.2	98.8		88.5	11.5		
PHF	.925	.727	.910	.650	.861	.858	.852	.591	.873	.874

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	122	4	126	2	251	253	46	11	57
+15 mins.	135	6	141	3	234	237	45	3	48
+30 mins.	136	11	147	5	311	316	59	6	65
+45 mins.	110	11	121	3	275	278	51	6	57
Total Volume	503	32	535	13	1071	1084	201	26	227
% App. Total	94	6		1.2	98.8		88.5	11.5	
PHF	.925	.727	.910	.650	.861	.858	.852	.591	.873

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

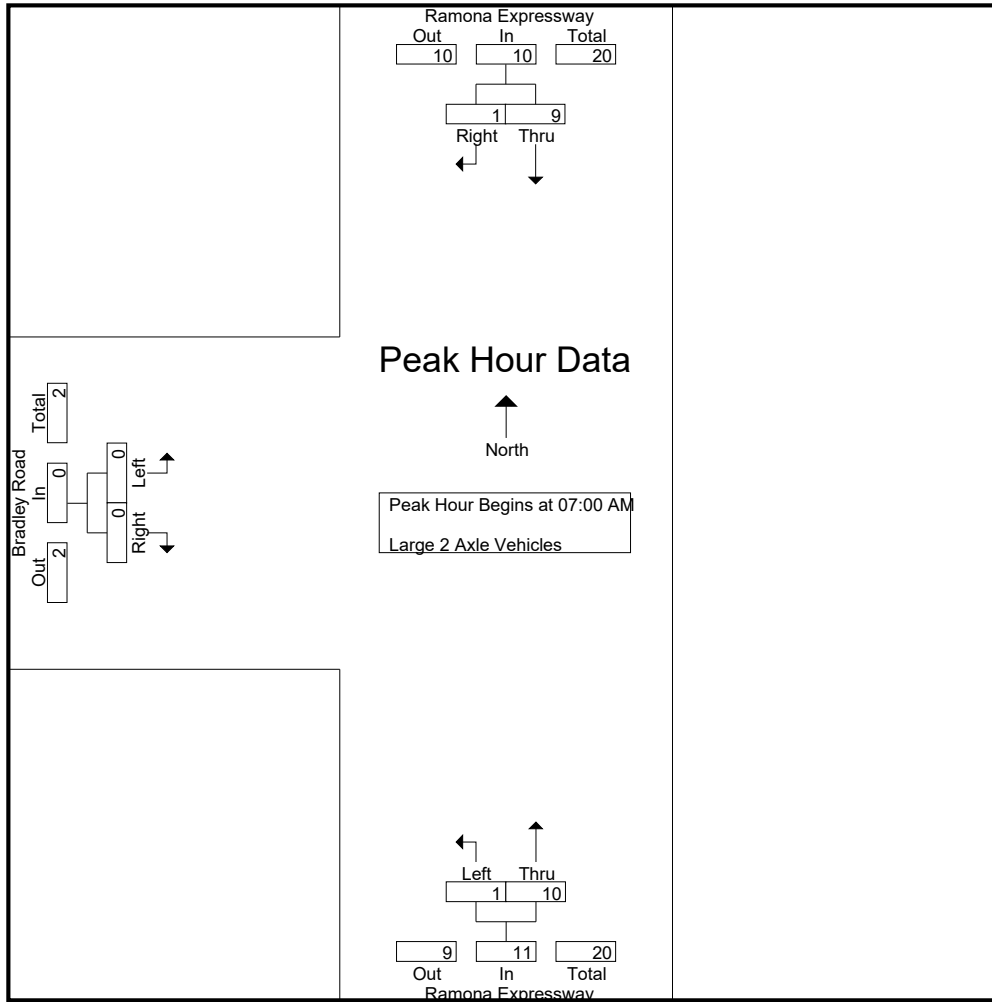
Groups Printed- Large 2 Axle Vehicles

Start Time	Ramona Expressway Southbound				Ramona Expressway Northbound				Bradley Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	3	0	0	3	1	3	0	4	0	0	0	0	0	7	7
07:15 AM	2	0	0	2	0	1	0	1	0	0	0	0	0	3	3
07:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	2
07:45 AM	4	0	0	4	0	5	0	5	0	0	0	0	0	9	9
Total	9	1	0	10	1	10	0	11	0	0	0	0	0	21	21
08:00 AM	1	0	0	1	0	3	0	3	1	0	0	1	0	5	5
08:15 AM	5	0	0	5	0	1	0	1	0	0	0	0	0	6	6
08:30 AM	3	0	0	3	0	2	0	2	0	0	0	0	0	5	5
08:45 AM	7	0	0	7	0	3	0	3	0	0	0	0	0	10	10
Total	16	0	0	16	0	9	0	9	1	0	0	1	0	26	26
Grand Total	25	1	0	26	1	19	0	20	1	0	0	1	0	47	47
Apprch %	96.2	3.8			5	95			100	0					
Total %	53.2	2.1		55.3	2.1	40.4		42.6	2.1	0		2.1	0	100	

Start Time	Ramona Expressway Southbound			Ramona Expressway Northbound			Bradley Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	3	0	3	1	3	4	0	0	0	7
07:15 AM	2	0	2	0	1	1	0	0	0	3
07:30 AM	0	1	1	0	1	1	0	0	0	2
07:45 AM	4	0	4	0	5	5	0	0	0	9
Total Volume	9	1	10	1	10	11	0	0	0	21
% App. Total	90	10		9.1	90.9		0	0		
PHF	.563	.250	.625	.250	.500	.550	.000	.000	.000	.583

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	3	0	3	1	3	4	0	0	0
+15 mins.	2	0	2	0	1	1	0	0	0
+30 mins.	0	1	1	0	1	1	0	0	0
+45 mins.	4	0	4	0	5	5	0	0	0
Total Volume	9	1	10	1	10	11	0	0	0
% App. Total	90	10		9.1	90.9		0	0	
PHF	.563	.250	.625	.250	.500	.550	.000	.000	.000

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

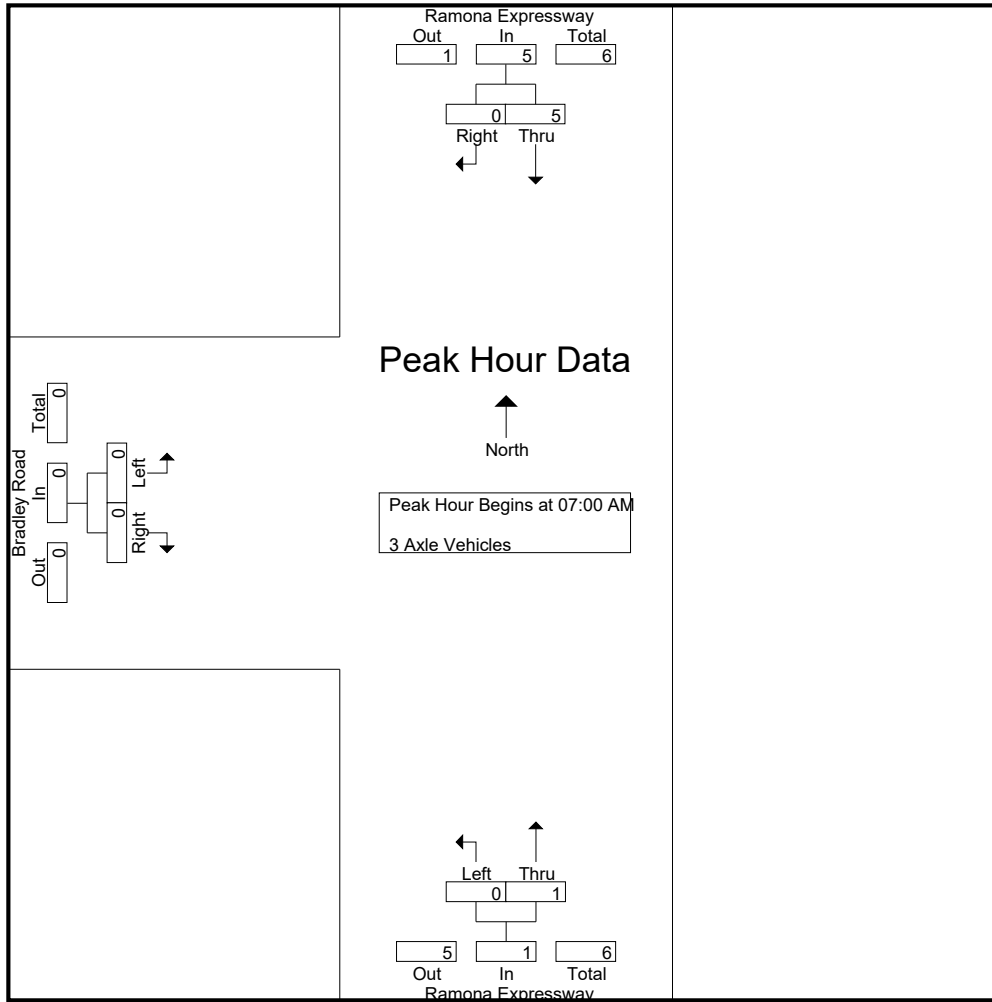
Groups Printed- 3 Axle Vehicles

Start Time	Ramona Expressway Southbound				Ramona Expressway Northbound				Bradley Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3	3
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Total	5	0	0	5	0	1	0	1	0	0	0	0	0	6	6
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2	2
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
08:45 AM	2	0	0	2	0	1	0	1	0	0	0	0	0	3	3
Total	5	0	0	5	0	2	0	2	0	0	0	0	0	7	7
Grand Total	10	0	0	10	0	3	0	3	0	0	0	0	0	13	13
Apprch %	100	0			0	100			0	0					
Total %	76.9	0		76.9	0	23.1		23.1	0	0		0		100	

Start Time	Ramona Expressway Southbound			Ramona Expressway Northbound			Bradley Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	3	0	3	0	0	0	0	0	0	3
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	5	0	5	0	1	1	0	0	0	6
% App. Total	100	0		0	100		0	0		
PHF	.417	.000	.417	.000	.250	.250	.000	.000	.000	.500

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	3	0	3	0	0	0	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	5	0	5	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.417	.000	.417	.000	.250	.250	.000	.000	.000

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

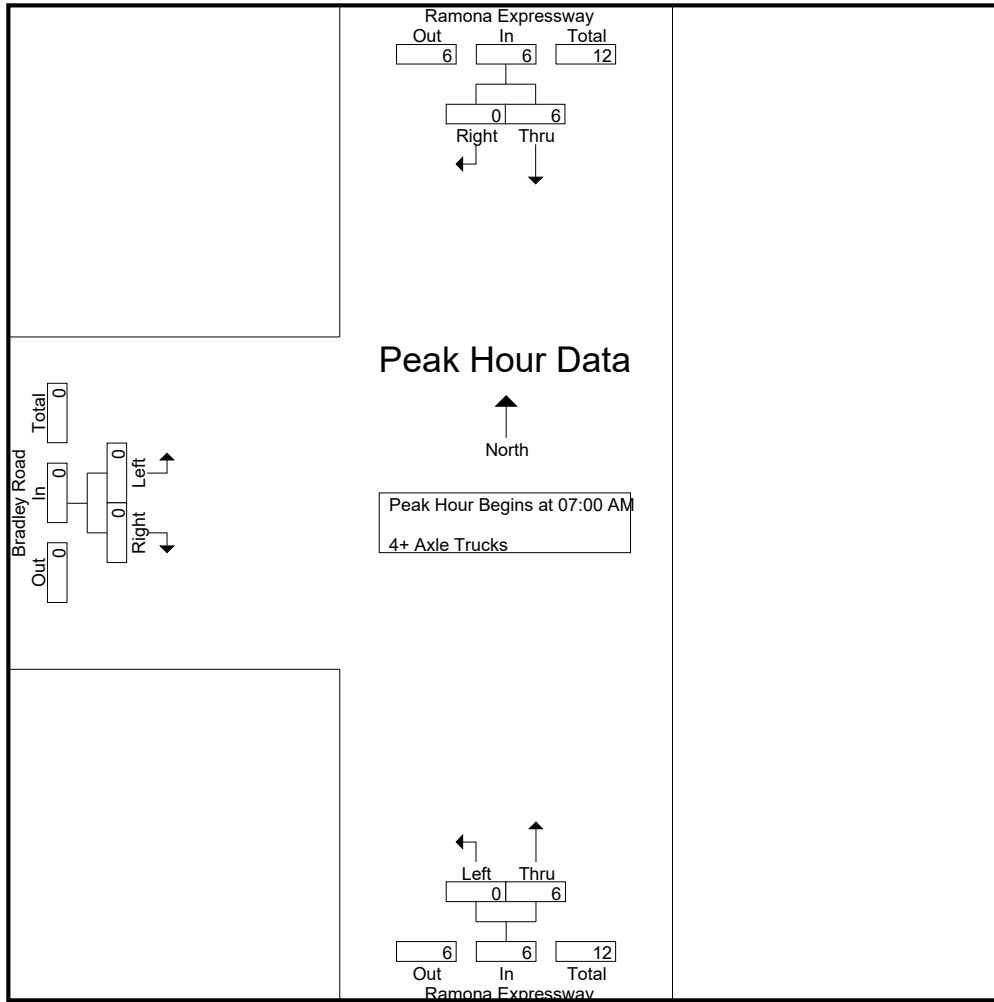
Groups Printed- 4+ Axle Trucks

Start Time	Ramona Expressway Southbound				Ramona Expressway Northbound				Bradley Road Eastbound				Exclu. Total	Inclu. Total	Int. Total	
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	0	5	5
07:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	2	2
07:45 AM	4	0	0	4	0	1	0	1	0	0	0	0	0	0	5	5
Total	6	0	0	6	0	6	0	6	0	0	0	0	0	0	12	12
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
08:15 AM	2	0	0	2	0	2	0	2	0	0	0	0	0	0	4	4
08:30 AM	2	0	0	2	0	9	0	9	0	0	0	0	0	0	11	11
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2
Total	4	0	0	4	0	14	0	14	0	0	0	0	0	0	18	18
Grand Total	10	0	0	10	0	20	0	20	0	0	0	0	0	0	30	30
Apprch %	100	0			0	100			0	0						
Total %	33.3	0		33.3	0	66.7		66.7	0	0		0		0	100	

Start Time	Ramona Expressway Southbound			Ramona Expressway Northbound			Bradley Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	1	0	4	4	0	0	0	5
07:30 AM	1	0	1	0	1	1	0	0	0	2
07:45 AM	4	0	4	0	1	1	0	0	0	5
Total Volume	6	0	6	0	6	6	0	0	0	12
% App. Total	100	0		0	100		0	0		
PHF	.375	.000	.375	.000	.375	.375	.000	.000	.000	.600

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	0	4	4	0	0	0
+30 mins.	1	0	1	0	1	1	0	0	0
+45 mins.	4	0	4	0	1	1	0	0	0
Total Volume	6	0	6	0	6	6	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.375	.000	.375	.000	.375	.375	.000	.000	.000

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

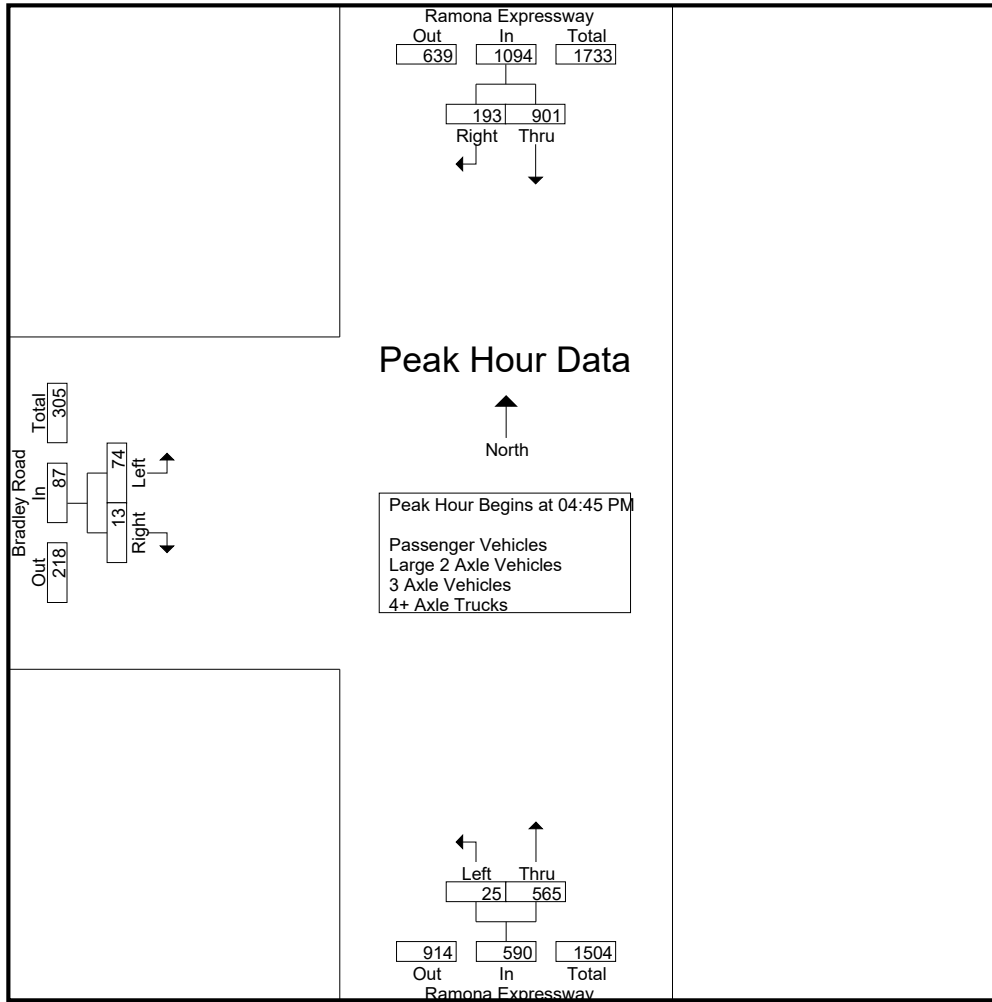
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Ramona Expressway Southbound				Ramona Expressway Northbound				Bradley Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	176	39	3	215	8	135	0	143	18	5	4	23	7	381	388
04:15 PM	187	37	5	224	4	142	0	146	11	5	3	16	8	386	394
04:30 PM	181	39	5	220	7	145	0	152	20	5	5	25	10	397	407
04:45 PM	262	41	2	303	7	139	0	146	14	4	3	18	5	467	472
Total	806	156	15	962	26	561	0	587	63	19	15	82	30	1631	1661
05:00 PM	221	55	8	276	7	140	0	147	22	1	1	23	9	446	455
05:15 PM	223	56	4	279	2	142	0	144	20	6	6	26	10	449	459
05:30 PM	195	41	5	236	9	144	0	153	18	2	1	20	6	409	415
05:45 PM	182	40	3	222	4	123	0	127	15	2	2	17	5	366	371
Total	821	192	20	1013	22	549	0	571	75	11	10	86	30	1670	1700
Grand Total	1627	348	35	1975	48	1110	0	1158	138	30	25	168	60	3301	3361
Apprch %	82.4	17.6			4.1	95.9			82.1	17.9					
Total %	49.3	10.5		59.8	1.5	33.6		35.1	4.2	0.9		5.1	1.8	98.2	
Passenger Vehicles	1596	347		1978	47	1066		1113	138	30		193	0	0	3284
% Passenger Vehicles	98.1	99.7	100	98.4	97.9	96	0	96.1	100	100	100	100	0	0	97.7
Large 2 Axle Vehicles	11	1		12	1	19		20	0	0		0	0	0	32
% Large 2 Axle Vehicles	0.7	0.3	0	0.6	2.1	1.7	0	1.7	0	0	0	0	0	0	1
3 Axle Vehicles	6	0		6	0	9		9	0	0		0	0	0	15
% 3 Axle Vehicles	0.4	0	0	0.3	0	0.8	0	0.8	0	0	0	0	0	0	0.4
4+ Axle Trucks	14	0		14	0	16		16	0	0		0	0	0	30
% 4+ Axle Trucks	0.9	0	0	0.7	0	1.4	0	1.4	0	0	0	0	0	0	0.9

Start Time	Ramona Expressway Southbound			Ramona Expressway Northbound			Bradley Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	262	41	303	7	139	146	14	4	18	467
05:00 PM	221	55	276	7	140	147	22	1	23	446
05:15 PM	223	56	279	2	142	144	20	6	26	449
05:30 PM	195	41	236	9	144	153	18	2	20	409
Total Volume	901	193	1094	25	565	590	74	13	87	1771
% App. Total	82.4	17.6		4.2	95.8		85.1	14.9		
PHF	.860	.862	.903	.694	.981	.964	.841	.542	.837	.948

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:30 PM		
+0 mins.	262	41	303	4	142	146	20	5	25
+15 mins.	221	55	276	7	145	152	14	4	18
+30 mins.	223	56	279	7	139	146	22	1	23
+45 mins.	195	41	236	7	140	147	20	6	26
Total Volume	901	193	1094	25	566	591	76	16	92
% App. Total	82.4	17.6		4.2	95.8		82.6	17.4	
PHF	.860	.862	.903	.893	.976	.972	.864	.667	.885

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

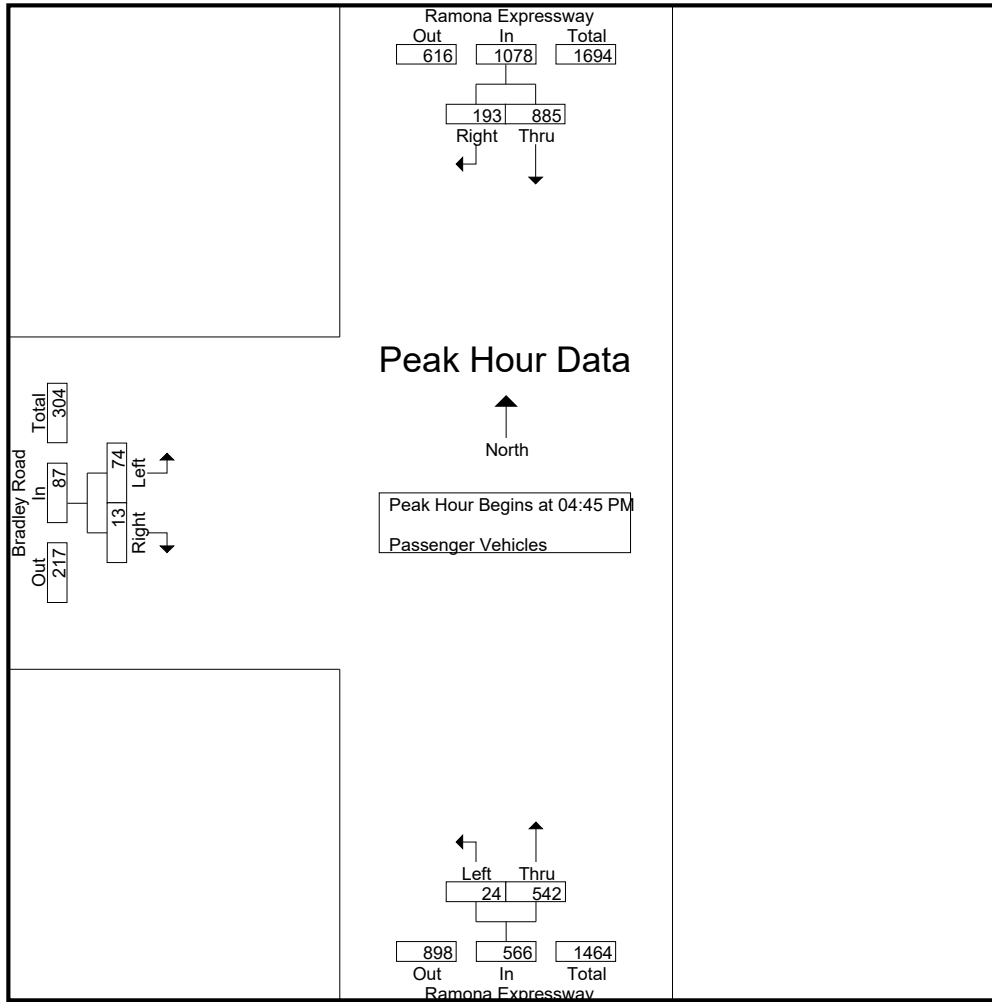
Groups Printed- Passenger Vehicles

Start Time	Ramona Expressway Southbound				Ramona Expressway Northbound				Bradley Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	173	39	3	212	8	128	0	136	18	5	4	23	7	371	378
04:15 PM	185	37	5	222	4	134	0	138	11	5	3	16	8	376	384
04:30 PM	177	39	5	216	7	141	0	148	20	5	5	25	10	389	399
04:45 PM	257	41	2	298	7	135	0	142	14	4	3	18	5	458	463
Total	792	156	15	948	26	538	0	564	63	19	15	82	30	1594	1624
05:00 PM	215	55	8	270	6	131	0	137	22	1	1	23	9	430	439
05:15 PM	221	56	4	277	2	135	0	137	20	6	6	26	10	440	450
05:30 PM	192	41	5	233	9	141	0	150	18	2	1	20	6	403	409
05:45 PM	176	39	3	215	4	121	0	125	15	2	2	17	5	357	362
Total	804	191	20	995	21	528	0	549	75	11	10	86	30	1630	1660
Grand Total	1596	347	35	1943	47	1066	0	1113	138	30	25	168	60	3224	3284
Apprch %	82.1	17.9			4.2	95.8			82.1	17.9					
Total %	49.5	10.8		60.3	1.5	33.1		34.5	4.3	0.9		5.2	1.8	98.2	

Start Time	Ramona Expressway Southbound			Ramona Expressway Northbound			Bradley Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	257	41	298	7	135	142	14	4	18	458
05:00 PM	215	55	270	6	131	137	22	1	23	430
05:15 PM	221	56	277	2	135	137	20	6	26	440
05:30 PM	192	41	233	9	141	150	18	2	20	403
Total Volume	885	193	1078	24	542	566	74	13	87	1731
% App. Total	82.1	17.9		4.2	95.8		85.1	14.9		
PHF	.861	.862	.904	.667	.961	.943	.841	.542	.837	.945

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	257	41	298	7	135	142	14	4	18
+15 mins.	215	55	270	6	131	137	22	1	23
+30 mins.	221	56	277	2	135	137	20	6	26
+45 mins.	192	41	233	9	141	150	18	2	20
Total Volume	885	193	1078	24	542	566	74	13	87
% App. Total	82.1	17.9		4.2	95.8		85.1	14.9	
PHF	.861	.862	.904	.667	.961	.943	.841	.542	.837

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

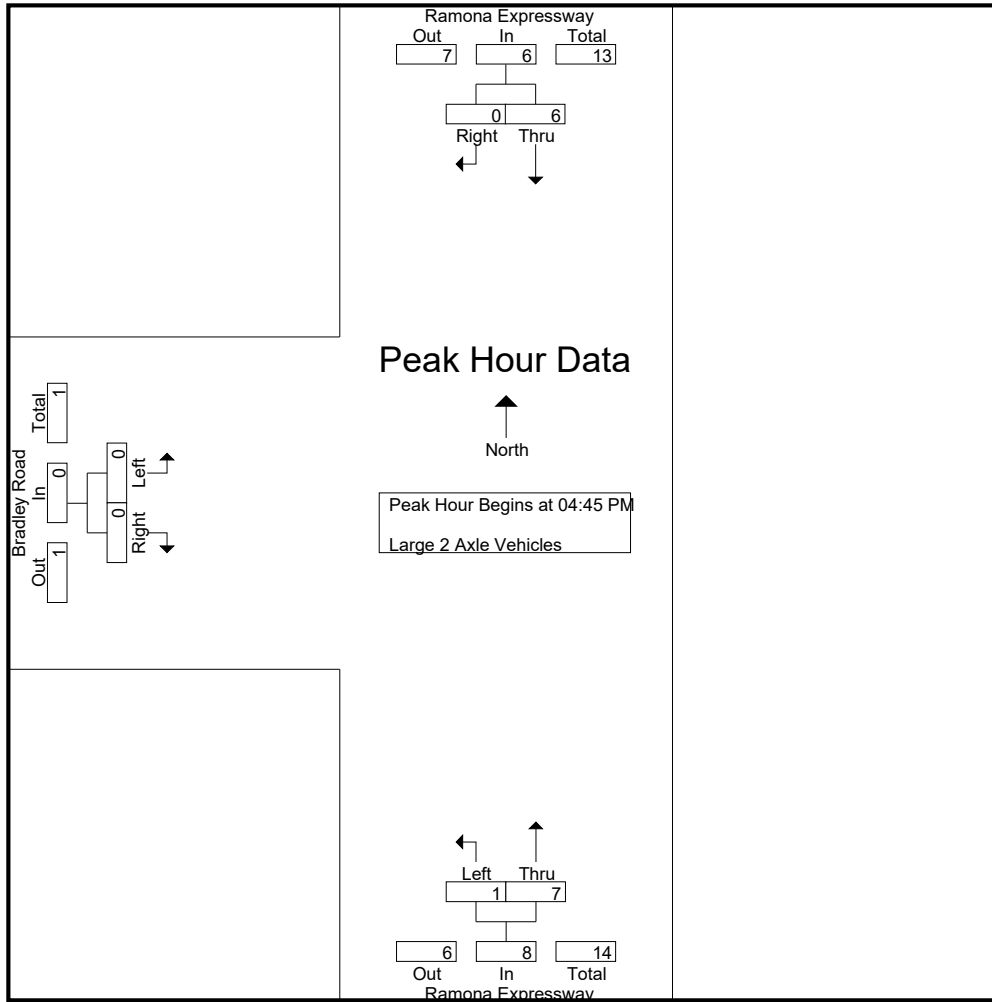
Groups Printed- Large 2 Axle Vehicles

Start Time	Ramona Expressway Southbound				Ramona Expressway Northbound				Bradley Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	4
04:15 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	5	5
04:30 PM	2	0	0	2	0	3	0	3	0	0	0	0	0	5	5
04:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	3	3
Total	6	0	0	6	0	11	0	11	0	0	0	0	0	17	17
05:00 PM	2	0	0	2	1	5	0	6	0	0	0	0	0	8	8
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
05:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	2
05:45 PM	2	1	0	3	0	1	0	1	0	0	0	0	0	4	4
Total	5	1	0	6	1	8	0	9	0	0	0	0	0	15	15
Grand Total	11	1	0	12	1	19	0	20	0	0	0	0	0	32	32
Apprch %	91.7	8.3			5	95			0	0					
Total %	34.4	3.1		37.5	3.1	59.4		62.5	0	0		0		100	

Start Time	Ramona Expressway Southbound			Ramona Expressway Northbound			Bradley Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	3	0	3	0	0	0	0	0	0	3
05:00 PM	2	0	2	1	5	6	0	0	0	8
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	1	0	1	0	1	1	0	0	0	2
Total Volume	6	0	6	1	7	8	0	0	0	14
% App. Total	100	0		12.5	87.5		0	0		
PHF	.500	.000	.500	.250	.350	.333	.000	.000	.000	.438

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	3	0	3	0	0	0	0	0	0
+15 mins.	2	0	2	1	5	6	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	1	0	1	0	1	1	0	0	0
Total Volume	6	0	6	1	7	8	0	0	0
% App. Total	100	0		12.5	87.5		0	0	
PHF	.500	.000	.500	.250	.350	.333	.000	.000	.000

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

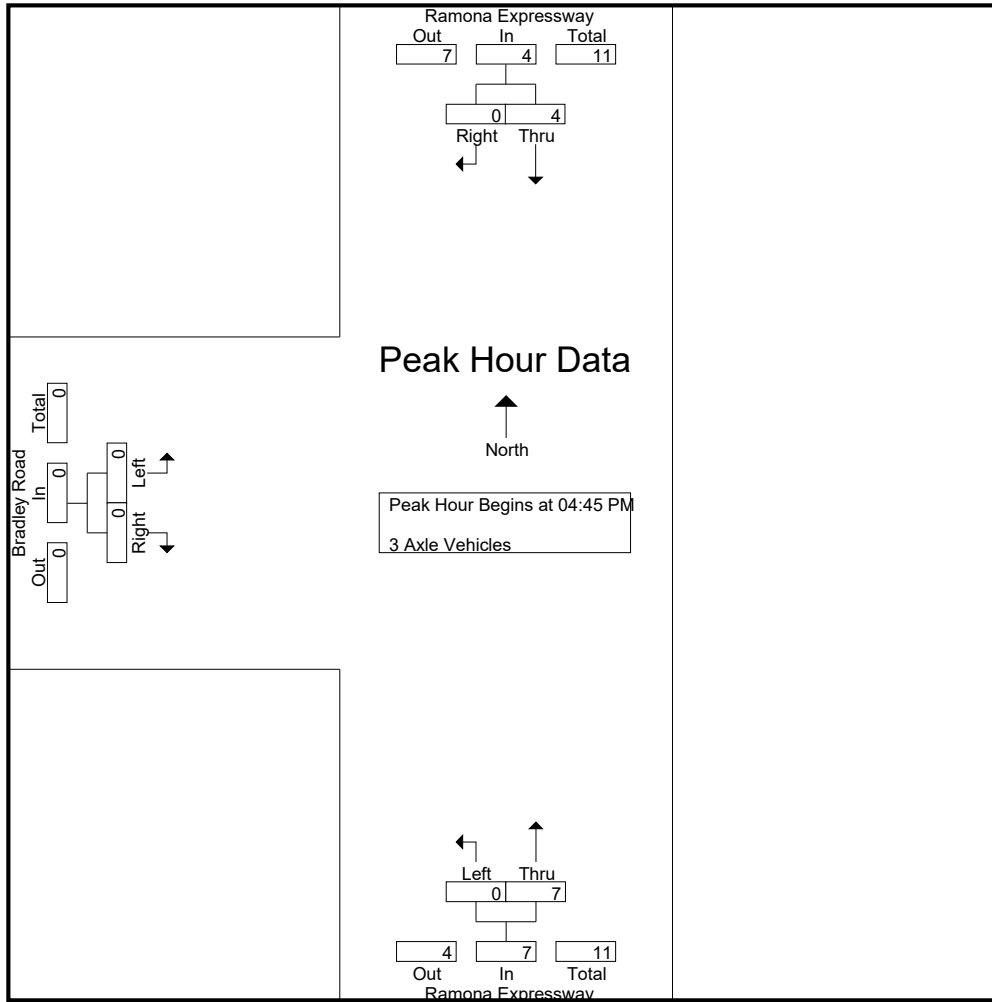
Groups Printed- 3 Axle Vehicles

Start Time	Ramona Expressway Southbound				Ramona Expressway Northbound				Bradley Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
Total	1	0	0	1	0	3	0	3	0	0	0	0	0	4	4
05:00 PM	3	0	0	3	0	1	0	1	0	0	0	0	0	4	4
05:15 PM	1	0	0	1	0	4	0	4	0	0	0	0	0	5	5
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Total	5	0	0	5	0	6	0	6	0	0	0	0	0	11	11
Grand Total	6	0	0	6	0	9	0	9	0	0	0	0	0	15	15
Apprch %	100	0			0	100			0	0					
Total %	40	0		40	0	60		60	0	0		0		100	

Start Time	Ramona Expressway Southbound			Ramona Expressway Northbound			Bradley Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	1	1	0	0	0	1
05:00 PM	3	0	3	0	1	1	0	0	0	4
05:15 PM	1	0	1	0	4	4	0	0	0	5
05:30 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	4	0	4	0	7	7	0	0	0	11
% App. Total	100	0		0	100		0	0		
PHF	.333	.000	.333	.000	.438	.438	.000	.000	.000	.550

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	1	1	0	0	0
+15 mins.	3	0	3	0	1	1	0	0	0
+30 mins.	1	0	1	0	4	4	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	4	0	4	0	7	7	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.333	.000	.333	.000	.438	.438	.000	.000	.000

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

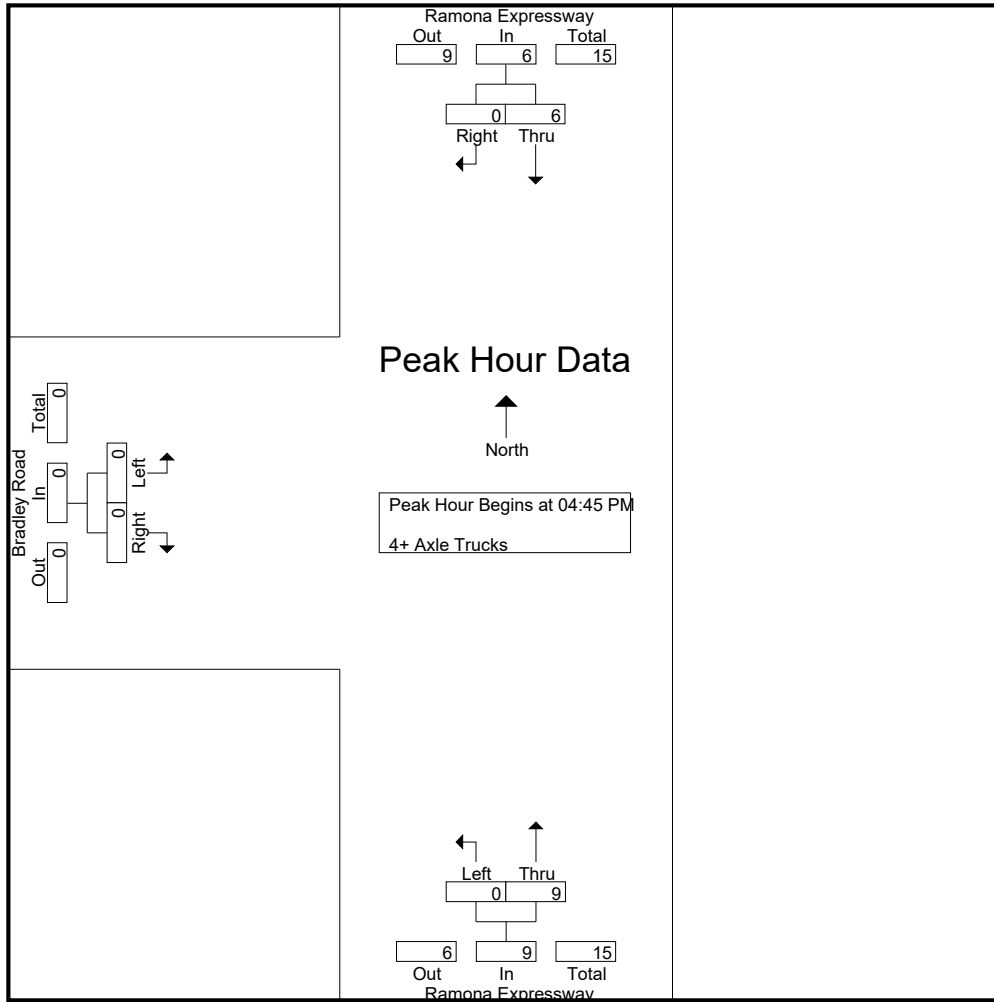
Groups Printed- 4+ Axle Trucks

Start Time	Ramona Expressway Southbound				Ramona Expressway Northbound				Bradley Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	2	0	0	2	0	3	0	3	0	0	0	0	0	5	5
04:15 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	3	3
04:30 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	3	3
04:45 PM	2	0	0	2	0	3	0	3	0	0	0	0	0	5	5
Total	7	0	0	7	0	9	0	9	0	0	0	0	0	16	16
05:00 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	4	4
05:15 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	3	3
05:30 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	3	3
05:45 PM	3	0	0	3	0	1	0	1	0	0	0	0	0	4	4
Total	7	0	0	7	0	7	0	7	0	0	0	0	0	14	14
Grand Total	14	0	0	14	0	16	0	16	0	0	0	0	0	30	30
Apprch %	100	0			0	100			0	0					
Total %	46.7	0		46.7	0	53.3		53.3	0	0		0		100	

Start Time	Ramona Expressway Southbound			Ramona Expressway Northbound			Bradley Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	2	0	2	0	3	3	0	0	0	5
05:00 PM	1	0	1	0	3	3	0	0	0	4
05:15 PM	1	0	1	0	2	2	0	0	0	3
05:30 PM	2	0	2	0	1	1	0	0	0	3
Total Volume	6	0	6	0	9	9	0	0	0	15
% App. Total	100	0		0	100		0	0		
PHF	.750	.000	.750	.000	.750	.750	.000	.000	.000	.750

City of Perris
 N/S: Ramona Expressway
 E/W: Bradley Road
 Weather: Clear

File Name : 43_PER_Ram_Brad PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	2	0	2	0	3	3	0	0	0
+15 mins.	1	0	1	0	3	3	0	0	0
+30 mins.	1	0	1	0	2	2	0	0	0
+45 mins.	2	0	2	0	1	1	0	0	0
Total Volume	6	0	6	0	9	9	0	0	0
% App. Total	100	0	100	0	100	100	0	0	0
PHF	.750	.000	.750	.000	.750	.750	.000	.000	.000

Location: Perris
 N/S: Ramona Expressway
 E/W: Bradley Road



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Ramona Expressway Pedestrians	East Leg Dead End Pedestrians	South Leg Ramona Expressway Pedestrians	West Leg Bradley Road Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	3	3
8:45 AM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	6	6

	North Leg Ramona Expressway Pedestrians	East Leg Dead End Pedestrians	South Leg Ramona Expressway Pedestrians	West Leg Bradley Road Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

Location: Perris
 N/S: Ramona Expressway
 E/W: Bradley Road



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Ramona Expressway			Westbound Dead End			Northbound Ramona Expressway			Eastbound Bradley Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Ramona Expressway			Westbound Dead End			Northbound Ramona Expressway			Eastbound Bradley Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

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

Start Time	Bradley Road Southbound						Rider Street Westbound						Bradley Road Northbound						Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	41	2	16	10	59	0	84	7	2	91	3	8	7	4	18	4	123	1	1	128	17	296	313			
07:15 AM	30	3	16	10	49	3	99	18	4	120	4	8	15	7	27	5	135	0	0	140	21	336	357			
07:30 AM	31	2	23	17	56	2	131	21	9	154	3	8	9	5	20	7	137	4	0	148	31	378	409			
07:45 AM	14	1	23	9	38	5	168	11	2	184	4	12	3	0	19	10	148	1	0	159	11	400	411			
Total	116	8	78	46	202	10	482	57	17	549	14	36	34	16	84	26	543	6	1	575	80	1410	1490			
08:00 AM	15	2	15	7	32	0	62	9	5	71	3	4	2	0	9	9	96	7	1	112	13	224	237			
08:15 AM	6	1	15	7	22	1	49	11	3	61	1	3	3	3	7	11	54	1	0	66	13	156	169			
08:30 AM	5	2	9	4	16	0	45	4	1	49	0	1	1	0	2	4	31	1	1	36	6	103	109			
08:45 AM	0	4	11	7	15	1	33	1	1	35	2	1	5	2	8	7	29	1	0	37	10	95	105			
Total	26	9	50	25	85	2	189	25	10	216	6	9	11	5	26	31	210	10	2	251	42	578	620			
Grand Total	142	17	128	71	287	12	671	82	27	765	20	45	45	21	110	57	753	16	3	826	122	1988	2110			
Approch %	49.5	5.9	44.6			1.6	87.7	10.7			18.2	40.9	40.9			6.9	91.2	1.9			5.8	94.2				
Total %	7.1	0.9	6.4		14.4	0.6	33.8	4.1		38.5	1	2.3	2.3		5.5	2.9	37.9	0.8		41.5	0	0	2066			
Passenger Vehicles	142	17	126		354	11	659	81		778	20	44	45		130	56	730	15		804	0	0	0			
Large 2 Axle Vehicles	100	100	98.4	97.2	98.9	91.7	98.2	98.8	100	98.2	100	97.8	100	100	99.2	98.2	96.9	93.8	100	97	0	0	97.9			
3 Axle Vehicles	0	0	2	2.8	1.1	8.3	1.3	1.2	0	1.4	0	1	0	0	0.8	1	2.7	6.2	0	2.2	0	0	38			
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8			
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0			
% 4+ Axle Trucks	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0	0	5			
% 4+ Axle Trucks	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0.2			

Start Time	Bradley Road Southbound						Rider Street Westbound						Bradley Road Northbound						Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total			
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	41	2	16	10	59	0	84	7	2	91	3	8	7	4	18	4	123	1	1	128	17	296	313			
07:15 AM	30	3	16	10	49	3	99	18	4	120	4	8	15	7	27	5	135	0	0	140	21	336	357			
07:30 AM	31	2	23	17	56	2	131	21	9	154	3	8	9	5	20	7	137	4	0	148	31	378	409			
07:45 AM	14	1	23	9	38	5	168	11	2	184	4	12	3	0	19	10	148	1	0	159	11	400	411			
Total	116	8	78	46	202	10	482	57	17	549	14	36	34	16	84	26	543	6	1	575	80	1410	1490			
PHF	.707	.667	.848		.856	.500	.717	.679		.746	.875	.750	.567		.778	.650	.917	.375		.904	.881					

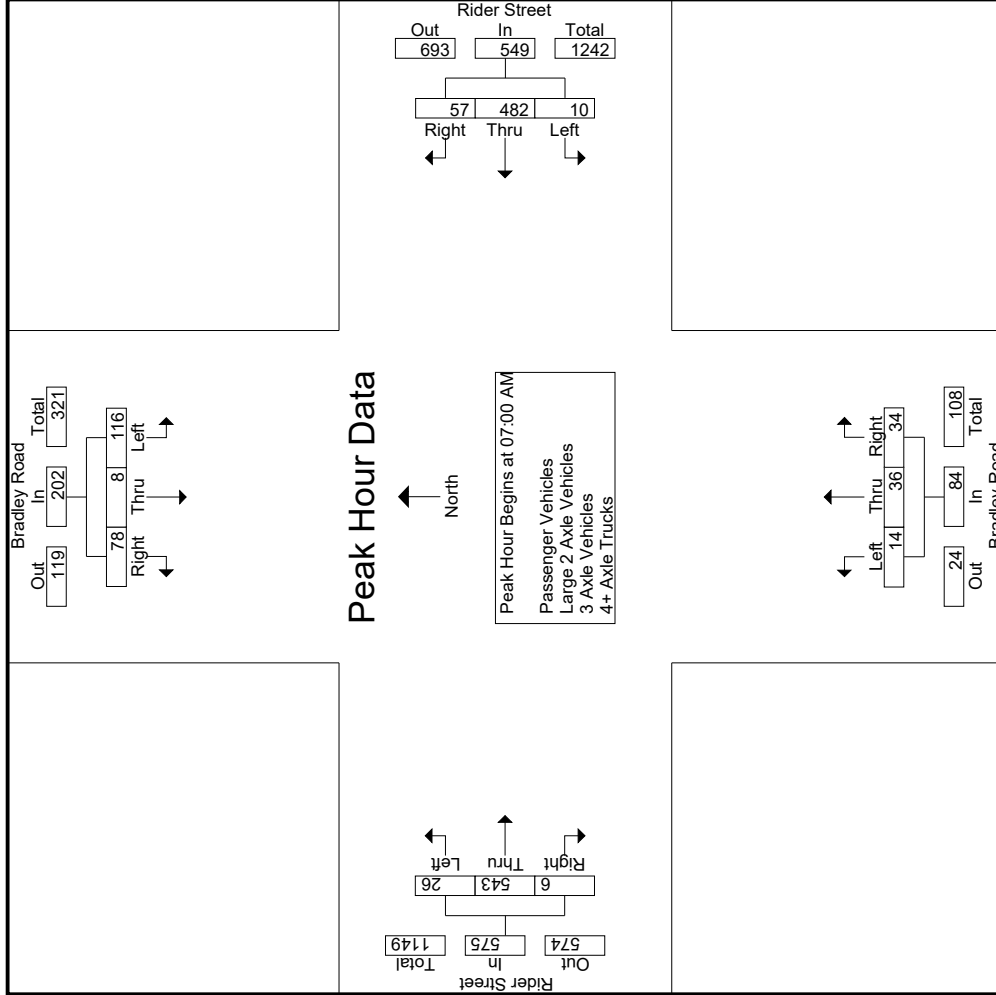
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

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City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Bradley Road
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File Name : 44_PER_Brad_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM					
+0 mins.	41	2	16	59	0	84	7	91	8	7	18	4	123	1	128
+15 mins.	30	3	16	49	3	99	18	120	8	15	27	5	135	0	140
+30 mins.	31	2	23	56	2	131	21	154	8	9	20	7	137	4	148
+45 mins.	14	1	23	38	5	168	11	184	12	3	19	10	148	1	159
Total Volume	116	8	78	202	10	482	57	549	36	34	84	26	543	6	575
% App. Total	57.4	4	38.6	85.6	1.8	87.8	10.4	74.6	42.9	40.5	77.8	4.5	94.4	1	90.4
PHF	.707	.667	.848	.856	.500	.717	.679	.746	.750	.567	.778	.650	.917	.375	.904

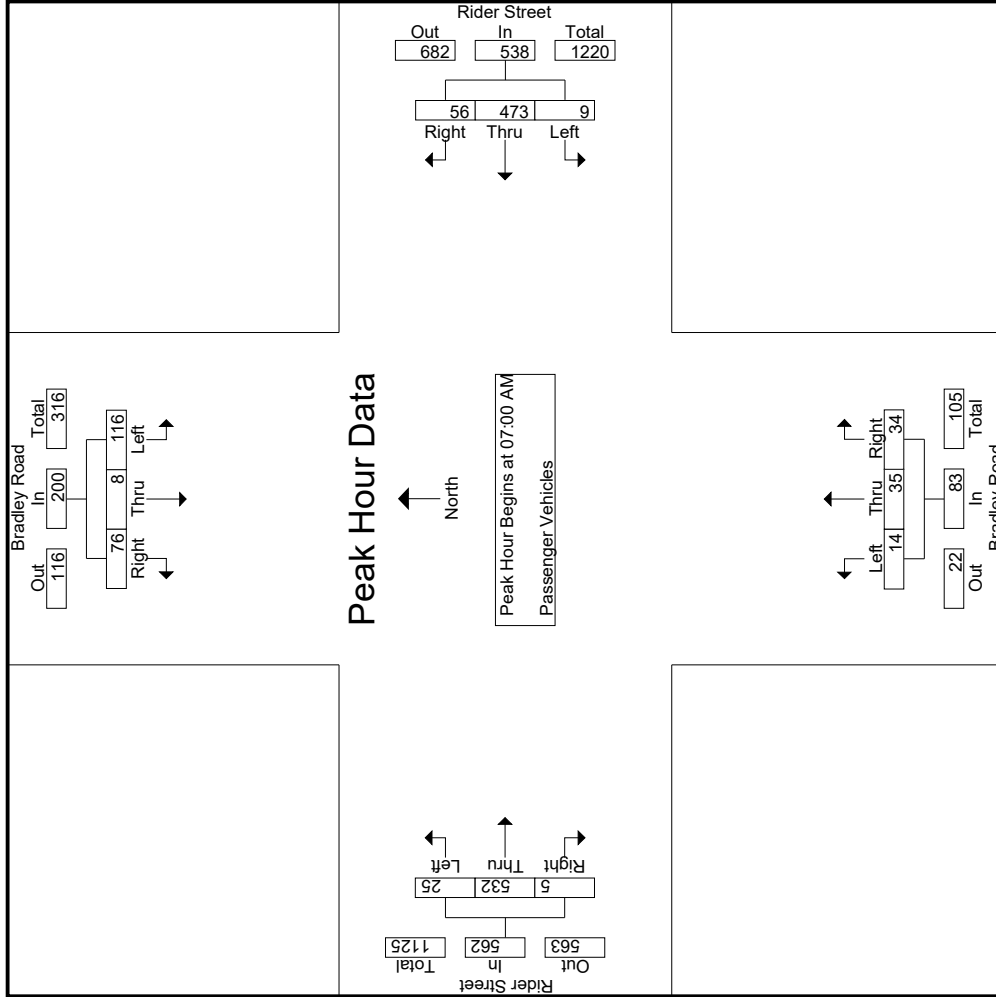
Groups Printed - Passenger Vehicles

Start Time	Bradley Road Southbound						Rider Street Westbound						Bradley Road Northbound						Rider Street Eastbound												
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		
	Left	Thru	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Thru	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total				
07:00 AM	41	2	15	9	58	0	80	7	2	87	3	8	7	4	18	4	121	1	1	126	16	289	305								
07:15 AM	30	3	16	10	49	2	97	18	4	117	4	8	15	7	27	4	133	0	0	137	21	330	351								
07:30 AM	31	2	23	17	56	2	130	21	9	153	3	7	9	5	19	7	133	3	0	143	31	371	402								
07:45 AM	14	1	22	8	37	5	166	10	2	181	4	12	3	0	19	10	145	1	0	156	10	393	403								
Total	116	8	76	44	200	9	473	56	17	538	14	35	34	16	83	25	532	5	1	562	78	1383	1461								
08:00 AM	15	2	15	7	32	0	62	9	5	71	3	4	2	0	9	9	92	7	1	108	13	220	233								
08:15 AM	6	1	15	7	22	1	49	11	3	61	1	3	3	3	7	11	51	1	0	63	13	153	166								
08:30 AM	5	2	9	4	16	0	44	4	1	48	0	1	1	0	2	4	29	1	1	34	6	100	106								
08:45 AM	0	4	11	7	15	1	31	1	1	33	2	2	5	2	8	7	26	1	0	34	10	90	100								
Total	26	9	50	25	85	2	186	25	10	213	6	9	11	5	26	31	198	10	2	239	42	563	605								
Grand Total	142	17	126	69	285	11	659	81	27	751	20	44	45	21	109	56	730	15	3	801	120	1946	2066								
Apprch %	49.8	6	44.2			1.5	87.7	10.8		38.6	18.3	40.4	41.3		5.6	7	91.1	1.9		41.2	5.8	94.2									
Total %	7.3	0.9	6.5		14.6	0.6	33.9	4.2			1	2.3	2.3			2.9	37.5	0.8													
Start Time	Bradley Road Southbound				Rider Street Westbound				Bradley Road Northbound				Rider Street Eastbound																		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total						
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																															
07:00 AM	41	2	15	58	0	80	7	87	3	8	7	18	4	121	1	126	4	121	1	126					289						
07:15 AM	30	3	16	49	2	97	18	117	4	8	15	27	4	133	0	137	4	133	0	137					330						
07:30 AM	31	2	23	56	2	130	21	153	3	7	9	19	7	133	3	143	3	133	3	143					371						
07:45 AM	14	1	22	37	5	166	10	181	4	12	3	19	10	145	1	156	10	145	1	156					393						
Total Volume	116	8	76	200	9	473	56	538	14	35	34	83	25	532	5	562	78	1383	1461						1383						
% App. Total	58	4	38	862	1.7	87.9	10.4	743	7.43	16.9	42.2	41	7.69	62.5	0.9	94.7	5.8	94.7	0.9	94.7					880						
PHF	.707	.667	.826	.862	.450	.712	.667	.743	.769	.875	.729	.567	.917	.417		.901	.625	.917	.417												

Counts Unlimited
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City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	41	2	15	58	0	80	7	87	3	8	7	18	4	121	1	126
+15 mins.	30	3	16	49	2	97	18	117	4	8	15	27	4	133	0	137
+30 mins.	31	2	23	56	2	130	21	153	3	7	9	19	7	133	3	143
+45 mins.	14	1	22	37	5	166	10	181	4	12	3	19	10	145	1	156
Total Volume	116	8	76	200	9	473	56	538	14	35	34	83	25	532	5	562
% App. Total	58	4	38	.862	1.7	87.9	10.4	.743	16.9	42.2	41	.769	4.4	94.7	0.9	.901
PHF	.707	.667	.826	.862	.450	.712	.667	.743	.875	.729	.567	.769	.625	.917	.417	.901

Groups Printed - Large 2 Axle Vehicles

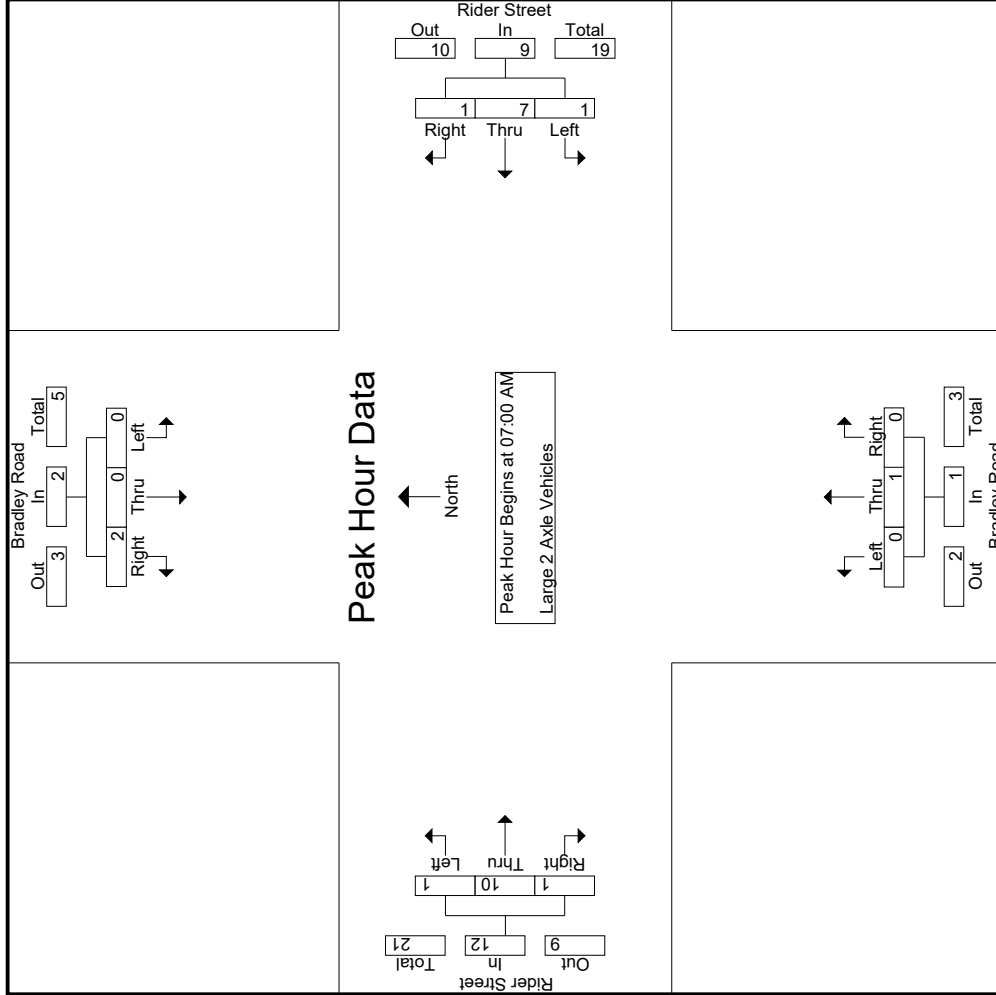
Start Time	Bradley Road Southbound					Rider Street Westbound					Bradley Road Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	1	1	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	6	7
07:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	2	0	0	3	0	5	5
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	1	0	4	0	6	6
07:45 AM	0	0	1	1	1	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	1	7	8
Total	0	0	2	2	2	1	7	1	0	9	0	1	0	0	1	1	10	1	0	12	2	24	26
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	12	12
Grand Total	0	0	2	2	2	1	9	1	0	11	0	1	0	0	1	1	20	1	0	22	2	36	38
Approch %	0	0	100			9.1	81.8	9.1			0	100	0			4.5	90.9	4.5					
Total %	0	0	5.6		5.6	2.8	25	2.8		30.6	0	2.8	0		2.8	2.8	55.6	2.8		61.1	5.3	94.7	

Start Time	Bradley Road Southbound					Rider Street Westbound					Bradley Road Northbound					Rider Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.500		.500	.250	.583	.250		.250	.000	.250	.000		.000	.250	.833	.250		.750	.250	.750	.857	

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City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	0	0	1	1	3	0	0	3	0	0	0	0	2
+15 mins.	0	0	0	0	1	0	0	2	0	0	0	0	3
+30 mins.	0	0	0	0	1	0	0	1	0	0	1	0	4
+45 mins.	0	0	1	1	2	1	3	0	0	0	3	0	3
Total Volume	0	0	2	2	7	1	9	1	0	1	10	1	12
% App. Total	0	0	100	11.1	77.8	11.1	250	583	11.1	250	83.3	8.3	250
PHF	.000	.000	.500	.500	.750	.250	.750	.250	.000	.000	.833	.250	.750

Groups Printed - 3 Axle Vehicles

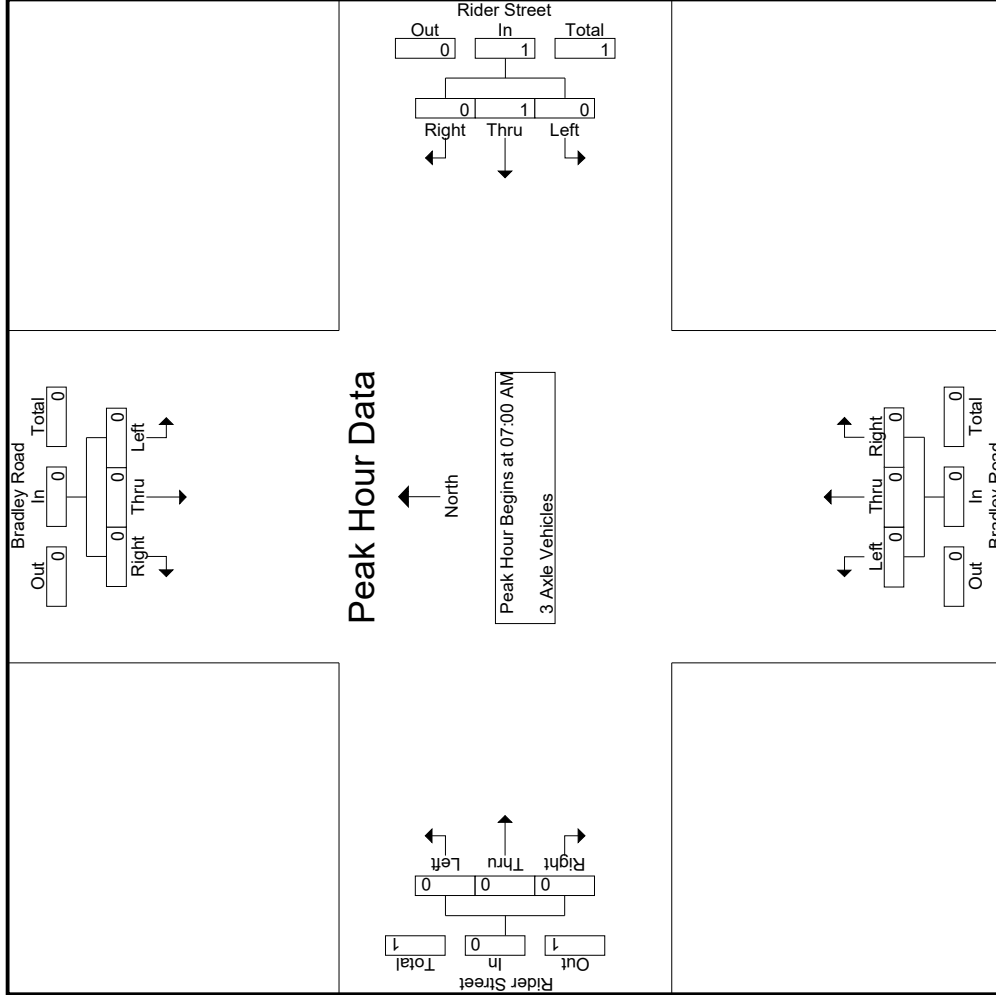
Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound			Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				App. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approch %	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	100
Total %	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	100

Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound			Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				App. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	1	0	1	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0
% App. Total	0	0	0	0	100	0	250	0	0	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000

Groups Printed- 4+ Axle Trucks

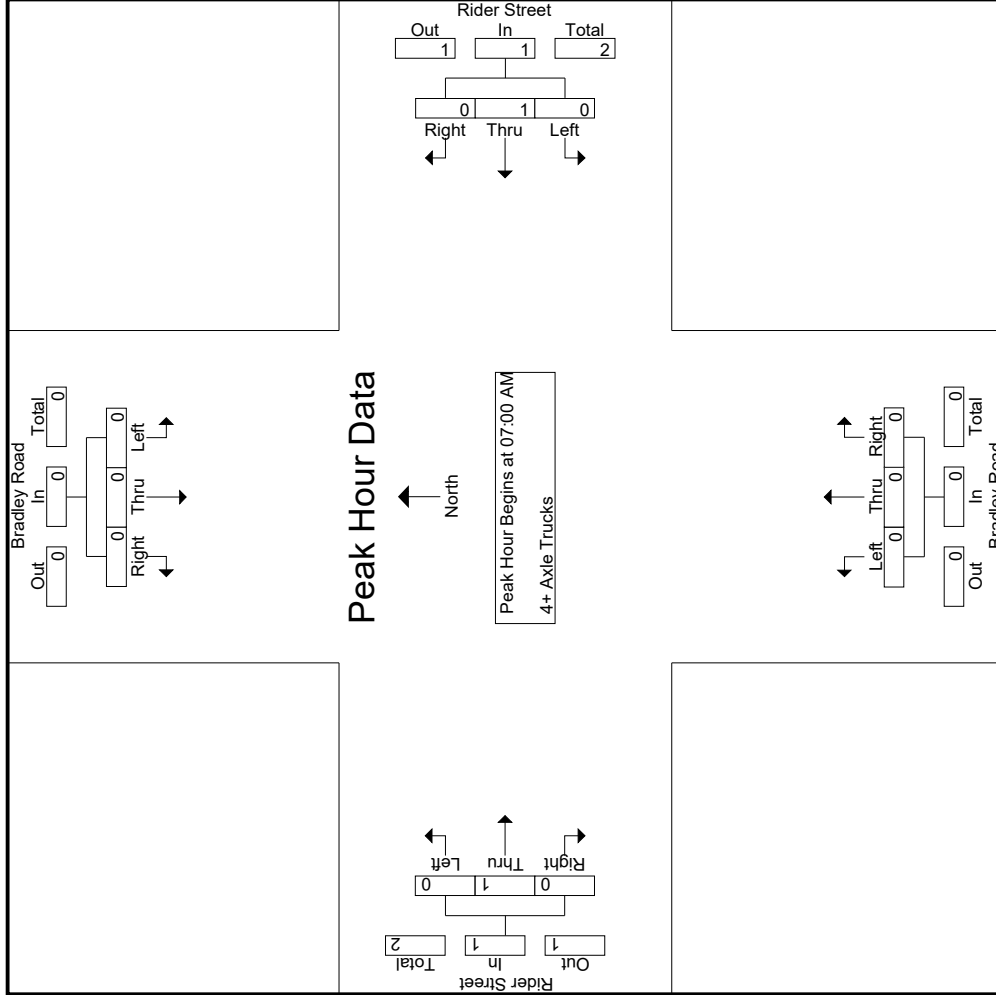
Start Time	Bradley Road Southbound					Rider Street Westbound					Bradley Road Northbound					Rider Street Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	3
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	5
Approch %	0	0	0	0	0	0	100	0	0	40	0	0	0	0	0	0	100	0	0	60	0	0	0	0	100
Total %	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	60	0	0	60	0	0	0	0	100

Start Time	Bradley Road Southbound					Rider Street Westbound					Bradley Road Northbound					Rider Street Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approch %	0	0	0	0	0	0	100	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	60	0	0	60	0	0	0	0	100

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City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider AM
 Site Code : 05120169
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City of Perris
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 Weather: Clear

File Name : 44_PER_Brad_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.250	.000	

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City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Bradley Road Southbound						Rider Street Westbound						Bradley Road Northbound						Rider Street Eastbound									
	Left	Thru	Right	RTOR	App. Total	Total	Left	Thru	Right	RTOR	App. Total	Total	Left	Thru	Right	RTOR	App. Total	Total	Left	Thru	Right	RTOR	App. Total	Total	Exclu. Total	Inclu. Total	Int. Total	
																												Left
04:00 PM	2	4	12	11	18	18	1	55	5	2	61	61	3	2	0	0	5	5	17	53	3	0	73	73	13	157	170	
04:15 PM	2	3	15	14	20	20	0	47	3	1	50	50	4	1	2	2	7	7	24	47	2	0	73	73	17	150	167	
04:30 PM	5	2	28	22	35	35	2	35	7	3	44	44	3	2	2	0	7	7	24	51	3	1	78	78	26	164	190	
04:45 PM	5	2	17	16	24	24	2	36	5	0	43	43	3	1	1	1	5	5	23	59	3	0	85	85	17	157	174	
Total	14	11	72	63	97	97	5	173	20	6	198	198	13	6	5	3	24	24	88	210	11	1	309	309	73	628	701	
05:00 PM	2	3	17	15	22	22	1	38	2	0	41	41	0	2	2	2	4	4	15	47	5	0	67	67	17	134	151	
05:15 PM	5	7	16	13	28	28	1	48	6	0	55	55	4	2	0	0	6	6	22	53	5	0	80	80	13	169	182	
05:30 PM	5	2	11	11	18	18	0	47	6	0	53	53	2	1	0	3	3	3	18	44	6	2	68	68	13	142	155	
05:45 PM	2	4	14	11	20	20	0	53	7	1	60	60	0	0	1	1	1	1	18	58	3	0	79	79	13	160	173	
Total	14	16	58	50	88	88	2	186	21	1	209	209	6	5	3	14	14	73	202	19	2	294	294	56	605	661		
Grand Total	28	27	130	113	185	185	7	359	41	7	407	407	19	11	8	6	38	38	161	412	30	3	603	603	129	1233	1362	
Approch %	15.1	14.6	70.3				1.7	88.2	10.1				50	28.9	21.1				26.7	68.3	5							
Total %	2.3	2.2	10.5				0.6	29.1	3.3				1.5	0.9	0.6				13.1	33.4	2.4				9.5	90.5		
Passenger Vehicles	28	27	129			297	6	352	39		404	404	19	11	8		44	44	161	402	30		596	596	0	0	1341	
Large 2 Axle Vehicles	100	100	99.2	100	99.7	99.7	85.7	98.1	95.1	100	97.6	100	100	100	100	100	100	100	100	97.6	100	100	100	98.3	98.3	0	0	98.5
3 Axle Vehicles	0	0	0	0	0	0	1	1	2	0	4	4	0	0	0	0	0	0	0	7	0	0	7	7	0	0	12	
4+ Axle Trucks	0	0	0	0	0	0	14.3	0.3	4.9	0	1	1	0	0	0	0	0	0	0	1.7	0	0	1.2	1.2	0	0	0.9	
% 3 Axle Vehicles	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
% 4+ Axle Trucks	0	0	0	0	0	0	0	0.6	0	0	0.5	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	
% 4+ Axle Trucks	0	0	0	0	0	0	0	4	0	4	4	4	0	0	0	0	0	0	0	3	0	3	3	3	3	0	7	
% 4+ Axle Trucks	0	0	0	0	0	0	0	1.1	0	0	1	1	0	0	0	0	0	0	0	0.7	0	0	0.5	0.5	0	0	0.5	

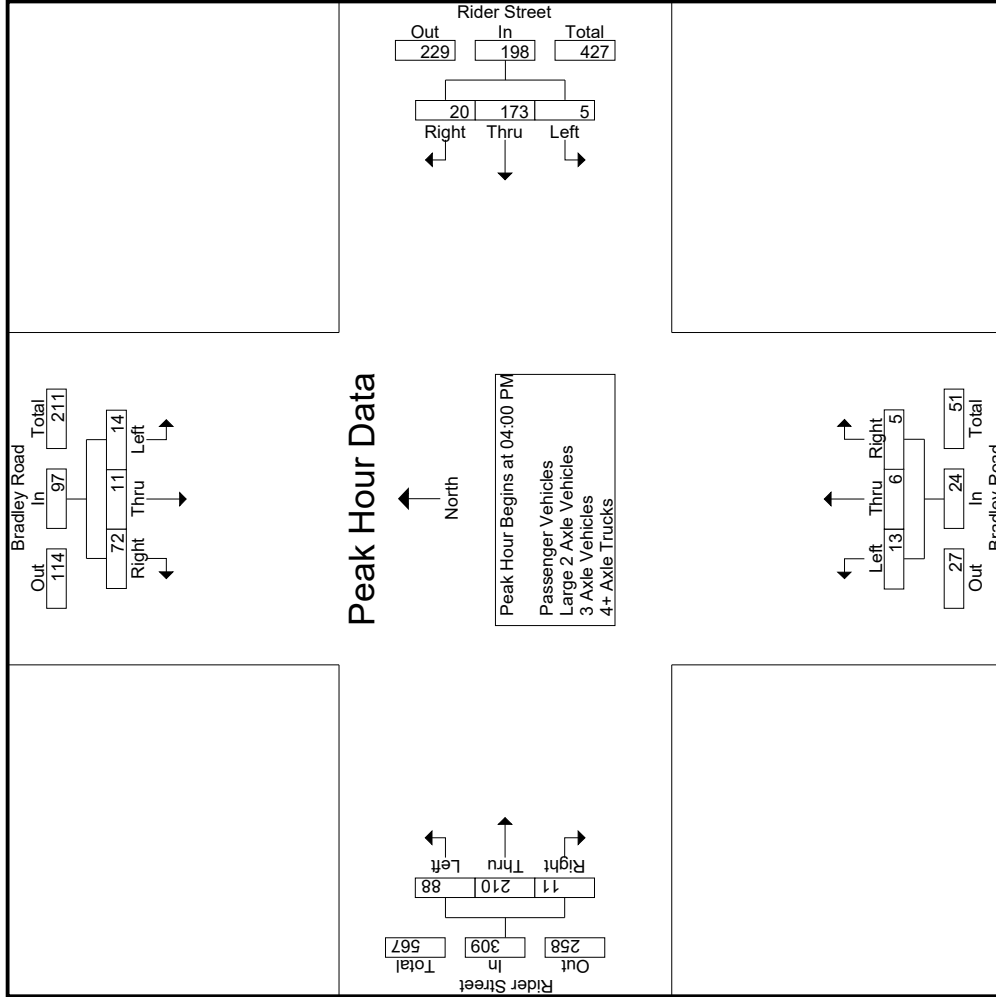
Start Time	Bradley Road Southbound						Rider Street Westbound						Bradley Road Northbound						Rider Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Total	Left	Thru	Right	RTOR	App. Total	Total	Left	Thru	Right	RTOR	App. Total	Total	Left	Thru	Right	RTOR	App. Total	Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	2	4	12	11	18	18	1	55	5	2	61	61	3	2	0	0	5	5	17	53	3	0	73	73	13	157	170
04:15 PM	2	3	15	14	20	20	0	47	3	1	50	50	4	1	2	2	7	7	24	47	2	0	73	73	17	150	167
04:30 PM	5	2	28	22	35	35	2	35	7	3	44	44	3	2	2	0	7	7	24	51	3	1	78	78	26	164	190
04:45 PM	5	2	17	16	24	24	2	36	5	0	43	43	3	1	1	1	5	5	23	59	3	0	85	85	17	157	174
Total	14	11	72	63	97	97	5	173	20	6	198	198	13	6	5	3	24	24	88	210	11	1	309	309	73	628	701
04:00 PM	2	4	12	11	18	18	1	55	5	2	61	61	3	2	0	0	5	5	17	53	3	0	73	73	13	157	170
04:15 PM	2	3	15	14	20	20	0	47	3	1	50	50	4	1	2	2	7	7	24	47	2	0	73	73	17	150	167
04:30 PM	5	2	28	22	35	35	2	35	7	3	44	44	3	2	2	0	7	7	24	51	3	1	78	78	26	164	190
04:45 PM	5	2	17	16	24	24	2	36	5	0	43	43	3	1	1	1	5	5	23	59	3	0	85	85	17	157	174
Total Volume	14	11	72	63	97	97	5	173	20	6	198	198	13	6	5	3	24	24	88	210	11	1	309	309	73	628	701
% App. Total	14.4	11.3	74.2				2.5	87.4	10.1				54.2	25	20.8				28.5	68	3.6						
PHF	.700	.688	.643			.693	.625	.786	.714		.811	.811	.813	.750	.625				.857	.857	.917				.909	.917	.957

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

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City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			05:00 PM			04:00 PM			04:30 PM				
+0 mins.	5	2	28	35	1	38	2	41	3	2	0	5	24	78
+15 mins.	5	2	17	24	1	48	6	55	4	1	2	7	23	85
+30 mins.	2	3	17	22	0	47	6	53	3	2	2	7	15	67
+45 mins.	5	7	16	28	0	53	7	60	3	1	1	5	22	80
Total Volume	17	14	78	109	2	186	21	209	13	6	5	24	84	310
% App. Total	15.6	12.8	71.6	.779	1	89	10	.871	54.2	25	20.8	.857	27.1	67.7
PHF	.850	.500	.696	.779	.500	.877	.750	.871	.813	.750	.625	.857	.875	.890
														.912

Groups Printed- Passenger Vehicles

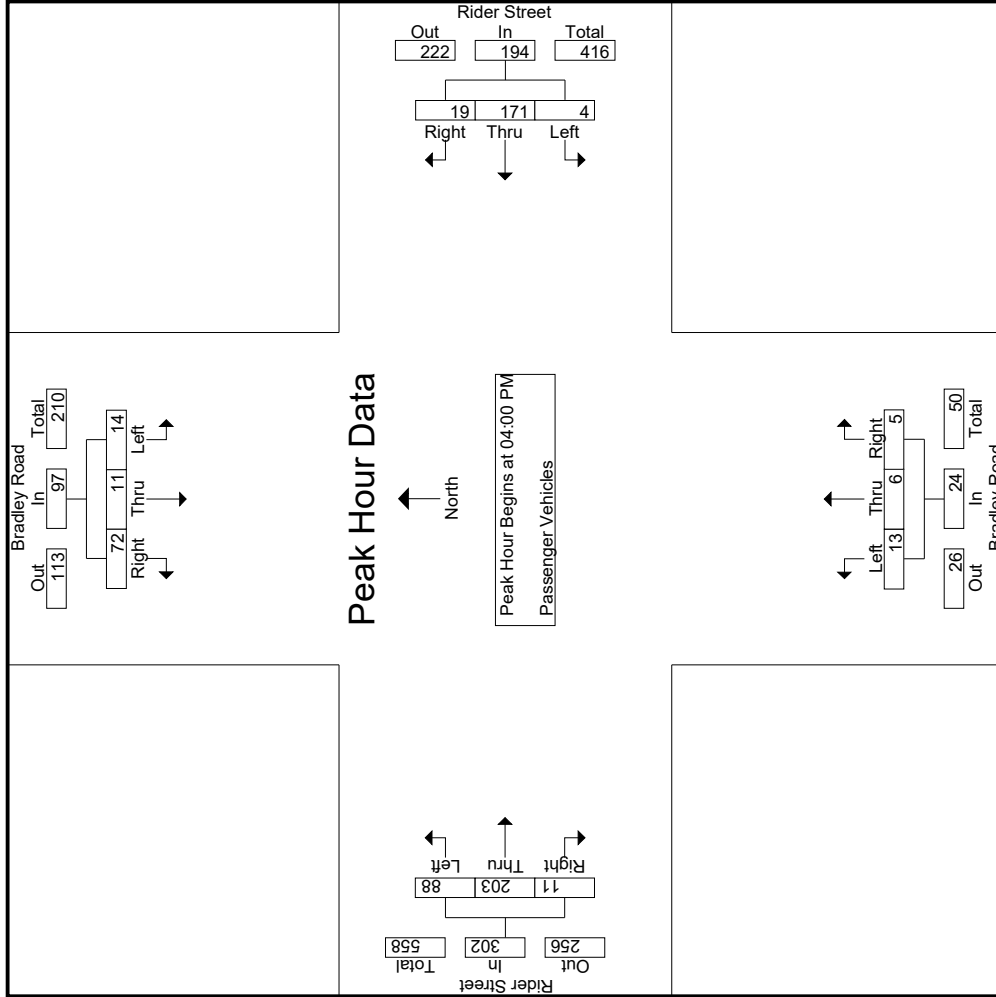
Start Time	Bradley Road Southbound						Rider Street Westbound						Bradley Road Northbound						Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:00 PM	2	4	12	11	18		1	55	5	2	61		3	2	2	0	5		17	50	3	0	70	
04:15 PM	2	3	15	14	20		0	46	3	1	49		4	1	2	2	7		24	45	2	0	71	
04:30 PM	5	2	28	22	35		1	35	6	3	42		3	2	2	0	7		24	50	3	1	77	
04:45 PM	5	2	17	16	24		2	35	5	0	42		3	1	1	1	5		23	58	3	0	84	
Total	14	11	72	63	97		4	171	19	6	194		13	6	5	3	24		88	203	11	1	302	
05:00 PM	2	3	17	15	22		1	35	2	0	38		0	2	2	2	4		15	47	5	0	67	
05:15 PM	5	7	16	13	28		1	46	6	0	53		4	2	0	0	6		22	53	5	0	80	
05:30 PM	5	2	11	11	18		0	47	6	0	53		2	1	0	0	3		18	43	6	2	67	
05:45 PM	2	4	13	11	19		0	53	6	1	59		0	0	1	1	1		18	56	3	0	77	
Total	14	16	57	50	87		2	181	20	1	203		6	5	3	3	14		73	199	19	2	291	
Grand Total	28	27	129	113	184		6	352	39	7	397		19	11	8	6	38		161	402	30	3	593	
Approch %	15.2	14.7	70.1				1.5	88.7	9.8				50	28.9	21.1				27.2	67.8	5.1			
Total %	2.3	2.2	10.6		15.2		0.5	29	3.2		32.8		1.6	0.9	0.7		3.1		13.3	33.2	2.5		48.9	
																							9.6	90.4

Start Time	Bradley Road Southbound						Rider Street Westbound						Bradley Road Northbound						Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1	2	4	12	11	18		1	55	5	2	61		3	2	2	0	5		17	50	3	0	70	
04:00 PM	2	4	12	11	18		1	55	5	2	61		3	2	2	0	5		17	50	3	0	70	
04:15 PM	2	3	15	14	20		0	46	3	1	49		4	1	2	2	7		24	45	2	0	71	
04:30 PM	5	2	28	22	35		1	35	6	3	42		3	2	2	0	7		24	50	3	1	77	
04:45 PM	5	2	17	16	24		2	35	5	0	42		3	1	1	1	5		23	58	3	0	84	
Total Volume	14	11	72	63	97		4	171	19	6	194		13	6	5	3	24		88	203	11	1	302	
% App. Total	14.4	11.3	74.2				2.1	88.1	9.8		32.8		54.2	25	20.8				29.1	67.2	3.6			
PHF	.700	.688	.643		.693		.500	.777	.792		.795		.813	.750	.625		.857		.917	.875	.917		.899	.958

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City of Perris
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 Weather: Clear

File Name : 44_PER_Brad_Rider_PM
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City of Perris
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File Name : 44_PER_Brad_Rider PM
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 Page No : 3

Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	4	12	18	1	55	5	61	3	2	0	5	17	50	3	70
+15 mins.	2	3	15	20	0	46	3	49	4	1	2	7	24	45	2	71
+30 mins.	5	2	28	35	1	35	6	42	3	2	2	7	24	50	3	77
+45 mins.	5	2	17	24	2	35	5	42	3	1	1	5	23	58	3	84
Total Volume	14	11	72	97	4	171	19	194	13	6	5	24	88	203	11	302
% App. Total	14.4	11.3	74.2		2.1	88.1	9.8		54.2	25	20.8		29.1	67.2	3.6	
PHF	.700	.688	.643	.693	.500	.777	.792	.795	.813	.750	.625	.857	.917	.875	.917	.899

Groups Printed - Large 2 Axle Vehicles

Start Time	Bradley Road Southbound					Rider Street Westbound					Bradley Road Northbound					Rider Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	4	0	0	0	4	0	6	6
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
05:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	2	0	4	4
Total	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	6	6	6
Grand Total	0	0	1	0	1	1	1	2	0	4	0	0	0	0	0	0	7	0	0	7	0	12	12	
Approch %	0	0	100		8.3	25	25	50		33.3	0	0	0		0	0	100	0	0	58.3	0	100	100	
Total %	0	0	8.3		8.3	8.3	8.3	16.7		33.3	0	0	0		0	0	58.3	0	0	58.3	0	100	100	

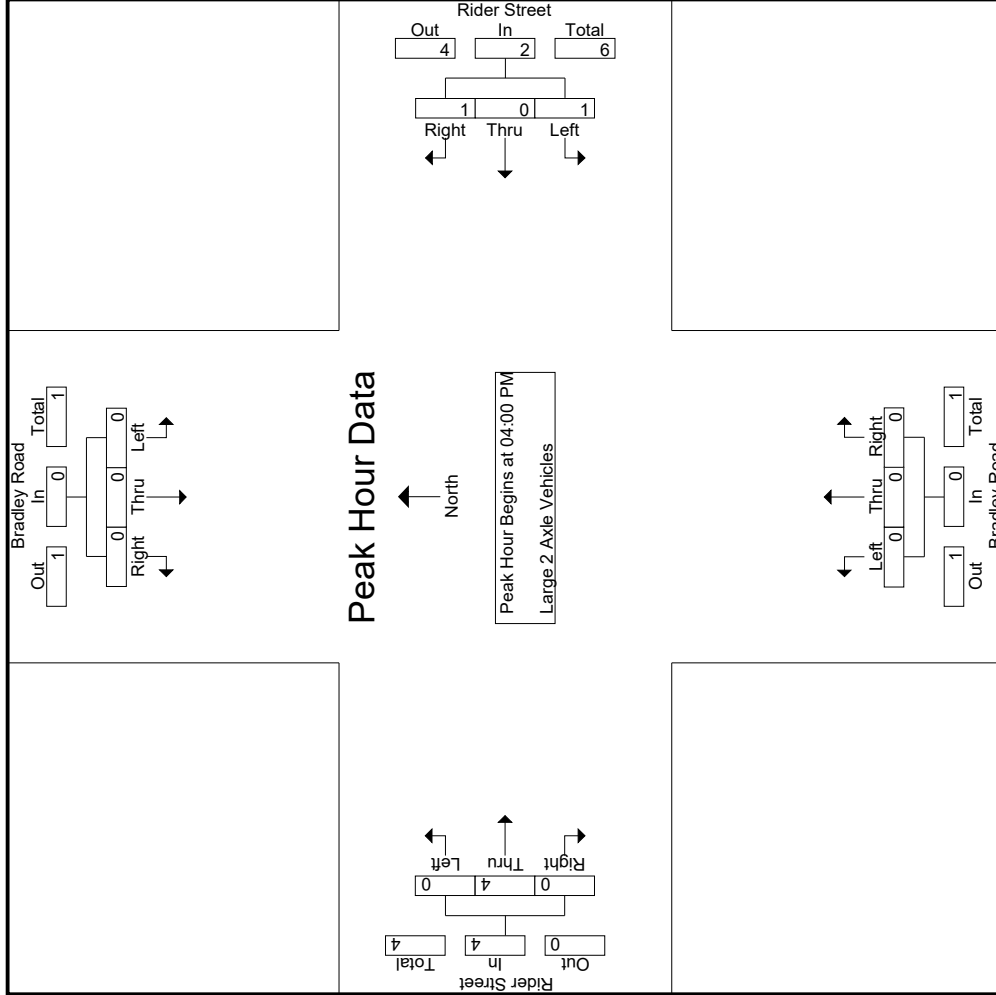
Start Time	Bradley Road Southbound					Rider Street Westbound					Bradley Road Northbound					Rider Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	50	0	50	0	50	0	0	0	0	0	0	100	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.250	.000	.250	.250	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.500	.500	.500

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

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

City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM			04:00 PM			04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
+30 mins.	0	0	0	1	0	1	2	0	0	0	0	0	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	1	0	1	2	0	0	0	0	0	0	4	
% App. Total	0	0	0	50	0	50	250	0	0	0	0	0	0	100	
PHF	.000	.000	.000	.250	.000	.250	.250	.000	.000	.000	.000	.000	.000	.500	

Groups Printed- 3 Axle Vehicles

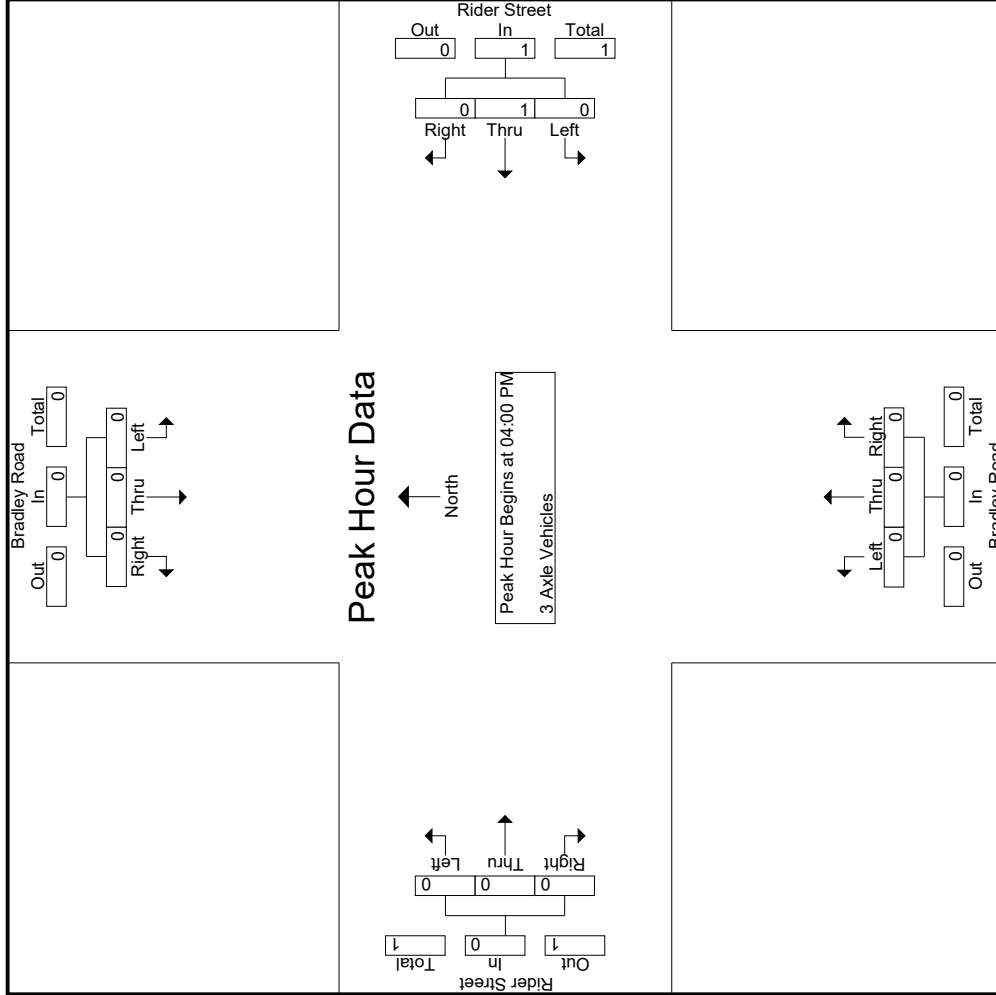
Start Time	Bradley Road Southbound				Rider Street Westbound				Bradley Road Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
Grand Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	2
Approch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	100	100
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	100	100

Start Time	Bradley Road Southbound				Rider Street Westbound				Bradley Road Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.250

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

City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM				04:00 PM				04:00 PM				04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	100	0	100	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	

Groups Printed- 4+ Axle Trucks

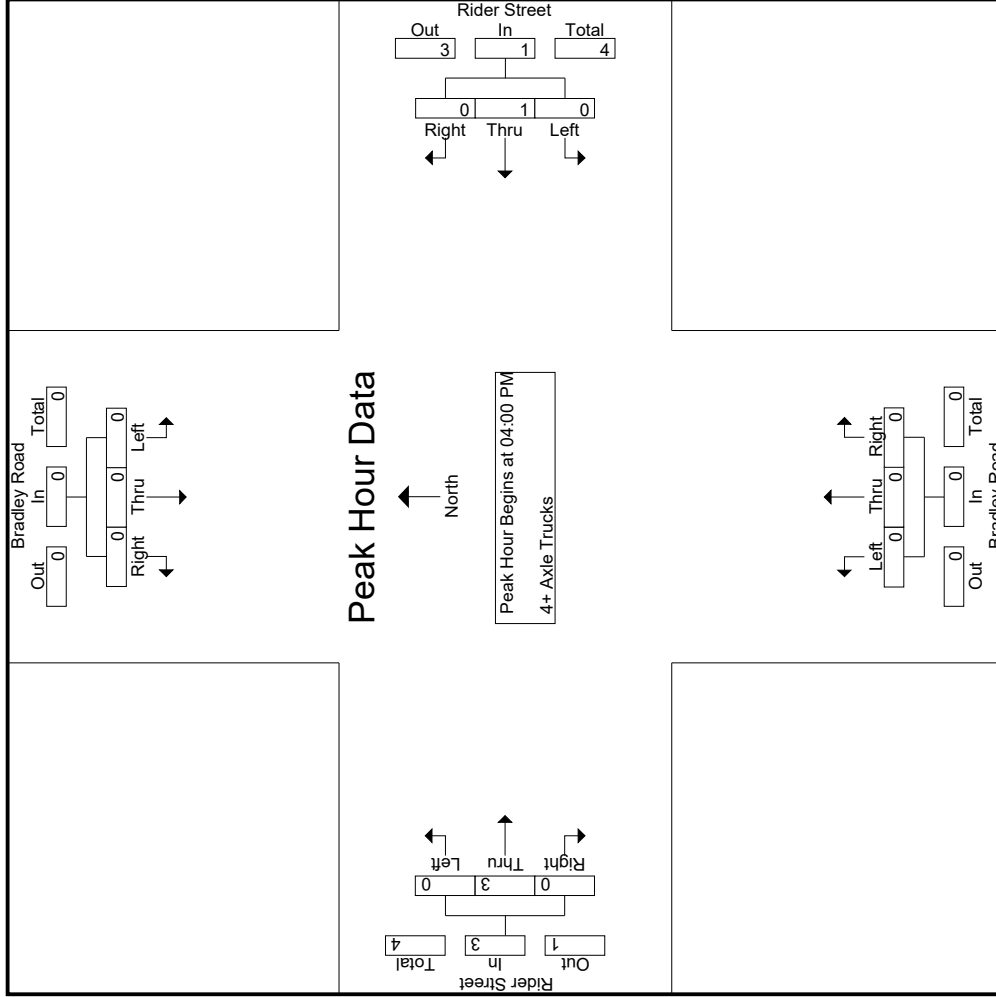
Start Time	Bradley Road Southbound				Rider Street Westbound				Bradley Road Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	2	2
Total	0	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	4
05:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	3	3
Grand Total	0	0	0	0	4	0	0	0	0	4	0	0	0	0	3	0	7	7
Approch %	0	0	0	0	100	0	0	0	0	57.1	0	0	0	0	42.9	0	100	100
Total %	0	0	0	0	57.1	0	0	0	0	57.1	0	0	0	0	42.9	0	100	100

Start Time	Bradley Road Southbound				Rider Street Westbound				Bradley Road Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	3	4
% App. Total	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	100	100
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.750	.000	.750	.500

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

City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Bradley Road
 E/W: Rider Street
 Weather: Clear

File Name : 44_PER_Brad_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Bradley Road Southbound			Rider Street Westbound			Bradley Road Northbound			Rider Street Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM			04:00 PM			04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	1	0	0	0	0	0	0	0	0	3	
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	100	
PHF	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.750	

Location: Perris
 N/S: Bradley Road
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Bradley Road	East Leg Dead End	South Leg Bradley Road	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	2	2
8:00 AM	0	0	2	1	3
8:15 AM	1	0	0	0	1
8:30 AM	0	0	1	1	2
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	2	0	3	7	12

	North Leg Bradley Road	East Leg Dead End	South Leg Bradley Road	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	2	3
4:45 PM	1	0	0	0	1
5:00 PM	1	0	0	0	1
5:15 PM	0	0	1	1	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	0	1	3	8

Location: Perris
 N/S: Bradley Road
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Bradley Road			Westbound Dead End			Northbound Bradley Road			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Bradley Road			Westbound Dead End			Northbound Bradley Road			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	2	0	2

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

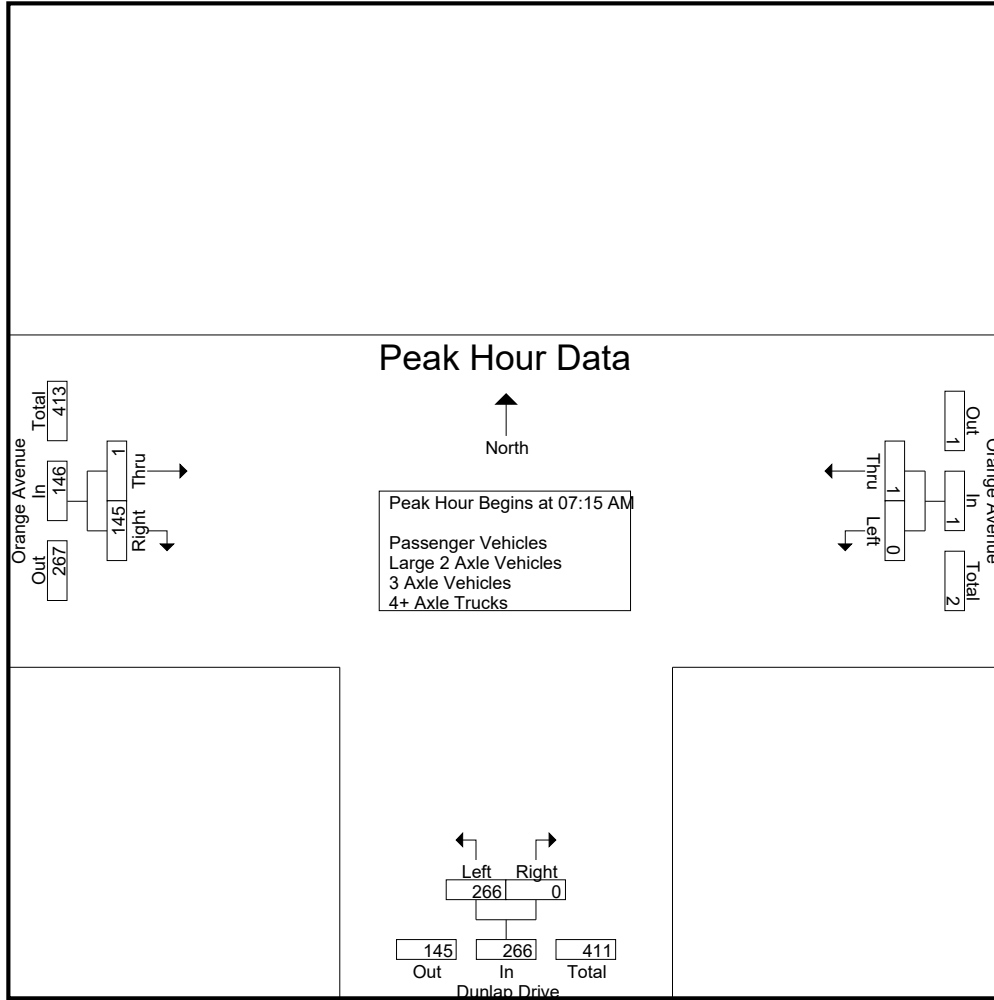
Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	54	0	54	0	39	39	93
07:15 AM	0	1	1	84	0	84	0	27	27	112
07:30 AM	0	0	0	82	0	82	0	33	33	115
07:45 AM	0	0	0	54	0	54	1	33	34	88
Total	0	1	1	274	0	274	1	132	133	408
08:00 AM	0	0	0	46	0	46	0	52	52	98
08:15 AM	1	0	1	57	0	57	0	30	30	88
08:30 AM	0	0	0	35	0	35	1	23	24	59
08:45 AM	0	0	0	28	0	28	0	22	22	50
Total	1	0	1	166	0	166	1	127	128	295
Grand Total	1	1	2	440	0	440	2	259	261	703
Apprch %	50	50		100	0		0.8	99.2		
Total %	0.1	0.1	0.3	62.6	0	62.6	0.3	36.8	37.1	
Passenger Vehicles	1	0	1	419	0	419	2	253	255	675
% Passenger Vehicles	100	0	50	95.2	0	95.2	100	97.7	97.7	96
Large 2 Axle Vehicles	0	0	0	18	0	18	0	4	4	22
% Large 2 Axle Vehicles	0	0	0	4.1	0	4.1	0	1.5	1.5	3.1
3 Axle Vehicles	0	0	0	2	0	2	0	2	2	4
% 3 Axle Vehicles	0	0	0	0.5	0	0.5	0	0.8	0.8	0.6
4+ Axle Trucks	0	1	1	1	0	1	0	0	0	2
% 4+ Axle Trucks	0	100	50	0.2	0	0.2	0	0	0	0.3

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	1	1	84	0	84	0	27	27	112
07:30 AM	0	0	0	82	0	82	0	33	33	115
07:45 AM	0	0	0	54	0	54	1	33	34	88
08:00 AM	0	0	0	46	0	46	0	52	52	98
Total Volume	0	1	1	266	0	266	1	145	146	413
% App. Total	0	100		100	0		0.7	99.3		
PHF	.000	.250	.250	.792	.000	.792	.250	.697	.702	.898

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	0	0	0	54	0	54	0	33	33
+15 mins.	0	1	1	84	0	84	1	33	34
+30 mins.	0	0	0	82	0	82	0	52	52
+45 mins.	0	0	0	54	0	54	0	30	30
Total Volume	0	1	1	274	0	274	1	148	149
% App. Total	0	100		100	0		0.7	99.3	
PHF	.000	.250	.250	.815	.000	.815	.250	.712	.716

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	49	0	49	0	38	38	87
07:15 AM	0	0	0	79	0	79	0	26	26	105
07:30 AM	0	0	0	78	0	78	0	33	33	111
07:45 AM	0	0	0	52	0	52	1	32	33	85
Total	0	0	0	258	0	258	1	129	130	388
08:00 AM	0	0	0	45	0	45	0	50	50	95
08:15 AM	1	0	1	54	0	54	0	30	30	85
08:30 AM	0	0	0	35	0	35	1	23	24	59
08:45 AM	0	0	0	27	0	27	0	21	21	48
Total	1	0	1	161	0	161	1	124	125	287
Grand Total	1	0	1	419	0	419	2	253	255	675
Apprch %	100	0		100	0		0.8	99.2		
Total %	0.1	0	0.1	62.1	0	62.1	0.3	37.5	37.8	

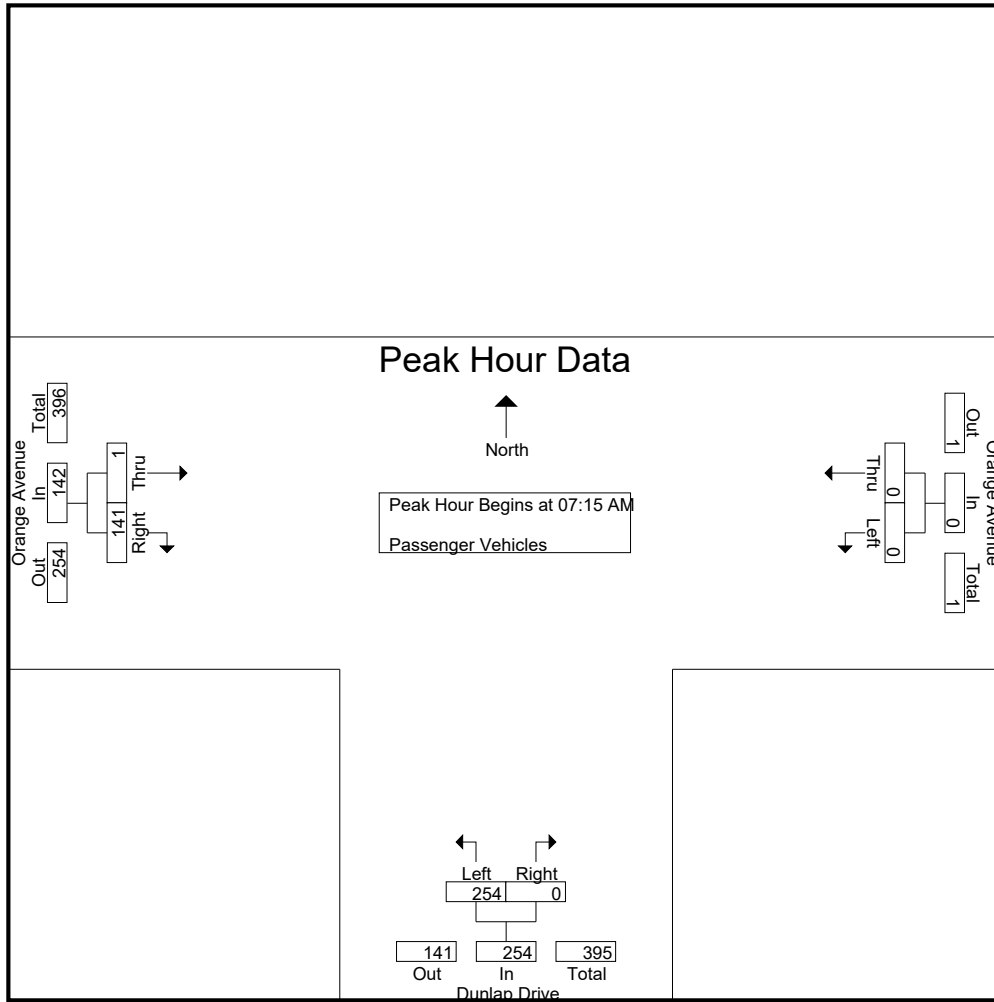
Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	79	0	79	0	26	26	105
07:30 AM	0	0	0	78	0	78	0	33	33	111
07:45 AM	0	0	0	52	0	52	1	32	33	85
08:00 AM	0	0	0	45	0	45	0	50	50	95
Total Volume	0	0	0	254	0	254	1	141	142	396
% App. Total	0	0		100	0		0.7	99.3		
PHF	.000	.000	.000	.804	.000	.804	.250	.705	.710	.892

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	79	0	79	0	26	26
+15 mins.	0	0	0	78	0	78	0	33	33
+30 mins.	0	0	0	52	0	52	1	32	33
+45 mins.	0	0	0	45	0	45	0	50	50
Total Volume	0	0	0	254	0	254	1	141	142
% App. Total	0	0	0	100	0	100	0.7	99.3	
PHF	.000	.000	.000	.804	.000	.804	.250	.705	.710

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	5	0	5	0	0	0	5
07:15 AM	0	0	0	4	0	4	0	0	0	4
07:30 AM	0	0	0	3	0	3	0	0	0	3
07:45 AM	0	0	0	2	0	2	0	1	1	3
Total	0	0	0	14	0	14	0	1	1	15
08:00 AM	0	0	0	1	0	1	0	2	2	3
08:15 AM	0	0	0	3	0	3	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	4	0	4	0	3	3	7
Grand Total	0	0	0	18	0	18	0	4	4	22
Apprch %	0	0		100	0		0	100		
Total %	0	0		81.8	0	81.8	0	18.2	18.2	

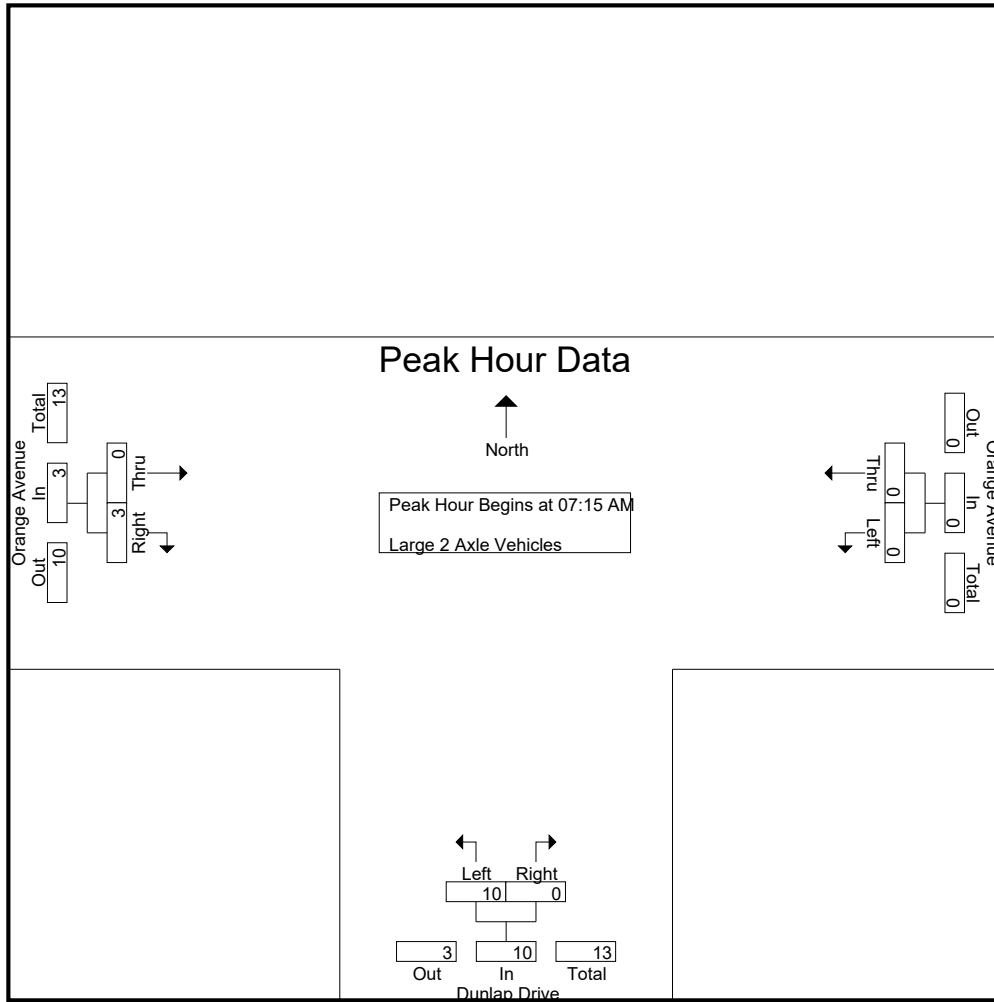
Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	4	0	4	0	0	0	4
07:30 AM	0	0	0	3	0	3	0	0	0	3
07:45 AM	0	0	0	2	0	2	0	1	1	3
08:00 AM	0	0	0	1	0	1	0	2	2	3
Total Volume	0	0	0	10	0	10	0	3	3	13
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.625	.000	.625	.000	.375	.375	.813

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	4	0	4	0	0	0
+15 mins.	0	0	0	3	0	3	0	0	0
+30 mins.	0	0	0	2	0	2	0	1	1
+45 mins.	0	0	0	1	0	1	0	2	2
Total Volume	0	0	0	10	0	10	0	3	3
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.625	.000	.625	.000	.375	.375

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	2	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	2	0	2	0	2	2	4
Apprch %	0	0		100	0		0	100		
Total %	0	0		50	0	50	0	50	50	

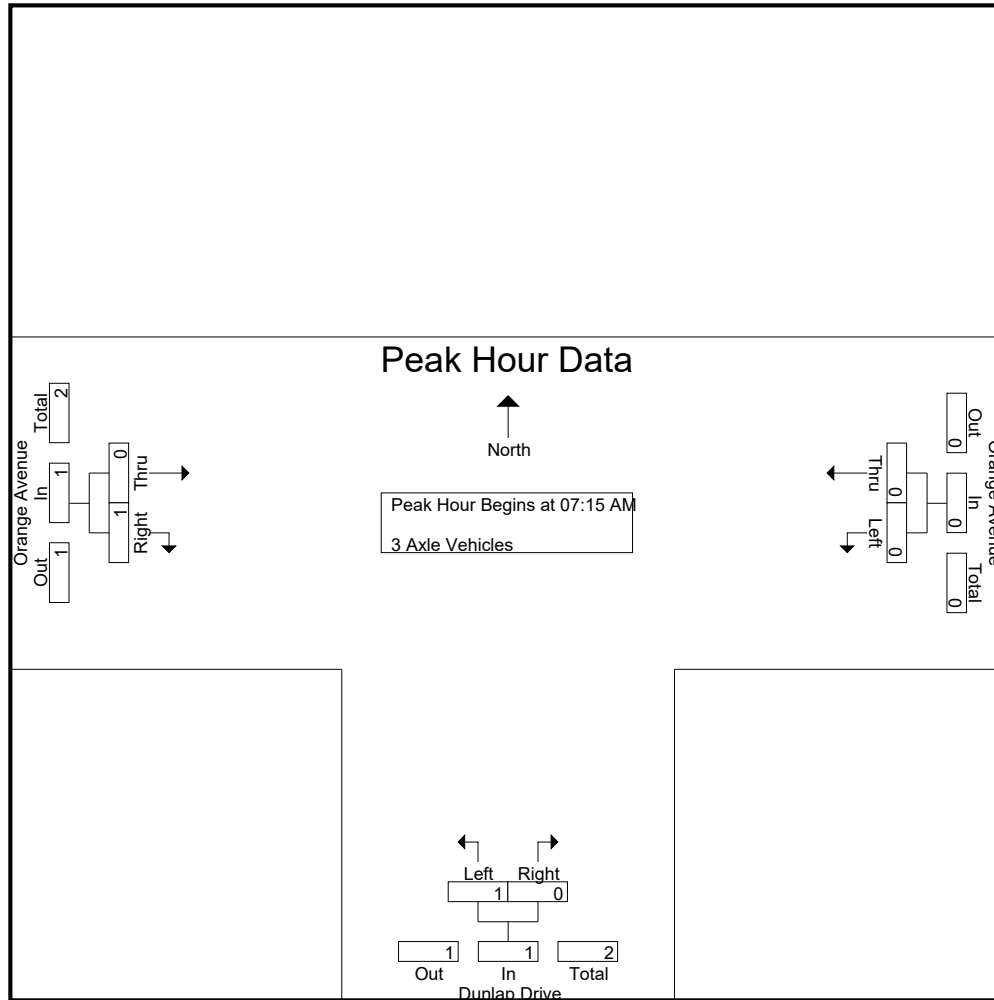
Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	1	0	1	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	0	1	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	1	0	1	0	0	0	2
Apprch %	0	100		100	0		0	0		
Total %	0	50	50	50	0	50	0	0	0	

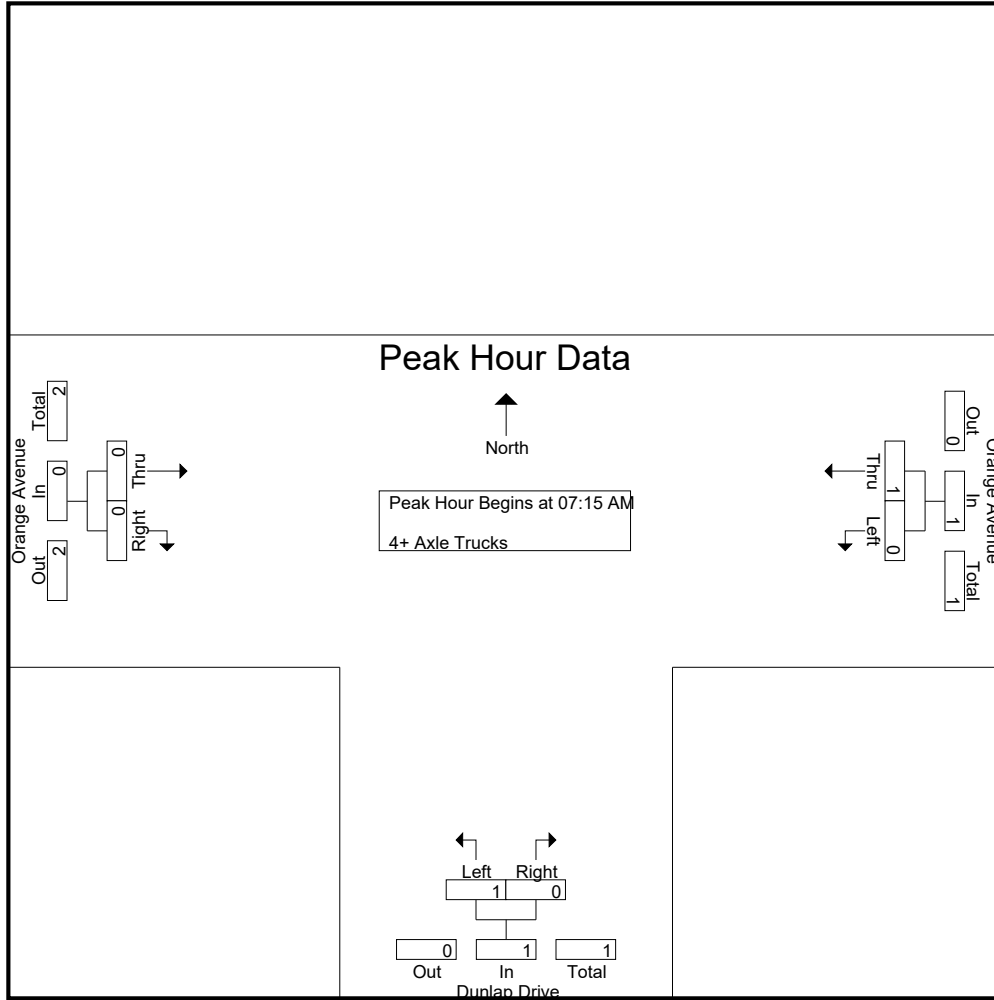
Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	1	1	1	0	1	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	0	1	0	0	0	2
% App. Total	0	100		100	0		0	0		
PHF	.000	.250	.250	.250	.000	.250	.000	.000	.000	.250

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

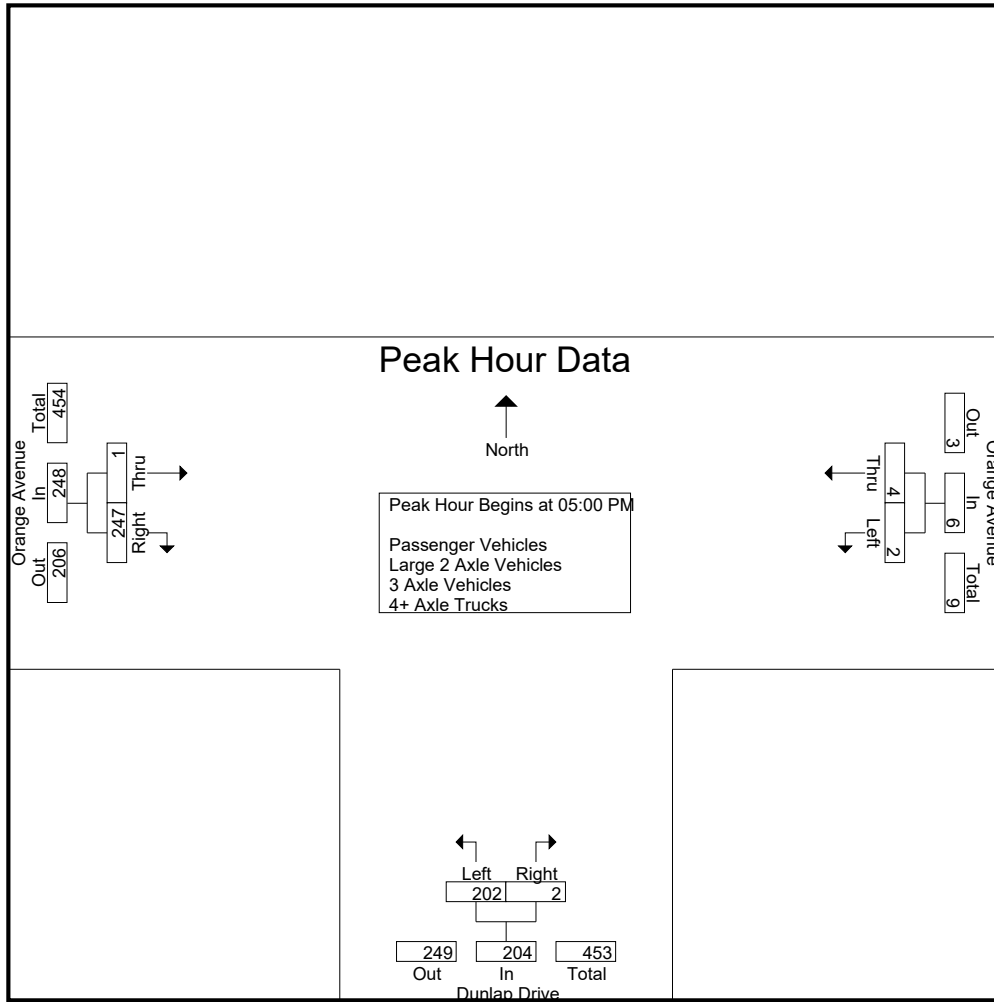
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	53	0	53	0	57	57	110
04:15 PM	1	4	5	46	0	46	0	70	70	121
04:30 PM	0	0	0	48	0	48	1	61	62	110
04:45 PM	0	1	1	49	1	50	2	56	58	109
Total	1	5	6	196	1	197	3	244	247	450
05:00 PM	0	2	2	52	1	53	0	58	58	113
05:15 PM	0	1	1	43	1	44	0	62	62	107
05:30 PM	1	1	2	52	0	52	0	66	66	120
05:45 PM	1	0	1	55	0	55	1	61	62	118
Total	2	4	6	202	2	204	1	247	248	458
Grand Total	3	9	12	398	3	401	4	491	495	908
Apprch %	25	75		99.3	0.7		0.8	99.2		
Total %	0.3	1	1.3	43.8	0.3	44.2	0.4	54.1	54.5	
Passenger Vehicles	3	9	12	389	3	392	4	479	483	887
% Passenger Vehicles	100	100	100	97.7	100	97.8	100	97.6	97.6	97.7
Large 2 Axle Vehicles	0	0	0	5	0	5	0	11	11	16
% Large 2 Axle Vehicles	0	0	0	1.3	0	1.2	0	2.2	2.2	1.8
3 Axle Vehicles	0	0	0	4	0	4	0	1	1	5
% 3 Axle Vehicles	0	0	0	1	0	1	0	0.2	0.2	0.6
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	2	2	52	1	53	0	58	58	113
05:15 PM	0	1	1	43	1	44	0	62	62	107
05:30 PM	1	1	2	52	0	52	0	66	66	120
05:45 PM	1	0	1	55	0	55	1	61	62	118
Total Volume	2	4	6	202	2	204	1	247	248	458
% App. Total	33.3	66.7		99	1		0.4	99.6		
PHF	.500	.500	.750	.918	.500	.927	.250	.936	.939	.954

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			05:00 PM			04:15 PM		
+0 mins.	1	4	5	52	1	53	0	70	70
+15 mins.	0	0	0	43	1	44	1	61	62
+30 mins.	0	1	1	52	0	52	2	56	58
+45 mins.	0	2	2	55	0	55	0	58	58
Total Volume	1	7	8	202	2	204	3	245	248
% App. Total	12.5	87.5		99	1		1.2	98.8	
PHF	.250	.438	.400	.918	.500	.927	.375	.875	.886

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
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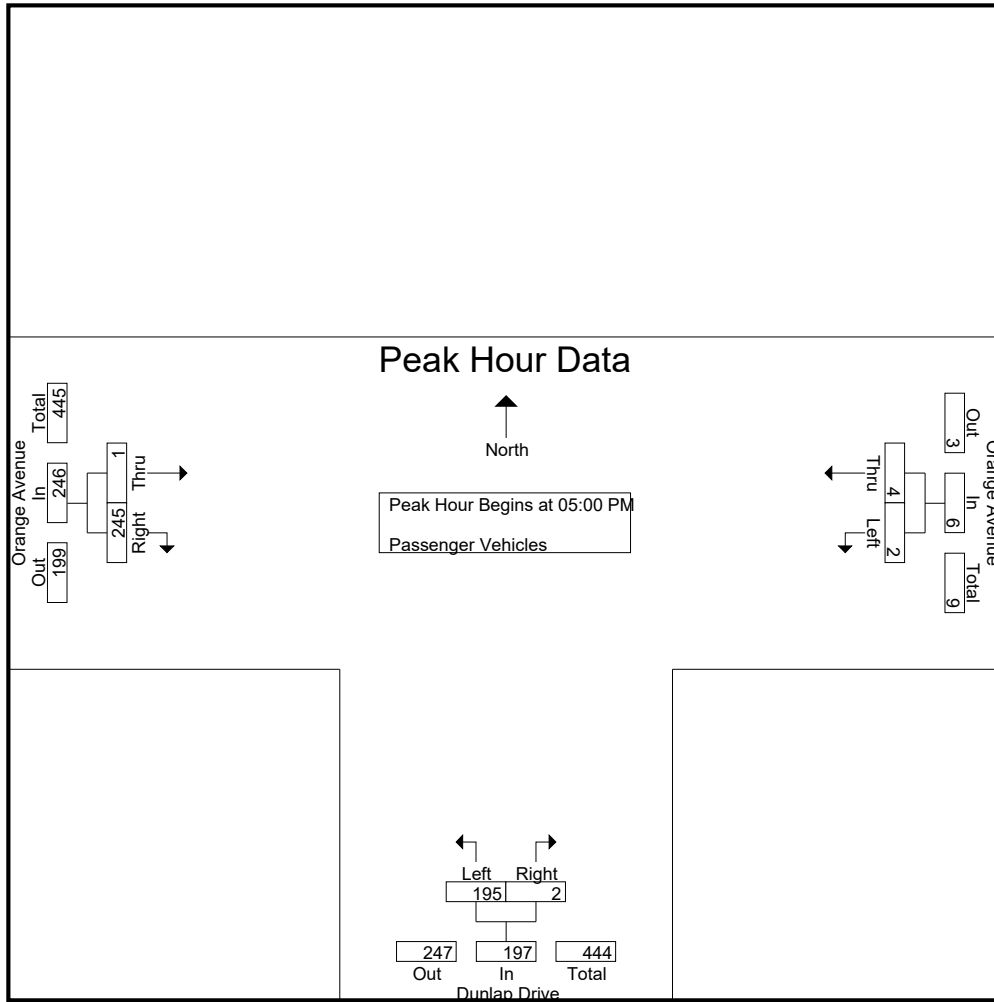
Groups Printed- Passenger Vehicles

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	53	0	53	0	55	55	108
04:15 PM	1	4	5	46	0	46	0	65	65	116
04:30 PM	0	0	0	47	0	47	1	59	60	107
04:45 PM	0	1	1	48	1	49	2	55	57	107
Total	1	5	6	194	1	195	3	234	237	438
05:00 PM	0	2	2	52	1	53	0	57	57	112
05:15 PM	0	1	1	40	1	41	0	62	62	104
05:30 PM	1	1	2	50	0	50	0	65	65	117
05:45 PM	1	0	1	53	0	53	1	61	62	116
Total	2	4	6	195	2	197	1	245	246	449
Grand Total	3	9	12	389	3	392	4	479	483	887
Apprch %	25	75		99.2	0.8		0.8	99.2		
Total %	0.3	1	1.4	43.9	0.3	44.2	0.5	54	54.5	

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	2	2	52	1	53	0	57	57	112
05:15 PM	0	1	1	40	1	41	0	62	62	104
05:30 PM	1	1	2	50	0	50	0	65	65	117
05:45 PM	1	0	1	53	0	53	1	61	62	116
Total Volume	2	4	6	195	2	197	1	245	246	449
% App. Total	33.3	66.7		99	1		0.4	99.6		
PHF	.500	.500	.750	.920	.500	.929	.250	.942	.946	.959

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	2	2	52	1	53	0	57	57
+15 mins.	0	1	1	40	1	41	0	62	62
+30 mins.	1	1	2	50	0	50	0	65	65
+45 mins.	1	0	1	53	0	53	1	61	62
Total Volume	2	4	6	195	2	197	1	245	246
% App. Total	33.3	66.7		99	1		0.4	99.6	
PHF	.500	.500	.750	.920	.500	.929	.250	.942	.946

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	0	0	0	0	4	4	4
04:30 PM	0	0	0	1	0	1	0	2	2	3
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	0	1	0	9	9	10
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	1	0	1	0	1	1	2
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	4	0	4	0	2	2	6
Grand Total	0	0	0	5	0	5	0	11	11	16
Apprch %	0	0		100	0		0	100		
Total %	0	0		31.2	0	31.2	0	68.8	68.8	

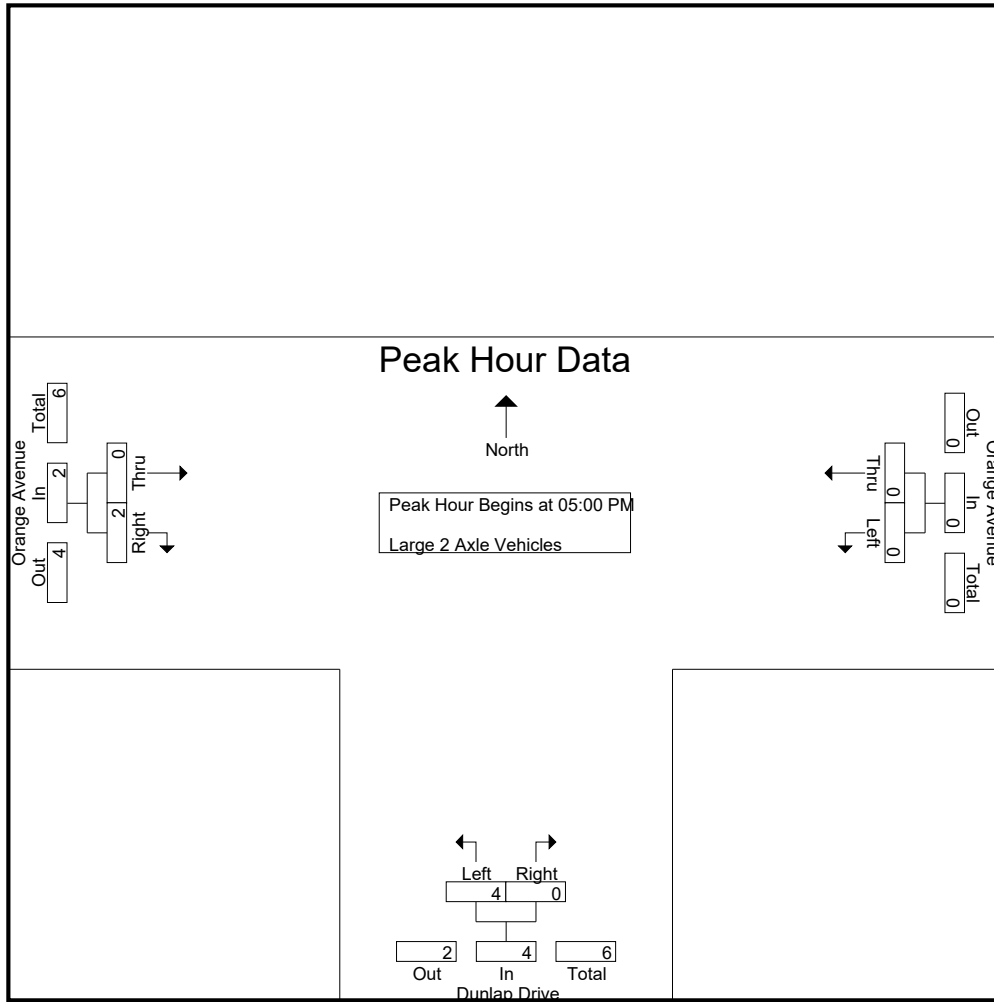
Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	1	0	1	0	1	1	2
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	4	0	4	0	2	2	6
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500	.750

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	2	0	2	0	0	0
+30 mins.	0	0	0	1	0	1	0	1	1
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	0	0	0	4	0	4	0	2	2
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

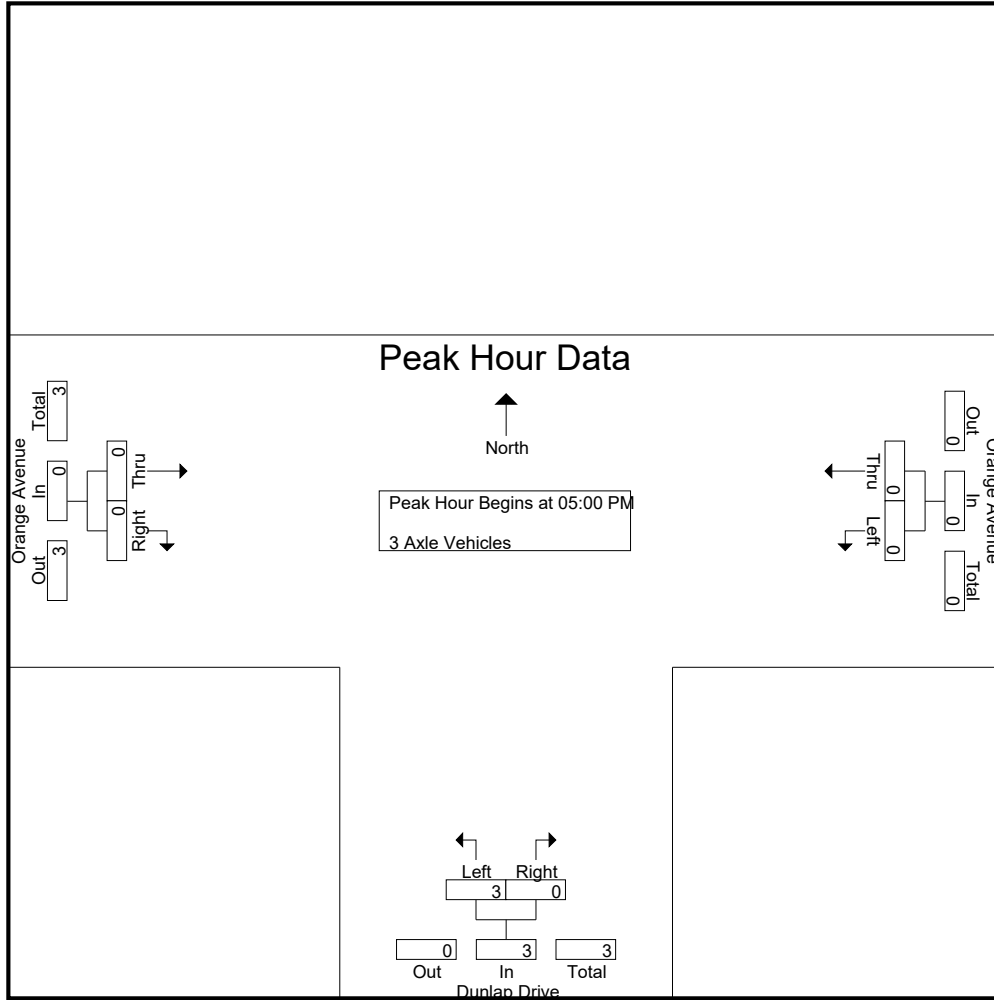
Groups Printed- 3 Axle Vehicles

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	1	0	1	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	3	0	3	0	0	0	3
Grand Total	0	0	0	4	0	4	0	1	1	5
Apprch %	0	0		100	0		0	100		
Total %	0	0		80	0	80	0	20	20	

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	3	0	3	0	0	0	3
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.750	.000	.750	.000	.000	.000	.750

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

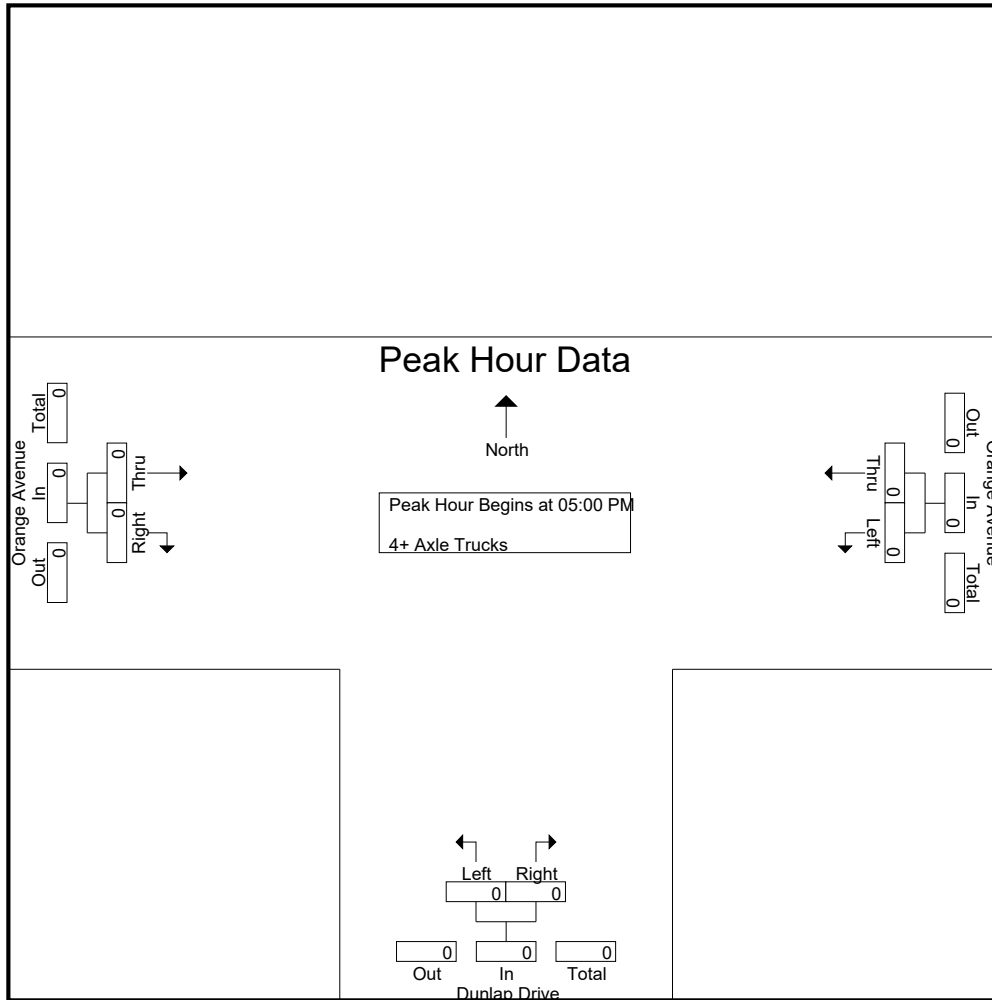
Groups Printed- 4+ Axle Trucks

Start Time	Orange Avenue Westbound			Dunlap Drive Northbound			Orange Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

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

City of Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue
 Weather: Clear

File Name : 45_PER_Dun_Ora PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

Location: Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Orange Avenue	South Leg Dunlap Drive	West Leg Orange Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dead End	East Leg Orange Avenue	South Leg Dunlap Drive	West Leg Orange Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: Dunlap Drive
 E/W: Orange Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Orange Avenue			Northbound Dunlap Drive			Eastbound Orange Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Orange Avenue			Northbound Dunlap Drive			Eastbound Orange Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

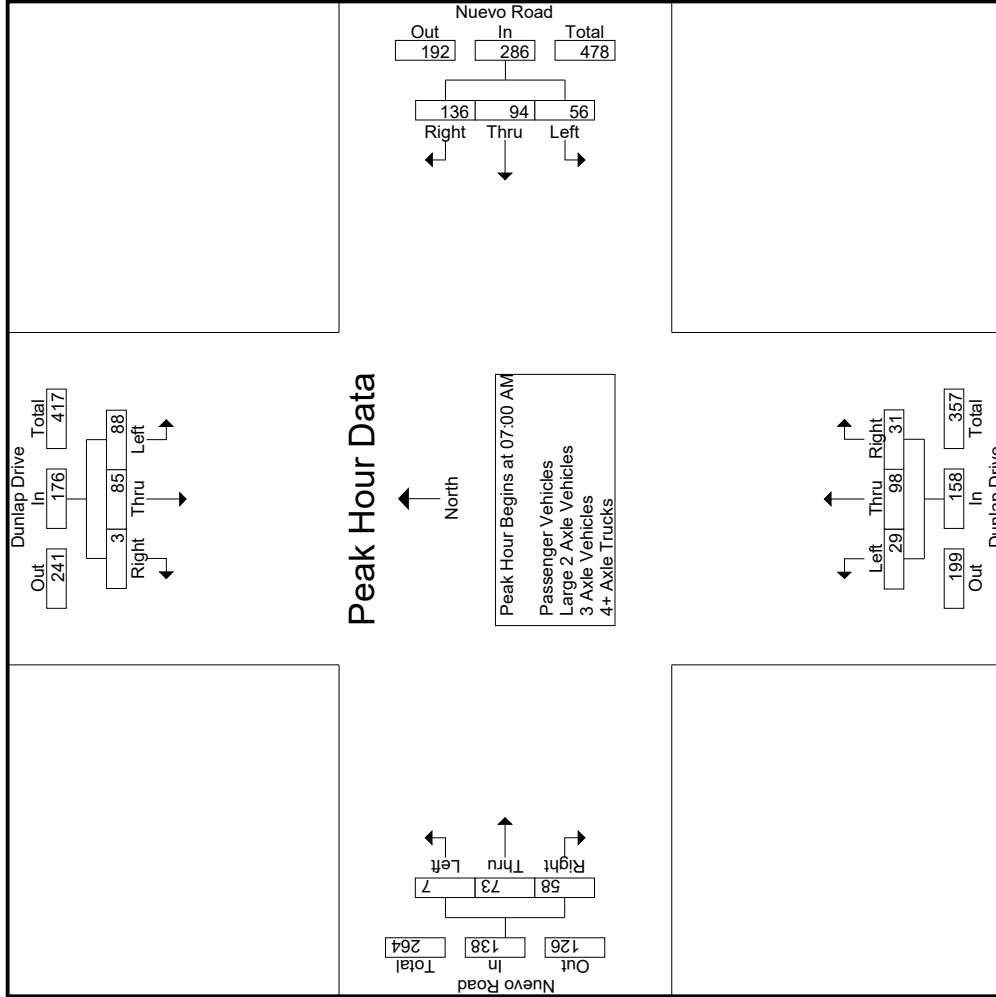
Start Time	Dunlap Drive Southbound						Nuevo Road Westbound						Dunlap Drive Northbound						Nuevo Road Eastbound										
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total					
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total					
07:00 AM	23	20	2	1	45		7	35	36	3	78	26	9	13	4	1	26		2	25	9	3	36	8	185	193			
07:15 AM	26	15	0	0	41		13	26	48	9	87	44	8	30	6	4	44		2	20	17	6	39	19	211	230			
07:30 AM	21	30	0	0	51		8	25	6	54	43	5	29	9	2	43		2	17	19	11	38	19	186	205				
07:45 AM	18	20	1	1	39		15	25	27	7	67	45	7	26	12	5	45		1	11	13	5	25	18	176	194			
Total	88	85	3	2	176		56	94	136	25	286	158	29	98	31	12	158		7	73	58	25	138	64	758	822			
08:00 AM	28	25	1	1	54		10	22	32	7	64	41	6	23	12	2	41		0	13	11	6	24	16	183	199			
08:15 AM	17	17	1	1	35		5	19	36	2	60	32	5	20	7	3	32		0	14	11	2	25	8	152	160			
08:30 AM	12	21	2	1	35		13	24	24	6	61	28	5	15	8	5	28		0	9	11	3	20	15	144	159			
08:45 AM	11	14	0	0	25		15	21	18	2	54	24	2	15	7	2	24		0	9	9	4	18	8	121	129			
Total	68	77	4	3	149		43	86	110	17	239	125	18	73	34	12	125		0	45	42	15	87	47	600	647			
Grand Total	156	162	7	5	325		99	180	246	42	525	283	47	171	65	24	283		7	118	100	40	225	111	1358	1469			
Approch %	48	49.8	2.2				18.9	34.3	46.9				16.6	60.4	23			3.1	52.4	44.4				7.6	92.4				
Total %	11.5	11.9	0.5				23.9	7.3	13.3	18.1			38.7	3.5	12.6	4.8			20.8	0.5	8.7	7.4			16.6				
Passenger Vehicles	154	158	6				94	175	242				551	44	167	60			294	7	115	98			260	0	0	0	0
Passenger Vehicles	98.7	97.5	85.7	80	97.6		94.9	97.2	98.4	95.2	97.2	95.8	93.6	97.7	92.3	95.8	95.8	95.8	100	97.5	98	100	98.1	98.1	0	0	0	0	
Large 2 Axle Vehicles	2	3	1				3	4	2				3	4	3			3	0	2				4	0	0			
Large 2 Axle Vehicles	1.3	1.9	14.3	20	2.1		3	2.2	0.8	4.8	1.9	3.3	6.4	2.3	4.6	0	3.3	0	1.7	2	0	1.5	0	0	0	0			
3 Axle Vehicles	0	1	0				1	1	1				0	0	2			0	1	0				1	0	0			
% 3 Axle Vehicles	0	0.6	0	0	0.3		1	0.6	0.4	0	0.5	1	0	0	3.1	4.2	1	0	0.8	0	0	0.4	0	0	0	0			
4+ Axle Trucks	0	0	0				1	0	1				2	0	0			0	0	0				0	0	0			
% 4+ Axle Trucks	0	0	0	0	0		1	0	0.4	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Start Time	Dunlap Drive Southbound						Nuevo Road Westbound						Dunlap Drive Northbound						Nuevo Road Eastbound									
	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	Left	Thru	Right	RTOR	App. Total	Int. Total				
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total				
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1	23	20	2		45		7	35	36	3	78	26	9	13	4	1	26		2	26	4		36	8	36	36		
07:00 AM	23	20	2		45		7	35	36	3	78	26	9	13	4	1	26		2	26	4		36	8	36	36		
07:15 AM	26	15	0		41		13	26	48	9	87	44	8	30	6	4	44		2	44	6		50	17	39	211		
07:30 AM	21	30	0		51		8	25	6	54	43	5	29	9	2	43		2	43	9		52	19	38	186			
07:45 AM	18	20	1		39		15	25	27	7	67	45	7	26	12	5	45		1	45	11		56	13	25	176		
Total Volume	88	85	3		176		56	94	136	25	286	158	29	98	31	12	158		7	158	73	58	138	64	758	822		
% App. Total	50	48.3	1.7				19.6	32.9	47.6				18.4	62	19.6			5.1	52.9	42				42	42			
PHF	.846	.708	.375				.863	.667	.671	.708	.822	.817	.806	.817	.646	.878	.763	.875	.730	.763				.885	.885			

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

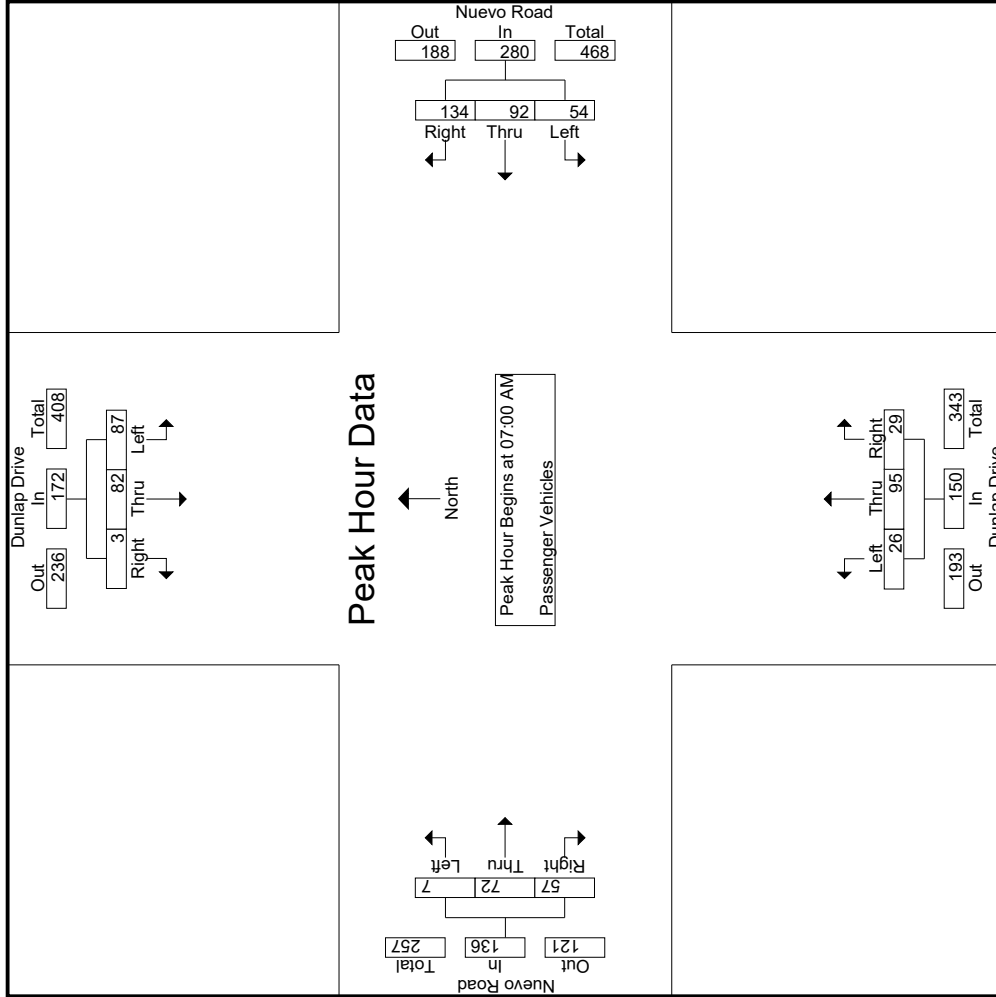
File Name : 46_PER_Dun_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:15 AM			07:00 AM			07:15 AM			07:00 AM						
+0 mins.	26	15	0	41	7	35	36	78	8	30	6	44	2	25	9	36
+15 mins.	21	30	0	51	13	26	48	87	5	29	9	43	2	20	17	39
+30 mins.	18	20	1	39	21	8	25	54	7	26	12	45	2	17	19	38
+45 mins.	28	25	1	54	15	25	27	67	6	23	12	41	1	11	13	25
Total Volume	93	90	2	185	56	94	136	286	26	108	39	173	7	73	58	138
% App. Total	50.3	48.6	1.1		19.6	32.9	47.6		15	62.4	22.5		5.1	52.9	42	
PHF	.830	.750	.500	.856	.667	.671	.708	.822	.813	.900	.813	.961	.875	.730	.763	.885

Groups Printed- Passenger Vehicles

Start Time	Dunlap Drive Southbound					Nuevo Road Westbound					Dunlap Drive Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	23	19	2	1	44	7	33	35	3	75	8	13	3	0	24	2	24	9	3	35	7	178	185
07:15 AM	26	15	0	0	41	12	26	47	8	85	6	30	6	4	42	2	20	16	6	38	18	206	224
07:30 AM	20	28	0	0	48	21	8	25	6	54	5	27	9	2	41	2	17	19	11	38	19	181	200
07:45 AM	18	20	1	1	39	14	25	27	7	66	7	25	11	5	43	1	11	13	5	25	18	173	191
Total	87	82	3	2	172	54	92	134	24	280	26	95	29	11	150	7	72	57	25	136	62	738	800
08:00 AM	27	24	0	0	51	10	20	31	6	61	6	23	11	2	40	0	12	10	6	22	14	174	188
08:15 AM	17	17	1	1	35	4	19	36	2	59	5	19	6	3	30	0	13	11	2	24	8	148	156
08:30 AM	12	21	2	1	35	12	23	24	6	59	5	15	8	5	28	0	9	11	3	20	15	142	157
08:45 AM	11	14	0	0	25	14	21	17	2	52	2	15	6	2	23	0	9	9	4	18	8	118	126
Total	67	76	3	2	146	40	83	108	16	231	18	72	31	12	121	0	43	41	15	84	45	582	627
Grand Total	154	158	6	4	318	94	175	242	40	511	44	167	60	23	271	7	115	98	40	220	107	1320	1427
Approch %	48.4	49.7	1.9			18.4	34.2	47.4		38.7	16.2	61.6	22.1		20.5	3.2	52.3	44.5		16.7	7.5	92.5	
Total %	11.7	12	0.5		24.1	7.1	13.3	18.3		38.7	3.3	12.7	4.5		20.5	0.5	8.7	7.4		16.7	7.5	92.5	

Start Time	Dunlap Drive Southbound					Nuevo Road Westbound					Dunlap Drive Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	23	19	2	1	44	7	33	35	3	75	8	13	3	0	24	2	24	9	3	35	7	178	185
Peak Hour for Entire Intersection Begins at 07:00 AM	26	15	0	0	41	12	26	47	8	85	6	30	6	4	42	2	20	16	6	38	18	206	224
07:00 AM	20	28	0	0	48	21	8	25	6	54	5	27	9	2	41	2	17	19	11	38	19	181	200
07:15 AM	18	20	1	1	39	14	25	27	7	66	7	25	11	5	43	1	11	13	5	25	18	173	191
07:30 AM	87	82	3	2	172	54	92	134	24	280	26	95	29	11	150	7	72	57	25	136	62	738	800
07:45 AM	23	19	2	1	44	7	33	35	3	75	8	13	3	0	24	2	24	9	3	35	7	178	185
Total Volume	87	82	3	2	172	54	92	134	24	280	26	95	29	11	150	7	72	57	25	136	62	738	800
% App. Total	50.6	47.7	1.7			19.3	32.9	47.9		38.7	17.3	63.3	19.3		20.5	5.1	52.9	41.9		16.7	7.5	92.5	
PHF	.837	.732	.375		.896	.643	.697	.713		.824	.813	.792	.659		.872	.875	.750	.750		.895	.895	.895	.896



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

City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	23	19	2	44	7	33	35	75	13	3	24	2	24	9	35
+15 mins.	26	15	0	41	12	26	47	85	30	6	42	2	20	16	38
+30 mins.	20	28	0	48	21	8	25	54	27	9	41	2	17	19	38
+45 mins.	18	20	1	39	14	25	27	66	25	11	43	1	11	13	25
Total Volume	87	82	3	172	54	92	134	280	95	29	150	7	72	57	136
% App. Total	50.6	47.7	1.7	.896	19.3	32.9	47.9	.824	17.3	63.3	19.3	5.1	52.9	41.9	.895
PHF	.837	.732	.375		.643	.697	.713		.792	.659	.872	.875	.750	.750	

Groups Printed - Large 2 Axle Vehicles

Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2	2
07:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	1	1	4	5
07:30 AM	1	2	0	0	0	0	0	2	0	2	0	0	0	0	0	5	5
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
Total	1	2	0	0	1	1	1	3	3	6	0	0	1	1	1	12	13
08:00 AM	1	1	1	1	2	1	1	0	0	1	1	1	0	2	2	9	11
08:15 AM	0	0	0	0	1	0	0	1	1	2	0	1	0	1	0	4	4
08:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	2
08:45 AM	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2	2
Total	1	1	1	3	3	1	1	7	0	4	0	2	1	3	2	17	19
Grand Total	2	3	1	6	3	4	2	9	3	4	3	0	10	0	2	3	29
Approch %	33.3	50	16.7		33.3	44.4	22.2		30	40	30			0	50	29	32
Total %	6.9	10.3	3.4	20.7	10.3	13.8	6.9	31	10.3	13.8	10.3		34.5	0	6.9	9.4	90.6

3.1-1253

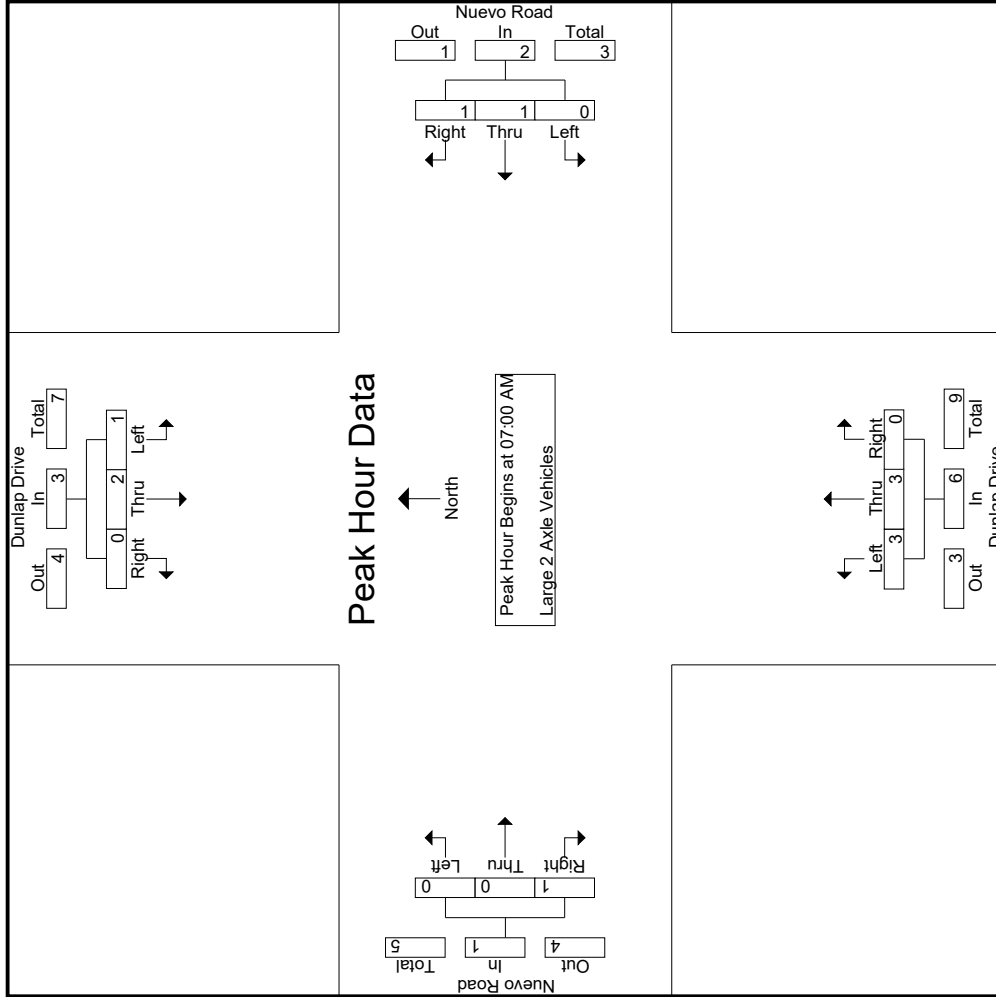
Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	1	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
Total Volume	1	2	0	3	3	1	1	2	3	3	0	6	0	0	1	1	12
% App. Total	33.3	66.7	0		33.3	44.4	22.2		30	40	30			0	50	29	32
PHF	.250	.250	.000	.500	.250	.250	.250	.250	.375	.375	.375	.750	.000	.000	.250	.250	.600

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

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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 Corona, CA 92878
 (951) 268-6268

City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	1	0	0	1	0	0	1	0	0
+15 mins.	0	0	0	0	0	1	1	0	0	2	0	1
+30 mins.	1	2	0	0	0	0	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	0
Total Volume	1	2	0	1	1	1	2	3	0	6	0	1
% App. Total	33.3	66.7	0	50	50	50	37.5	50	50	75.0	0	100
PHF	.250	.250	.000	.250	.250	.250	.500	.375	.375	.750	.000	.250

Groups Printed - 3 Axle Vehicles

Start Time	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	1	4	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	1	0	0	1	1	0	0	2	0	0	2	0	1	0	0	1	1	6	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	1	0	0	1	1	1	0	3	0	0	2	1	2	0	1	0	1	7	8
Approch %	0	100	0	0	33.3	33.3	33.3	0	42.9	0	0	100	28.6	28.6	0	14.3	14.3	12.5	87.5	0
Total %	0	14.3	0	0	14.3	14.3	14.3	0	42.9	0	0	28.6	28.6	28.6	0	14.3	14.3	12.5	87.5	0

Start Time	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	1	4	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	1	0	0	1	1	0	0	3	0	0	2	1	2	0	1	0	1	7	8
Approch %	0	100	0	0	33.3	33.3	33.3	0	42.9	0	0	100	28.6	28.6	0	14.3	14.3	12.5	87.5	0
Total %	0	14.3	0	0	14.3	14.3	14.3	0	42.9	0	0	28.6	28.6	28.6	0	14.3	14.3	12.5	87.5	0

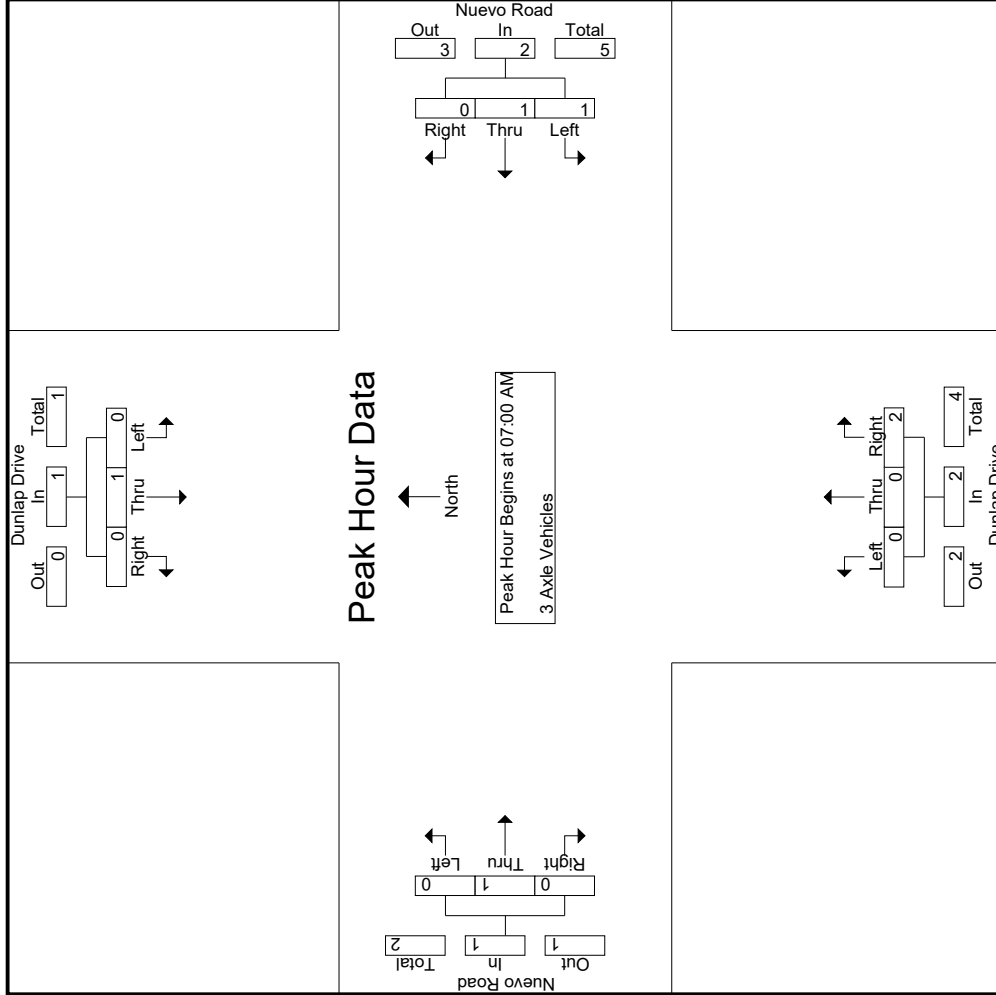
Start Time	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	1	4	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	1	0	0	1	1	0	0	3	0	0	2	1	2	0	1	0	1	7	8
Approch %	0	100	0	0	33.3	33.3	33.3	0	42.9	0	0	100	28.6	28.6	0	14.3	14.3	12.5	87.5	0
Total %	0	14.3	0	0	14.3	14.3	14.3	0	42.9	0	0	28.6	28.6	28.6	0	14.3	14.3	12.5	87.5	0

Start Time	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	1	4	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	1	0	0	1	1	0	0	3	0	0	2	1	2	0	1	0	1	7	8
Approch %	0	100	0	0	33.3	33.3	33.3	0	42.9	0	0	100	28.6	28.6	0	14.3	14.3	12.5	87.5	0
Total %	0	14.3	0	0	14.3	14.3	14.3	0	42.9	0	0	28.6	28.6	28.6	0	14.3	14.3	12.5	87.5	0

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

City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	0	0	1	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	1	0	0	0	0	1	0	0	0
Total Volume	0	1	0	1	1	0	0	0	2	0	1	0
% App. Total	.000	.250	.000	.250	.500	.000	.000	.500	.500	.000	.250	.000
PHF												
	.250			.500			.500			.250		

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	2
Approch %	0	0	0	0	0	50	0	50	0	100	0	0	0	0	0	0	0	100
Total %	0	0	0	0	0	50	0	50	0	100	0	0	0	0	0	0	0	100

3.1-1259

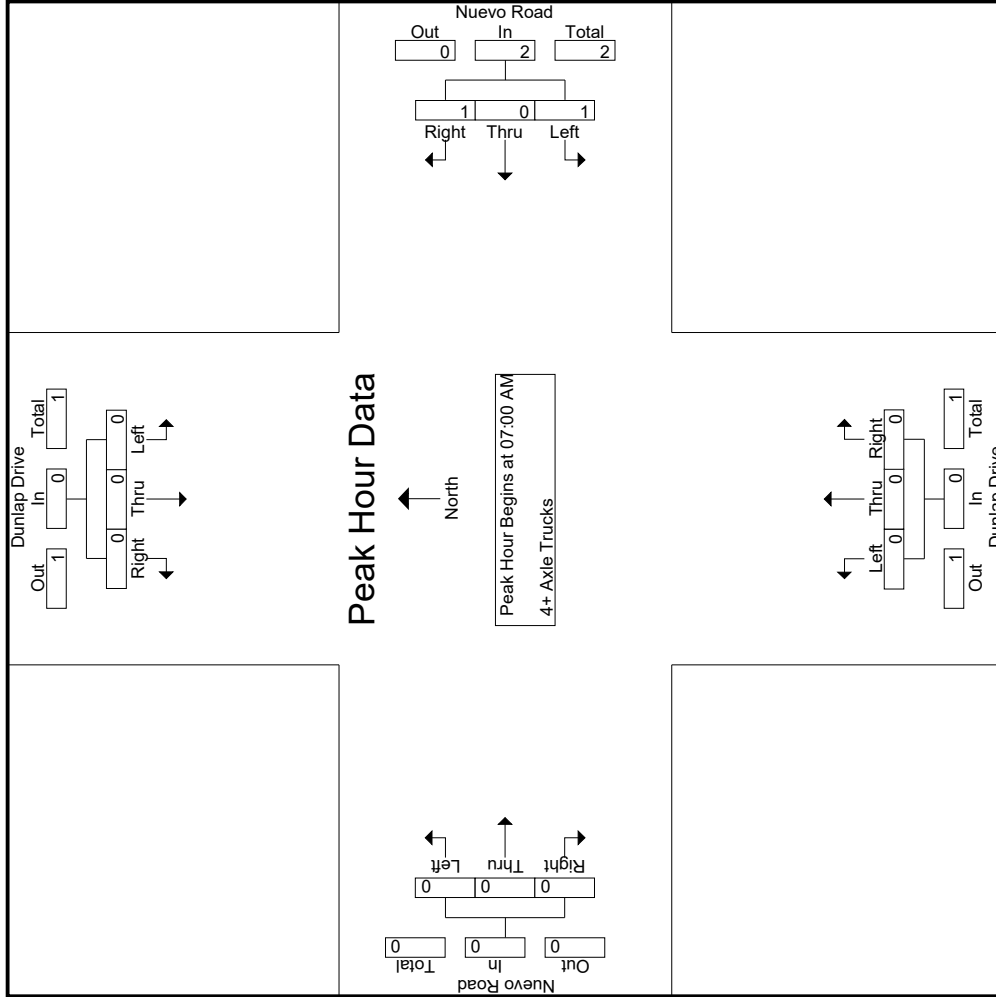
Start Time	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	2
% App. Total	0	0	0	0	0	50	0	50	0	100	0	0	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.500

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

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	1	0	0	0	0	0	0
+15 mins.	0	0	0	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0
% App. Total	0	0	0	50	0	50	0	0	0	0	0	0
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000

Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Dunlap Drive
 EW: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

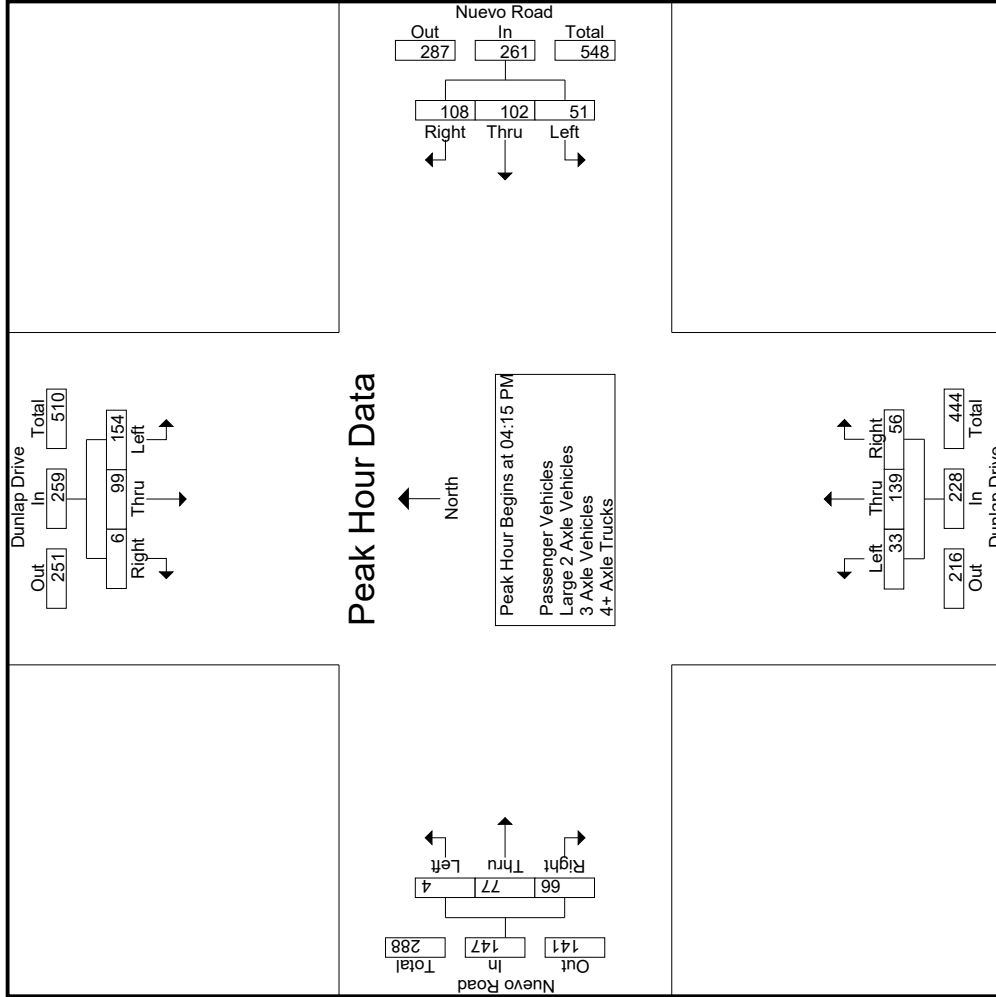
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Dunlap Drive Southbound						Nuevo Road Westbound						Dunlap Drive Northbound						Nuevo Road Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total									
04:00 PM	35	20	2	0	57		20	18	32	12	70		6	24	13	5	43		0	17	17	6	34		23	204	227			
04:15 PM	39	29	1	1	69		11	26	33	6	70		11	33	11	6	55		1	14	16	4	31		17	225	242			
04:30 PM	40	25	1	0	66		7	18	25	5	50		12	38	15	3	65		1	24	12	5	37		13	218	231			
04:45 PM	33	16	2	0	51		13	28	24	6	65		5	35	15	3	55		1	22	17	4	40		13	211	224			
Total	147	90	6	1	243		51	90	114	29	255		34	130	54	17	218		3	77	62	19	142		66	858	924			
05:00 PM	42	29	2	1	73		20	30	26	5	76		5	33	15	6	53		1	17	21	6	39		18	241	259			
05:15 PM	38	27	2	0	67		16	14	14	3	44		7	35	13	2	55		1	24	20	7	45		12	211	223			
05:30 PM	36	25	1	1	62		13	24	30	9	67		14	30	9	5	53		2	17	17	9	36		24	218	242			
05:45 PM	40	13	1	0	54		15	21	34	5	70		13	32	2	1	47		0	7	15	7	22		13	193	206			
Total	156	94	6	2	256		64	89	104	22	257		39	130	39	14	208		4	65	73	29	142		67	863	930			
Grand Total	303	184	12	3	499		115	179	218	51	512		73	260	93	31	426		7	142	135	48	284		133	1721	1854			
Approch %	60.7	36.9	2.4				22.5	35	42.6				17.1	61	21.8				2.5	50	47.5				7.2	92.8				
Total %	17.6	10.7	0.7		29		6.7	10.4	12.7		29.8		4.2	15.1	5.4		24.8		0.4	8.3	7.8		16.5							
Passenger Vehicles	302	178	11		494		111	177	215		553		72	256	91		450		6	142	134		330		0	0	0		0	1827
Large 2 Axle Vehicles	99.7	96.7	91.7	100	98.4		96.5	98.9	98.6	98	98.2		98.6	98.5	97.8	100	98.5		85.7	100	99.3	100	99.4		0	0	0		0	98.5
3 Axle Vehicles	0	6	1		7		3	1	0	0	4		1	2	2		5		1	0	1		2		0	0	0		0	18
4+ Axle Trucks	0	3.3	8.3	0	1.4		2.6	0.6	0	0	0.7		1.4	0.8	2.2	0	1.1		14.3	0	0.7	0	0.6		0	0	0		0	1
% 3 Axle Vehicles	1	0	0		1		1	0	3		5		0	1	0		1		0	0	0		0		0	0	0		0	7
% 4+ Axle Trucks	0.3	0	0		0.2		0.9	0	1.4	2	0.9		0	0.4	0	0	0.2		0	0	0	0	0		0	0	0		0	0.4
% 4+ Axle Trucks	0	0	0		0		0	1	0	0	1		0	1	0	0	0.2		0	0	0	0	0		0	0	0		0	0.1

Start Time	Dunlap Drive Southbound						Nuevo Road Westbound						Dunlap Drive Northbound						Nuevo Road Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total									
04:15 PM	39	39	29	1	69		11	26	33	6	70		11	33	11	6	55		1	14	16	4	31		17	225	242			
04:30 PM	40	25	1	0	66		7	18	25	5	50		12	38	15	3	65		1	24	12	5	37		13	218	231			
04:45 PM	33	16	2	0	51		13	28	24	6	65		5	35	15	3	55		1	22	17	4	40		13	211	224			
Total Volume	154	99	6		259		51	102	108		261		33	139	56		228		4	77	66		147		66	858	924			
% App. Total	59.5	38.2	2.3				19.5	39.1	41.4		51.4		14.5	61	24.6		52.4		2.7	52.4	44.9		57.2		26.3	919	998			
PHF	.917	.853	.750		.887		.638	.850	.818		.859		.688	.914	.933		.877		1.00	.802	.786		.919							

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM



Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
	App. Total			App. Total			App. Total			App. Total				
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:15 PM			04:15 PM			04:15 PM			04:30 PM				
+0 mins.	39	29	1	69	26	33	70	11	33	11	55	24	12	37
+15 mins.	40	25	1	66	18	25	50	7	38	15	65	22	17	40
+30 mins.	33	16	2	51	28	24	65	13	35	15	55	17	21	39
+45 mins.	42	29	2	73	30	26	76	20	33	15	53	24	20	45
Total Volume	154	99	6	259	102	108	261	51	139	56	228	87	70	161
% App. Total	59.5	38.2	2.3	19.5	39.1	41.4	14.5	61	24.6	2.5	54	43.5	43.5	89.4
PHF	.917	.853	.750	.887	.850	.818	.859	.688	.914	.933	.877	.906	.833	.894

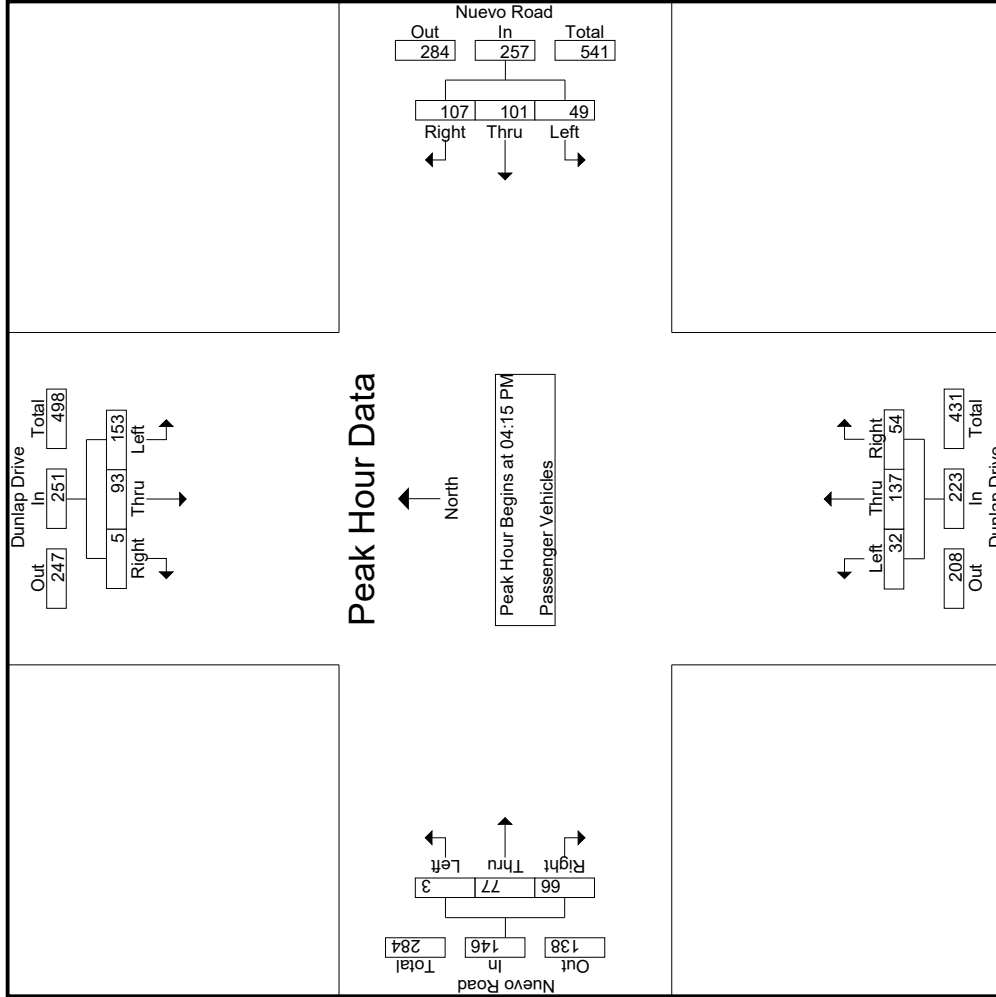
Groups Printed- Passenger Vehicles

Start Time	Dunlap Drive Southbound					Nuevo Road Westbound					Dunlap Drive Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	35	20	2	0	57	20	18	32	12	70	6	24	13	5	43	0	17	17	6	34	23	204	227
04:15 PM	38	27	1	1	66	11	26	33	6	70	10	32	10	6	52	1	14	16	4	31	17	219	236
04:30 PM	40	23	1	0	64	7	18	24	5	49	12	38	15	3	65	1	24	12	5	37	13	215	228
04:45 PM	33	14	1	0	48	12	27	24	6	63	5	34	15	3	54	1	22	17	4	40	13	205	218
Total	146	84	5	1	235	50	89	113	29	252	33	128	53	17	214	3	77	62	19	142	66	843	909
05:00 PM	42	29	2	1	73	19	30	26	5	75	5	33	14	6	52	0	17	21	6	38	18	238	256
05:15 PM	38	27	2	0	67	15	13	13	3	41	7	35	13	2	55	1	24	19	7	44	12	207	219
05:30 PM	36	25	1	1	62	12	24	29	8	65	14	29	9	5	52	2	17	17	9	36	23	215	238
05:45 PM	40	13	1	0	54	15	21	34	5	70	13	31	2	1	46	0	7	15	7	22	13	192	205
Total	156	94	6	2	256	61	88	102	21	251	39	128	38	14	205	3	65	72	29	140	66	852	918
Grand Total	302	178	11	3	491	111	177	215	50	503	72	256	91	31	419	6	142	134	48	282	132	1695	1827
Approch %	61.5	36.3	2.2		29	22.1	35.2	42.7		29.7	17.2	61.1	21.7		24.7	2.1	50.4	47.5		16.6	7.2	92.8	
Total %	17.8	10.5	0.6		29	6.5	10.4	12.7		29.7	4.2	15.1	5.4		24.7	0.4	8.4	7.9		16.6	7.2	92.8	

3.1-1265

Start Time	Dunlap Drive Southbound					Nuevo Road Westbound					Dunlap Drive Northbound					Nuevo Road Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	38	27	1	0	66	11	26	33	70	10	32	10	6	52	1	14	16	4	31	17	219	236	
04:30 PM	40	23	1	0	64	7	18	24	5	49	12	38	15	3	65	1	24	12	5	37	13	215	228
04:45 PM	33	14	1	0	48	12	27	24	6	63	5	34	15	3	54	1	22	17	4	40	13	205	218
05:00 PM	42	29	2	1	73	19	30	26	5	75	5	33	14	6	52	0	17	21	6	38	18	238	256
Total Volume	153	93	5	2	251	49	101	107	257	257	32	137	54	223	3	77	66	146	877				
% App. Total	61	37.1	2		29	19.1	39.3	41.6	29.7	29.7	14.3	61.4	24.2	24.7	2.1	52.7	45.2	16.6	16.6	7.2	92.8		
PHF	.911	.802	.625		.860	.645	.842	.811	.857	.857	.667	.901	.900	.858	.750	.802	.786	.913	.913				

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



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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

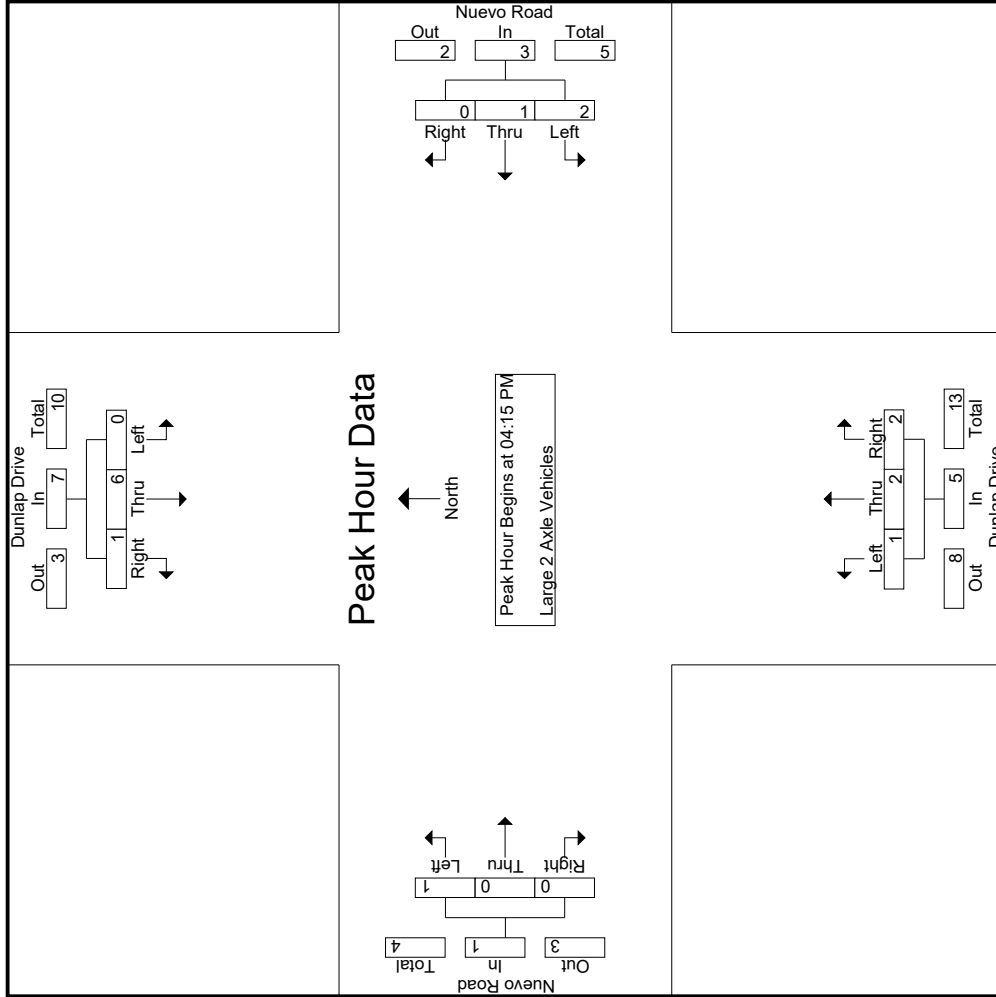
Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:15 PM			04:15 PM			04:15 PM			04:15 PM			
+0 mins.	38	27	1	66	11	26	33	70	10	32	10	14	31
+15 mins.	40	23	1	64	7	18	24	49	12	38	15	24	12
+30 mins.	33	14	1	48	12	27	24	63	5	34	15	22	17
+45 mins.	42	29	2	73	19	30	26	75	5	33	14	17	21
Total Volume	153	93	5	251	49	101	107	257	32	137	54	77	66
% App. Total	61	37.1	2	19.1	19.1	39.3	41.6	14.3	61.4	24.2	21.4	52.7	45.2
PHF	.911	.802	.625	.860	.645	.842	.811	.857	.667	.901	.900	.802	.786
									.750	.858	.913		

Groups Printed - Large 2 Axle Vehicles

Start Time	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound						
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	5
04:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	2	1	0	1	1	0	0	2	0	1	0	0	0	0	0	0	0	6
Total	0	6	1	0	1	1	0	0	2	1	2	1	0	0	0	0	0	13	13
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	2	0	0	1	1	0	1	0	0	5	5
Grand Total	0	6	1	0	3	1	0	0	4	1	2	2	0	5	1	0	0	18	18
Apprch %	0	85.7	14.3	0	75	25	0	0	20	40	40	0	50	0	0	50	0	0	100
Total %	0	33.3	5.6	38.9	16.7	5.6	0	22.2	5.6	11.1	11.1	0	5.6	27.8	0	5.6	0	0	100

Start Time	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound						
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	2	0	1	1	0	0	2	0	1	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0
Total Volume	0	6	1	0	2	1	0	0	3	1	2	2	5	1	0	0	0	1	16
% App. Total	0	85.7	14.3	0	66.7	33.3	0	0	20	40	40	0	100	0	0	0	0	0	0
PHF	.000	.750	.250	.583	.500	.250	.000	.375	.250	.500	.500	.417	.250	.000	.000	.250	.000	.250	.667

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



Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1											
	Peak Hour for Each Approach Begins at:											
+0 mins.	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+15 mins.	0	2	0	0	0	0	1	1	1	0	0	0
+30 mins.	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	1	1	1	2	0	0	1	0	0	0
	0	0	0	0	0	1	0	0	1	1	0	0
Total Volume	0	6	1	2	1	0	1	2	2	1	0	0
% App. Total	0	85.7	14.3	66.7	33.3	0	20	40	40	100	0	0
PHF	.000	.750	.250	.500	.250	.000	.375	.500	.500	.250	.000	.000
			.583		.375		.417				.250	

Groups Printed- 3 Axle Vehicles

Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound			Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				RTOR
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	2	1	3	0	1	0	0	0	0	1	4
Grand Total	1	0	0	1	0	3	1	4	0	1	0	0	0	0	1	6
Approch %	100	0	0	25	0	75	0	100	0	100	0	0	0	0	0	0
Total %	16.7	0	0	16.7	0	50	0	66.7	0	16.7	0	0	0	14.3	85.7	0

3.1-1271

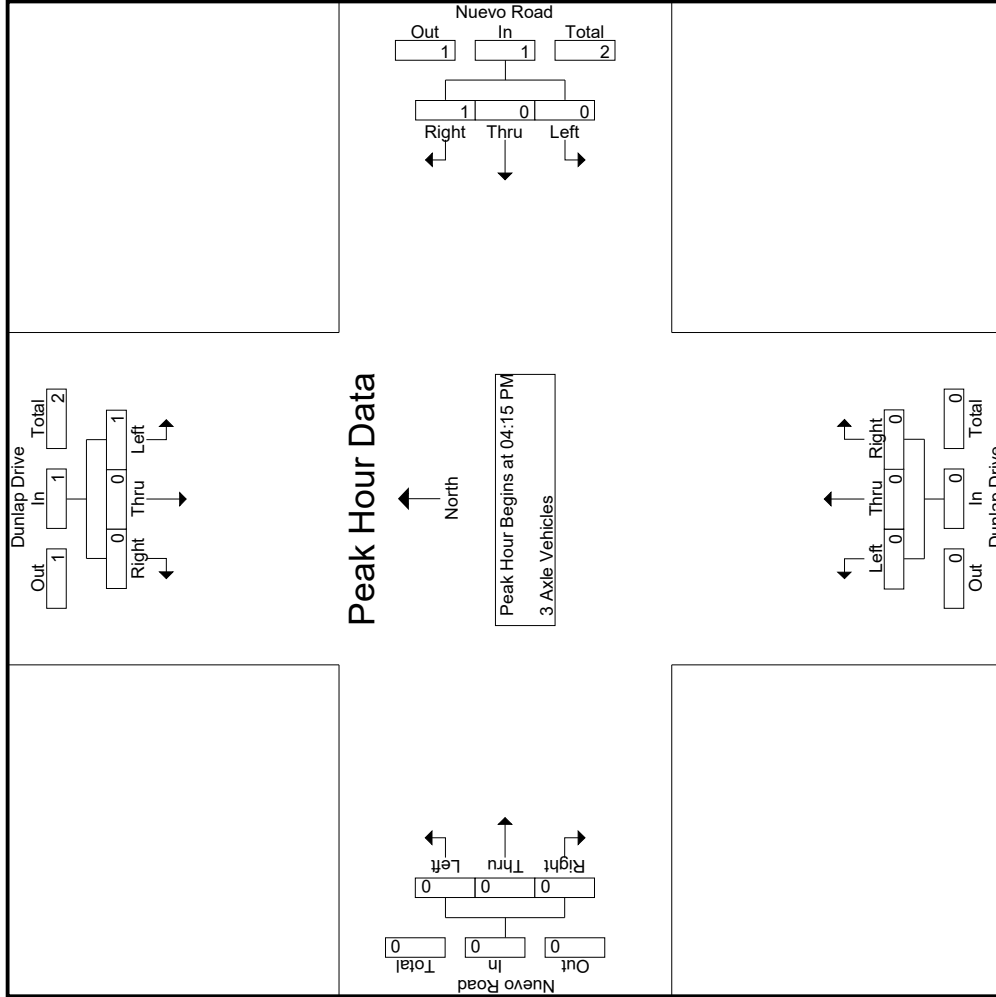
Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound			Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				RTOR
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.500

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

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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	1	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0
PHF	.250	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000

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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Approch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0
Total %	0	0	0	0	0	50	0	50	0	50	0	50	0	0	0	100

3.1-1274

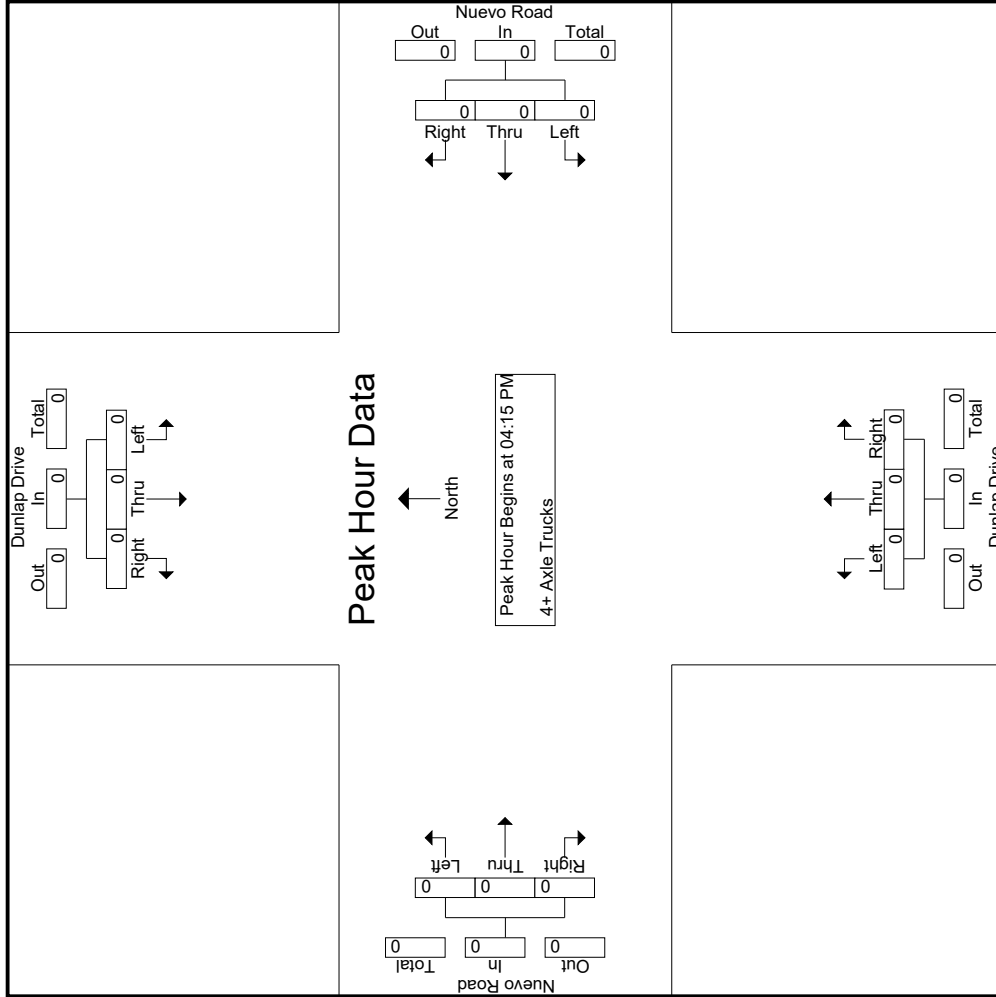
Start Time	Dunlap Drive Southbound				Nuevo Road Westbound				Dunlap Drive Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road
 Weather: Clear

File Name : 46_PER_Dun_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Dunlap Drive Southbound			Nuevo Road Westbound			Dunlap Drive Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Dunlap Drive	East Leg Nuevo Road	South Leg Dunlap Drive	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dunlap Drive	East Leg Nuevo Road	South Leg Dunlap Drive	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	4	0	0	0	4
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	4	0	0	3	7

Location: Perris
 N/S: Dunlap Drive
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

BICYCLES

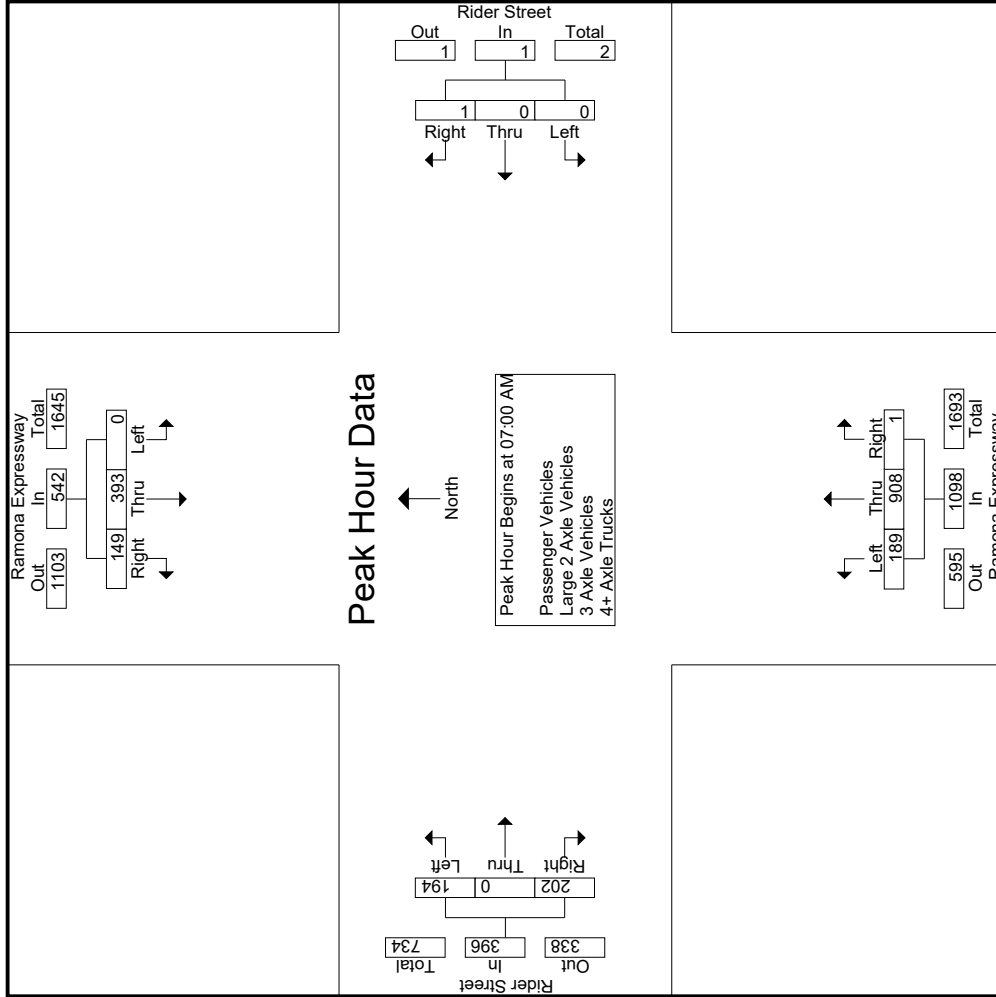
	Southbound Dunlap Drive			Westbound Nuevo Road			Northbound Dunlap Drive			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dunlap Drive			Westbound Nuevo Road			Northbound Dunlap Drive			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Ramona Expressway Southbound			Rider Street Westbound			Ramona Expressway Northbound			Rider Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	94	36	130	0	0	0	0	46	225	0	271	37	0	54	91
+15 mins.	0	101	42	143	0	0	0	0	43	188	0	231	48	0	44	92
+30 mins.	0	103	45	148	0	0	1	1	49	261	1	311	64	0	58	122
+45 mins.	0	95	26	121	0	0	0	0	51	234	0	285	45	0	46	91
Total Volume	0	393	149	542	0	0	1	1	189	908	1	1098	194	0	202	396
% App. Total	0	72.5	27.5		0	0	100	.250	17.2	82.7	0.1	.250	49	0	51	
PHF	.000	.954	.828	.916	.000	.000	.250	.250	.926	.870	.250	.883	.758	.000	.871	.811

Counts Unlimited
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 (951) 268-6268

File Name : 47_PER_Ram_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

Groups Printed- Passenger Vehicles

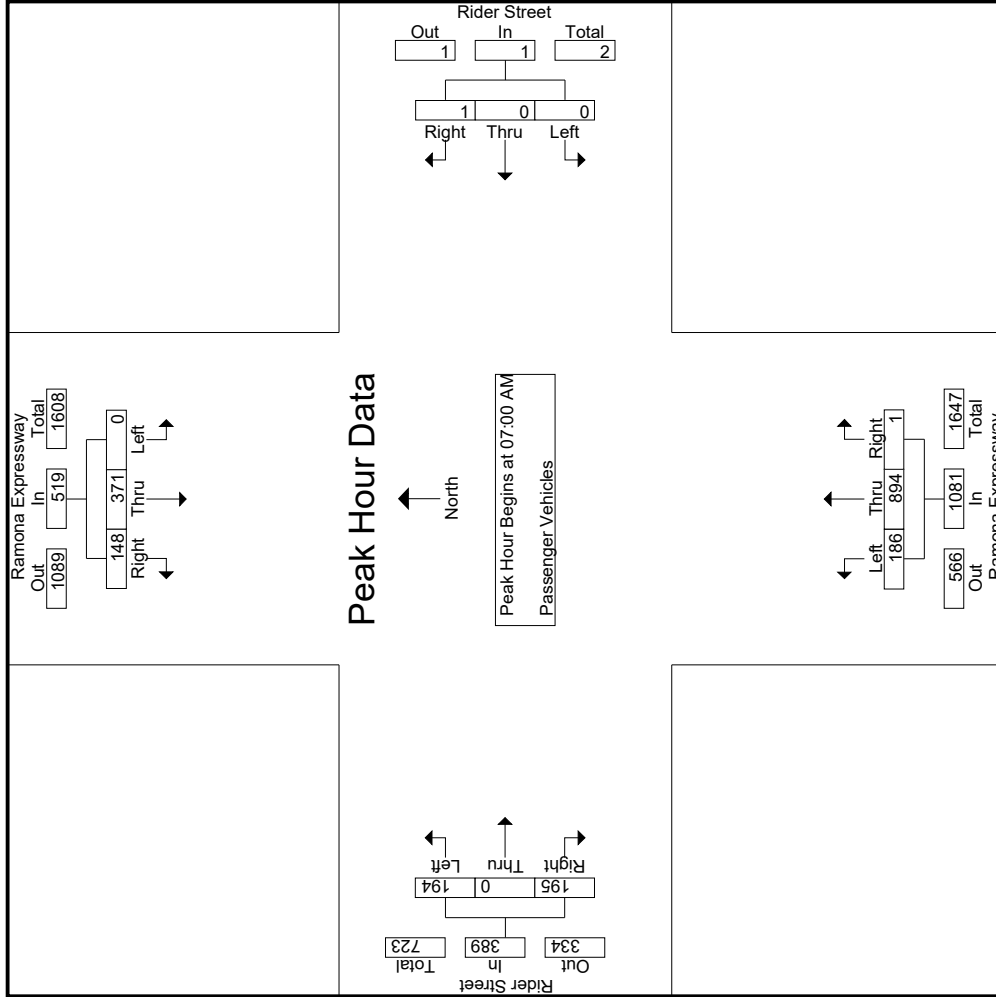
Start Time	Ramona Expressway Southbound					Rider Street Westbound					Ramona Expressway Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	88	36	10	124	0	0	0	0	0	45	223	0	0	268	37	0	53	36	90	46	482	528
07:15 AM	0	97	41	9	138	0	0	0	0	0	42	183	0	0	225	48	0	42	26	90	35	453	488
07:30 AM	0	102	45	17	147	0	0	1	0	0	49	259	1	0	309	64	0	57	31	121	48	578	626
07:45 AM	0	84	26	7	110	0	0	0	0	0	50	229	0	0	279	45	0	43	29	88	36	477	513
Total	0	371	148	43	519	0	0	1	0	0	186	894	1	0	1081	194	0	195	122	389	165	1990	2155
08:00 AM	0	89	19	7	108	0	0	0	0	0	28	150	0	0	178	27	0	37	28	64	35	350	385
08:15 AM	0	89	13	2	102	0	0	0	0	0	25	188	0	0	213	23	0	31	26	54	28	369	397
08:30 AM	0	67	7	2	74	0	0	0	0	0	31	145	0	0	176	13	0	27	25	40	27	290	317
08:45 AM	0	64	4	0	68	0	0	0	0	0	26	147	0	0	173	11	0	27	21	38	21	279	300
Total	0	309	43	11	352	0	0	0	0	0	110	630	0	0	740	74	0	122	100	196	111	1288	1399
Grand Total	0	680	191	54	871	0	0	1	0	0	296	1524	1	0	1821	268	0	317	222	585	276	3278	3554
Approch %	0	78.1	21.9			0	0	100	0	0	16.3	83.7	0.1	0	55.6	45.8	0	54.2	0	17.8	7.8	92.2	
Total %	0	20.7	5.8		26.6	0	0	0	0	0	9	46.5	0	0		8.2	0	9.7	0				

Start Time	Ramona Expressway Southbound					Rider Street Westbound					Ramona Expressway Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	0	88	36	10	124	0	0	0	0	0	45	223	0	0	268	37	0	53	36	90	46	482	528
07:00 AM	0	88	36	10	124	0	0	0	0	0	45	223	0	0	268	37	0	53	36	90	46	482	528
07:15 AM	0	97	41	9	138	0	0	0	0	0	42	183	0	0	225	48	0	42	26	90	35	453	488
07:30 AM	0	102	45	17	147	0	0	1	0	0	49	259	1	0	309	64	0	57	31	121	48	578	626
07:45 AM	0	84	26	7	110	0	0	0	0	0	50	229	0	0	279	45	0	43	29	88	36	477	513
Total Volume	0	371	148	43	519	0	0	1	0	0	186	894	1	0	1081	194	0	195	122	389	165	1990	2155
% App. Total	0	71.5	28.5		26.6	0	0	100	0	0	17.2	82.7	0.1	0	55.6	45.8	0	54.2	0	17.8	7.8	92.2	
PHF	.000	.909	.822		.883	.000	.000	.250	.250	.250	.930	.863	.250	.250	.875	.758	.000	.855	.804	.804	.855	.804	.861

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

City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Ramona Expressway Southbound			Rider Street Westbound			Ramona Expressway Northbound			Rider Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	88	36	124	0	0	0	0	45	223	0	268	37	0	53	90
+15 mins.	0	97	41	138	0	0	0	0	42	183	0	225	48	0	42	90
+30 mins.	0	102	45	147	0	0	1	1	49	259	1	309	64	0	57	121
+45 mins.	0	84	26	110	0	0	0	0	50	229	0	279	45	0	43	88
Total Volume	0	371	148	519	0	0	1	1	186	894	1	1081	194	0	195	389
% App. Total	0	71.5	28.5		0	0	100	.250	17.2	82.7	0.1		49.9	0	50.1	
PHF	.000	.909	.822	.883	.000	.000	.250	.250	.930	.863	.250	.875	.758	.000	.855	.804

Groups Printed - Large 2 Axle Vehicles

Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	1	1	7	8
07:15 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	2	0	6	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:45 AM	0	5	0	0	5	0	0	0	0	0	1	4	0	0	3	3	13	16
Total	0	10	1	0	11	0	0	0	0	0	2	8	0	0	6	4	27	31
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	1	1	5	6
08:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	1	7	8
08:30 AM	0	8	0	0	8	0	0	0	0	0	2	0	0	0	0	0	11	11
08:45 AM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	1	1	8	9
Total	0	18	0	0	18	0	0	0	0	0	1	8	0	0	4	3	31	34
Grand Total	0	28	1	0	29	0	0	0	0	0	3	16	0	0	10	7	58	65
Apprch %	0	96.6	3.4			0	0	0			15.8	84.2	0	0	100			
Total %	0	48.3	1.7		50	0	0	0		0	5.2	27.6	0	0	17.2	10.8	89.2	

3.1-1285

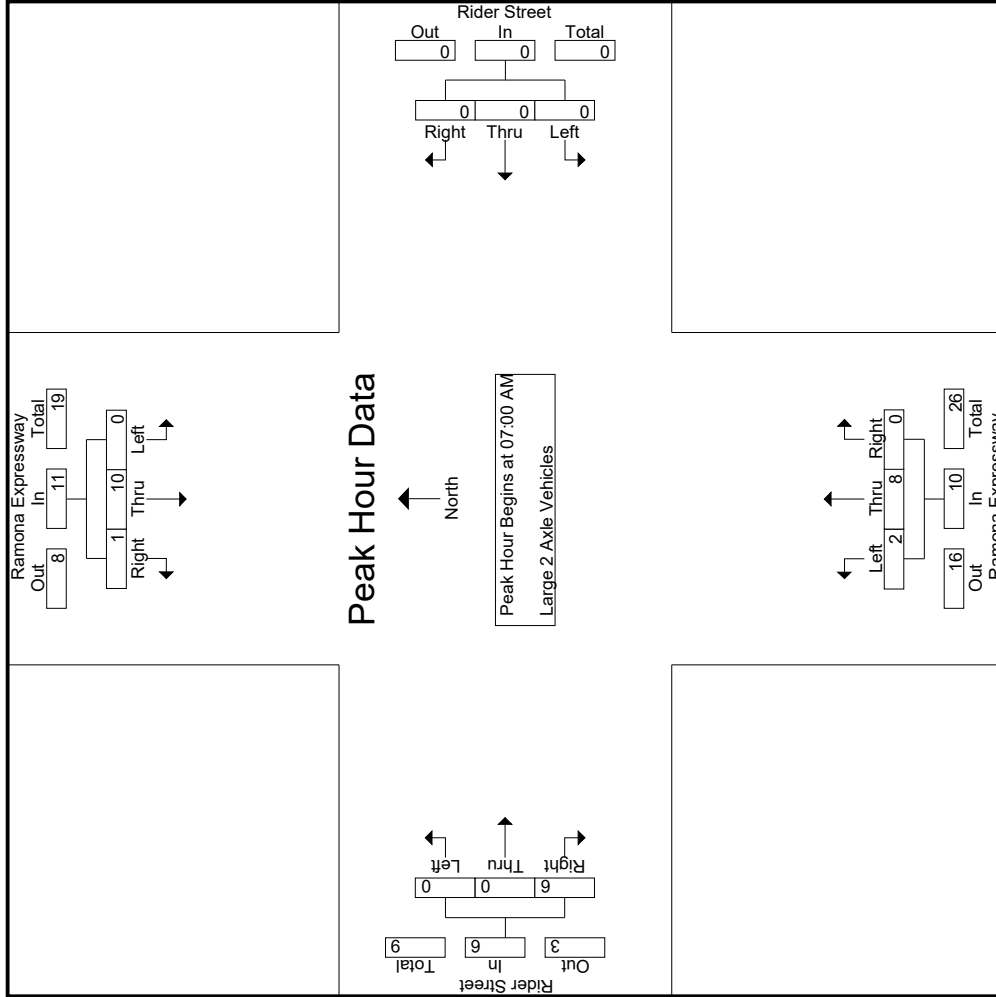
Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	1	1	7	8
07:15 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	2	0	6	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:45 AM	0	5	0	0	5	0	0	0	0	0	1	4	0	0	3	3	13	16
Total Volume	0	10	1	0	11	0	0	0	0	0	2	8	0	0	6	4	27	31
% App. Total	0	90.9	9.1			0	0	0		0	20	80	0	0	100			
PHF	.000	.500	.250		.550	.000	.000	.000		.000	.500	.000	.500	.000	.000	.500	.500	.519

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

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

City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Ramona Expressway Southbound			Rider Street Westbound			Ramona Expressway Northbound			Rider Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	3	0	0	0	0	0	0	1	2	0	0	1
+15 mins.	0	2	1	0	0	0	0	0	0	1	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	0	0
+45 mins.	0	5	0	0	0	0	0	0	1	4	0	0	3
Total Volume	0	10	1	11	0	0	0	0	2	8	0	0	6
% App. Total	0	90.9	9.1	.550	0	0	0	0	.20	.80	0	0	100
PHF	.000	.500	.250	.000	.000	.000	.000	.000	.500	.500	.000	.000	.500

Groups Printed - 3 Axle Vehicles

Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3	3
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	6	0	0	6	0	0	0	0	1	0	0	0	0	0	0	7	7	7
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1
08:45 AM	0	2	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3	3	3
Total	0	5	0	0	5	0	0	0	0	2	0	0	0	0	0	0	7	7	7
Grand Total	0	11	0	0	11	0	0	0	0	3	0	0	0	0	0	0	14	14	14
Apprch %	0	100	0	0	78.6	0	0	0	0	100	0	0	0	0	0	0	100	100	100
Total %	0	78.6	0	0	78.6	0	0	0	0	21.4	0	0	0	0	0	0	100	100	100

3.1-1288

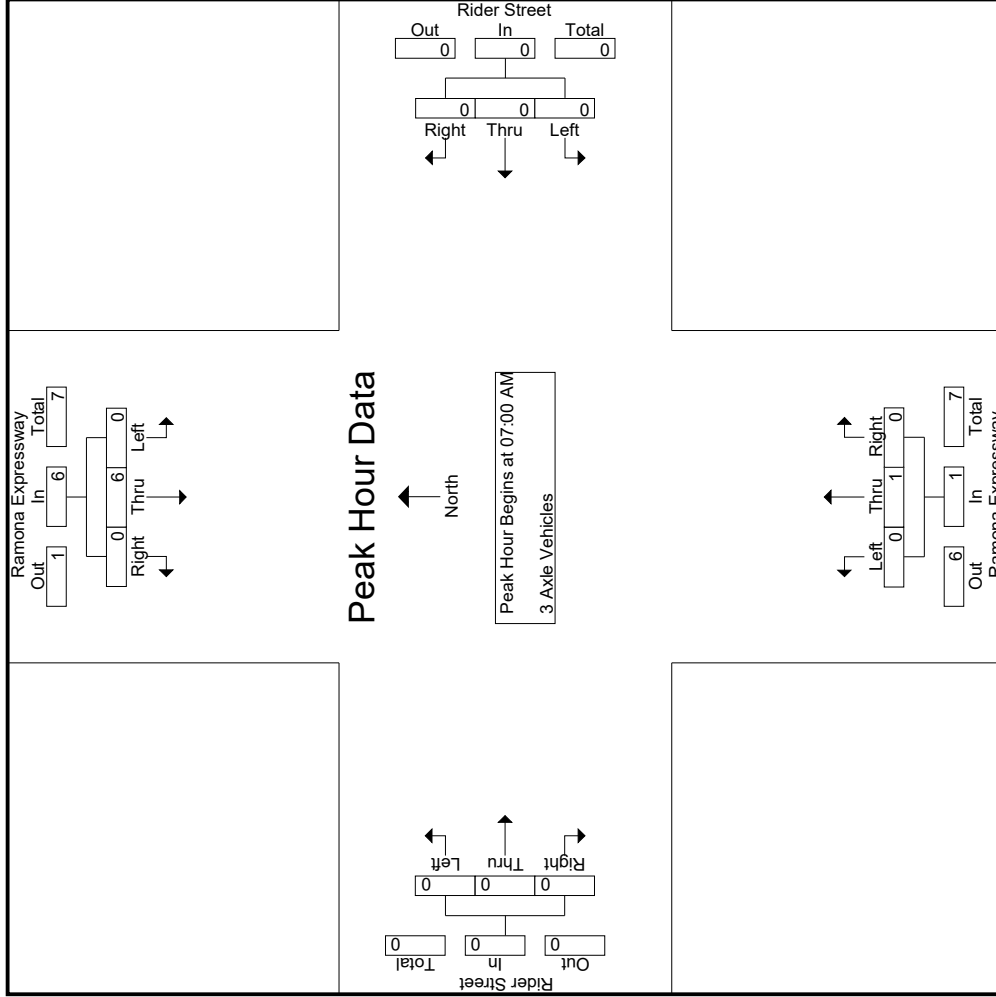
Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3	3
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total Volume	0	6	0	0	6	0	0	0	0	1	0	0	0	0	0	0	7	7	7
% App. Total	0	100	0	0	78.6	0	0	0	0	100	0	0	0	0	0	0	100	100	100
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.000	.583	.583	.583

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

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

City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Ramona Expressway Southbound			Rider Street Westbound			Ramona Expressway Northbound			Rider Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
+45 mins.	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	6	0	6	0	0	0	0	0	1	0	0	0	0	
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	

Groups Printed- 4+ Axle Trucks

Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	5	0	0	0	0	0	0	6	6
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	2
07:45 AM	0	4	0	0	4	0	0	0	0	1	0	0	0	0	0	0	5	5
Total	0	6	0	0	6	0	0	0	0	6	0	0	1	0	1	0	13	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2
08:15 AM	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4	4
08:30 AM	0	2	0	0	2	0	0	0	0	9	0	0	1	1	1	1	12	13
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
Total	0	4	0	0	4	0	0	0	0	14	0	0	2	2	2	2	20	22
Grand Total	0	10	0	0	10	0	0	0	0	20	0	0	3	2	3	2	33	35
Approch %	0	100	0	0	0	0	0	0	0	0	0	0	100	0	9.1	5.7	94.3	
Total %	0	30.3	0	0	30.3	0	0	0	0	60.6	0	0	9.1	0	9.1	5.7	94.3	

3.1-1291

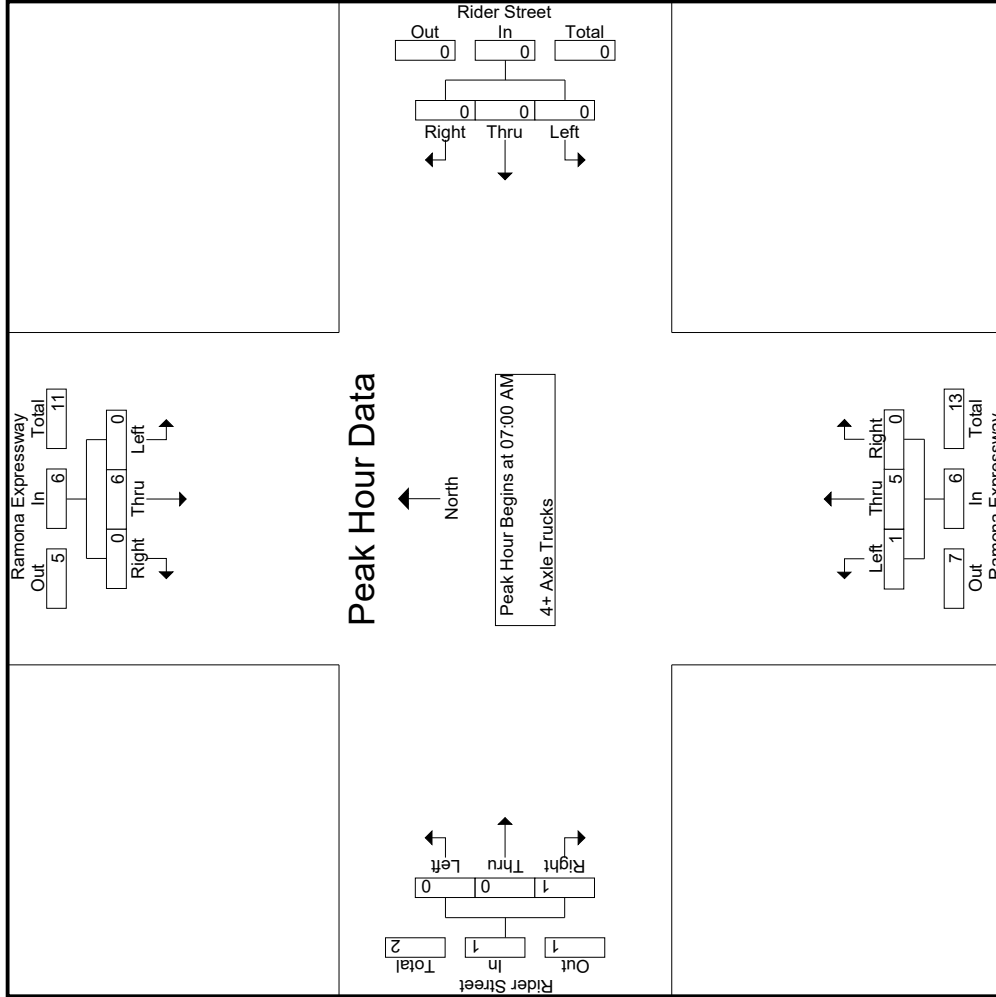
Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	4	0	0	0	0	5	0	0	6
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	2
07:45 AM	0	4	0	0	4	0	0	0	0	1	0	0	0	0	0	0	5	5
Total Volume	0	6	0	0	6	0	0	0	0	6	0	0	1	0	6	0	13	13
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	100	0	100	0	100	
PHF	.000	.375	.000	.000	.375	.000	.000	.000	.000	.300	.250	.313	.000	.000	.250	.250	.542	

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

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City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Ramona Expressway Southbound			Rider Street Westbound			Ramona Expressway Northbound			Rider Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	0	0	0	1	4	0	0	0	0
+30 mins.	0	1	0	0	0	0	0	0	0	0	0	1
+45 mins.	0	4	0	0	0	0	0	1	0	0	0	0
Total Volume	0	6	0	0	0	0	1	5	0	0	0	1
% App. Total	0	100	0	0	0	0	16.7	83.3	0	0	0	100
PHF	.000	.375	.000	.000	.000	.000	.250	.313	.000	.300	.000	.250

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File Name : 47_PER_Ram_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

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

Start Time	Ramona Expressway Southbound						Rider Street Westbound						Ramona Expressway Northbound						Rider Street Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	Exclu.	Total	Inclu.	Total	Int.	Total
04:00 PM	0	160	10	3	170	0	0	0	0	0	0	0	31	146	0	0	177	6	0	41	37	47	40	394	40	394	434			
04:15 PM	1	184	15	0	200	0	0	0	0	0	0	38	137	0	0	175	8	0	37	33	45	33	420	33	420	453				
04:30 PM	0	179	9	1	188	0	0	0	0	0	0	35	142	0	0	177	14	0	39	24	53	25	418	25	418	443				
04:45 PM	0	248	22	5	270	0	0	0	0	0	0	32	129	0	0	161	11	0	34	23	45	28	476	28	476	504				
Total	1	771	56	9	828	0	0	0	0	0	0	136	554	0	0	690	39	0	151	117	190	126	1708	126	1708	1834				
05:00 PM	0	202	23	6	225	0	0	0	0	0	0	33	133	0	0	166	10	0	39	23	49	29	440	29	440	469				
05:15 PM	0	199	24	7	223	0	0	0	0	0	0	33	139	0	0	172	7	0	39	31	46	38	441	38	441	479				
05:30 PM	0	175	23	6	198	0	0	1	1	1	1	43	145	1	0	189	7	0	37	32	44	39	432	39	432	471				
05:45 PM	0	163	18	0	181	0	0	0	0	0	0	32	108	0	0	140	11	0	30	26	41	26	362	26	362	388				
Total	0	739	88	19	827	0	0	1	1	1	1	141	525	1	0	667	35	0	145	112	180	132	1675	132	1675	1807				
Grand Total	1	1510	144	28	1655	0	0	1	1	1	1	277	1079	1	0	1357	74	0	296	229	370	258	3383	258	3383	3641				
Approach %	0.1	91.2	8.7			0	0	100				20.4	79.5	0.1			2.2	0	8.7		10.9	7.1	92.9							
Total %	1	1480	144		1653	0	0	1	2	270	1038	1	1309	1	1309	588	73	0	290	588	588	0	0	0	0	0	3552			
% Passenger Vehicles	100	98	100	100	98.2	0	0	100	100	97.5	96.2	100	96.5	98.6	98.2	98.2	98.6	0	98	98.3	98.2	0	0	0	0	0	97.6			
% Large 2 Axle Vehicles	0	11	0	0	11	0	0	0	0	2	16	0	18	1	18	6	1	0	3	3	6	0	0	0	0	0	35			
% Large 3 Axle Vehicles	0	0.7	0	0	0.7	0	0	0	0	0.7	1.5	0	1.3	1.4	1.4	1	1.4	0	1	0.9	1	0	0	0	0	1				
% 3 Axle Vehicles	0	5	0	0	5	0	0	0	0	2	9	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	16			
% 4+ Axle Trucks	0	0.3	0	0	0.3	0	0	0	0	0.7	0.8	0	0.8	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0.4			
% 4+ Axle Trucks	0	14	0	0	14	0	0	0	0	3	16	0	19	0	19	5	0	0	3	3	5	0	0	0	0	0	38			
% 4+ Axle Trucks	0	0.9	0	0	0.8	0	0	0	0	1.1	1.5	0	1.4	0	1.4	0.8	0	0	1	0.9	0.8	0	0	0	0	0	1			

Start Time	Ramona Expressway Southbound						Rider Street Westbound						Ramona Expressway Northbound						Rider Street Eastbound											
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	RTOR	App.	Total	App.	Total	Exclu.	Total	Inclu.	Total	Int.	Total
04:45 PM	0	248	22	0	270	0	0	0	0	0	0	32	129	0	0	161	11	0	34	45	45	34	45	45	45	476				
05:00 PM	0	202	23	0	225	0	0	0	0	0	0	33	133	0	0	166	10	0	39	49	49	39	49	49	440					
05:15 PM	0	199	24	0	199	0	0	0	0	0	0	33	139	0	0	172	7	0	39	31	46	38	441	38	441	441				
05:30 PM	0	175	23	6	198	0	0	1	1	1	1	43	145	1	0	189	7	0	37	32	44	39	432	39	432	471				
05:45 PM	0	163	18	0	181	0	0	0	0	0	0	32	108	0	0	140	11	0	30	26	41	26	362	26	362	388				
Total Volume	0	824	92		916	0	0	1	1	141	546	1	688	1	149	184	35	0	149	184	184	184	184	184	1789					
% App. Total	0	90	10		100	0	0	100		20.5	79.4	0.1	250	0.1	81	955	0	0	81	955	955	955	955	955	955	939				
PHF	.000	.831	.958		.848	.000	.000	.250		.250	.910	.250	.910	.250	.910	.955	.000	.000	.795	.955	.955	.955	.955	.955	.955	.940				

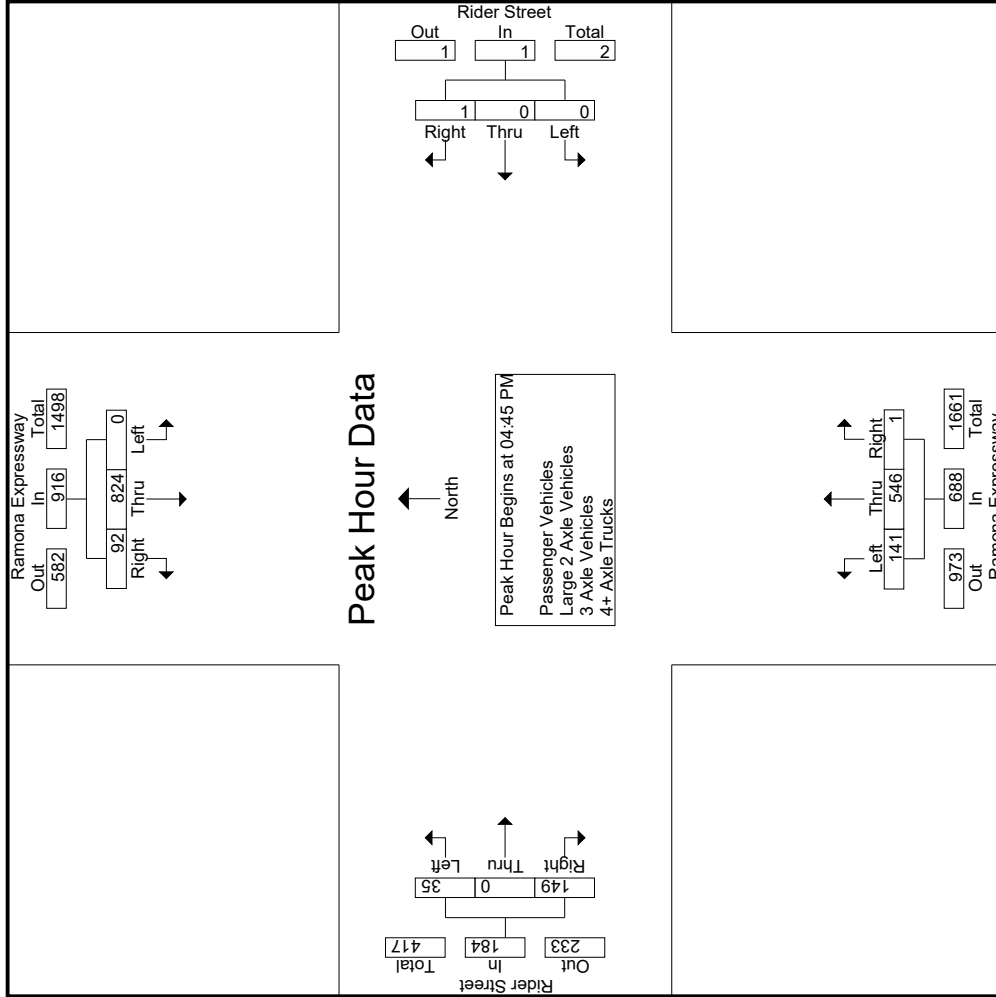
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

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City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
	04:45 PM				04:45 PM				04:00 PM				04:30 PM			
+0 mins.	0	248	22	270	0	0	0	0	31	146	0	177	14	0	39	53
+15 mins.	0	202	23	225	0	0	0	0	38	137	0	175	11	0	34	45
+30 mins.	0	199	24	223	0	0	0	0	35	142	0	177	10	0	39	49
+45 mins.	0	175	23	198	0	0	1	1	32	129	0	161	7	0	39	46
Total Volume	0	824	92	916	0	0	1	1	136	554	0	690	42	0	151	193
% App. Total	0.000	.831	.958	.848	.000	.000	.250	.250	.895	.949	.000	.975	.750	.000	.968	.910
PHF																

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

Groups Printed - Passenger Vehicles

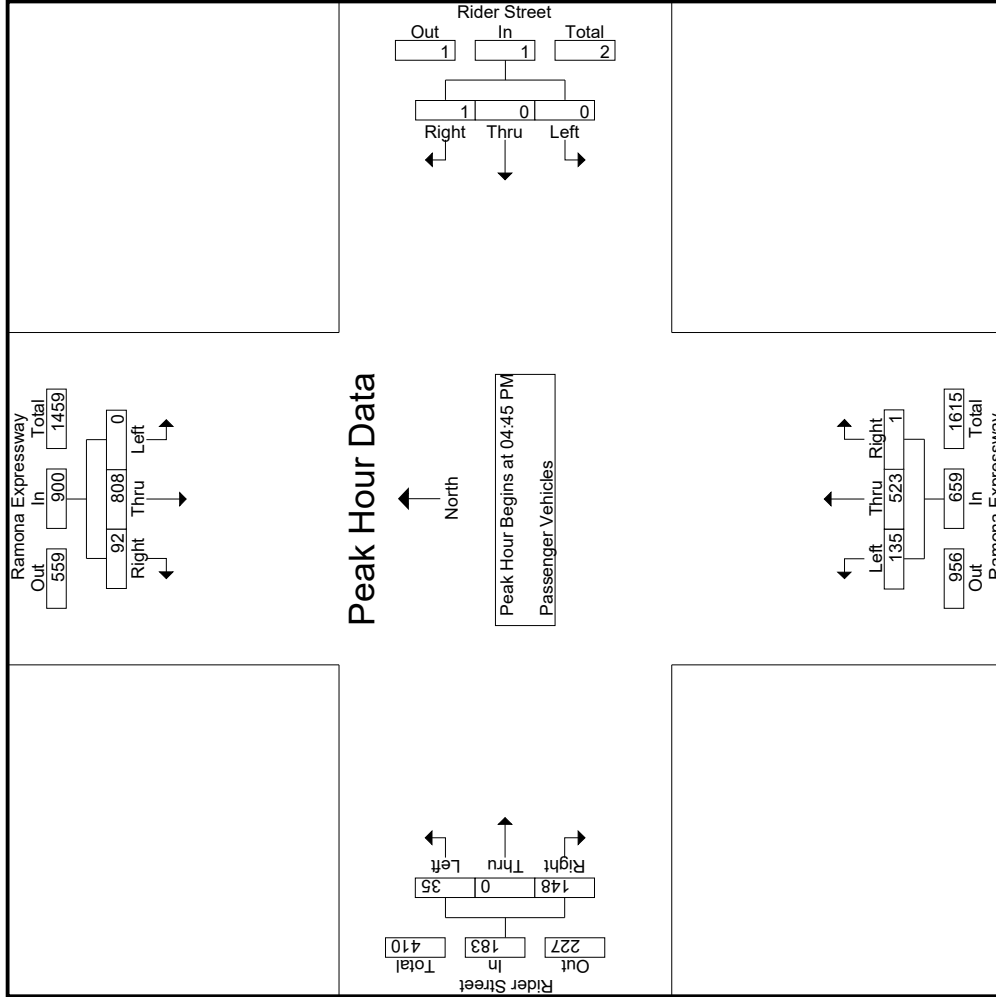
Start Time	Ramona Expressway Southbound						Rider Street Westbound						Ramona Expressway Northbound						Rider Street Eastbound														
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Exclu. Total	Inclu. Total	Int. Total						
04:00 PM	0	158	10	3	168		0	0	0	0	0		0	31	140	0	171		5	0	39	35	44		38	383	421						
04:15 PM	1	182	15	0	198		0	0	0	0	0		38	130	0	0	168		8	0	35	31	43		31	409	440						
04:30 PM	0	175	9	1	184		0	0	0	0	0		34	139	0	0	173		14	0	38	24	52		25	409	434						
04:45 PM	0	243	22	5	265		0	0	0	0	0		31	125	0	0	156		11	0	33	23	44		28	465	493						
Total	1	758	56	9	815		0	0	0	0	0		134	534	0	0	668		38	0	145	113	183		122	1666	1788						
05:00 PM	0	196	23	6	219		0	0	0	0	0		0	30	124	0	154		10	0	39	23	49		29	422	451						
05:15 PM	0	197	24	7	221		0	0	0	0	0		31	132	0	0	163		7	0	39	31	46		38	430	468						
05:30 PM	0	172	23	6	195		0	0	1	1	0		43	142	1	0	186		7	0	37	32	44		39	426	465						
05:45 PM	0	157	18	0	175		0	0	0	0	0		32	106	0	0	138		11	0	30	26	41		26	354	380						
Total	0	722	88	19	810		0	0	1	1	0		136	504	1	0	641		35	0	145	112	180		132	1632	1764						
Grand Total	1	1480	144	28	1625		0	0	1	1	0		270	1038	1	0	1309		73	0	290	225	363		254	3298	3552						
Approch %	0.1	91.1	8.9				0	0	100	0	0		20.6	79.3	0.1	0	39.7		20.1	0	79.9	0	11		7.2	92.8							
Total %	0	44.9	4.4		49.3		0	0	0	0	0		8.2	31.5	0	0	39.7		2.2	0	8.8	0	11										

Start Time	Ramona Expressway Southbound						Rider Street Westbound						Ramona Expressway Northbound						Rider Street Eastbound														
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Exclu. Total	Inclu. Total	Int. Total						
04:45 PM	0	243	22	5	265		0	0	0	0	0		0	31	125	0	156		5	0	39	35	44		38	383	421						
05:00 PM	0	196	23	6	219		0	0	0	0	0		31	124	0	0	154		10	0	39	23	49		29	422	451						
05:15 PM	0	197	24	7	221		0	0	0	0	0		31	132	0	0	163		7	0	39	31	46		38	430	468						
05:30 PM	0	172	23	6	195		0	0	1	1	0		43	142	1	0	186		7	0	37	32	44		39	426	465						
05:45 PM	0	157	18	0	175		0	0	0	0	0		32	106	0	0	138		11	0	30	26	41		26	354	380						
Total	0	722	88	19	810		0	0	1	1	0		136	504	1	0	641		35	0	145	112	180		132	1632	1764						
Grand Total	1	1480	144	28	1625		0	0	1	1	0		270	1038	1	0	1309		73	0	290	225	363		254	3298	3552						
Approch %	0.1	91.1	8.9				0	0	100	0	0		20.6	79.3	0.1	0	39.7		20.1	0	79.9	0	11		7.2	92.8							
Total %	0	44.9	4.4		49.3		0	0	0	0	0		8.2	31.5	0	0	39.7		2.2	0	8.8	0	11										

Counts Unlimited
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City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of Perris
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File Name : 47_PER_Ram_Rider PM
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 Start Date : 3/11/2020
 Page No : 3

Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	243	22	265	0	0	0	0	31	125	0	156	11	0	33	44
+15 mins.	0	196	23	219	0	0	0	0	30	124	0	154	10	0	39	49
+30 mins.	0	197	24	221	0	0	0	0	31	132	0	163	7	0	39	46
+45 mins.	0	172	23	195	0	0	1	1	43	142	1	186	7	0	37	44
Total Volume	0	808	92	900	0	0	1	1	135	523	1	659	35	0	148	183
% App. Total	0	89.8	10.2	849	0	0	100	.250	20.5	79.4	0.2	.886	19.1	0	80.9	.934
PHF	.000	.831	.958	.849	.000	.000	.250	.250	.785	.921	.250	.886	.795	.000	.949	.934

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

Groups Printed - Large 2 Axle Vehicles

Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	5	6
04:15 PM	0	1	0	0	1	0	0	0	0	3	0	0	1	1	1	1	5	6
04:30 PM	0	2	0	0	2	0	0	0	0	3	0	0	1	0	1	0	6	6
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	6	0	0	6	0	0	0	0	9	1	0	3	2	4	2	19	21
05:00 PM	0	2	0	0	2	0	0	0	0	6	0	0	0	0	0	0	8	8
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
05:45 PM	0	2	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3	3
Total	0	5	0	0	5	0	0	0	0	9	0	0	0	0	0	0	14	14
Grand Total	0	11	0	0	11	0	0	0	0	18	1	0	3	2	4	2	33	35
Approch %	0	100	0	0	0	0	0	0	0	0	11.1	88.9	0	0	0	25	0	75
Total %	0	33.3	0	0	33.3	0	0	0	0	54.5	3	0	9.1	0	12.1	5.7	94.3	

3.1-1300

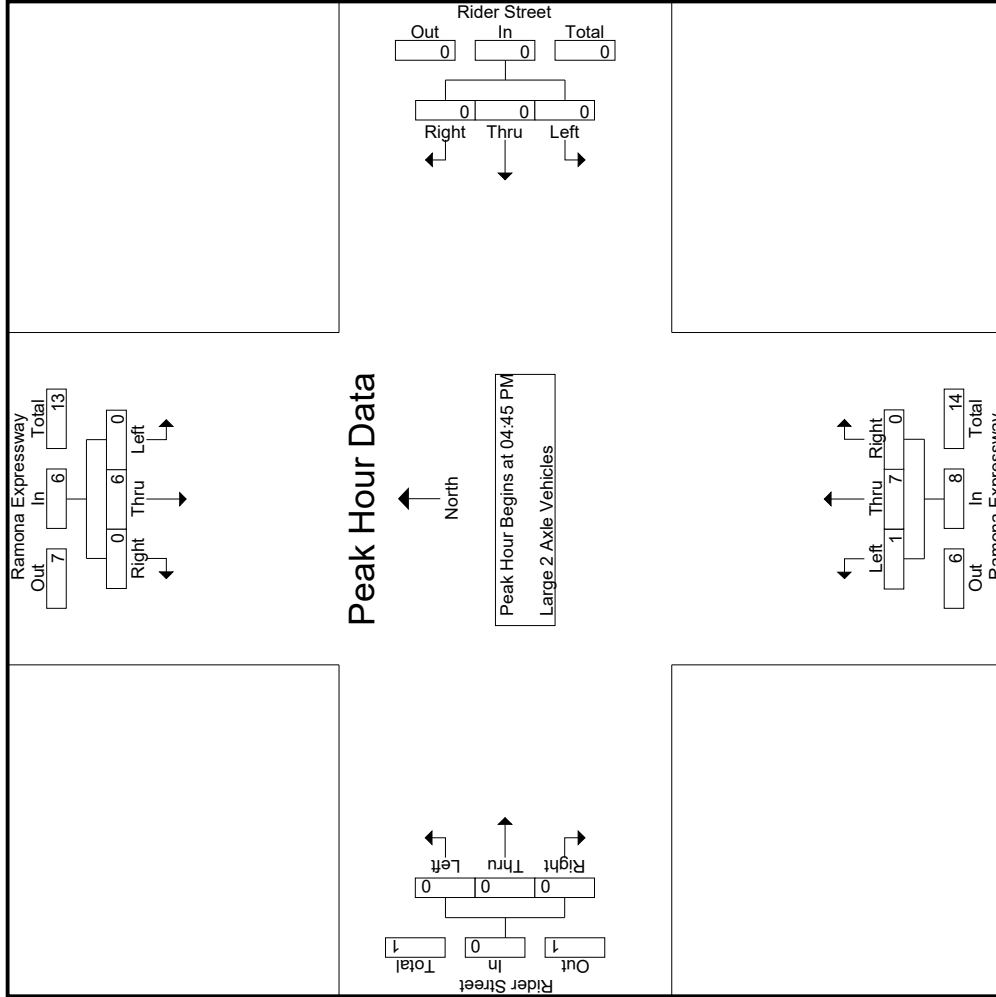
Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	2	0	0	2	0	0	0	0	5	0	0	0	0	6	0	0	8
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	2
Total Volume	0	6	0	0	6	0	0	0	0	7	1	0	0	0	8	0	0	14
% App. Total	0	100	0	0	0	0	0	0	0	0	12.5	87.5	0	0	0	0	0	14
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.350	.250	.350	.000	.333	.000	.000	.438	

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

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City of Perris
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File Name : 47_PER_Ram_Rider PM
 Site Code : 05120169
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 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Ramona Expressway Southbound			Rider Street Westbound			Ramona Expressway Northbound			Rider Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	3	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	0	0	0	1	5	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	1	0	0	0	0
+45 mins.	0	1	0	0	0	0	0	1	0	0	0	0
Total Volume	0	6	0	0	0	0	1	7	0	0	0	0
% App. Total	0	100	0	0	0	0	12.5	87.5	0	0	0	0
PHF	.000	.500	.000	.000	.000	.000	.250	.350	.000	.333	.000	.000

Groups Printed- 3 Axle Vehicles

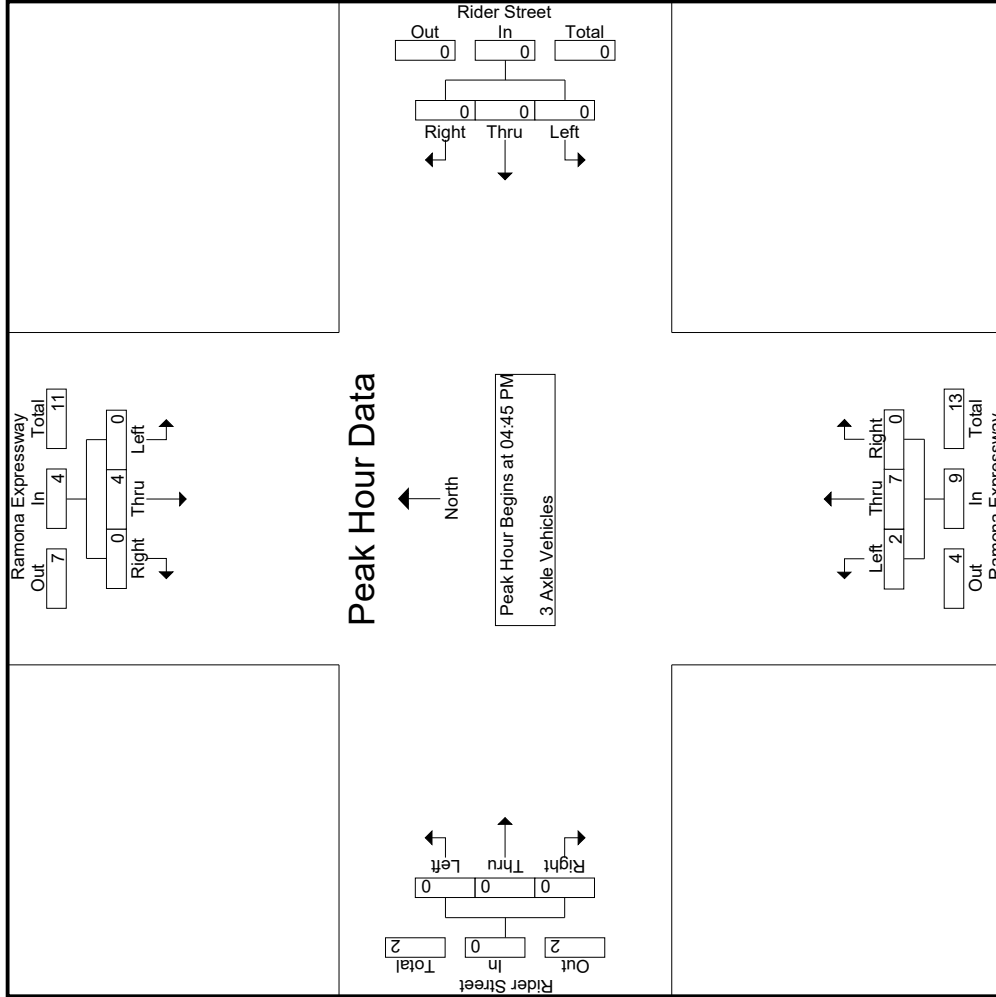
Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	4
05:00 PM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	0	0	5	5
05:15 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	5	5
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	5	0	0	5	0	6	0	0	7	0	0	0	0	0	0	12	12
Grand Total	0	5	0	0	5	0	9	0	0	11	0	0	0	0	0	0	16	16
Approch %	0	100	0	0	0	0	81.8	0	0	68.8	0	0	0	0	0	0	100	100
Total %	0	31.2	0	0	31.2	0	56.2	0	0	68.8	0	0	0	0	0	0	100	100

Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	2
05:00 PM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	2	7	0	0	9	0	0	13
% App. Total	0	100	0	0	0	0	0	0	0	0	22.2	77.8	0	0	0	0	0	100
PHF	.000	.333	.000	.000	.333	.000	.500	.438	.000	.563	.000	.000	.000	.000	.000	.000	.650	

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

City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 PO Box 1178
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City of Perris
 N/S: Ramona Expressway
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File Name : 47_PER_Ram_Rider PM
 Site Code : 05120169
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 Page No : 3

Start Time	Ramona Expressway Southbound			Rider Street Westbound			Ramona Expressway Northbound			Rider Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:45 PM			04:45 PM			04:45 PM			04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	4	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	7	0	0	0	0
% App. Total	0	100	0	100	0	0	0	0	22.2	77.8	0	0	0
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.500	.438	.000	.563	.000

Groups Printed- 4+ Axle Trucks

Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	1	1	6	7
04:15 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	1	1	1	4	5
04:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3	3
04:45 PM	0	2	0	0	2	0	0	0	0	0	3	0	0	1	0	0	6	6
Total	0	7	0	0	7	0	0	0	0	0	9	0	0	3	2	2	19	21
05:00 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	0	0	5	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	2	2	0	0	0	0	5	5
05:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3	3
05:45 PM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	0	0	4	4
Total	0	7	0	0	7	0	0	0	0	0	7	7	0	0	0	0	17	17
Grand Total	0	14	0	0	14	0	0	0	0	0	3	16	0	0	19	2	36	38
Approch %	0	100	0	0	0	0	0	0	0	0	15.8	84.2	0	0	0	5.3	94.7	
Total %	0	38.9	0	0	38.9	0	0	0	0	0	8.3	44.4	0	0	8.3			

3.1-1306

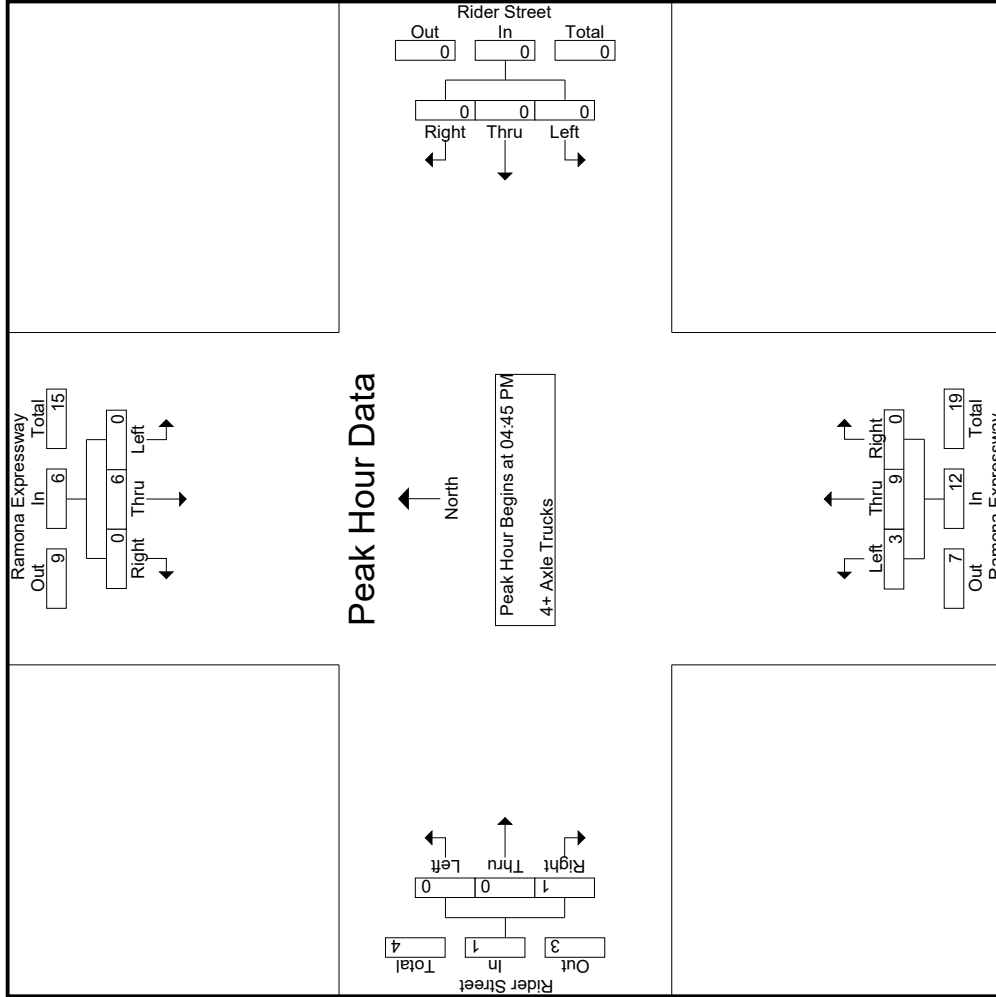
Start Time	Ramona Expressway Southbound				Rider Street Westbound				Ramona Expressway Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	1	1	6
05:00 PM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	0	0	5	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	2	2	0	0	0	0	3	3
05:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	4	4
Total Volume	0	6	0	0	6	0	0	0	0	0	3	9	0	0	0	0	19	19
% App. Total	0	100	0	0	0	0	0	0	0	0	25	75	0	0	0	100		
PHF	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.375	.750	.000	.750	.250	.250	.792	

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

Counts Unlimited
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City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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City of Perris
 N/S: Ramona Expressway
 E/W: Rider Street
 Weather: Clear

File Name : 47_PER_Ram_Rider PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Ramona Expressway Southbound			Rider Street Westbound			Ramona Expressway Northbound			Rider Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	2	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	0	0	0	2	2	0	0	0	0
+45 mins.	0	2	0	0	0	0	0	1	0	0	0	0
Total Volume	0	6	0	0	0	0	3	9	0	0	0	1
% App. Total	0	100	0	0	0	0	25	75	0	0	0	100
PHF	.000	.750	.000	.000	.000	.000	.375	.750	.000	.000	.000	.250

Location: Perris
 N/S: Ramona Expressway
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Ramona Expressway Pedestrians	East Leg Rider Street Pedestrians	South Leg Ramona Expressway Pedestrians	West Leg Rider Street Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Ramona Expressway Pedestrians	East Leg Rider Street Pedestrians	South Leg Ramona Expressway Pedestrians	West Leg Rider Street Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	2	0	0	1	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	1	3

Location: Perris
 N/S: Ramona Expressway
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Ramona Expressway			Westbound Rider Street			Northbound Ramona Expressway			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Ramona Expressway			Westbound Rider Street			Northbound Ramona Expressway			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

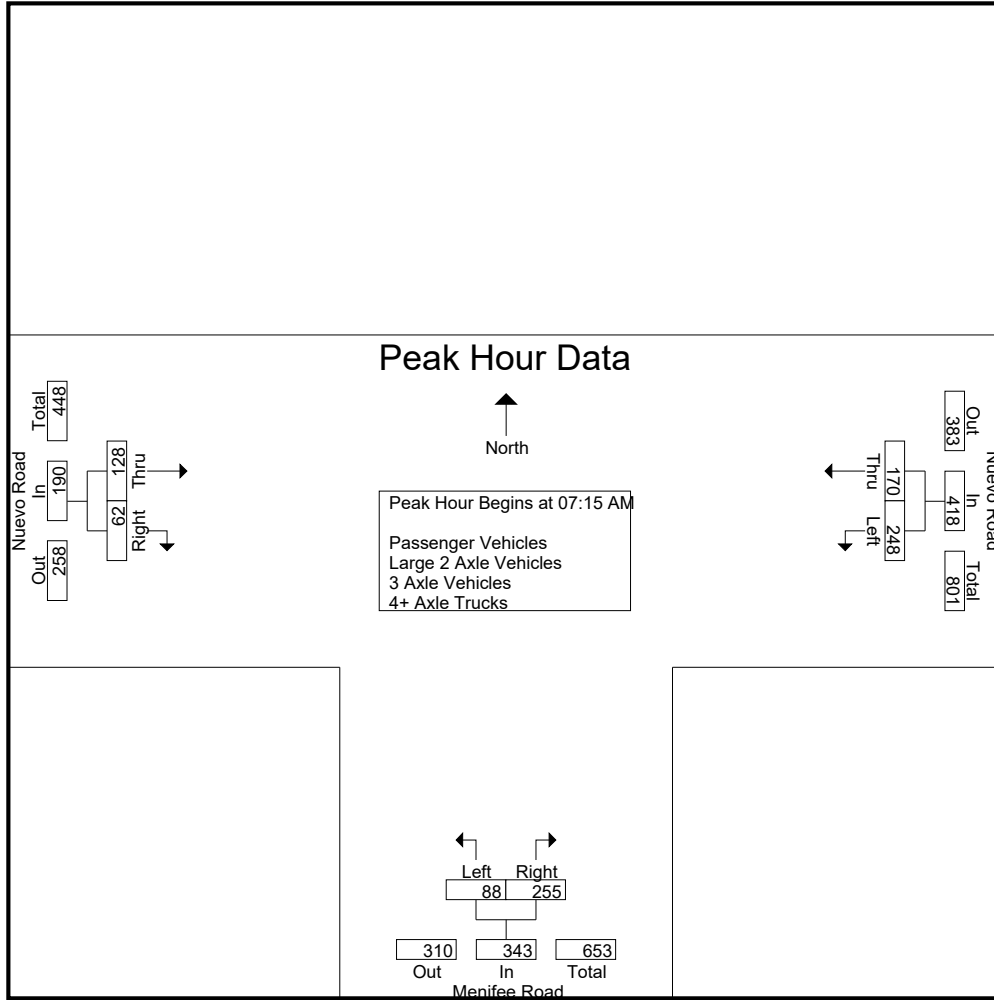
Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	52	41	93	34	39	73	39	11	50	216
07:15 AM	59	47	106	25	60	85	31	21	52	243
07:30 AM	65	41	106	10	73	83	31	17	48	237
07:45 AM	76	45	121	23	55	78	28	10	38	237
Total	252	174	426	92	227	319	129	59	188	933
08:00 AM	48	37	85	30	67	97	38	14	52	234
08:15 AM	56	47	103	14	51	65	32	11	43	211
08:30 AM	44	44	88	16	33	49	22	8	30	167
08:45 AM	35	48	83	13	25	38	19	10	29	150
Total	183	176	359	73	176	249	111	43	154	762
Grand Total	435	350	785	165	403	568	240	102	342	1695
Apprch %	55.4	44.6		29	71		70.2	29.8		
Total %	25.7	20.6	46.3	9.7	23.8	33.5	14.2	6	20.2	
Passenger Vehicles	422	340	762	162	389	551	232	100	332	1645
% Passenger Vehicles	97	97.1	97.1	98.2	96.5	97	96.7	98	97.1	97.1
Large 2 Axle Vehicles	7	6	13	3	8	11	6	0	6	30
% Large 2 Axle Vehicles	1.6	1.7	1.7	1.8	2	1.9	2.5	0	1.8	1.8
3 Axle Vehicles	0	3	3	0	2	2	2	2	4	9
% 3 Axle Vehicles	0	0.9	0.4	0	0.5	0.4	0.8	2	1.2	0.5
4+ Axle Trucks	6	1	7	0	4	4	0	0	0	11
% 4+ Axle Trucks	1.4	0.3	0.9	0	1	0.7	0	0	0	0.6

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	59	47	106	25	60	85	31	21	52	243
07:30 AM	65	41	106	10	73	83	31	17	48	237
07:45 AM	76	45	121	23	55	78	28	10	38	237
08:00 AM	48	37	85	30	67	97	38	14	52	234
Total Volume	248	170	418	88	255	343	128	62	190	951
% App. Total	59.3	40.7		25.7	74.3		67.4	32.6		
PHF	.816	.904	.864	.733	.873	.884	.842	.738	.913	.978

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM			07:15 AM			07:15 AM		
+0 mins.	52	41	93	25	60	85	31	21	52
+15 mins.	59	47	106	10	73	83	31	17	48
+30 mins.	65	41	106	23	55	78	28	10	38
+45 mins.	76	45	121	30	67	97	38	14	52
Total Volume	252	174	426	88	255	343	128	62	190
% App. Total	59.2	40.8		25.7	74.3		67.4	32.6	
PHF	.829	.926	.880	.733	.873	.884	.842	.738	.913

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

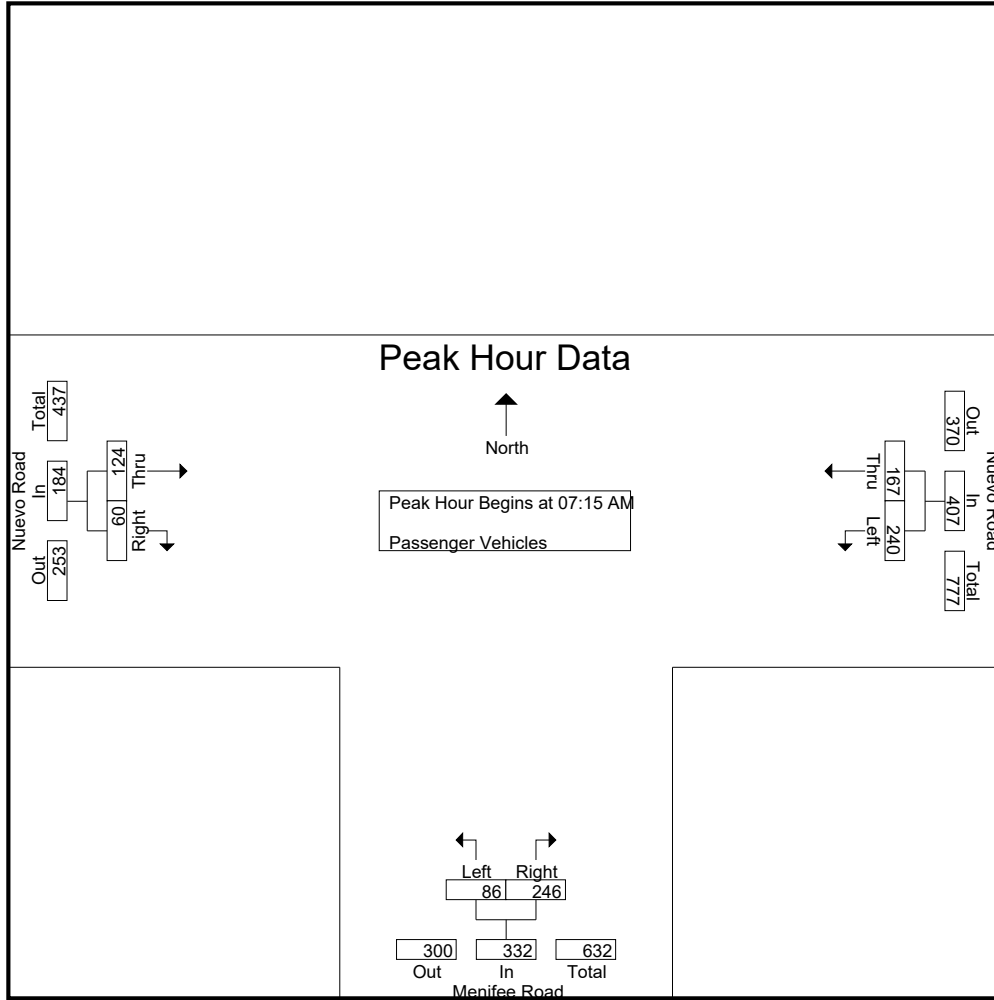
Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	51	39	90	33	37	70	37	11	48	208
07:15 AM	58	45	103	25	60	85	31	21	52	240
07:30 AM	62	41	103	10	70	80	30	17	47	230
07:45 AM	74	45	119	22	52	74	28	9	37	230
Total	245	170	415	90	219	309	126	58	184	908
08:00 AM	46	36	82	29	64	93	35	13	48	223
08:15 AM	54	46	100	14	49	63	30	11	41	204
08:30 AM	44	42	86	16	32	48	22	8	30	164
08:45 AM	33	46	79	13	25	38	19	10	29	146
Total	177	170	347	72	170	242	106	42	148	737
Grand Total	422	340	762	162	389	551	232	100	332	1645
Apprch %	55.4	44.6		29.4	70.6		69.9	30.1		
Total %	25.7	20.7	46.3	9.8	23.6	33.5	14.1	6.1	20.2	

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	58	45	103	25	60	85	31	21	52	240
07:30 AM	62	41	103	10	70	80	30	17	47	230
07:45 AM	74	45	119	22	52	74	28	9	37	230
08:00 AM	46	36	82	29	64	93	35	13	48	223
Total Volume	240	167	407	86	246	332	124	60	184	923
% App. Total	59	41		25.9	74.1		67.4	32.6		
PHF	.811	.928	.855	.741	.879	.892	.886	.714	.885	.961

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

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	58	45	103	25	60	85	31	21	52
+15 mins.	62	41	103	10	70	80	30	17	47
+30 mins.	74	45	119	22	52	74	28	9	37
+45 mins.	46	36	82	29	64	93	35	13	48
Total Volume	240	167	407	86	246	332	124	60	184
% App. Total	59	41		25.9	74.1		67.4	32.6	
PHF	.811	.928	.855	.741	.879	.892	.886	.714	.885

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	0	1	1	1	2	0	0	0	3
07:15 AM	1	1	2	0	0	0	0	0	0	2
07:30 AM	3	0	3	0	2	2	1	0	1	6
07:45 AM	1	0	1	1	1	2	0	0	0	3
Total	6	1	7	2	4	6	1	0	1	14
08:00 AM	0	1	1	1	3	4	3	0	3	8
08:15 AM	1	1	2	0	1	1	2	0	2	5
08:30 AM	0	2	2	0	0	0	0	0	0	2
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	1	5	6	1	4	5	5	0	5	16
Grand Total	7	6	13	3	8	11	6	0	6	30
Apprch %	53.8	46.2		27.3	72.7		100	0		
Total %	23.3	20	43.3	10	26.7	36.7	20	0	20	

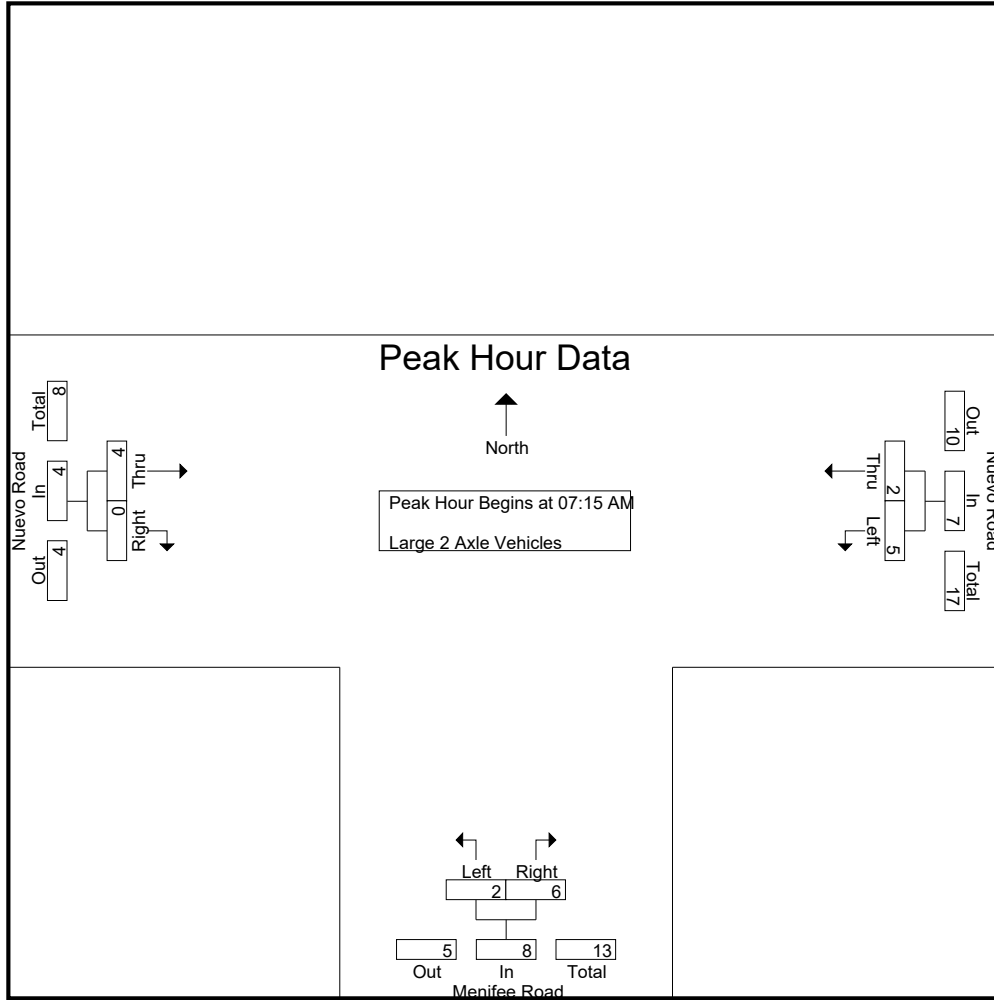
Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	1	1	2	0	0	0	0	0	0	2
07:30 AM	3	0	3	0	2	2	1	0	1	6
07:45 AM	1	0	1	1	1	2	0	0	0	3
08:00 AM	0	1	1	1	3	4	3	0	3	8
Total Volume	5	2	7	2	6	8	4	0	4	19
% App. Total	71.4	28.6		25	75		100	0		
PHF	.417	.500	.583	.500	.500	.500	.333	.000	.333	.594

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	1	2	0	0	0	0	0	0
+15 mins.	3	0	3	0	2	2	1	0	1
+30 mins.	1	0	1	1	1	2	0	0	0
+45 mins.	0	1	1	1	3	4	3	0	3
Total Volume	5	2	7	2	6	8	4	0	4
% App. Total	71.4	28.6		25	75		100	0	
PHF	.417	.500	.583	.500	.500	.500	.333	.000	.333

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	2	2	0	1	1	2	0	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	2	2	0	1	1	2	1	3	6
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	1	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	1	1	0	1	1	3
Grand Total	0	3	3	0	2	2	2	2	4	9
Apprch %	0	100		0	100		50	50		
Total %	0	33.3	33.3	0	22.2	22.2	22.2	22.2	44.4	

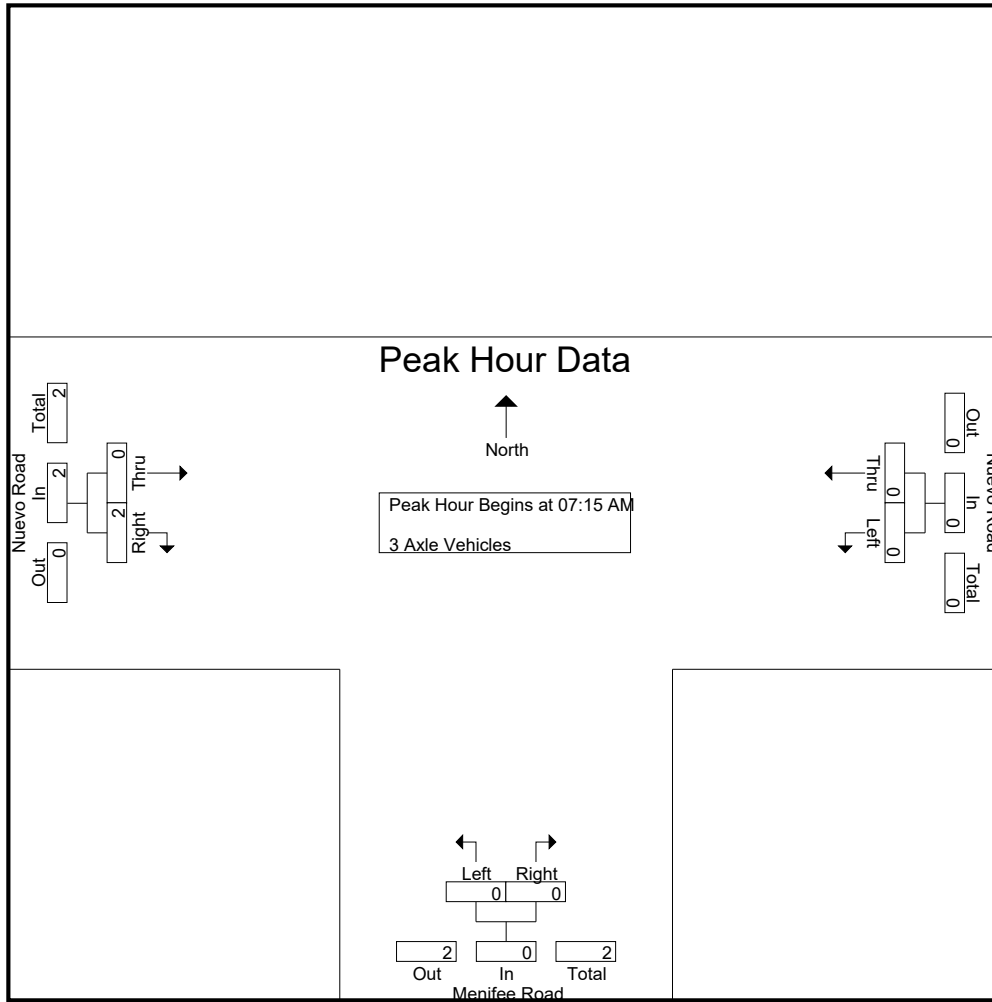
Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	2	2	2
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.500	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

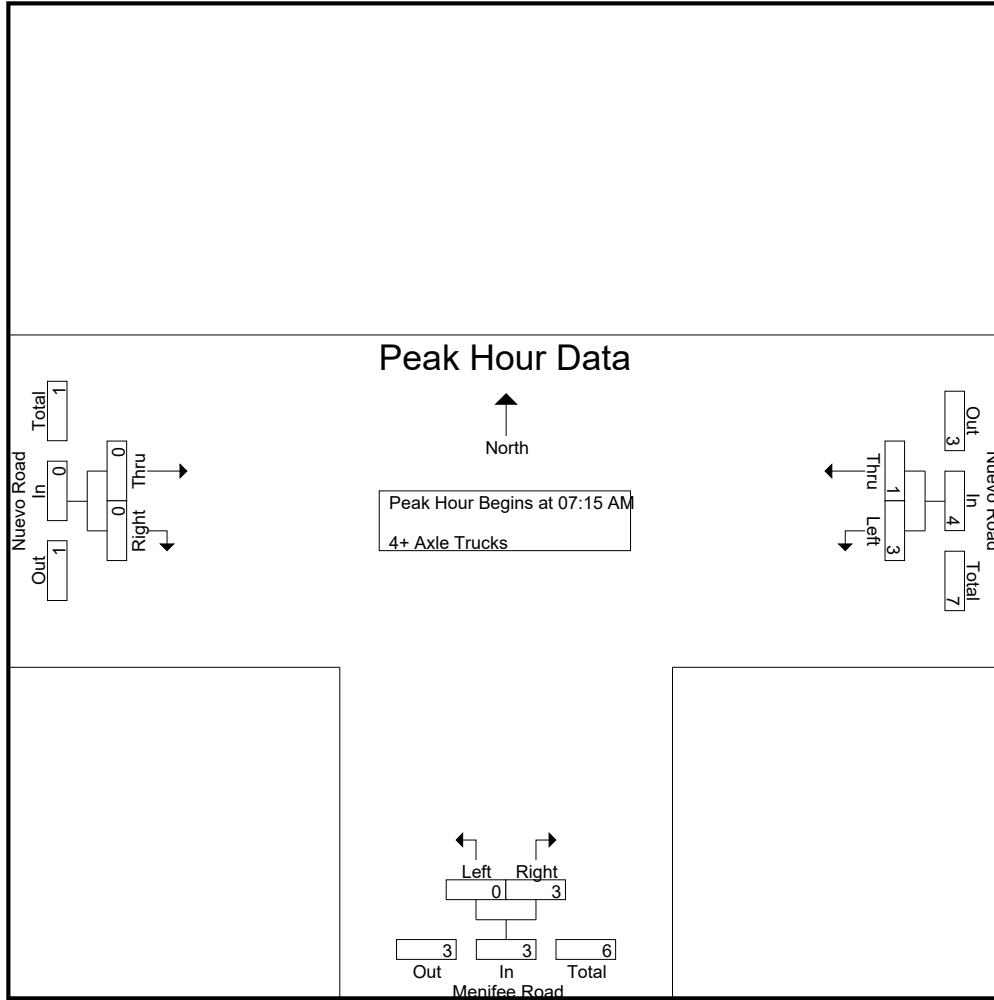
Groups Printed- 4+ Axle Trucks

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	1	0	1	0	2	2	0	0	0	3
Total	1	1	2	0	3	3	0	0	0	5
08:00 AM	2	0	2	0	0	0	0	0	0	2
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	1	0	0	0	1
08:45 AM	2	0	2	0	0	0	0	0	0	2
Total	5	0	5	0	1	1	0	0	0	6
Grand Total	6	1	7	0	4	4	0	0	0	11
Apprch %	85.7	14.3		0	100		0	0		
Total %	54.5	9.1	63.6	0	36.4	36.4	0	0	0	

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	1	0	1	0	2	2	0	0	0	3
08:00 AM	2	0	2	0	0	0	0	0	0	2
Total Volume	3	1	4	0	3	3	0	0	0	7
% App. Total	75	25		0	100		0	0		
PHF	.375	.250	.500	.000	.375	.375	.000	.000	.000	.583

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

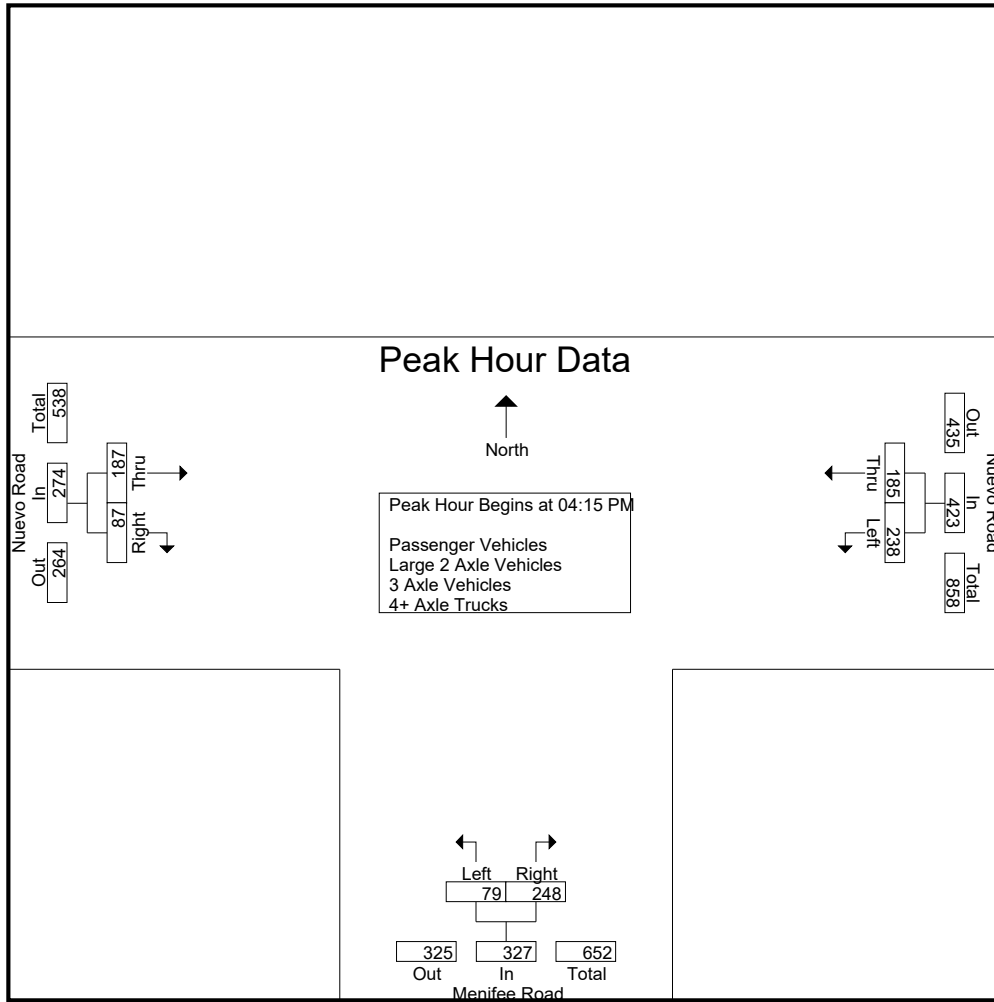
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	46	40	86	20	72	92	43	19	62	240
04:15 PM	65	49	114	22	65	87	42	17	59	260
04:30 PM	58	44	102	17	57	74	47	25	72	248
04:45 PM	49	42	91	15	72	87	54	21	75	253
Total	218	175	393	74	266	340	186	82	268	1001
05:00 PM	66	50	116	25	54	79	44	24	68	263
05:15 PM	39	36	75	12	47	59	57	26	83	217
05:30 PM	50	40	90	28	49	77	49	15	64	231
05:45 PM	35	50	85	23	56	79	37	18	55	219
Total	190	176	366	88	206	294	187	83	270	930
Grand Total	408	351	759	162	472	634	373	165	538	1931
Apprch %	53.8	46.2		25.6	74.4		69.3	30.7		
Total %	21.1	18.2	39.3	8.4	24.4	32.8	19.3	8.5	27.9	
Passenger Vehicles	394	342	736	161	457	618	370	164	534	1888
% Passenger Vehicles	96.6	97.4	97	99.4	96.8	97.5	99.2	99.4	99.3	97.8
Large 2 Axle Vehicles	3	4	7	1	6	7	2	1	3	17
% Large 2 Axle Vehicles	0.7	1.1	0.9	0.6	1.3	1.1	0.5	0.6	0.6	0.9
3 Axle Vehicles	8	4	12	0	3	3	1	0	1	16
% 3 Axle Vehicles	2	1.1	1.6	0	0.6	0.5	0.3	0	0.2	0.8
4+ Axle Trucks	3	1	4	0	6	6	0	0	0	10
% 4+ Axle Trucks	0.7	0.3	0.5	0	1.3	0.9	0	0	0	0.5

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	65	49	114	22	65	87	42	17	59	260
04:30 PM	58	44	102	17	57	74	47	25	72	248
04:45 PM	49	42	91	15	72	87	54	21	75	253
05:00 PM	66	50	116	25	54	79	44	24	68	263
Total Volume	238	185	423	79	248	327	187	87	274	1024
% App. Total	56.3	43.7		24.2	75.8		68.2	31.8		
PHF	.902	.925	.912	.790	.861	.940	.866	.870	.913	.973

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:15 PM			04:00 PM			04:30 PM		
+0 mins.	65	49	114	20	72	92	47	25	72
+15 mins.	58	44	102	22	65	87	54	21	75
+30 mins.	49	42	91	17	57	74	44	24	68
+45 mins.	66	50	116	15	72	87	57	26	83
Total Volume	238	185	423	74	266	340	202	96	298
% App. Total	56.3	43.7		21.8	78.2		67.8	32.2	
PHF	.902	.925	.912	.841	.924	.924	.886	.923	.898

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

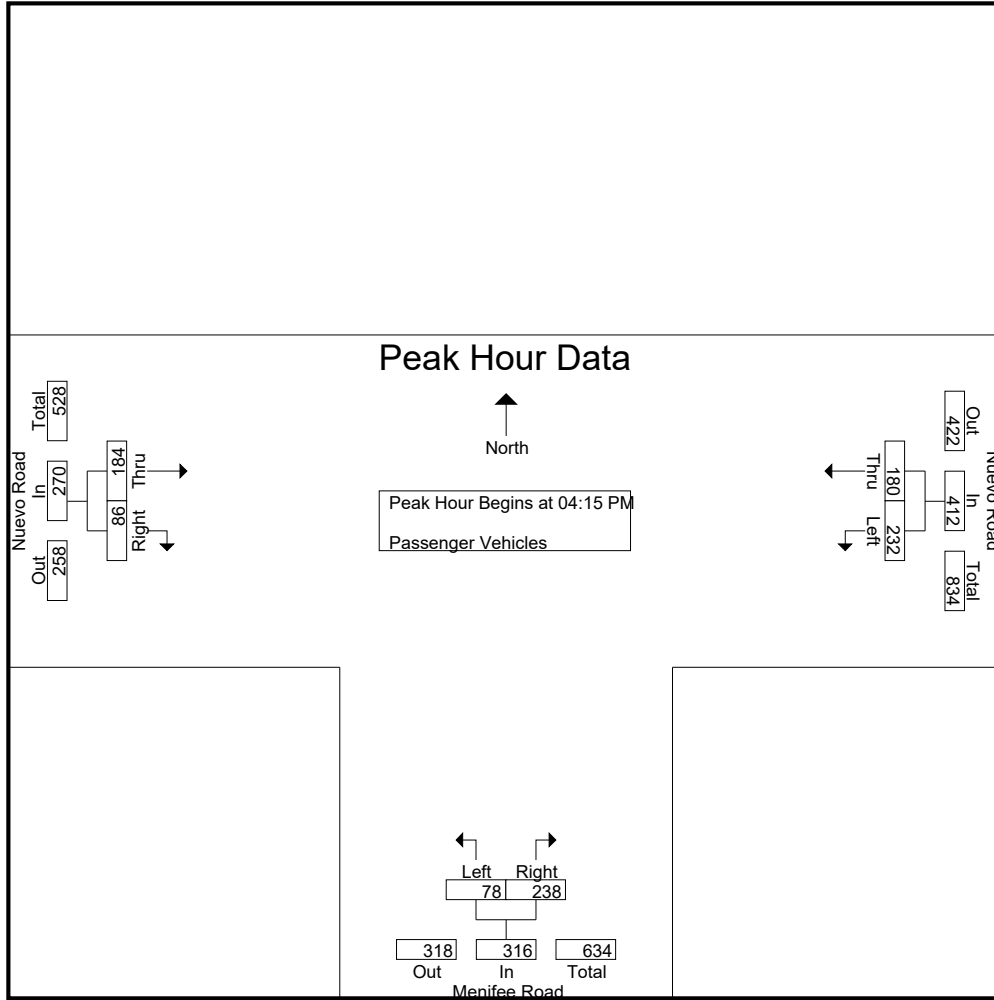
Groups Printed- Passenger Vehicles

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	45	40	85	20	70	90	43	19	62	237
04:15 PM	61	49	110	22	62	84	40	17	57	251
04:30 PM	58	42	100	17	54	71	47	25	72	243
04:45 PM	49	42	91	14	69	83	54	21	75	249
Total	213	173	386	73	255	328	184	82	266	980
05:00 PM	64	47	111	25	53	78	43	23	66	255
05:15 PM	36	34	70	12	45	57	57	26	83	210
05:30 PM	47	38	85	28	49	77	49	15	64	226
05:45 PM	34	50	84	23	55	78	37	18	55	217
Total	181	169	350	88	202	290	186	82	268	908
Grand Total	394	342	736	161	457	618	370	164	534	1888
Apprch %	53.5	46.5		26.1	73.9		69.3	30.7		
Total %	20.9	18.1	39	8.5	24.2	32.7	19.6	8.7	28.3	

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	61	49	110	22	62	84	40	17	57	251
04:30 PM	58	42	100	17	54	71	47	25	72	243
04:45 PM	49	42	91	14	69	83	54	21	75	249
05:00 PM	64	47	111	25	53	78	43	23	66	255
Total Volume	232	180	412	78	238	316	184	86	270	998
% App. Total	56.3	43.7		24.7	75.3		68.1	31.9		
PHF	.906	.918	.928	.780	.862	.940	.852	.860	.900	.978

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	61	49	110	22	62	84	40	17	57
+15 mins.	58	42	100	17	54	71	47	25	72
+30 mins.	49	42	91	14	69	83	54	21	75
+45 mins.	64	47	111	25	53	78	43	23	66
Total Volume	232	180	412	78	238	316	184	86	270
% App. Total	56.3	43.7		24.7	75.3		68.1	31.9	
PHF	.906	.918	.928	.780	.862	.940	.852	.860	.900

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	0	1	0	0	0	0	0	0	1
04:15 PM	1	0	1	0	0	0	1	0	1	2
04:30 PM	0	1	1	0	1	1	0	0	0	2
04:45 PM	0	0	0	1	2	3	0	0	0	3
Total	2	1	3	1	3	4	1	0	1	8
05:00 PM	0	2	2	0	1	1	1	1	2	5
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	1	1	2	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	1	3	4	0	3	3	1	1	2	9
Grand Total	3	4	7	1	6	7	2	1	3	17
Apprch %	42.9	57.1		14.3	85.7		66.7	33.3		
Total %	17.6	23.5	41.2	5.9	35.3	41.2	11.8	5.9	17.6	

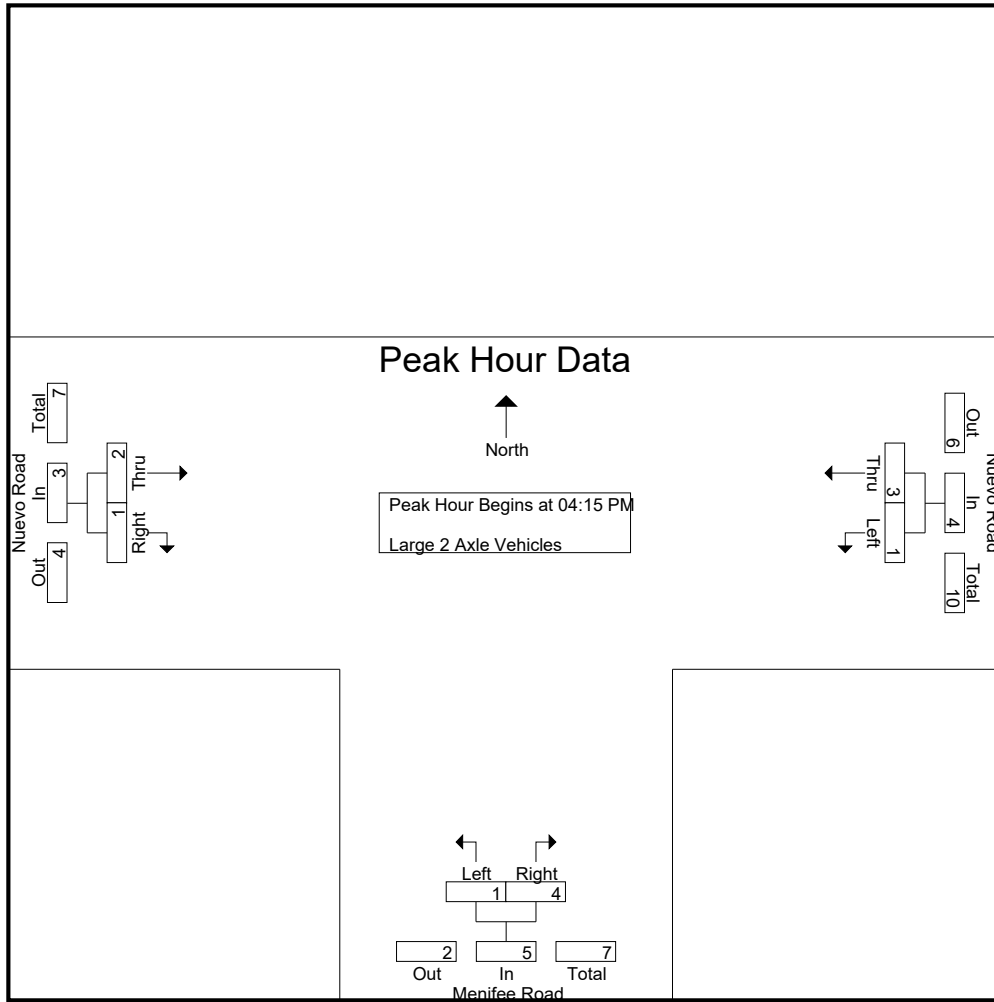
Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	1	0	1	0	0	0	1	0	1	2
04:30 PM	0	1	1	0	1	1	0	0	0	2
04:45 PM	0	0	0	1	2	3	0	0	0	3
05:00 PM	0	2	2	0	1	1	1	1	2	5
Total Volume	1	3	4	1	4	5	2	1	3	12
% App. Total	25	75		20	80		66.7	33.3		
PHF	.250	.375	.500	.250	.500	.417	.500	.250	.375	.600

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	1	0	1	0	0	0	1	0	1
+15 mins.	0	1	1	0	1	1	0	0	0
+30 mins.	0	0	0	1	2	3	0	0	0
+45 mins.	0	2	2	0	1	1	1	1	2
Total Volume	1	3	4	1	4	5	2	1	3
% App. Total	25	75		20	80		66.7	33.3	
PHF	.250	.375	.500	.250	.500	.417	.500	.250	.375

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

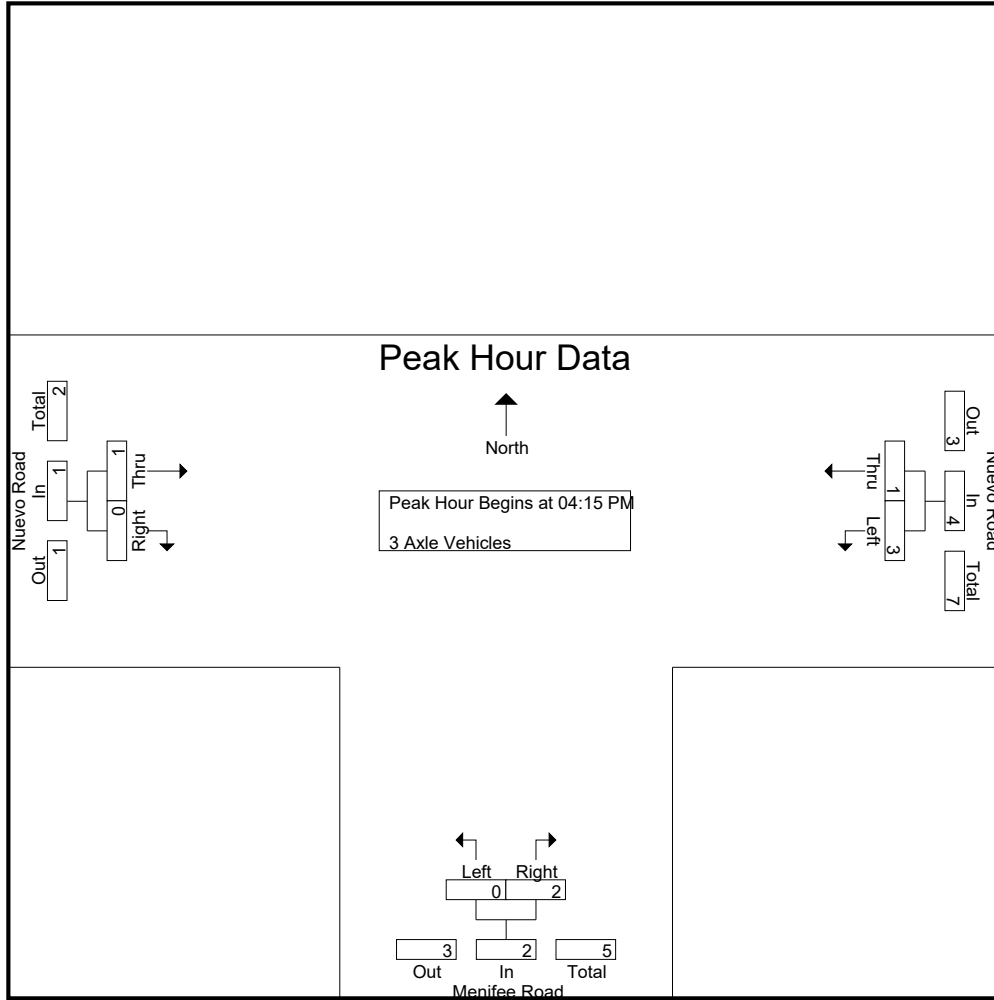
Groups Printed- 3 Axle Vehicles

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	1	0	1	0	1	1	1	0	1	3
04:30 PM	0	1	1	0	1	1	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	0	3	3	1	0	1	6
05:00 PM	2	0	2	0	0	0	0	0	0	2
05:15 PM	2	2	4	0	0	0	0	0	0	4
05:30 PM	2	1	3	0	0	0	0	0	0	3
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	7	3	10	0	0	0	0	0	0	10
Grand Total	8	4	12	0	3	3	1	0	1	16
Apprch %	66.7	33.3		0	100		100	0		
Total %	50	25	75	0	18.8	18.8	6.2	0	6.2	

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	1	0	1	0	1	1	1	0	1	3
04:30 PM	0	1	1	0	1	1	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	2	0	2	0	0	0	0	0	0	2
Total Volume	3	1	4	0	2	2	1	0	1	7
% App. Total	75	25		0	100		100	0		
PHF	.375	.250	.500	.000	.500	.500	.250	.000	.250	.583

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	1	0	1	0	1	1	1	0	1
+15 mins.	0	1	1	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	2	0	0	0	0	0	0
Total Volume	3	1	4	0	2	2	1	0	1
% App. Total	75	25		0	100		100	0	
PHF	.375	.250	.500	.000	.500	.500	.250	.000	.250

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	2	0	2	0	2	2	0	0	0	4
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	2	0	2	0	5	5	0	0	0	7
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	1	0	1	0	1	1	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	0	1	1	0	0	0	3
Grand Total	3	1	4	0	6	6	0	0	0	10
Apprch %	75	25		0	100		0	0		
Total %	30	10	40	0	60	60	0	0	0	

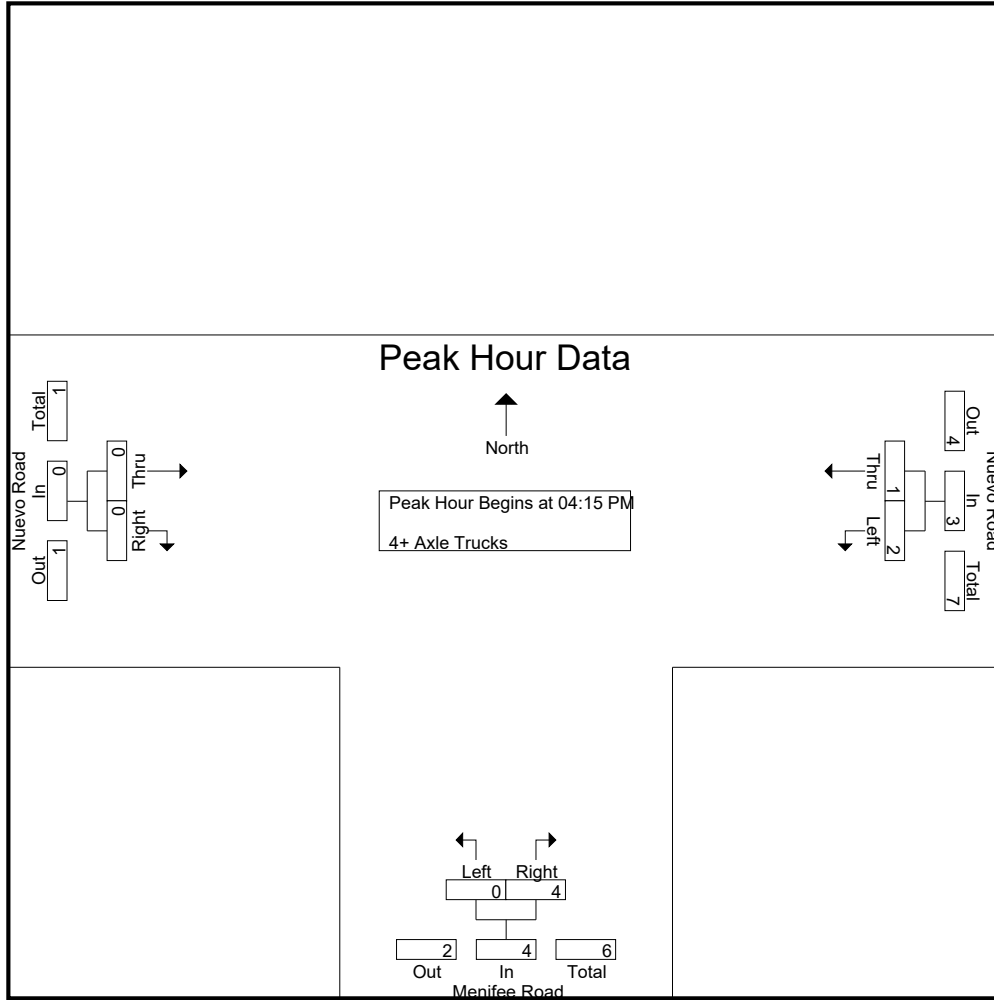
Start Time	Nuevo Road Westbound			Menifee Road Northbound			Nuevo Road Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	2	0	2	0	2	2	0	0	0	4
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	1	1	0	0	0	1
05:00 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	2	1	3	0	4	4	0	0	0	7
% App. Total	66.7	33.3		0	100		0	0		
PHF	.250	.250	.375	.000	.500	.500	.000	.000	.000	.438

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

County of Riverside
 N/S: Menifee Road
 E/W: Nuevo Road
 Weather: Clear

File Name : 53_CRV_Men_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	2	0	2	0	2	2	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	2	1	3	0	4	4	0	0	0
% App. Total	66.7	33.3		0	100		0	0	
PHF	.250	.250	.375	.000	.500	.500	.000	.000	.000

Location: County of Riverside
 N/S: Menifee Road
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Rider Street	South Leg Menifee Road	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dead End	East Leg Rider Street	South Leg Menifee Road	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Menifee Road
 E/W: Rider Street



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Rider Street			Northbound Menifee Road			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Rider Street			Northbound Menifee Road			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

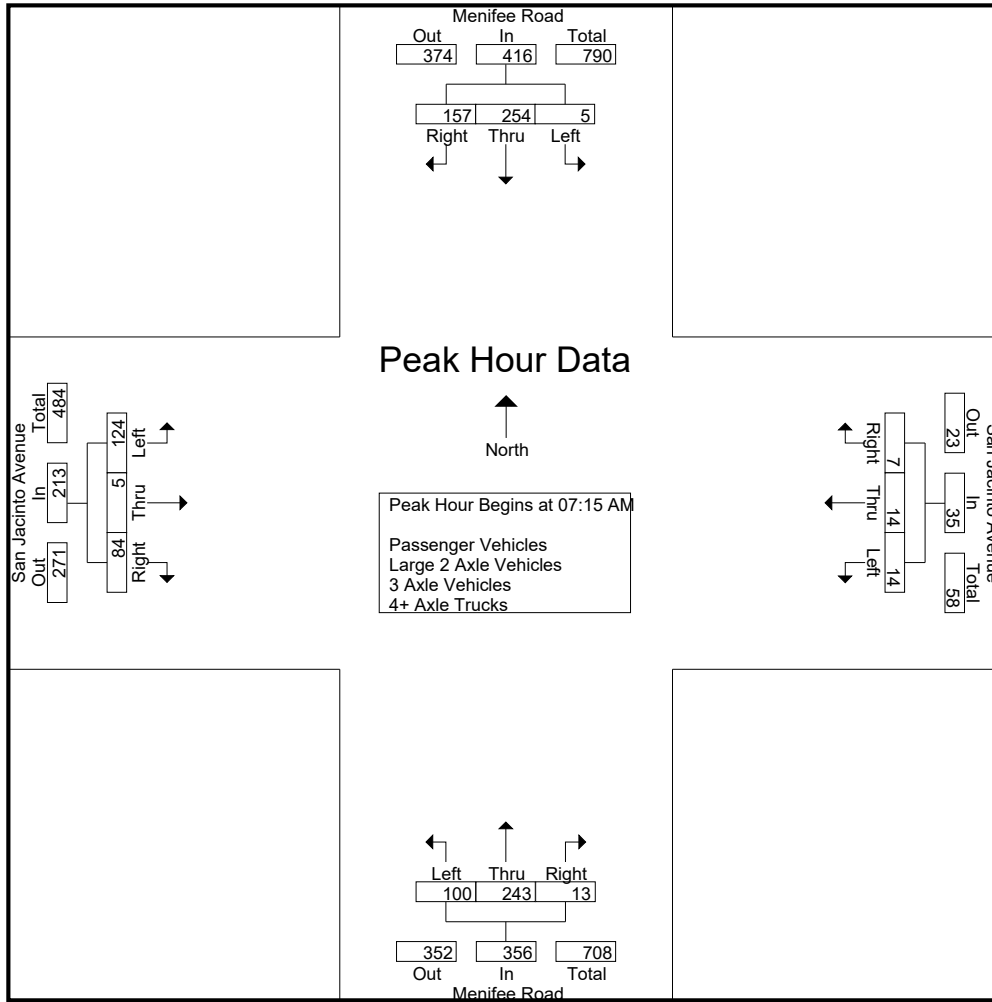
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	64	26	90	6	5	0	11	15	61	1	77	16	1	12	29	207
07:15 AM	0	78	34	112	5	4	0	9	19	55	1	75	28	2	31	61	257
07:30 AM	2	73	38	113	1	4	2	7	26	64	5	95	36	2	24	62	277
07:45 AM	2	57	52	111	7	5	4	16	27	64	4	95	28	1	12	41	263
Total	4	272	150	426	19	18	6	43	87	244	11	342	108	6	79	193	1004
08:00 AM	1	46	33	80	1	1	1	3	28	60	3	91	32	0	17	49	223
08:15 AM	1	43	26	70	2	4	2	8	11	38	3	52	44	0	10	54	184
08:30 AM	0	52	21	73	2	2	3	7	8	25	3	36	26	1	9	36	152
08:45 AM	0	36	30	66	5	0	1	6	18	24	1	43	19	1	13	33	148
Total	2	177	110	289	10	7	7	24	65	147	10	222	121	2	49	172	707
Grand Total	6	449	260	715	29	25	13	67	152	391	21	564	229	8	128	365	1711
Apprch %	0.8	62.8	36.4		43.3	37.3	19.4		27	69.3	3.7		62.7	2.2	35.1		
Total %	0.4	26.2	15.2	41.8	1.7	1.5	0.8	3.9	8.9	22.9	1.2	33	13.4	0.5	7.5	21.3	
Passenger Vehicles	6	439	254	699	29	25	12	66	146	381	21	548	220	8	125	353	1666
% Passenger Vehicles	100	97.8	97.7	97.8	100	100	92.3	98.5	96.1	97.4	100	97.2	96.1	100	97.7	96.7	97.4
Large 2 Axle Vehicles	0	4	5	9	0	0	0	0	6	5	0	11	8	0	3	11	31
% Large 2 Axle Vehicles	0	0.9	1.9	1.3	0	0	0	0	3.9	1.3	0	2	3.5	0	2.3	3	1.8
3 Axle Vehicles	0	1	0	1	0	0	1	1	0	1	0	1	1	0	0	1	4
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	7.7	1.5	0	0.3	0	0.2	0.4	0	0	0.3	0.2
4+ Axle Trucks	0	5	1	6	0	0	0	0	0	4	0	4	0	0	0	0	10
% 4+ Axle Trucks	0	1.1	0.4	0.8	0	0	0	0	0	1	0	0.7	0	0	0	0	0.6

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	78	34	112	5	4	0	9	19	55	1	75	28	2	31	61	257
07:30 AM	2	73	38	113	1	4	2	7	26	64	5	95	36	2	24	62	277
07:45 AM	2	57	52	111	7	5	4	16	27	64	4	95	28	1	12	41	263
08:00 AM	1	46	33	80	1	1	1	3	28	60	3	91	32	0	17	49	223
Total Volume	5	254	157	416	14	14	7	35	100	243	13	356	124	5	84	213	1020
% App. Total	1.2	61.1	37.7		40	40	20		28.1	68.3	3.7		58.2	2.3	39.4		
PHF	.625	.814	.755	.920	.500	.700	.438	.547	.893	.949	.650	.937	.861	.625	.677	.859	.921

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	0	64	26	90	6	5	0	11	19	55	1	75	28	2	31	61
+15 mins.	0	78	34	112	5	4	0	9	26	64	5	95	36	2	24	62
+30 mins.	2	73	38	113	1	4	2	7	27	64	4	95	28	1	12	41
+45 mins.	2	57	52	111	7	5	4	16	28	60	3	91	32	0	17	49
Total Volume	4	272	150	426	19	18	6	43	100	243	13	356	124	5	84	213
% App. Total	0.9	63.8	35.2		44.2	41.9	14		28.1	68.3	3.7		58.2	2.3	39.4	
PHF	.500	.872	.721	.942	.679	.900	.375	.672	.893	.949	.650	.937	.861	.625	.677	.859

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

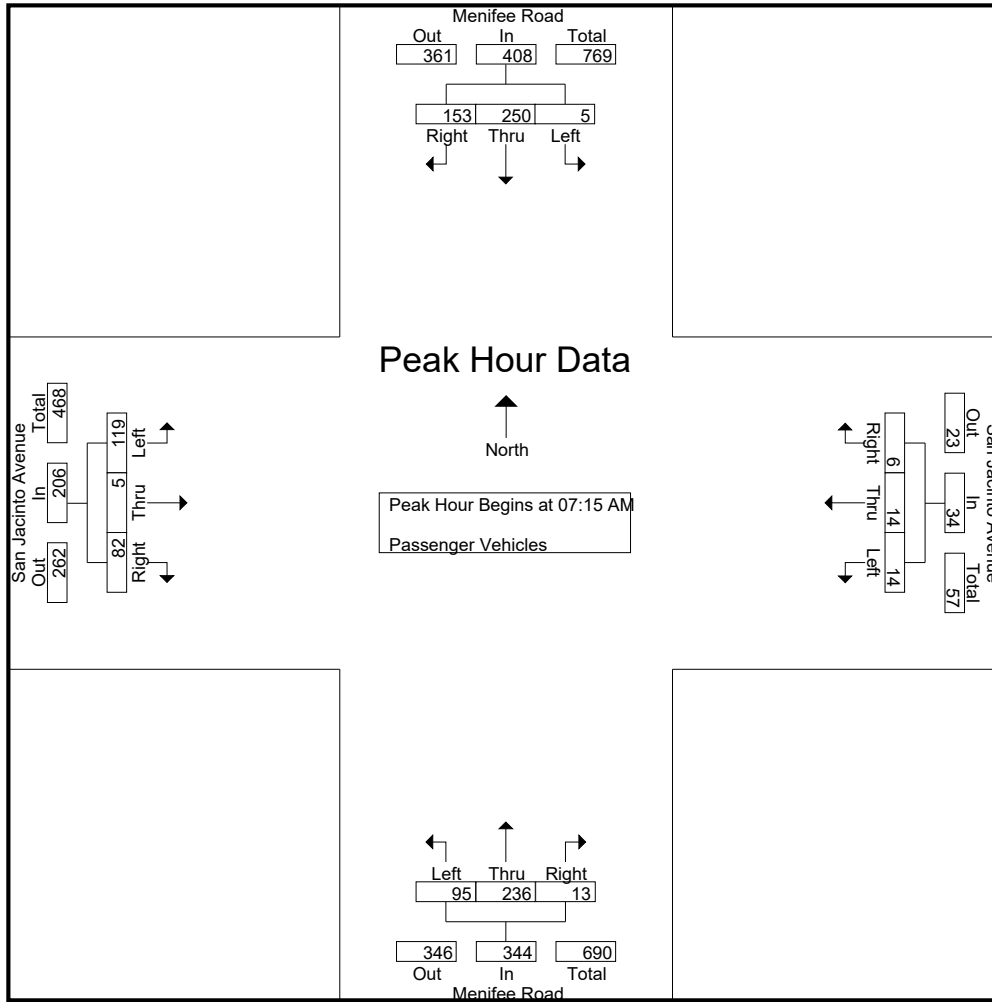
Groups Printed- Passenger Vehicles

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	62	26	88	6	5	0	11	14	59	1	74	15	1	12	28	201
07:15 AM	0	78	34	112	5	4	0	9	17	55	1	73	28	2	30	60	254
07:30 AM	2	73	35	110	1	4	1	6	26	61	5	92	34	2	24	60	268
07:45 AM	2	55	51	108	7	5	4	16	25	61	4	90	27	1	12	40	254
Total	4	268	146	418	19	18	5	42	82	236	11	329	104	6	78	188	977
08:00 AM	1	44	33	78	1	1	1	3	27	59	3	89	30	0	16	46	216
08:15 AM	1	41	24	66	2	4	2	8	11	38	3	52	42	0	10	52	178
08:30 AM	0	52	21	73	2	2	3	7	8	24	3	35	26	1	9	36	151
08:45 AM	0	34	30	64	5	0	1	6	18	24	1	43	18	1	12	31	144
Total	2	171	108	281	10	7	7	24	64	145	10	219	116	2	47	165	689
Grand Total	6	439	254	699	29	25	12	66	146	381	21	548	220	8	125	353	1666
Apprch %	0.9	62.8	36.3		43.9	37.9	18.2		26.6	69.5	3.8		62.3	2.3	35.4		
Total %	0.4	26.4	15.2	42	1.7	1.5	0.7	4	8.8	22.9	1.3	32.9	13.2	0.5	7.5	21.2	

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	78	34	112	5	4	0	9	17	55	1	73	28	2	30	60	254
07:30 AM	2	73	35	110	1	4	1	6	26	61	5	92	34	2	24	60	268
07:45 AM	2	55	51	108	7	5	4	16	25	61	4	90	27	1	12	40	254
08:00 AM	1	44	33	78	1	1	1	3	27	59	3	89	30	0	16	46	216
Total Volume	5	250	153	408	14	14	6	34	95	236	13	344	119	5	82	206	992
% App. Total	1.2	61.3	37.5		41.2	41.2	17.6		27.6	68.6	3.8		57.8	2.4	39.8		
PHF	.625	.801	.750	.911	.500	.700	.375	.531	.880	.967	.650	.935	.875	.625	.683	.858	.925

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	78	34	112	5	4	0	9	17	55	1	73	28	2	30	60
+15 mins.	2	73	35	110	1	4	1	6	26	61	5	92	34	2	24	60
+30 mins.	2	55	51	108	7	5	4	16	25	61	4	90	27	1	12	40
+45 mins.	1	44	33	78	1	1	1	3	27	59	3	89	30	0	16	46
Total Volume	5	250	153	408	14	14	6	34	95	236	13	344	119	5	82	206
% App. Total	1.2	61.3	37.5		41.2	41.2	17.6		27.6	68.6	3.8		57.8	2.4	39.8	
PHF	.625	.801	.750	.911	.500	.700	.375	.531	.880	.967	.650	.935	.875	.625	.683	.858

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

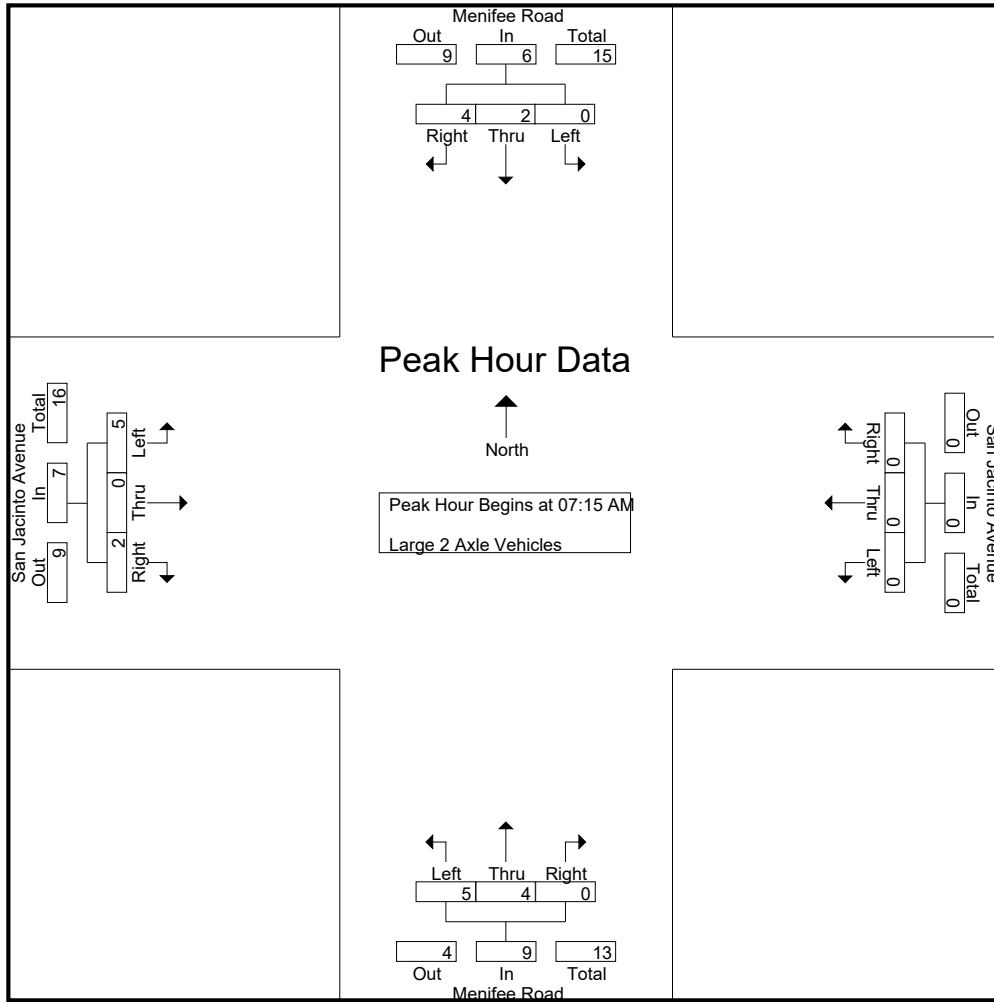
Groups Printed- Large 2 Axle Vehicles

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	0	0	0	1	1	0	2	1	0	0	1	5
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
07:30 AM	0	0	3	3	0	0	0	0	0	1	0	1	2	0	0	2	6
07:45 AM	0	1	1	2	0	0	0	0	2	2	0	4	1	0	0	1	7
Total	0	3	4	7	0	0	0	0	5	4	0	9	4	0	1	5	21
08:00 AM	0	1	0	1	0	0	0	0	1	1	0	2	2	0	1	3	6
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total	0	1	1	2	0	0	0	0	1	1	0	2	4	0	2	6	10
Grand Total	0	4	5	9	0	0	0	0	6	5	0	11	8	0	3	11	31
Apprch %	0	44.4	55.6		0	0	0		54.5	45.5	0		72.7	0	27.3		
Total %	0	12.9	16.1	29	0	0	0	0	19.4	16.1	0	35.5	25.8	0	9.7	35.5	

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
07:30 AM	0	0	3	3	0	0	0	0	0	1	0	1	2	0	0	2	6
07:45 AM	0	1	1	2	0	0	0	0	2	2	0	4	1	0	0	1	7
08:00 AM	0	1	0	1	0	0	0	0	1	1	0	2	2	0	1	3	6
Total Volume	0	2	4	6	0	0	0	0	5	4	0	9	5	0	2	7	22
% App. Total	0	33.3	66.7		0	0	0		55.6	44.4	0		71.4	0	28.6		
PHF	.000	.500	.333	.500	.000	.000	.000	.000	.625	.500	.000	.563	.625	.000	.500	.583	.786

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1
+15 mins.	0	0	3	3	0	0	0	0	1	0	1	0	1	2	0	0
+30 mins.	0	1	1	2	0	0	0	0	4	2	2	0	1	1	0	0
+45 mins.	0	1	0	1	0	0	0	0	2	1	1	0	3	2	0	1
Total Volume	0	2	4	6	0	0	0	0	9	5	4	0	7	5	0	2
% App. Total	0	33.3	66.7		0	0	0	0		55.6	44.4	0		71.4	0	28.6
PHF	.000	.500	.333	.500	.000	.000	.000	.000	.625	.500	.000	.563	.625	.000	.500	.583

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

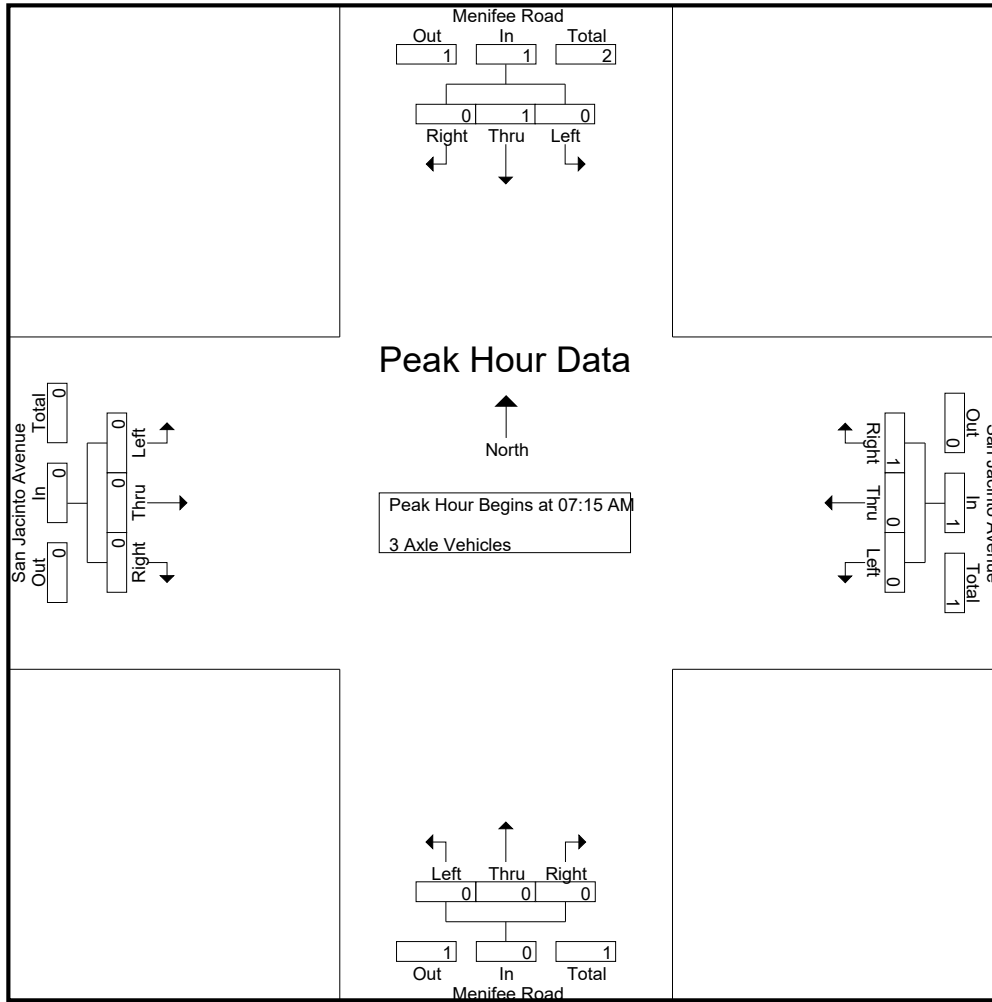
Groups Printed- 3 Axle Vehicles

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	1	0	1	0	0	1	1	0	1	0	1	1	0	0	1	4
Apprch %	0	100	0		0	0	100		0	100	0		100	0	0		
Total %	0	25	0	25	0	0	25	25	0	25	0	25	25	0	0	25	

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

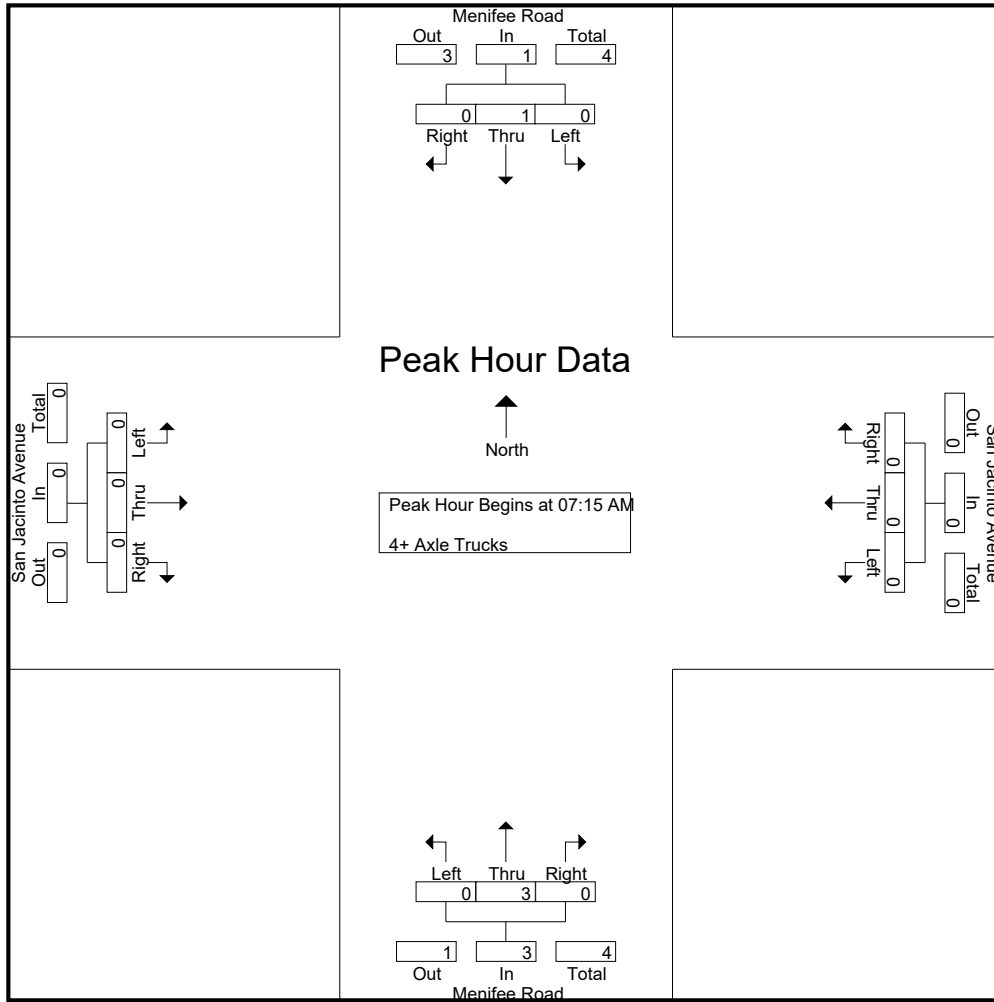
Groups Printed- 4+ Axle Trucks

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	1	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Grand Total	0	5	1	6	0	0	0	0	0	4	0	4	0	0	0	0	10
Apprch %	0	83.3	16.7		0	0	0		0	100	0		0	0	0		
Total %	0	50	10	60	0	0	0	0	0	40	0	40	0	0	0	0	

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

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

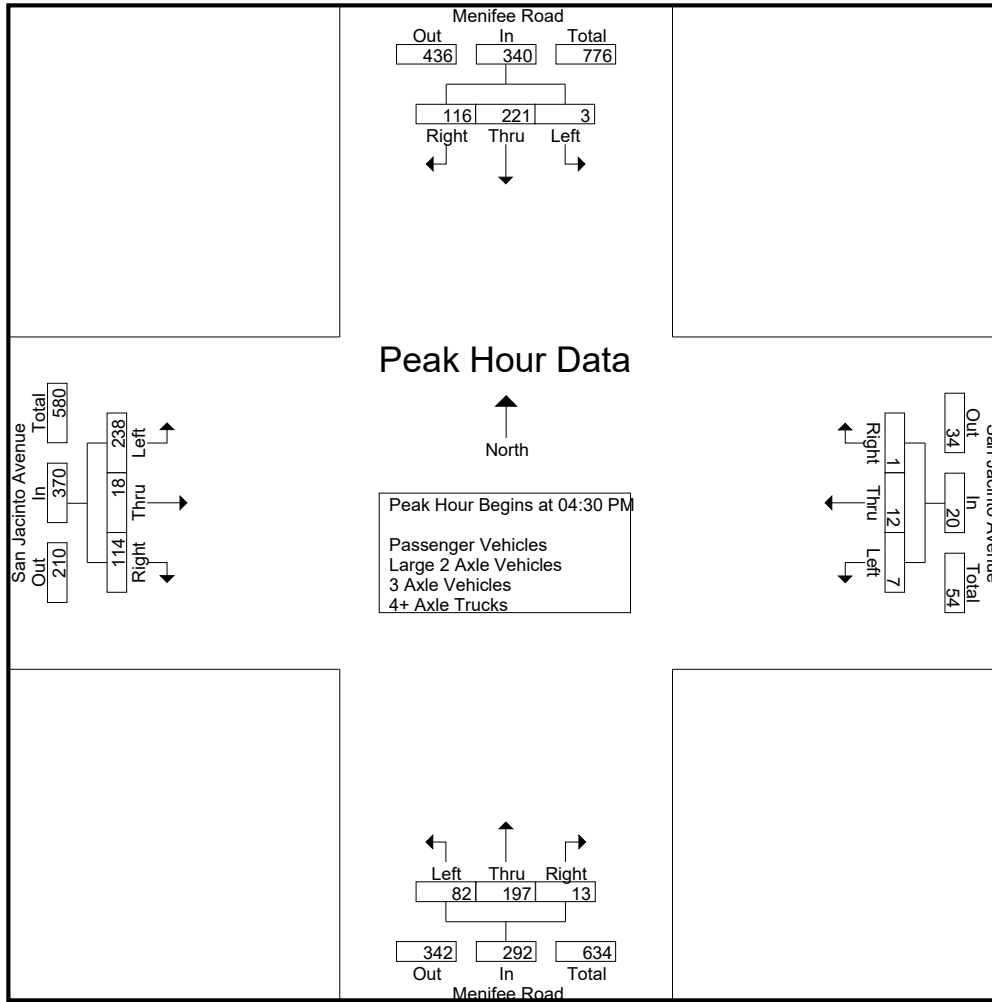
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	57	18	77	2	0	0	2	18	66	4	88	64	3	35	102	269
04:15 PM	0	49	33	82	0	4	0	4	12	48	4	64	51	4	21	76	226
04:30 PM	0	50	29	79	2	3	0	5	22	39	2	63	71	8	26	105	252
04:45 PM	2	60	28	90	1	1	0	2	19	55	3	77	60	7	29	96	265
Total	4	216	108	328	5	8	0	13	71	208	13	292	246	22	111	379	1012
05:00 PM	0	55	30	85	2	2	1	5	20	60	5	85	54	2	24	80	255
05:15 PM	1	56	29	86	2	6	0	8	21	43	3	67	53	1	35	89	250
05:30 PM	0	46	32	78	0	1	0	1	14	49	6	69	57	9	30	96	244
05:45 PM	0	32	22	54	3	2	0	5	22	45	5	72	66	3	27	96	227
Total	1	189	113	303	7	11	1	19	77	197	19	293	230	15	116	361	976
Grand Total	5	405	221	631	12	19	1	32	148	405	32	585	476	37	227	740	1988
Apprch %	0.8	64.2	35		37.5	59.4	3.1		25.3	69.2	5.5		64.3	5	30.7		
Total %	0.3	20.4	11.1	31.7	0.6	1	0.1	1.6	7.4	20.4	1.6	29.4	23.9	1.9	11.4	37.2	
Passenger Vehicles	4	402	213	619	12	19	1	32	148	395	31	574	470	37	220	727	1952
% Passenger Vehicles	80	99.3	96.4	98.1	100	100	100	100	100	97.5	96.9	98.1	98.7	100	96.9	98.2	98.2
Large 2 Axle Vehicles	0	2	0	2	0	0	0	0	0	4	1	5	4	0	6	10	17
% Large 2 Axle Vehicles	0	0.5	0	0.3	0	0	0	0	0	1	3.1	0.9	0.8	0	2.6	1.4	0.9
3 Axle Vehicles	1	1	6	8	0	0	0	0	0	1	0	1	1	0	0	1	10
% 3 Axle Vehicles	20	0.2	2.7	1.3	0	0	0	0	0	0.2	0	0.2	0.2	0	0	0.1	0.5
4+ Axle Trucks	0	0	2	2	0	0	0	0	0	5	0	5	1	0	1	2	9
% 4+ Axle Trucks	0	0	0.9	0.3	0	0	0	0	0	1.2	0	0.9	0.2	0	0.4	0.3	0.5

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	50	29	79	2	3	0	5	22	39	2	63	71	8	26	105	252
04:45 PM	2	60	28	90	1	1	0	2	19	55	3	77	60	7	29	96	265
05:00 PM	0	55	30	85	2	2	1	5	20	60	5	85	54	2	24	80	255
05:15 PM	1	56	29	86	2	6	0	8	21	43	3	67	53	1	35	89	250
Total Volume	3	221	116	340	7	12	1	20	82	197	13	292	238	18	114	370	1022
% App. Total	0.9	65	34.1		35	60	5		28.1	67.5	4.5		64.3	4.9	30.8		
PHF	.375	.921	.967	.944	.875	.500	.250	.625	.932	.821	.650	.859	.838	.563	.814	.881	.964

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	0	50	29	79	2	3	0	5	19	55	3	77	64	3	35	102
+15 mins.	2	60	28	90	1	1	0	2	20	60	5	85	51	4	21	76
+30 mins.	0	55	30	85	2	2	1	5	21	43	3	67	71	8	26	105
+45 mins.	1	56	29	86	2	6	0	8	14	49	6	69	60	7	29	96
Total Volume	3	221	116	340	7	12	1	20	74	207	17	298	246	22	111	379
% App. Total	0.9	65	34.1		35	60	5		24.8	69.5	5.7		64.9	5.8	29.3	
PHF	.375	.921	.967	.944	.875	.500	.250	.625	.881	.863	.708	.876	.866	.688	.793	.902

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

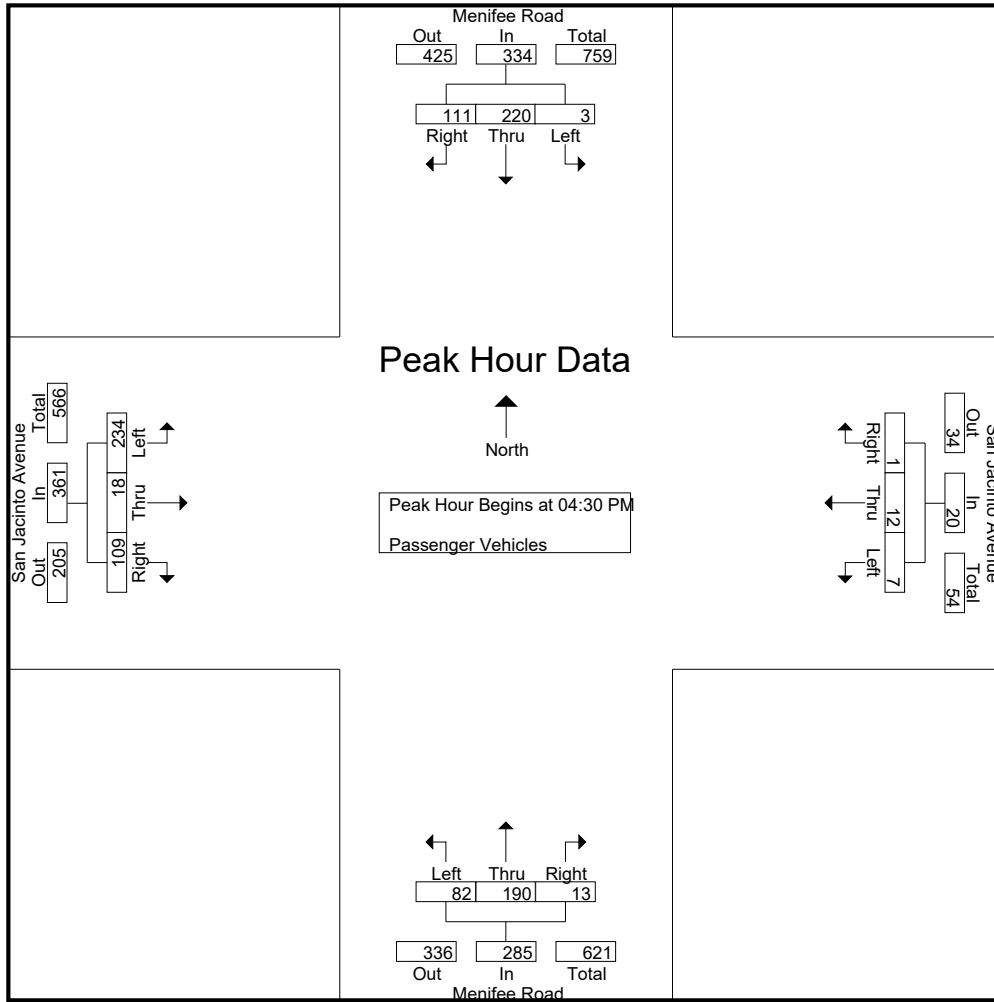
Groups Printed- Passenger Vehicles

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	56	18	75	2	0	0	2	18	64	4	86	63	3	34	100	263
04:15 PM	0	49	31	80	0	4	0	4	12	47	4	63	50	4	20	74	221
04:30 PM	0	50	29	79	2	3	0	5	22	37	2	61	70	8	24	102	247
04:45 PM	2	59	27	88	1	1	0	2	19	52	3	74	59	7	28	94	258
Total	3	214	105	322	5	8	0	13	71	200	13	284	242	22	106	370	989
05:00 PM	0	55	28	83	2	2	1	5	20	60	5	85	52	2	24	78	251
05:15 PM	1	56	27	84	2	6	0	8	21	41	3	65	53	1	33	87	244
05:30 PM	0	45	31	76	0	1	0	1	14	49	5	68	57	9	30	96	241
05:45 PM	0	32	22	54	3	2	0	5	22	45	5	72	66	3	27	96	227
Total	1	188	108	297	7	11	1	19	77	195	18	290	228	15	114	357	963
Grand Total	4	402	213	619	12	19	1	32	148	395	31	574	470	37	220	727	1952
Apprch %	0.6	64.9	34.4		37.5	59.4	3.1		25.8	68.8	5.4		64.6	5.1	30.3		
Total %	0.2	20.6	10.9	31.7	0.6	1	0.1	1.6	7.6	20.2	1.6	29.4	24.1	1.9	11.3	37.2	

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	50	29	79	2	3	0	5	22	37	2	61	70	8	24	102	247
04:45 PM	2	59	27	88	1	1	0	2	19	52	3	74	59	7	28	94	258
05:00 PM	0	55	28	83	2	2	1	5	20	60	5	85	52	2	24	78	251
05:15 PM	1	56	27	84	2	6	0	8	21	41	3	65	53	1	33	87	244
Total Volume	3	220	111	334	7	12	1	20	82	190	13	285	234	18	109	361	1000
% App. Total	0.9	65.9	33.2		35	60	5		28.8	66.7	4.6		64.8	5	30.2		
PHF	.375	.932	.957	.949	.875	.500	.250	.625	.932	.792	.650	.838	.836	.563	.826	.885	.969

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J PM
 Site Code : 05120169
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	50	29	79	2	3	0	5	22	37	2	61	70	8	24	102
+15 mins.	2	59	27	88	1	1	0	2	19	52	3	74	59	7	28	94
+30 mins.	0	55	28	83	2	2	1	5	20	60	5	85	52	2	24	78
+45 mins.	1	56	27	84	2	6	0	8	21	41	3	65	53	1	33	87
Total Volume	3	220	111	334	7	12	1	20	82	190	13	285	234	18	109	361
% App. Total	0.9	65.9	33.2		35	60	5		28.8	66.7	4.6		64.8	5	30.2	
PHF	.375	.932	.957	.949	.875	.500	.250	.625	.932	.792	.650	.838	.836	.563	.826	.885

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

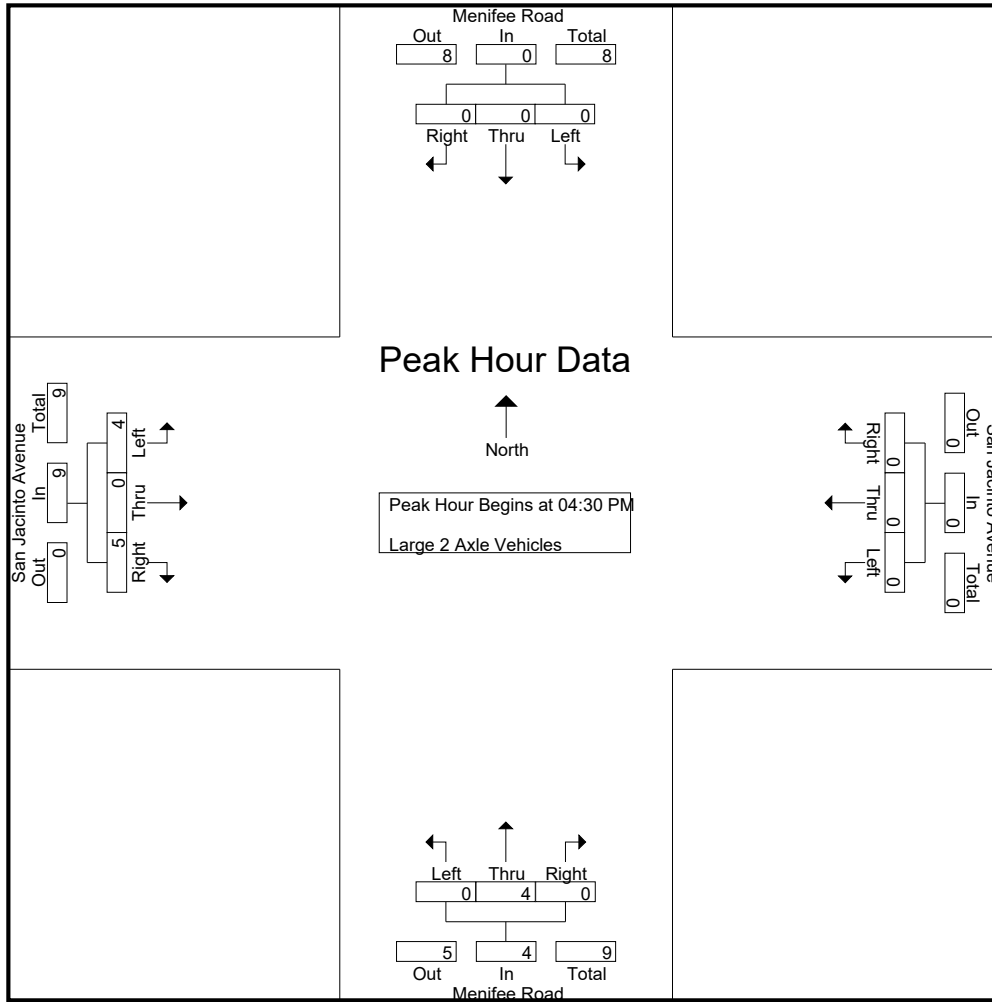
Groups Printed- Large 2 Axle Vehicles

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	0	4
Total	0	1	0	1	0	0	0	0	0	0	3	0	3	2	0	4	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	3
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	1	1	2	2	0	2	0	7
Grand Total	0	2	0	2	0	0	0	0	0	0	4	1	5	4	0	6	0	17
Apprch %	0	100	0		0	0	0		0	80	20			40	0	60		
Total %	0	11.8	0	11.8	0	0	0	0	0	23.5	5.9	29.4		23.5	0	35.3	58.8	

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	2	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	3
Total Volume	0	0	0	0	0	0	0	0	0	0	4	0	4	4	0	5	0	13
% App. Total	0	0	0		0	0	0		0	100	0			44.4	0	55.6		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.625	.750	.813

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	2	3
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	4	0	4	4	0	5	9
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	44.4	0	55.6	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.625	.750

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

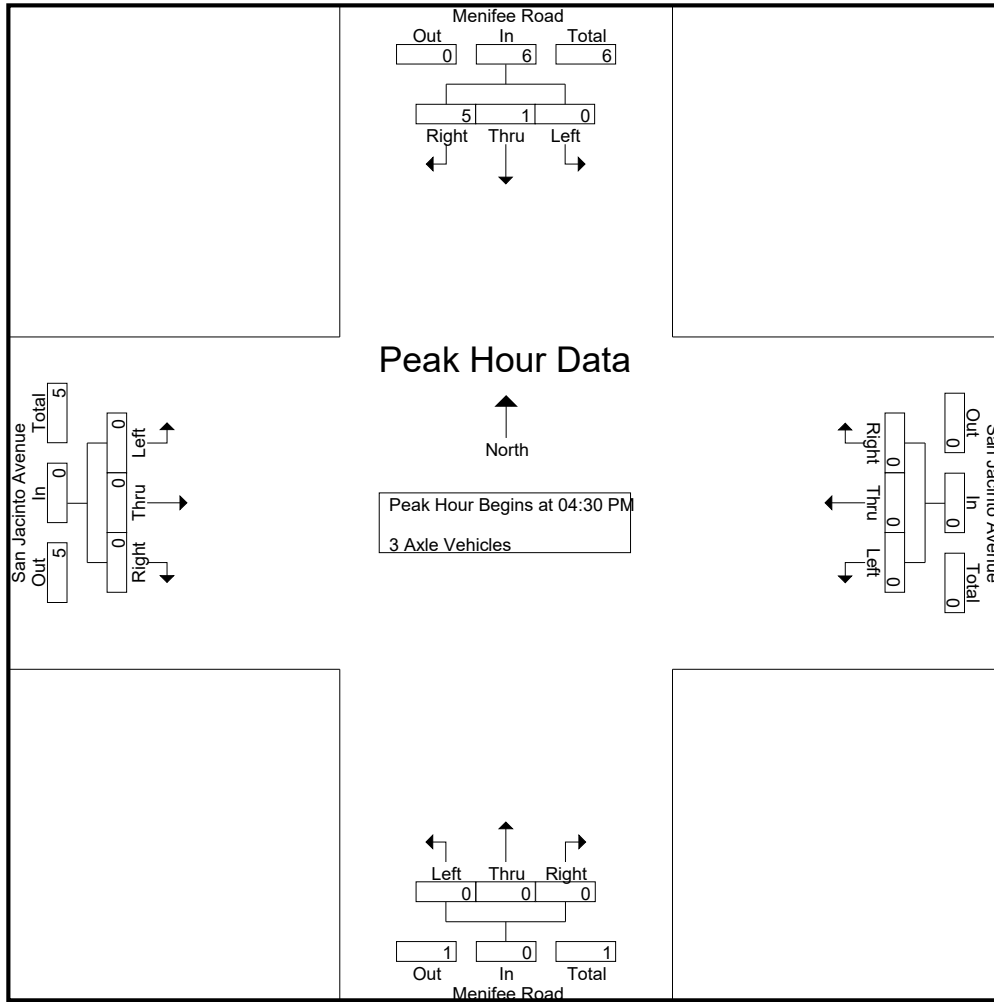
Groups Printed- 3 Axle Vehicles

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	1	3	0	0	0	0	0	1	0	1	1	0	0	1	5
05:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	1	1	6	8	0	0	0	0	0	1	0	1	1	0	0	1	10
Apprch %	12.5	12.5	75		0	0	0		0	100	0		100	0	0		
Total %	10	10	60	80	0	0	0	0	0	10	0	10	10	0	0	10	

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	6
% App. Total	0	16.7	83.3		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.625	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	16.7	83.3		0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.625	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

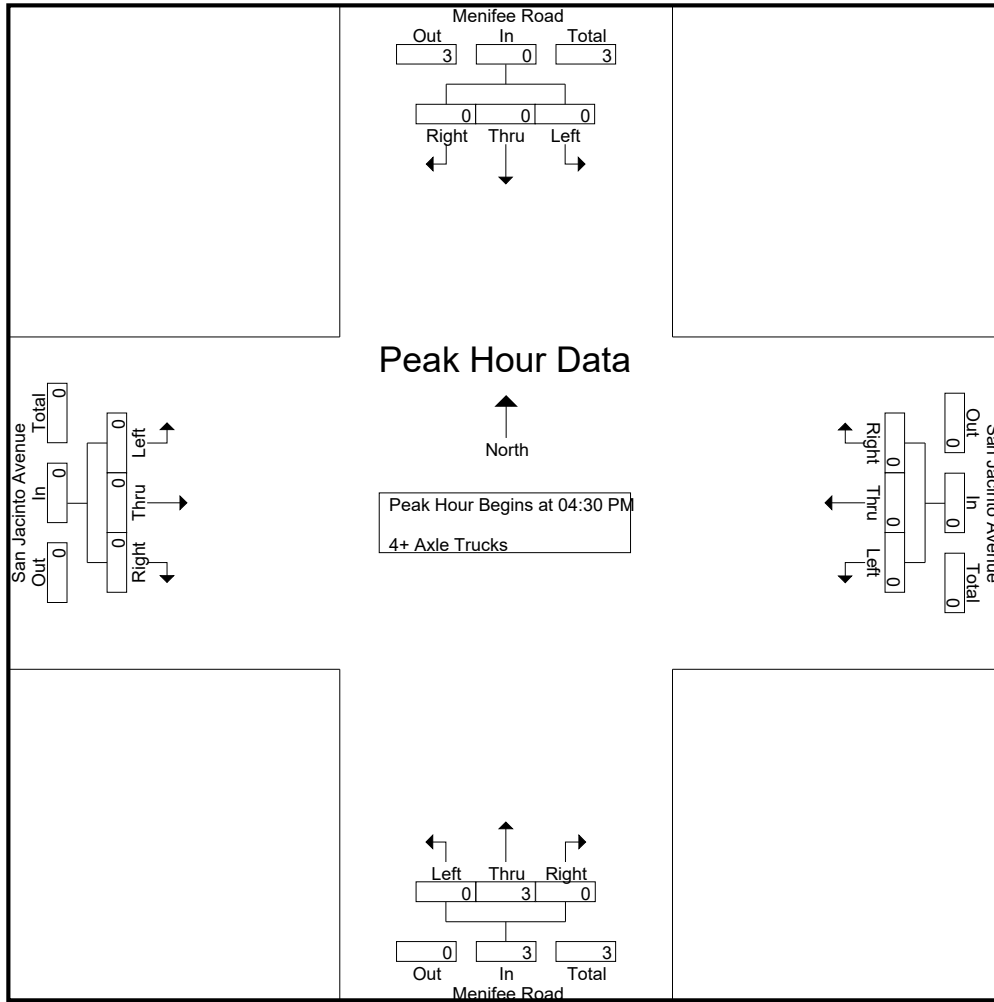
Groups Printed- 4+ Axle Trucks

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
04:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	2	2	0	0	0	0	0	4	0	4	1	0	1	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	2	2	0	0	0	0	0	5	0	5	1	0	1	2	9
Apprch %	0	0	100		0	0	0		0	100	0		50	0	50		
Total %	0	0	22.2	22.2	0	0	0	0	0	55.6	0	55.6	11.1	0	11.1	22.2	

Start Time	Menifee Road Southbound				San Jacinto Avenue Westbound				Menifee Road Northbound				San Jacinto Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.750

County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue
 Weather: Clear

File Name : 54_CRV_Men_San J PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

Location: County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg San Jacinto Avenue	South Leg Menifee Road	West Leg San Jacinto Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Menifee Road	East Leg San Jacinto Avenue	South Leg Menifee Road	West Leg San Jacinto Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	2	0	0	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	1	0	0	3

Location: County of Riverside
 N/S: Menifee Road
 E/W: San Jacinto Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound San Jacinto Avenue			Northbound Menifee Road			Eastbound San Jacinto Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Menifee Road			Westbound San Jacinto Avenue			Northbound Menifee Road			Eastbound San Jacinto Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

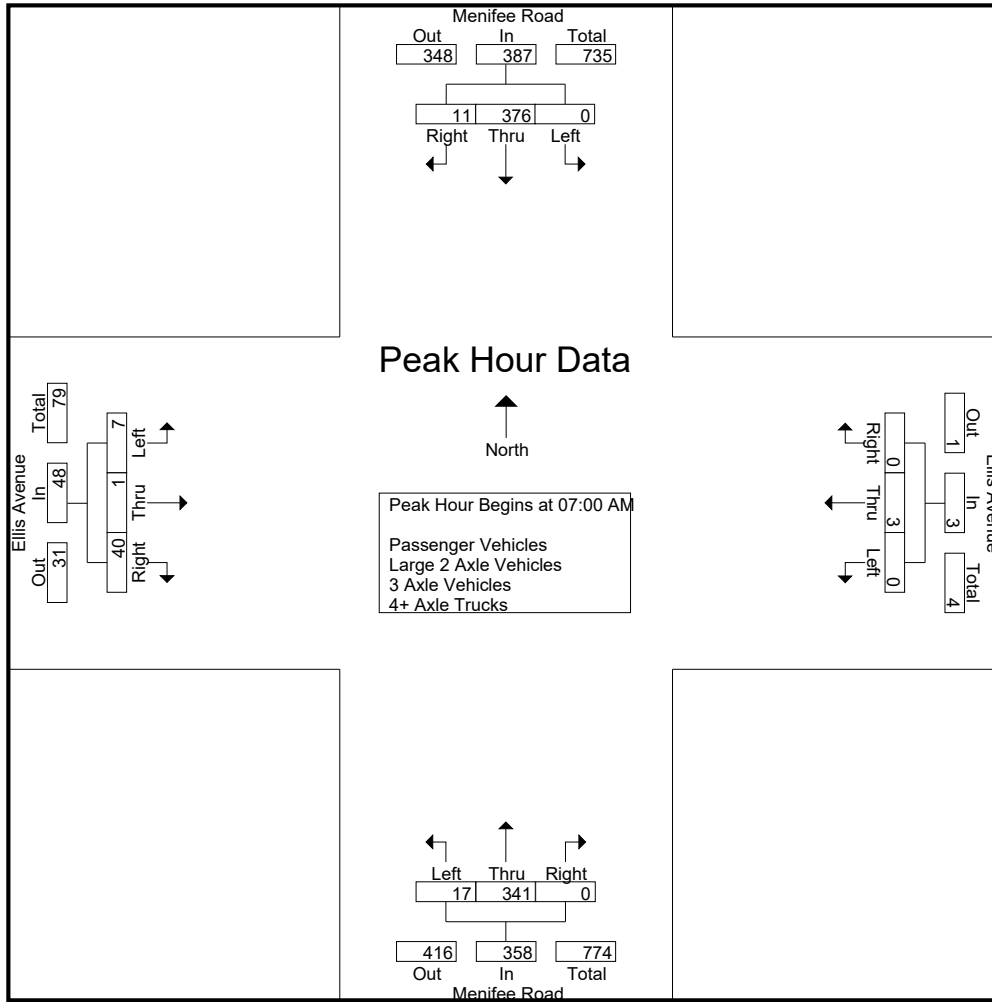
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	86	1	87	0	0	0	0	0	71	0	71	1	1	9	11	169
07:15 AM	0	110	4	114	0	0	0	0	1	85	0	86	2	0	16	18	218
07:30 AM	0	102	4	106	0	0	0	0	6	86	0	92	3	0	8	11	209
07:45 AM	0	78	2	80	0	3	0	3	10	99	0	109	1	0	7	8	200
Total	0	376	11	387	0	3	0	3	17	341	0	358	7	1	40	48	796
08:00 AM	0	69	3	72	0	0	0	0	3	78	0	81	5	1	4	10	163
08:15 AM	0	56	3	59	1	0	0	1	3	52	0	55	5	0	2	7	122
08:30 AM	0	60	1	61	0	0	1	1	1	39	0	40	4	0	6	10	112
08:45 AM	0	61	3	64	0	0	0	0	4	42	0	46	1	0	0	1	111
Total	0	246	10	256	1	0	1	2	11	211	0	222	15	1	12	28	508
Grand Total	0	622	21	643	1	3	1	5	28	552	0	580	22	2	52	76	1304
Apprch %	0	96.7	3.3		20	60	20		4.8	95.2	0		28.9	2.6	68.4		
Total %	0	47.7	1.6	49.3	0.1	0.2	0.1	0.4	2.1	42.3	0	44.5	1.7	0.2	4	5.8	
Passenger Vehicles	0	606	21	627	1	3	1	5	28	529	0	557	22	2	50	74	1263
% Passenger Vehicles	0	97.4	100	97.5	100	100	100	100	100	95.8	0	96	100	100	96.2	97.4	96.9
Large 2 Axle Vehicles	0	11	0	11	0	0	0	0	0	18	0	18	0	0	2	2	31
% Large 2 Axle Vehicles	0	1.8	0	1.7	0	0	0	0	0	3.3	0	3.1	0	0	3.8	2.6	2.4
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
% 4+ Axle Trucks	0	0.8	0	0.8	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0.7

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	86	1	87	0	0	0	0	0	71	0	71	1	1	9	11	169
07:15 AM	0	110	4	114	0	0	0	0	1	85	0	86	2	0	16	18	218
07:30 AM	0	102	4	106	0	0	0	0	6	86	0	92	3	0	8	11	209
07:45 AM	0	78	2	80	0	3	0	3	10	99	0	109	1	0	7	8	200
Total Volume	0	376	11	387	0	3	0	3	17	341	0	358	7	1	40	48	796
% App. Total	0	97.2	2.8		0	100	0		4.7	95.3	0		14.6	2.1	83.3		
PHF	.000	.855	.688	.849	.000	.250	.000	.250	.425	.861	.000	.821	.583	.250	.625	.667	.913

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM				07:45 AM				07:15 AM				07:00 AM			
+0 mins.	0	86	1	87	0	3	0	3	1	85	0	86	1	1	9	11
+15 mins.	0	110	4	114	0	0	0	0	6	86	0	92	2	0	16	18
+30 mins.	0	102	4	106	1	0	0	1	10	99	0	109	3	0	8	11
+45 mins.	0	78	2	80	0	0	1	1	3	78	0	81	1	0	7	8
Total Volume	0	376	11	387	1	3	1	5	20	348	0	368	7	1	40	48
% App. Total	0	97.2	2.8		20	60	20		5.4	94.6	0		14.6	2.1	83.3	
PHF	.000	.855	.688	.849	.250	.250	.250	.417	.500	.879	.000	.844	.583	.250	.625	.667

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

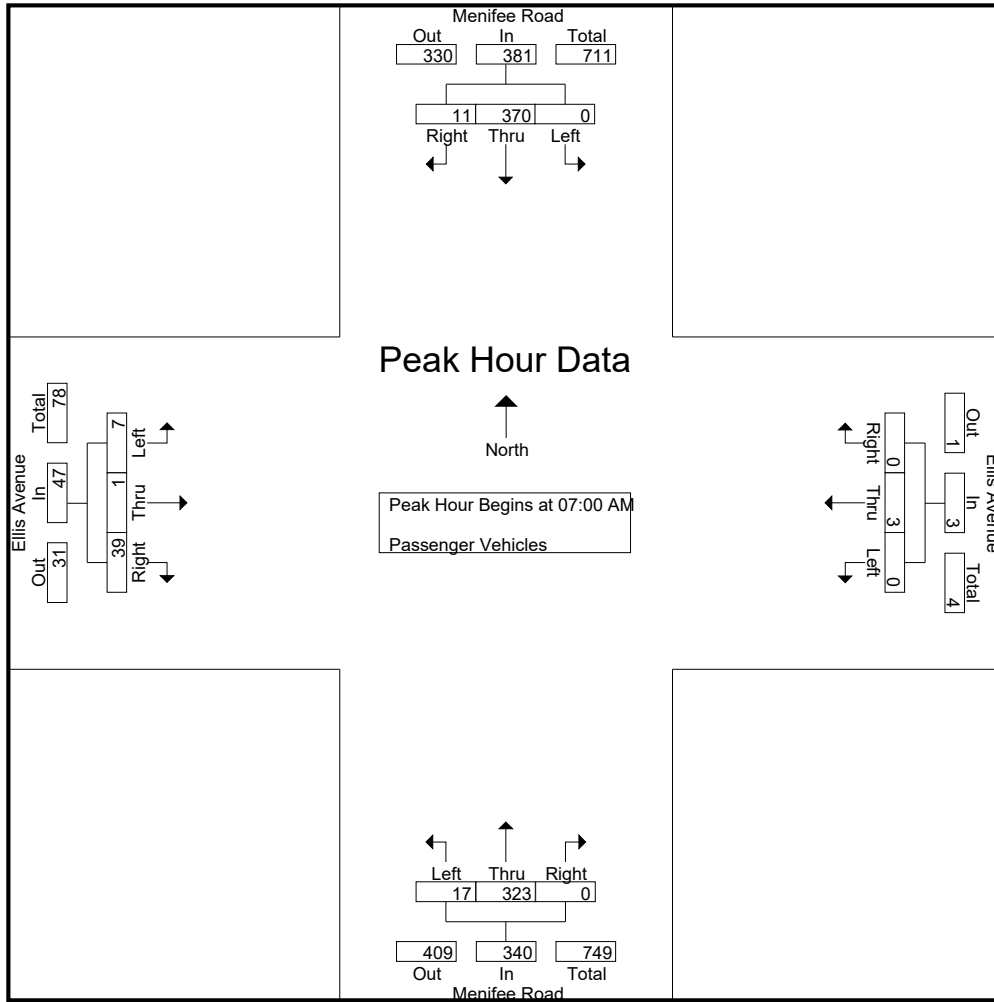
Groups Printed- Passenger Vehicles

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	84	1	85	0	0	0	0	0	67	0	67	1	1	9	11	163	
07:15 AM	0	109	4	113	0	0	0	0	0	1	81	0	82	2	0	15	17	212
07:30 AM	0	101	4	105	0	0	0	0	0	6	81	0	87	3	0	8	11	203
07:45 AM	0	76	2	78	0	3	0	3	3	10	94	0	104	1	0	7	8	193
Total	0	370	11	381	0	3	0	3	3	17	323	0	340	7	1	39	47	771
08:00 AM	0	66	3	69	0	0	0	0	0	3	76	0	79	5	1	3	9	157
08:15 AM	0	53	3	56	1	0	0	1	1	3	51	0	54	5	0	2	7	118
08:30 AM	0	59	1	60	0	0	1	1	1	1	38	0	39	4	0	6	10	110
08:45 AM	0	58	3	61	0	0	0	0	0	4	41	0	45	1	0	0	1	107
Total	0	236	10	246	1	0	1	2	2	11	206	0	217	15	1	11	27	492
Grand Total	0	606	21	627	1	3	1	5	5	28	529	0	557	22	2	50	74	1263
Apprch %	0	96.7	3.3		20	60	20			5	95	0		29.7	2.7	67.6		
Total %	0	48	1.7	49.6	0.1	0.2	0.1	0.4	0.4	2.2	41.9	0	44.1	1.7	0.2	4	5.9	

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	84	1	85	0	0	0	0	0	67	0	67	1	1	9	11	163	
07:15 AM	0	109	4	113	0	0	0	0	0	1	81	0	82	2	0	15	17	212
07:30 AM	0	101	4	105	0	0	0	0	0	6	81	0	87	3	0	8	11	203
07:45 AM	0	76	2	78	0	3	0	3	3	10	94	0	104	1	0	7	8	193
Total Volume	0	370	11	381	0	3	0	3	3	17	323	0	340	7	1	39	47	771
% App. Total	0	97.1	2.9		0	100	0			5	95	0		14.9	2.1	83		
PHF	.000	.849	.688	.843	.000	.250	.000	.250	.250	.425	.859	.000	.817	.583	.250	.650	.691	.909

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	84	1	85	0	0	0	0	0	67	0	67	1	1	9	11
+15 mins.	0	109	4	113	0	0	0	0	1	81	0	82	2	0	15	17
+30 mins.	0	101	4	105	0	0	0	0	6	81	0	87	3	0	8	11
+45 mins.	0	76	2	78	0	3	0	3	10	94	0	104	1	0	7	8
Total Volume	0	370	11	381	0	3	0	3	17	323	0	340	7	1	39	47
% App. Total	0	97.1	2.9		0	100	0		5	95	0		14.9	2.1	83	
PHF	.000	.849	.688	.843	.000	.250	.000	.250	.425	.859	.000	.817	.583	.250	.650	.691

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

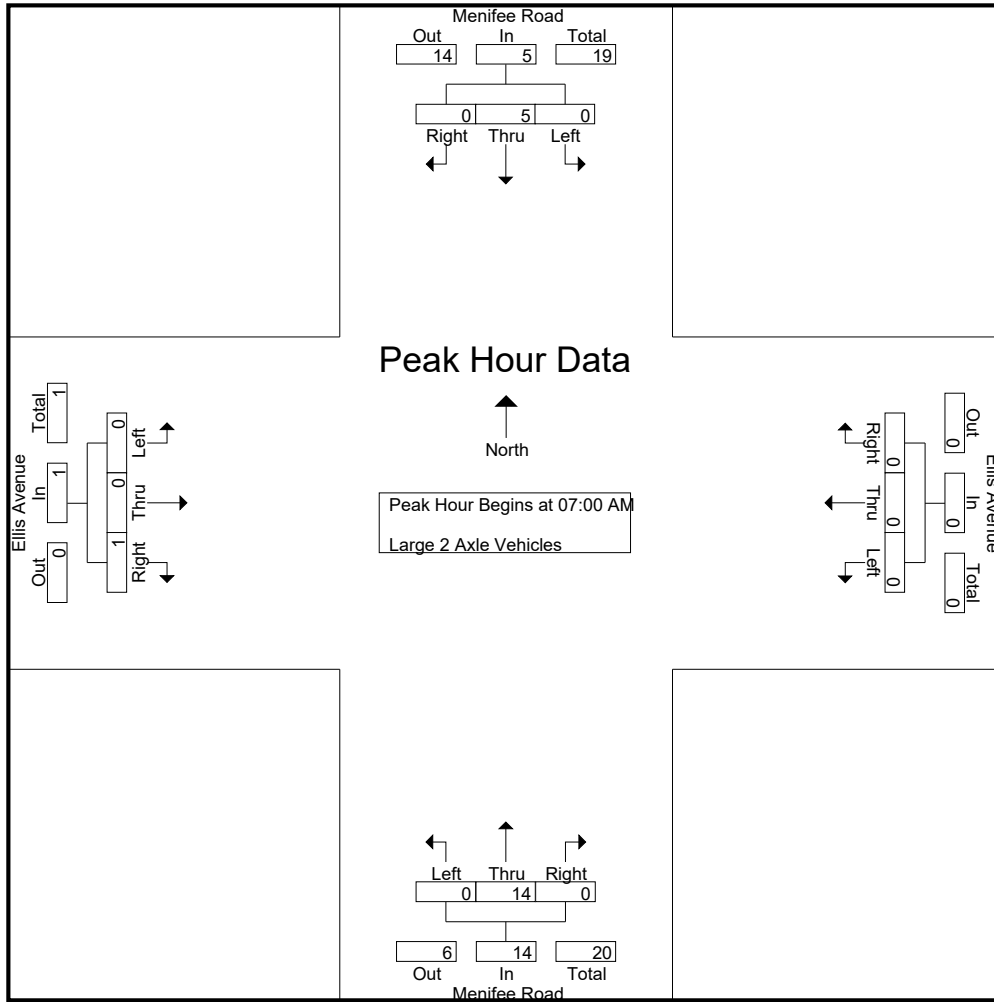
Groups Printed- Large 2 Axle Vehicles

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1	6
07:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total	0	5	0	5	0	0	0	0	0	14	0	14	0	0	1	1	20
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	1	1	6
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	6	0	6	0	0	0	0	0	4	0	4	0	0	1	1	11
Grand Total	0	11	0	11	0	0	0	0	0	18	0	18	0	0	2	2	31
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	35.5	0	35.5	0	0	0	0	0	58.1	0	58.1	0	0	6.5	6.5	

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1	6
07:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total Volume	0	5	0	5	0	0	0	0	0	14	0	14	0	0	1	1	20
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.250	.250	.833

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM							
+0 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1
+30 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	14	0	14	0	0	1	1
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.250	.250

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

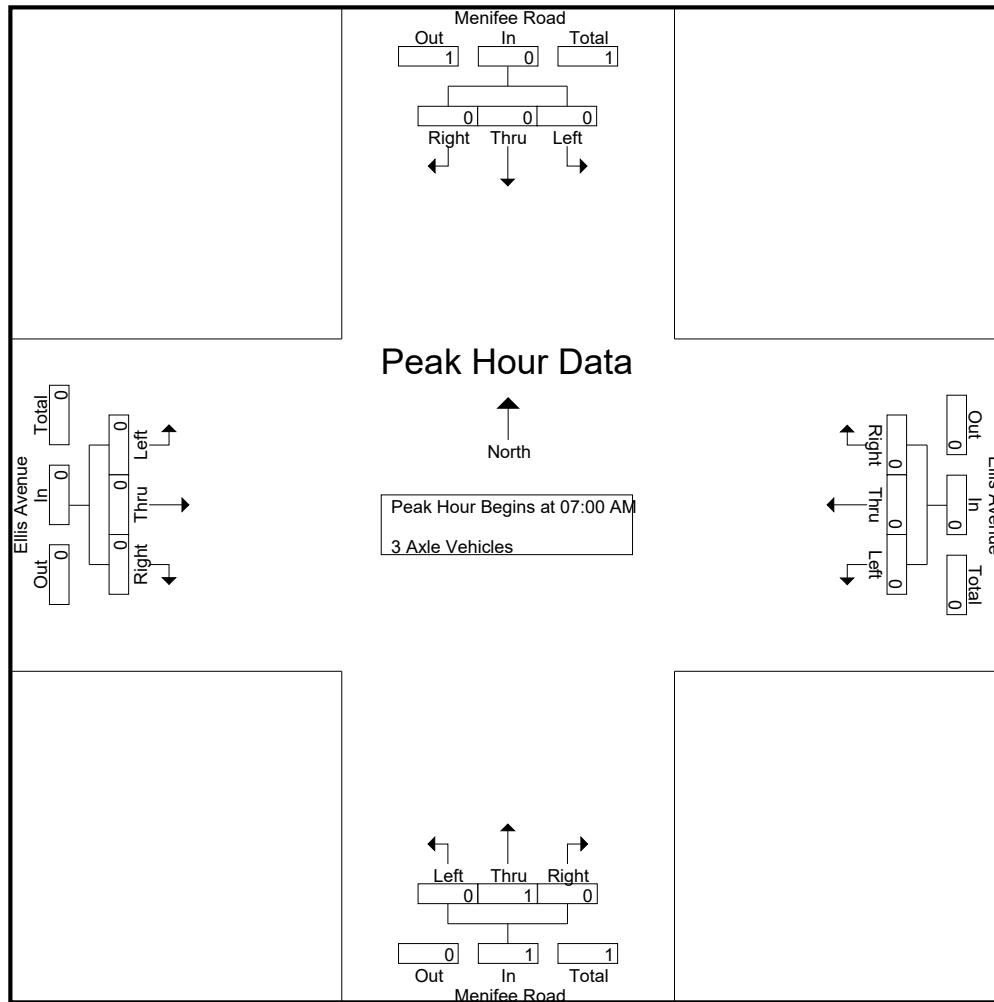
Groups Printed- 3 Axle Vehicles

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

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

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis AM
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

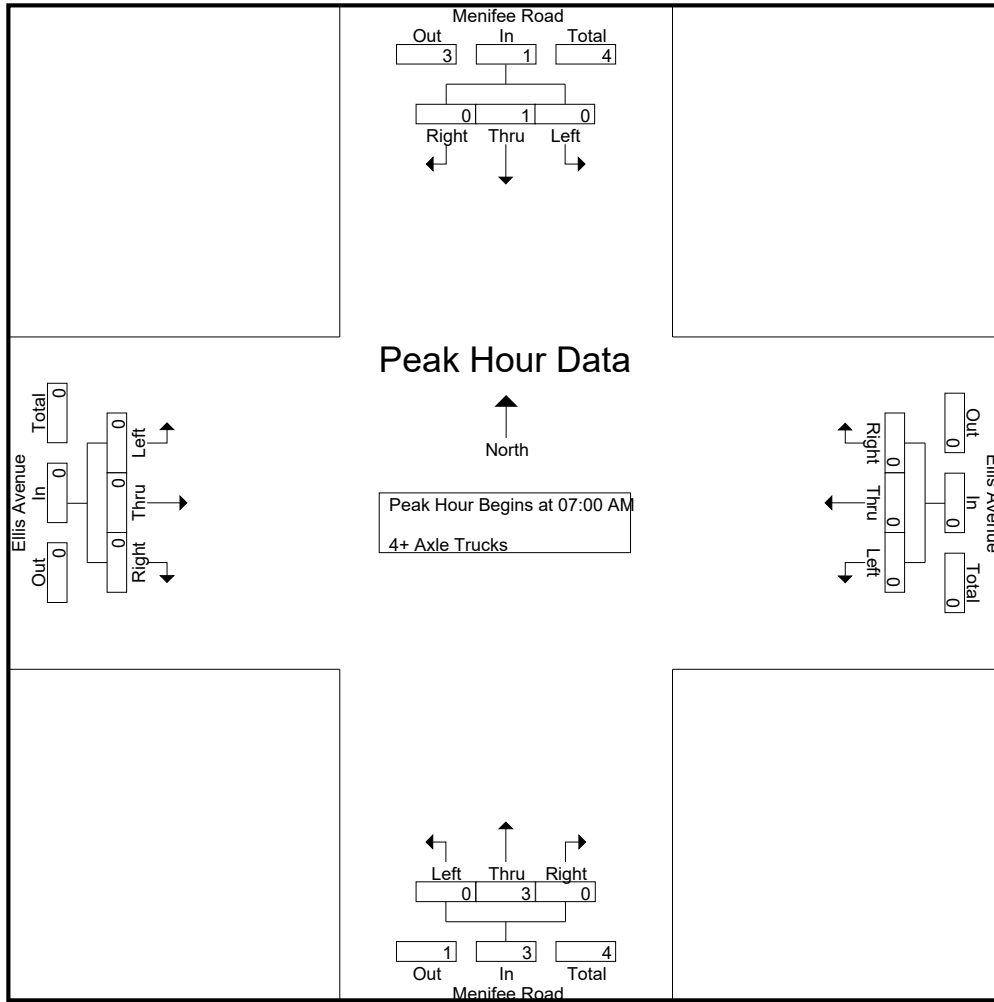
Groups Printed- 4+ Axle Trucks

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Grand Total	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	55.6	0	55.6	0	0	0	0	0	44.4	0	44.4	0	0	0	0	

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

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

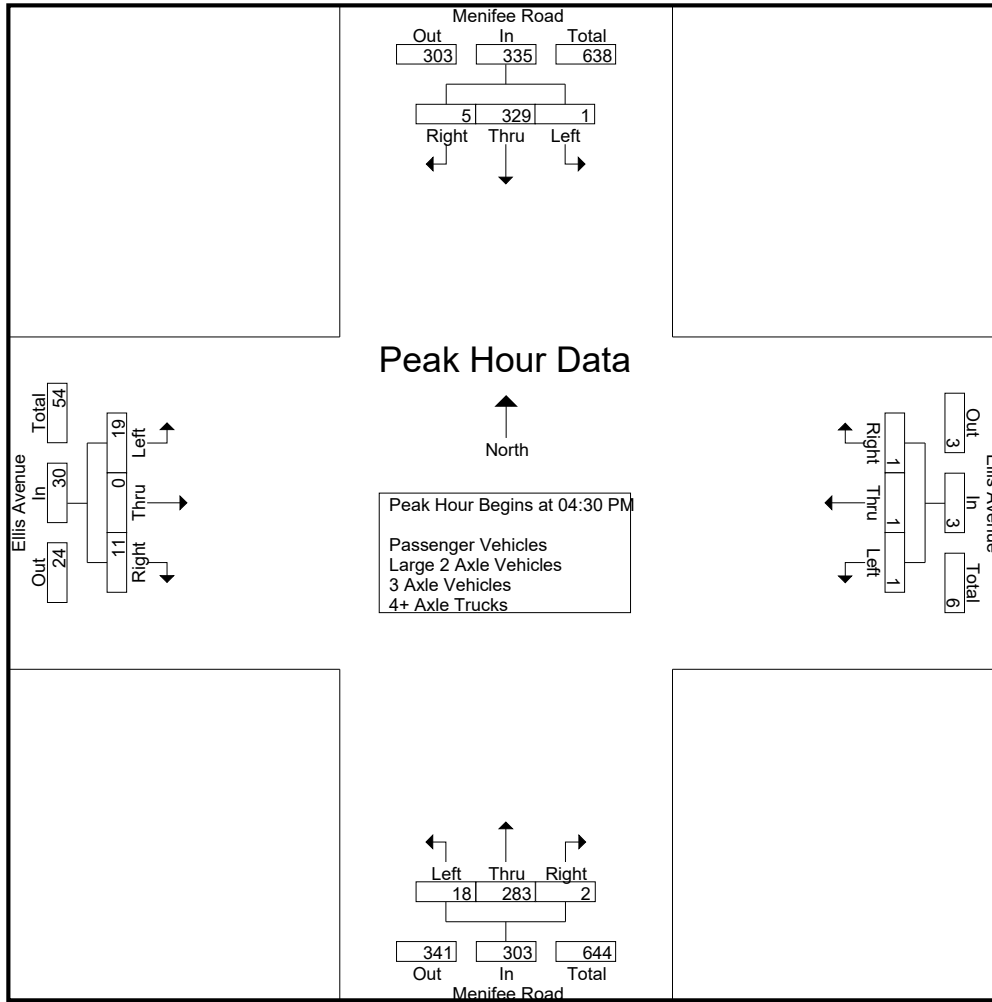
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	85	1	87	0	1	1	2	4	82	0	86	1	1	4	6	181
04:15 PM	0	72	3	75	0	0	0	0	5	54	0	59	4	0	7	11	145
04:30 PM	0	78	1	79	0	0	0	0	1	69	0	70	6	0	4	10	159
04:45 PM	0	80	1	81	0	0	0	0	7	66	2	75	4	0	3	7	163
Total	1	315	6	322	0	1	1	2	17	271	2	290	15	1	18	34	648
05:00 PM	0	85	1	86	1	0	0	1	4	88	0	92	3	0	3	6	185
05:15 PM	1	86	2	89	0	1	1	2	6	60	0	66	6	0	1	7	164
05:30 PM	0	74	2	76	0	0	0	0	3	73	1	77	2	0	3	5	158
05:45 PM	0	60	2	62	1	0	0	1	1	68	0	69	6	0	4	10	142
Total	1	305	7	313	2	1	1	4	14	289	1	304	17	0	11	28	649
Grand Total	2	620	13	635	2	2	2	6	31	560	3	594	32	1	29	62	1297
Apprch %	0.3	97.6	2		33.3	33.3	33.3		5.2	94.3	0.5		51.6	1.6	46.8		
Total %	0.2	47.8	1	49	0.2	0.2	0.2	0.5	2.4	43.2	0.2	45.8	2.5	0.1	2.2	4.8	
Passenger Vehicles	2	610	12	624	2	2	2	6	31	548	3	582	31	1	28	60	1272
% Passenger Vehicles	100	98.4	92.3	98.3	100	100	100	100	100	97.9	100	98	96.9	100	96.6	96.8	98.1
Large 2 Axle Vehicles	0	9	1	10	0	0	0	0	0	7	0	7	0	0	1	1	18
% Large 2 Axle Vehicles	0	1.5	7.7	1.6	0	0	0	0	0	1.2	0	1.2	0	0	3.4	1.6	1.4
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	0	0	0	3.1	0	0	1.6	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0.4

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	78	1	79	0	0	0	0	1	69	0	70	6	0	4	10	159
04:45 PM	0	80	1	81	0	0	0	0	7	66	2	75	4	0	3	7	163
05:00 PM	0	85	1	86	1	0	0	1	4	88	0	92	3	0	3	6	185
05:15 PM	1	86	2	89	0	1	1	2	6	60	0	66	6	0	1	7	164
Total Volume	1	329	5	335	1	1	1	3	18	283	2	303	19	0	11	30	671
% App. Total	0.3	98.2	1.5		33.3	33.3	33.3		5.9	93.4	0.7		63.3	0	36.7		
PHF	.250	.956	.625	.941	.250	.250	.250	.375	.643	.804	.250	.823	.792	.000	.688	.750	.907

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis PM
 Site Code : 05120169
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	78	1	79	1	0	0	1	7	66	2	75	1	1	4	6
+15 mins.	0	80	1	81	0	1	1	2	4	88	0	92	4	0	7	11
+30 mins.	0	85	1	86	0	0	0	0	6	60	0	66	6	0	4	10
+45 mins.	1	86	2	89	1	0	0	1	3	73	1	77	4	0	3	7
Total Volume	1	329	5	335	2	1	1	4	20	287	3	310	15	1	18	34
% App. Total	0.3	98.2	1.5		50	25	25		6.5	92.6	1		44.1	2.9	52.9	
PHF	.250	.956	.625	.941	.500	.250	.250	.500	.714	.815	.375	.842	.625	.250	.643	.773

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis PM
 Site Code : 05120169
 Start Date : 3/11/2020
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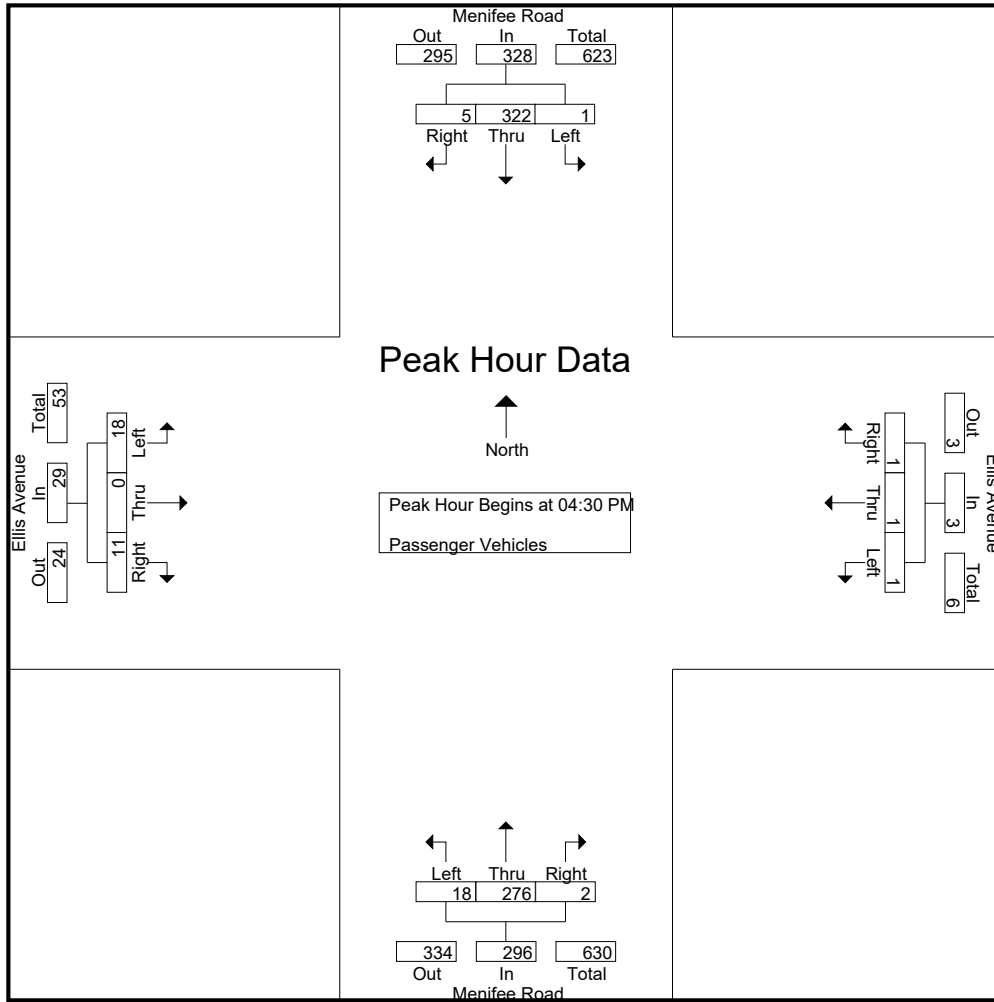
Groups Printed- Passenger Vehicles

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	84	1	86	0	1	1	2	4	80	0	84	1	1	4	6	178
04:15 PM	0	71	3	74	0	0	0	0	5	54	0	59	4	0	6	10	143
04:30 PM	0	76	1	77	0	0	0	0	1	67	0	68	5	0	4	9	154
04:45 PM	0	80	1	81	0	0	0	0	7	62	2	71	4	0	3	7	159
Total	1	311	6	318	0	1	1	2	17	263	2	282	14	1	17	32	634
05:00 PM	0	83	1	84	1	0	0	1	4	88	0	92	3	0	3	6	183
05:15 PM	1	83	2	86	0	1	1	2	6	59	0	65	6	0	1	7	160
05:30 PM	0	73	1	74	0	0	0	0	3	70	1	74	2	0	3	5	153
05:45 PM	0	60	2	62	1	0	0	1	1	68	0	69	6	0	4	10	142
Total	1	299	6	306	2	1	1	4	14	285	1	300	17	0	11	28	638
Grand Total	2	610	12	624	2	2	2	6	31	548	3	582	31	1	28	60	1272
Apprch %	0.3	97.8	1.9		33.3	33.3	33.3		5.3	94.2	0.5		51.7	1.7	46.7		
Total %	0.2	48	0.9	49.1	0.2	0.2	0.2	0.5	2.4	43.1	0.2	45.8	2.4	0.1	2.2	4.7	

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	76	1	77	0	0	0	0	1	67	0	68	5	0	4	9	154
04:45 PM	0	80	1	81	0	0	0	0	7	62	2	71	4	0	3	7	159
05:00 PM	0	83	1	84	1	0	0	1	4	88	0	92	3	0	3	6	183
05:15 PM	1	83	2	86	0	1	1	2	6	59	0	65	6	0	1	7	160
Total Volume	1	322	5	328	1	1	1	3	18	276	2	296	18	0	11	29	656
% App. Total	0.3	98.2	1.5		33.3	33.3	33.3		6.1	93.2	0.7		62.1	0	37.9		
PHF	.250	.970	.625	.953	.250	.250	.250	.375	.643	.784	.250	.804	.750	.000	.688	.806	.896

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	76	1	77	0	0	0	0	1	67	0	68	5	0	4	9
+15 mins.	0	80	1	81	0	0	0	0	7	62	2	71	4	0	3	7
+30 mins.	0	83	1	84	1	0	0	1	4	88	0	92	3	0	3	6
+45 mins.	1	83	2	86	0	1	1	2	6	59	0	65	6	0	1	7
Total Volume	1	322	5	328	1	1	1	3	18	276	2	296	18	0	11	29
% App. Total	0.3	98.2	1.5		33.3	33.3	33.3		6.1	93.2	0.7		62.1	0	37.9	
PHF	.250	.970	.625	.953	.250	.250	.250	.375	.643	.784	.250	.804	.750	.000	.688	.806

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

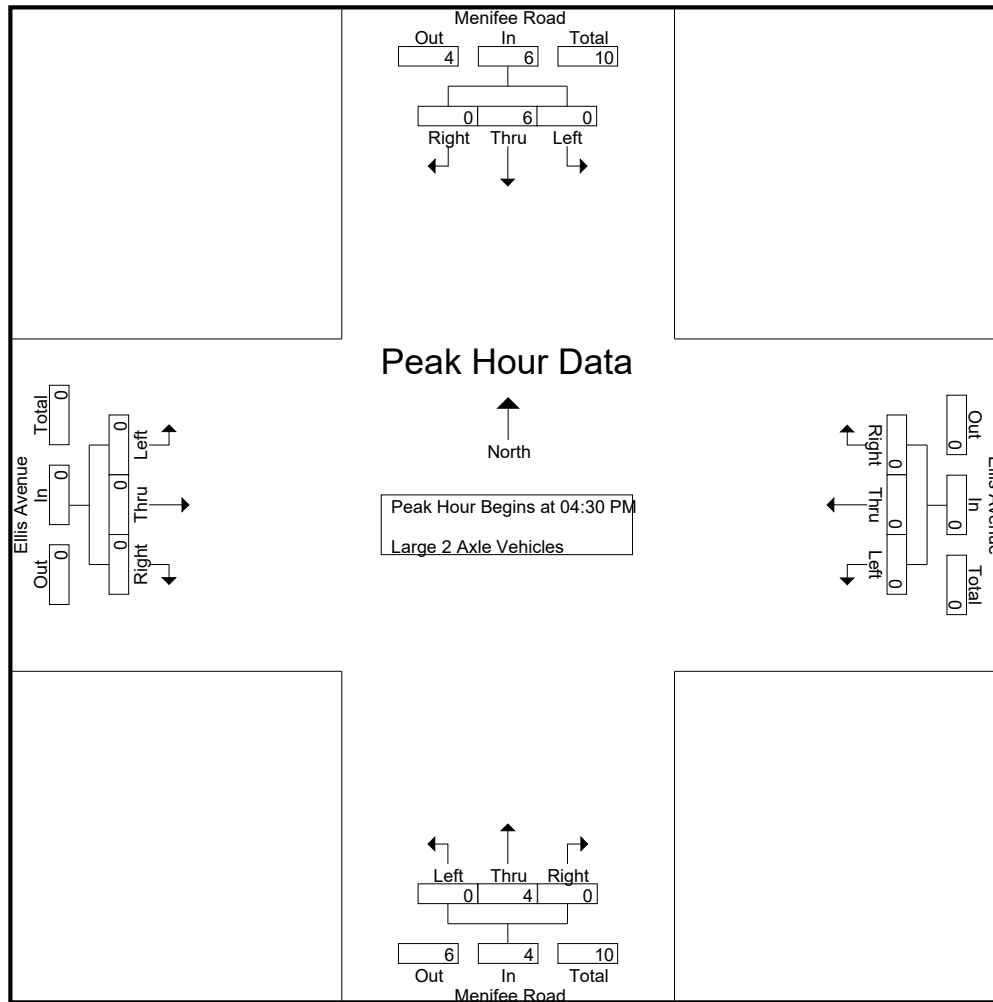
Groups Printed- Large 2 Axle Vehicles

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
04:30 PM	0	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	4	0	4	0	0	0	0	0	0	4	0	4	0	1	0	1	9
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	1	2	0	0	0	0	0	0	3	0	3	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	1	6	0	0	0	0	0	0	3	0	3	0	0	0	0	9
Grand Total	0	9	1	10	0	0	0	0	0	0	7	0	7	0	0	1	1	18
Apprch %	0	90	10		0	0	0		0	100	0		0	0	100			
Total %	0	50	5.6	55.6	0	0	0	0	0	38.9	0	38.9	0	0	5.6	5.6		

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	0	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	6	0	6	0	0	0	0	0	0	4	0	4	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0			
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.833

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

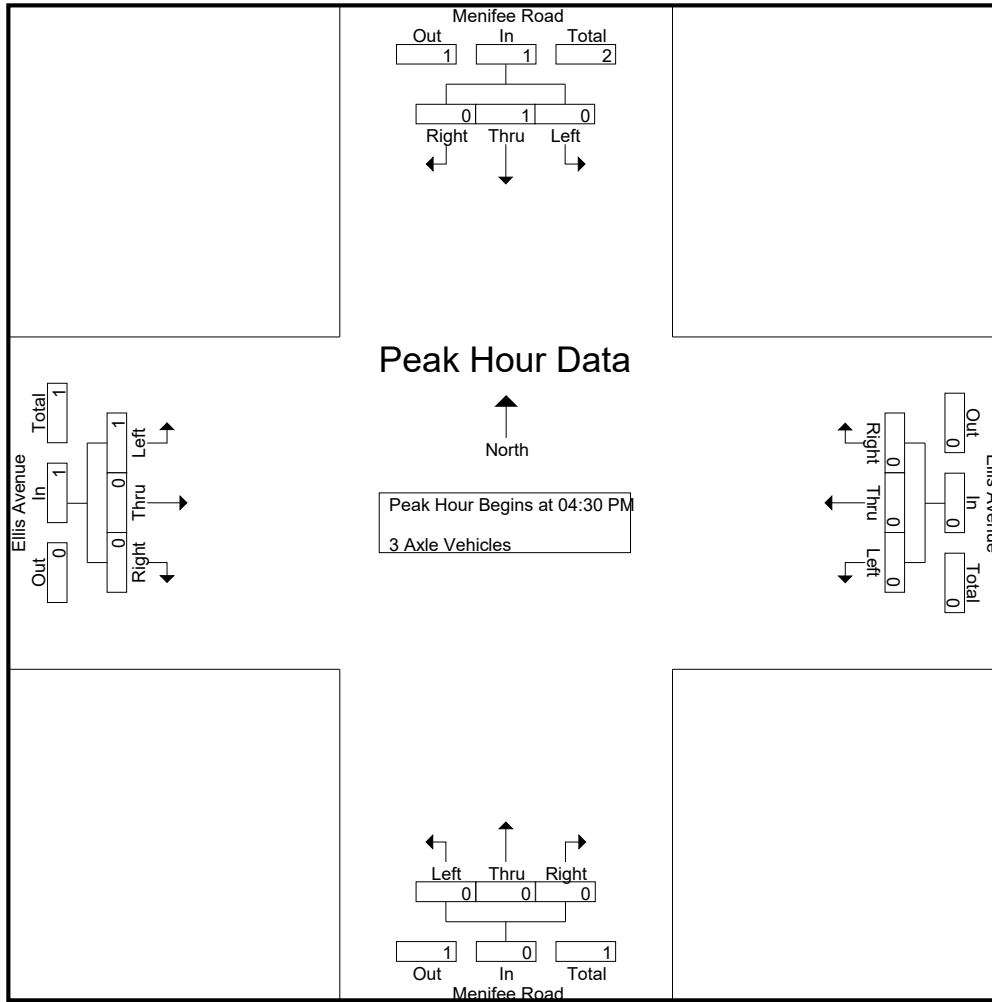
Groups Printed- 3 Axle Vehicles

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Apprch %	0	100	0		0	0	0		0	0	0		100	0	0		
Total %	0	50	0	50	0	0	0	0	0	0	0	0	50	0	0	50	

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	100	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

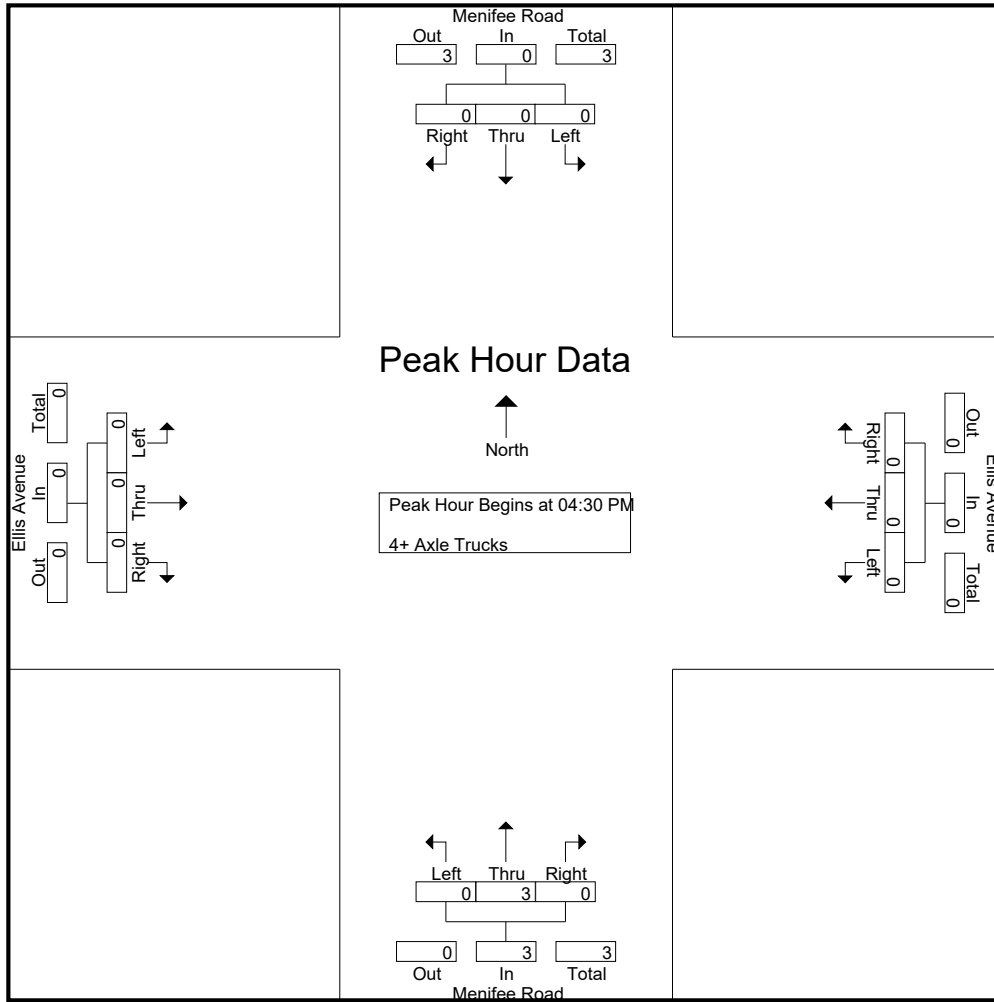
Groups Printed- 4+ Axle Trucks

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

Start Time	Menifee Road Southbound				Ellis Avenue Westbound				Menifee Road Northbound				Ellis Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.750

County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue
 Weather: Clear

File Name : 55_CRV_Men_Ellis PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

Location: County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Ellis Avenue	South Leg Menifee Road	West Leg Ellis Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Menifee Road	East Leg Ellis Avenue	South Leg Menifee Road	West Leg Ellis Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Menifee Road
 E/W: Ellis Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Ellis Avenue			Northbound Menifee Road			Eastbound Ellis Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Menifee Road			Westbound Ellis Avenue			Northbound Menifee Road			Eastbound Ellis Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

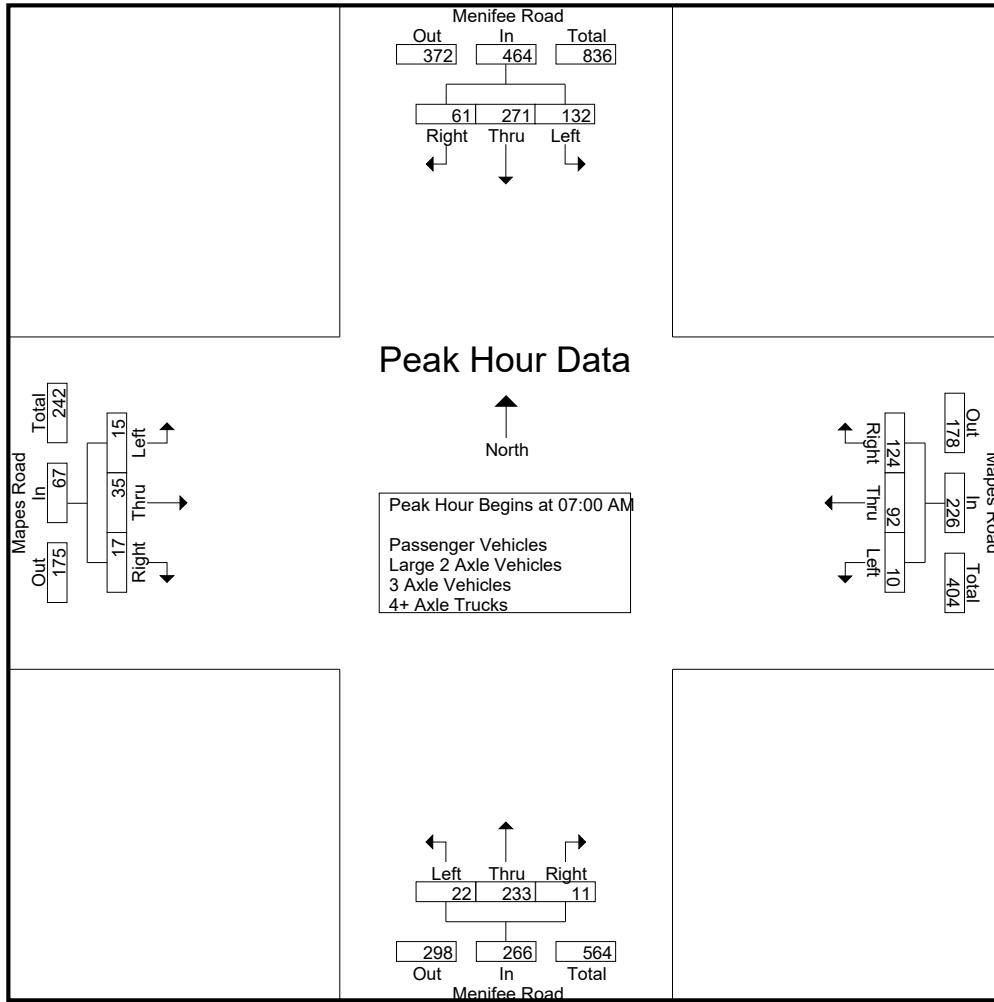
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	24	68	10	102	1	19	26	46	5	43	2	50	6	11	7	24	222
07:15 AM	52	80	16	148	3	20	31	54	5	53	1	59	1	9	2	12	273
07:30 AM	36	60	16	112	4	27	28	59	6	68	5	79	6	7	3	16	266
07:45 AM	20	63	19	102	2	26	39	67	6	69	3	78	2	8	5	15	262
Total	132	271	61	464	10	92	124	226	22	233	11	266	15	35	17	67	1023
08:00 AM	17	55	13	85	1	11	31	43	4	48	6	58	3	10	1	14	200
08:15 AM	11	45	7	63	2	10	19	31	5	33	2	40	3	7	4	14	148
08:30 AM	14	44	10	68	0	13	10	23	2	24	1	27	5	5	3	13	131
08:45 AM	9	48	12	69	3	4	14	21	3	28	2	33	6	2	2	10	133
Total	51	192	42	285	6	38	74	118	14	133	11	158	17	24	10	51	612
Grand Total	183	463	103	749	16	130	198	344	36	366	22	424	32	59	27	118	1635
Apprch %	24.4	61.8	13.8		4.7	37.8	57.6		8.5	86.3	5.2		27.1	50	22.9		
Total %	11.2	28.3	6.3	45.8	1	8	12.1	21	2.2	22.4	1.3	25.9	2	3.6	1.7	7.2	
Passenger Vehicles	180	448	102	730	12	129	195	336	36	352	18	406	31	58	26	115	1587
% Passenger Vehicles	98.4	96.8	99	97.5	75	99.2	98.5	97.7	100	96.2	81.8	95.8	96.9	98.3	96.3	97.5	97.1
Large 2 Axle Vehicles	3	10	1	14	1	1	3	5	0	9	1	10	1	1	1	3	32
% Large 2 Axle Vehicles	1.6	2.2	1	1.9	6.2	0.8	1.5	1.5	0	2.5	4.5	2.4	3.1	1.7	3.7	2.5	2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	5	0	5	3	0	0	3	0	4	3	7	0	0	0	0	15
% 4+ Axle Trucks	0	1.1	0	0.7	18.8	0	0	0.9	0	1.1	13.6	1.7	0	0	0	0	0.9

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	24	68	10	102	1	19	26	46	5	43	2	50	6	11	7	24	222
07:15 AM	52	80	16	148	3	20	31	54	5	53	1	59	1	9	2	12	273
07:30 AM	36	60	16	112	4	27	28	59	6	68	5	79	6	7	3	16	266
07:45 AM	20	63	19	102	2	26	39	67	6	69	3	78	2	8	5	15	262
Total Volume	132	271	61	464	10	92	124	226	22	233	11	266	15	35	17	67	1023
% App. Total	28.4	58.4	13.1		4.4	40.7	54.9		8.3	87.6	4.1		22.4	52.2	25.4		
PHF	.635	.847	.803	.784	.625	.852	.795	.843	.917	.844	.550	.842	.625	.795	.607	.698	.937

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	24	68	10	102	1	19	26	46	5	53	1	59	6	11	7	24
+15 mins.	52	80	16	148	3	20	31	54	6	68	5	79	1	9	2	12
+30 mins.	36	60	16	112	4	27	28	59	6	69	3	78	6	7	3	16
+45 mins.	20	63	19	102	2	26	39	67	4	48	6	58	2	8	5	15
Total Volume	132	271	61	464	10	92	124	226	21	238	15	274	15	35	17	67
% App. Total	28.4	58.4	13.1		4.4	40.7	54.9		7.7	86.9	5.5		22.4	52.2	25.4	
PHF	.635	.847	.803	.784	.625	.852	.795	.843	.875	.862	.625	.867	.625	.795	.607	.698

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

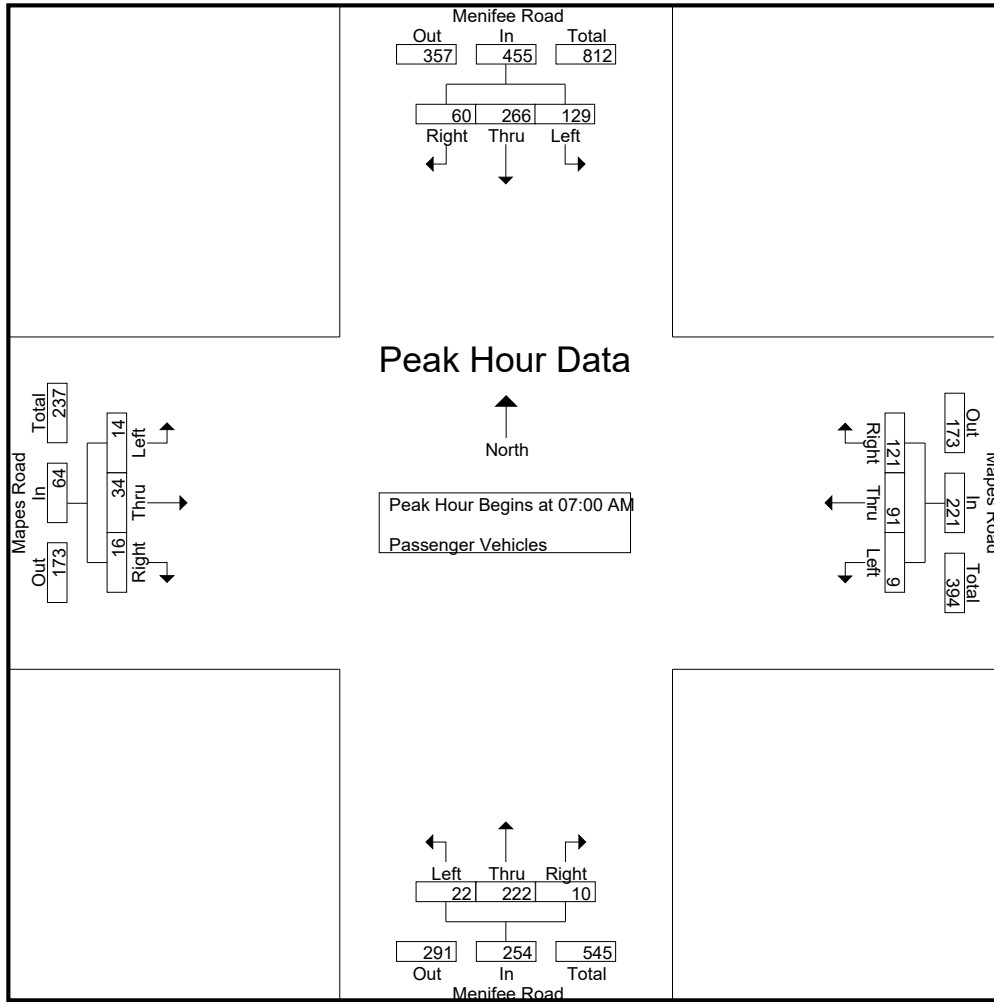
Groups Printed- Passenger Vehicles

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	22	66	10	98	1	19	24	44	5	41	2	48	6	10	6	22	212
07:15 AM	51	79	16	146	2	19	30	51	5	50	0	55	1	9	2	12	264
07:30 AM	36	60	16	112	4	27	28	59	6	65	5	76	5	7	3	15	262
07:45 AM	20	61	18	99	2	26	39	67	6	66	3	75	2	8	5	15	256
Total	129	266	60	455	9	91	121	221	22	222	10	254	14	34	16	64	994
08:00 AM	17	52	13	82	1	11	31	43	4	46	4	54	3	10	1	14	193
08:15 AM	11	41	7	59	0	10	19	29	5	33	2	40	3	7	4	14	142
08:30 AM	14	43	10	67	0	13	10	23	2	23	1	26	5	5	3	13	129
08:45 AM	9	46	12	67	2	4	14	20	3	28	1	32	6	2	2	10	129
Total	51	182	42	275	3	38	74	115	14	130	8	152	17	24	10	51	593
Grand Total	180	448	102	730	12	129	195	336	36	352	18	406	31	58	26	115	1587
Apprch %	24.7	61.4	14		3.6	38.4	58		8.9	86.7	4.4		27	50.4	22.6		
Total %	11.3	28.2	6.4	46	0.8	8.1	12.3	21.2	2.3	22.2	1.1	25.6	2	3.7	1.6	7.2	

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	22	66	10	98	1	19	24	44	5	41	2	48	6	10	6	22	212
07:15 AM	51	79	16	146	2	19	30	51	5	50	0	55	1	9	2	12	264
07:30 AM	36	60	16	112	4	27	28	59	6	65	5	76	5	7	3	15	262
07:45 AM	20	61	18	99	2	26	39	67	6	66	3	75	2	8	5	15	256
Total Volume	129	266	60	455	9	91	121	221	22	222	10	254	14	34	16	64	994
% App. Total	28.4	58.5	13.2		4.1	41.2	54.8		8.7	87.4	3.9		21.9	53.1	25		
PHF	.632	.842	.833	.779	.563	.843	.776	.825	.917	.841	.500	.836	.583	.850	.667	.727	.941

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	22	66	10	98	1	19	24	44	5	41	2	48	6	10	6	22
+15 mins.	51	79	16	146	2	19	30	51	5	50	0	55	1	9	2	12
+30 mins.	36	60	16	112	4	27	28	59	6	65	5	76	5	7	3	15
+45 mins.	20	61	18	99	2	26	39	67	6	66	3	75	2	8	5	15
Total Volume	129	266	60	455	9	91	121	221	22	222	10	254	14	34	16	64
% App. Total	28.4	58.5	13.2		4.1	41.2	54.8		8.7	87.4	3.9		21.9	53.1	25	
PHF	.632	.842	.833	.779	.563	.843	.776	.825	.917	.841	.500	.836	.583	.850	.667	.727

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

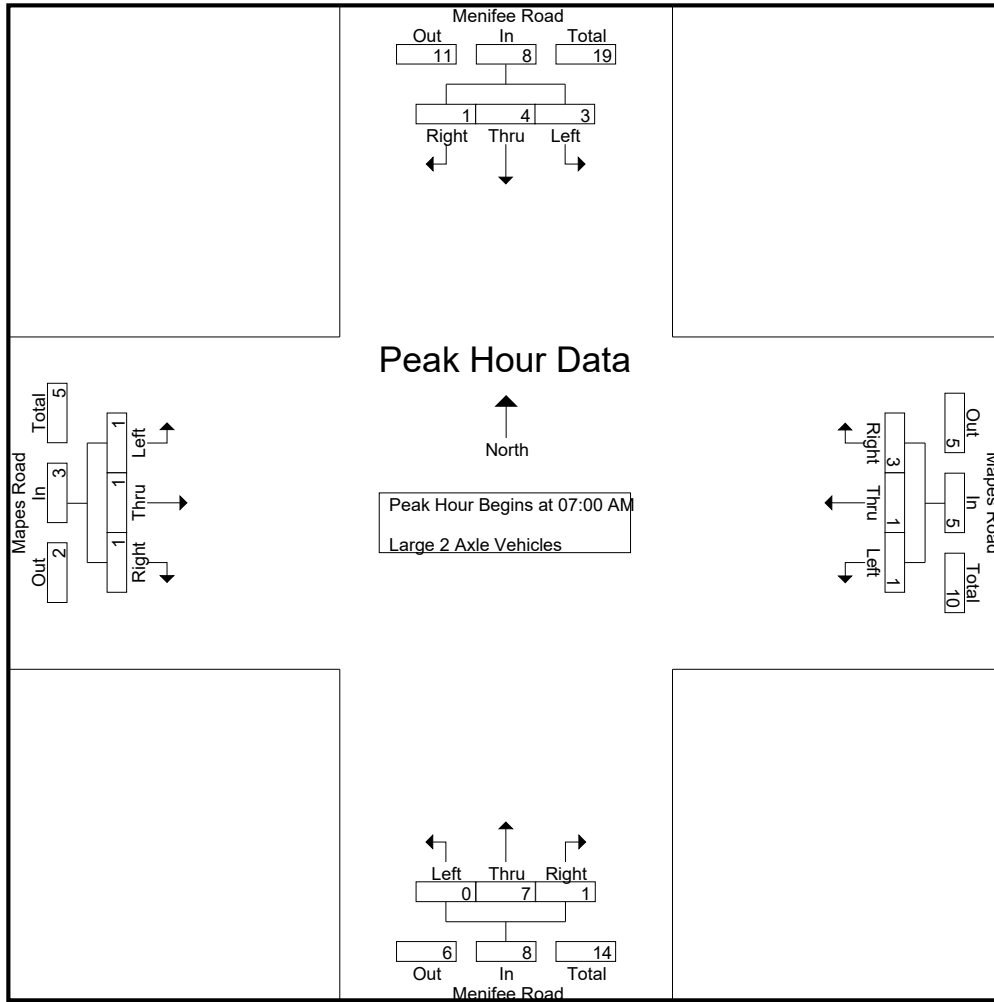
Groups Printed- Large 2 Axle Vehicles

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	2	0	4	0	0	2	2	0	1	0	1	0	1	1	2	9
07:15 AM	1	1	0	2	1	1	1	3	0	3	1	4	0	0	0	0	9
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:45 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	3	4	1	8	1	1	3	5	0	7	1	8	1	1	1	3	24
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
Grand Total	3	10	1	14	1	1	3	5	0	9	1	10	1	1	1	3	32
Apprch %	21.4	71.4	7.1		20	20	60		0	90	10		33.3	33.3	33.3		
Total %	9.4	31.2	3.1	43.8	3.1	3.1	9.4	15.6	0	28.1	3.1	31.2	3.1	3.1	3.1	9.4	

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	2	0	4	0	0	2	2	0	1	0	1	0	1	1	2	9
07:15 AM	1	1	0	2	1	1	1	3	0	3	1	4	0	0	0	0	9
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:45 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	3	4	1	8	1	1	3	5	0	7	1	8	1	1	1	3	24
% App. Total	37.5	50	12.5		20	20	60		0	87.5	12.5		33.3	33.3	33.3		
PHF	.375	.500	.250	.500	.250	.250	.375	.417	.000	.583	.250	.500	.250	.250	.250	.375	.667

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	2	0	4	0	0	2	2	0	1	0	1	0	1	1	2
+15 mins.	1	1	0	2	1	1	1	3	0	3	1	4	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1
+45 mins.	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	3	4	1	8	1	1	3	5	0	7	1	8	1	1	1	3
% App. Total	37.5	50	12.5		20	20	60		0	87.5	12.5		33.3	33.3	33.3	
PHF	.375	.500	.250	.500	.250	.250	.375	.417	.000	.583	.250	.500	.250	.250	.250	.375

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

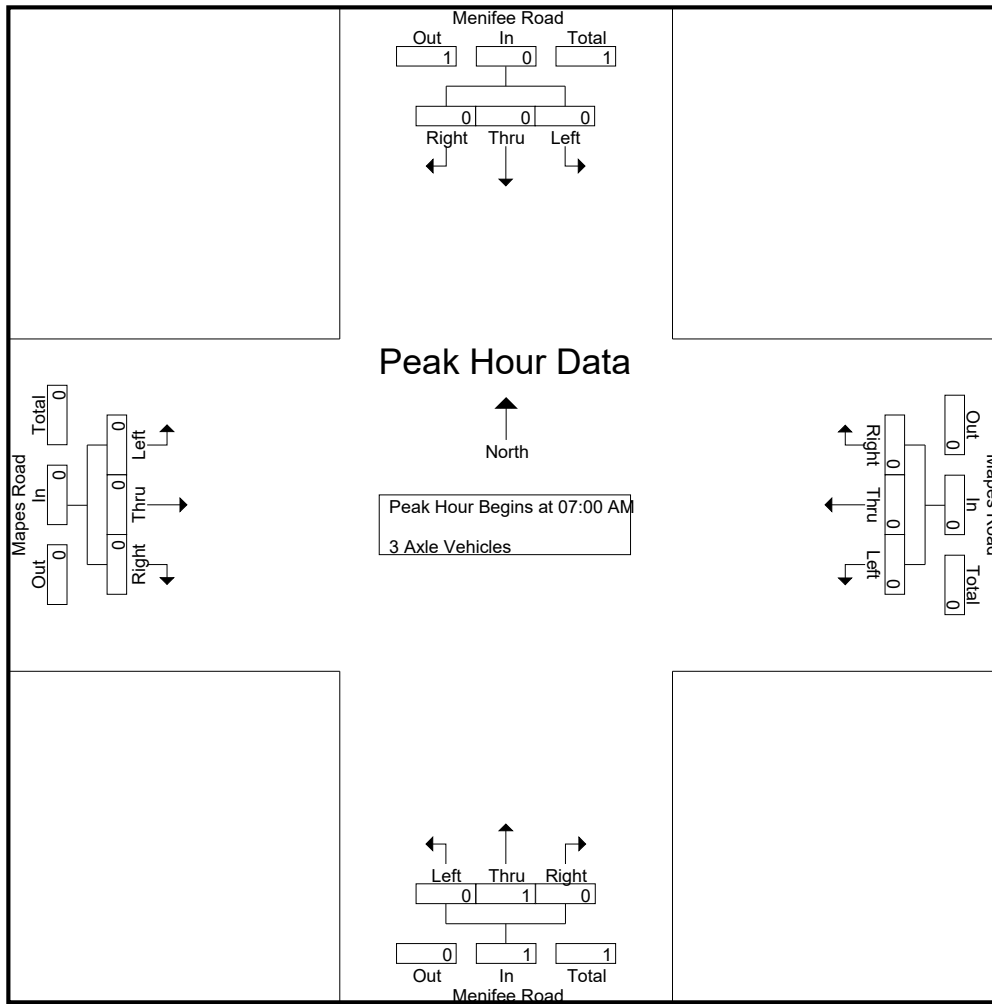
Groups Printed- 3 Axle Vehicles

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0		0	0	0		0	100	0	100	0	0	0		

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

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

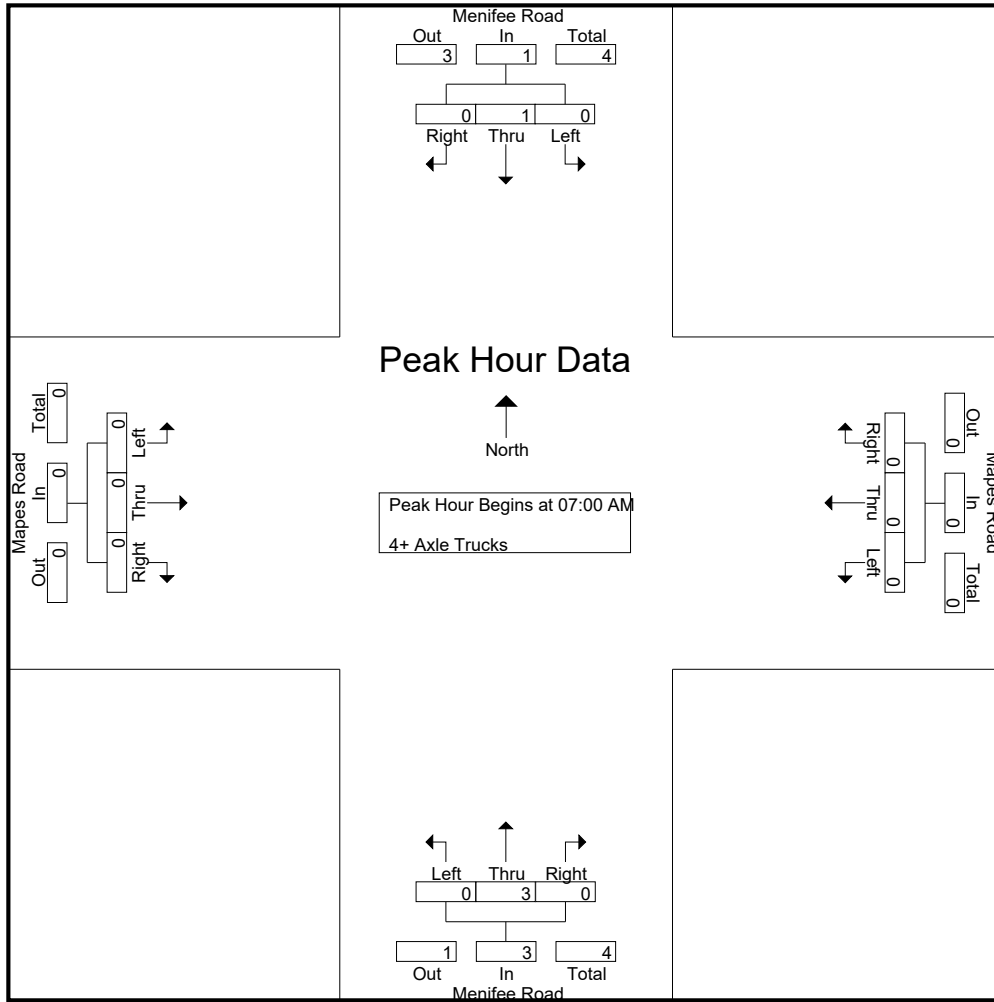
Groups Printed- 4+ Axle Trucks

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:15 AM	0	2	0	2	2	0	0	2	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	2	0	2	1	0	0	1	0	0	1	1	0	0	0	0	4
Total	0	4	0	4	3	0	0	3	0	1	3	4	0	0	0	0	11
Grand Total	0	5	0	5	3	0	0	3	0	4	3	7	0	0	0	0	15
Apprch %	0	100	0		100	0	0		0	57.1	42.9		0	0	0		
Total %	0	33.3	0	33.3	20	0	0	20	0	26.7	20	46.7	0	0	0	0	

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

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

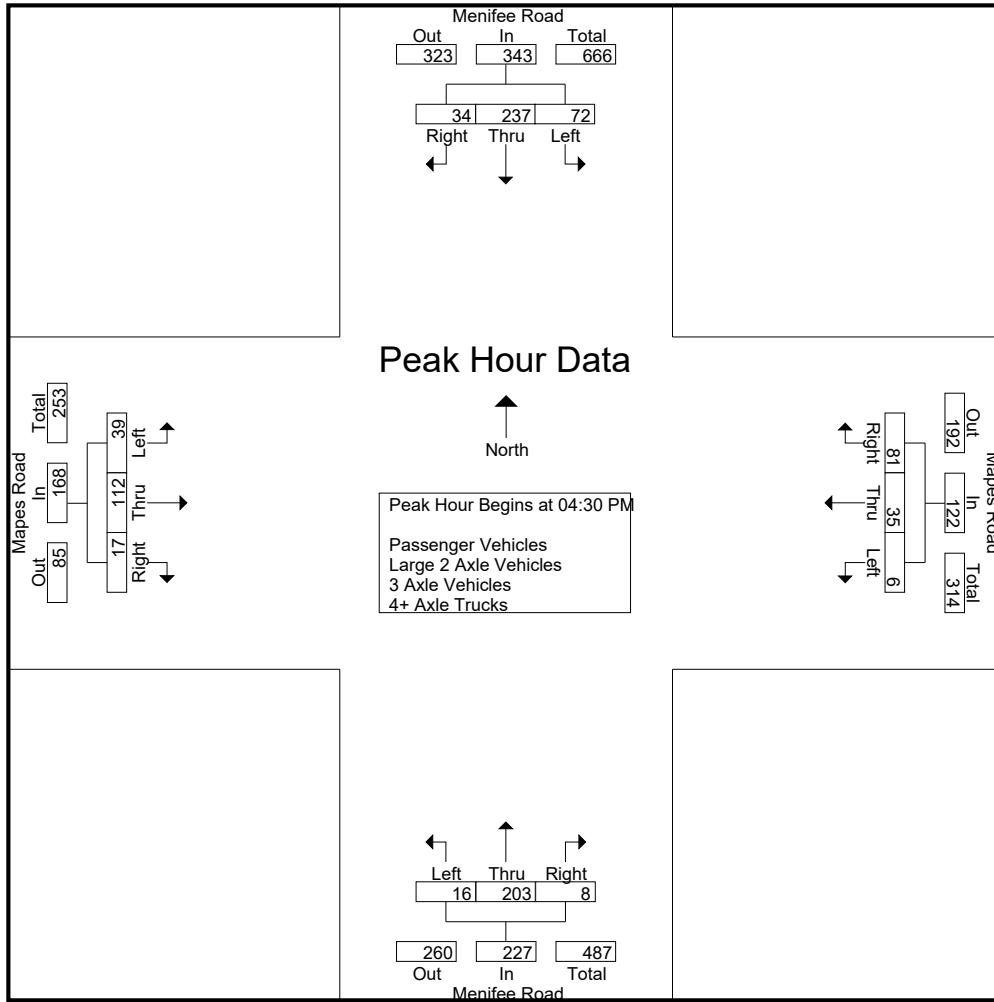
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	68	13	94	1	6	26	33	7	48	3	58	8	30	4	42	227
04:15 PM	14	53	9	76	1	5	12	18	5	44	1	50	4	19	3	26	170
04:30 PM	18	60	8	86	2	9	23	34	3	51	3	57	6	44	2	52	229
04:45 PM	12	56	11	79	2	11	17	30	5	40	3	48	16	21	6	43	200
Total	57	237	41	335	6	31	78	115	20	183	10	213	34	114	15	163	826
05:00 PM	24	60	8	92	1	13	20	34	6	62	0	68	11	33	3	47	241
05:15 PM	18	61	7	86	1	2	21	24	2	50	2	54	6	14	6	26	190
05:30 PM	20	56	2	78	0	10	21	31	4	49	2	55	9	10	5	24	188
05:45 PM	18	41	6	65	1	5	17	23	5	43	2	50	12	15	2	29	167
Total	80	218	23	321	3	30	79	112	17	204	6	227	38	72	16	126	786
Grand Total	137	455	64	656	9	61	157	227	37	387	16	440	72	186	31	289	1612
Apprch %	20.9	69.4	9.8		4	26.9	69.2		8.4	88	3.6		24.9	64.4	10.7		
Total %	8.5	28.2	4	40.7	0.6	3.8	9.7	14.1	2.3	24	1	27.3	4.5	11.5	1.9	17.9	
Passenger Vehicles	133	449	63	645	8	60	154	222	37	379	16	432	70	184	30	284	1583
% Passenger Vehicles	97.1	98.7	98.4	98.3	88.9	98.4	98.1	97.8	100	97.9	100	98.2	97.2	98.9	96.8	98.3	98.2
Large 2 Axle Vehicles	4	4	1	9	0	1	3	4	0	4	0	4	2	2	1	5	22
% Large 2 Axle Vehicles	2.9	0.9	1.6	1.4	0	1.6	1.9	1.8	0	1	0	0.9	2.8	1.1	3.2	1.7	1.4
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	1	0	1	1	0	0	1	0	4	0	4	0	0	0	0	6
% 4+ Axle Trucks	0	0.2	0	0.2	11.1	0	0	0.4	0	1	0	0.9	0	0	0	0	0.4

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	18	60	8	86	2	9	23	34	3	51	3	57	6	44	2	52	229
04:45 PM	12	56	11	79	2	11	17	30	5	40	3	48	16	21	6	43	200
05:00 PM	24	60	8	92	1	13	20	34	6	62	0	68	11	33	3	47	241
05:15 PM	18	61	7	86	1	2	21	24	2	50	2	54	6	14	6	26	190
Total Volume	72	237	34	343	6	35	81	122	16	203	8	227	39	112	17	168	860
% App. Total	21	69.1	9.9		4.9	28.7	66.4		7	89.4	3.5		23.2	66.7	10.1		
PHF	.750	.971	.773	.932	.750	.673	.880	.897	.667	.819	.667	.835	.609	.636	.708	.808	.892

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:15 PM			
+0 mins.	18	60	8	86	2	9	23	34	3	51	3	57	4	19	3	26
+15 mins.	12	56	11	79	2	11	17	30	5	40	3	48	6	44	2	52
+30 mins.	24	60	8	92	1	13	20	34	6	62	0	68	16	21	6	43
+45 mins.	18	61	7	86	1	2	21	24	2	50	2	54	11	33	3	47
Total Volume	72	237	34	343	6	35	81	122	16	203	8	227	37	117	14	168
% App. Total	21	69.1	9.9		4.9	28.7	66.4		7	89.4	3.5		22	69.6	8.3	
PHF	.750	.971	.773	.932	.750	.673	.880	.897	.667	.819	.667	.835	.578	.665	.583	.808

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

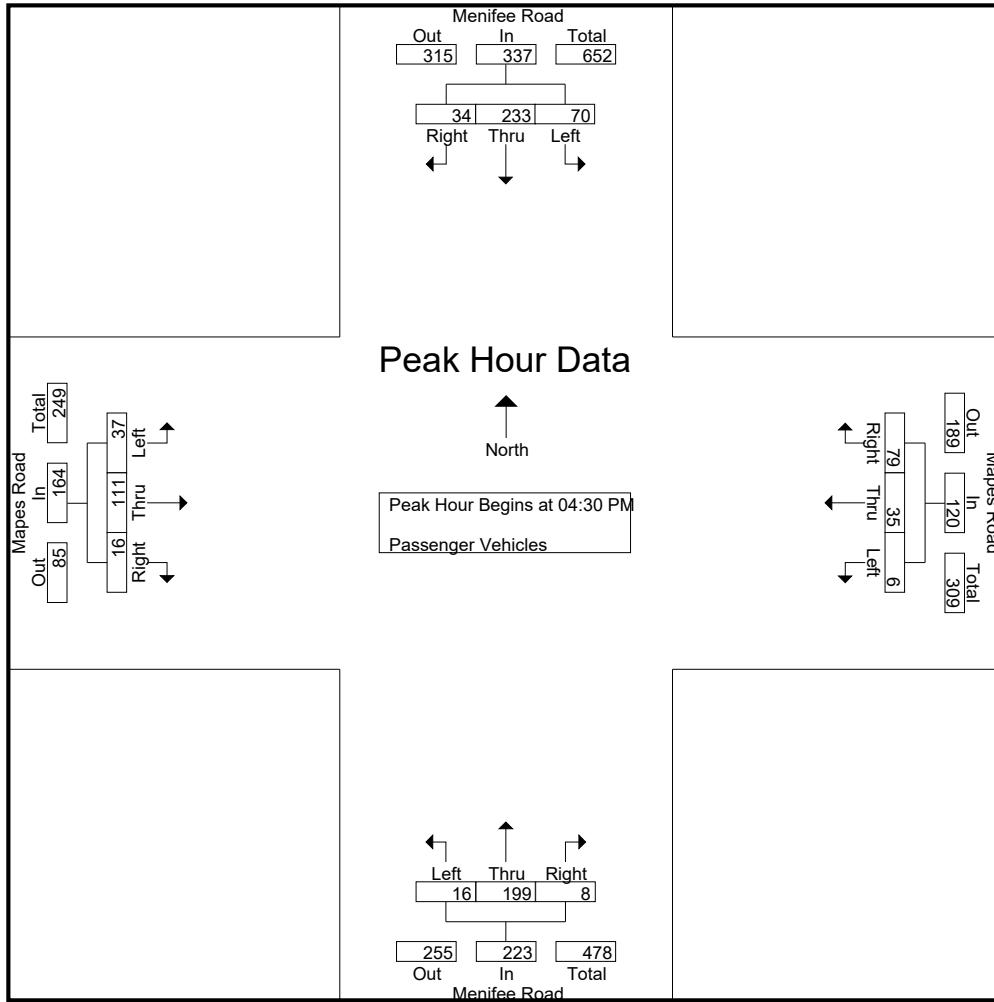
Groups Printed- Passenger Vehicles

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	67	12	92	0	6	26	32	7	47	3	57	8	30	4	42	223
04:15 PM	14	52	9	75	1	5	11	17	5	44	1	50	4	18	3	25	167
04:30 PM	17	59	8	84	2	9	23	34	3	49	3	55	6	44	2	52	225
04:45 PM	12	56	11	79	2	11	15	28	5	39	3	47	15	21	6	42	196
Total	56	234	40	330	5	31	75	111	20	179	10	209	33	113	15	161	811
05:00 PM	24	58	8	90	1	13	20	34	6	62	0	68	10	33	3	46	238
05:15 PM	17	60	7	84	1	2	21	24	2	49	2	53	6	13	5	24	185
05:30 PM	18	56	2	76	0	9	21	30	4	47	2	53	9	10	5	24	183
05:45 PM	18	41	6	65	1	5	17	23	5	42	2	49	12	15	2	29	166
Total	77	215	23	315	3	29	79	111	17	200	6	223	37	71	15	123	772
Grand Total	133	449	63	645	8	60	154	222	37	379	16	432	70	184	30	284	1583
Apprch %	20.6	69.6	9.8		3.6	27	69.4		8.6	87.7	3.7		24.6	64.8	10.6		
Total %	8.4	28.4	4	40.7	0.5	3.8	9.7	14	2.3	23.9	1	27.3	4.4	11.6	1.9	17.9	

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	17	59	8	84	2	9	23	34	3	49	3	55	6	44	2	52	225
04:45 PM	12	56	11	79	2	11	15	28	5	39	3	47	15	21	6	42	196
05:00 PM	24	58	8	90	1	13	20	34	6	62	0	68	10	33	3	46	238
05:15 PM	17	60	7	84	1	2	21	24	2	49	2	53	6	13	5	24	185
Total Volume	70	233	34	337	6	35	79	120	16	199	8	223	37	111	16	164	844
% App. Total	20.8	69.1	10.1		5	29.2	65.8		7.2	89.2	3.6		22.6	67.7	9.8		
PHF	.729	.971	.773	.936	.750	.673	.859	.882	.667	.802	.667	.820	.617	.631	.667	.788	.887

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM							
+0 mins.	17	59	8	84	2	9	23	34	3	49	3	55	6	44	2	52
+15 mins.	12	56	11	79	2	11	15	28	5	39	3	47	15	21	6	42
+30 mins.	24	58	8	90	1	13	20	34	6	62	0	68	10	33	3	46
+45 mins.	17	60	7	84	1	2	21	24	2	49	2	53	6	13	5	24
Total Volume	70	233	34	337	6	35	79	120	16	199	8	223	37	111	16	164
% App. Total	20.8	69.1	10.1		5	29.2	65.8		7.2	89.2	3.6		22.6	67.7	9.8	
PHF	.729	.971	.773	.936	.750	.673	.859	.882	.667	.802	.667	.820	.617	.631	.667	.788

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

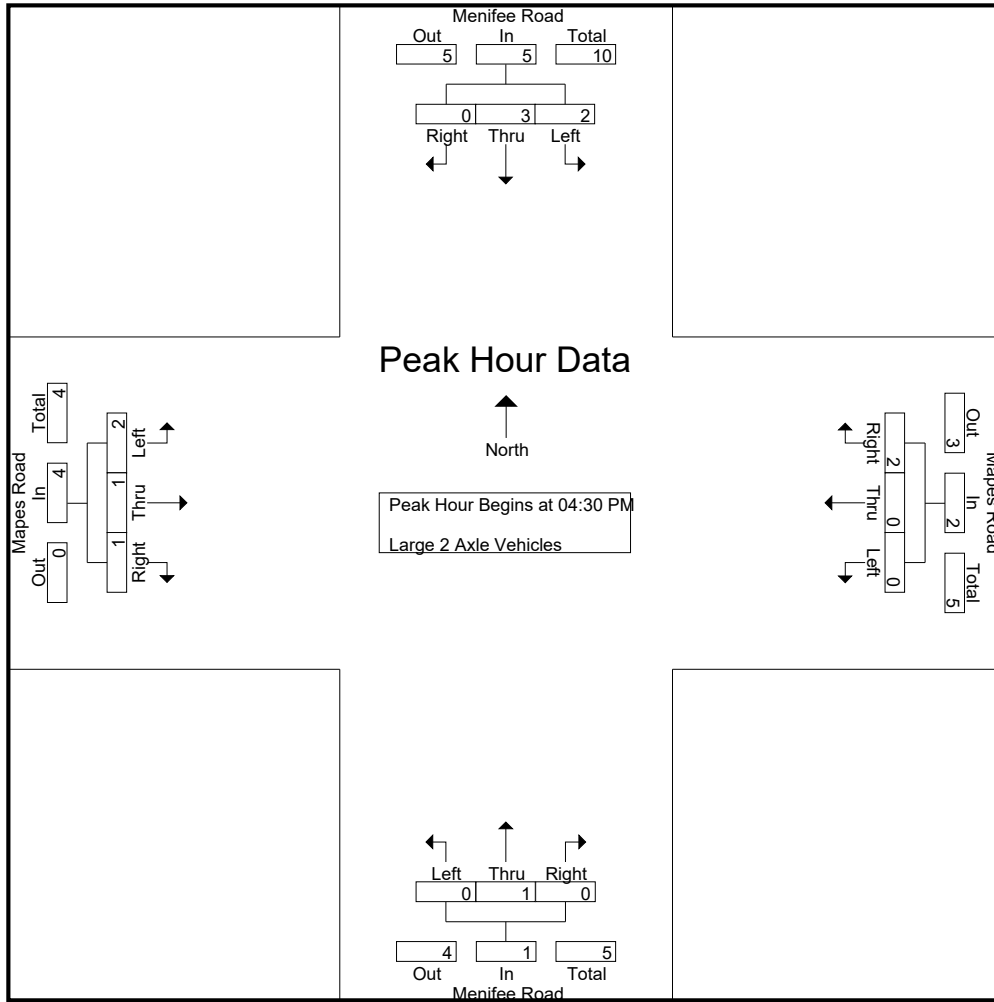
Groups Printed- Large 2 Axle Vehicles

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	0	1	3
04:30 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	0	1	3
Total	1	2	1	4	0	0	3	3	0	1	0	1	1	1	0	2	2	10
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	2
05:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	1	1	2	0	4
05:30 PM	2	0	0	2	0	1	0	1	0	2	0	2	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	3	2	0	5	0	1	0	1	0	3	0	3	1	1	1	3	1	12
Grand Total	4	4	1	9	0	1	3	4	0	4	0	4	2	2	1	5	0	22
Apprch %	44.4	44.4	11.1		0	25	75		0	100	0		40	40	20			
Total %	18.2	18.2	4.5	40.9	0	4.5	13.6	18.2	0	18.2	0	18.2	9.1	9.1	4.5	22.7		

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	1	0	3
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	2
05:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	1	1	2	0	4
Total Volume	2	3	0	5	0	0	2	2	0	1	0	1	2	1	1	4	0	12
% App. Total	40	60	0		0	0	100		0	100	0		50	25	25			
PHF	.500	.750	.000	.625	.000	.000	.250	.250	.000	.250	.000	.250	.500	.250	.250	.500		.750

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	1	1	0	2	0	0	0	0	0	0	0	0	0	1	1	2
Total Volume	2	3	0	5	0	0	2	2	0	1	0	1	2	1	1	4
% App. Total	40	60	0		0	0	100		0	100	0		50	25	25	
PHF	.500	.750	.000	.625	.000	.000	.250	.250	.000	.250	.000	.250	.500	.250	.250	.500

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

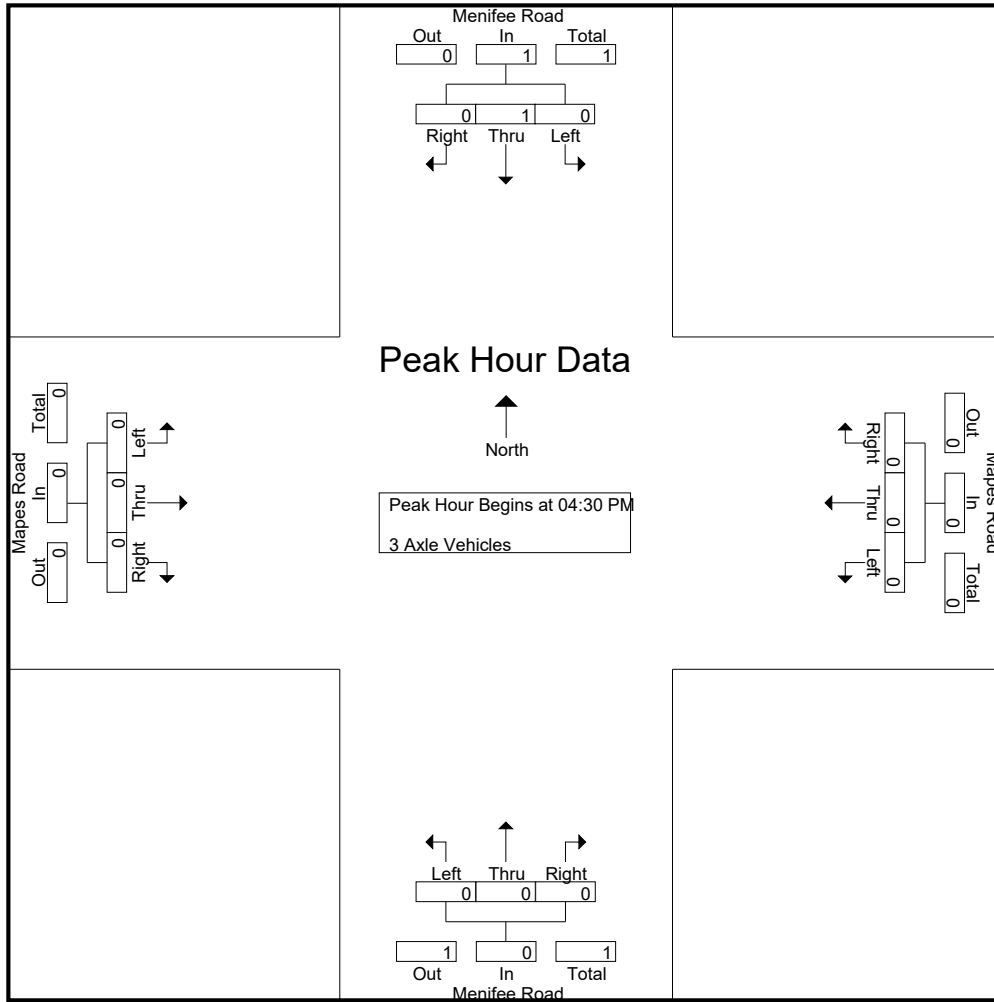
Groups Printed- 3 Axle Vehicles

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0		0	0	0		0	0	0		

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

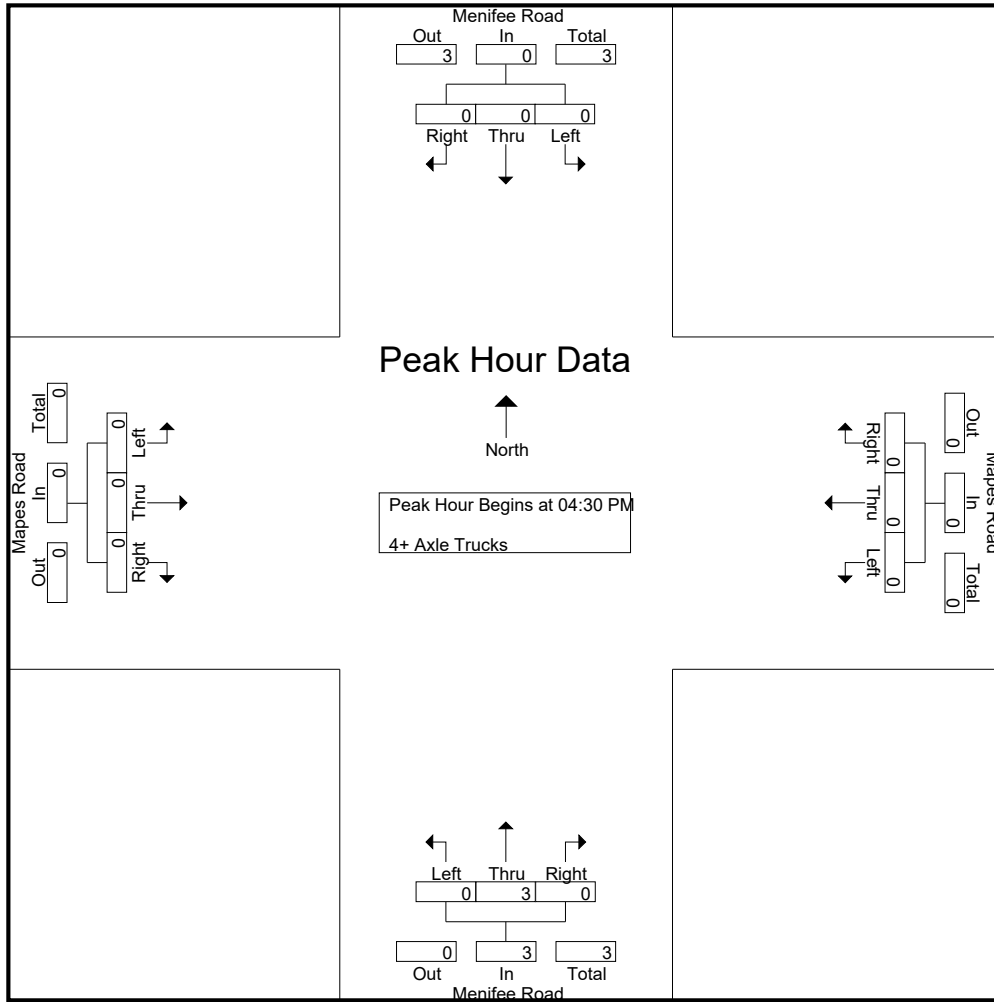
Groups Printed- 4+ Axle Trucks

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	1	0	0	1	0	3	0	3	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	1	0	1	1	0	0	1	0	4	0	4	0	0	0	0	6
Apprch %	0	100	0		100	0	0		0	100	0		0	0	0		
Total %	0	16.7	0	16.7	16.7	0	0	16.7	0	66.7	0	66.7	0	0	0	0	

Start Time	Menifee Road Southbound				Mapes Road Westbound				Menifee Road Northbound				Mapes Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.750

County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road
 Weather: Clear

File Name : 56_CRV_Men_Mapes PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

Location: County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Mapes Road	South Leg Menifee Road	West Leg Mapes Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Menifee Road	East Leg Mapes Road	South Leg Menifee Road	West Leg Mapes Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Menifee Road
 E/W: Mapes Road



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Mapes Road			Northbound Menifee Road			Eastbound Mapes Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Menifee Road			Westbound Mapes Road			Northbound Menifee Road			Eastbound Mapes Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson AM
 Site Code : 05120169
 Start Date : 3/11/2020
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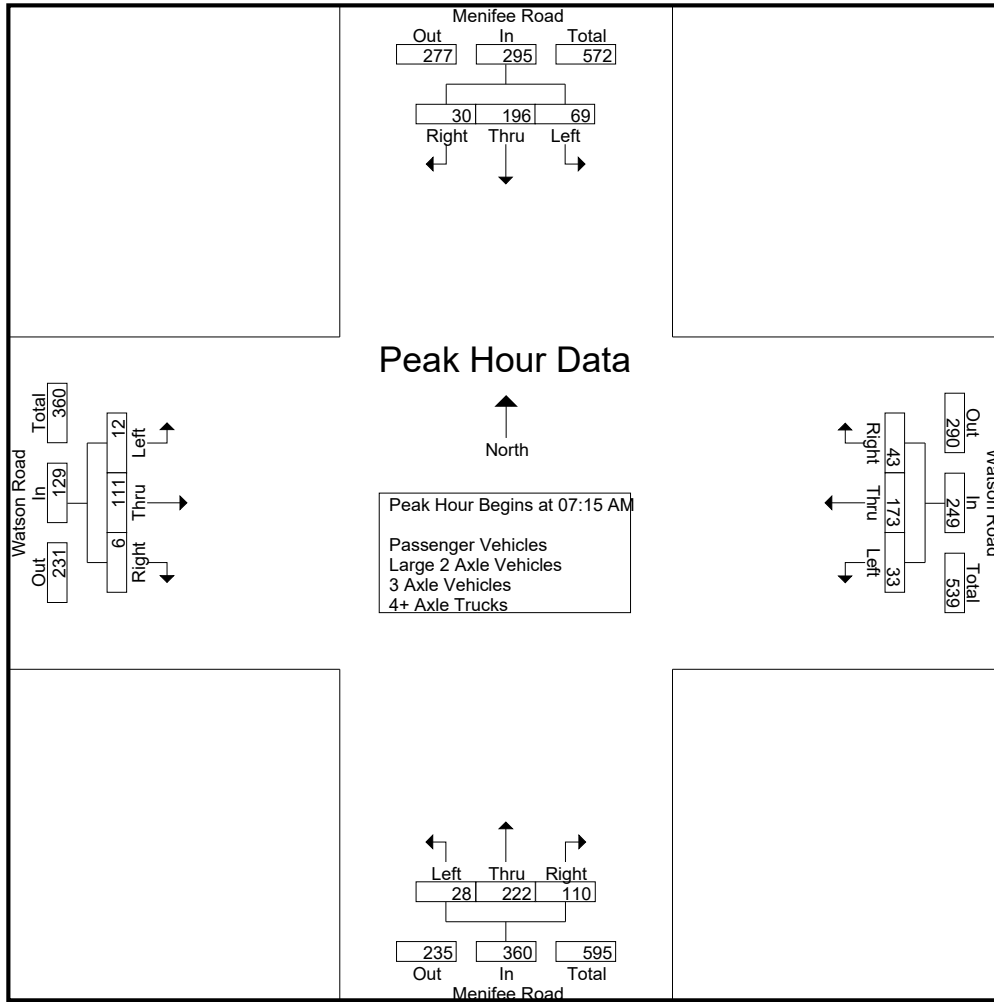
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	66	6	76	10	13	6	29	3	41	17	61	2	24	2	28	194
07:15 AM	25	62	7	94	9	32	8	49	4	45	35	84	6	33	4	43	270
07:30 AM	16	49	8	73	10	51	8	69	7	68	45	120	2	31	2	35	297
07:45 AM	17	41	9	67	4	54	17	75	11	64	22	97	1	16	0	17	256
Total	62	218	30	310	33	150	39	222	25	218	119	362	11	104	8	123	1017
08:00 AM	11	44	6	61	10	36	10	56	6	45	8	59	3	31	0	34	210
08:15 AM	3	36	5	44	1	26	5	32	4	27	7	38	3	7	0	10	124
08:30 AM	3	47	3	53	6	13	3	22	3	22	4	29	4	11	1	16	120
08:45 AM	3	47	3	53	4	11	3	18	2	25	7	34	2	15	0	17	122
Total	20	174	17	211	21	86	21	128	15	119	26	160	12	64	1	77	576
Grand Total	82	392	47	521	54	236	60	350	40	337	145	522	23	168	9	200	1593
Apprch %	15.7	75.2	9		15.4	67.4	17.1		7.7	64.6	27.8		11.5	84	4.5		
Total %	5.1	24.6	3	32.7	3.4	14.8	3.8	22	2.5	21.2	9.1	32.8	1.4	10.5	0.6	12.6	
Passenger Vehicles	82	375	43	500	54	233	59	346	38	318	144	500	22	162	7	191	1537
% Passenger Vehicles	100	95.7	91.5	96	100	98.7	98.3	98.9	95	94.4	99.3	95.8	95.7	96.4	77.8	95.5	96.5
Large 2 Axle Vehicles	0	11	2	13	0	3	0	3	2	12	0	14	1	6	2	9	39
% Large 2 Axle Vehicles	0	2.8	4.3	2.5	0	1.3	0	0.9	5	3.6	0	2.7	4.3	3.6	22.2	4.5	2.4
3 Axle Vehicles	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	1.7	0.3	0	0	0.7	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	6	2	8	0	0	0	0	0	7	0	7	0	0	0	0	15
% 4+ Axle Trucks	0	1.5	4.3	1.5	0	0	0	0	0	2.1	0	1.3	0	0	0	0	0.9

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	62	7	94	9	32	8	49	4	45	35	84	6	33	4	43	270
07:30 AM	16	49	8	73	10	51	8	69	7	68	45	120	2	31	2	35	297
07:45 AM	17	41	9	67	4	54	17	75	11	64	22	97	1	16	0	17	256
08:00 AM	11	44	6	61	10	36	10	56	6	45	8	59	3	31	0	34	210
Total Volume	69	196	30	295	33	173	43	249	28	222	110	360	12	111	6	129	1033
% App. Total	23.4	66.4	10.2		13.3	69.5	17.3		7.8	61.7	30.6		9.3	86	4.7		
PHF	.690	.790	.833	.785	.825	.801	.632	.830	.636	.816	.611	.750	.500	.841	.375	.750	.870

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	4	66	6	76	9	32	8	49	3	41	17	61	6	33	4	43
+15 mins.	25	62	7	94	10	51	8	69	4	45	35	84	2	31	2	35
+30 mins.	16	49	8	73	4	54	17	75	7	68	45	120	1	16	0	17
+45 mins.	17	41	9	67	10	36	10	56	11	64	22	97	3	31	0	34
Total Volume	62	218	30	310	33	173	43	249	25	218	119	362	12	111	6	129
% App. Total	20	70.3	9.7		13.3	69.5	17.3		6.9	60.2	32.9		9.3	86	4.7	
PHF	.620	.826	.833	.824	.825	.801	.632	.830	.568	.801	.661	.754	.500	.841	.375	.750

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

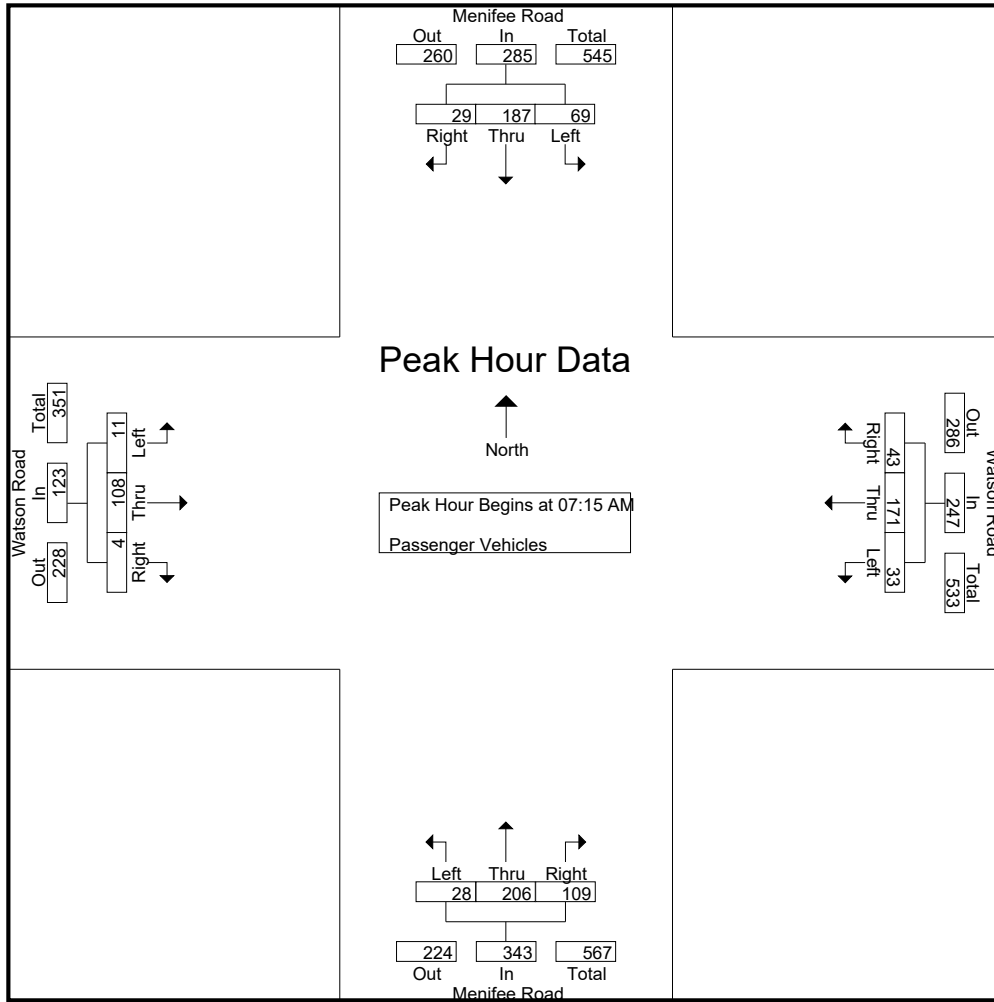
Groups Printed- Passenger Vehicles

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	66	6	76	10	12	5	27	3	41	17	61	2	22	2	26	190
07:15 AM	25	59	7	91	9	31	8	48	4	41	35	80	6	32	2	40	259
07:30 AM	16	48	8	72	10	50	8	68	7	63	44	114	1	31	2	34	288
07:45 AM	17	39	8	64	4	54	17	75	11	61	22	94	1	16	0	17	250
Total	62	212	29	303	33	147	38	218	25	206	118	349	10	101	6	117	987
08:00 AM	11	41	6	58	10	36	10	56	6	41	8	55	3	29	0	32	201
08:15 AM	3	34	2	39	1	26	5	32	2	26	7	35	3	7	0	10	116
08:30 AM	3	45	3	51	6	13	3	22	3	20	4	27	4	10	1	15	115
08:45 AM	3	43	3	49	4	11	3	18	2	25	7	34	2	15	0	17	118
Total	20	163	14	197	21	86	21	128	13	112	26	151	12	61	1	74	550
Grand Total	82	375	43	500	54	233	59	346	38	318	144	500	22	162	7	191	1537
Apprch %	16.4	75	8.6		15.6	67.3	17.1		7.6	63.6	28.8		11.5	84.8	3.7		
Total %	5.3	24.4	2.8	32.5	3.5	15.2	3.8	22.5	2.5	20.7	9.4	32.5	1.4	10.5	0.5	12.4	

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	59	7	91	9	31	8	48	4	41	35	80	6	32	2	40	259
07:30 AM	16	48	8	72	10	50	8	68	7	63	44	114	1	31	2	34	288
07:45 AM	17	39	8	64	4	54	17	75	11	61	22	94	1	16	0	17	250
08:00 AM	11	41	6	58	10	36	10	56	6	41	8	55	3	29	0	32	201
Total Volume	69	187	29	285	33	171	43	247	28	206	109	343	11	108	4	123	998
% App. Total	24.2	65.6	10.2		13.4	69.2	17.4		8.2	60.1	31.8		8.9	87.8	3.3		
PHF	.690	.792	.906	.783	.825	.792	.632	.823	.636	.817	.619	.752	.458	.844	.500	.769	.866

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	25	59	7	91	9	31	8	48	4	41	35	80	6	32	2	40
+15 mins.	16	48	8	72	10	50	8	68	7	63	44	114	1	31	2	34
+30 mins.	17	39	8	64	4	54	17	75	11	61	22	94	1	16	0	17
+45 mins.	11	41	6	58	10	36	10	56	6	41	8	55	3	29	0	32
Total Volume	69	187	29	285	33	171	43	247	28	206	109	343	11	108	4	123
% App. Total	24.2	65.6	10.2		13.4	69.2	17.4		8.2	60.1	31.8		8.9	87.8	3.3	
PHF	.690	.792	.906	.783	.825	.792	.632	.823	.636	.817	.619	.752	.458	.844	.500	.769

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

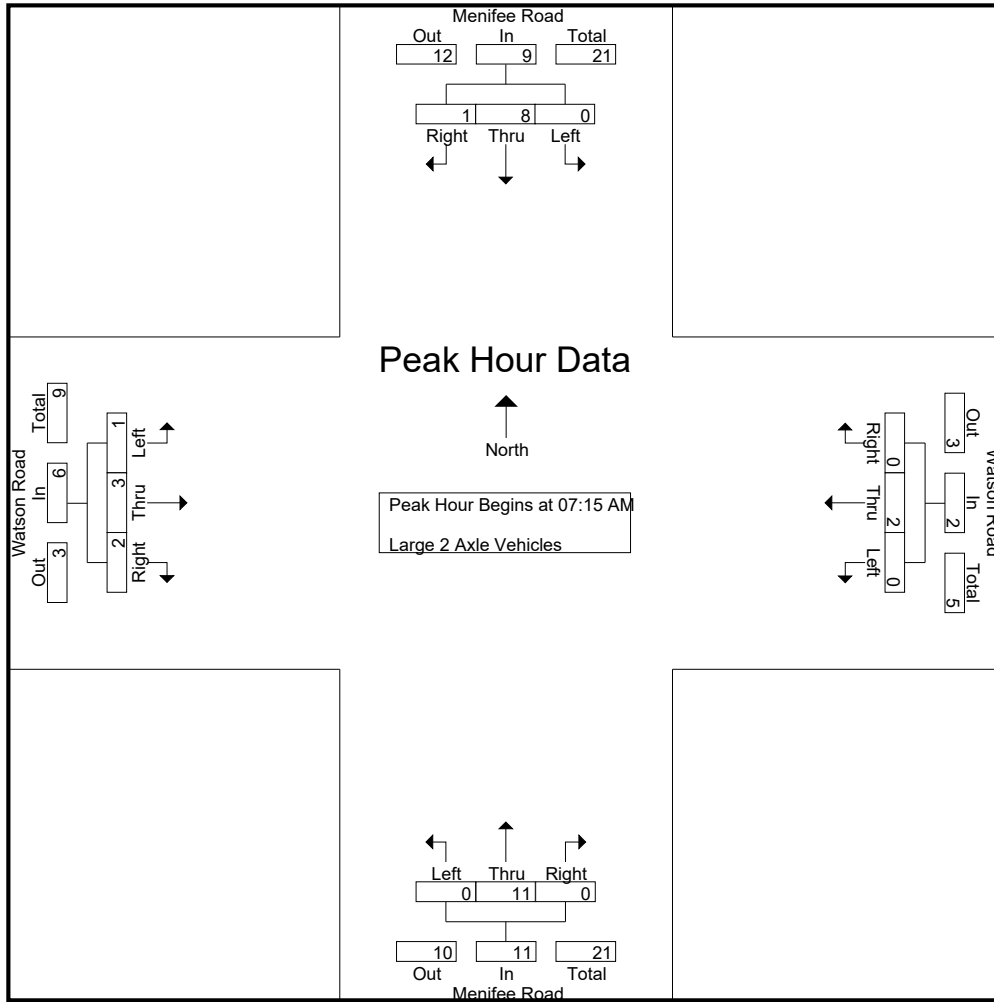
Groups Printed- Large 2 Axle Vehicles

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:15 AM	0	3	0	3	0	1	0	1	0	4	0	4	0	1	2	3	11
07:30 AM	0	1	0	1	0	1	0	1	0	3	0	3	1	0	0	1	6
07:45 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	5	1	6	0	3	0	3	0	9	0	9	1	3	2	6	24
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	2	0	2	7
08:15 AM	0	2	1	3	0	0	0	0	2	1	0	3	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	1	7	0	0	0	0	2	3	0	5	0	3	0	3	15
Grand Total	0	11	2	13	0	3	0	3	2	12	0	14	1	6	2	9	39
Apprch %	0	84.6	15.4		0	100	0		14.3	85.7	0		11.1	66.7	22.2		
Total %	0	28.2	5.1	33.3	0	7.7	0	7.7	5.1	30.8	0	35.9	2.6	15.4	5.1	23.1	

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	0	3	0	1	0	1	0	4	0	4	0	1	2	3	11
07:30 AM	0	1	0	1	0	1	0	1	0	3	0	3	1	0	0	1	6
07:45 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	2	0	2	7
Total Volume	0	8	1	9	0	2	0	2	0	11	0	11	1	3	2	6	28
% App. Total	0	88.9	11.1		0	100	0		0	100	0		16.7	50	33.3		
PHF	.000	.667	.250	.750	.000	.500	.000	.500	.000	.688	.000	.688	.250	.375	.250	.500	.636

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	0	1	0	1	0	4	0	4	0	1	2	3
+15 mins.	0	1	0	1	0	1	0	1	0	3	0	3	1	0	0	1
+30 mins.	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	2	0	2
Total Volume	0	8	1	9	0	2	0	2	0	11	0	11	1	3	2	6
% App. Total	0	88.9	11.1		0	100	0		0	100	0		16.7	50	33.3	
PHF	.000	.667	.250	.750	.000	.500	.000	.500	.000	.688	.000	.688	.250	.375	.250	.500

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

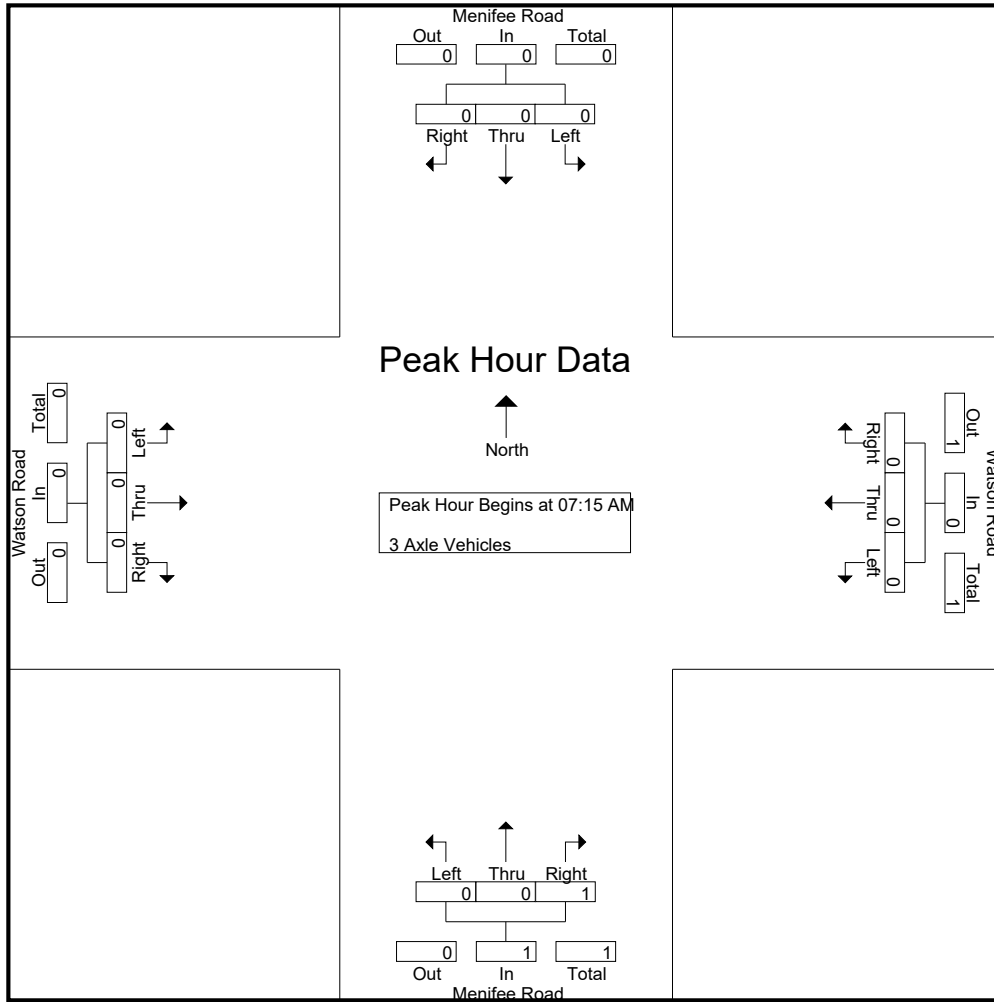
Groups Printed- 3 Axle Vehicles

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
Apprch %	0	0	0		0	0	100		0	0	100		0	0	0		
Total %	0	0	0		0	0	50	50	0	0	50	50	0	0	0		

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

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

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

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

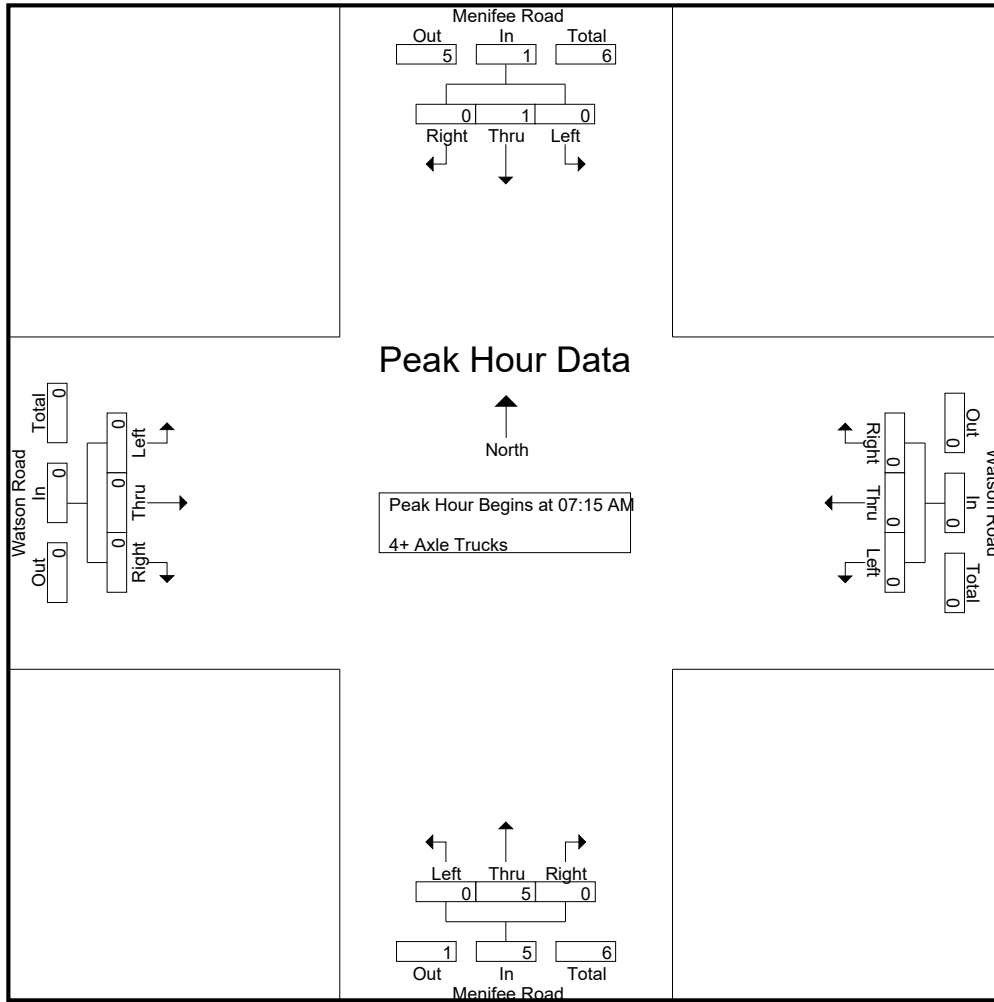
Groups Printed- 4+ Axle Trucks

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:45 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	5	2	7	0	0	0	0	0	4	0	4	0	0	0	0	11
Grand Total	0	6	2	8	0	0	0	0	0	7	0	7	0	0	0	0	15
Apprch %	0	75	25		0	0	0		0	100	0		0	0	0		
Total %	0	40	13.3	53.3	0	0	0	0	0	46.7	0	46.7	0	0	0	0	

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.750

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000

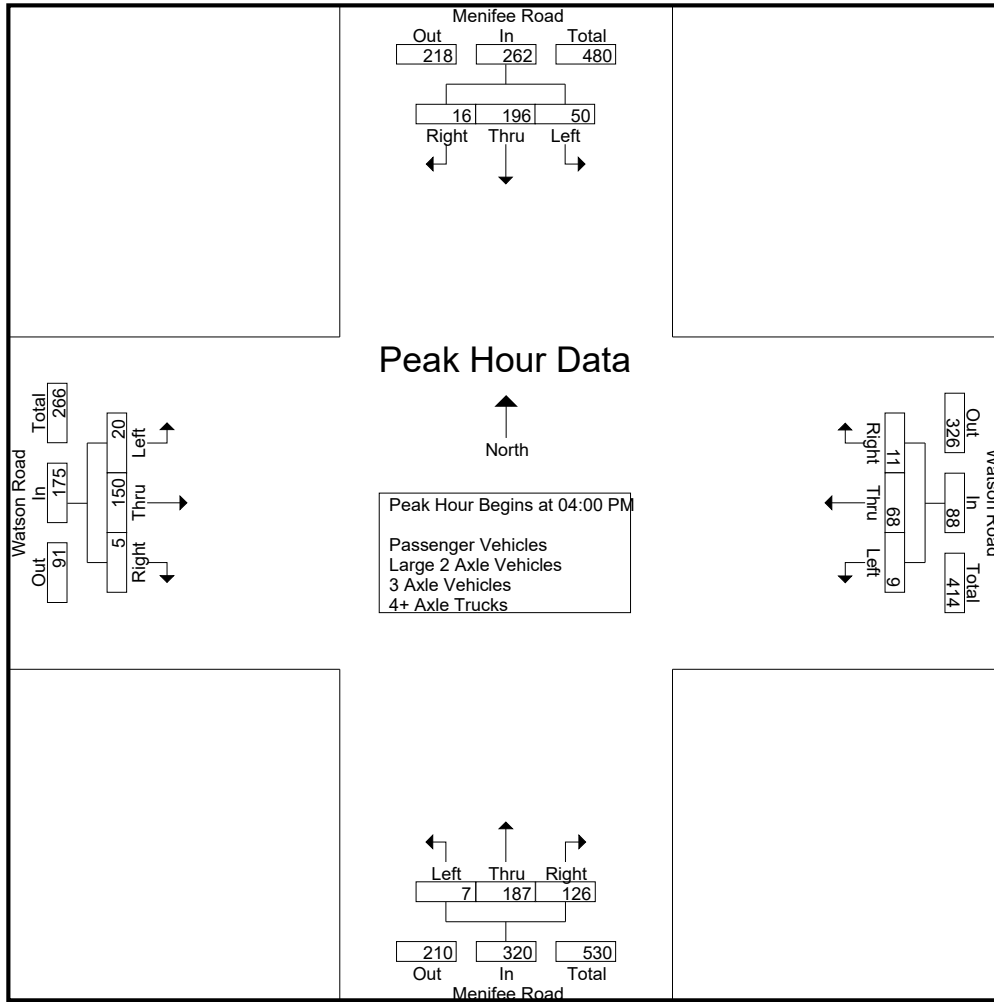
County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	18	55	7	80	2	18	2	22	1	55	43	99	7	53	0	60	261
04:15 PM	11	45	2	58	4	22	3	29	2	44	35	81	2	34	2	38	206
04:30 PM	10	48	3	61	3	19	5	27	2	46	19	67	5	34	1	40	195
04:45 PM	11	48	4	63	0	9	1	10	2	42	29	73	6	29	2	37	183
Total	50	196	16	262	9	68	11	88	7	187	126	320	20	150	5	175	845
05:00 PM	6	66	2	74	5	19	2	26	1	63	25	89	5	32	3	40	229
05:15 PM	6	48	3	57	3	18	8	29	3	40	20	63	3	24	0	27	176
05:30 PM	8	58	2	68	5	11	2	18	4	53	23	80	3	24	2	29	195
05:45 PM	3	41	3	47	4	22	5	31	1	45	20	66	1	27	2	30	174
Total	23	213	10	246	17	70	17	104	9	201	88	298	12	107	7	126	774
Grand Total	73	409	26	508	26	138	28	192	16	388	214	618	32	257	12	301	1619
Apprch %	14.4	80.5	5.1		13.5	71.9	14.6		2.6	62.8	34.6		10.6	85.4	4		
Total %	4.5	25.3	1.6	31.4	1.6	8.5	1.7	11.9	1	24	13.2	38.2	2	15.9	0.7	18.6	
Passenger Vehicles	72	400	26	498	26	135	28	189	15	379	212	606	30	255	12	297	1590
% Passenger Vehicles	98.6	97.8	100	98	100	97.8	100	98.4	93.8	97.7	99.1	98.1	93.8	99.2	100	98.7	98.2
Large 2 Axle Vehicles	1	7	0	8	0	3	0	3	1	4	2	7	2	2	0	4	22
% Large 2 Axle Vehicles	1.4	1.7	0	1.6	0	2.2	0	1.6	6.2	1	0.9	1.1	6.2	0.8	0	1.3	1.4
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	1.3	0	0.8	0	0	0	0	0.4

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	18	55	7	80	2	18	2	22	1	55	43	99	7	53	0	60	261
04:15 PM	11	45	2	58	4	22	3	29	2	44	35	81	2	34	2	38	206
04:30 PM	10	48	3	61	3	19	5	27	2	46	19	67	5	34	1	40	195
04:45 PM	11	48	4	63	0	9	1	10	2	42	29	73	6	29	2	37	183
Total Volume	50	196	16	262	9	68	11	88	7	187	126	320	20	150	5	175	845
% App. Total	19.1	74.8	6.1		10.2	77.3	12.5		2.2	58.4	39.4		11.4	85.7	2.9		
PHF	.694	.891	.571	.819	.563	.773	.550	.759	.875	.850	.733	.808	.714	.708	.625	.729	.809



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

	04:00 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	18	55	7	80	5	19	2	26	1	55	43	99	7	53	0	60
+15 mins.	11	45	2	58	3	18	8	29	2	44	35	81	2	34	2	38
+30 mins.	10	48	3	61	5	11	2	18	2	46	19	67	5	34	1	40
+45 mins.	11	48	4	63	4	22	5	31	2	42	29	73	6	29	2	37
Total Volume	50	196	16	262	17	70	17	104	7	187	126	320	20	150	5	175
% App. Total	19.1	74.8	6.1		16.3	67.3	16.3		2.2	58.4	39.4		11.4	85.7	2.9	
PHF	.694	.891	.571	.819	.850	.795	.531	.839	.875	.850	.733	.808	.714	.708	.625	.729

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

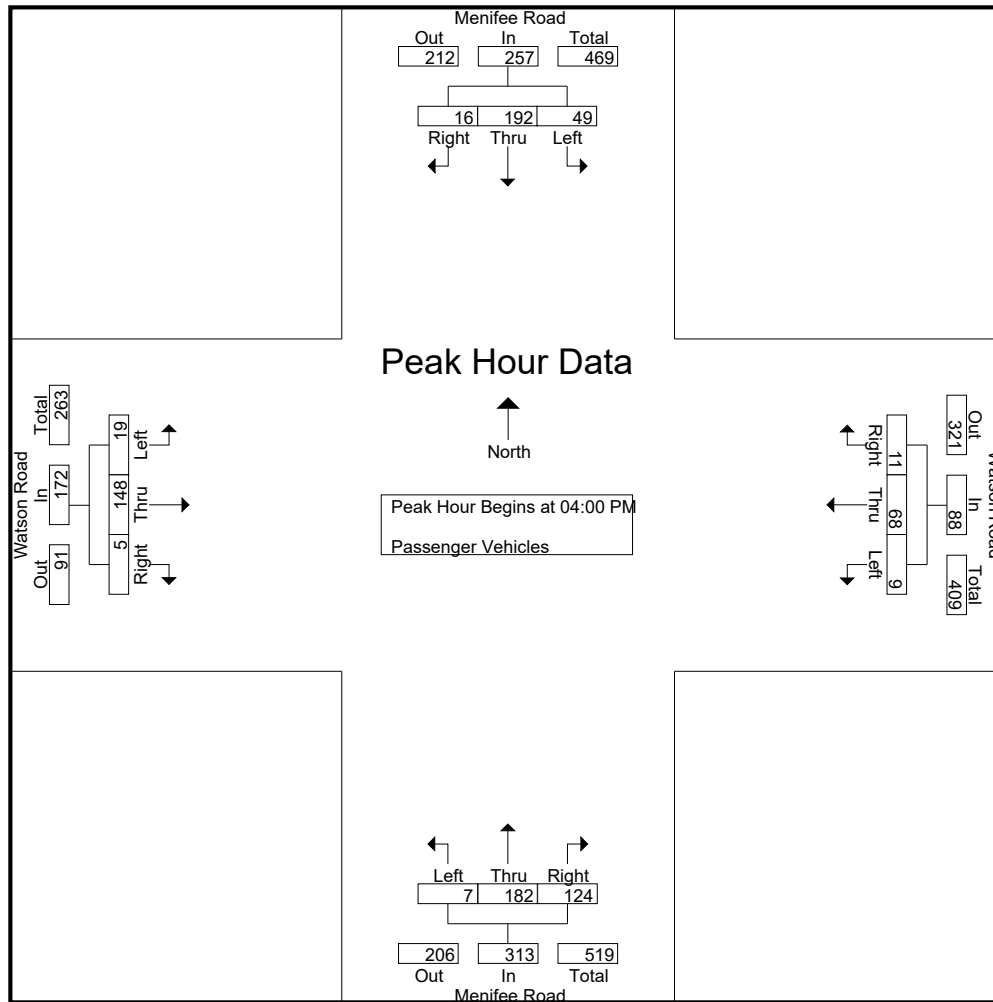
Groups Printed- Passenger Vehicles

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	18	53	7	78	2	18	2	22	1	53	43	97	7	51	0	58	255
04:15 PM	11	44	2	57	4	22	3	29	2	44	33	79	2	34	2	38	203
04:30 PM	9	48	3	60	3	19	5	27	2	45	19	66	4	34	1	39	192
04:45 PM	11	47	4	62	0	9	1	10	2	40	29	71	6	29	2	37	180
Total	49	192	16	257	9	68	11	88	7	182	124	313	19	148	5	172	830
05:00 PM	6	64	2	72	5	18	2	25	1	63	25	89	5	32	3	40	226
05:15 PM	6	46	3	55	3	17	8	28	3	38	20	61	3	24	0	27	171
05:30 PM	8	57	2	67	5	11	2	18	3	52	23	78	2	24	2	28	191
05:45 PM	3	41	3	47	4	21	5	30	1	44	20	65	1	27	2	30	172
Total	23	208	10	241	17	67	17	101	8	197	88	293	11	107	7	125	760
Grand Total	72	400	26	498	26	135	28	189	15	379	212	606	30	255	12	297	1590
Apprch %	14.5	80.3	5.2		13.8	71.4	14.8		2.5	62.5	35		10.1	85.9	4		
Total %	4.5	25.2	1.6	31.3	1.6	8.5	1.8	11.9	0.9	23.8	13.3	38.1	1.9	16	0.8	18.7	

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	18	53	7	78	2	18	2	22	1	53	43	97	7	51	0	58	255
04:15 PM	11	44	2	57	4	22	3	29	2	44	33	79	2	34	2	38	203
04:30 PM	9	48	3	60	3	19	5	27	2	45	19	66	4	34	1	39	192
04:45 PM	11	47	4	62	0	9	1	10	2	40	29	71	6	29	2	37	180
Total Volume	49	192	16	257	9	68	11	88	7	182	124	313	19	148	5	172	830
% App. Total	19.1	74.7	6.2		10.2	77.3	12.5		2.2	58.1	39.6		11	86	2.9		
PHF	.681	.906	.571	.824	.563	.773	.550	.759	.875	.858	.721	.807	.679	.725	.625	.741	.814

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM							
+0 mins.	18	53	7	78	2	18	2	22	1	53	43	97	7	51	0	58
+15 mins.	11	44	2	57	4	22	3	29	2	44	33	79	2	34	2	38
+30 mins.	9	48	3	60	3	19	5	27	2	45	19	66	4	34	1	39
+45 mins.	11	47	4	62	0	9	1	10	2	40	29	71	6	29	2	37
Total Volume	49	192	16	257	9	68	11	88	7	182	124	313	19	148	5	172
% App. Total	19.1	74.7	6.2		10.2	77.3	12.5		2.2	58.1	39.6		11	86	2.9	
PHF	.681	.906	.571	.824	.563	.773	.550	.759	.875	.858	.721	.807	.679	.725	.625	.741

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

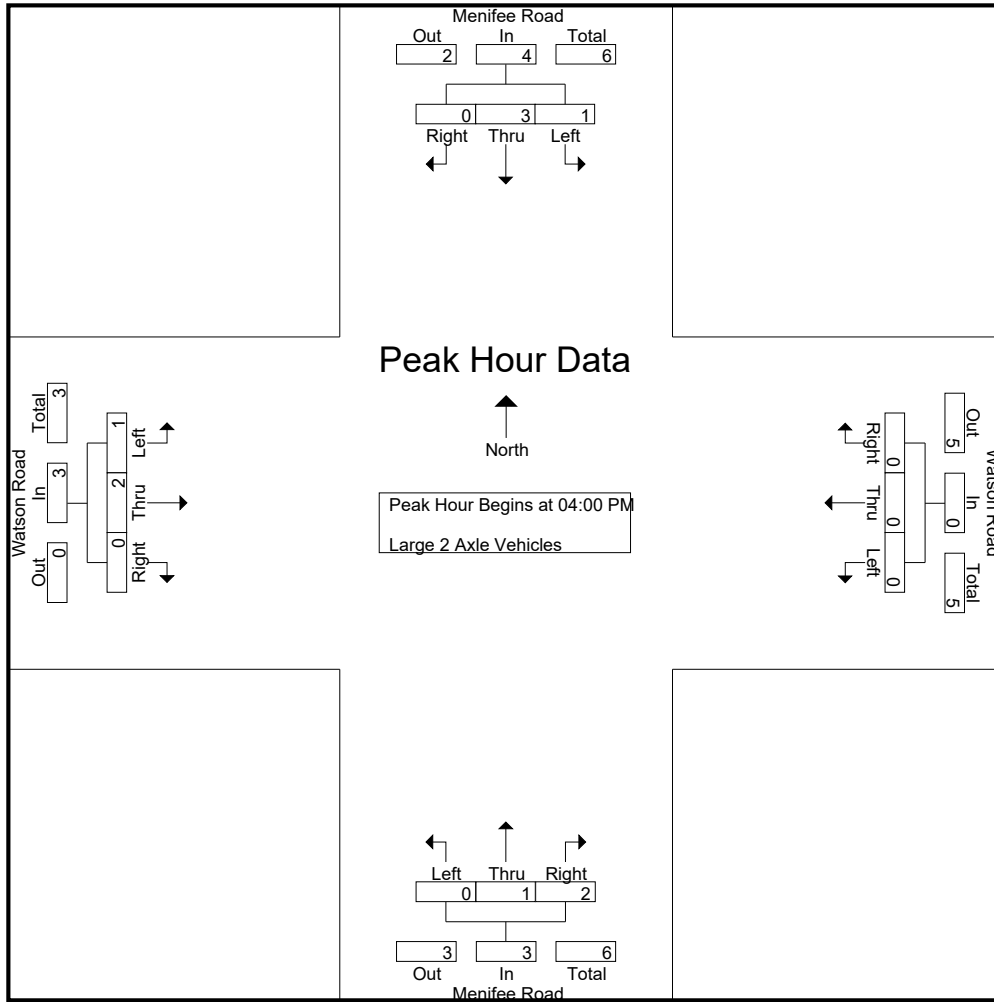
Groups Printed- Large 2 Axle Vehicles

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	3	0	4	0	0	0	0	0	1	2	3	1	2	0	3	10
05:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
05:30 PM	0	1	0	1	0	0	0	0	1	1	0	2	1	0	0	1	4
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	4	0	4	0	3	0	3	1	3	0	4	1	0	0	1	12
Grand Total	1	7	0	8	0	3	0	3	1	4	2	7	2	2	0	4	22
Apprch %	12.5	87.5	0		0	100	0		14.3	57.1	28.6		50	50	0		
Total %	4.5	31.8	0	36.4	0	13.6	0	13.6	4.5	18.2	9.1	31.8	9.1	9.1	0	18.2	

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	1	3	0	4	0	0	0	0	0	1	2	3	1	2	0	3	10
% App. Total	25	75	0		0	0	0		0	33.3	66.7		33.3	66.7	0		
PHF	.250	.750	.000	1.00	.000	.000	.000	.000	.000	.250	.250	.375	.250	.250	.000	.375	.833

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	1	3	0	4	0	0	0	0	0	1	2	3	1	2	0	3
% App. Total	25	75	0		0	0	0		0	33.3	66.7		33.3	66.7	0	
PHF	.250	.750	.000	1.000	.000	.000	.000	.000	.000	.250	.250	.375	.250	.250	.000	.375

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

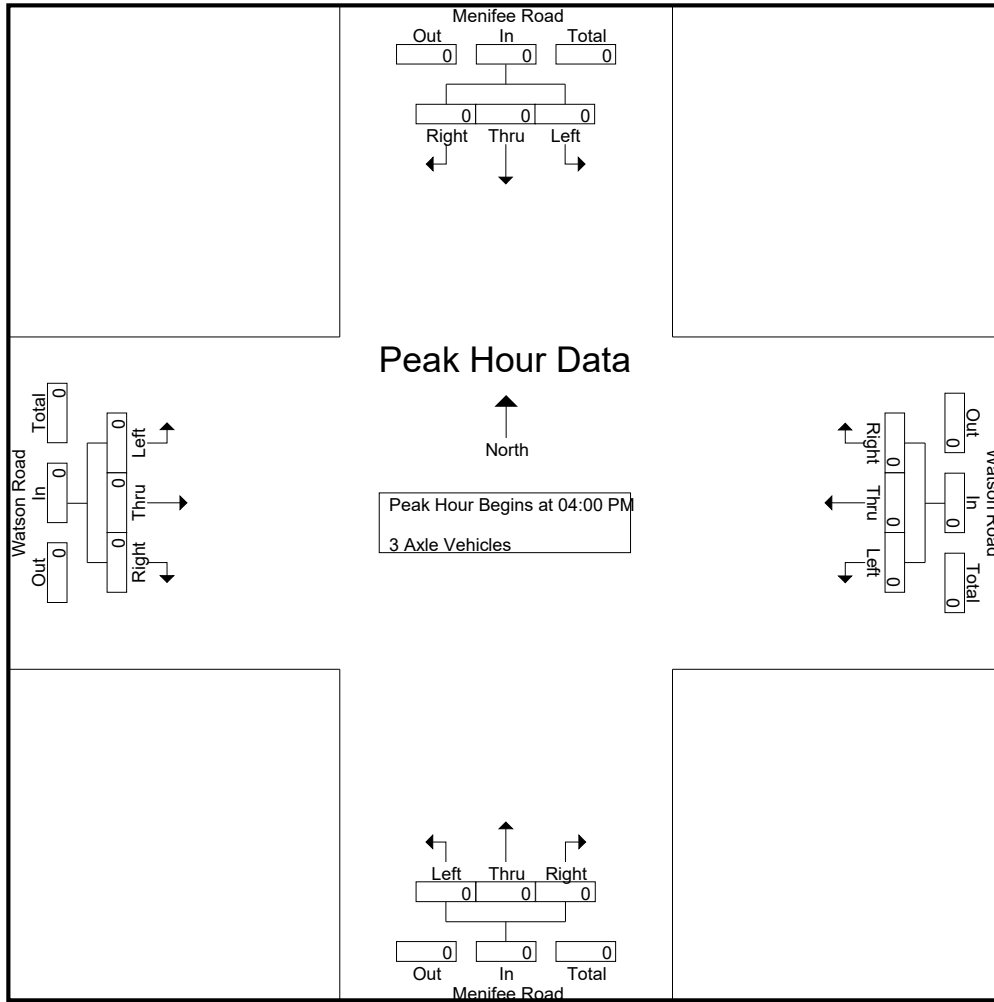
Groups Printed- 3 Axle Vehicles

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0		0	0	0		0	0	0		

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

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

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

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

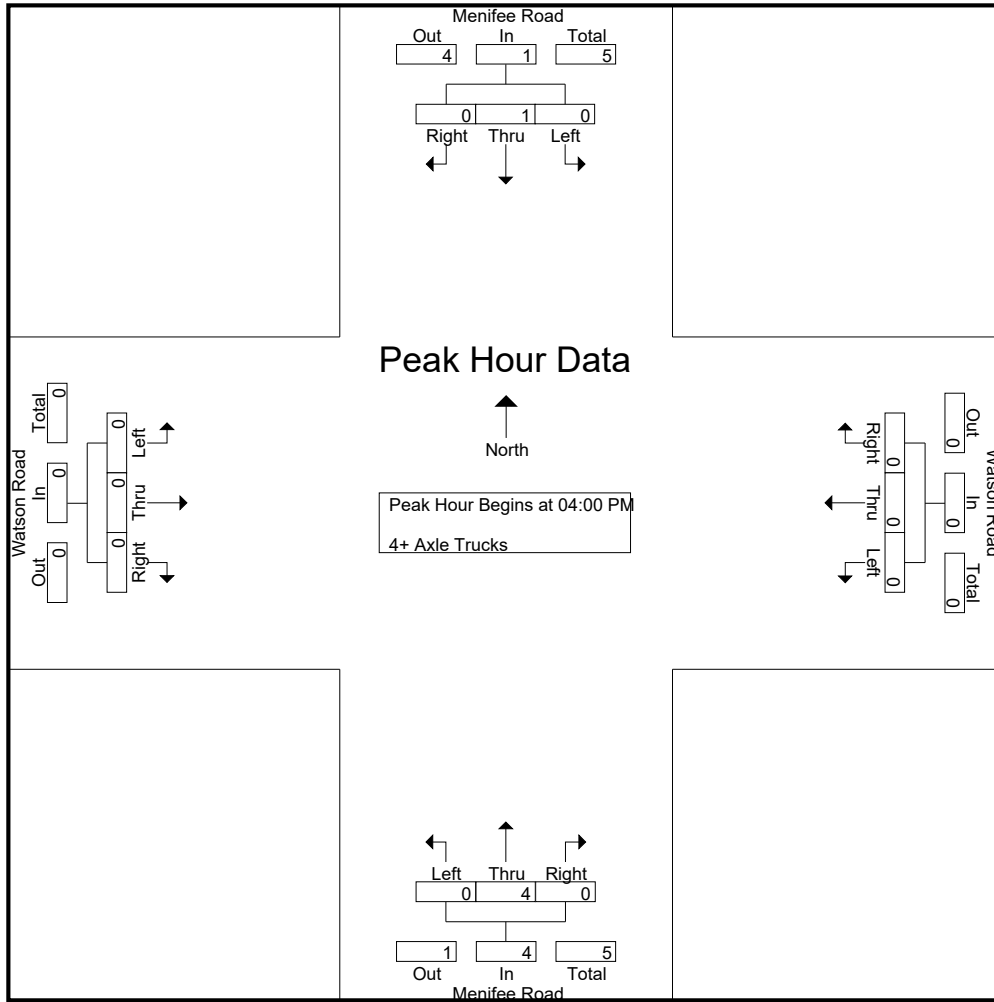
Groups Printed- 4+ Axle Trucks

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	16.7	0	16.7	0	0	0	0	0	83.3	0	83.3	0	0	0	0	

Start Time	Menifee Road Southbound				Watson Road Westbound				Menifee Road Northbound				Watson Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.417

County of Riverside
 N/S: Menifee Road
 E/W: Watson Road
 Weather: Clear

File Name : 57_CRV_Men_Watson PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

Location: County of Riverside
 N/S: Menifee Road
 E/W: Watson Road



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Watson Road	South Leg Menifee Road	West Leg Watson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Menifee Road	East Leg Watson Road	South Leg Menifee Road	West Leg Watson Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Menifee Road
 E/W: Watson Road



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Watson Road			Northbound Menifee Road			Eastbound Watson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Menifee Road			Westbound Watson Road			Northbound Menifee Road			Eastbound Watson Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 1

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

Start Time	Menifee Road Southbound						Ethanac Road (SR-74) Westbound						Menifee Road Northbound						Ethanac Road (SR-74) Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
07:00 AM	6	64	5	0	75	23	160	8	1	191	40	45	24	16	109	9	144	33	11	186	28	561	28		561
07:15 AM	7	56	3	0	66	34	151	10	0	195	51	69	76	28	196	18	179	21	1	218	29	675	29		675
07:30 AM	12	54	9	0	75	64	140	18	5	222	41	70	44	36	155	18	175	16	4	209	45	661	45		661
07:45 AM	9	38	7	2	54	51	154	28	10	233	49	53	26	18	128	12	94	16	4	122	34	537	34		537
Total	34	212	24	2	270	172	605	64	16	841	181	237	170	98	588	57	592	86	20	735	136	2434	136		2434
08:00 AM	11	45	3	2	59	40	161	14	3	215	39	41	30	19	110	12	109	10	0	131	24	515	24		515
08:15 AM	11	19	6	0	36	36	162	6	1	204	22	20	28	21	70	9	121	13	1	143	23	453	23		476
08:30 AM	12	37	7	0	56	25	128	7	2	160	33	17	22	16	72	4	127	11	0	142	18	430	18		448
08:45 AM	15	27	7	2	49	32	137	6	2	175	23	22	22	19	67	7	110	8	2	125	25	416	25		441
Total	49	128	23	4	200	133	588	33	8	754	117	100	102	75	319	32	467	42	3	541	90	1814	90		1904
Grand Total	83	340	47	6	470	305	1193	97	24	1595	298	337	272	173	907	89	1059	128	23	1276	226	4248	226		4474
Approach %	17.7	72.3	10			19.1	74.8	6.1			32.9	37.2	30			7	83	10			5.1	94.9	5.1		
Total %	2	8	1.1		11.1	7.2	28.1	2.3		37.5	7	7.9	6.4		21.4	2.1	24.9	3		30					
Passenger Vehicles	83	335	40		464	301	1132	93		1550	288	336	269		1063	80	986	126		1215	0	0	0		4292
Large 2 Axle Vehicles	100	98.5	85.1	100	97.5	98.7	94.9	95.9	100	95.7	96.6	99.7	98.9	98.3	98.4	89.9	93.1	98.4	100	93.5	0	0	0		95.9
3 Axle Vehicles	0	5	2	0	7	2	34	4	0	40	1	1	2	0	6	1	56	2	0	59	0	0	0		112
4+ Axle Trucks	0	1.5	4.3	0	1.5	0.7	2.8	4.1	0	2.5	0.3	0.3	0.7	1.2	0.6	1.1	5.3	1.6	0	4.5	0	0	0		2.5
% 3 Axle Vehicles	0	0	0	0	0	0	1	5	0	6	7	0	0	0	7	1	5	0	0	6	0	0	0		19
% 4+ Axle Trucks	0	0	0	0	0	0	0.3	0.4	0	0.4	2.3	0	0	0	0.6	1.1	0.5	0	0	0.5	0	0	0		0.4
% App. Total	0	0	5	0	5	1	22	0	0	23	2	0	1	4	4	7	12	0	0	19	0	0	0		51
PHF	0	0	10.6	0	1.1	0.3	1.8	0	0	1.4	0.7	0	0.4	0.6	0.4	7.9	1.1	0	0	1.5	0	0	0		1.1

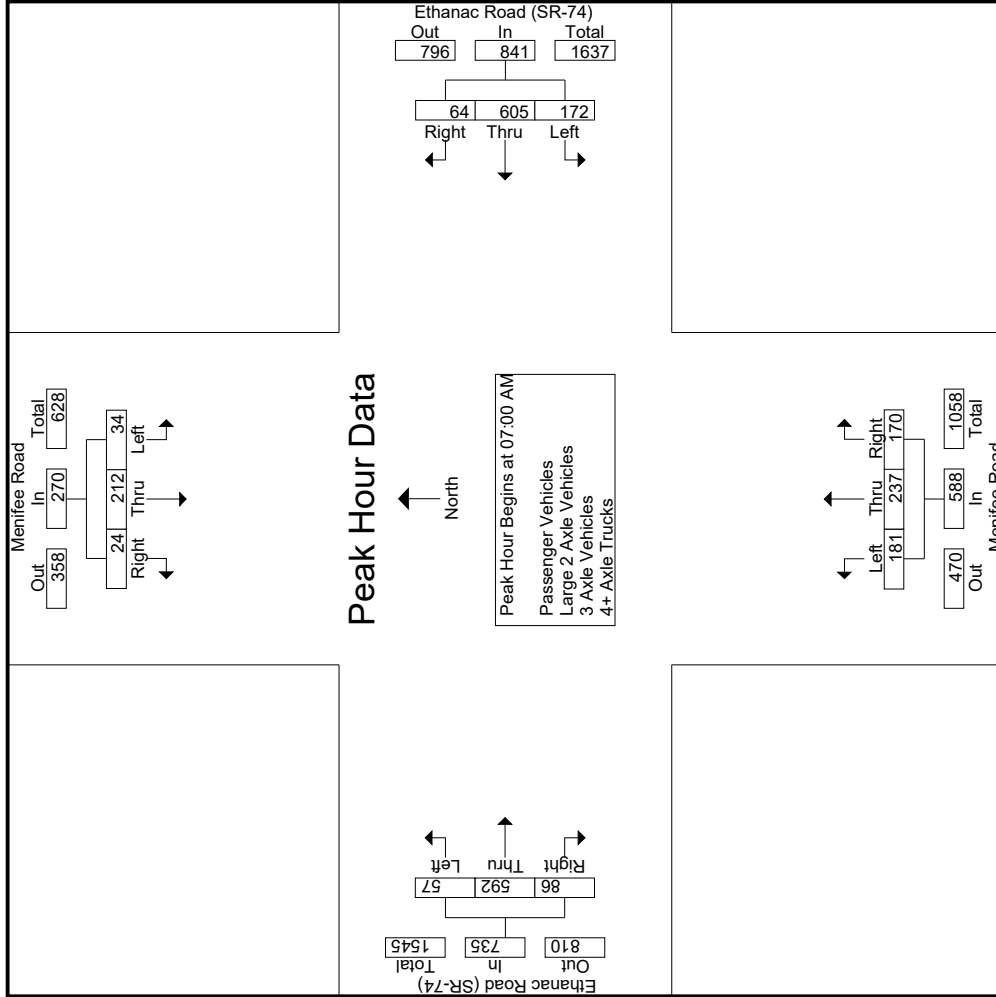
Start Time	Menifee Road Southbound						Ethanac Road (SR-74) Westbound						Menifee Road Northbound						Ethanac Road (SR-74) Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
07:00 AM	6	64	5	0	75	23	160	8	1	191	40	45	24	16	109	9	144	33	11	186	28	561	28		561
07:15 AM	7	56	3	0	66	34	151	10	0	195	51	69	76	28	196	18	179	21	1	218	29	675	29		675
07:30 AM	12	54	9	0	75	64	140	18	5	222	41	70	44	36	155	18	175	16	4	209	45	661	45		661
07:45 AM	9	38	7	2	54	51	154	28	10	233	49	53	26	18	128	12	94	16	4	122	34	537	34		537
Total Volume	34	212	24	2	270	172	605	64	16	841	181	237	170	98	588	57	592	86	20	735	136	2434	136		2570
% App. Total	12.6	78.5	8.9			20.5	71.9	7.6			30.8	40.3	28.9			7.8	80.5	11.7							
PHF	.708	.828	.667		.900	.672	.945	.571		.902	.887	.846	.559		.750	.792	.827	.652		.843					

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

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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Menifee Road Southbound			Ethanac Road (SR-74) Westbound			Menifee Road Northbound			Ethanac Road (SR-74) Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM			07:30 AM			07:15 AM			07:00 AM						
+0 mins.	6	64	5	75	64	140	18	222	51	69	76	196	9	144	33	186
+15 mins.	7	56	3	66	51	154	28	233	41	70	44	155	18	179	21	218
+30 mins.	12	54	9	75	40	161	14	215	49	53	26	128	18	175	16	209
+45 mins.	9	38	7	54	36	162	6	204	39	41	30	110	12	94	16	122
Total Volume	34	212	24	270	191	617	66	874	180	233	176	589	57	592	86	735
% App. Total	12.6	78.5	8.9	900	21.9	70.6	7.6	938	30.6	39.6	29.9	751	7.8	80.5	11.7	843
PHF	.708	.828	.667	.900	.746	.952	.589	.938	.882	.832	.579	.751	.792	.827	.652	.843

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 PO Box 1178
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File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 1

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

Groups Printed- Passenger Vehicles

Start Time	Menifee Road Southbound						Ethanac Road (SR-74) Westbound						Menifee Road Northbound						Ethanac Road (SR-74) Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	6	64	5	0	75		22	152	8	1	182		40	45	24	16	109		9	134	33	11	176	
07:15 AM	7	53	3	0	63		34	144	8	0	186		51	69	76	28	196		17	165	20	1	202	
07:30 AM	12	53	9	0	74		64	134	18	5	216		41	70	44	36	155		15	163	15	4	193	
07:45 AM	9	38	6	2	53		51	144	26	10	221		47	53	26	18	126		11	88	16	4	115	
Total	34	208	23	2	265		171	574	60	16	805		179	237	170	98	586		52	550	84	20	686	
08:00 AM	11	44	3	2	58		40	156	14	3	210		39	40	29	18	108		10	101	10	0	121	
08:15 AM	11	19	5	0	35		35	155	6	1	196		20	20	28	21	68		8	113	13	1	134	
08:30 AM	12	37	5	0	54		25	119	7	2	151		27	17	21	15	65		3	118	11	0	132	
08:45 AM	15	27	4	2	46		30	128	6	2	164		22	22	21	18	66		7	104	8	2	119	
Total	49	127	17	4	193		130	558	33	8	721		109	99	99	72	307		28	436	42	3	506	
Grand Total	83	335	40	6	458		301	1132	93	24	1526		288	336	269	170	893		80	986	126	23	1192	
Approch %	18.1	73.1	8.7				19.7	74.2	6.1				32.3	37.6	30.1				6.7	82.7	10.6			
Total %	2	8.2	1		11.3		7.4	27.8	2.3		37.5		7.1	8.3	6.6		21.9		2	24.2	3.1		29.3	

3-1-1424

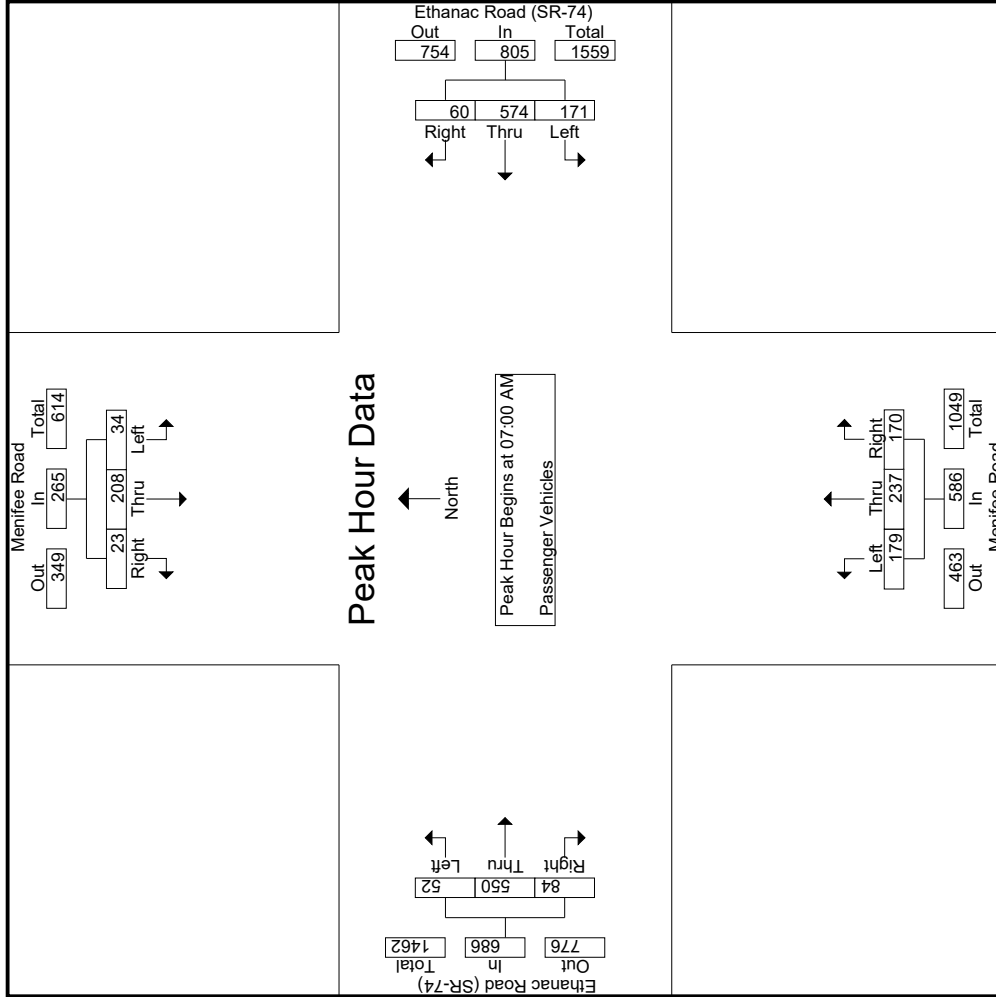
Start Time	Menifee Road Southbound						Ethanac Road (SR-74) Westbound						Menifee Road Northbound						Ethanac Road (SR-74) Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
07:00 AM	6	64	5	0	75		22	152	8	1	182		40	45	24	16	109		9	134	33	11	176	
07:15 AM	7	53	3	0	63		34	144	8	0	186		51	69	76	28	196		17	165	20	1	202	
07:30 AM	12	53	9	0	74		64	134	18	5	216		41	70	44	36	155		15	163	15	4	193	
07:45 AM	9	38	6	2	53		51	144	26	10	221		47	53	26	18	126		11	88	16	4	115	
Total Volume	34	208	23	2	265		171	574	60	16	805		179	237	170	98	586		52	550	84	20	686	
% App. Total	12.8	78.5	8.7				21.2	71.3	7.5				30.5	40.4	29				7.6	80.2	12.2			
PHF	.708	.813	.639		.883		.668	.944	.577		.911		.877	.846	.559		.747		.765	.833	.636		.849	

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

Counts Unlimited
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County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Menifee Road Southbound			Ethanac Road (SR-74) Westbound			Menifee Road Northbound			Ethanac Road (SR-74) Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:00 AM			07:00 AM				
+0 mins.	6	64	5	75	22	152	8	182	45	24	134	33	176	
+15 mins.	7	53	3	63	34	144	8	186	69	76	165	20	202	
+30 mins.	12	53	9	74	64	134	18	216	70	44	163	15	193	
+45 mins.	9	38	6	53	51	144	26	221	53	26	88	16	115	
Total Volume	34	208	23	265	171	574	60	805	237	170	550	84	686	
% App. Total	12.8	78.5	8.7		21.2	71.3	7.5		30.5	40.4	29	12.2		
PHF	.708	.813	.639	.883	.668	.944	.577	.911	.877	.846	.833	.636	.849	

Counts Unlimited
 PO Box 1178
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County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

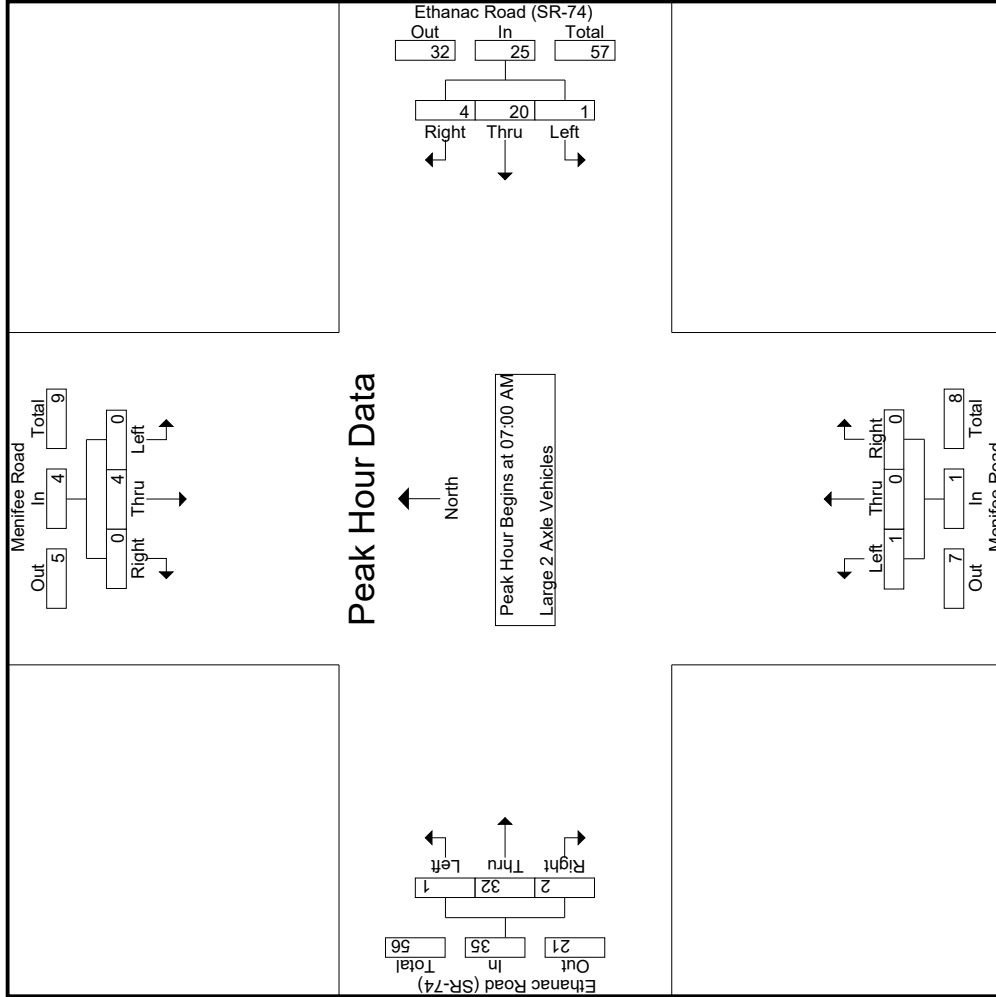
Start Time	Menifee Road Southbound					Ethanac Road (SR-74) Westbound					Menifee Road Northbound					Ethanac Road (SR-74) Eastbound				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total								
07:00 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	7	0	0	7
07:15 AM	0	3	0	0	3	0	4	2	0	6	0	0	0	0	0	1	11	1	0	13
07:30 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	11	1	0	12
07:45 AM	0	0	0	0	0	0	7	2	0	9	1	0	0	0	1	0	3	0	0	3
Total	0	4	0	0	4	1	20	4	0	25	1	0	0	0	1	1	32	2	0	35
08:00 AM	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	0	7	0	0	7
08:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	1	1	0	6	0	0	6
08:45 AM	0	0	1	0	1	1	3	0	0	4	0	0	1	1	1	0	3	0	0	3
Total	0	1	2	0	3	1	14	0	0	15	0	1	2	2	3	0	24	0	0	24
Grand Total	0	5	2	0	7	2	34	4	0	40	1	1	2	2	4	1	56	2	0	59
Approch %	0	71.4	28.6		6.4	5	85	10		36.4	25	25	50		3.6	1.7	94.9	3.4		53.6
Total %	0	4.5	1.8			1.8	30.9	3.6			0.9	0.9	1.8			0.9	50.9	1.8		98.2

Start Time	Menifee Road Southbound					Ethanac Road (SR-74) Westbound					Menifee Road Northbound					Ethanac Road (SR-74) Eastbound				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total	Exclu. Total	Inclu. Total	Int. Total								
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	7	0	0	7
07:15 AM	0	3	0	0	3	0	4	2	0	6	0	0	0	0	0	1	11	1	0	13
07:30 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	11	1	0	12
07:45 AM	0	0	0	0	0	0	7	2	0	9	1	0	0	0	1	0	3	0	0	3
Total Volume	0	4	0	0	4	1	20	4	0	25	1	0	0	0	1	1	32	2	0	35
% App. Total	0	100	0	0	0	4	80	16		16	100	0	0		0	2.9	91.4	5.7		5.7
PHF	.000	.333	.000		.333	.250	.714	.500		.694	.250	.000	.000		.000	.250	.727	.500		.673

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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Menifee Road Southbound			Ethanac Road (SR-74) Westbound			Menifee Road Northbound			Ethanac Road (SR-74) Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
+0 mins.	0	0	0	0	07:00 AM	1	6	0	7	07:00 AM	0	7	0	7
+15 mins.	0	3	0	3	0	0	4	2	6	0	0	0	1	13
+30 mins.	0	1	0	1	0	0	3	0	3	0	0	0	0	12
+45 mins.	0	0	0	0	0	7	2	2	9	1	0	3	0	3
Total Volume	0	4	0	4	1	20	4	25	25	1	0	0	1	35
% App. Total	0	100	0	100	4	80	16	694	694	250	0	0	250	673
PHF	.000	.333	.000	.333	.250	.714	.500	.694	.694	.250	.000	.000	.250	.673

Groups Printed - 3 Axle Vehicles

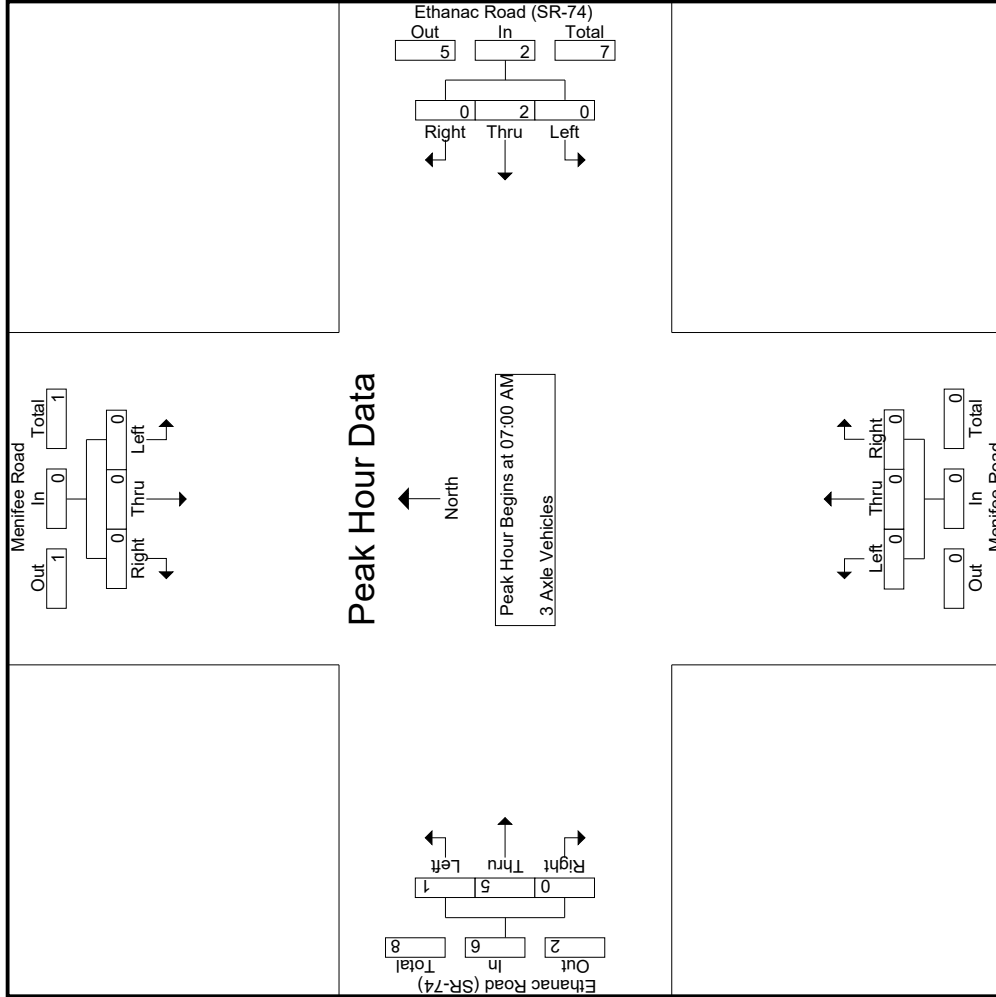
Start Time	Menifee Road Southbound					Ethanac Road (SR-74) Westbound					Menifee Road Northbound					Ethanac Road (SR-74) Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	5	0	0	0	6	0	0	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	3	0	0	4	7	0	0	0	7	0	0	0	0	0	0	0	0	0	11
Grand Total	0	0	0	0	0	1	5	0	0	6	7	0	0	0	7	1	5	0	0	0	6	0	0	0	19
Apprch %	0	0	0	0	0	16.7	83.3	0	0	31.6	100	0	0	0	36.8	16.7	83.3	0	0	0	31.6	0	0	0	100
Total %	0	0	0	0	0	5.3	26.3	0	0	36.8	36.8	0	0	0	36.8	5.3	26.3	0	0	0	31.6	0	0	0	100

Start Time	Menifee Road Southbound					Ethanac Road (SR-74) Westbound					Menifee Road Northbound					Ethanac Road (SR-74) Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Menifee Road Southbound			Ethanac Road (SR-74) Westbound			Menifee Road Northbound			Ethanac Road (SR-74) Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	6
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	16.7
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.250
													83.3
													.625
													.000
													.750

Counts Unlimited
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County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

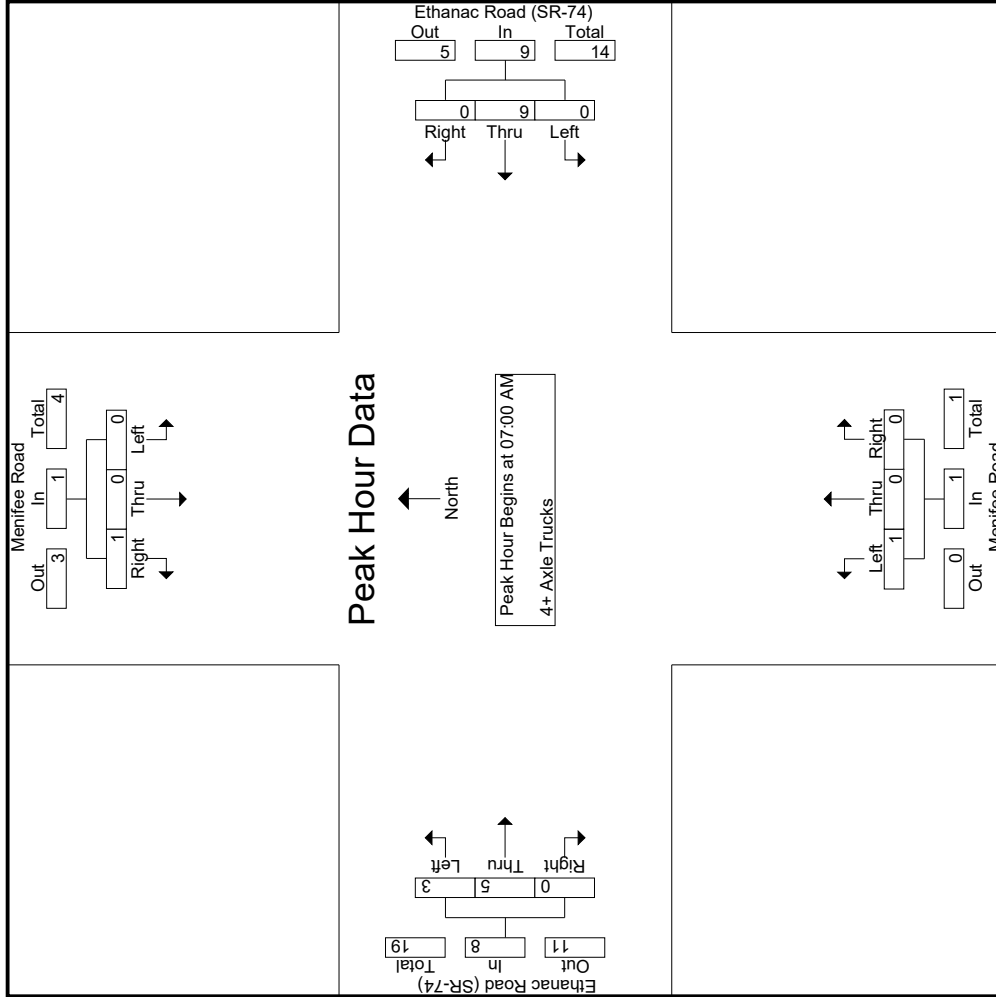
Start Time	Menifee Road Southbound						Ethanac Road (SR-74) Westbound						Menifee Road Northbound						Ethanac Road (SR-74) Eastbound					
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR	
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total
07:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
07:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
07:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	5
07:45 AM	0	0	1	0	1	0	3	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	2	7
Total	0	0	1	0	1	0	9	0	0	0	0	1	0	0	0	0	1	0	3	5	0	0	8	19
08:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	3	6
08:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
08:30 AM	0	0	2	0	2	0	2	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	4	9
08:45 AM	0	0	2	0	2	1	5	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0	3	11
Total	0	0	4	0	4	1	13	0	0	0	14	1	0	1	1	2	4	7	4	7	0	0	11	31
Grand Total	0	0	5	0	5	1	22	0	0	0	23	2	0	1	1	3	7	12	7	12	0	0	19	50
Apprch %	0	0	100			4.3	95.7	0			66.7	0	33.3			36.8	63.2	0					1	50
Total %	0	0	10			2	44	0			4	0	2			6	14	24	0				2	98

Start Time	Menifee Road Southbound						Ethanac Road (SR-74) Westbound						Menifee Road Northbound						Ethanac Road (SR-74) Eastbound						
	Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		Left		Right		RTOR		
	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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 (951) 268-6268

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Menifee Road Southbound			Ethanac Road (SR-74) Westbound			Menifee Road Northbound			Ethanac Road (SR-74) Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM				07:00 AM				07:00 AM		
+0 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
+15 mins.	0	0	0	0	0	3	0	0	0	0	0	0	1	0	
+30 mins.	0	0	0	0	0	2	0	0	0	0	0	0	1	0	
+45 mins.	0	0	1	1	0	3	0	0	1	0	0	0	1	0	
Total Volume	0	0	1	1	0	9	0	0	1	0	0	0	5	0	
% App. Total	0	0	100	.250	0	100	0	0	100	0	0	0	37.5	62.5	
PHF	.000	.000	.250	.250	.000	.750	.000	.000	.750	.250	.000	.000	.375	.625	
														.000	
														.667	

Counts Unlimited
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County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 1

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

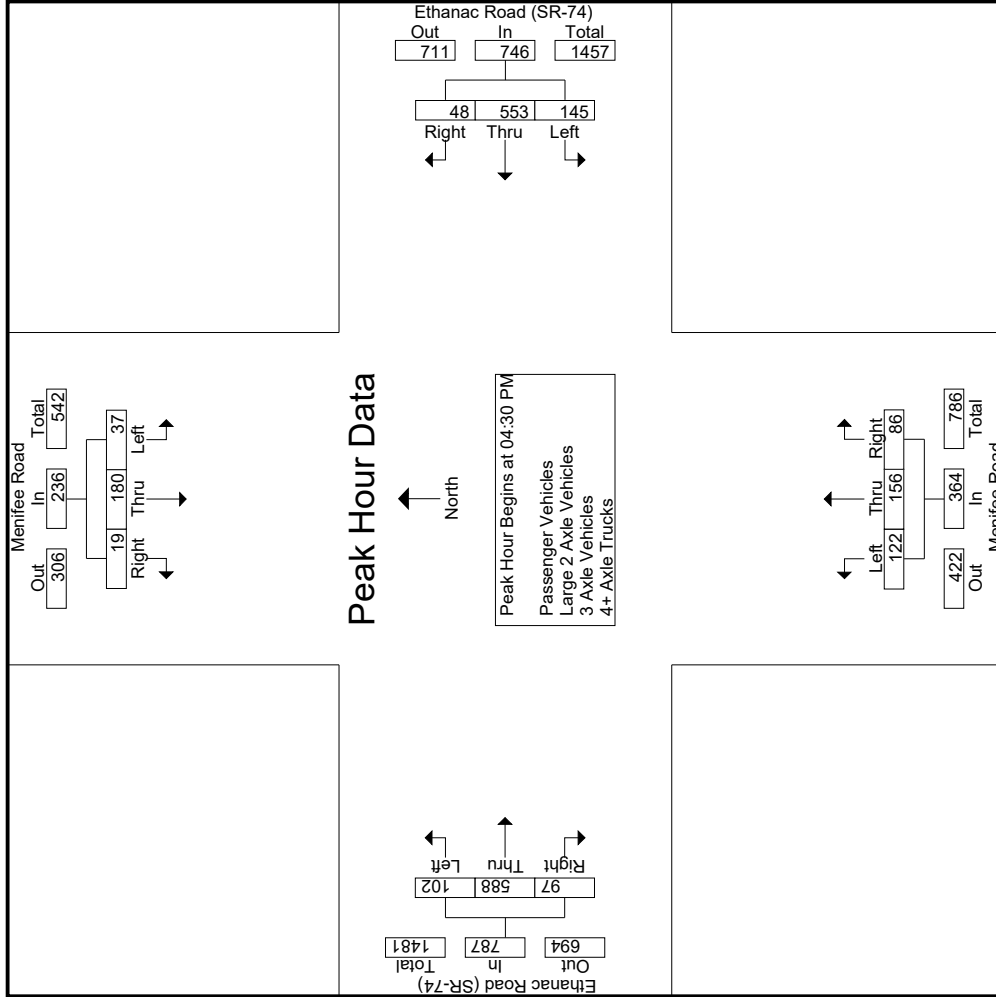
Start Time	Menifee Road Southbound										Ethanac Road (SR-74) Westbound										Menifee Road Northbound										Ethanac Road (SR-74) Eastbound									
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total	
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total		
Total	28	169	20	2	217	140	571	42	10	753	83	170	96	56	349	117	542	100	20	759	88	2078	2166																	
05:00 PM	12	60	5	1	77	32	125	16	8	173	31	46	18	11	95	25	177	18	3	220	23	565	588																	
05:15 PM	10	37	5	1	52	40	140	10	2	190	38	33	18	13	89	26	128	33	6	187	22	518	540																	
05:30 PM	6	59	2	0	67	27	124	15	4	166	28	41	19	6	88	22	124	22	2	168	12	489	501																	
05:45 PM	9	34	5	0	48	28	136	16	5	180	35	39	22	15	96	22	155	36	8	213	28	537	565																	
Total	37	190	17	2	244	127	525	57	19	709	132	159	77	45	368	95	584	109	19	788	85	2109	2194																	
Grand Total	65	359	37	4	461	267	1096	99	29	1462	215	329	173	101	717	212	1126	209	39	1547	173	4187	4360																	
Approch %	14.1	77.9	8			18.3	75	6.8			30	45.9	24.1			13.7	72.8	13.5																						
Total %	1.6	8.6	0.9		11	6.4	26.2	2.4		34.9	5.1	7.9	4.1		17.1	5.1	26.9	5		36.9	4	96																		
Passenger Vehicles	64	356	34		458	264	1029	98		1420	200	328	172		800	205	1103	206		1553	0	0	4231																	
Large 2 Axle Vehicles	98.5	99.2	91.9	100	98.5	98.9	93.9	99	100	95.2	93	99.7	99.4	99	97.8	96.7	98	98.6	100	97.9	0	0	97																	
3 Axle Vehicles	1.5	0.6	2.7	0	0.9	0.7	2.9	1	0	2.3	10	1	0	0	1.1	2	20	0	0	2.2	0	0	72																	
4+ Axle Trucks	0	1	1	1	2	0	28	0	0	28	4	0	0	0	4	0	2	2	0	4	0	0	38																	
% 3 Axle Vehicles	0	0.3	2.7	0	0.4	0	2.6	0	0	1.9	1.9	0	0	0	0.5	0	0.2	1	0	0.3	0	0	0.9																	
% 4+ Axle Trucks	0	0	1	1	1	1	7	0	0	8	1	0	1	1	3	5	1	1	1	7	0	0	19																	
% 4+ Axle Trucks	0	0	2.7	0	0.2	0.4	0.6	0	0	0.5	0.5	0	0.6	1	0.4	2.4	0.1	0.5	0	0.4	0	0	0.4																	

Start Time	Menifee Road Southbound										Ethanac Road (SR-74) Westbound										Menifee Road Northbound										Ethanac Road (SR-74) Eastbound									
	Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total		Left		Thru		Right		RTOR		App. Total	
	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total	Exclu. Total	Inclu. Total				
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1	8	46	1			127	44	7		178	32	38	29		29	22	129	27		178	178	510	510																	
04:30 PM	7	37	8			161	29	15		205	21	39	21		21	29	81	19		202	540	540																		
05:00 PM	12	60	5			125	32	16		173	31	46	18		18	25	177	18		220	565	565																		
05:15 PM	10	37	5			140	40	10		190	38	33	18		13	26	128	33		187	540	540																		
Total Volume	37	180	19			553	145	48		746	122	156	86		86	102	588	97		787	2133	2133																		
% App. Total	15.7	76.3	8.1			74.1	19.4	6.4		91.0	33.5	42.9	23.6		23.6	13	74.7	12.3		894	894	894																		
PHF	.771	.750	.594			.824	.859	.750		.910	.803	.848	.741		.741	.879	.919	.735		.894	.894	.894																		

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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Menifee Road Southbound			Ethanac Road (SR-74) Westbound			Menifee Road Northbound			Ethanac Road (SR-74) Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM				04:00 PM				05:00 PM			04:15 PM				
+0 mins.	7	37	8	52	44	153	11	208	31	46	18	95	28	144	33	205
+15 mins.	12	60	5	77	23	130	9	162	38	33	18	89	22	129	27	178
+30 mins.	10	37	5	52	44	127	7	178	28	41	19	88	29	154	19	202
+45 mins.	6	59	2	67	29	161	15	205	35	39	22	96	25	177	18	220
Total Volume	35	193	20	248	140	571	42	753	132	159	77	368	104	604	97	805
% App. Total	14.1	77.8	8.1		18.6	75.8	5.6		35.9	43.2	20.9		12.9	75	12	
PHF	.729	.804	.625	.805	.795	.887	.700	.905	.868	.864	.875	.958	.897	.853	.735	.915

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County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 1

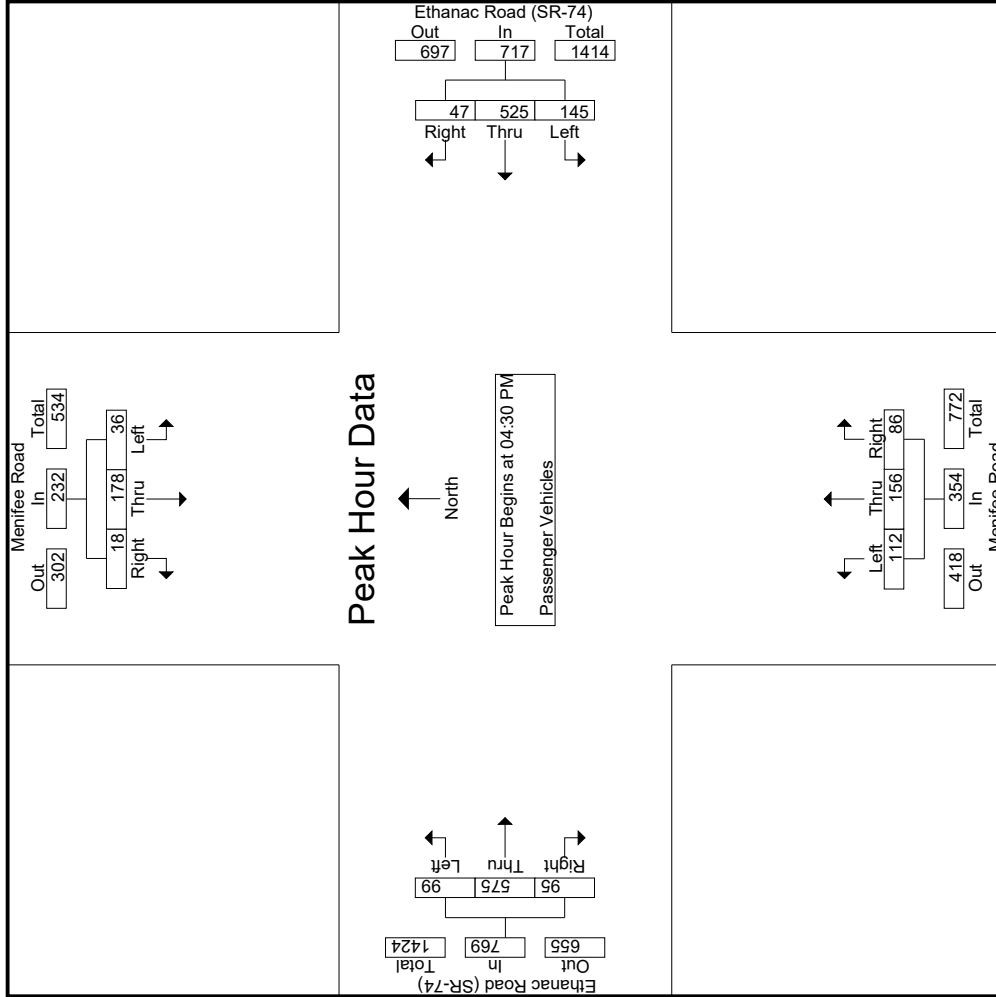
Groups Printed- Passenger Vehicles

Start Time	Menifee Road Southbound						Ethanac Road (SR-74) Westbound						Menifee Road Northbound						Ethanac Road (SR-74) Eastbound												
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
Total	28	167	18	2	213	138	530	41	10	709	75	170	95	55	340	111	531	98	20	740	87	2002	2089	111	531	98	20	740	87	2002	2089
05:00 PM	11	59	5	1	75	32	118	16	8	166	30	46	18	11	94	25	176	18	3	219	23	554	577	25	176	18	3	219	23	554	577
05:15 PM	10	37	4	1	51	40	136	10	2	186	35	33	18	13	86	25	123	32	6	180	22	503	525	25	123	32	6	180	22	503	525
05:30 PM	6	59	2	0	67	27	117	15	4	159	27	40	19	6	86	22	120	22	2	164	12	476	488	22	120	22	2	164	12	476	488
05:45 PM	9	34	5	0	48	27	128	16	5	171	33	39	22	15	94	22	153	36	8	211	28	524	552	22	153	36	8	211	28	524	552
Total	36	189	16	2	241	126	499	57	19	682	125	158	77	45	360	94	572	108	19	774	85	2057	2142	94	572	108	19	774	85	2057	2142
Grand Total	64	356	34	4	454	264	1029	98	29	1391	200	328	172	100	700	205	1103	206	39	1514	172	4059	4231	205	1103	206	39	1514	172	4059	4231
Approch %	14.1	78.4	7.5			19	74	7		34.3	28.6	46.9	24.6		17.2	13.5	72.9	13.6		37.3	4.1	95.9		5.1	27.2	5.1					
Total %	1.6	8.8	0.8			6.5	25.4	2.4			4.9	8.1	4.2			5.1	27.2	5.1													
Start Time	Menifee Road Southbound						Ethanac Road (SR-74) Westbound						Menifee Road Northbound						Ethanac Road (SR-74) Eastbound												
	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:30 PM																															
04:30 PM	8	46	1		55		44	123	7	174	28	38	29	20	95	20	126	27	173		497		20	126	27	173		497			
04:45 PM	7	36	8		51		29	148	14	191	19	39	21	29	79	29	150	18	197		518		29	150	18	197		518			
05:00 PM	11	59	5		75		32	118	16	166	30	46	18	20	95	20	126	27	173		518		20	126	27	173		518			
05:15 PM	10	37	4	1	51	40	136	10	2	186	35	33	18	13	86	25	123	32	6	180	22	503	525	25	123	32	6	180	22	503	525
Total Volume	36	178	18		232		145	525	47	717	112	156	86		354	99	575	95	769		2072		99	575	95	769		2072			
% App. Total	15.5	76.7	7.8			20.2	73.2	6.6		34.3	28.6	46.9	24.6		17.2	13.5	72.9	13.6		37.3	4.1	95.9		5.1	27.2	5.1					
PHF	.818	.754	.563		.773	.824	.887	.734		.938	.800	.848	.741		.932	.853	.817	.742		.878											

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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Menifee Road Southbound			Ethanac Road (SR-74) Westbound			Menifee Road Northbound			Ethanac Road (SR-74) Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	8	46	1	55	44	123	7	174	28	38	29	95	20	126	27	173
+15 mins.	7	36	8	51	29	148	14	191	19	39	21	79	29	150	18	197
+30 mins.	11	59	5	75	32	118	16	166	30	46	18	94	25	176	18	219
+45 mins.	10	37	4	51	40	136	10	186	35	33	18	86	25	123	32	180
Total Volume	36	178	18	232	145	525	47	717	112	156	86	354	99	575	95	769
% App. Total	15.5	76.7	7.8	20.2	73.2	6.6	31.6	44.1	24.3	12.9	74.8	12.4	8.53	81.7	7.42	87.8
PHF	.818	.754	.563	.773	.824	.887	.734	.938	.800	.848	.741	.932	.853	.817	.742	.878

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	Menifee Road Southbound				Ethanac Road (SR-74) Westbound				Menifee Road Northbound				Ethanac Road (SR-74) Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	1	0	0	1	1	6	0	0	7	0	0	0	0	0	3	0	11	11
04:15 PM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	3	0	10	10
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	2	2
04:45 PM	0	1	0	0	1	0	4	1	0	5	2	0	0	0	2	4	0	12	12
Total	0	2	0	0	2	1	16	1	0	18	4	0	0	0	4	11	0	35	35
05:00 PM	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	1	0	6	6
05:15 PM	0	0	1	0	1	0	4	0	0	4	2	0	0	0	2	4	0	11	11
05:30 PM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	4	0	9	9
05:45 PM	0	0	0	0	0	1	6	0	0	7	2	0	0	0	2	2	0	11	11
Total	1	0	1	0	2	1	16	0	0	17	6	1	0	0	7	11	0	37	37
Grand Total	1	2	1	0	4	2	32	1	0	35	10	1	0	0	11	2	20	0	72
Approch %	25	50	25			5.7	91.4	2.9		90.9	9.1	0			9.1	90.9	0		72
Total %	1.4	2.8	1.4		5.6	2.8	44.4	1.4		48.6	13.9	1.4			15.3	2.8	27.8	0	100
3.1-1442																			

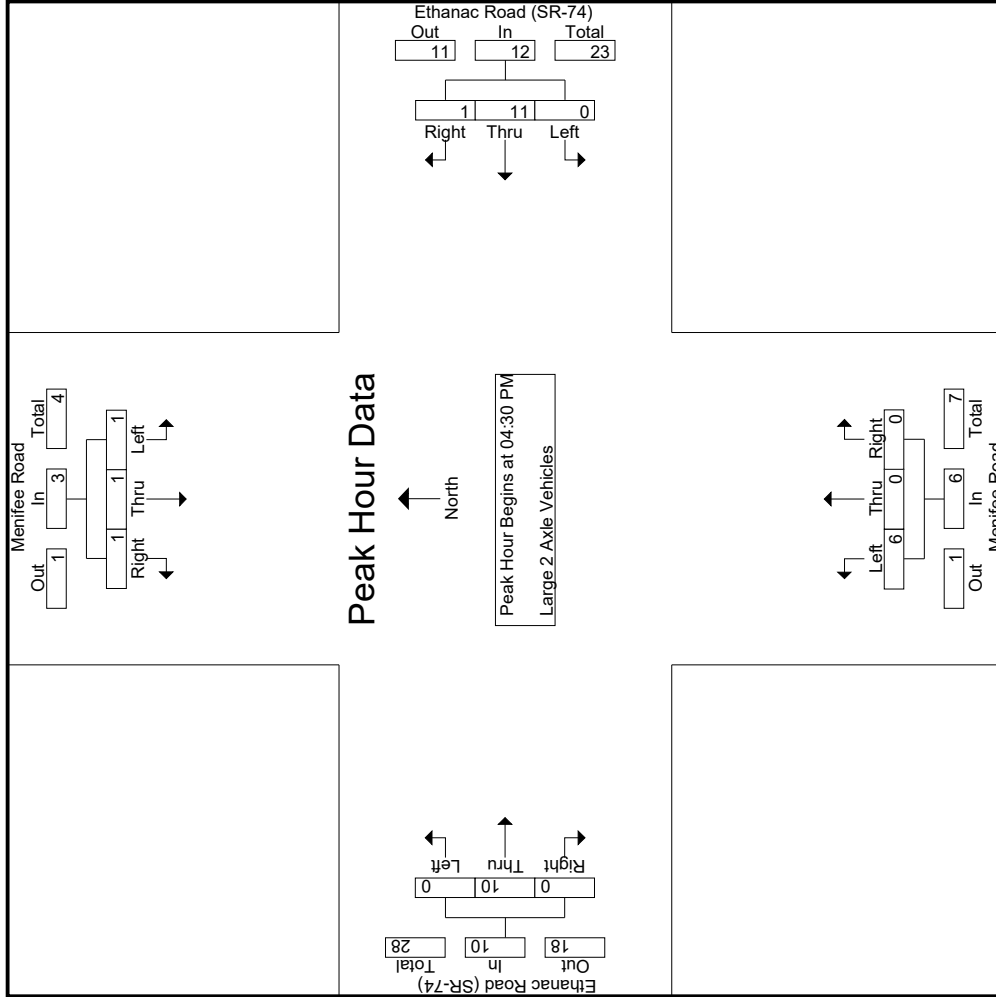
Start Time	Menifee Road Southbound				Ethanac Road (SR-74) Westbound				Menifee Road Northbound				Ethanac Road (SR-74) Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	2
04:45 PM	0	1	0	0	1	0	4	1	0	5	2	0	0	0	4	0	4	12
05:00 PM	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	0	1	6
05:15 PM	0	0	1	1	1	0	4	0	0	4	2	0	0	0	4	0	4	11
Total Volume	1	1	1		3	0	11	1		12	6	0	0		10	0	10	31
% App. Total	33.3	33.3	33.3		33.3	0	91.7	8.3		8.3	100	0	0		100	0	100	0
PHF	.250	.250	.250		.750	.000	.688	.250		.600	.750	.000	.000		.625	.000	.625	.646

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

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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Menifee Road Southbound			Ethanac Road (SR-74) Westbound			Menifee Road Northbound			Ethanac Road (SR-74) Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	1	0	0	1	0	0
+15 mins.	0	1	0	0	4	1	2	0	0	4	0	4
+30 mins.	1	0	0	0	3	0	1	0	0	1	0	1
+45 mins.	0	0	1	0	4	0	2	0	0	4	0	4
Total Volume	1	1	1	0	11	1	6	0	0	10	0	10
% App. Total	33.3	33.3	33.3	0	91.7	8.3	100	0	0	100	0	100
PHF	.250	.250	.250	.000	.688	.250	.750	.000	.000	.625	.000	.625

Groups Printed - 3 Axle Vehicles

Start Time	Menifee Road Southbound				Ethanac Road (SR-74) Westbound				Menifee Road Northbound				Ethanac Road (SR-74) Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	0	6	6
04:15 PM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	0	8	8
04:30 PM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	0	0	6	6
04:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	8	8
Total	0	0	1	0	1	0	21	0	0	21	3	0	0	0	3	0	0	28	28
05:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2
Total	0	1	0	0	1	0	7	0	0	7	1	0	0	0	1	0	0	10	10
Grand Total	0	1	1	0	2	0	28	0	0	28	4	0	0	0	4	0	0	38	38
Approch %	0	50	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	100	100
Total %	0	2.6	2.6	0	5.3	0	73.7	0	0	73.7	10.5	0	0	0	10.5	0	0	100	100

3.1-1445

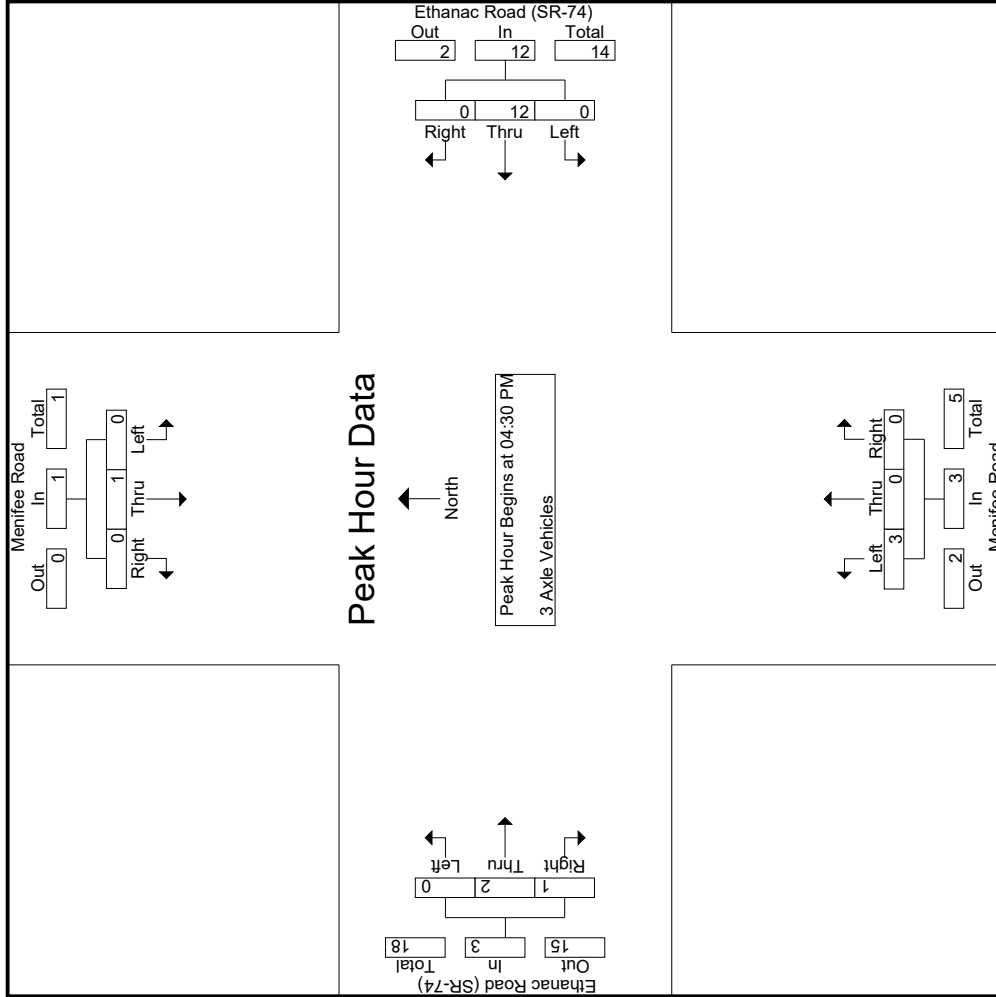
Start Time	Menifee Road Southbound				Ethanac Road (SR-74) Westbound				Menifee Road Northbound				Ethanac Road (SR-74) Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	1	1
05:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1
Total Volume	0	1	0	0	1	0	12	0	0	12	3	0	0	0	3	0	0	3	3
% App. Total	0	100	0	0	0	0	100	0	0	100	100	0	0	0	66.7	33.3	0	19	19
PHF	.000	.250	.000	.000	.250	.000	.429	.000	.000	.429	.375	.000	.000	.000	.375	.250	.750	.594	.594

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

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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Menifee Road Southbound			Ethanac Road (SR-74) Westbound			Menifee Road Northbound			Ethanac Road (SR-74) Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			
+0 mins.	0	0	0	0	3	0	0	3	0	0	0	0	1
+15 mins.	0	0	0	0	7	0	0	7	0	0	0	1	1
+30 mins.	0	1	0	1	2	0	0	2	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	1	0	1	12	0	0	12	3	0	0	3	3
% App. Total	0	100	0	0	100	0	0	100	.375	0	0	.375	.750
PHF	.000	.250	.000	.250	.429	.000	.000	.429	.000	.500	.250	.750	

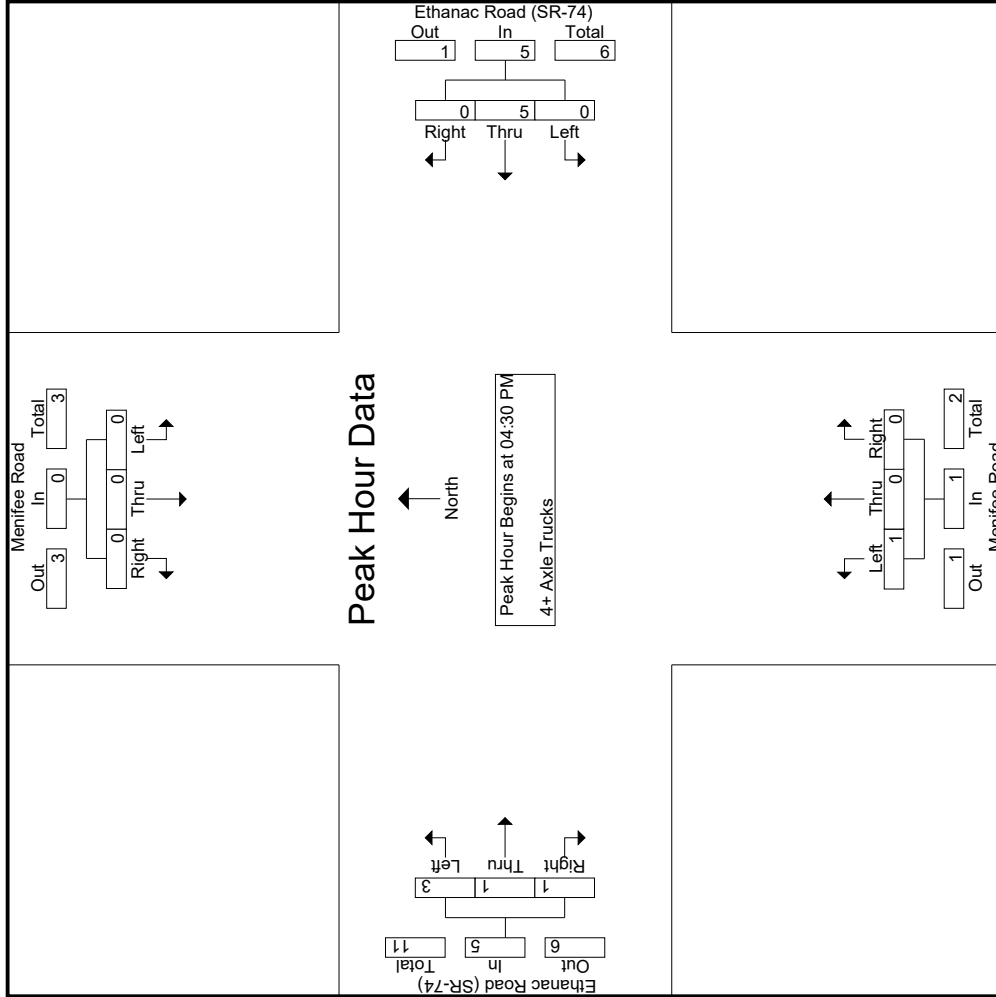
Groups Printed- 4+ Axle Trucks

Start Time	Menifee Road Southbound					Ethanac Road (SR-74) Westbound					Menifee Road Northbound					Ethanac Road (SR-74) Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	1	0	1	1	1	0	0	2	0	0	1	1	1	2	0	0	0	2	1	6	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2	1	0	0	3	0	5	5
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	1	0	1	1	4	0	0	5	1	0	1	1	2	4	1	0	0	5	1	13	14
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	1	0	2	0	5	5
Grand Total	0	0	1	0	1	1	7	0	0	8	1	0	1	1	2	5	1	1	0	7	1	18	19
Approch %	0	0	100	0	5.6	12.5	87.5	0	0	44.4	50	0	50	0	11.1	71.4	14.3	14.3	0	38.9	5.3	94.7	94.7
Total %	0	0	5.6	0	5.6	5.6	38.9	0	0	44.4	5.6	0	5.6	0	11.1	27.8	5.6	5.6	0	38.9	5.3	94.7	94.7
Start Time	Menifee Road Southbound					Ethanac Road (SR-74) Westbound					Menifee Road Northbound					Ethanac Road (SR-74) Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 04:30 PM																						
04:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	5	0	5	1	0	0	0	1	3	1	1	1	5	1	5	11
% App. Total	0	0	0	0	0	0	0	100	0	100	100	0	0	0	0	60	20	20	20	20	20	20	20
PHF	.000	.000	.000	.000	.000	.000	.625	.000	.625	.625	.250	.000	.000	.000	.000	.250	.375	.250	.250	.250	.250	.417	.550

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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/1/2020
 Page No : 2



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

County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)
 Weather: Clear

File Name : 58_CRV_Men_Ethanac PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Menifee Road Southbound			Ethanac Road (SR-74) Westbound			Menifee Road Northbound			Ethanac Road (SR-74) Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:												
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			
+0 mins.	0	0	0	0	1	0	1	0	0	0	1	0	3
+15 mins.	0	0	0	0	2	0	2	0	0	0	0	0	0
+30 mins.	0	0	0	0	2	0	2	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	5	0	5	0	0	1	1	1	5
% App. Total	0	0	0	0	100	0	100	0	0	250	20	20	417
PHF	.000	.000	.000	.000	.625	.000	.625	.000	.000	.250	.375	.250	.417

Location: County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Menifee Road	East Leg Ethanac Road (SR-74)	South Leg Menifee Road	West Leg Ethanac Road (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Menifee Road	East Leg Ethanac Road (SR-74)	South Leg Menifee Road	West Leg Ethanac Road (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Menifee Road
 E/W: Ethanac Road (SR-74)



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Menifee Road			Westbound Ethanac Road (SR-74)			Northbound Menifee Road			Eastbound Ethanac Road (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Menifee Road			Westbound Ethanac Road (SR-74)			Northbound Menifee Road			Eastbound Ethanac Road (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	1	2

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

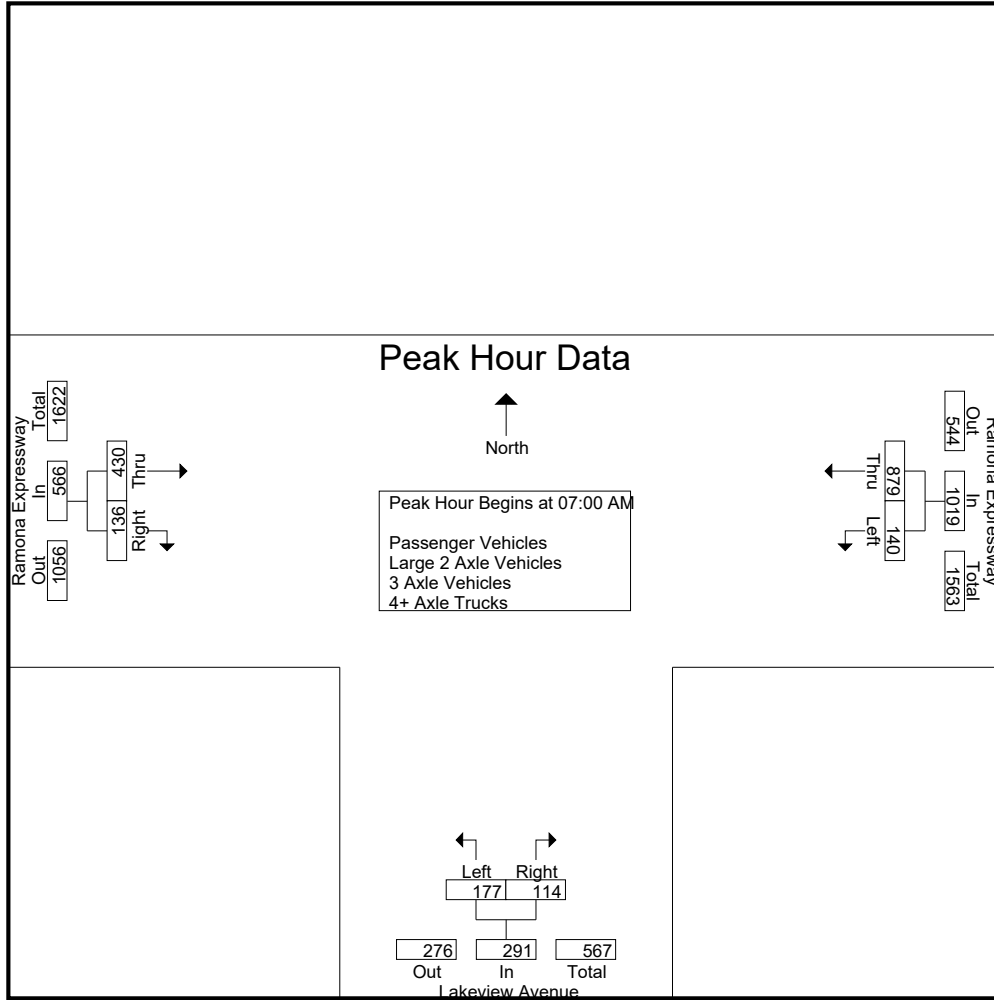
Start Time	Ramona Expressway Westbound				Lakeview Avenue Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	30	220	0	250	33	23	15	56	111	32	11	143	26	449	475
07:15 AM	38	215	0	253	29	28	18	57	110	34	13	144	31	454	485
07:30 AM	35	254	0	289	60	26	16	86	104	40	18	144	34	519	553
07:45 AM	37	190	0	227	55	37	26	92	105	30	13	135	39	454	493
Total	140	879	0	1019	177	114	75	291	430	136	55	566	130	1876	2006
08:00 AM	26	175	0	201	26	23	15	49	111	30	4	141	19	391	410
08:15 AM	24	162	0	186	30	39	29	69	117	15	6	132	35	387	422
08:30 AM	13	157	0	170	27	32	25	59	96	10	0	106	25	335	360
08:45 AM	14	143	0	157	24	16	11	40	88	10	3	98	14	295	309
Total	77	637	0	714	107	110	80	217	412	65	13	477	93	1408	1501
Grand Total	217	1516	0	1733	284	224	155	508	842	201	68	1043	223	3284	3507
Apprch %	12.5	87.5			55.9	44.1			80.7	19.3					
Total %	6.6	46.2		52.8	8.6	6.8		15.5	25.6	6.1		31.8	6.4	93.6	
Passenger Vehicles	206	1464		1670	278	210		631	770	195		1031	0	0	3332
% Passenger Vehicles	94.9	96.6	0	96.4	97.9	93.8	92.3	95.2	91.4	97	97.1	92.8	0	0	95
Large 2 Axle Vehicles	4	24		28	5	7		18	49	5		56	0	0	102
% Large 2 Axle Vehicles	1.8	1.6	0	1.6	1.8	3.1	3.9	2.7	5.8	2.5	2.9	5	0	0	2.9
3 Axle Vehicles	0	4		4	0	2		3	6	1		7	0	0	14
% 3 Axle Vehicles	0	0.3	0	0.2	0	0.9	0.6	0.5	0.7	0.5	0	0.6	0	0	0.4
4+ Axle Trucks	7	24		31	1	5		11	17	0		17	0	0	59
% 4+ Axle Trucks	3.2	1.6	0	1.8	0.4	2.2	3.2	1.7	2	0	0	1.5	0	0	1.7

Start Time	Ramona Expressway Westbound			Lakeview Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	30	220	250	33	23	56	111	32	143	449
07:15 AM	38	215	253	29	28	57	110	34	144	454
07:30 AM	35	254	289	60	26	86	104	40	144	519
07:45 AM	37	190	227	55	37	92	105	30	135	454
Total Volume	140	879	1019	177	114	291	430	136	566	1876
% App. Total	13.7	86.3		60.8	39.2		76	24		
PHF	.921	.865	.881	.738	.770	.791	.968	.850	.983	.904

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

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM			07:30 AM			07:00 AM		
+0 mins.	30	220	250	60	26	86	111	32	143
+15 mins.	38	215	253	55	37	92	110	34	144
+30 mins.	35	254	289	26	23	49	104	40	144
+45 mins.	37	190	227	30	39	69	105	30	135
Total Volume	140	879	1019	171	125	296	430	136	566
% App. Total	13.7	86.3		57.8	42.2		76	24	
PHF	.921	.865	.881	.713	.801	.804	.968	.850	.983

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

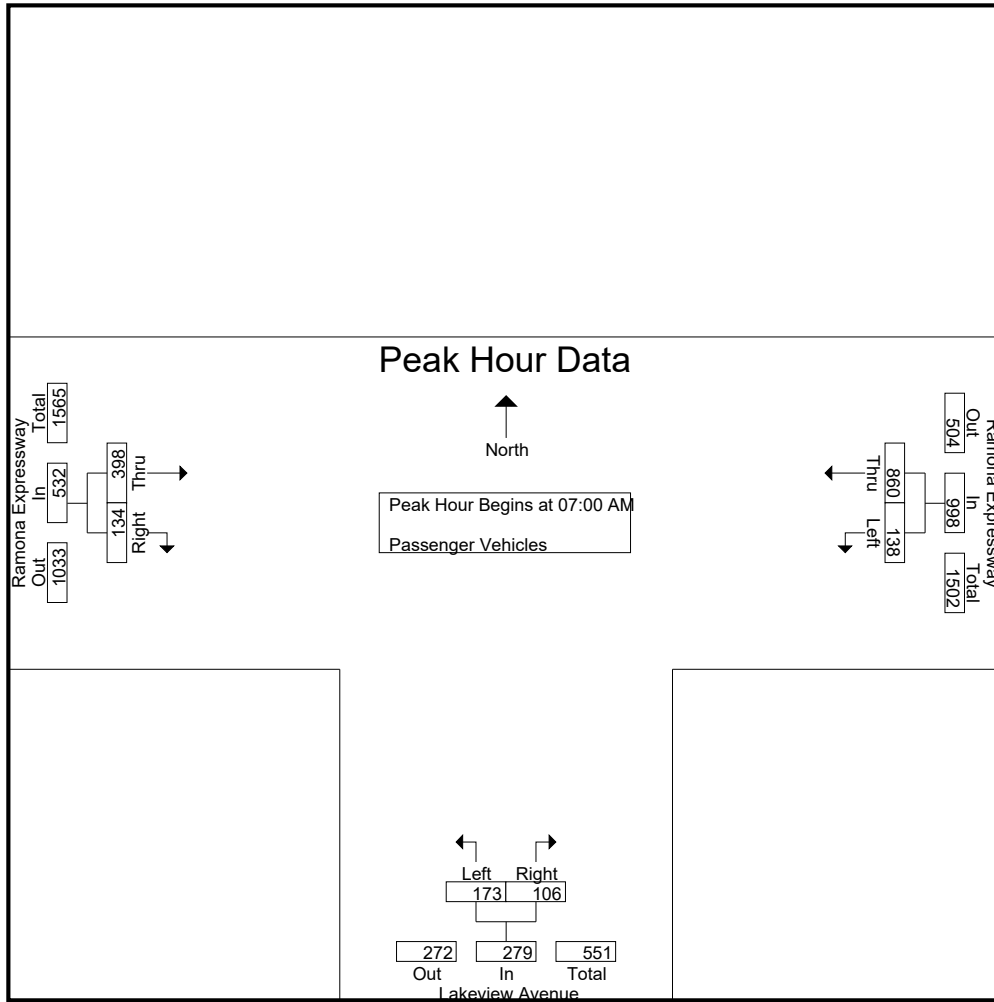
Groups Printed- Passenger Vehicles

Start Time	Ramona Expressway Westbound				Lakeview Avenue Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	29	215	0	244	33	22	14	55	101	31	11	132	25	431	456
07:15 AM	38	211	0	249	28	27	17	55	102	33	12	135	29	439	468
07:30 AM	34	250	0	284	59	25	16	84	99	40	18	139	34	507	541
07:45 AM	37	184	0	221	53	32	21	85	96	30	13	126	34	432	466
Total	138	860	0	998	173	106	68	279	398	134	54	532	122	1809	1931
08:00 AM	22	170	0	192	26	22	14	48	101	29	4	130	18	370	388
08:15 AM	22	155	0	177	30	38	28	68	106	14	5	120	33	365	398
08:30 AM	12	144	0	156	27	28	22	55	85	9	0	94	22	305	327
08:45 AM	12	135	0	147	22	16	11	38	80	9	3	89	14	274	288
Total	68	604	0	672	105	104	75	209	372	61	12	433	87	1314	1401
Grand Total	206	1464	0	1670	278	210	143	488	770	195	66	965	209	3123	3332
Apprch %	12.3	87.7			57	43			79.8	20.2					
Total %	6.6	46.9		53.5	8.9	6.7		15.6	24.7	6.2		30.9	6.3	93.7	

Start Time	Ramona Expressway Westbound			Lakeview Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	29	215	244	33	22	55	101	31	132	431
07:15 AM	38	211	249	28	27	55	102	33	135	439
07:30 AM	34	250	284	59	25	84	99	40	139	507
07:45 AM	37	184	221	53	32	85	96	30	126	432
Total Volume	138	860	998	173	106	279	398	134	532	1809
% App. Total	13.8	86.2		62	38		74.8	25.2		
PHF	.908	.860	.879	.733	.828	.821	.975	.838	.957	.892

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	29	215	244	33	22	55	101	31	132
+15 mins.	38	211	249	28	27	55	102	33	135
+30 mins.	34	250	284	59	25	84	99	40	139
+45 mins.	37	184	221	53	32	85	96	30	126
Total Volume	138	860	998	173	106	279	398	134	532
% App. Total	13.8	86.2		62	38		74.8	25.2	
PHF	.908	.860	.879	.733	.828	.821	.975	.838	.957

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

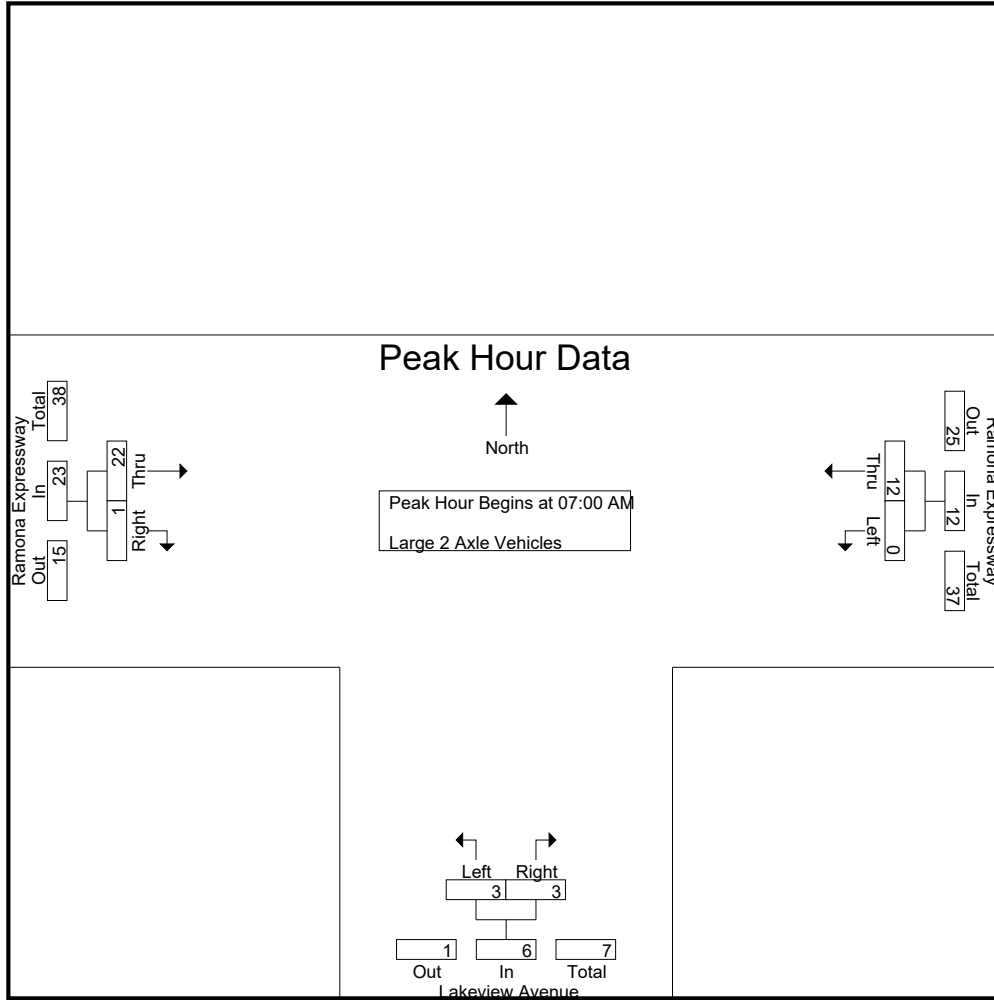
Groups Printed- Large 2 Axle Vehicles

Start Time	Ramona Expressway Westbound				Lakeview Avenue Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	0	3	0	3	0	0	0	0	8	0	0	8	0	11	11
07:15 AM	0	1	0	1	1	0	0	1	6	1	1	7	1	9	10
07:30 AM	0	3	0	3	0	0	0	0	3	0	0	3	0	6	6
07:45 AM	0	5	0	5	2	3	3	5	5	0	0	5	3	15	18
Total	0	12	0	12	3	3	3	6	22	1	1	23	4	41	45
08:00 AM	2	4	0	6	0	0	0	0	6	1	0	7	0	13	13
08:15 AM	1	2	0	3	0	1	1	1	6	1	1	7	2	11	13
08:30 AM	0	4	0	4	0	3	2	3	8	1	0	9	2	16	18
08:45 AM	1	2	0	3	2	0	0	2	7	1	0	8	0	13	13
Total	4	12	0	16	2	4	3	6	27	4	1	31	4	53	57
Grand Total	4	24	0	28	5	7	6	12	49	5	2	54	8	94	102
Apprch %	14.3	85.7			41.7	58.3			90.7	9.3					
Total %	4.3	25.5		29.8	5.3	7.4		12.8	52.1	5.3		57.4	7.8	92.2	

Start Time	Ramona Expressway Westbound			Lakeview Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	3	3	0	0	0	8	0	8	11
07:15 AM	0	1	1	1	0	1	6	1	7	9
07:30 AM	0	3	3	0	0	0	3	0	3	6
07:45 AM	0	5	5	2	3	5	5	0	5	15
Total Volume	0	12	12	3	3	6	22	1	23	41
% App. Total	0	100		50	50		95.7	4.3		
PHF	.000	.600	.600	.375	.250	.300	.688	.250	.719	.683

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	3	3	0	0	0	8	0	8
+15 mins.	0	1	1	1	0	1	6	1	7
+30 mins.	0	3	3	0	0	0	3	0	3
+45 mins.	0	5	5	2	3	5	5	0	5
Total Volume	0	12	12	3	3	6	22	1	23
% App. Total	0	100		50	50		95.7	4.3	
PHF	.000	.600	.600	.375	.250	.300	.688	.250	.719

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

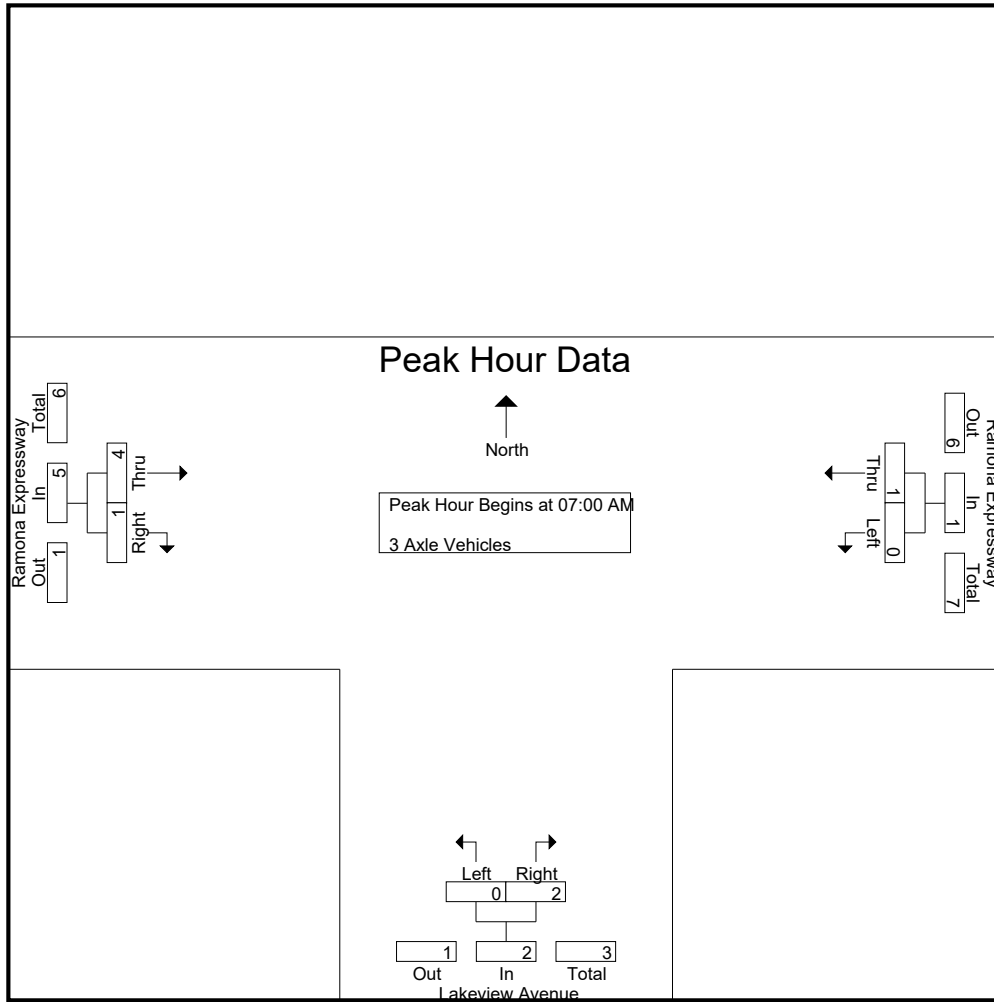
Groups Printed- 3 Axle Vehicles

Start Time	Ramona Expressway Westbound				Lakeview Avenue Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	2	2
07:15 AM	0	0	0	0	0	1	1	1	1	0	0	1	1	2	3
07:30 AM	0	1	0	1	0	1	0	1	1	0	0	1	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	1	0	1	0	2	1	2	4	1	0	5	1	8	9
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	2	2
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	3	0	0	0	0	2	0	0	2	0	5	5
Grand Total	0	4	0	4	0	2	1	2	6	1	0	7	1	13	14
Apprch %	0	100			0	100			85.7	14.3					
Total %	0	30.8		30.8	0	15.4		15.4	46.2	7.7		53.8	7.1	92.9	

Start Time	Ramona Expressway Westbound			Lakeview Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	1	1	2	2
07:15 AM	0	0	0	0	1	1	1	0	1	2
07:30 AM	0	1	1	0	1	1	1	0	1	3
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	1	0	2	2	4	1	5	8
% App. Total	0	100		0	100		80	20		
PHF	.000	.250	.250	.000	.500	.500	1.00	.250	.625	.667

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	1	1	2
+15 mins.	0	0	0	0	1	1	1	0	1
+30 mins.	0	1	1	0	1	1	1	0	1
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	0	2	2	4	1	5
% App. Total	0	100		0	100		80	20	
PHF	.000	.250	.250	.000	.500	.500	1.000	.250	.625

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

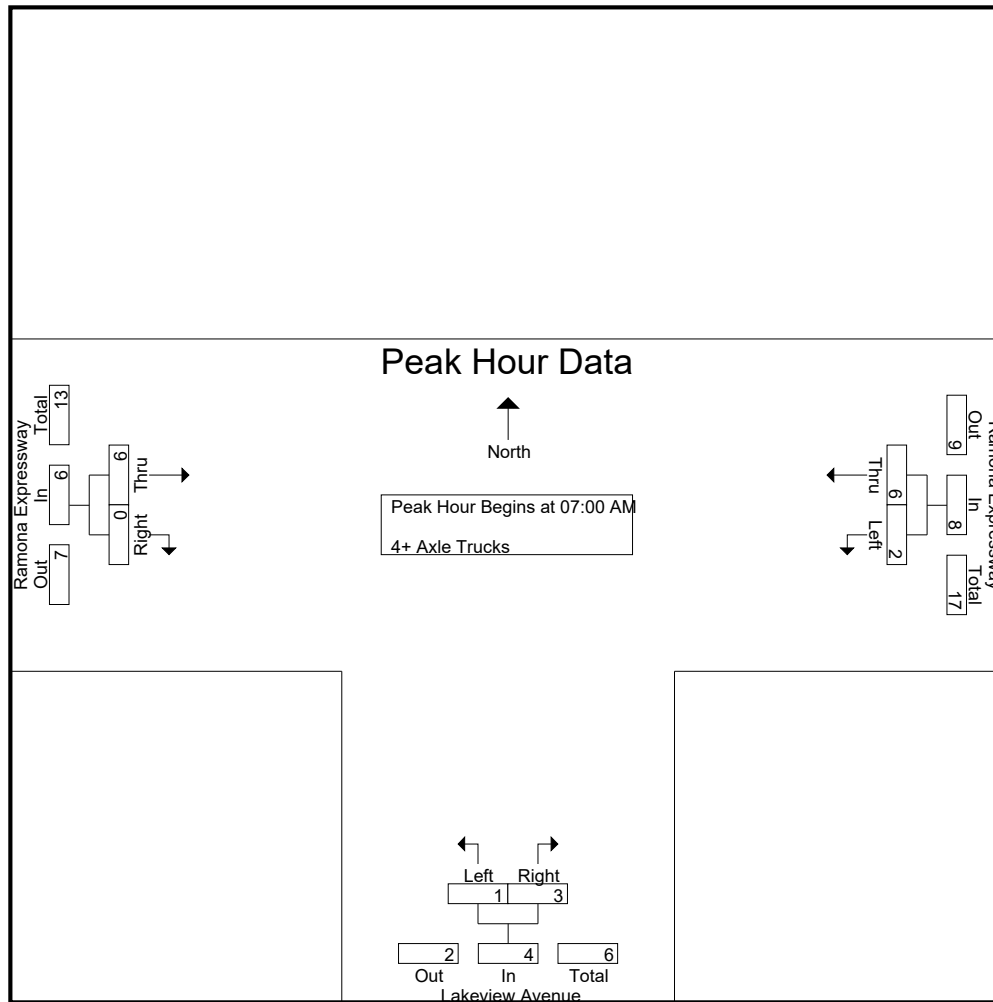
Groups Printed- 4+ Axle Trucks

Start Time	Ramona Expressway Westbound				Lakeview Avenue Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
07:00 AM	1	2	0	3	0	1	1	1	1	0	0	1	1	5	6
07:15 AM	0	3	0	3	0	0	0	0	1	0	0	1	0	4	4
07:30 AM	1	0	0	1	1	0	0	1	1	0	0	1	0	3	3
07:45 AM	0	1	0	1	0	2	2	2	3	0	0	3	2	6	8
Total	2	6	0	8	1	3	3	4	6	0	0	6	3	18	21
08:00 AM	2	1	0	3	0	1	1	1	3	0	0	3	1	7	8
08:15 AM	1	4	0	5	0	0	0	0	4	0	0	4	0	9	9
08:30 AM	1	8	0	9	0	1	1	1	3	0	0	3	1	13	14
08:45 AM	1	5	0	6	0	0	0	0	1	0	0	1	0	7	7
Total	5	18	0	23	0	2	2	2	11	0	0	11	2	36	38
Grand Total	7	24	0	31	1	5	5	6	17	0	0	17	5	54	59
Apprch %	22.6	77.4			16.7	83.3			100	0					
Total %	13	44.4		57.4	1.9	9.3		11.1	31.5	0		31.5	8.5	91.5	

Start Time	Ramona Expressway Westbound			Lakeview Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	2	3	0	1	1	1	0	1	5
07:15 AM	0	3	3	0	0	0	1	0	1	4
07:30 AM	1	0	1	1	0	1	1	0	1	3
07:45 AM	0	1	1	0	2	2	3	0	3	6
Total Volume	2	6	8	1	3	4	6	0	6	18
% App. Total	25	75		25	75		100	0		
PHF	.500	.500	.667	.250	.375	.500	.500	.000	.500	.750

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	2	3	0	1	1	1	0	1
+15 mins.	0	3	3	0	0	0	1	0	1
+30 mins.	1	0	1	1	0	1	1	0	1
+45 mins.	0	1	1	0	2	2	3	0	3
Total Volume	2	6	8	1	3	4	6	0	6
% App. Total	25	75		25	75		100	0	
PHF	.500	.500	.667	.250	.375	.500	.500	.000	.500

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

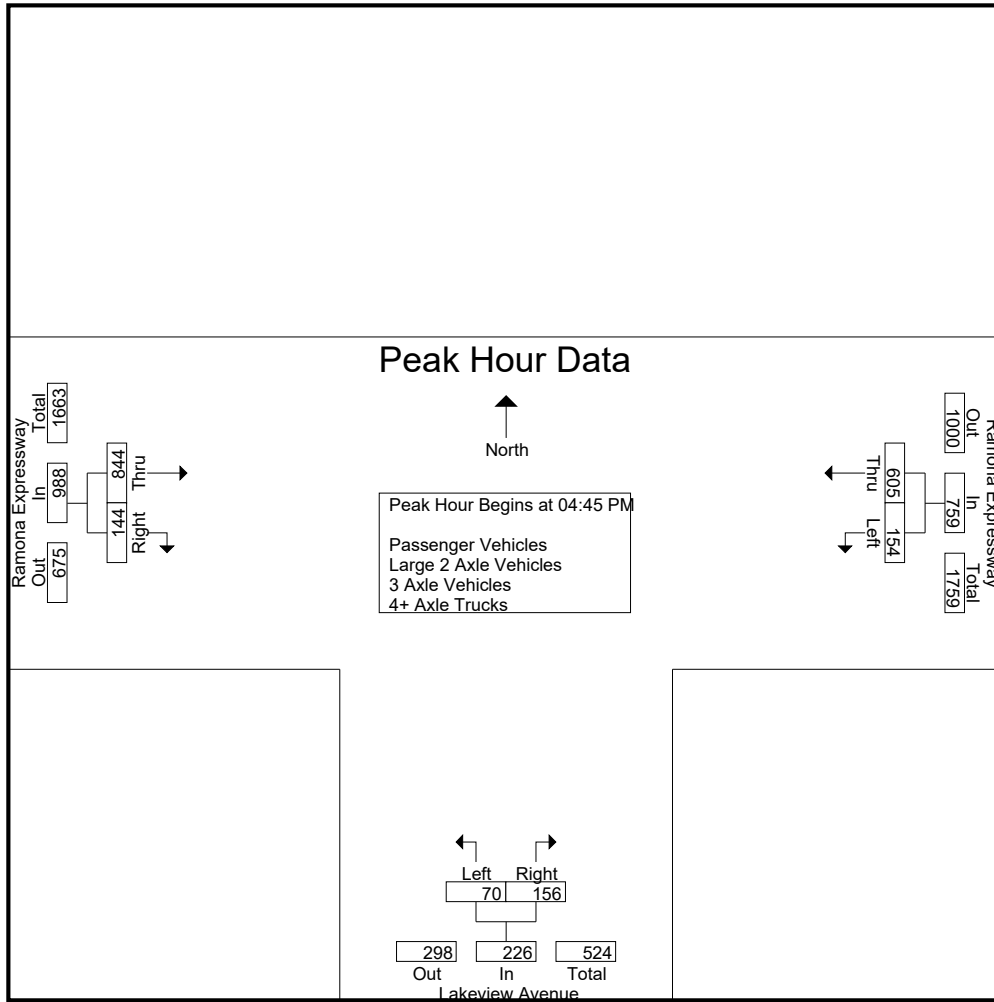
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Ramona Expressway Westbound				Lakeview Avenue Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	44	150	0	194	22	37	19	59	193	38	16	231	35	484	519
04:15 PM	36	152	0	188	17	37	20	54	213	29	5	242	25	484	509
04:30 PM	39	166	0	205	20	34	19	54	171	24	2	195	21	454	475
04:45 PM	44	142	0	186	20	39	21	59	208	45	12	253	33	498	531
Total	163	610	0	773	79	147	79	226	785	136	35	921	114	1920	2034
05:00 PM	41	129	0	170	20	36	11	56	221	26	8	247	19	473	492
05:15 PM	31	180	0	211	11	37	11	48	223	39	9	262	20	521	541
05:30 PM	38	154	0	192	19	44	16	63	192	34	13	226	29	481	510
05:45 PM	31	132	0	163	18	27	16	45	173	24	5	197	21	405	426
Total	141	595	0	736	68	144	54	212	809	123	35	932	89	1880	1969
Grand Total	304	1205	0	1509	147	291	133	438	1594	259	70	1853	203	3800	4003
Apprch %	20.1	79.9			33.6	66.4			86	14					
Total %	8	31.7		39.7	3.9	7.7		11.5	41.9	6.8		48.8	5.1	94.9	
Passenger Vehicles	279	1144		1423	140	272		536	1545	241		1856	0	0	3815
% Passenger Vehicles	91.8	94.9	0	94.3	95.2	93.5	93.2	93.9	96.9	93.1	100	96.5	0	0	95.3
Large 2 Axle Vehicles	9	25		34	3	9		16	22	9		31	0	0	81
% Large 2 Axle Vehicles	3	2.1	0	2.3	2	3.1	3	2.8	1.4	3.5	0	1.6	0	0	2
3 Axle Vehicles	7	11		18	1	1		3	5	0		5	0	0	26
% 3 Axle Vehicles	2.3	0.9	0	1.2	0.7	0.3	0.8	0.5	0.3	0	0	0.3	0	0	0.6
4+ Axle Trucks	9	25		34	3	9		16	22	9		31	0	0	81
% 4+ Axle Trucks	3	2.1	0	2.3	2	3.1	3	2.8	1.4	3.5	0	1.6	0	0	2

Start Time	Ramona Expressway Westbound			Lakeview Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	44	142	186	20	39	59	208	45	253	498
05:00 PM	41	129	170	20	36	56	221	26	247	473
05:15 PM	31	180	211	11	37	48	223	39	262	521
05:30 PM	38	154	192	19	44	63	192	34	226	481
Total Volume	154	605	759	70	156	226	844	144	988	1973
% App. Total	20.3	79.7		31	69		85.4	14.6		
PHF	.875	.840	.899	.875	.886	.897	.946	.800	.943	.947

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:00 PM			04:00 PM			04:45 PM		
+0 mins.	44	150	194	22	37	59	208	45	253
+15 mins.	36	152	188	17	37	54	221	26	247
+30 mins.	39	166	205	20	34	54	223	39	262
+45 mins.	44	142	186	20	39	59	192	34	226
Total Volume	163	610	773	79	147	226	844	144	988
% App. Total	21.1	78.9		35	65		85.4	14.6	
PHF	.926	.919	.943	.898	.942	.958	.946	.800	.943

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

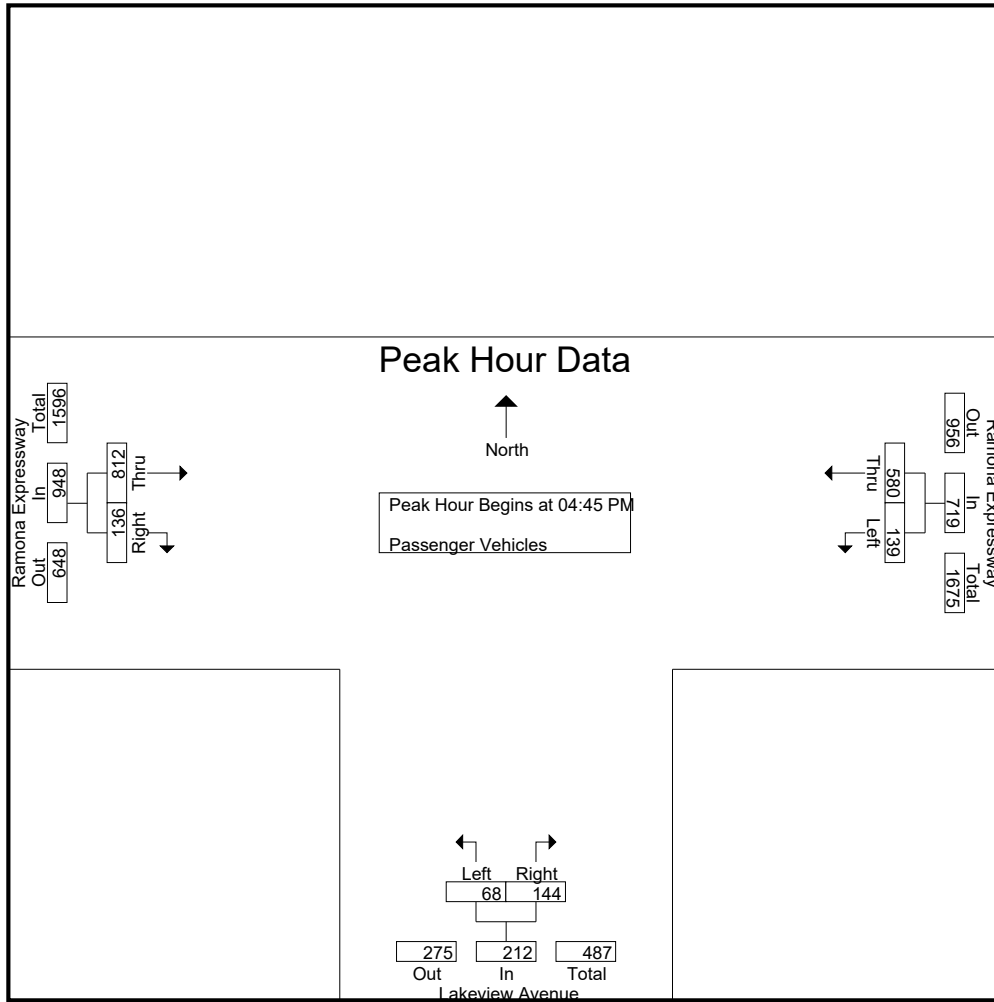
Groups Printed- Passenger Vehicles

Start Time	Ramona Expressway Westbound				Lakeview Avenue Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	40	139	0	179	21	33	17	54	185	36	16	221	33	454	487
04:15 PM	32	144	0	176	15	37	20	52	211	27	5	238	25	466	491
04:30 PM	39	156	0	195	20	31	16	51	167	22	2	189	18	435	453
04:45 PM	40	138	0	178	20	35	17	55	193	39	12	232	29	465	494
Total	151	577	0	728	76	136	70	212	756	124	35	880	105	1820	1925
05:00 PM	38	116	0	154	18	36	11	54	211	24	8	235	19	443	462
05:15 PM	25	176	0	201	11	33	11	44	220	39	9	259	20	504	524
05:30 PM	36	150	0	186	19	40	16	59	188	34	13	222	29	467	496
05:45 PM	29	125	0	154	16	27	16	43	170	20	5	190	21	387	408
Total	128	567	0	695	64	136	54	200	789	117	35	906	89	1801	1890
Grand Total	279	1144	0	1423	140	272	124	412	1545	241	70	1786	194	3621	3815
Apprch %	19.6	80.4			34	66			86.5	13.5					
Total %	7.7	31.6		39.3	3.9	7.5		11.4	42.7	6.7		49.3	5.1	94.9	

Start Time	Ramona Expressway Westbound			Lakeview Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	40	138	178	20	35	55	193	39	232	465
05:00 PM	38	116	154	18	36	54	211	24	235	443
05:15 PM	25	176	201	11	33	44	220	39	259	504
05:30 PM	36	150	186	19	40	59	188	34	222	467
Total Volume	139	580	719	68	144	212	812	136	948	1879
% App. Total	19.3	80.7		32.1	67.9		85.7	14.3		
PHF	.869	.824	.894	.850	.900	.898	.923	.872	.915	.932

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	40	138	178	20	35	55	193	39	232
+15 mins.	38	116	154	18	36	54	211	24	235
+30 mins.	25	176	201	11	33	44	220	39	259
+45 mins.	36	150	186	19	40	59	188	34	222
Total Volume	139	580	719	68	144	212	812	136	948
% App. Total	19.3	80.7		32.1	67.9		85.7	14.3	
PHF	.869	.824	.894	.850	.900	.898	.923	.872	.915

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

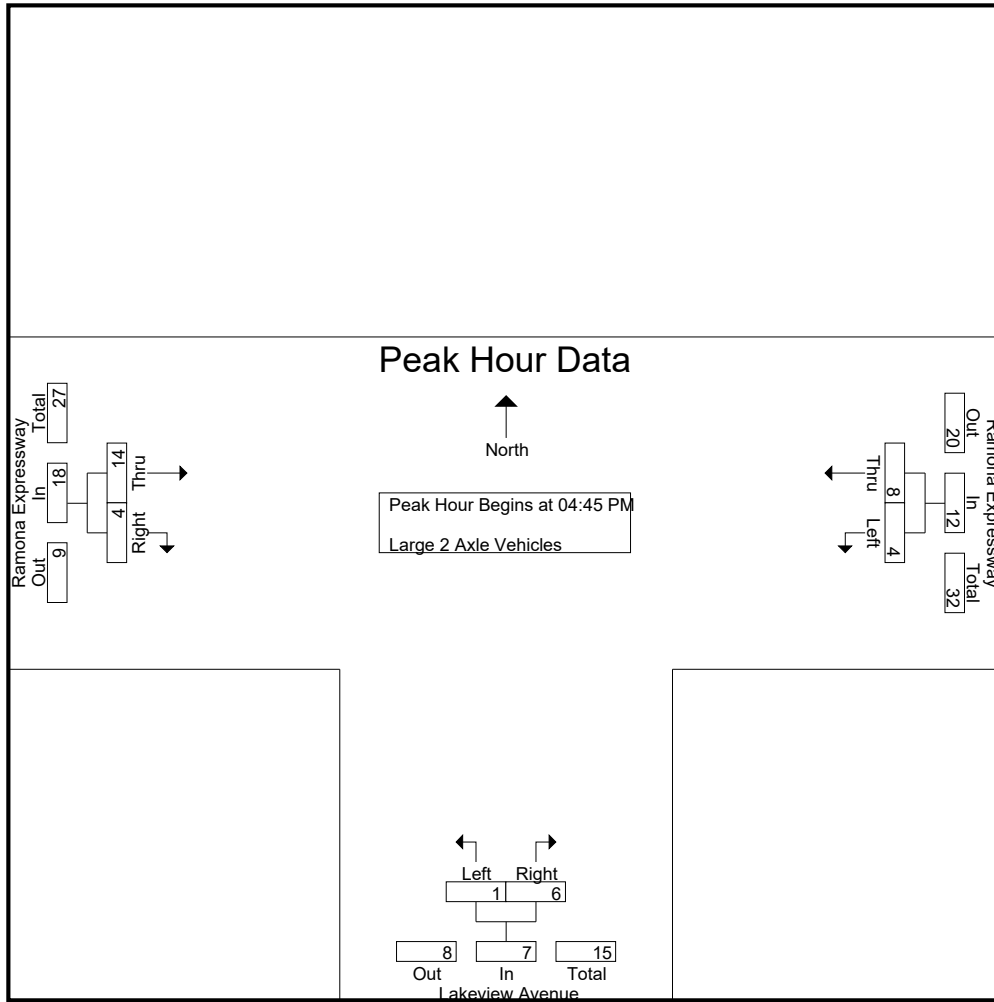
Groups Printed- Large 2 Axle Vehicles

Start Time	Ramona Expressway Westbound				Lakeview Avenue Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	2	5	0	7	0	2	1	2	4	1	0	5	1	14	15
04:15 PM	2	4	0	6	1	0	0	1	1	1	0	2	0	9	9
04:30 PM	0	5	0	5	0	1	1	1	2	1	0	3	1	9	10
04:45 PM	1	1	0	2	0	2	2	2	7	3	0	10	2	14	16
Total	5	15	0	20	1	5	4	6	14	6	0	20	4	46	50
05:00 PM	0	4	0	4	1	0	0	1	4	1	0	5	0	10	10
05:15 PM	2	1	0	3	0	2	0	2	1	0	0	1	0	6	6
05:30 PM	1	2	0	3	0	2	0	2	2	0	0	2	0	7	7
05:45 PM	1	3	0	4	1	0	0	1	1	2	0	3	0	8	8
Total	4	10	0	14	2	4	0	6	8	3	0	11	0	31	31
Grand Total	9	25	0	34	3	9	4	12	22	9	0	31	4	77	81
Apprch %	26.5	73.5			25	75			71	29					
Total %	11.7	32.5		44.2	3.9	11.7		15.6	28.6	11.7		40.3	4.9	95.1	

Start Time	Ramona Expressway Westbound			Lakeview Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	1	1	2	0	2	2	7	3	10	14
05:00 PM	0	4	4	1	0	1	4	1	5	10
05:15 PM	2	1	3	0	2	2	1	0	1	6
05:30 PM	1	2	3	0	2	2	2	0	2	7
Total Volume	4	8	12	1	6	7	14	4	18	37
% App. Total	33.3	66.7		14.3	85.7		77.8	22.2		
PHF	.500	.500	.750	.250	.750	.875	.500	.333	.450	.661

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	1	2	0	2	2	7	3	10
+15 mins.	0	4	4	1	0	1	4	1	5
+30 mins.	2	1	3	0	2	2	1	0	1
+45 mins.	1	2	3	0	2	2	2	0	2
Total Volume	4	8	12	1	6	7	14	4	18
% App. Total	33.3	66.7		14.3	85.7		77.8	22.2	
PHF	.500	.500	.750	.250	.750	.875	.500	.333	.450

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

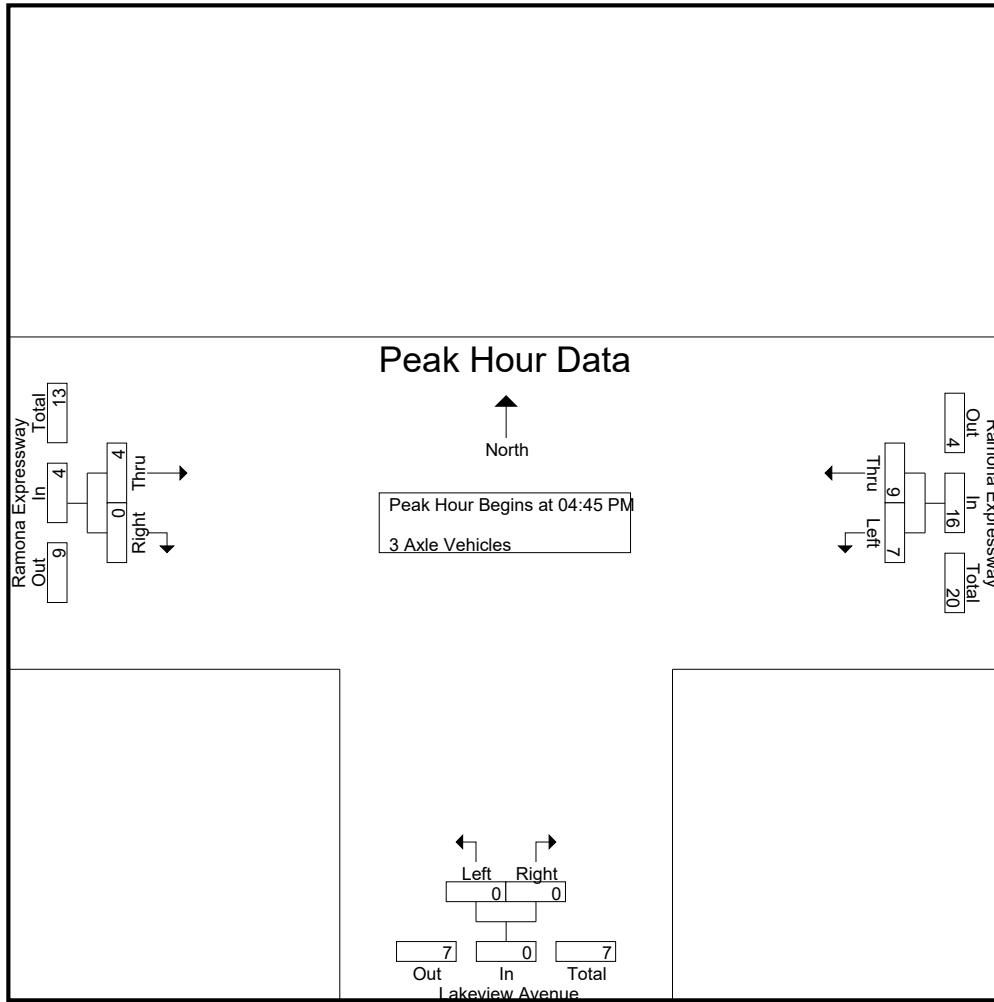
Groups Printed- 3 Axle Vehicles

Start Time	Ramona Expressway Westbound				Lakeview Avenue Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	1	1	0	0	0	0	1	1	2
04:45 PM	2	2	0	4	0	0	0	0	1	0	0	1	0	5	5
Total	2	3	0	5	1	1	1	2	1	0	0	1	1	8	9
05:00 PM	3	5	0	8	0	0	0	0	2	0	0	2	0	10	10
05:15 PM	2	2	0	4	0	0	0	0	1	0	0	1	0	5	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	2	2
Total	5	8	0	13	0	0	0	0	4	0	0	4	0	17	17
Grand Total	7	11	0	18	1	1	1	2	5	0	0	5	1	25	26
Apprch %	38.9	61.1			50	50			100	0					
Total %	28	44		72	4	4		8	20	0		20	3.8	96.2	

Start Time	Ramona Expressway Westbound			Lakeview Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	2	2	4	0	0	0	1	0	1	5
05:00 PM	3	5	8	0	0	0	2	0	2	10
05:15 PM	2	2	4	0	0	0	1	0	1	5
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	7	9	16	0	0	0	4	0	4	20
% App. Total	43.8	56.2		0	0		100	0		
PHF	.583	.450	.500	.000	.000	.000	.500	.000	.500	.500

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	2	2	4	0	0	0	1	0	1
+15 mins.	3	5	8	0	0	0	2	0	2
+30 mins.	2	2	4	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	7	9	16	0	0	0	4	0	4
% App. Total	43.8	56.2		0	0		100	0	
PHF	.583	.450	.500	.000	.000	.000	.500	.000	.500

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

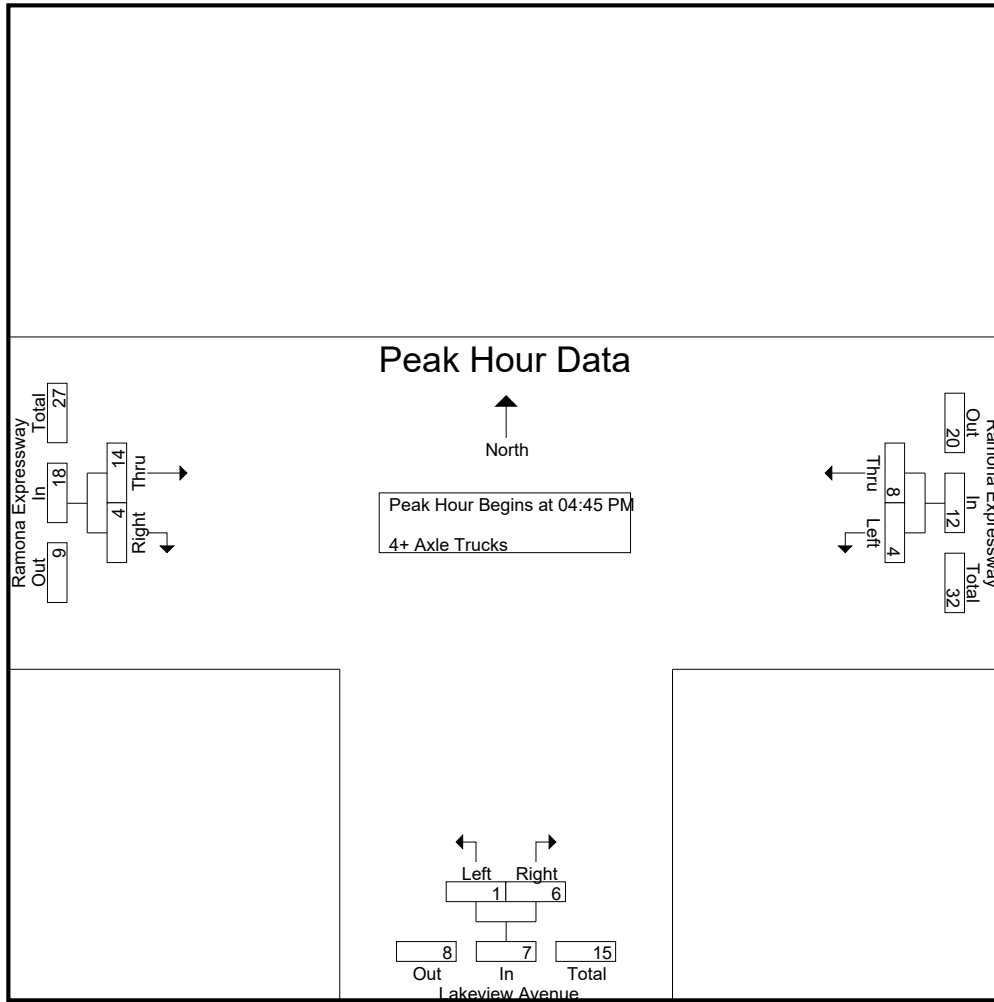
Groups Printed- 4+ Axle Trucks

Start Time	Ramona Expressway Westbound				Lakeview Avenue Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total			
04:00 PM	2	5	0	7	0	2	1	2	4	1	0	5	1	14	15
04:15 PM	2	4	0	6	1	0	0	1	1	1	0	2	0	9	9
04:30 PM	0	5	0	5	0	1	1	1	2	1	0	3	1	9	10
04:45 PM	1	1	0	2	0	2	2	2	7	3	0	10	2	14	16
Total	5	15	0	20	1	5	4	6	14	6	0	20	4	46	50
05:00 PM	0	4	0	4	1	0	0	1	4	1	0	5	0	10	10
05:15 PM	2	1	0	3	0	2	0	2	1	0	0	1	0	6	6
05:30 PM	1	2	0	3	0	2	0	2	2	0	0	2	0	7	7
05:45 PM	1	3	0	4	1	0	0	1	1	2	0	3	0	8	8
Total	4	10	0	14	2	4	0	6	8	3	0	11	0	31	31
Grand Total	9	25	0	34	3	9	4	12	22	9	0	31	4	77	81
Apprch %	26.5	73.5			25	75			71	29					
Total %	11.7	32.5		44.2	3.9	11.7		15.6	28.6	11.7		40.3	4.9	95.1	

Start Time	Ramona Expressway Westbound			Lakeview Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	1	1	2	0	2	2	7	3	10	14
05:00 PM	0	4	4	1	0	1	4	1	5	10
05:15 PM	2	1	3	0	2	2	1	0	1	6
05:30 PM	1	2	3	0	2	2	2	0	2	7
Total Volume	4	8	12	1	6	7	14	4	18	37
% App. Total	33.3	66.7		14.3	85.7		77.8	22.2		
PHF	.500	.500	.750	.250	.750	.875	.500	.333	.450	.661

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 60_CRV_LV_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	1	1	2	0	2	2	7	3	10
+15 mins.	0	4	4	1	0	1	4	1	5
+30 mins.	2	1	3	0	2	2	1	0	1
+45 mins.	1	2	3	0	2	2	2	0	2
Total Volume	4	8	12	1	6	7	14	4	18
% App. Total	33.3	66.7		14.3	85.7		77.8	22.2	
PHF	.500	.500	.750	.250	.750	.875	.500	.333	.450

Location: County of Riverside
 N/S: Lakeview Avenue
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Dead End	East Leg Ramona Expressway	South Leg Lakeview Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dead End	East Leg Ramona Expressway	South Leg Lakeview Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Lakeview Avenue
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Ramona Expressway			Northbound Lakeview Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Ramona Expressway			Northbound Lakeview Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

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

Start Time	Lakeview Avenue Southbound						Nuevo Road Westbound						Hair Accents Driveway Northbound						Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
07:00 AM	2	0	45	1	47		0	13	5	0	18		0	0	0	0	0		58	12	0	0	70	
07:15 AM	0	0	79	0	79		0	16	1	0	17		0	0	0	0	0		79	9	0	0	88	
07:30 AM	1	0	96	0	97		0	24	3	0	27		0	0	0	0	0		111	16	0	0	127	
07:45 AM	4	0	97	1	101		0	23	7	0	30		0	0	0	0	0		75	12	0	0	87	
Total	7	0	317	2	324		0	76	16	0	92		0	0	0	0	0		323	49	0	0	372	
08:00 AM	3	0	57	0	60		0	33	5	0	38		0	0	0	0	0		94	14	0	0	108	
08:15 AM	3	0	70	0	73		1	36	2	0	39		0	0	0	0	0		60	31	0	0	91	
08:30 AM	1	0	55	0	56		0	34	2	0	36		0	0	0	0	0		41	25	1	0	67	
08:45 AM	1	0	38	0	39		0	46	3	0	49		0	1	1	1	1		29	17	0	0	46	
Total	8	0	220	0	228		1	149	12	0	162		0	0	0	0	0		224	87	1	0	312	
Grand Total	15	0	537	2	552		1	225	28	0	254		1	1	1	1	1		547	136	1	0	684	
Approch %	2.7	0	97.3				0.4	88.6	11				0	100	0.1				80	19.9	0.1			
Total %	1	0	36		37		0.1	15.1	1.9		17		0.1	0.1	0.1		0.1		36.7	9.1	0.1		45.9	0.2
Passenger Vehicles	15	0	517		534		1	214	26		241		0	0	1		100		524	129	0		653	0
Passenger Vehicles	100	0	96.3	100	96.4		100	95.1	92.9	0	94.9		0	0	100	100	100		95.8	94.9	0	0	95.5	0
Large 2 Axle Vehicles	0	0	14		14		0	9	1		10		0	0	0		0		18	5	0		23	0
Large 2 Axle Vehicles	0	0	2.6		2.5		0	4	3.6		3.9		0	0	0		0		3.3	3.7	0		3.4	0
3 Axle Vehicles	0	0	0		0		0	1	1		2		0	0	0		0		1	1	1		3	0
3 Axle Vehicles	0	0	0		0		0	0.4	3.6	0	0.8		0	0	0		0		0.2	0.7	100	0	0.4	0
4+ Axle Trucks	0	0	6		6		0	1	0		1		0	0	0		0		4	1	0		5	0
4+ Axle Trucks	0	0	1.1		1.1		0	0.4	0		0.4		0	0	0		0		0.7	0.7	0		0.7	0
Total Volume	11	0	320		331		1	116	17		134		0	0	0		0		340	73	0		413	
% App. Total	3.3	0	96.7				0.7	86.6	12.7		12.7		0	0	0		0		82.3	17.7	0		87.8	
PHF	.688	.000	.825		.819		.250	.806	.607		.859		.000	.000	.000		.000		.766	.589	.000		.813	

Start Time	Lakeview Avenue Southbound						Nuevo Road Westbound						Hair Accents Driveway Northbound						Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
	Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total				Exclu. Total	Inclu. Total	Int. Total			
07:30 AM	1	0	96		97		0	24	3		27		0	0	0		0		0	0	0		0	
07:45 AM	4	0	97		101		0	23	7		30		0	0	0		0		0	0	0		0	
08:00 AM	3	0	57		60		0	33	5		38		0	0	0		0		0	0	0		0	
08:15 AM	3	0	70		73		1	36	2		39		0	0	0		0		0	0	0		0	
Total Volume	11	0	320		331		1	116	17		134		0	0	0		0		340	73	0		413	
% App. Total	3.3	0	96.7				0.7	86.6	12.7		12.7		0	0	0		0		82.3	17.7	0		87.8	
PHF	.688	.000	.825		.819		.250	.806	.607		.859		.000	.000	.000		.000		.766	.589	.000		.813	

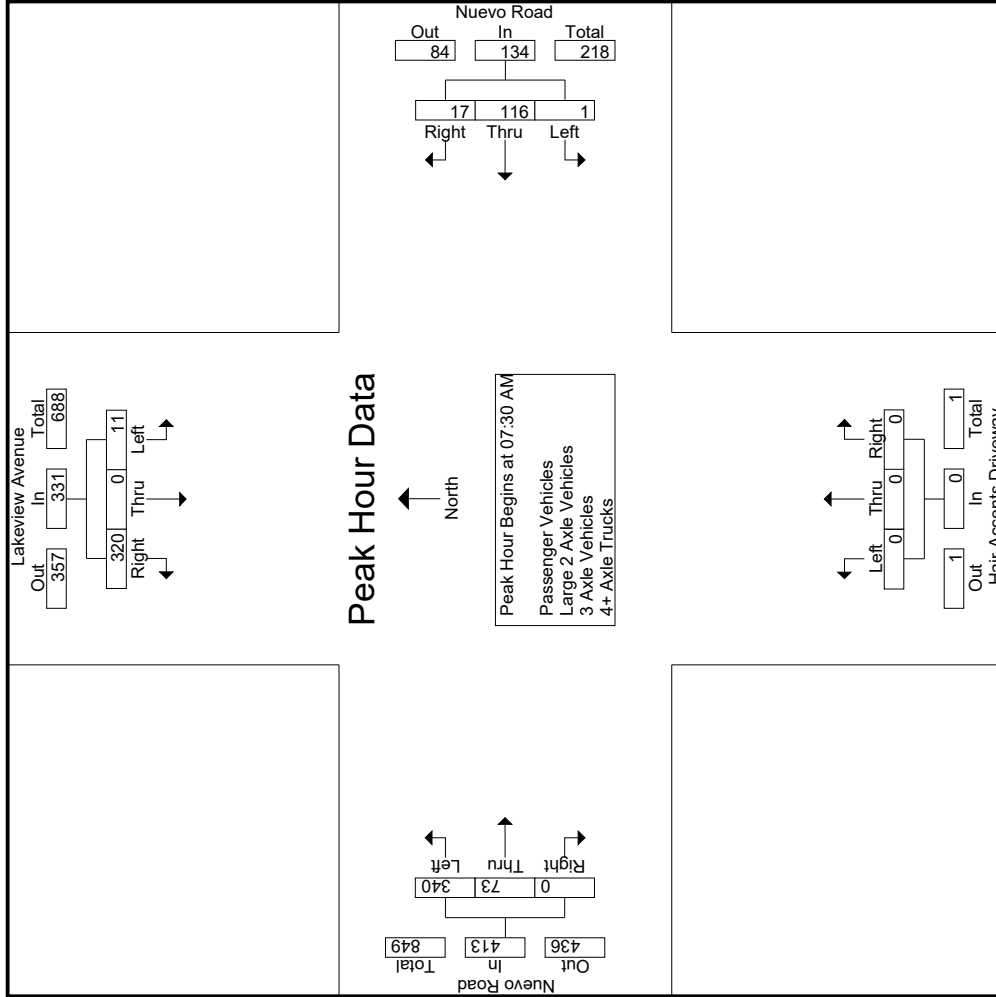
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

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

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lakeview Avenue Southbound			Nuevo Road Westbound			Hair Accents Driveway Northbound			Nuevo Road Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:15 AM			08:00 AM			08:00 AM			07:30 AM				
+0 mins.	0	0	79	0	33	5	38	0	0	0	111	16	0	127
+15 mins.	1	0	96	1	36	2	39	0	0	0	75	12	0	87
+30 mins.	4	0	97	0	34	2	36	0	0	0	94	14	0	108
+45 mins.	3	0	57	0	46	3	49	0	0	1	60	31	0	91
Total Volume	8	0	329	1	149	12	162	0	0	1	340	73	0	413
% App. Total	2.4	0	97.6	0.6	92	7.4	82.3	0	0	100	82.3	17.7	0	81.3
PHF	.500	.000	.848	.250	.810	.600	.827	.000	.250	.250	.766	.589	.000	.813

Groups Printed- Passenger Vehicles

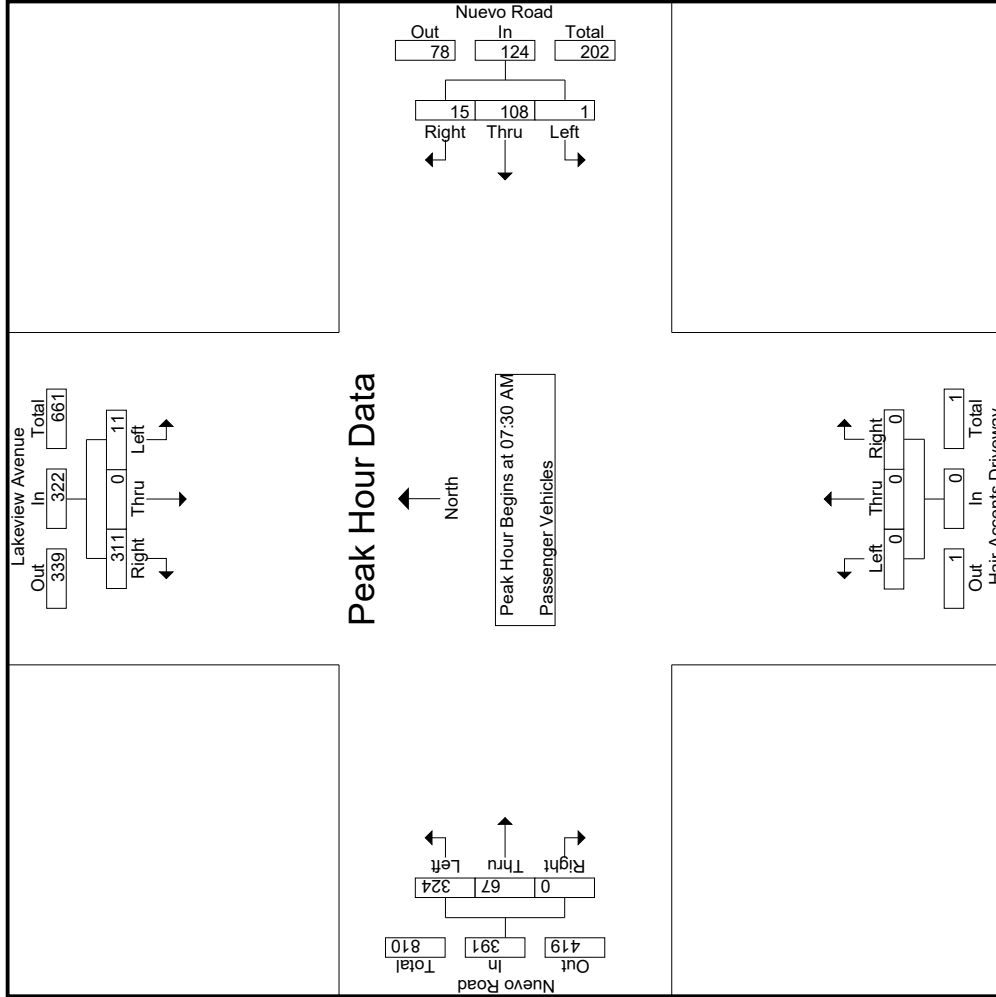
Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	2	0	42	1	44	0	13	5	0	18	0	0	0	0	0	56	11	0	67
07:15 AM	0	0	75	0	75	0	14	1	0	15	0	0	0	0	0	78	9	0	87
07:30 AM	1	0	96	0	97	0	22	2	0	24	0	0	0	0	0	104	13	0	117
07:45 AM	4	0	95	1	99	0	22	7	0	29	0	0	0	0	0	72	10	0	82
Total	7	0	308	2	315	0	71	15	0	86	0	0	0	0	0	310	43	0	353
08:00 AM	3	0	54	0	57	0	31	5	0	36	0	0	0	0	0	89	14	0	103
08:15 AM	3	0	66	0	69	1	33	1	0	35	0	0	0	0	0	59	30	0	89
08:30 AM	1	0	53	0	54	0	33	2	0	35	0	0	0	0	0	37	25	0	62
08:45 AM	1	0	36	0	37	0	46	3	0	49	0	1	1	0	0	29	17	0	46
Total	8	0	209	0	217	1	143	11	0	155	0	0	1	1	0	214	86	0	300
Grand Total	15	0	517	2	532	1	214	26	0	241	0	0	1	1	0	524	129	0	653
Apprch %	2.8	0	97.2		37.3	0.4	88.8	10.8		16.9	0	0	100		80.2	19.8	0	45.8	
Total %	1.1	0	36.2			0.1	15	1.8			0	0	0.1		36.7	9	0	0.2	

Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:30 AM	1	0	96	0	97	0	22	2	0	24	0	0	0	0	0	104	13	0	117
07:45 AM	4	0	95	0	99	0	22	7	0	29	0	0	0	0	0	72	10	0	82
08:00 AM	3	0	54	0	57	0	31	5	0	36	0	0	0	0	0	89	14	0	103
08:15 AM	3	0	66	0	69	1	33	1	0	35	0	0	0	0	0	59	30	0	89
Total Volume	11	0	311	0	322	1	108	15	0	124	0	0	0	0	0	324	67	0	391
% App. Total	3.4	0	96.6		37.3	0.8	87.1	12.1		16.9	0	0	100		80.2	19.8	0	45.8	
PHF	.688	.000	.810		.813	.250	.818	.536		.861	.000	.000	.000		.779	.558	.000	.835	

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

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lakeview Avenue Southbound			Nuevo Road Westbound			Hair Accents Driveway Northbound			Nuevo Road Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:30 AM			07:30 AM			07:30 AM				
+0 mins.	1	0	96	0	22	2	24	0	0	0	104	13	0	117
+15 mins.	4	0	95	0	22	7	29	0	0	0	72	10	0	82
+30 mins.	3	0	54	0	31	5	36	0	0	0	89	14	0	103
+45 mins.	3	0	66	1	33	1	35	0	0	0	59	30	0	89
Total Volume	11	0	311	1	108	15	124	0	0	0	324	67	0	391
% App. Total	3.4	0	96.6	0.8	87.1	12.1	86.1	0	0	0	82.9	17.1	0	83.5
PHF	.688	.000	.810	.250	.818	.536	.861	.000	.000	.000	.779	.558	.000	.835

Groups Printed - Large 2 Axle Vehicles

Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	0	4	4
07:15 AM	0	0	3	0	3	0	1	0	0	1	0	0	0	0	1	0	5	5
07:30 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	8	0	11	11
07:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	3	0	5	5
Total	0	0	7	0	7	0	4	1	0	5	0	0	0	0	13	0	25	25
08:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	5	0	8	8
08:15 AM	0	0	4	0	4	0	2	0	0	2	1	1	0	0	2	0	8	8
08:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	3	0	5	5
08:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	7	0	7	0	5	0	0	5	0	0	0	0	10	0	22	22
Grand Total	0	0	14	0	14	0	9	1	0	10	0	18	5	0	23	0	47	47
Approch %	0	0	100			0	90	10			78.3	21.7	0			0	100	
Total %	0	0	29.8		29.8	0	19.1	2.1		21.3	0	38.3	10.6	0	48.9	0	100	

3.1-1481

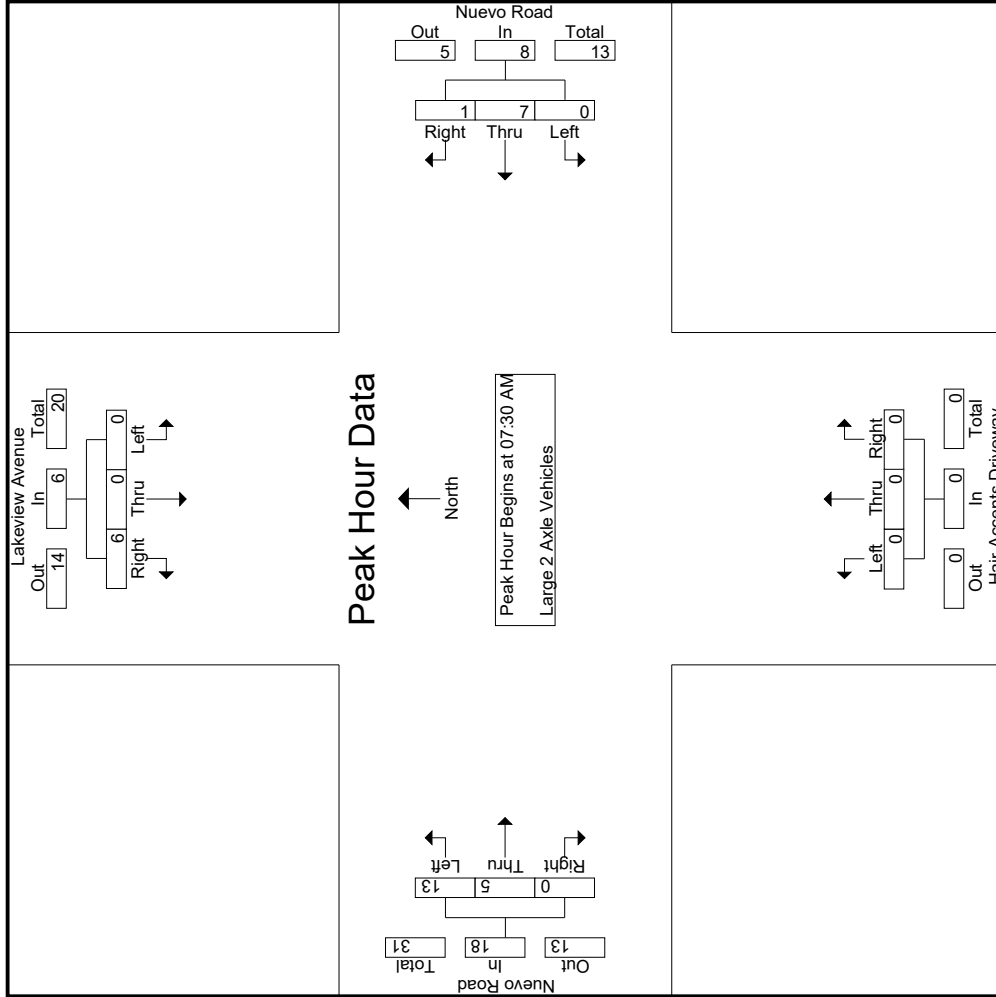
Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	8	11
07:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	1	0	3	5
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	8
08:15 AM	0	0	4	0	4	0	2	0	0	2	0	1	0	0	2	0	2	8
Total Volume	0	0	6		6	0	7	1		8	0	13	5	0	18	0	32	32
% App. Total	0	0	100			0	87.5	12.5			72.2	27.8	0			0	.563	
PHF	.000	.000	.375		.375	.000	.875	.250		.667	.000	.650	.417		.000	.000	.727	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

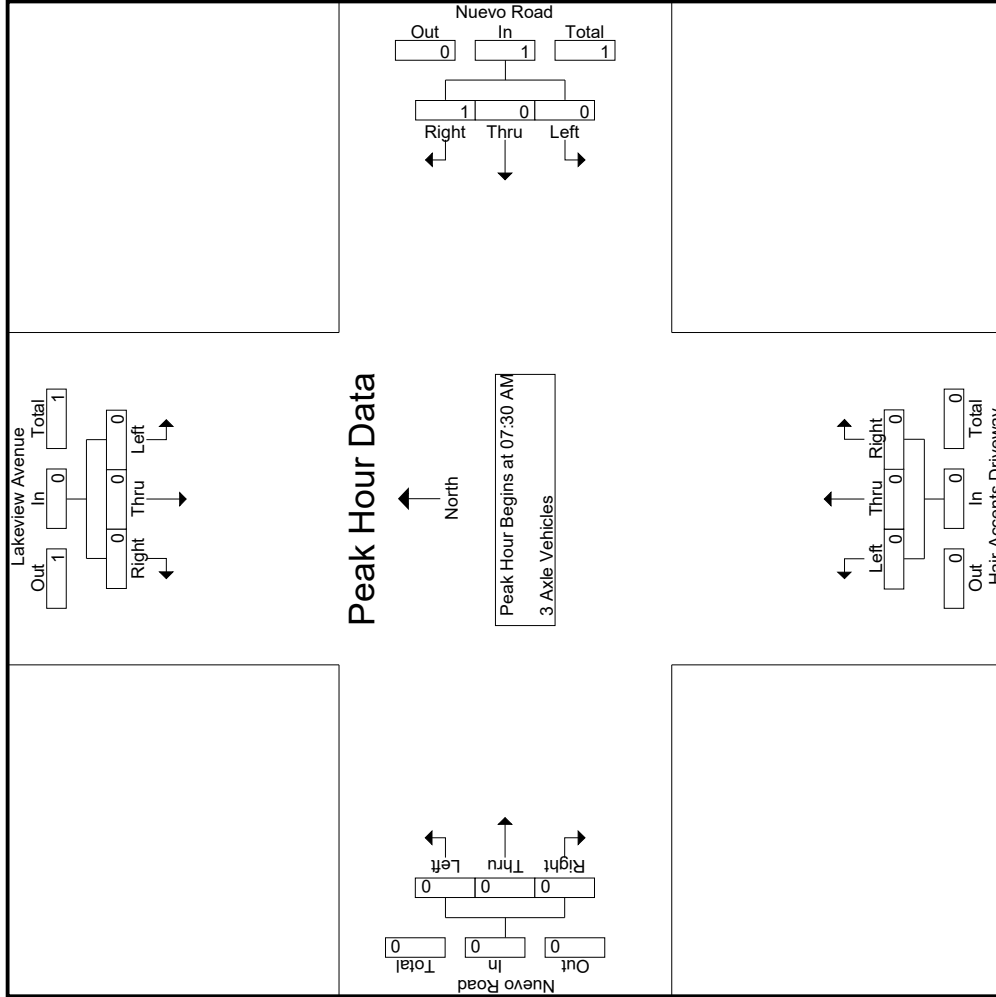
File Name : 61_CRV_LV_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lakeview Avenue Southbound			Nuevo Road Westbound			Hair Accents Driveway Northbound			Nuevo Road Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:30 AM			07:30 AM			07:30 AM			07:30 AM				
+0 mins.	0	0	0	0	2	1	3	0	0	0	5	3	0	8
+15 mins.	0	0	1	0	1	0	1	0	0	0	2	1	0	3
+30 mins.	0	0	1	0	2	0	2	0	0	0	5	0	0	5
+45 mins.	0	0	4	0	2	0	2	0	0	0	1	1	0	2
Total Volume	0	0	6	0	7	1	8	0	0	0	13	5	0	18
% App. Total	0	0	100	0	87.5	12.5	66.7	0	0	0	72.2	27.8	0	0
PHF	.000	.000	.375	.000	.875	.250	.667	.000	.000	.000	.650	.417	.000	.563

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lakeview Avenue Southbound			Nuevo Road Westbound			Hair Accents Driveway Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:30 AM			07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000
	.000			.250			.000			.000		

Groups Printed- 4+ Axle Trucks

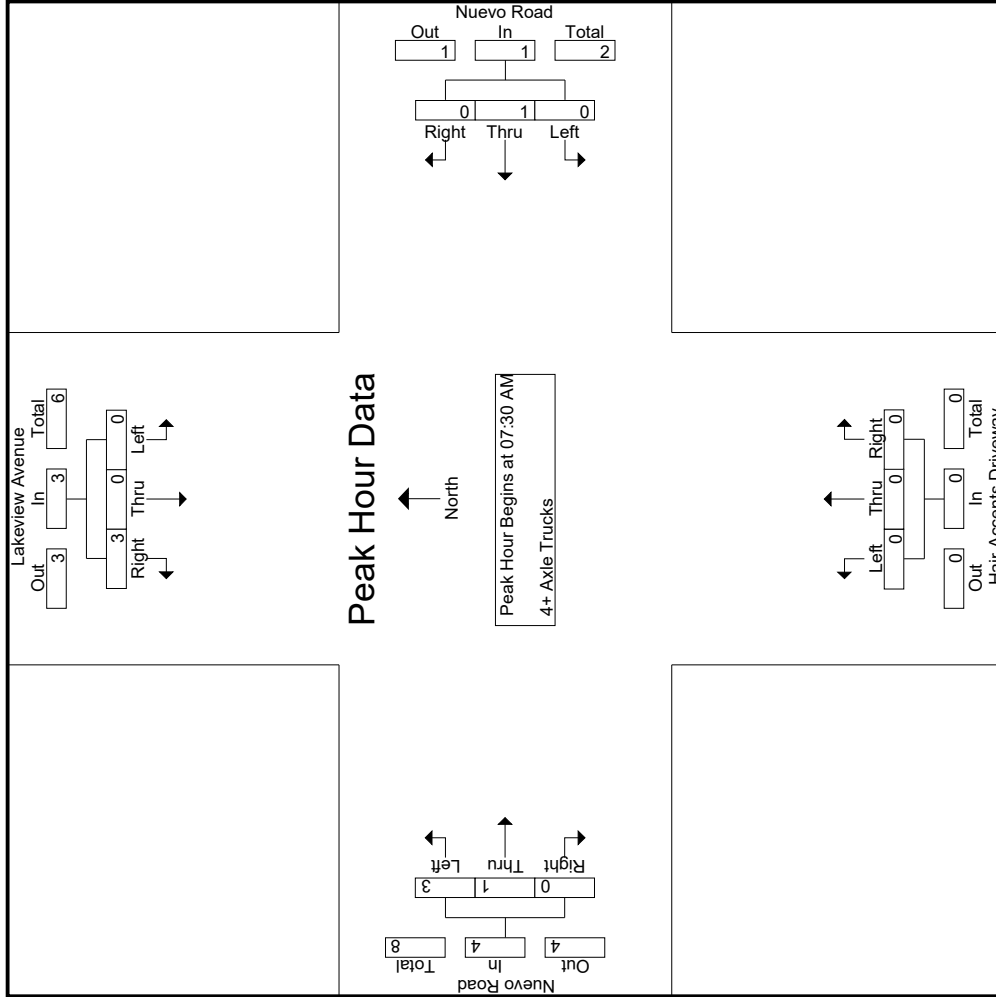
Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2
07:45 AM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	3	3
Total	0	0	2	0	2	0	0	0	0	0	3	1	0	0	4	0	6	6
08:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
08:30 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
08:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	4	0	4	0	1	0	0	1	1	0	0	0	1	0	6	6
Grand Total	0	0	6	0	6	0	1	0	0	1	4	1	0	0	5	0	12	12
Approch %	0	0	100		0	100	0	0	0	0	80	20	0	0	41.7	0	100	
Total %	0	0	50		0	8.3	0	0	0	0	33.3	8.3	0	0		0		

Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
08:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	4	4
Total Volume	0	0	3		3	0	1	0	0	1	3	1	0	0	4	0	8	8
% App. Total	0	0	100		0	100	0	0	0	0	75	25	0	0	0	0		
PHF	.000	.000	.375		.375	.000	.250	.000	.000	.250	.375	.250	.000	.500	.667			

Counts Unlimited
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County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

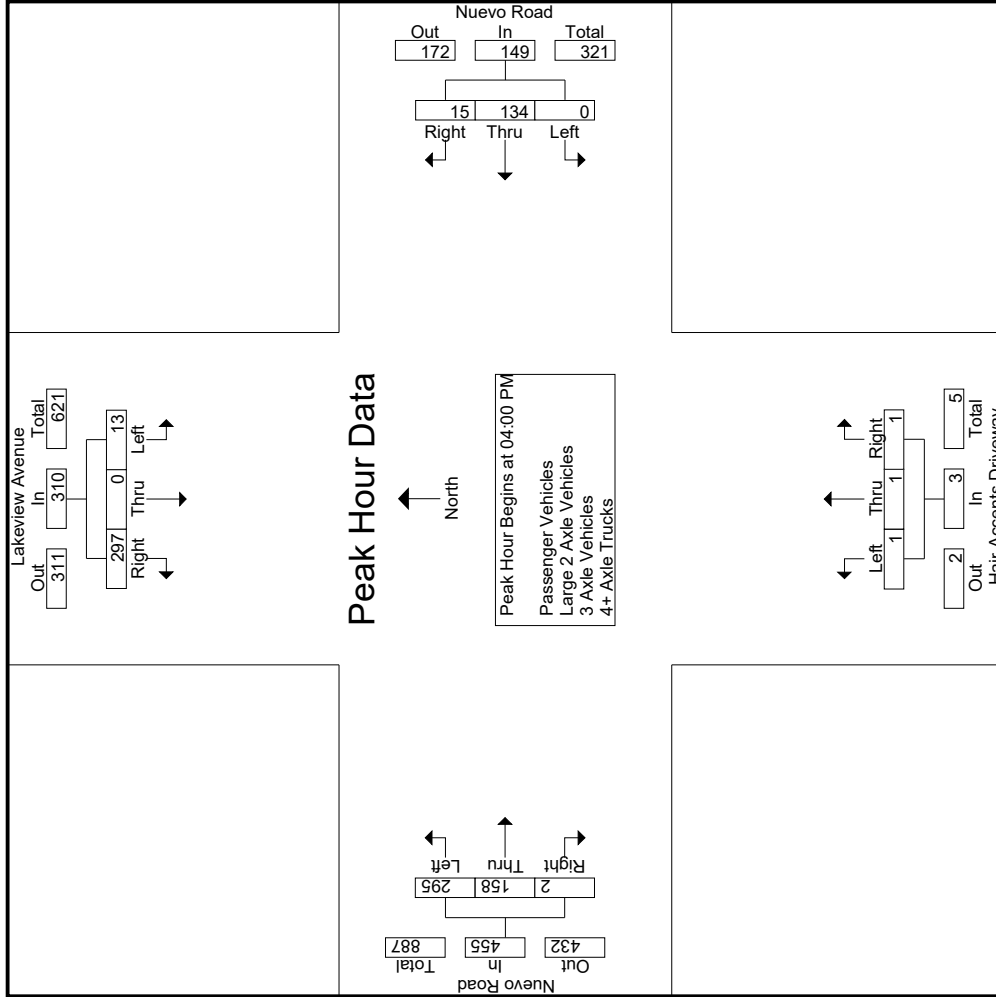
Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	4	0	72	0	76	0	28	5	0	33	0	0	0	0	108	0	217	217
04:15 PM	2	0	81	1	83	0	38	3	0	41	1	0	0	1	106	1	231	232
04:30 PM	3	0	81	0	84	0	35	2	0	37	0	1	0	2	110	0	233	233
04:45 PM	4	0	63	0	67	0	33	5	0	38	0	0	0	0	131	0	236	236
Total	13	0	297	1	310	0	134	15	0	149	1	1	1	0	455	1	917	918
05:00 PM	0	0	77	0	77	0	31	1	0	32	0	0	0	0	100	0	209	209
05:15 PM	3	0	59	0	62	0	25	0	0	25	0	0	0	0	101	0	188	188
05:30 PM	2	0	74	0	76	0	24	1	0	25	0	0	0	0	111	0	212	212
05:45 PM	2	0	55	0	57	0	25	3	0	28	0	0	0	0	98	0	183	183
Total	7	0	265	0	272	0	105	5	0	110	0	0	0	0	410	0	792	792
Grand Total	20	0	562	1	582	0	239	20	0	259	1	1	1	0	865	1	1709	1710
Approach %	3.4	0	96.6	0	92.3	7.7	0	0	0	33.3	33.3	0.1	0.1	0.1	67.4	32.4	0.2	50.6
Total %	1.2	0	32.9	0	34.1	15.2	0.1	0.1	0.1	0.2	34.1	16.4	0.1	0.1	50.6	0.1	99.9	99.9
Passenger Vehicles	19	0	537	100	557	0	234	19	0	253	1	1	1	3	846	0	1659	1659
Large 2 Axle Vehicles	95	0	95.6	100	95.5	0	97.9	95	0	97.7	100	100	100	0	97.8	0	0	97
3 Axle Vehicles	0	0	13	0	13	0	0	0	0	0	0	0	0	0	11	0	0	24
4+ Axle Trucks	0	0	2.3	0	2.2	0	0	0	0	0	0	0	0	0	1.3	0	0	1.4
% 3 Axle Vehicles	0	0	10	0	10	0	3	0	0	3	0	0	0	0	3	0	0	16
% 4+ Axle Trucks	0	0	1.8	0	1.7	0	1.3	0	0	1.2	0	0	0	0	0.3	0	0	0.9
% 4+ Axle Trucks	1	0	2	0	3	0	2	1	0	3	0	0	0	0	5	0	0	11
% 4+ Axle Trucks	5	0	0.4	0	0.5	0	0.8	5	0	1.2	0	0	0	0	0.6	0	0	0.6

Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1	4	0	72	0	76	0	28	5	0	33	0	0	0	0	108	1	217	217
04:00 PM	4	0	72	0	76	0	28	5	0	33	0	0	0	0	108	1	217	217
04:15 PM	2	0	81	1	83	0	38	3	0	41	1	0	0	1	106	1	231	231
04:30 PM	3	0	81	0	84	0	35	2	0	37	0	1	0	2	110	0	233	233
04:45 PM	4	0	63	0	67	0	33	5	0	38	0	0	0	0	131	0	236	236
Total Volume	13	0	297	1	310	0	134	15	0	149	1	1	1	0	455	1	917	917
% App. Total	4.2	0	95.8	0	95.8	0	89.9	10.1	0	33.3	33.3	0.1	0.1	0.1	34.7	0.4	868	868
PHF	.813	.000	.917	.000	.923	.000	.882	.750	.000	.909	.250	.250	.375	.000	.919	.500	.868	.971

Counts Unlimited
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County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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County of Riverside
 N/S: Lakeview Avenue
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File Name : 61_CRV_LV_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lakeview Avenue Southbound			Nuevo Road Westbound			Hair Accents Driveway Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:15 PM			04:00 PM			04:00 PM			04:00 PM						
+0 mins.	2	0	81	0	28	5	33	0	0	0	0	0	72	35	1	108
+15 mins.	3	0	81	0	38	3	41	1	0	0	1	0	65	40	1	106
+30 mins.	4	0	63	0	35	2	37	0	1	1	2	0	70	40	0	110
+45 mins.	0	0	77	0	33	5	38	0	0	0	0	0	88	43	0	131
Total Volume	9	0	302	0	134	15	149	1	1	1	3	0	295	158	2	455
% App. Total	2.9	0	97.1	0	89.9	10.1	90.9	33.3	33.3	33.3	37.5	0	64.8	34.7	0.4	86.8
PHF	.563	.000	.932	.000	.882	.750	.909	.250	.250	.250	.375	0	.838	.919	.500	.868

Groups Printed- Passenger Vehicles

Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	4	0	70	0	74	0	27	5	0	32	0	0	0	0	0	0	213	213
04:15 PM	2	0	79	1	81	0	35	2	0	37	1	0	0	1	101	1	220	221
04:30 PM	3	0	80	0	83	0	35	2	0	37	0	1	1	0	107	0	229	229
04:45 PM	4	0	60	0	64	0	33	5	0	38	0	0	0	0	128	0	230	230
Total	13	0	289	1	302	0	130	14	0	144	1	1	1	0	443	1	892	893
05:00 PM	0	0	71	0	71	0	31	1	0	32	0	0	0	0	97	0	200	200
05:15 PM	2	0	54	0	56	0	24	0	0	24	0	0	0	0	100	0	180	180
05:30 PM	2	0	69	0	71	0	24	1	0	25	0	0	0	0	109	0	205	205
05:45 PM	2	0	54	0	56	0	25	3	0	28	0	0	0	0	97	0	181	181
Total	6	0	248	0	254	0	104	5	0	109	0	0	0	0	403	0	766	766
Grand Total	19	0	537	1	556	0	234	19	0	253	1	1	1	0	846	1	1658	1659
Apprch %	3.4	0	96.6			0	92.5	7.5		15.3	33.3	33.3	0.1	0.2	67.7	32	0.2	
Total %	1.1	0	32.4			0	14.1	1.1		0.1	0.1	0.1	0.1	0.1	34.6	16.3	0.1	0.1

3-1-1493

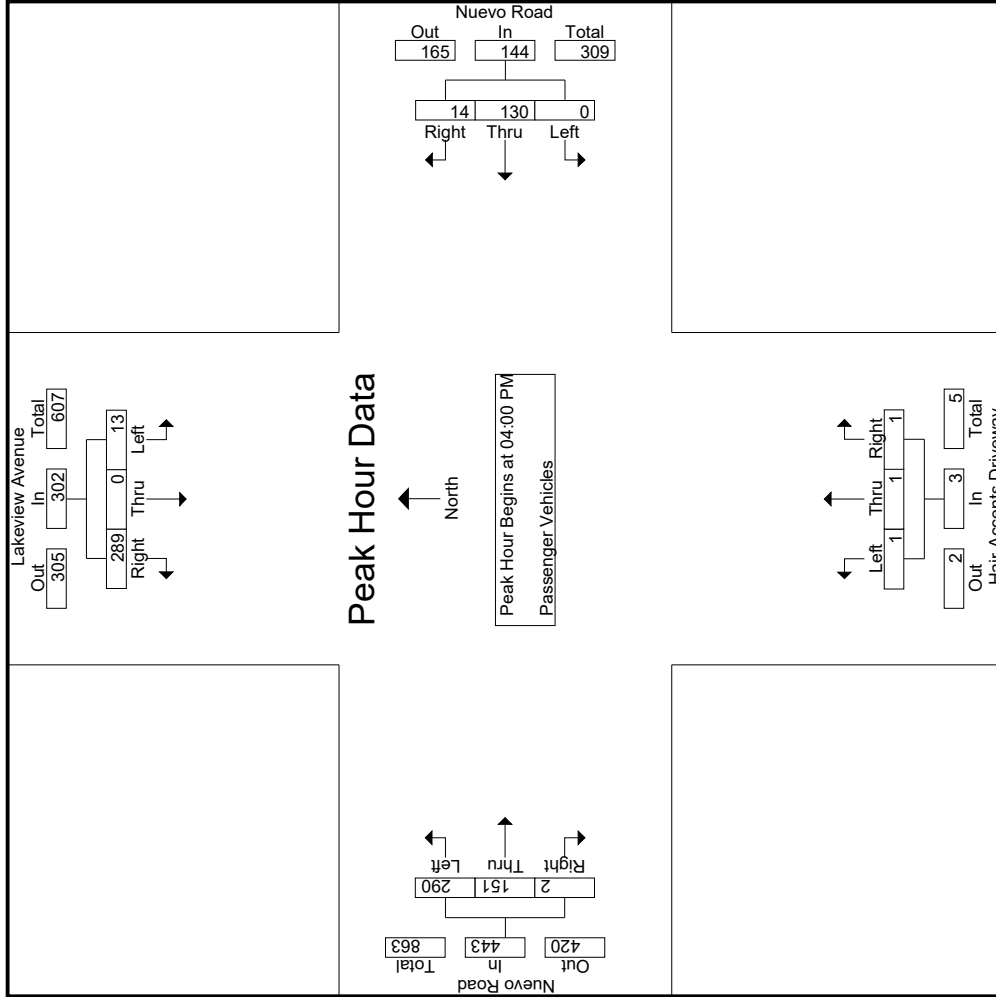
Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	4	0	70	0	74	0	27	5	0	32	0	0	0	0	0	0	107	107
04:15 PM	2	0	79	1	81	0	35	2	0	37	1	0	0	1	101	1	220	221
04:30 PM	3	0	80	0	83	0	35	2	0	37	0	1	1	0	107	0	229	229
04:45 PM	4	0	60	0	64	0	33	5	0	38	0	0	0	0	128	0	230	230
Total Volume	13	0	289	1	302	0	130	14	0	144	1	1	1	0	443	1	892	893
% App. Total	4.3	0	95.7			0	90.3	9.7		33.3	33.3	33.3	0.1	0.2	65.5	34.1	0.5	
PHF	.813	.000	.903			.000	.929	.700		.947	.250	.250	.250	.250	.899	.500	.865	.970

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Counts Unlimited
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County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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County of Riverside
 N/S: Lakeview Avenue
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 Weather: Clear

File Name : 61_CRV_LV_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Lakeview Avenue Southbound			Nuevo Road Westbound			Hair Accents Driveway Northbound			Nuevo Road Eastbound							
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total				
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	4	0	70	74	0	27	5	32	0	0	0	0	0	0	34	1	107
+15 mins.	2	0	79	81	0	35	2	37	1	0	0	1	63	37	37	1	101
+30 mins.	3	0	80	83	0	35	2	37	0	1	1	2	69	38	38	0	107
+45 mins.	4	0	60	64	0	33	5	38	0	0	0	0	86	42	42	0	128
Total Volume	13	0	289	302	0	130	14	144	1	1	1	3	290	151	151	2	443
% App. Total	4.3	0	95.7		0	90.3	9.7		33.3	33.3	33.3		65.5	34.1	34.1	0.5	
PHF	.813	.000	.903	.910	.000	.929	.700	.947	.250	.250	.250	.375	.843	.899	.899	.500	.865

Groups Printed - Large 2 Axle Vehicles

Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	2	2
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	2	0	3	3
04:45 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	0	4	4
Total	0	0	6	0	6	0	0	0	0	0	4	1	0	0	5	0	11	11
05:00 PM	0	0	1	0	1	0	0	0	0	0	3	0	0	0	3	0	4	4
05:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	0	3	0	3	0	0	0	0	0	2	0	0	0	2	0	5	5
05:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	2	2
Total	0	0	7	0	7	0	0	0	0	0	5	1	0	0	6	0	13	13
Grand Total	0	0	13	0	13	0	0	0	0	0	9	2	0	0	11	0	24	24
Apprch %	0	0	100			0	0	0	0	0	81.8	18.2	0	0	45.8	0	100	
Total %	0	0	54.2		54.2	0	0	0	0	0	37.5	8.3	0	0		0		

3.1-1496

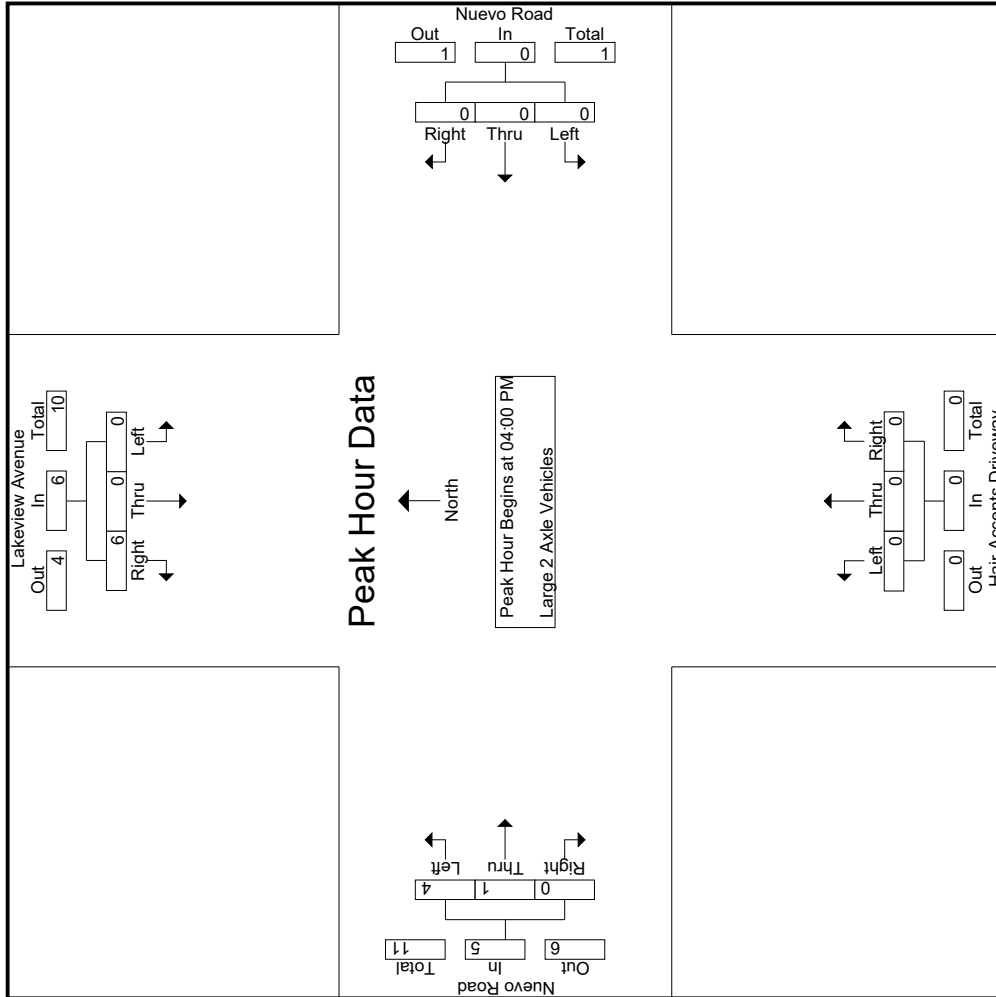
Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	0	4	4
Total Volume	0	0	6		6	0	0	0	0	0	4	1	0	0	5	0	11	11
% App. Total	0	0	100		100	0	0	0	0	0	80	20	0	0	100	0		
PHF	.000	.000	.750		.750	.000	.000	.000	.000	.000	.500	.250	.000	.000	.625	.000	.688	

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

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County of Riverside
 N/S: Lakeview Avenue
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File Name : 61_CRV_LV_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
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County of Riverside
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 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lakeview Avenue Southbound			Nuevo Road Westbound			Hair Accents Driveway Northbound			Nuevo Road Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	2	.750	0	0	0	.000	0	0	0	.000	0	0	0	.000
+15 mins.	0	0	1	.750	0	0	0	.000	0	0	0	.000	0	0	0	.000
+30 mins.	0	0	1	.750	0	0	0	.000	0	0	0	.000	1	0	0	.000
+45 mins.	0	0	2	.750	0	0	0	.000	0	0	0	.000	2	0	0	.000
Total Volume	0	0	6	.750	0	0	0	.000	0	0	0	.000	4	1	0	.000
% App. Total	0	0	100	.750	0	0	0	.000	0	0	0	.000	80	20	0	.000
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.000	.625

Groups Printed- 3 Axle Vehicles

Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	3	0	0	0	0	0	0	1	2	0	0
05:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	10	0	0	3	0	0	0	0	0	0	1	2	0	0
Apprch %	0	0	100		0	100	0	0	0	0	0	33.3	66.7	0	0	16
Total %	0	0	62.5		0	18.8	0	0	0	0	0	6.2	12.5	0	0	100

3.1-1499

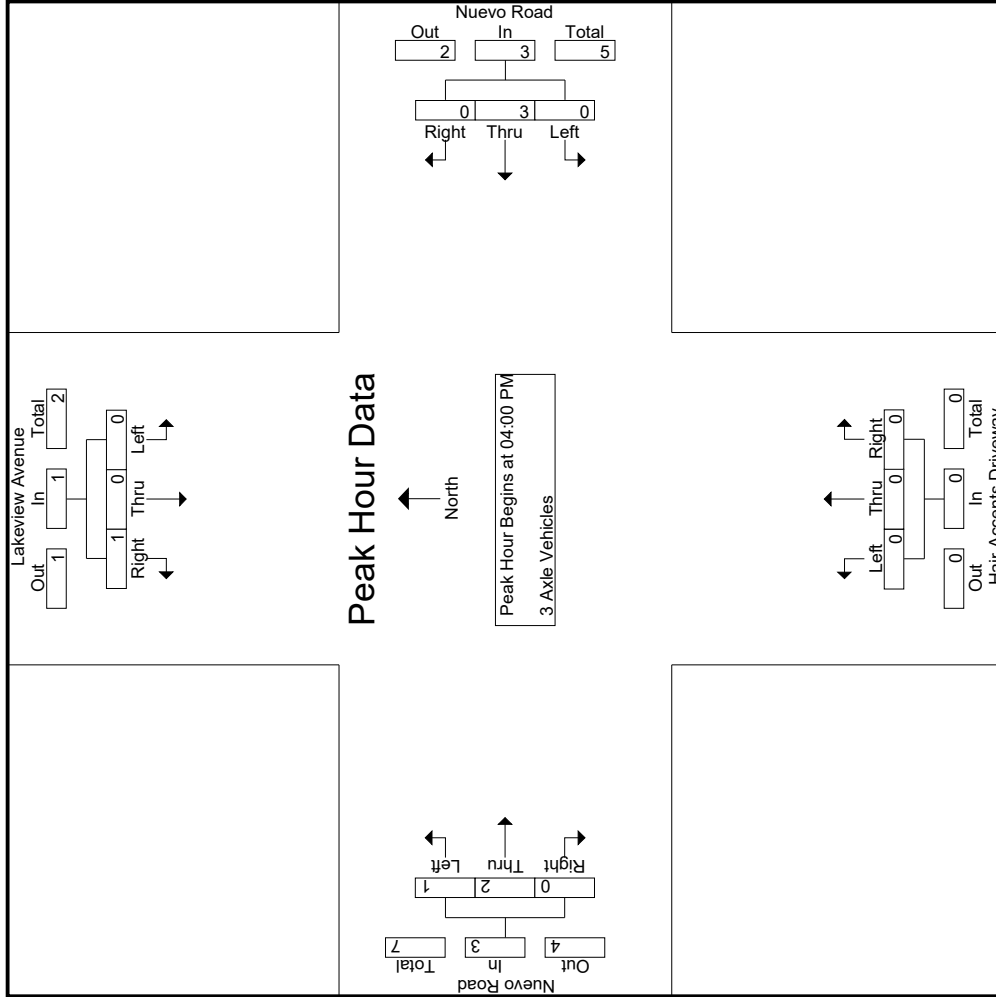
Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1		0	3	0	0	0	0	0	0	1	2	0	0
% App. Total	0	0	100		0	100	0	0	0	0	0	33.3	66.7	0	0	3
PHF	.000	.000	.250		.250	.000	.375	.000	.000	.000	.000	.250	.500	.000	.375	.438

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lakeview Avenue Southbound			Nuevo Road Westbound			Hair Accents Driveway Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	0	0	1	1	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	0
+45 mins.	0	0	1	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	0	3	0	0	0	1	2	0
% App. Total	0	0	100	0	0	100	0	0	0	33.3	66.7	0
PHF	.000	.000	.250	.000	.000	.375	.000	.000	.000	.250	.500	.000

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:15 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	2	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	1	0	1	1	0	0	0	0	0	0	0	4	0	0	4
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	2	1	0	0	0	0	0	0	1	0	0	1	0
Grand Total	1	0	2	0	3	2	1	0	0	0	0	0	5	0	0	5	0
Approch %	33.3	0	66.7		0	66.7	33.3		0	0	0	0	100	0	0	100	0
Total %	9.1	0	18.2		0	18.2	9.1		0	0	0	0	45.5	0	0	45.5	0

3.1-1502

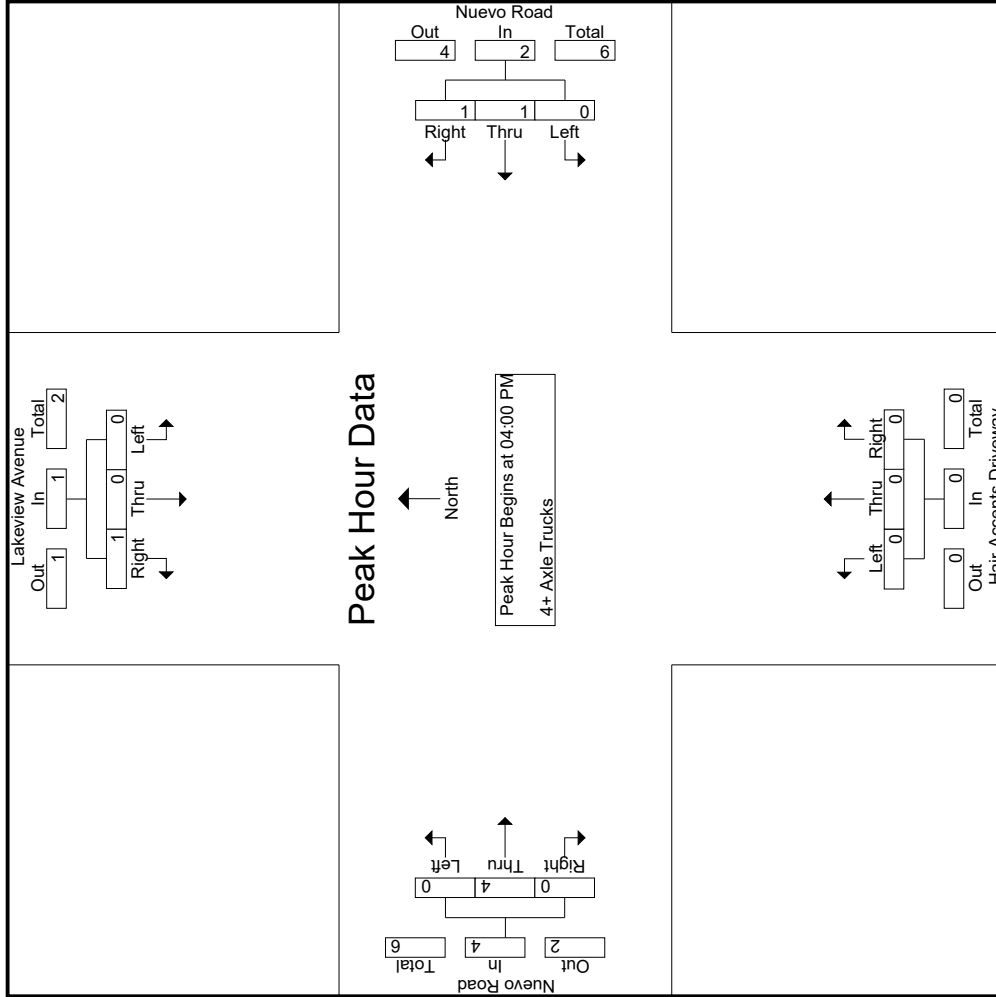
Start Time	Lakeview Avenue Southbound				Nuevo Road Westbound				Hair Accents Driveway Northbound				Nuevo Road Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:15 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	2	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	1		1	1	0		2	0	0		4	0	0	4	0
% App. Total	0	0	100		50	50	0		100	0	0		100	0	0	100	0
PHF	.000	.000	.250		.250	.250	.250		.250	.000	.000		.500	.000	.000	.500	.350

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 61_CRV_LV_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Lakeview Avenue Southbound			Nuevo Road Westbound			Hair Accents Driveway Northbound			Nuevo Road Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	1	0	1	1	2	0	0	0	2	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0
Total Volume	0	0	1	0	1	1	2	0	0	0	4	0
% App. Total	.000	.000	.250	.000	.250	.250	.250	.000	.000	.000	.500	.000
PHF												

Location: County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Lakeview Avenue	East Leg Nuevo Road	South Leg Hair Accents DW	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Lakeview Avenue	East Leg Nuevo Road	South Leg Hair Accents DW	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Lakeview Avenue
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Lakeview Avenue			Westbound Nuevo Road			Northbound Hair Accents DW			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	0	0	0	1

	Southbound Lakeview Avenue			Westbound Nuevo Road			Northbound Hair Accents DW			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

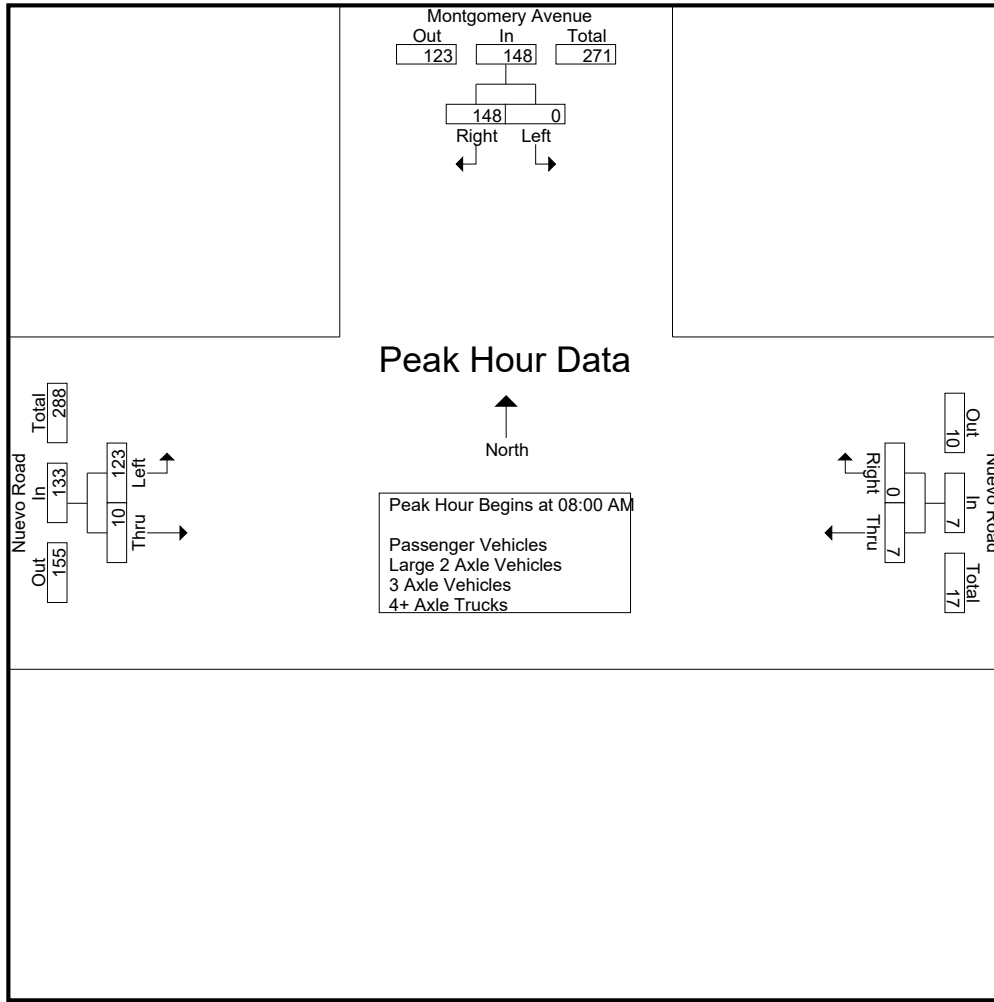
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	21	21	2	0	2	13	1	14	37
07:15 AM	0	23	23	2	0	2	22	0	22	47
07:30 AM	0	25	25	4	0	4	23	1	24	53
07:45 AM	0	13	13	5	0	5	26	0	26	44
Total	0	82	82	13	0	13	84	2	86	181
08:00 AM	0	29	29	4	0	4	27	3	30	63
08:15 AM	0	34	34	2	0	2	32	3	35	71
08:30 AM	0	34	34	1	0	1	45	0	45	80
08:45 AM	0	51	51	0	0	0	19	4	23	74
Total	0	148	148	7	0	7	123	10	133	288
Grand Total	0	230	230	20	0	20	207	12	219	469
Apprch %	0	100		100	0		94.5	5.5		
Total %	0	49	49	4.3	0	4.3	44.1	2.6	46.7	
Passenger Vehicles	0	220	220	20	0	20	201	11	212	452
% Passenger Vehicles	0	95.7	95.7	100	0	100	97.1	91.7	96.8	96.4
Large 2 Axle Vehicles	0	9	9	0	0	0	5	1	6	15
% Large 2 Axle Vehicles	0	3.9	3.9	0	0	0	2.4	8.3	2.7	3.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	1	1	0	0	0	1	0	1	2
% 4+ Axle Trucks	0	0.4	0.4	0	0	0	0.5	0	0.5	0.4

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	29	29	4	0	4	27	3	30	63
08:15 AM	0	34	34	2	0	2	32	3	35	71
08:30 AM	0	34	34	1	0	1	45	0	45	80
08:45 AM	0	51	51	0	0	0	19	4	23	74
Total Volume	0	148	148	7	0	7	123	10	133	288
% App. Total	0	100		100	0		92.5	7.5		
PHF	.000	.725	.725	.438	.000	.438	.683	.625	.739	.900

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			07:15 AM			07:45 AM		
+0 mins.	0	29	29	2	0	2	26	0	26
+15 mins.	0	34	34	4	0	4	27	3	30
+30 mins.	0	34	34	5	0	5	32	3	35
+45 mins.	0	51	51	4	0	4	45	0	45
Total Volume	0	148	148	15	0	15	130	6	136
% App. Total	0	100		100	0		95.6	4.4	
PHF	.000	.725	.725	.750	.000	.750	.722	.500	.756

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

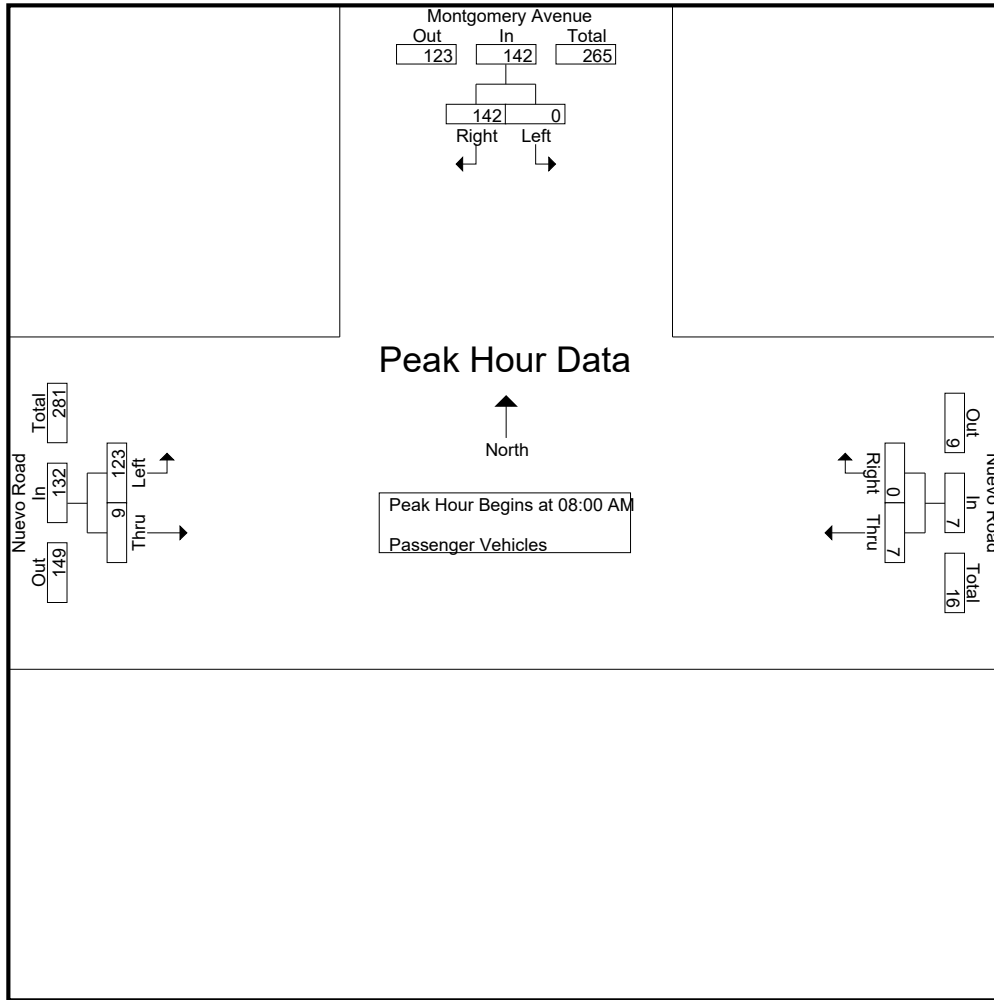
Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	21	21	2	0	2	12	1	13	36
07:15 AM	0	23	23	2	0	2	22	0	22	47
07:30 AM	0	23	23	4	0	4	20	1	21	48
07:45 AM	0	11	11	5	0	5	24	0	24	40
Total	0	78	78	13	0	13	78	2	80	171
08:00 AM	0	26	26	4	0	4	27	2	29	59
08:15 AM	0	32	32	2	0	2	32	3	35	69
08:30 AM	0	33	33	1	0	1	45	0	45	79
08:45 AM	0	51	51	0	0	0	19	4	23	74
Total	0	142	142	7	0	7	123	9	132	281
Grand Total	0	220	220	20	0	20	201	11	212	452
Apprch %	0	100		100	0		94.8	5.2		
Total %	0	48.7	48.7	4.4	0	4.4	44.5	2.4	46.9	

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
08:00 AM	0	26	26	4	0	4	27	2	29	59
08:15 AM	0	32	32	2	0	2	32	3	35	69
08:30 AM	0	33	33	1	0	1	45	0	45	79
08:45 AM	0	51	51	0	0	0	19	4	23	74
Total Volume	0	142	142	7	0	7	123	9	132	281
% App. Total	0	100		100	0		93.2	6.8		
PHF	.000	.696	.696	.438	.000	.438	.683	.563	.733	.889

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	26	26	4	0	4	27	2	29
+15 mins.	0	32	32	2	0	2	32	3	35
+30 mins.	0	33	33	1	0	1	45	0	45
+45 mins.	0	51	51	0	0	0	19	4	23
Total Volume	0	142	142	7	0	7	123	9	132
% App. Total	0	100		100	0		93.2	6.8	
PHF	.000	.696	.696	.438	.000	.438	.683	.563	.733

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

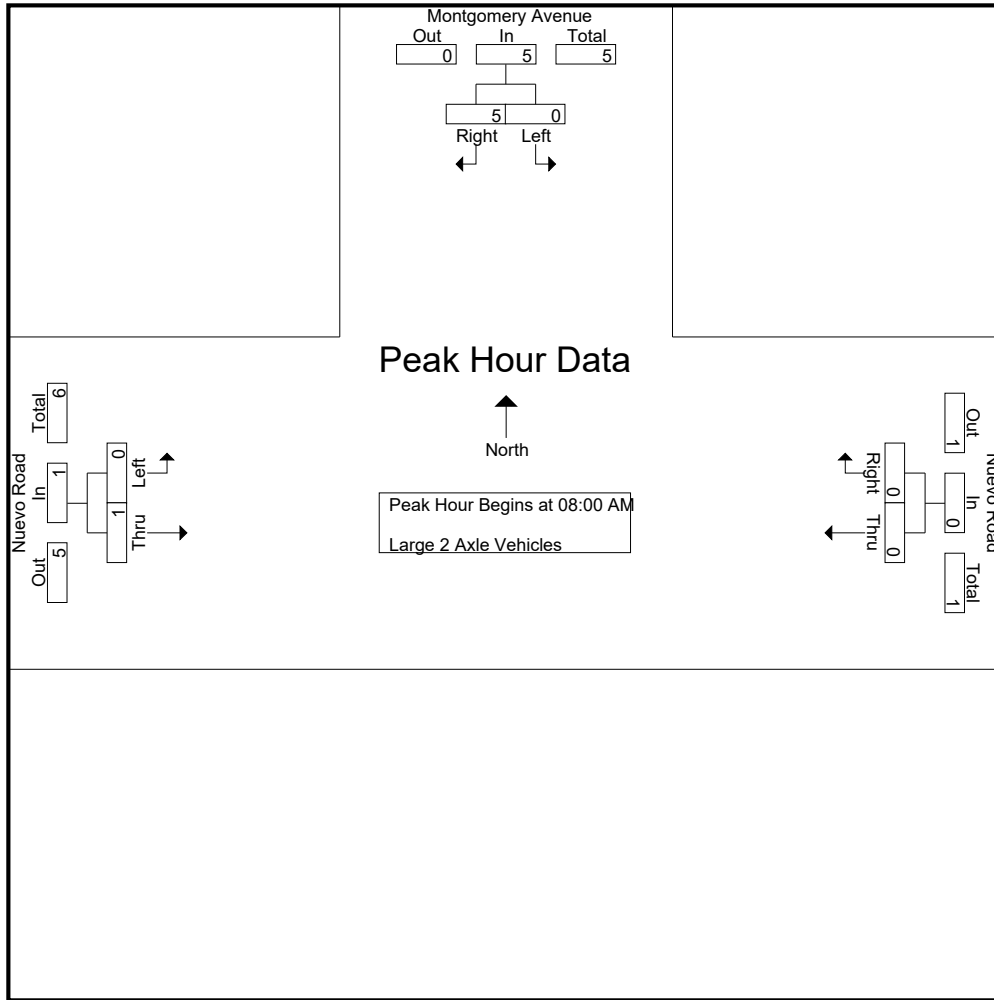
Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	2	0	0	0	3	0	3	5
07:45 AM	0	2	2	0	0	0	1	0	1	3
Total	0	4	4	0	0	0	5	0	5	9
08:00 AM	0	2	2	0	0	0	0	1	1	3
08:15 AM	0	2	2	0	0	0	0	0	0	2
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	0	0	0	0	1	1	6
Grand Total	0	9	9	0	0	0	5	1	6	15
Apprch %	0	100		0	0		83.3	16.7		
Total %	0	60	60	0	0	0	33.3	6.7	40	

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
08:00 AM	0	2	2	0	0	0	0	1	1	3
08:15 AM	0	2	2	0	0	0	0	0	0	2
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	5	0	0	0	0	1	1	6
% App. Total	0	100		0	0		0	100		
PHF	.000	.625	.625	.000	.000	.000	.000	.250	.250	.500

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	2	2	0	0	0	0	1	1
+15 mins.	0	2	2	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	5	5	0	0	0	0	1	1
% App. Total	0	100		0	0		0	100	
PHF	.000	.625	.625	.000	.000	.000	.000	.250	.250

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

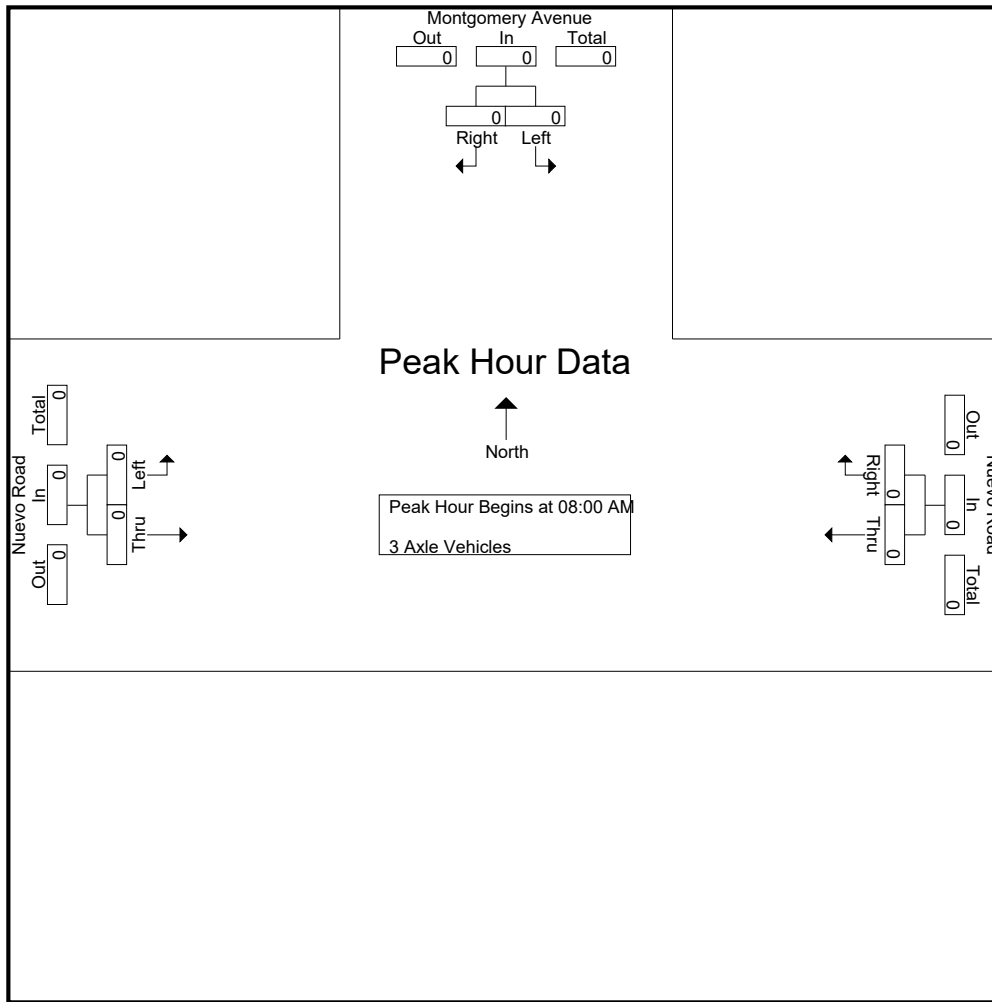
Groups Printed- 3 Axle Vehicles

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

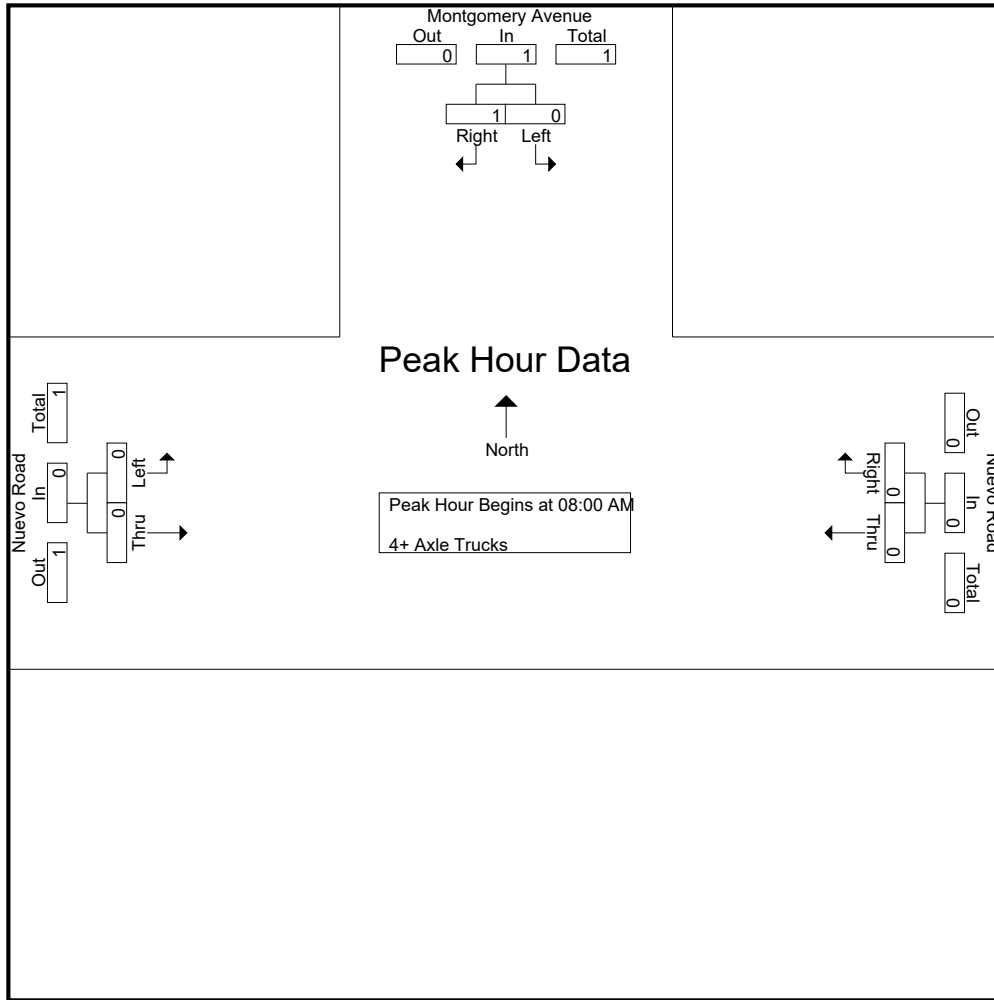
Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	1	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

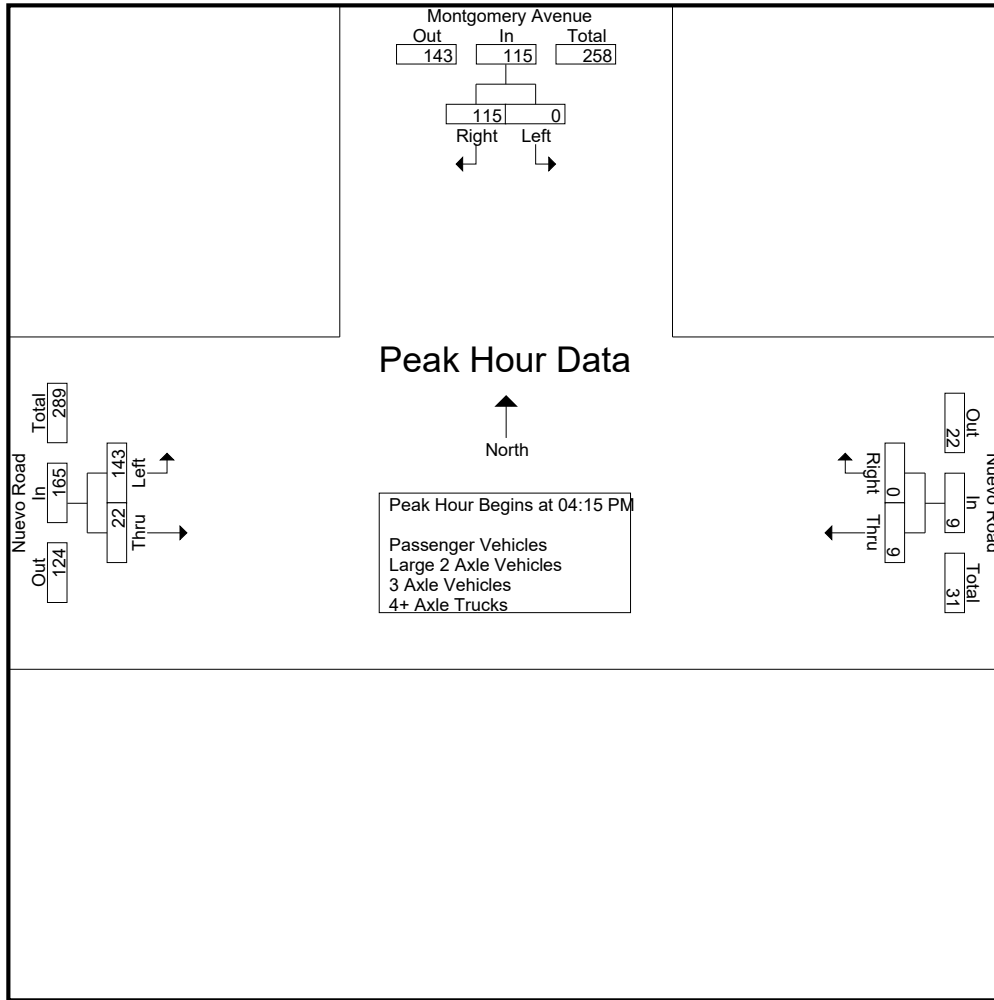
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Montgomery Avenue Southbound				Nuevo Road Westbound				Nuevo Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total			
04:00 PM	0	20	0	20	3	1	0	4	35	5	0	40	0	64	64
04:15 PM	0	31	0	31	4	0	0	4	38	7	0	45	0	80	80
04:30 PM	0	32	0	32	2	0	0	2	35	3	0	38	0	72	72
04:45 PM	0	27	0	27	2	0	0	2	32	8	0	40	0	69	69
Total	0	110	0	110	11	1	0	12	140	23	0	163	0	285	285
05:00 PM	0	25	0	25	1	0	0	1	38	4	0	42	0	68	68
05:15 PM	1	15	0	16	2	0	0	2	25	6	0	31	0	49	49
05:30 PM	0	24	0	24	2	0	0	2	22	5	0	27	0	53	53
05:45 PM	0	27	0	27	2	0	0	2	29	7	0	36	0	65	65
Total	1	91	0	92	7	0	0	7	114	22	0	136	0	235	235
Grand Total	1	201	0	202	18	1	0	19	254	45	0	299	0	520	520
Apprch %	0.5	99.5			94.7	5.3			84.9	15.1					
Total %	0.2	38.7		38.8	3.5	0.2		3.7	48.8	8.7		57.5		100	
Passenger Vehicles	1	196		197	18	1		19	245	45		290	0	0	506
% Passenger Vehicles	100	97.5	0	97.5	100	100	0	100	96.5	100	0	97	0	0	97.3
Large 2 Axle Vehicles	0	1		1	0	0		0	2	0		2	0	0	3
% Large 2 Axle Vehicles	0	0.5	0	0.5	0	0	0	0	0.8	0	0	0.7	0	0	0.6
3 Axle Vehicles	0	2		2	0	0		0	1	0		1	0	0	3
% 3 Axle Vehicles	0	1	0	1	0	0	0	0	0.4	0	0	0.3	0	0	0.6
4+ Axle Trucks	0	2		2	0	0		0	6	0		6	0	0	8
% 4+ Axle Trucks	0	1	0	1	0	0	0	0	2.4	0	0	2	0	0	1.5

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	31	31	4	0	4	38	7	45	80
04:30 PM	0	32	32	2	0	2	35	3	38	72
04:45 PM	0	27	27	2	0	2	32	8	40	69
05:00 PM	0	25	25	1	0	1	38	4	42	68
Total Volume	0	115	115	9	0	9	143	22	165	289
% App. Total	0	100		100	0		86.7	13.3		
PHF	.000	.898	.898	.563	.000	.563	.941	.688	.917	.903

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:15 PM		
+0 mins.	0	31	31	3	1	4	38	7	45
+15 mins.	0	32	32	4	0	4	35	3	38
+30 mins.	0	27	27	2	0	2	32	8	40
+45 mins.	0	25	25	2	0	2	38	4	42
Total Volume	0	115	115	11	1	12	143	22	165
% App. Total	0	100		91.7	8.3		86.7	13.3	
PHF	.000	.898	.898	.688	.250	.750	.941	.688	.917

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

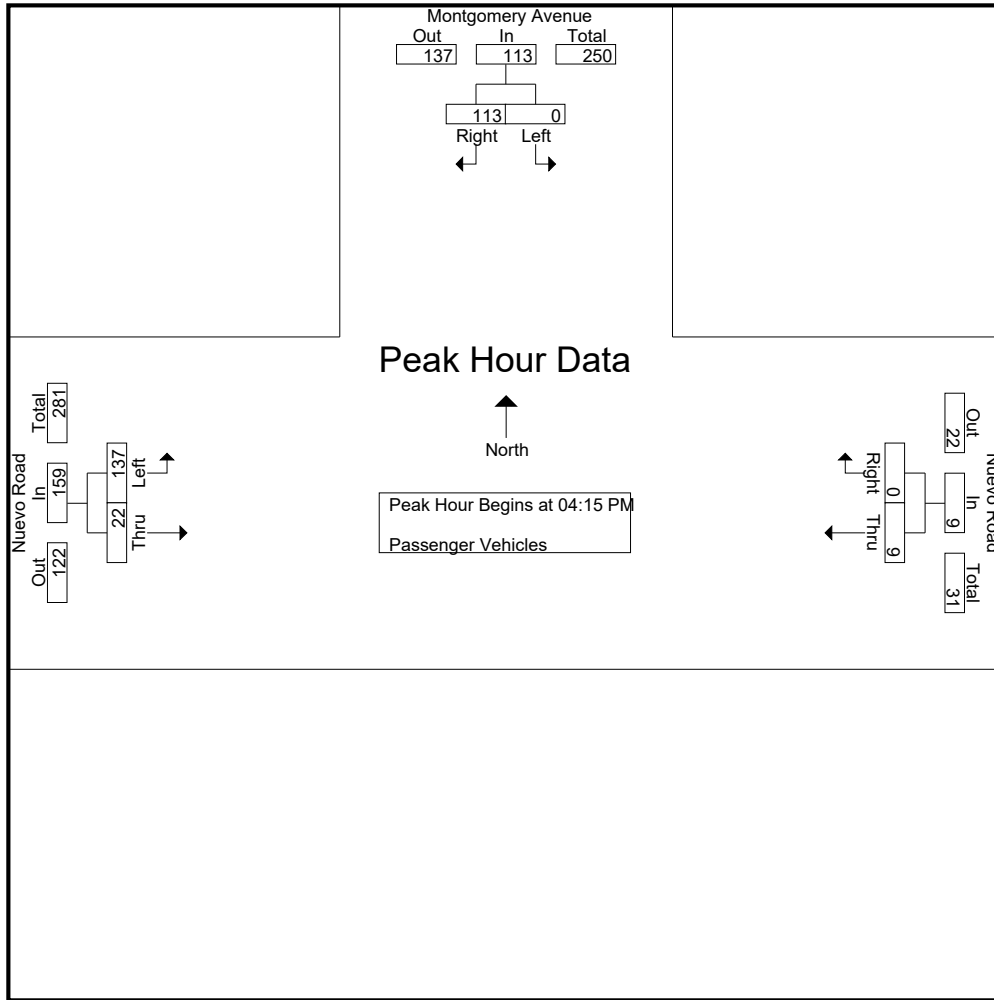
Groups Printed- Passenger Vehicles

Start Time	Montgomery Avenue Southbound				Nuevo Road Westbound				Nuevo Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total			
04:00 PM	0	19	0	19	3	1	0	4	34	5	0	39	0	62	62
04:15 PM	0	29	0	29	4	0	0	4	36	7	0	43	0	76	76
04:30 PM	0	32	0	32	2	0	0	2	34	3	0	37	0	71	71
04:45 PM	0	27	0	27	2	0	0	2	30	8	0	38	0	67	67
Total	0	107	0	107	11	1	0	12	134	23	0	157	0	276	276
05:00 PM	0	25	0	25	1	0	0	1	37	4	0	41	0	67	67
05:15 PM	1	14	0	15	2	0	0	2	24	6	0	30	0	47	47
05:30 PM	0	24	0	24	2	0	0	2	22	5	0	27	0	53	53
05:45 PM	0	26	0	26	2	0	0	2	28	7	0	35	0	63	63
Total	1	89	0	90	7	0	0	7	111	22	0	133	0	230	230
Grand Total	1	196	0	197	18	1	0	19	245	45	0	290	0	506	506
Apprch %	0.5	99.5			94.7	5.3			84.5	15.5					
Total %	0.2	38.7		38.9	3.6	0.2		3.8	48.4	8.9		57.3	0	100	

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	29	29	4	0	4	36	7	43	76
04:30 PM	0	32	32	2	0	2	34	3	37	71
04:45 PM	0	27	27	2	0	2	30	8	38	67
05:00 PM	0	25	25	1	0	1	37	4	41	67
Total Volume	0	113	113	9	0	9	137	22	159	281
% App. Total	0	100		100	0		86.2	13.8		
PHF	.000	.883	.883	.563	.000	.563	.926	.688	.924	.924

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	29	29	4	0	4	36	7	43
+15 mins.	0	32	32	2	0	2	34	3	37
+30 mins.	0	27	27	2	0	2	30	8	38
+45 mins.	0	25	25	1	0	1	37	4	41
Total Volume	0	113	113	9	0	9	137	22	159
% App. Total	0	100		100	0		86.2	13.8	
PHF	.000	.883	.883	.563	.000	.563	.926	.688	.924

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

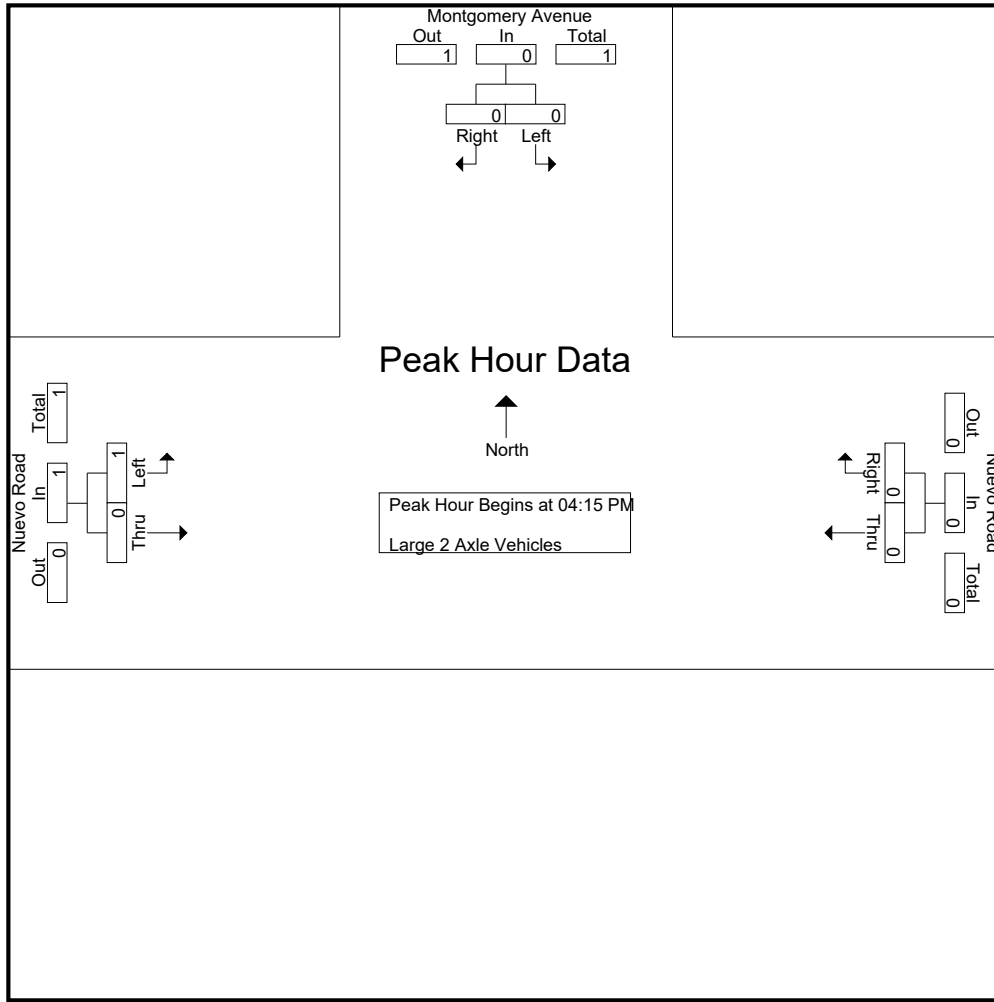
Groups Printed- Large 2 Axle Vehicles

Start Time	Montgomery Avenue Southbound				Nuevo Road Westbound				Nuevo Road Eastbound				Exclu. Total	Inclu. Total	Int. Total	
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total				
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	0	1	0	2	2
Total	0	1	0	1	0	0	0	0	0	2	0	0	2	0	3	3
Grand Total	0	1	0	1	0	0	0	0	0	2	0	0	2	0	3	3
Apprch %	0	100			0	0				100	0			0		
Total %	0	33.3		33.3	0	0		0		66.7	0		66.7	0	100	

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0			0	0		100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

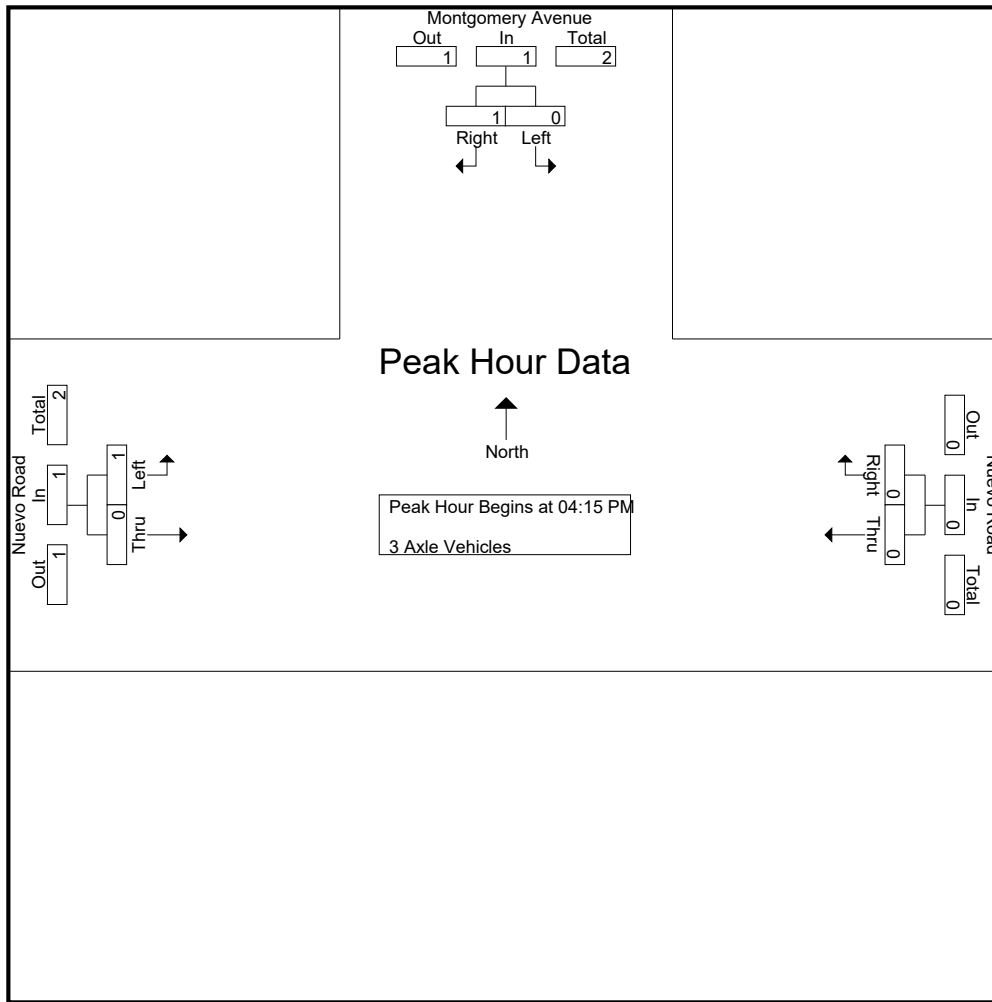
Groups Printed- 3 Axle Vehicles

Start Time	Montgomery Avenue Southbound				Nuevo Road Westbound				Nuevo Road Eastbound				Exclu. Total	Inclu. Total	Int. Total	
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total				
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	1	0	0	1	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	2	0	0	0	0	0	1	0	0	1	0	3	3
Apprch %	0	100			0	0				100	0			0		
Total %	0	66.7		66.7	0	0		0		33.3	0		33.3	0	100	

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	1	0	2
% App. Total	0	100		0	0			100	0	
PHF	.000	.250	.250	.000	.000	.000		.250	.000	.500

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	1	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

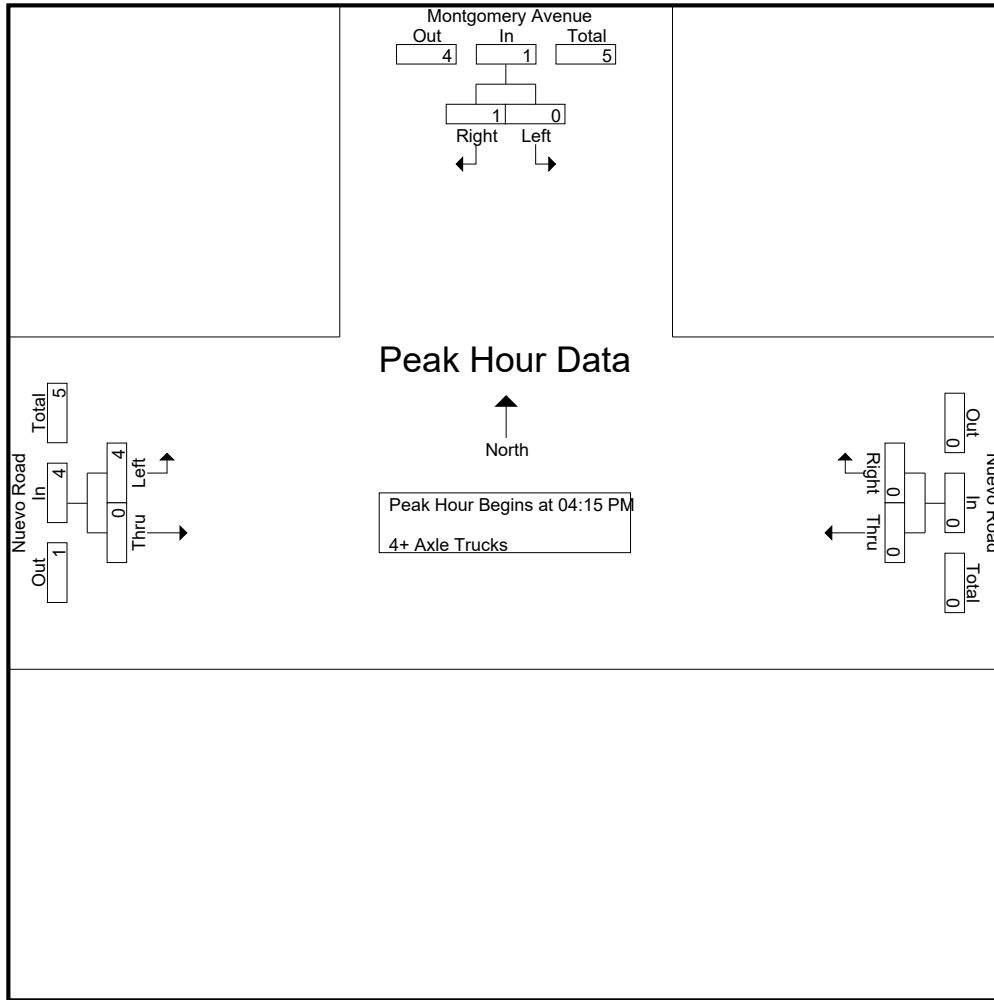
Groups Printed- 4+ Axle Trucks

Start Time	Montgomery Avenue Southbound				Nuevo Road Westbound				Nuevo Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:15 PM	0	1	0	1	0	0	0	0	2	0	0	2	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Total	0	1	0	1	0	0	0	0	5	0	0	5	0	6	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	1	0	0	1	0	2	2
Grand Total	0	2	0	2	0	0	0	0	6	0	0	6	0	8	8
Apprch %	0	100			0	0			100	0					
Total %	0	25		25	0	0		0	75	0		75	0	100	

Start Time	Montgomery Avenue Southbound			Nuevo Road Westbound			Nuevo Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	1	1	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	4	0	4	5
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500	.417

County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road
 Weather: Clear

File Name : 62_CRV_Mont_Nuevo PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	1	1	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	4	0	4
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500

Location: County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Montgomery Avenue	East Leg Nuevo Road	South Leg Dead End	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Montgomery Avenue	East Leg Nuevo Road	South Leg Dead End	West Leg Nuevo Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Montgomery Avenue
 E/W: Nuevo Road



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Montgomery Avenue			Westbound Nuevo Road			Northbound Dead End			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Montgomery Avenue			Westbound Nuevo Road			Northbound Dead End			Eastbound Nuevo Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Davis Road Southbound						Ramona Expressway Westbound						Hansen Avenue Northbound						Ramona Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
07:00 AM	0	1	2	1	0	3	2	237	1	0	240		21	0	16	9	37		0	137	5	1	142		11	422	11		422	
07:15 AM	1	0	1	0	0	2	9	223	0	0	232		32	1	15	9	48		0	125	8	2	133		11	415	11		415	
07:30 AM	0	0	2	1	0	2	8	268	0	0	276		27	0	17	11	44		0	125	7	0	132		12	454	12		454	
07:45 AM	0	0	0	0	0	0	7	190	0	0	197		28	1	21	10	50		2	140	8	0	150		10	397	10		397	
Total	1	1	5	2	7	7	26	918	1	0	945		108	2	69	39	179		2	527	28	3	557		44	1688	44		1688	
08:00 AM	0	0	2	0	0	2	9	192	0	0	201		19	0	9	4	28		1	109	10	1	120		5	351	5		351	
08:15 AM	0	0	0	0	0	0	3	151	0	0	154		19	1	15	10	35		1	154	10	2	165		12	354	12		354	
08:30 AM	0	0	0	0	0	0	6	162	0	0	168		19	0	17	10	36		1	121	10	0	132		10	336	10		336	
08:45 AM	0	0	1	1	1	1	5	133	0	0	138		16	0	16	12	32		0	95	8	2	103		15	274	15		274	
Total	0	0	3	1	3	3	23	638	0	0	661		73	1	57	36	131		3	479	38	5	520		42	1315	42		1315	
Grand Total	1	1	8	3	10	10	49	1556	1	0	1606		181	3	126	75	310		5	1006	66	8	1077		86	3003	86		3003	
Approch %	10	10	80	0	0.3	0.3	3.1	96.9	0.1	0	53.5		58.4	1	40.6	10.3	10.3		0.5	93.4	6.1	2.2	35.9		2.8	97.2	2.8		97.2	
Passenger Vehicles	1	1	8	13	100	100	47	1509	1	0	1557		177	3	121	94.7	372		5	949	58	87.5	1019		0	0	0	0	0	2961
Large 2 Axle Vehicles	100	100	100	100	100	100	95.9	97	100	0	96.9		97.8	100	96	94.7	96.6		100	94.3	87.9	87.5	93.9		0	0	0	0	0	95.9
3 Axle Vehicles	0	0	0	0	0	0	1	16	0	0	17		1	0	2	2.7	5		0	34	1	0	35		0	0	0	0	0	57
4+ Axle Trucks	0	0	0	0	0	0	2	1	0	0	1.1		0.6	0	1.6	1.3	1.3		0	3.4	1.5	0	3.2		0	0	0	0	0	1.8
% 3 Axle Vehicles	0	0	0	0	0	0	0	5	0	0	5		1	0	1	0.8	3		0	8	4	12.5	13		0	0	0	0	0	21
% 4+ Axle Trucks	0	0	0	0	0	0	0	0.3	0	0	0.3		0.6	0	0.8	1.3	0.8		0	0.8	6.1	12.5	1.2		0	0	0	0	0	0.7
% 4+ Axle Trucks	0	0	0	0	0	0	1	26	0	0	27		2	0	2	1.3	5		0	15	3	0	18		0	0	0	0	0	50
% 4+ Axle Trucks	0	0	0	0	0	0	2	1.7	0	0	1.7		1.1	0	1.6	1.3	1.3		0	1.5	4.5	0	1.7		0	0	0	0	0	1.6

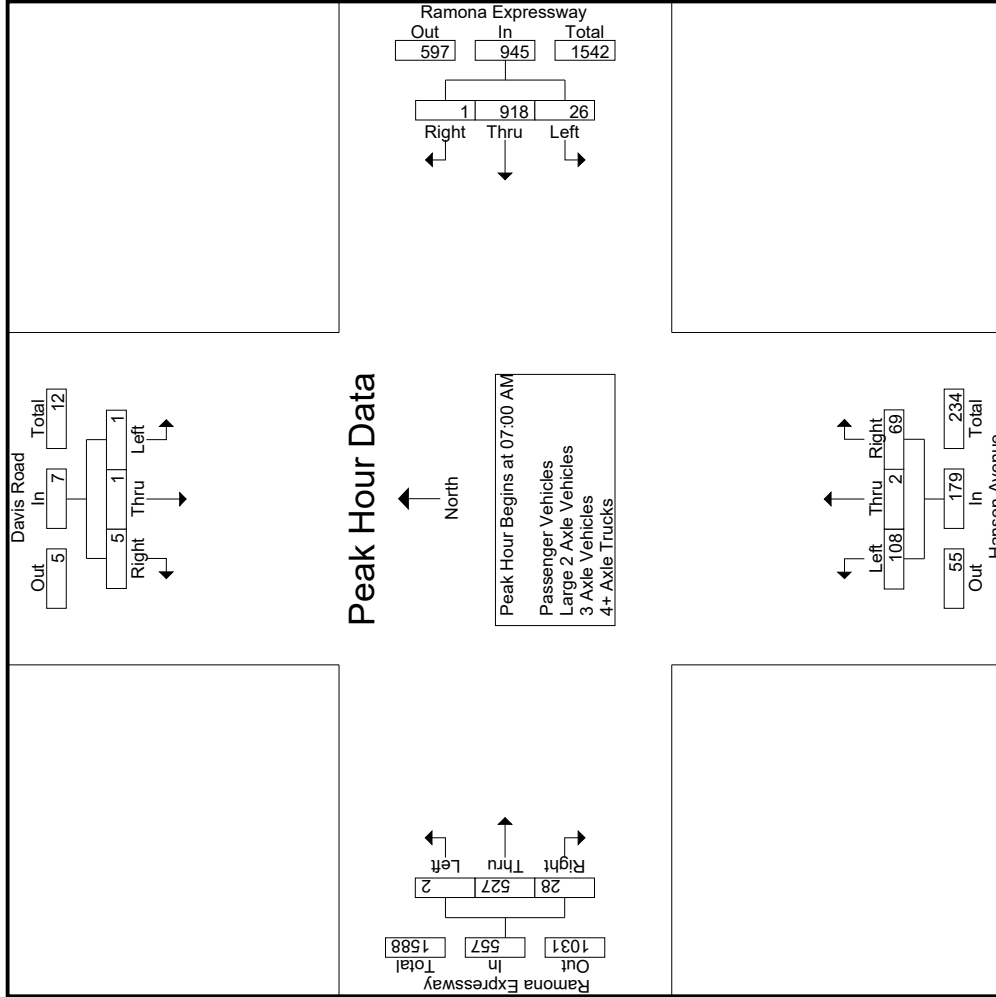
Start Time	Davis Road Southbound						Ramona Expressway Westbound						Hansen Avenue Northbound						Ramona Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total							
07:00 AM	0	1	2	1	0	3	2	237	1	0	240		21	0	16	9	37		0	137	5	1	142		11	422	11		422	
07:15 AM	1	0	1	0	0	2	9	223	0	0	232		32	1	15	9	48		0	125	8	2	133		11	415	11		415	
07:30 AM	0	0	2	1	0	2	8	268	0	0	276		27	0	17	11	44		0	125	7	0	132		12	454	12		454	
07:45 AM	0	0	0	0	0	0	7	190	0	0	197		28	1	21	10	50		2	140	8	0	150		10	397	10		397	
Total	1	1	5	2	7	7	26	918	1	0	945		108	2	69	39	179		2	527	28	3	557		44	1688	44		1688	
% App. Total	14.3	14.3	71.4	0.250	0.625	0.583	0.250	0.250	0.722	0.856	0.250		0.844	0.844	0.500	0.821	0.895		0.250	0.250	0.941	0.875	0.928		0.250	0.250	0.941	0.875	0.928	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Counts Unlimited
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 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Davis Road Southbound			Ramona Expressway Westbound			Hansen Avenue Northbound			Ramona Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:00 AM			07:30 AM				
+0 mins.	0	1	2	3	2	237	1	240	0	16	0	125	7	132
+15 mins.	1	0	1	2	9	223	0	232	1	15	2	140	8	150
+30 mins.	0	0	2	2	8	268	0	276	0	17	1	109	10	120
+45 mins.	0	0	0	0	7	190	0	197	1	21	1	154	10	165
Total Volume	1	1	5	7	26	918	1	945	2	69	4	528	35	567
% App. Total	14.3	14.3	71.4	58.3	2.8	97.1	0.1	60.3	1.1	38.5	0.7	93.1	6.2	85.9
PHF	.250	.250	.625	.583	.722	.856	.250	.856	.844	.821	.500	.857	.875	.859

Groups Printed- Passenger Vehicles

Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound									
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
07:00 AM	0	1	2	1	2	233	1	0	236	21	0	16	9	0	132	4	0	136	10	412	422	
07:15 AM	1	0	1	0	2	220	0	0	229	32	1	15	9	48	0	121	6	2	127	11	406	417
07:30 AM	0	0	2	1	8	263	0	0	271	27	0	17	11	44	0	121	6	0	127	12	444	456
07:45 AM	0	0	0	0	7	186	0	0	193	27	1	18	8	46	2	129	8	0	139	8	378	386
Total	1	1	5	2	7	902	1	0	929	107	2	66	37	175	2	503	24	2	529	41	1640	1681
08:00 AM	0	0	2	0	2	186	0	0	194	19	0	9	4	28	1	103	8	1	112	5	336	341
08:15 AM	0	0	0	0	3	145	0	0	148	18	1	14	9	33	1	143	10	2	154	11	335	346
08:30 AM	0	0	0	0	6	152	0	0	158	17	0	17	10	34	1	112	8	0	121	10	313	323
08:45 AM	0	0	1	1	4	124	0	0	128	16	0	15	11	31	0	88	8	2	96	14	256	270
Total	0	0	3	1	3	607	0	0	628	70	1	55	34	126	3	446	34	5	483	40	1240	1280
Grand Total	1	1	8	3	10	1509	1	0	1557	177	3	121	71	301	5	949	58	7	1012	81	2880	2961
Apprch %	10	10	80			96.9	0.1		58.8	1	40.2			10.5	0.5	93.8	5.7		35.1	2.7	97.3	
Total %	0	0	0.3			52.4	0		6.1	0.1	4.2				0.2	33	2					

3-1-1532

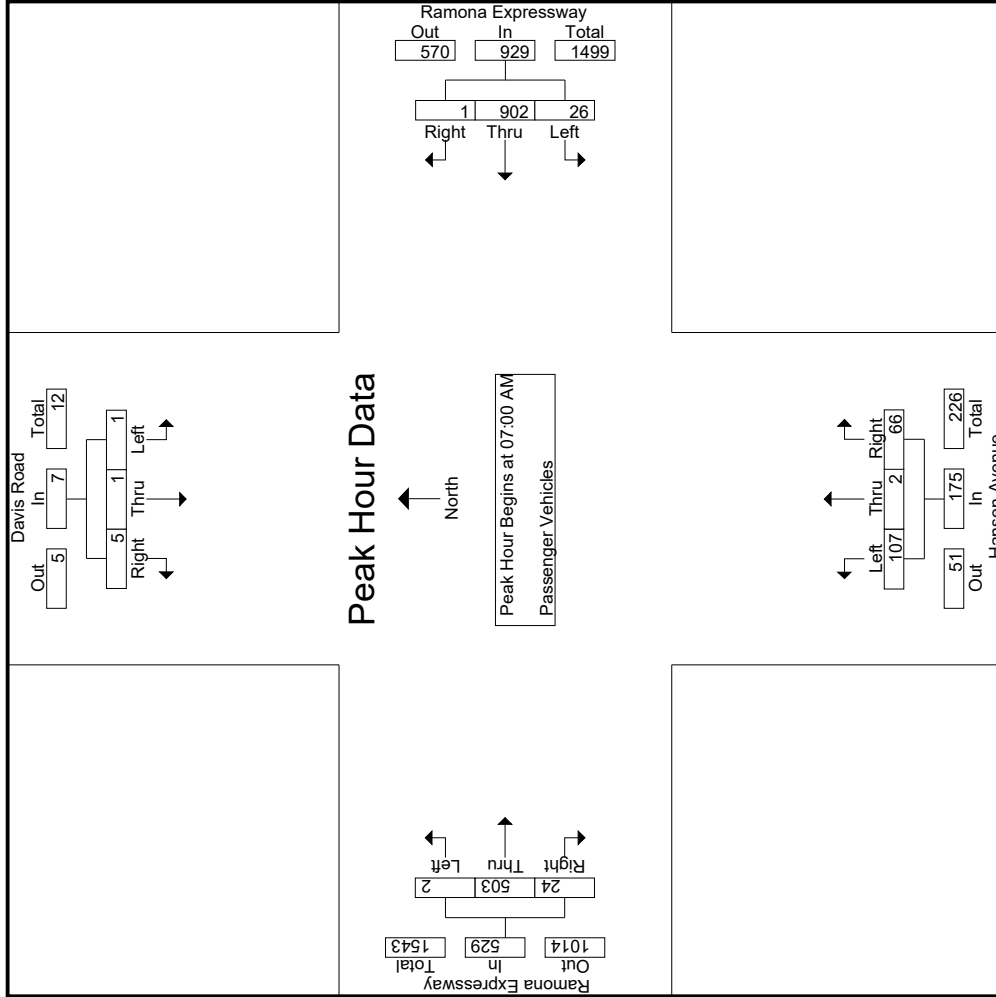
Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	App. Total	App. Total	Int. Total	
07:00 AM	0	1	2	1	2	233	1	0	236	21	0	16	9	0	132	4	0	136	4	136	412
07:15 AM	1	0	1	0	2	220	0	0	229	32	1	15	9	48	0	121	6	2	127	6	406
07:30 AM	0	0	2	1	8	263	0	0	271	27	0	17	11	44	0	121	6	0	127	6	444
07:45 AM	0	0	0	0	7	186	0	0	193	27	1	18	8	46	2	129	8	0	139	8	378
Total Volume	1	1	5	2	7	902	1	0	929	107	2	66	37	175	2	503	24	2	503	24	1640
% App. Total	14.3	14.3	71.4			97.1	0.1		61.1	1.1	37.7			95.1	4.5	95.1	4.5		95.1	4.5	97.3
PHF	.250	.250	.625			.857	.250		.857	.836	.500	.917		.911	.250	.953	.750		.951	.951	.923

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
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 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Davis Road Southbound			Ramona Expressway Westbound			Hansen Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	2	3	2	233	1	236	0	16	0	132	4	136	
+15 mins.	1	0	1	2	9	220	0	229	1	15	0	121	6	127	
+30 mins.	0	0	2	2	8	263	0	271	0	17	0	121	6	127	
+45 mins.	0	0	0	0	7	186	0	193	1	18	2	129	8	139	
Total Volume	1	1	5	7	26	902	1	929	2	66	2	503	24	529	
% App. Total	14.3	14.3	71.4	58.3	2.8	97.1	0.1	61.1	1.1	37.7	0.4	95.1	4.5	95.1	
PHF	.250	.250	.625	.583	.722	.857	.250	.857	.500	.917	.250	.953	.750	.951	

Counts Unlimited
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County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

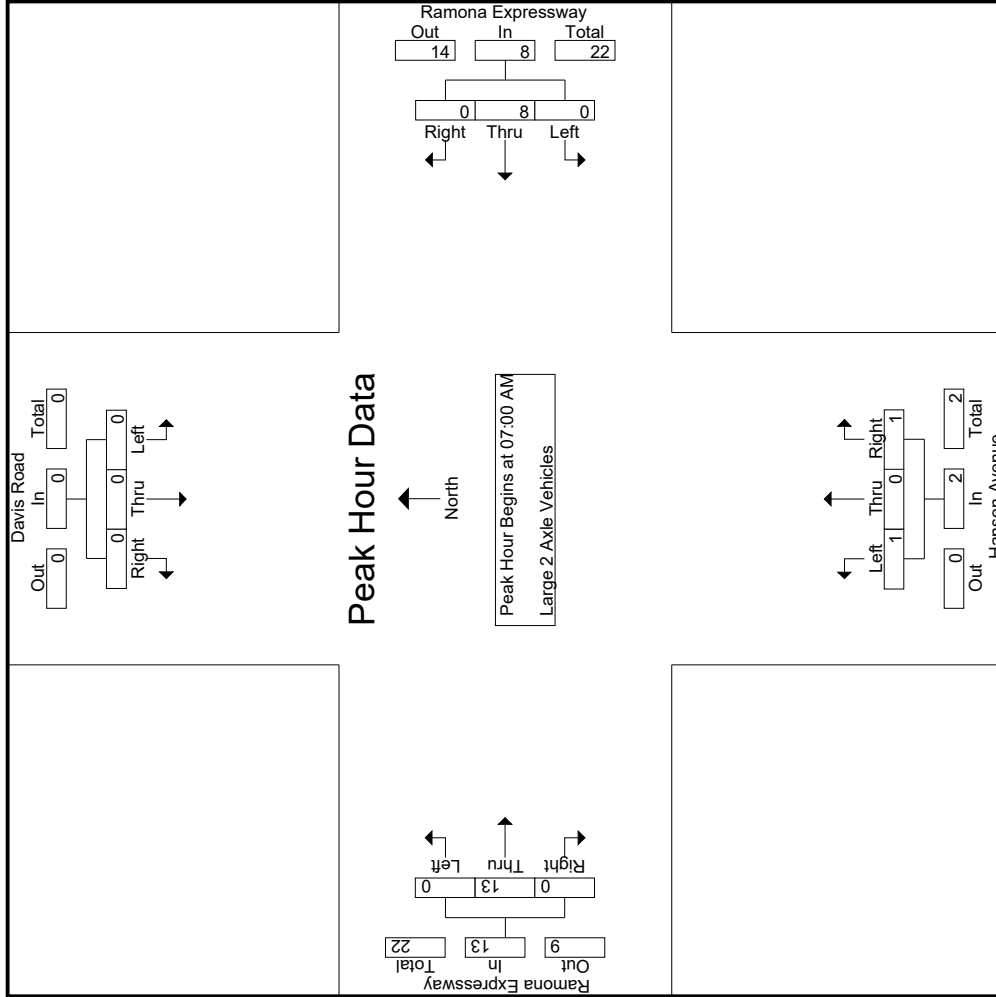
Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound				Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total		Inclu. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Total	0	0	0	0	0	0	0	0	0	8	1	0	1	1	2	1	23	24
08:00 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	7	7
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	7
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	9
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	1	0	0	9	10
Total	0	0	0	0	0	1	8	0	0	9	0	0	1	1	0	1	32	33
Grand Total	0	0	0	0	0	1	16	0	0	17	1	0	2	2	3	0	55	57
Approch %	0	0	0	0	0	5.9	94.1	0	0	33.3	0	66.7	0	0	97.1	2.9		
Total %	0	0	0	0	0	1.8	29.1	0	0	30.9	1.8	3.6	0	0	61.8	1.8	3.5	96.5

Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound				Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total		Inclu. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	8	1	0	1	1	2	0	13	13
% App. Total	0	0	0	0	0	0	0	0	0	100	0	50	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.250	.000	.500	.250	.000	.250	.000	.650	.000	.650	.523

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
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County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Davis Road Southbound			Ramona Expressway Westbound			Hansen Avenue Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:00 AM			07:00 AM				
+0 mins.	0	0	0	0	1	0	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	3	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	4	0	4	1	0	1	0	5	0	5
Total Volume	0	0	0	0	8	0	8	1	0	1	0	13	0	13
% App. Total	0	0	0	0	100	0	100	50	0	50	0	100	0	100
PHF	.000	.000	.000	.000	.500	.000	.500	.250	.000	.250	.000	.650	.000	.650

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County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - 3 Axle Vehicles

Start Time	Davis Road Southbound			Ramona Expressway Westbound			Hansen Avenue Northbound			Ramona Expressway Eastbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	1	0	2	0	3	3
07:30 AM	0	0	0	0	1	0	0	0	0	0	1	1	0	2	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Total	0	0	0	0	2	0	0	0	0	0	4	3	1	7	1	9	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
08:15 AM	0	0	0	0	1	0	1	1	1	0	3	0	0	3	1	5	6
08:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2
08:45 AM	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	2	2
Total	0	0	0	0	3	0	0	1	1	2	4	1	0	5	1	10	11
Grand Total	0	0	0	0	5	0	0	1	0	1	0	4	1	12	2	19	21
Apprch %	0	0	0	0	100	0	50	0	50	0	66.7	33.3	0	63.2	9.5	90.5	0
Total %	0	0	0	0	26.3	0	5.3	0	5.3	10.5	42.1	21.1	0	63.2	9.5	90.5	0

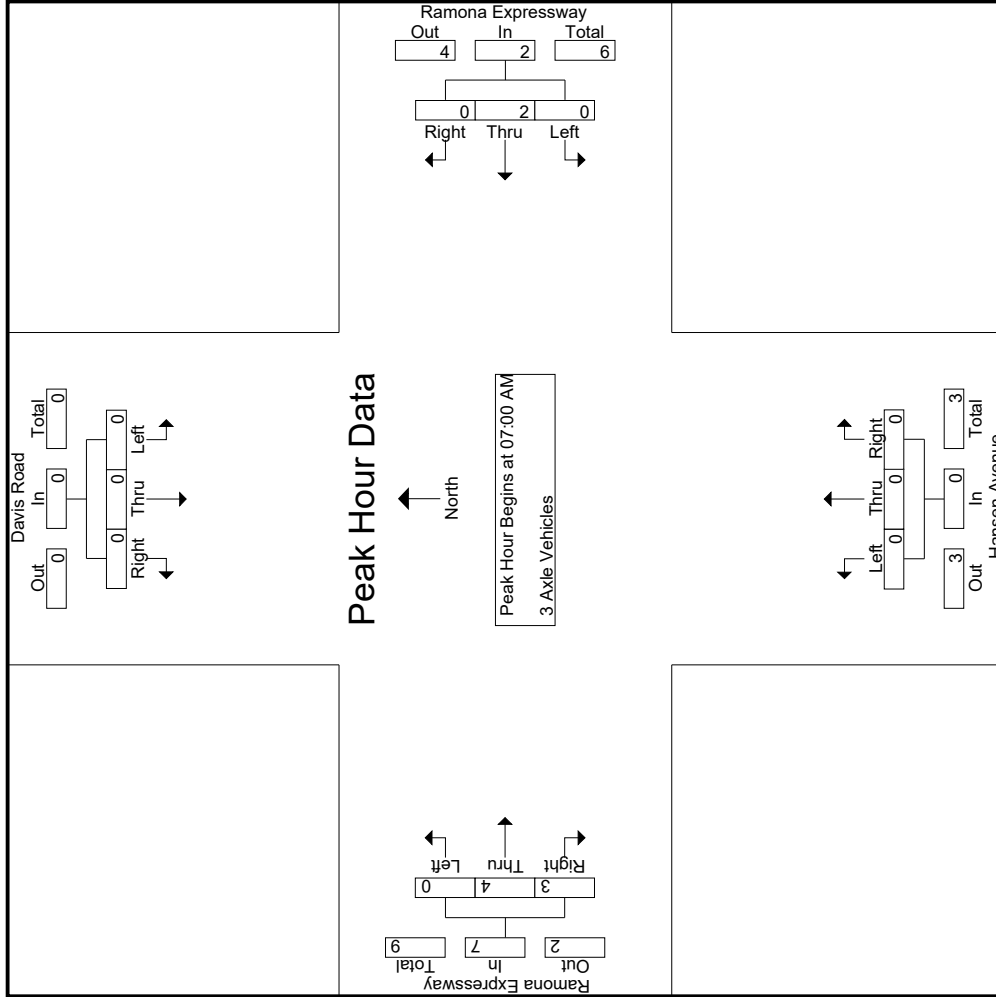
Start Time	Davis Road Southbound			Ramona Expressway Westbound			Hansen Avenue Northbound			Ramona Expressway Eastbound							
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2	3
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	0	0	0	0	0	0	4	3	7	9
% App. Total	0	0	0	0	100	0	50	0	50	0	57.1	42.9	0	42.9	7.5	87.5	0
PHF	.000	.000	.000	.000	.500	.000	.000	.000	.000	.000	.500	.000	.000	.500	.750	.875	.750

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Davis Road Southbound			Ramona Expressway Westbound			Hansen Avenue Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	1	0	0	0	0	0	0	1	2
+30 mins.	0	0	0	0	1	0	0	0	0	0	0	1	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	2	2
Total Volume	0	0	0	0	2	0	2	0	0	0	4	3	7
% App. Total	0	0	0	0	100	0	0	0	0	0	57.1	42.9	.875
PHF	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.500	.750	.875

Groups Printed- 4+ Axle Trucks

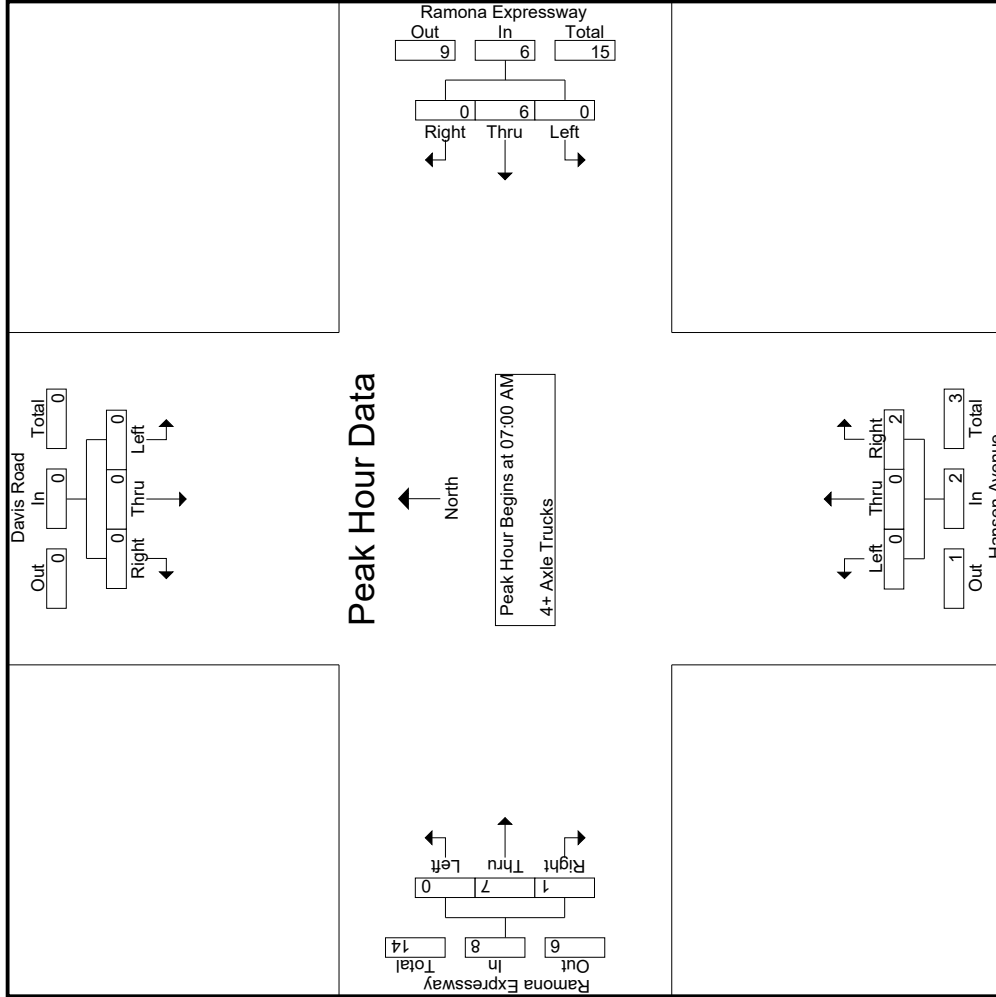
Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound				Int. Total		
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total
07:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	2	0	5
07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3	3
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	2
07:45 AM	0	0	0	0	0	0	0	0	2	1	2	0	0	4	0	0	4	1	6
Total	0	0	0	0	0	6	0	0	2	1	2	0	0	7	1	0	8	1	16
08:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	1	0	4	0	7
08:15 AM	0	0	0	0	0	4	0	0	0	1	1	0	0	2	0	0	2	0	7
08:30 AM	0	0	0	0	0	7	0	0	0	1	1	0	0	3	1	0	4	0	12
08:45 AM	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	1	20	0	0	2	0	2	0	0	8	2	0	10	0	33
Grand Total	0	0	0	0	1	26	0	0	2	0	2	1	4	0	15	3	0	1	49
Approch %	0	0	0	0	3.7	96.3	0	0	50	0	50	0	8.2	0	83.3	16.7	0	2	98
Total %	0	0	0	0	2	53.1	0	0	4.1	0	4.1	0	8.2	0	30.6	6.1	0	2	98
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.438	.500

Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound				Int. Total		
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total
07:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	2	0	5
07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3	3
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	2
07:45 AM	0	0	0	0	0	0	0	0	2	1	2	0	0	4	0	0	4	1	6
Total	0	0	0	0	0	6	0	0	2	1	2	0	0	7	1	0	8	1	16
08:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	1	0	4	0	7
08:15 AM	0	0	0	0	0	4	0	0	0	1	1	0	0	2	0	0	2	0	7
08:30 AM	0	0	0	0	0	7	0	0	0	1	1	0	0	3	1	0	4	0	12
08:45 AM	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	1	20	0	0	2	0	2	0	0	8	2	0	10	0	33
Grand Total	0	0	0	0	1	26	0	0	2	0	2	1	4	0	15	3	0	1	49
Approch %	0	0	0	0	3.7	96.3	0	0	50	0	50	0	8.2	0	83.3	16.7	0	2	98
Total %	0	0	0	0	2	53.1	0	0	4.1	0	4.1	0	8.2	0	30.6	6.1	0	2	98
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.438	.500

Counts Unlimited
 PO Box 1178
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County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Davis Road Southbound			Ramona Expressway Westbound			Hansen Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	3	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	2	0	0	4	0	0	4
Total Volume	0	0	0	0	0	6	0	0	2	0	0	7	1	1	8
% App. Total	0	0	0	0	0	100	0	0	100	0	0	87.5	12.5	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.250	.000	.438	.250	.500	.000	.500

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County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Davis Road Southbound					Ramona Expressway Westbound					Hansen Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	1	1	2	22	169	0	0	191	16	0	19	12	35	1	210	17	4	228	17	456	473
04:15 PM	0	2	0	0	2	27	168	0	0	195	16	1	19	8	36	0	221	19	5	240	13	473	486
04:30 PM	1	2	0	0	3	20	200	0	0	220	13	1	28	18	42	0	194	19	1	213	19	478	497
04:45 PM	0	0	1	0	1	31	174	1	0	206	10	1	15	8	26	0	214	15	3	229	11	462	473
Total	2	4	2	1	8	100	711	1	0	812	55	3	81	46	139	1	839	70	13	910	60	1869	1929
05:00 PM	1	0	1	0	2	20	155	0	0	175	11	1	17	8	29	2	252	13	2	267	10	473	483
05:15 PM	0	0	1	1	1	11	199	1	0	211	13	0	9	4	22	0	239	19	3	258	8	492	500
05:30 PM	1	0	0	0	1	17	181	0	0	198	8	0	11	4	19	0	211	20	2	231	6	449	455
05:45 PM	0	0	0	0	0	9	159	0	0	168	9	2	8	6	19	0	189	24	2	213	8	400	408
Total	2	0	2	1	4	57	694	1	0	752	41	3	45	22	89	2	891	76	9	969	32	1814	1846
Grand Total	4	4	4	2	12	157	1405	2	0	1564	96	6	126	68	228	3	1730	146	22	1879	92	3683	3775
Approach %	33.3	33.3	33.3			10	89.8	0.1		42.5	2.6	2.6	55.3			0.2	92.1	7.8		51	2.4	97.6	
Total %	0.1	0.1	0.1		0.3	4.3	38.1	0.1		42.5	2.6	0.2	3.4		6.2	0.1	47	4		51	2.4	97.6	
Passenger Vehicles	4	4	3		12	150	1347	2		1499	95	5	122		289	3	1692	145		1862	0	0	3662
Large 2 Axle Vehicles	0	0	0		0	0	19	0		19	0	0	1		2	0	17	0		17	0	0	38
3 Axle Vehicles	0	0	1		2	3	17	0		20	0	1	1		2	0	5	1		6	0	0	30
% 3 Axle Vehicles	0	0	25		50	1.9	1.2	0		1.3	0	16.7	0.8		0.7	0	0.3	0.7		0.3	0	0	0.8
4+ Axle Trucks	0	0	0		0	4	22	0		26	1	0	2		3	0	16	0		16	0	0	45
% 4+ Axle Trucks	0	0	0		0	2.5	1.6	0		1.7	1	0	1.6		1	0	0.9	0		0.8	0	0	1.2

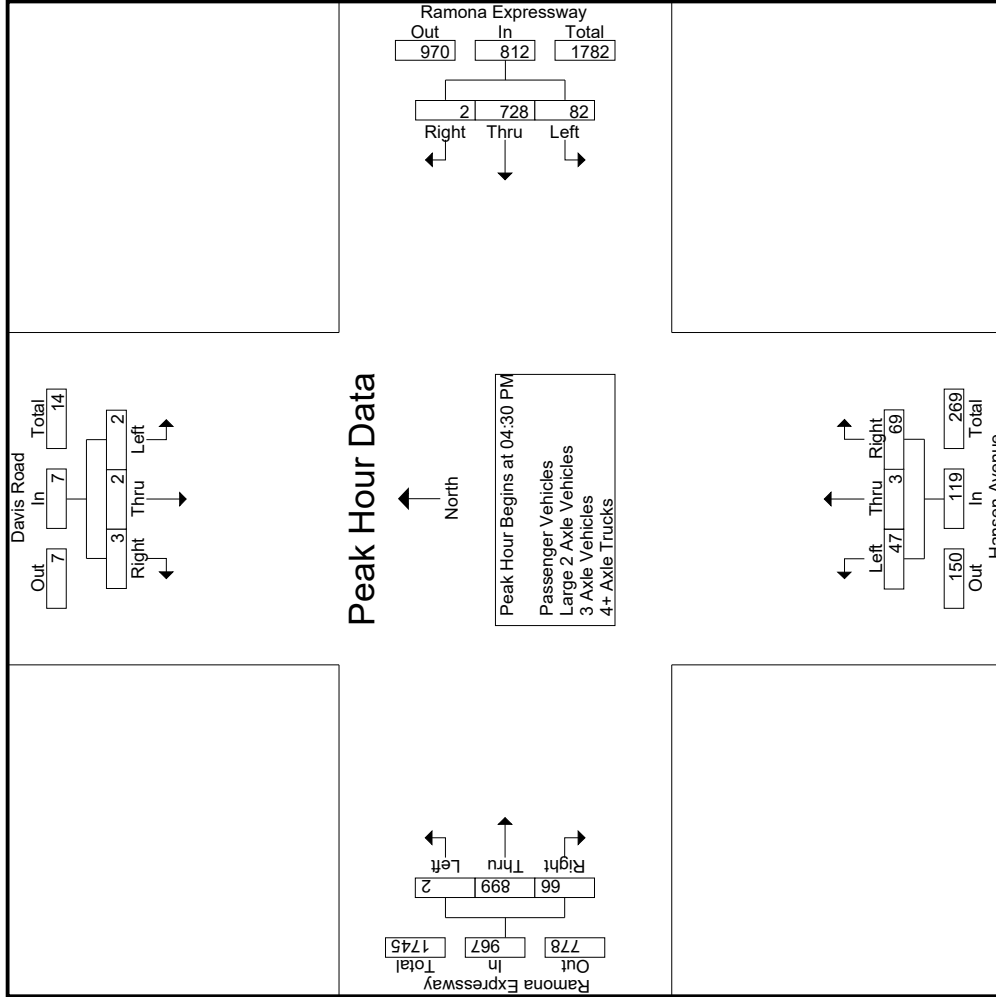
Start Time	Davis Road Southbound					Ramona Expressway Westbound					Hansen Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:30 PM	1	2	0		3	20	200	0		220	13	1	28		42	0	194	19		213	19	478	478
04:45 PM	0	0	1		1	31	174	1		206	10	1	15		26	0	214	15		229	15	462	462
05:00 PM	1	0	0		2	20	155	0		175	11	1	17		29	2	252	13		267	13	473	473
05:15 PM	0	0	1		1	11	199	1		211	13	0	9		22	0	239	19		258	8	492	492
Total Volume	2	2	3		7	82	728	2		812	47	3	69		119	2	899	66		967	66	1905	1905
% App. Total	28.6	28.6	42.9		10.1	89.7	0.2			58	39.5	2.5	58		93	0.2	93	6.8		6.8	0.2	93	6.8
PHF	.500	.250	.750		.583	.661	.910	.500		.923	.904	.750	.616		.708	.250	.892	.868		.905	.905	.905	.968

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited
 PO Box 1178
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County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
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File Name : 63_CRV_Han_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Davis Road Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Hansen Avenue Northbound			Ramona Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
	04:00 PM			04:00 PM			04:00 PM			04:00 PM			04:45 PM				
+0 mins.	1	0	1	22	169	0	191	0	0	19	0	19	0	214	15	229	
+15 mins.	0	2	0	27	168	0	195	0	1	19	1	19	2	252	13	267	
+30 mins.	1	2	0	20	200	0	220	0	1	28	1	28	0	239	19	258	
+45 mins.	0	0	1	31	174	1	206	1	1	15	1	15	0	211	20	231	
Total Volume	2	4	2	100	711	1	812	1	3	81	3	81	2	916	67	985	
% App. Total	.25	.50	.25	12.3	87.6	0.1	92.3	0.1	39.6	2.2	58.3	2.2	0.2	93	6.8	92.2	
PHF	.500	.500	.500	.806	.889	.250	.923	.250	.859	.723	.750	.723	.250	.909	.838	.922	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

Groups Printed - Passenger Vehicles

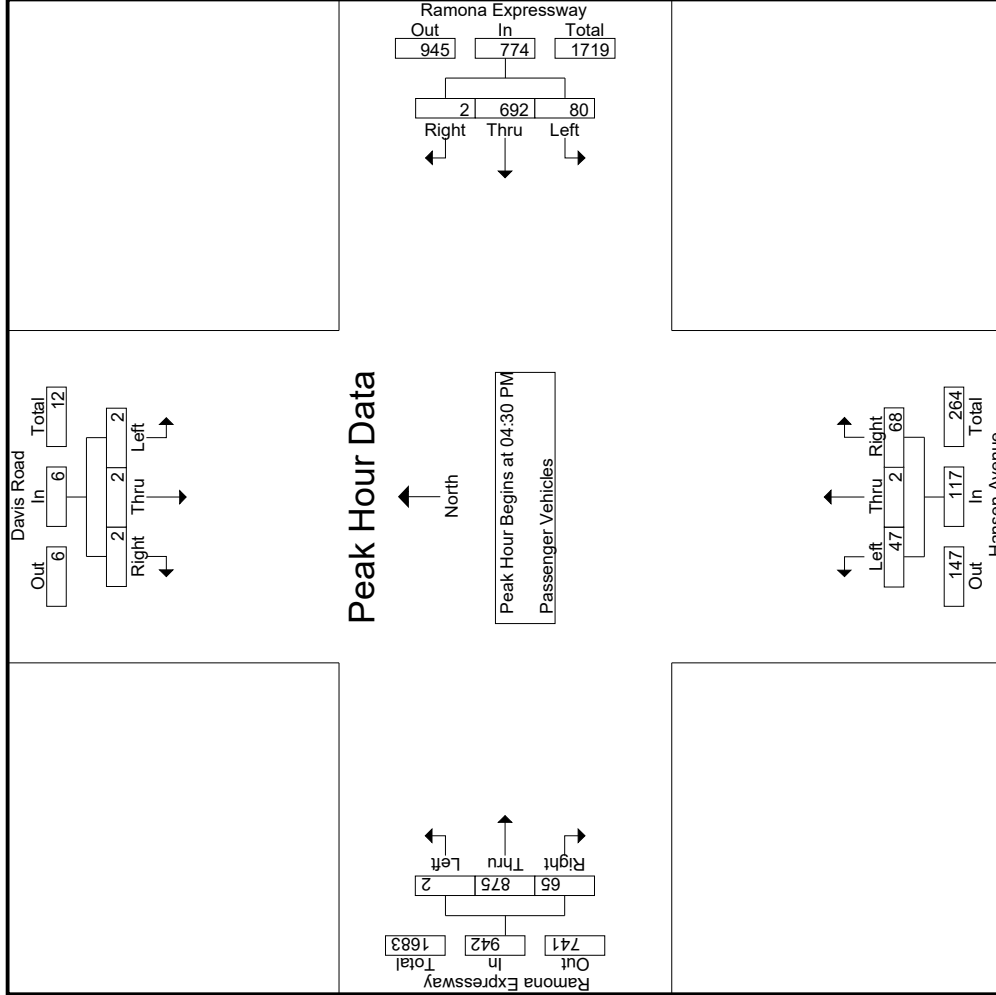
Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound										
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	0	1	1	18	162	0	0	16	0	17	11	33	1	206	17	4	224	16	439	455		
04:15 PM	0	2	0	0	27	163	0	0	15	1	18	8	34	0	219	19	5	238	13	464	477		
04:30 PM	1	2	0	0	20	196	0	0	13	1	28	18	42	0	188	19	1	207	19	468	487		
04:45 PM	0	0	1	0	31	164	1	0	10	1	14	8	25	0	205	15	3	220	11	442	453		
Total	2	4	2	1	96	685	1	0	54	3	77	45	134	1	818	70	13	889	59	1813	1872		
05:00 PM	1	0	1	0	18	140	0	0	11	0	17	8	28	2	246	12	2	260	10	448	458		
05:15 PM	0	0	0	0	11	192	1	0	13	0	9	4	22	0	236	19	3	255	7	481	488		
05:30 PM	1	0	0	0	16	179	0	0	8	0	11	4	19	0	206	20	2	226	6	441	447		
05:45 PM	0	0	0	0	9	151	0	0	9	2	8	6	19	0	186	24	2	210	8	389	397		
Total	2	0	1	0	54	662	1	0	41	2	45	22	88	2	874	75	9	951	31	1759	1790		
Grand Total	4	4	3	1	150	1347	2	0	95	5	122	67	222	3	1692	145	22	1840	90	3572	3662		
Approch %	36.4	36.4	27.3		10	89.9	0.1		42.8	2.3	55		6.2	0.2	92	7.9		51.5	2.5	97.5			
Total %	0.1	0.1	0.1		4.2	37.7	0.1		2.7	0.1	3.4		6.2	0.1	47.4	4.1							

Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound										
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	App. Total	Int. Total
04:30 PM	1	2	0	0	20	196	0	0	13	1	28	0	42	0	188	19	0	207	19	207	468		
04:45 PM	0	0	1	1	31	164	1	0	10	1	14	14	25	0	205	15	0	220	15	220	442		
05:00 PM	1	0	0	0	18	140	0	0	11	0	9	8	28	0	236	19	3	255	7	481	488		
05:15 PM	0	0	0	0	16	179	0	0	8	0	11	4	19	0	206	20	2	226	6	441	447		
Total Volume	2	2	2	2	80	692	2	6	47	2	68	68	117	2	875	65	2	942	65	942	1839		
% App. Total	33.3	33.3	33.3		10.3	89.4	0.3		40.2	1.7	58.1		6.9	0.2	92.9	6.9							
PHF	.500	.250	.500		.645	.883	.500		.904	.500	.607		.696	.250	.889	.855					.906		

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 Site Code : 05120169
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County of Riverside
 N/S: Davis Rd/Hansen Ave
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File Name : 63_CRV_Han_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Start Time	Davis Road Southbound			Ramona Expressway Westbound			Hansen Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	2	0	3	196	0	216	13	1	28	42	0	188	19	207
+15 mins.	0	0	1	1	164	1	196	10	1	14	25	0	205	15	220
+30 mins.	1	0	1	2	140	0	158	11	0	17	28	2	246	12	260
+45 mins.	0	0	0	0	192	1	204	13	0	9	22	0	236	19	255
Total Volume	2	2	2	6	692	2	774	47	2	68	117	2	875	65	942
% App. Total	33.3	33.3	33.3	50.0	89.4	0.3	89.6	40.2	1.7	58.1	69.6	0.2	92.9	6.9	90.6
PHF	.500	.250	.500	.500	.883	.500	.896	.904	.500	.607	.696	.250	.889	.855	.906

Groups Printed - Large 2 Axle Vehicles

Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound				Int. Total		
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		Exclu. Total	Inclu. Total
04:00 PM	0	0	0	0	0	4	0	0	4	0	0	1	0	2	0	0	1	7	8
04:15 PM	0	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5	5
04:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	3	3
04:45 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	6	0	0	0	8	8
Total	0	0	0	0	0	11	0	0	11	0	0	1	0	11	0	0	1	23	24
05:00 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	2	0	0	0	5	5
05:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	3	3
05:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	3	3
05:45 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	0	8	0	0	8	0	0	0	0	6	0	0	0	14	14
Grand Total	0	0	0	0	0	19	0	0	19	0	0	1	0	17	0	0	1	37	38
Approch %	0	0	0	0	0	100	0	0	100	0	0	100	0	100	0	0	0	2.6	97.4
Total %	0	0	0	0	0	51.4	0	0	51.4	0	0	2.7	0	45.9	0	0	2.6	97.4	

3.1-1550

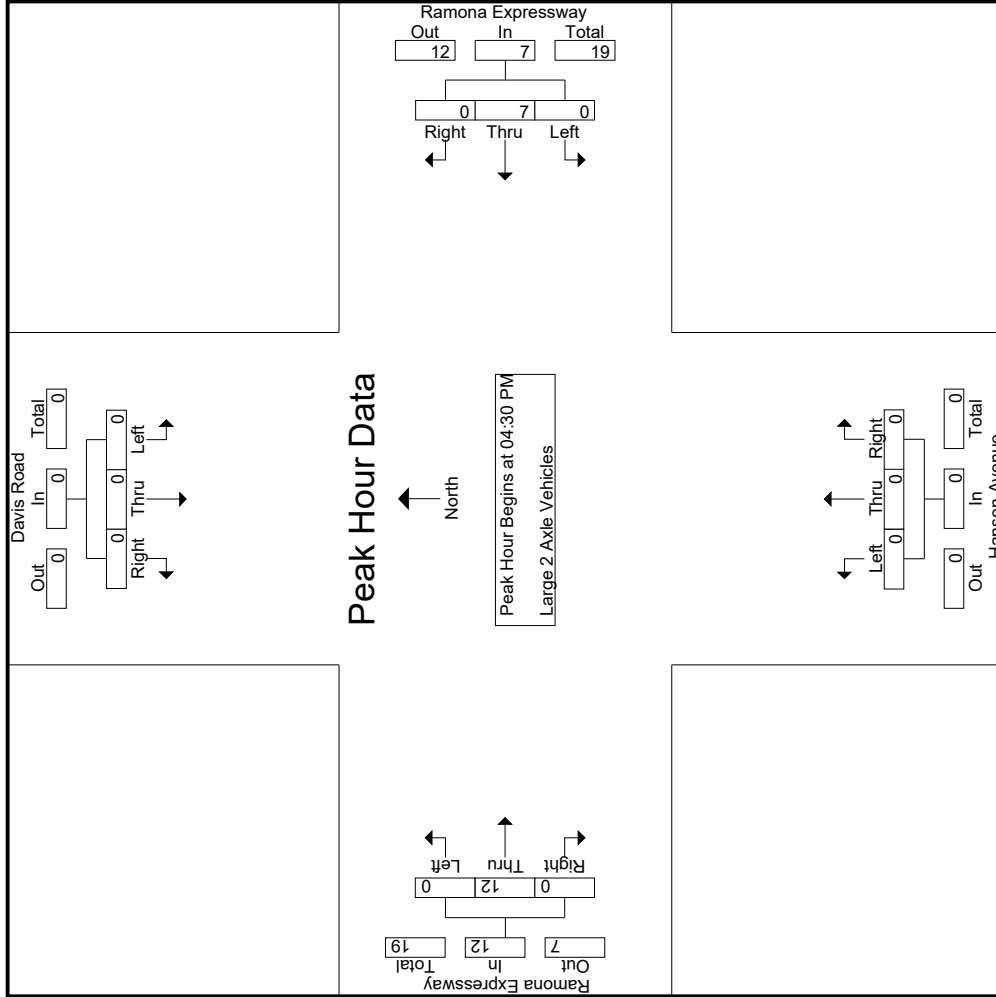
Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound				Int. Total		
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		Exclu. Total	Inclu. Total
04:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	2	3
04:45 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	6	0	0	0	6	8
05:00 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	2	0	0	0	2	5
05:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	2	3
Total Volume	0	0	0	0	0	7	0	0	7	0	0	0	0	12	0	0	0	12	19
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	0	100	100
PHF	.000	.000	.000	.000	.000	.583	.000	.000	.583	.000	.000	.000	.000	.500	.000	.000	.500	.500	.594

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Davis Road Southbound			Ramona Expressway Westbound			Hansen Avenue Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:30 PM			04:30 PM			04:30 PM			04:30 PM				
+0 mins.	0	0	0	0	1	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	2	0	0	0	0	0	0	6	0	6
+30 mins.	0	0	0	0	3	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	1	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	7	0	0	0	0	0	0	12	0	12
% App. Total	0	0	0	0	100	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.583	.000	.000	.000	.000	.000	.000	.500	.000	.500

Groups Printed - 3 Axle Vehicles

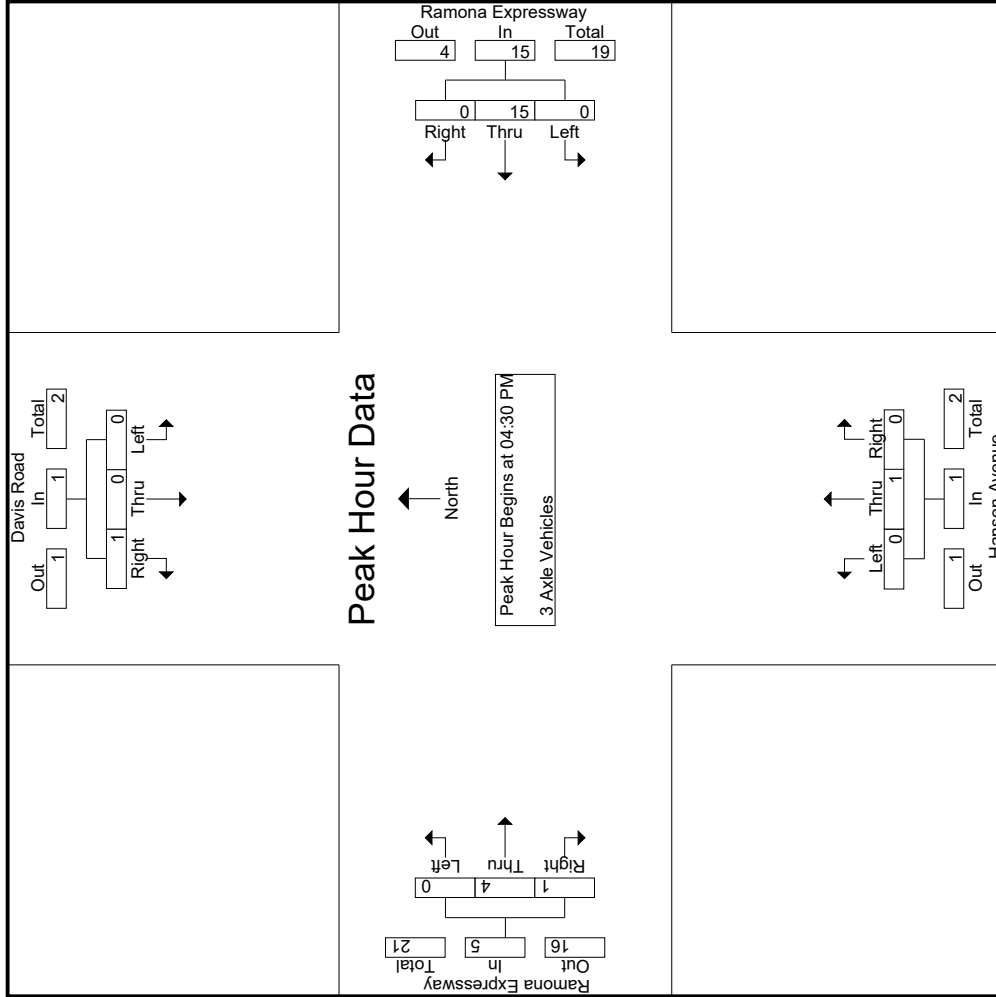
Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			
04:00 PM	0	0	0	0	2	1	0	0	3	0	0	1	0	0	0	0	0	4	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 PM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	
Total	0	0	0	0	2	5	0	0	7	0	0	1	0	1	0	0	0	9	
05:00 PM	0	0	0	0	0	8	0	0	8	0	1	0	0	2	1	0	3	12	
05:15 PM	0	0	1	1	0	3	0	0	3	0	0	0	0	1	0	0	1	5	
05:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	
05:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2	
Total	0	0	1	1	1	12	0	0	13	0	1	0	0	4	1	0	5	21	
Grand Total	0	0	1	1	3	17	0	0	20	0	1	1	0	0	5	1	6	30	
Apprch %	0	0	100		15	85	0		69	0	50	50		0	83.3	16.7	0	29	
Total %	0	0	3.4		10.3	58.6	0		6.9	0	3.4	3.4		0	17.2	3.4	20.7	3.3	96.7

Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	4	1	5
% App. Total	0	0	100		0	100	0		0	0	100	0		0	80	20	0	5	22
PHF	.000	.000	.250		.250	.469	.000		.469	.000	.250	.000		.250	.500	.250	.417	.458	.458

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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 PO Box 1178
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 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Davis Road Southbound			Ramona Expressway Westbound			Hansen Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
+15 mins.	0	0	0	0	4	0	4	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	8	0	8	0	1	0	0	0	1	3	
+45 mins.	0	0	1	0	3	0	3	0	0	0	0	1	0	1	
Total Volume	0	0	1	0	15	0	15	0	1	0	0	4	1	5	
% App. Total	0	0	100	0	100	0	100	0	100	0	80	20	20	417	
PHF	.000	.000	.250	.000	.469	.000	.469	.000	.250	.000	.500	.250	.250	.417	

Groups Printed- 4+ Axle Trucks

Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound				Int. Total			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total	Inclu. Total
04:00 PM	0	0	0	0	2	2	0	0	4	0	0	0	0	0	2	0	0	0	6	6
04:15 PM	0	0	0	0	0	1	0	0	1	0	1	0	2	0	1	0	0	0	4	4
04:30 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0	0	0	6	6
04:45 PM	0	0	0	0	0	4	0	0	4	0	1	0	1	0	3	0	0	0	8	8
Total	0	0	0	0	2	10	0	0	12	1	0	2	3	0	9	0	0	0	24	24
05:00 PM	0	0	0	0	2	4	0	0	6	0	0	0	0	2	0	0	0	0	8	8
05:15 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	0	4	4
05:45 PM	0	0	0	0	0	4	0	0	4	0	0	0	0	2	0	0	0	0	6	6
Total	0	0	0	0	2	12	0	0	14	0	0	0	0	7	0	0	0	0	21	21
Grand Total	0	0	0	0	4	22	0	0	26	1	0	2	3	0	16	0	0	0	45	45
Approch %	0	0	0	0	15.4	84.6	0	0	33.3	0	66.7	0	6.7	0	100	0	0	0	100	100
Total %	0	0	0	0	8.9	48.9	0	0	57.8	2.2	4.4	0	6.7	0	35.6	0	0	0	100	100

3.1-1556

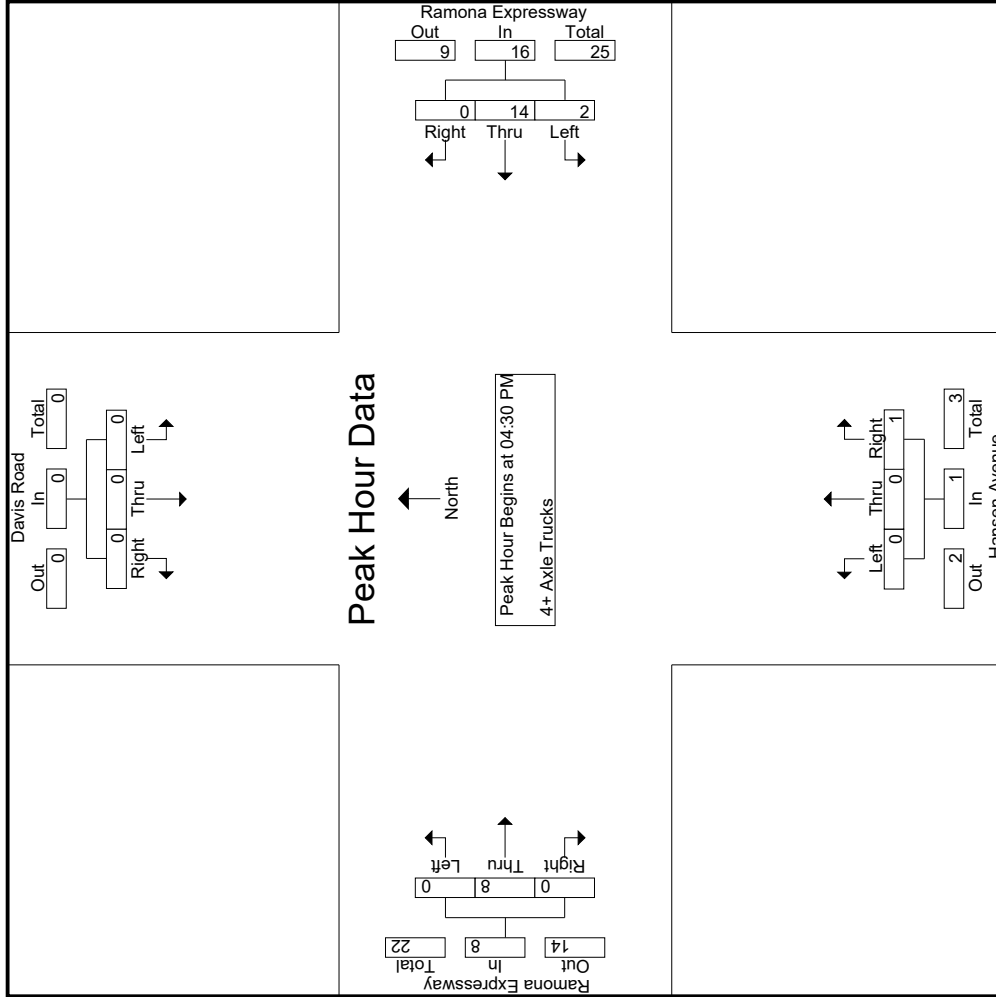
Start Time	Davis Road Southbound				Ramona Expressway Westbound				Hansen Avenue Northbound				Ramona Expressway Eastbound				Int. Total			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total	Inclu. Total
04:30 PM	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	0	0	3	6
04:45 PM	0	0	0	0	0	0	4	0	4	0	0	1	0	3	0	0	0	0	3	8
05:00 PM	0	0	0	0	0	2	4	0	6	0	0	0	0	2	0	0	0	0	2	8
05:15 PM	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3	3
Total Volume	0	0	0	0	2	14	0	0	16	0	0	1	1	0	8	0	0	0	8	25
% App. Total	0	0	0	0	12.5	87.5	0	0	100	0	0	100	0	100	0	0	0	0	100	100
PHF	.000	.000	.000	.000	.250	.875	.000	.667	.667	.250	.000	.250	.000	.667	.000	.667	.000	.667	.667	.781

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway
 Weather: Clear

File Name : 63_CRV_Han_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Davis Road Southbound			Ramona Expressway Westbound			Hansen Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM			04:30 PM			04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	3	0	0	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	4	0	0	0	0	1	0	0	3	0	3
+30 mins.	0	0	0	2	4	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	2	14	0	0	0	0	1	0	0	8	0	8
% App. Total	0	0	0	12.5	87.5	0	0	0	100	.250	.000	.000	.667	.000	.667
PHF	.000	.000	.000	.250	.875	.000	.000	.667	.250	.250	.000	.000	.667	.000	.667

Location: County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Davis Road	East Leg Ramona Expressway	South Leg Hansen Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Davis Road	East Leg Ramona Expressway	South Leg Hansen Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: County of Riverside
 N/S: Davis Rd/Hansen Ave
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Davis Road			Westbound Ramona Expressway			Northbound Hansen Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Davis Road			Westbound Ramona Expressway			Northbound Hansen Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	1	0	0	0	0	2

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

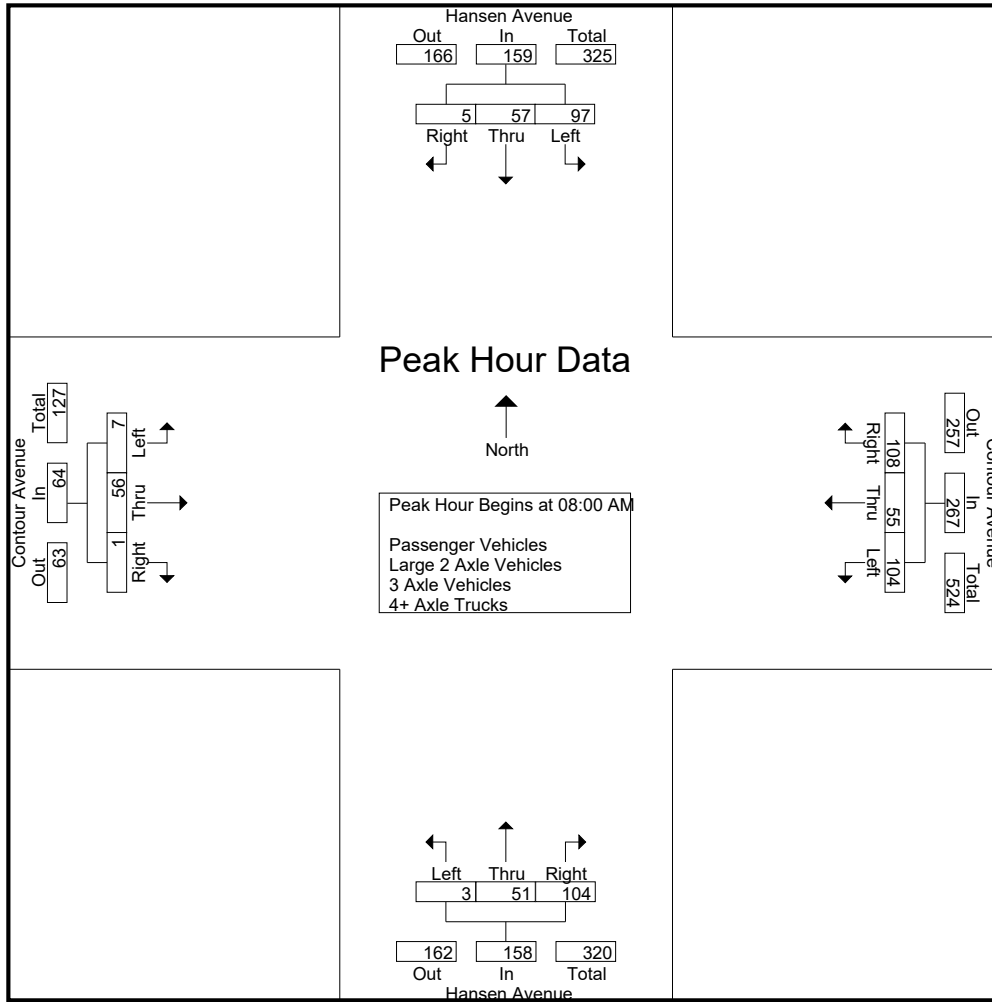
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	17	1	25	9	4	33	46	2	20	3	25	4	2	0	6	102
07:15 AM	21	18	2	41	4	4	34	42	1	22	9	32	2	3	0	5	120
07:30 AM	27	19	2	48	9	3	25	37	0	25	6	31	3	5	1	9	125
07:45 AM	18	11	1	30	3	6	18	27	2	15	13	30	5	10	0	15	102
Total	73	65	6	144	25	17	110	152	5	82	31	118	14	20	1	35	449
08:00 AM	21	14	1	36	14	11	15	40	1	15	22	38	1	11	0	12	126
08:15 AM	21	17	0	38	23	8	32	63	2	15	29	46	2	13	1	16	163
08:30 AM	41	7	2	50	36	19	32	87	0	11	37	48	1	23	0	24	209
08:45 AM	14	19	2	35	31	17	29	77	0	10	16	26	3	9	0	12	150
Total	97	57	5	159	104	55	108	267	3	51	104	158	7	56	1	64	648
Grand Total	170	122	11	303	129	72	218	419	8	133	135	276	21	76	2	99	1097
Apprch %	56.1	40.3	3.6		30.8	17.2	52		2.9	48.2	48.9		21.2	76.8	2		
Total %	15.5	11.1	1	27.6	11.8	6.6	19.9	38.2	0.7	12.1	12.3	25.2	1.9	6.9	0.2	9	
Passenger Vehicles	165	114	9	288	128	70	208	406	8	126	133	267	20	71	2	93	1054
% Passenger Vehicles	97.1	93.4	81.8	95	99.2	97.2	95.4	96.9	100	94.7	98.5	96.7	95.2	93.4	100	93.9	96.1
Large 2 Axle Vehicles	2	7	2	11	1	2	7	10	0	6	2	8	1	5	0	6	35
% Large 2 Axle Vehicles	1.2	5.7	18.2	3.6	0.8	2.8	3.2	2.4	0	4.5	1.5	2.9	4.8	6.6	0	6.1	3.2
3 Axle Vehicles	3	0	0	3	0	0	2	2	0	0	0	0	0	0	0	0	5
% 3 Axle Vehicles	1.8	0	0	1	0	0	0.9	0.5	0	0	0	0	0	0	0	0	0.5
4+ Axle Trucks	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
% 4+ Axle Trucks	0	0.8	0	0.3	0	0	0.5	0.2	0	0.8	0	0.4	0	0	0	0	0.3

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	21	14	1	36	14	11	15	40	1	15	22	38	1	11	0	12	126
08:15 AM	21	17	0	38	23	8	32	63	2	15	29	46	2	13	1	16	163
08:30 AM	41	7	2	50	36	19	32	87	0	11	37	48	1	23	0	24	209
08:45 AM	14	19	2	35	31	17	29	77	0	10	16	26	3	9	0	12	150
Total Volume	97	57	5	159	104	55	108	267	3	51	104	158	7	56	1	64	648
% App. Total	61	35.8	3.1		39	20.6	40.4		1.9	32.3	65.8		10.9	87.5	1.6		
PHF	.591	.750	.625	.795	.722	.724	.844	.767	.375	.850	.703	.823	.583	.609	.250	.667	.775

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont AM
 Site Code : 05120169
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				07:45 AM				07:45 AM			
+0 mins.	21	14	1	36	14	11	15	40	2	15	13	30	5	10	0	15
+15 mins.	21	17	0	38	23	8	32	63	1	15	22	38	1	11	0	12
+30 mins.	41	7	2	50	36	19	32	87	2	15	29	46	2	13	1	16
+45 mins.	14	19	2	35	31	17	29	77	0	11	37	48	1	23	0	24
Total Volume	97	57	5	159	104	55	108	267	5	56	101	162	9	57	1	67
% App. Total	61	35.8	3.1		39	20.6	40.4		3.1	34.6	62.3		13.4	85.1	1.5	
PHF	.591	.750	.625	.795	.722	.724	.844	.767	.625	.933	.682	.844	.450	.620	.250	.698

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

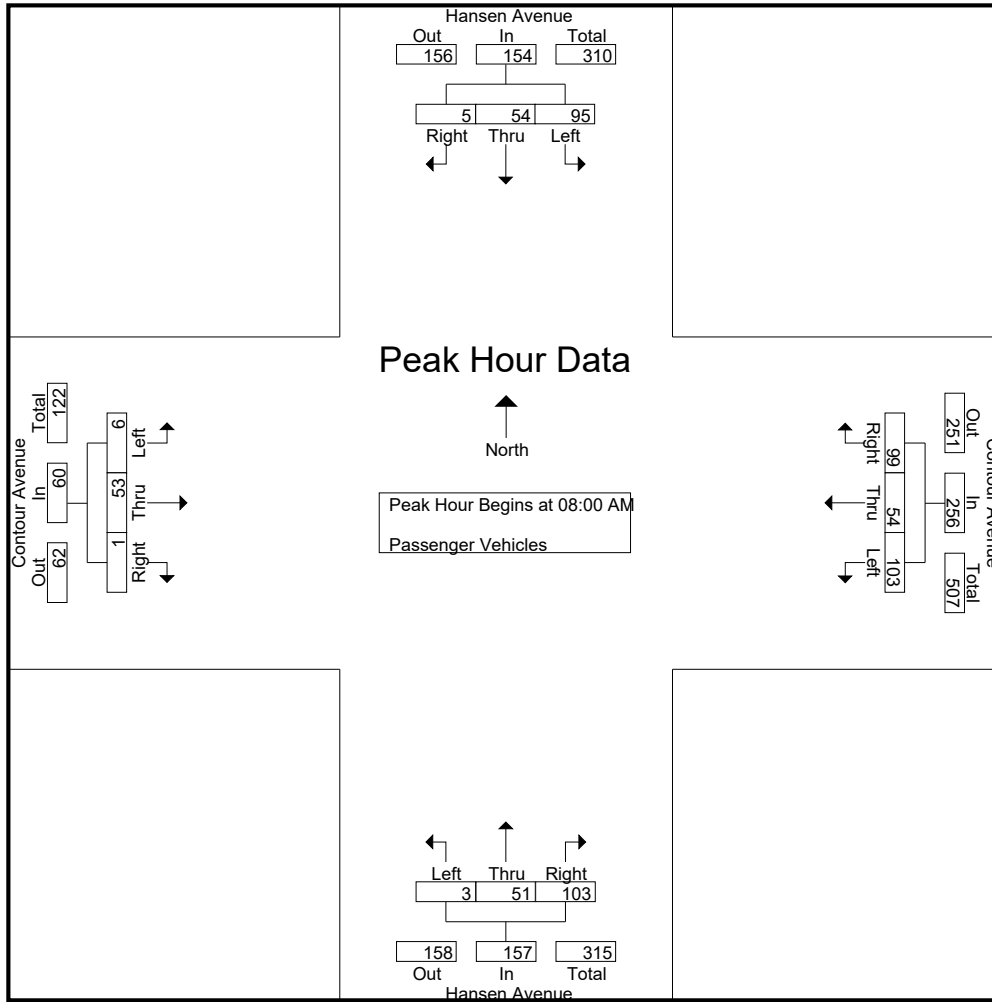
Groups Printed- Passenger Vehicles

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	17	1	24	9	3	33	45	2	18	3	23	4	2	0	6	98
07:15 AM	20	18	1	39	4	4	34	42	1	22	9	32	2	3	0	5	118
07:30 AM	26	16	2	44	9	3	24	36	0	25	5	30	3	5	1	9	119
07:45 AM	18	9	0	27	3	6	18	27	2	10	13	25	5	8	0	13	92
Total	70	60	4	134	25	16	109	150	5	75	30	110	14	18	1	33	427
08:00 AM	21	13	1	35	14	11	15	40	1	15	21	37	0	11	0	11	123
08:15 AM	20	15	0	35	23	7	24	54	2	15	29	46	2	10	1	13	148
08:30 AM	41	7	2	50	35	19	31	85	0	11	37	48	1	23	0	24	207
08:45 AM	13	19	2	34	31	17	29	77	0	10	16	26	3	9	0	12	149
Total	95	54	5	154	103	54	99	256	3	51	103	157	6	53	1	60	627
Grand Total	165	114	9	288	128	70	208	406	8	126	133	267	20	71	2	93	1054
Apprch %	57.3	39.6	3.1		31.5	17.2	51.2		3	47.2	49.8		21.5	76.3	2.2		
Total %	15.7	10.8	0.9	27.3	12.1	6.6	19.7	38.5	0.8	12	12.6	25.3	1.9	6.7	0.2	8.8	

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	21	13	1	35	14	11	15	40	1	15	21	37	0	11	0	11	123
08:15 AM	20	15	0	35	23	7	24	54	2	15	29	46	2	10	1	13	148
08:30 AM	41	7	2	50	35	19	31	85	0	11	37	48	1	23	0	24	207
08:45 AM	13	19	2	34	31	17	29	77	0	10	16	26	3	9	0	12	149
Total Volume	95	54	5	154	103	54	99	256	3	51	103	157	6	53	1	60	627
% App. Total	61.7	35.1	3.2		40.2	21.1	38.7		1.9	32.5	65.6		10	88.3	1.7		
PHF	.579	.711	.625	.770	.736	.711	.798	.753	.375	.850	.696	.818	.500	.576	.250	.625	.757

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont AM
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	21	13	1	35	14	11	15	40	1	15	21	37	0	11	0	11
+15 mins.	20	15	0	35	23	7	24	54	2	15	29	46	2	10	1	13
+30 mins.	41	7	2	50	35	19	31	85	0	11	37	48	1	23	0	24
+45 mins.	13	19	2	34	31	17	29	77	0	10	16	26	3	9	0	12
Total Volume	95	54	5	154	103	54	99	256	3	51	103	157	6	53	1	60
% App. Total	61.7	35.1	3.2		40.2	21.1	38.7		1.9	32.5	65.6		10	88.3	1.7	
PHF	.579	.711	.625	.770	.736	.711	.798	.753	.375	.850	.696	.818	.500	.576	.250	.625

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

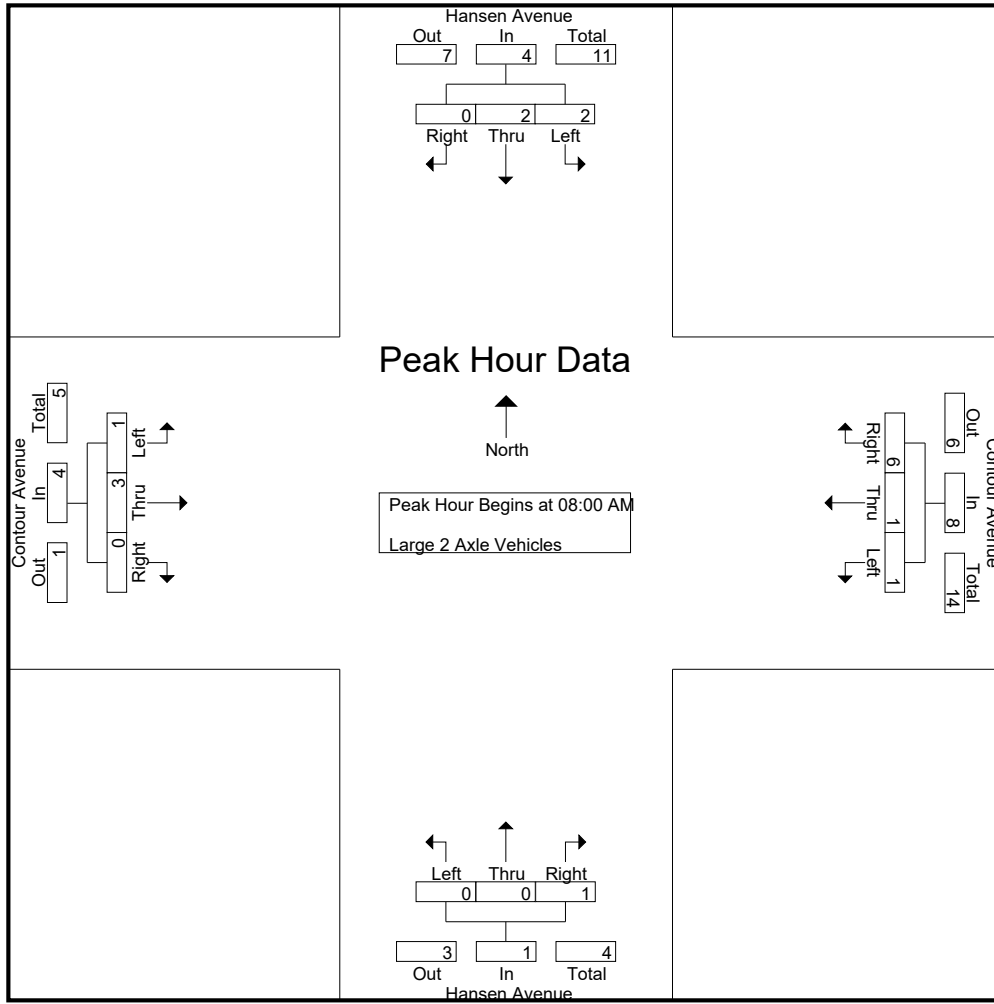
Groups Printed- Large 2 Axle Vehicles

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	3	0	3	0	0	1	1	0	0	1	1	0	0	0	0	5
07:45 AM	0	2	1	3	0	0	0	0	0	4	0	4	0	2	0	2	9
Total	0	5	2	7	0	1	1	2	0	6	1	7	0	2	0	2	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
08:15 AM	1	2	0	3	0	1	5	6	0	0	0	0	0	3	0	3	12
08:30 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	2	0	4	1	1	6	8	0	0	1	1	1	3	0	4	17
Grand Total	2	7	2	11	1	2	7	10	0	6	2	8	1	5	0	6	35
Apprch %	18.2	63.6	18.2		10	20	70		0	75	25		16.7	83.3	0		
Total %	5.7	20	5.7	31.4	2.9	5.7	20	28.6	0	17.1	5.7	22.9	2.9	14.3	0	17.1	

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
08:15 AM	1	2	0	3	0	1	5	6	0	0	0	0	0	3	0	3	12
08:30 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	2	0	4	1	1	6	8	0	0	1	1	1	3	0	4	17
% App. Total	50	50	0		12.5	12.5	75		0	0	100		25	75	0		
PHF	.500	.250	.000	.333	.250	.250	.300	.333	.000	.000	.250	.250	.250	.250	.000	.333	.354

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont AM
 Site Code : 05120169
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1
+15 mins.	1	2	0	3	0	1	5	6	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	2	0	4	1	1	6	8	0	0	1	1	1	3	0	4
% App. Total	50	50	0		12.5	12.5	75		0	0	100		25	75	0	
PHF	.500	.250	.000	.333	.250	.250	.300	.333	.000	.000	.250	.250	.250	.250	.000	.333

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

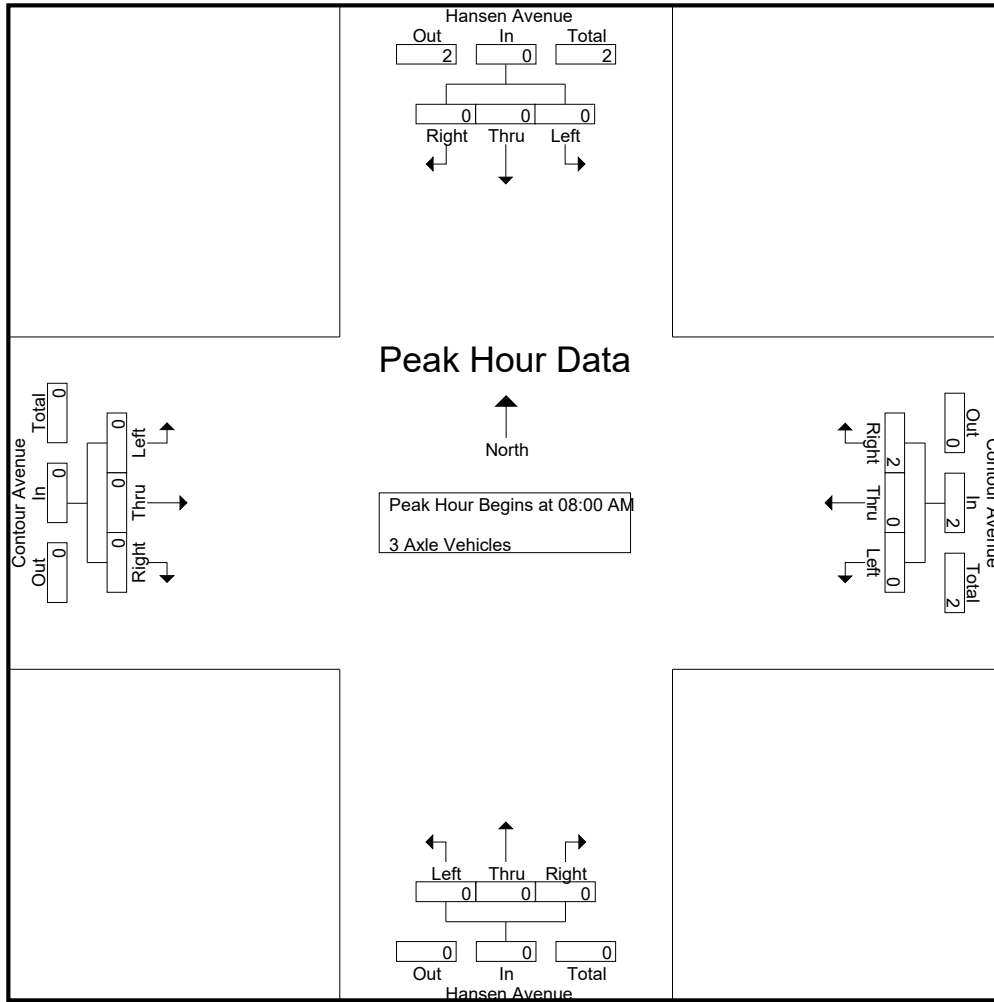
Groups Printed- 3 Axle Vehicles

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
Grand Total	3	0	0	3	0	0	2	2	0	0	0	0	0	0	0	0	0	5
Apprch %	100	0	0		0	0	100		0	0	0		0	0	0			
Total %	60	0	0	60	0	0	40	40	0	0	0	0	0	0	0	0	0	

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

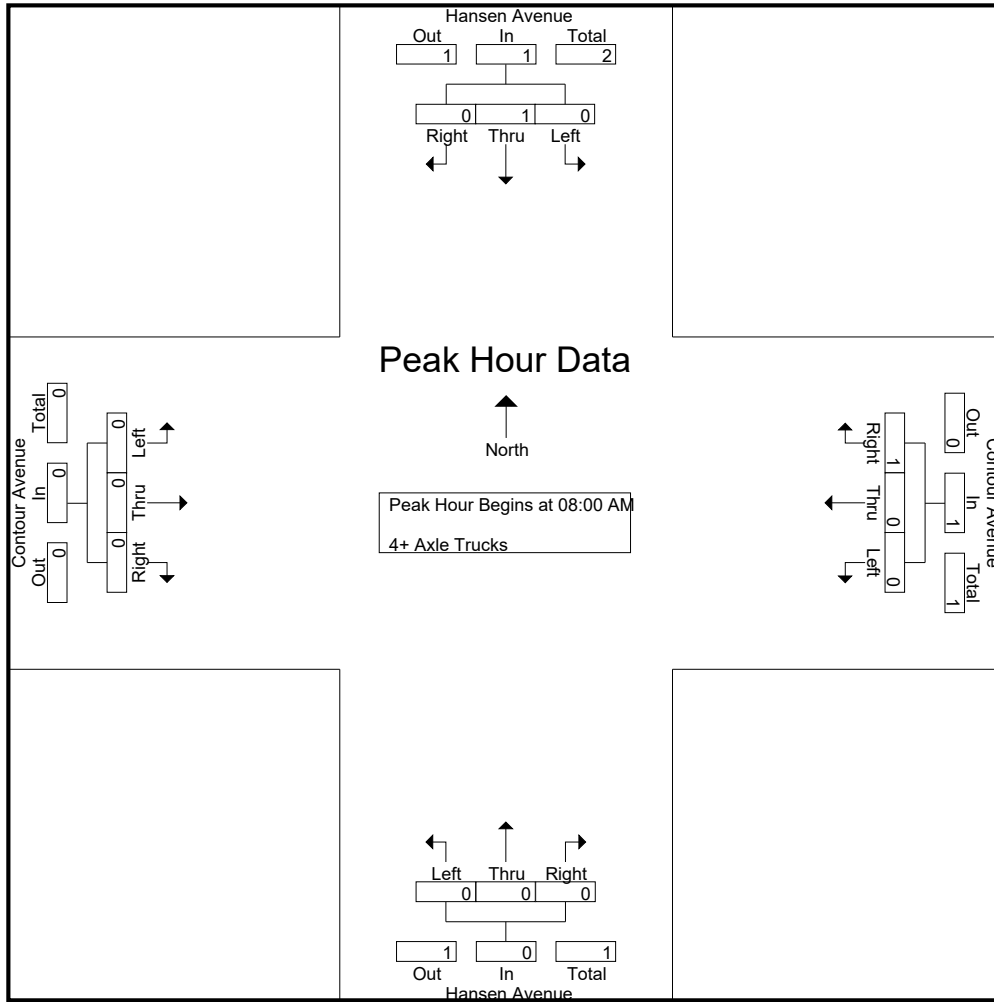
Groups Printed- 4+ Axle Trucks

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	0	0	33.3	33.3	0	33.3	0	33.3	0	0	0	0	

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

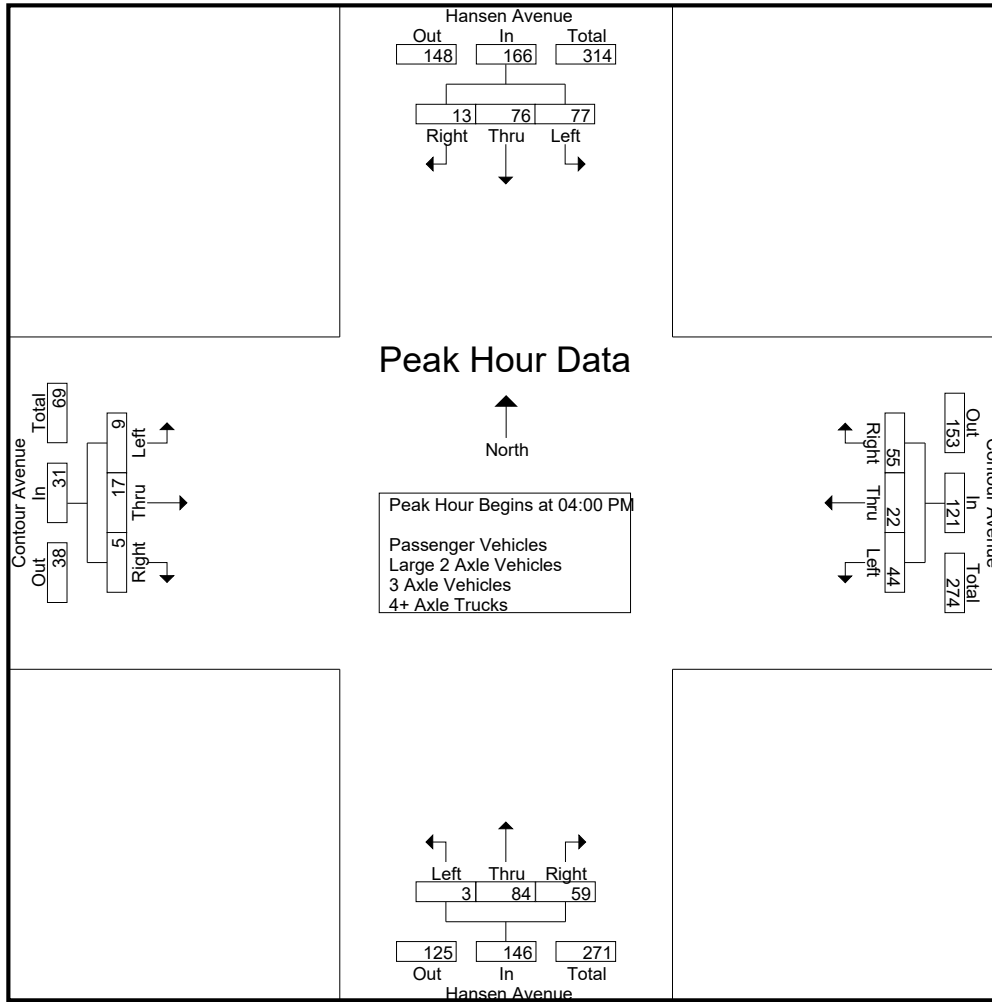
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	18	16	3	37	9	9	21	39	0	23	16	39	2	6	1	9	124
04:15 PM	15	20	3	38	14	4	14	32	0	25	15	40	2	7	1	10	120
04:30 PM	20	23	1	44	13	4	12	29	2	14	16	32	3	3	2	8	113
04:45 PM	24	17	6	47	8	5	8	21	1	22	12	35	2	1	1	4	107
Total	77	76	13	166	44	22	55	121	3	84	59	146	9	17	5	31	464
05:00 PM	10	18	1	29	6	4	14	24	1	29	12	42	6	2	2	10	105
05:15 PM	23	17	2	42	11	3	12	26	1	21	9	31	4	8	1	13	112
05:30 PM	13	21	3	37	8	2	7	17	1	12	11	24	4	1	0	5	83
05:45 PM	15	12	3	30	10	4	13	27	0	14	10	24	2	0	2	4	85
Total	61	68	9	138	35	13	46	94	3	76	42	121	16	11	5	32	385
Grand Total	138	144	22	304	79	35	101	215	6	160	101	267	25	28	10	63	849
Apprch %	45.4	47.4	7.2		36.7	16.3	47		2.2	59.9	37.8		39.7	44.4	15.9		
Total %	16.3	17	2.6	35.8	9.3	4.1	11.9	25.3	0.7	18.8	11.9	31.4	2.9	3.3	1.2	7.4	
Passenger Vehicles	133	141	20	294	77	35	97	209	6	152	100	258	24	28	10	62	823
% Passenger Vehicles	96.4	97.9	90.9	96.7	97.5	100	96	97.2	100	95	99	96.6	96	100	100	98.4	96.9
Large 2 Axle Vehicles	2	0	2	4	1	0	1	2	0	2	0	2	1	0	0	1	9
% Large 2 Axle Vehicles	1.4	0	9.1	1.3	1.3	0	1	0.9	0	1.2	0	0.7	4	0	0	1.6	1.1
3 Axle Vehicles	1	1	0	2	1	0	1	2	0	0	1	1	0	0	0	0	5
% 3 Axle Vehicles	0.7	0.7	0	0.7	1.3	0	1	0.9	0	0	1	0.4	0	0	0	0	0.6
4+ Axle Trucks	2	2	0	4	0	0	2	2	0	6	0	6	0	0	0	0	12
% 4+ Axle Trucks	1.4	1.4	0	1.3	0	0	2	0.9	0	3.8	0	2.2	0	0	0	0	1.4

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	18	16	3	37	9	9	21	39	0	23	16	39	2	6	1	9	124
04:15 PM	15	20	3	38	14	4	14	32	0	25	15	40	2	7	1	10	120
04:30 PM	20	23	1	44	13	4	12	29	2	14	16	32	3	3	2	8	113
04:45 PM	24	17	6	47	8	5	8	21	1	22	12	35	2	1	1	4	107
Total Volume	77	76	13	166	44	22	55	121	3	84	59	146	9	17	5	31	464
% App. Total	46.4	45.8	7.8		36.4	18.2	45.5		2.1	57.5	40.4		29	54.8	16.1		
PHF	.802	.826	.542	.883	.786	.611	.655	.776	.375	.840	.922	.913	.750	.607	.625	.775	.935

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM							
+0 mins.	18	16	3	37	9	9	21	39	0	25	15	40	3	3	2	8
+15 mins.	15	20	3	38	14	4	14	32	2	14	16	32	2	1	1	4
+30 mins.	20	23	1	44	13	4	12	29	1	22	12	35	6	2	2	10
+45 mins.	24	17	6	47	8	5	8	21	1	29	12	42	4	8	1	13
Total Volume	77	76	13	166	44	22	55	121	4	90	55	149	15	14	6	35
% App. Total	46.4	45.8	7.8		36.4	18.2	45.5		2.7	60.4	36.9		42.9	40	17.1	
PHF	.802	.826	.542	.883	.786	.611	.655	.776	.500	.776	.859	.887	.625	.438	.750	.673

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

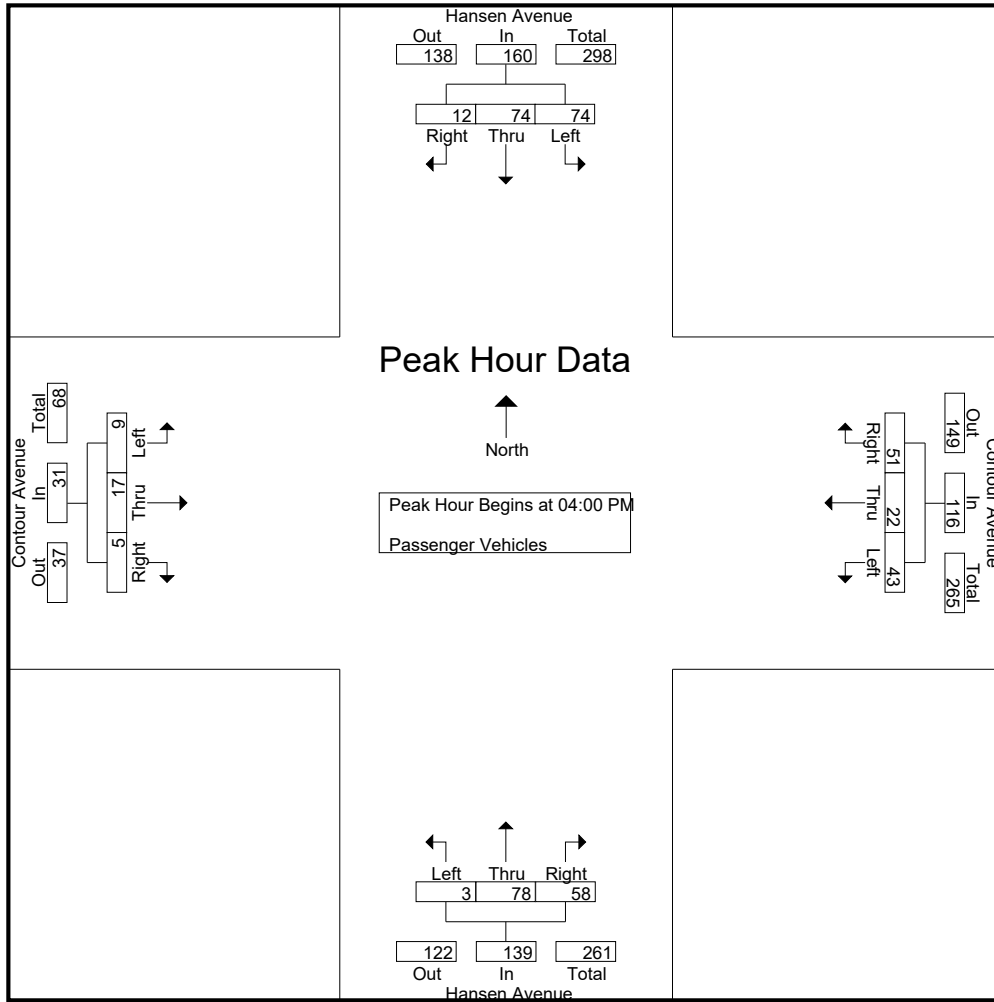
Groups Printed- Passenger Vehicles

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	17	16	3	36	8	9	18	35	0	22	16	38	2	6	1	9	118
04:15 PM	15	18	3	36	14	4	14	32	0	23	15	38	2	7	1	10	116
04:30 PM	19	23	1	43	13	4	12	29	2	14	15	31	3	3	2	8	111
04:45 PM	23	17	5	45	8	5	7	20	1	19	12	32	2	1	1	4	101
Total	74	74	12	160	43	22	51	116	3	78	58	139	9	17	5	31	446
05:00 PM	8	18	1	27	6	4	14	24	1	28	12	41	6	2	2	10	102
05:15 PM	23	16	1	40	11	3	12	26	1	20	9	30	4	8	1	13	109
05:30 PM	13	21	3	37	8	2	7	17	1	12	11	24	3	1	0	4	82
05:45 PM	15	12	3	30	9	4	13	26	0	14	10	24	2	0	2	4	84
Total	59	67	8	134	34	13	46	93	3	74	42	119	15	11	5	31	377
Grand Total	133	141	20	294	77	35	97	209	6	152	100	258	24	28	10	62	823
Apprch %	45.2	48	6.8		36.8	16.7	46.4		2.3	58.9	38.8		38.7	45.2	16.1		
Total %	16.2	17.1	2.4	35.7	9.4	4.3	11.8	25.4	0.7	18.5	12.2	31.3	2.9	3.4	1.2	7.5	

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	17	16	3	36	8	9	18	35	0	22	16	38	2	6	1	9	118
04:15 PM	15	18	3	36	14	4	14	32	0	23	15	38	2	7	1	10	116
04:30 PM	19	23	1	43	13	4	12	29	2	14	15	31	3	3	2	8	111
04:45 PM	23	17	5	45	8	5	7	20	1	19	12	32	2	1	1	4	101
Total Volume	74	74	12	160	43	22	51	116	3	78	58	139	9	17	5	31	446
% App. Total	46.2	46.2	7.5		37.1	19	44		2.2	56.1	41.7		29	54.8	16.1		
PHF	.804	.804	.600	.889	.768	.611	.708	.829	.375	.848	.906	.914	.750	.607	.625	.775	.945

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont PM
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	17	16	3	36	8	9	18	35	0	22	16	38	2	6	1	9
+15 mins.	15	18	3	36	14	4	14	32	0	23	15	38	2	7	1	10
+30 mins.	19	23	1	43	13	4	12	29	2	14	15	31	3	3	2	8
+45 mins.	23	17	5	45	8	5	7	20	1	19	12	32	2	1	1	4
Total Volume	74	74	12	160	43	22	51	116	3	78	58	139	9	17	5	31
% App. Total	46.2	46.2	7.5		37.1	19	44		2.2	56.1	41.7		29	54.8	16.1	
PHF	.804	.804	.600	.889	.768	.611	.708	.829	.375	.848	.906	.914	.750	.607	.625	.775

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

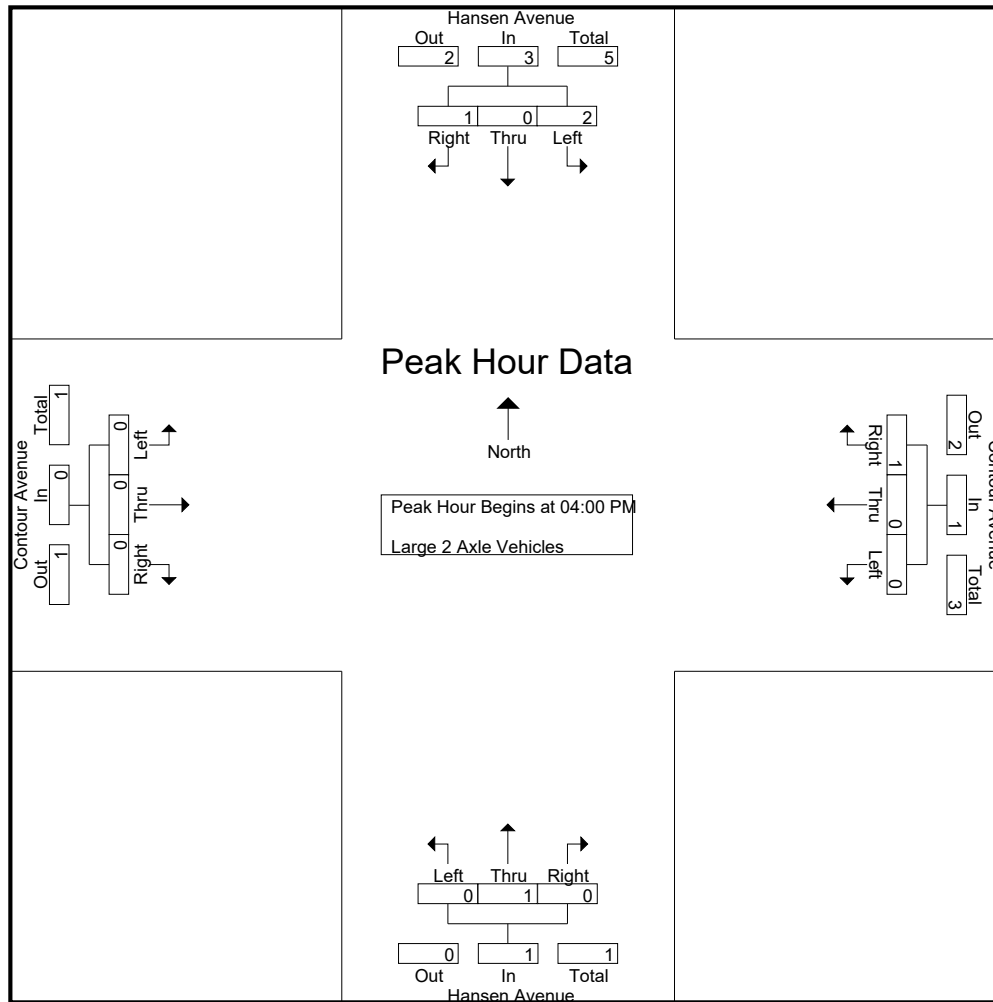
Groups Printed- Large 2 Axle Vehicles

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	2	0	1	3	0	0	1	1	0	1	0	1	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	1	0	0	1	0	1	0	1	1	0	0	1	4
Grand Total	2	0	2	4	1	0	1	2	0	2	0	2	1	0	0	1	9
Apprch %	50	0	50		50	0	50		0	100	0		100	0	0		
Total %	22.2	0	22.2	44.4	11.1	0	11.1	22.2	0	22.2	0	22.2	11.1	0	0	11.1	

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	2	0	1	3	0	0	1	1	0	1	0	1	0	0	0	0	5
% App. Total	66.7	0	33.3		0	0	100		0	100	0		0	0	0		
PHF	.500	.000	.250	.375	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.417

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	1	2	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	2	0	1	3	0	0	1	1	0	1	0	1	0	0	0	0
% App. Total	66.7	0	33.3		0	0	100		0	100	0		0	0	0	
PHF	.500	.000	.250	.375	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

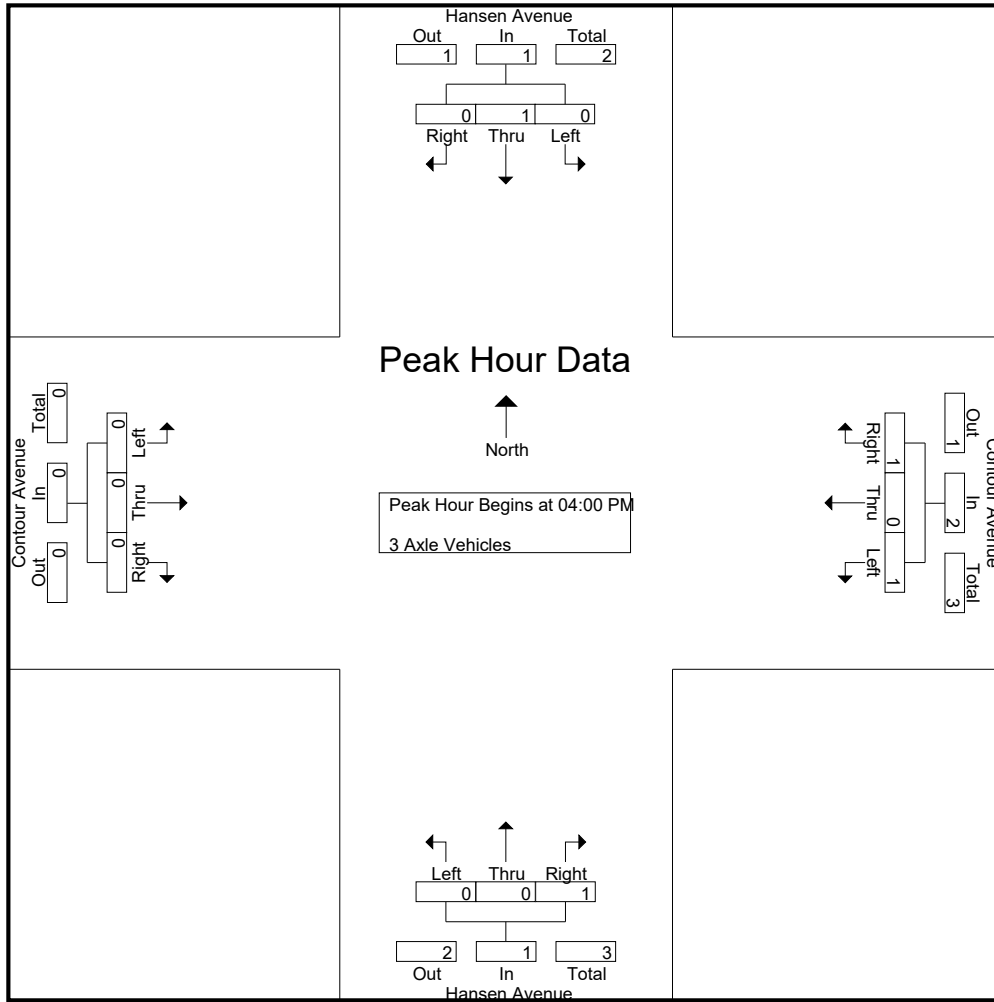
Groups Printed- 3 Axle Vehicles

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	0	1	2	0	0	1	1	0	0	0	0	0	4
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	1	0	2	1	0	1	2	0	0	1	1	0	0	0	0	0	5
Apprch %	50	50	0		50	0	50		0	0	100		0	0	0			
Total %	20	20	0	40	20	0	20	40	0	0	20	20	0	0	0	0	0	

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	1	0	1	2	0	0	1	1	0	0	0	0	0	4
% App. Total	0	100	0		50	0	50		0	0	100		0	0	0			
PHF	.000	.250	.000	.250	.250	.000	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	1.00

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	1	2	0	0	1	1	0	0	0	0
% App. Total	0	100	0	50	50	0	50	100	0	0	100	0	0	0	0	0
PHF	.000	.250	.000	.250	.250	.000	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

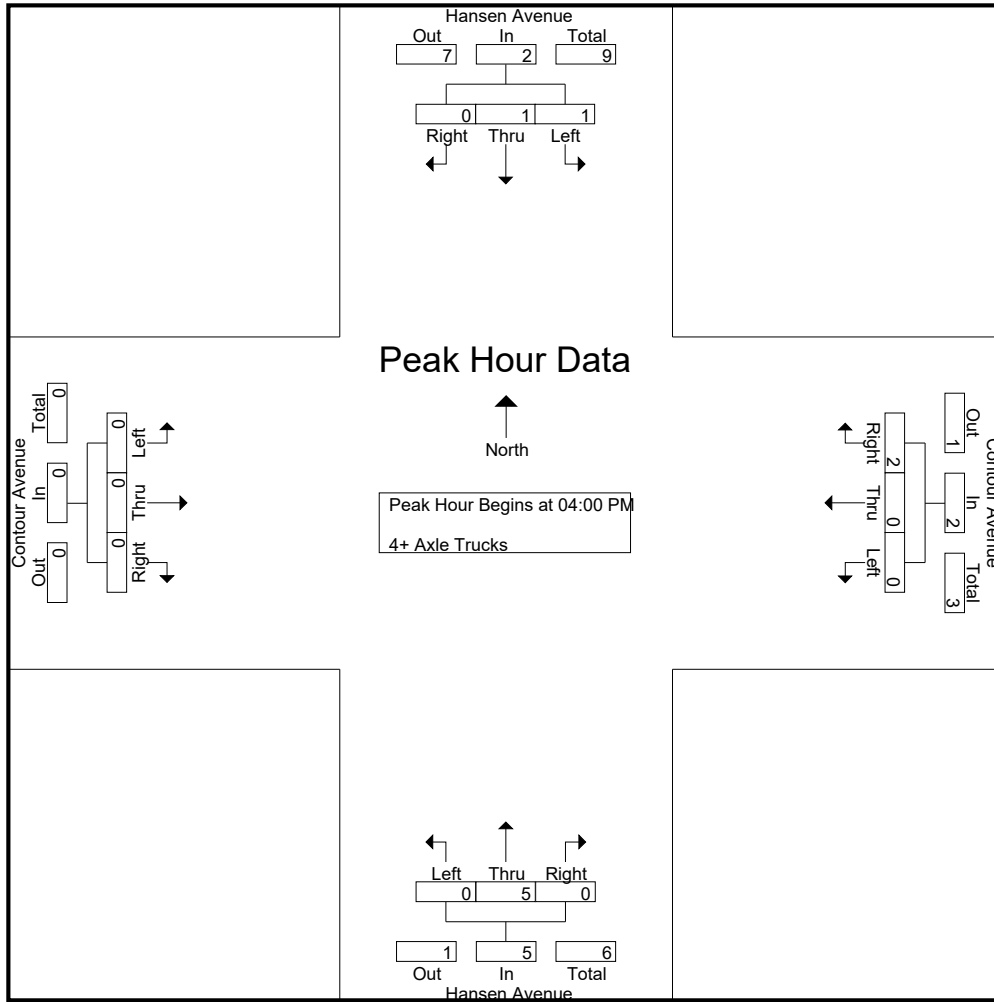
Groups Printed- 4+ Axle Trucks

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	0	2	2	0	1	0	1	0	0	0	0	4
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	1	1	0	2	0	0	2	2	0	5	0	5	0	0	0	0	9
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Grand Total	2	2	0	4	0	0	2	2	0	6	0	6	0	0	0	0	12
Apprch %	50	50	0		0	0	100		0	100	0		0	0	0		
Total %	16.7	16.7	0	33.3	0	0	16.7	16.7	0	50	0	50	0	0	0	0	

Start Time	Hansen Avenue Southbound				Contour Avenue Westbound				Hansen Avenue Northbound				Contour Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	0	2	2	0	1	0	1	0	0	0	0	4
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	1	1	0	2	0	0	2	2	0	5	0	5	0	0	0	0	9
% App. Total	50	50	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000	.563

County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue
 Weather: Clear

File Name : 64_CRV_Han_Cont PM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	0	2	2	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	1	1	0	2	0	0	2	2	0	5	0	5	0	0	0	0
% App. Total	50	50	0		0	0	100		0	100	0		0	0	0	
PHF	.250	.250	.000	.500	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000

Location: County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Hansen Avenue	East Leg Contour Avenue	South Leg Hansen Avenue	West Leg Contour Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Hansen Avenue	East Leg Contour Avenue	South Leg Hansen Avenue	West Leg Contour Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	2	4

Location: County of Riverside
 N/S: Hansen Avenue
 E/W: Contour Avenue



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Hansen Avenue			Westbound Contour Avenue			Northbound Hansen Avenue			Eastbound Contour Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Hansen Avenue			Westbound Contour Avenue			Northbound Hansen Avenue			Eastbound Contour Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

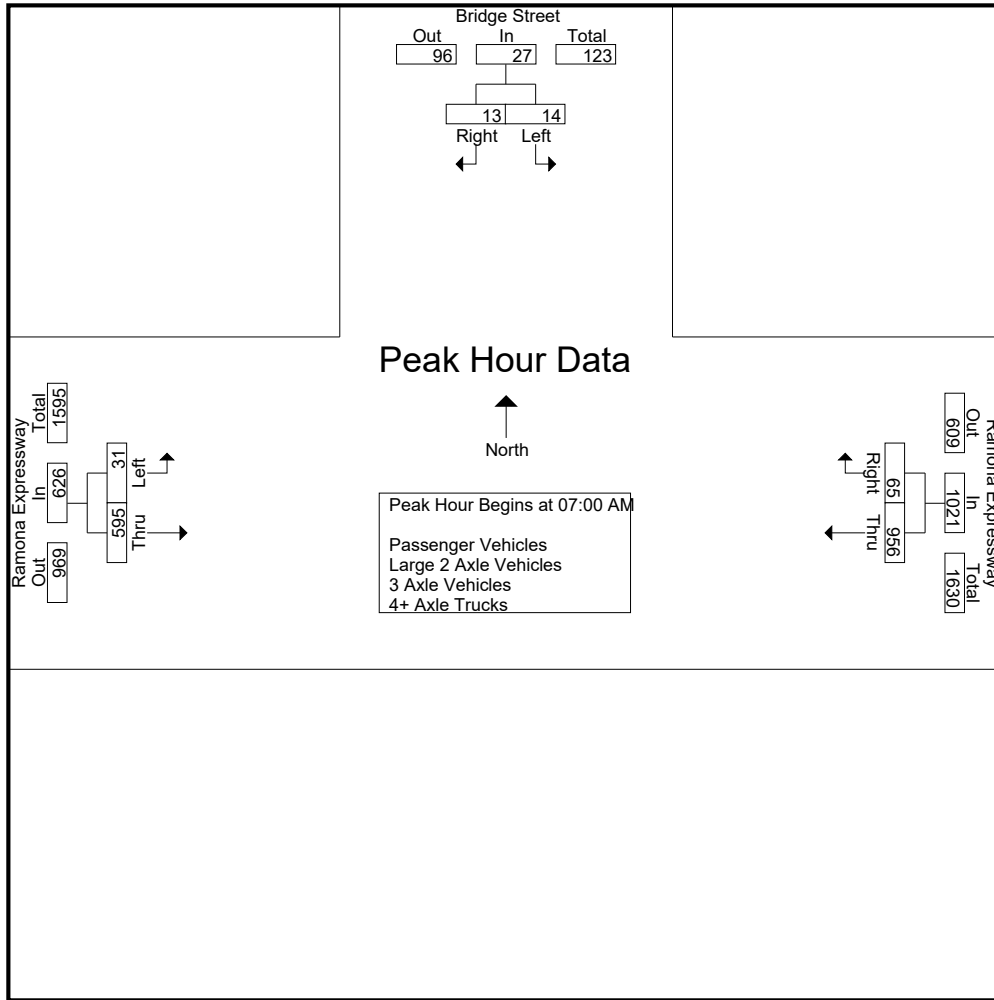
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	1	2	236	19	255	10	158	168	425
07:15 AM	4	5	9	250	10	260	5	135	140	409
07:30 AM	2	3	5	248	23	271	2	157	159	435
07:45 AM	7	4	11	222	13	235	14	145	159	405
Total	14	13	27	956	65	1021	31	595	626	1674
08:00 AM	5	3	8	185	18	203	4	121	125	336
08:15 AM	8	2	10	156	9	165	5	152	157	332
08:30 AM	7	3	10	168	25	193	14	146	160	363
08:45 AM	2	5	7	133	12	145	10	110	120	272
Total	22	13	35	642	64	706	33	529	562	1303
Grand Total	36	26	62	1598	129	1727	64	1124	1188	2977
Apprch %	58.1	41.9		92.5	7.5		5.4	94.6		
Total %	1.2	0.9	2.1	53.7	4.3	58	2.1	37.8	39.9	
Passenger Vehicles	31	22	53	1541	117	1658	53	1057	1110	2821
% Passenger Vehicles	86.1	84.6	85.5	96.4	90.7	96	82.8	94	93.4	94.8
Large 2 Axle Vehicles	3	2	5	30	5	35	5	46	51	91
% Large 2 Axle Vehicles	8.3	7.7	8.1	1.9	3.9	2	7.8	4.1	4.3	3.1
3 Axle Vehicles	0	0	0	3	1	4	3	8	11	15
% 3 Axle Vehicles	0	0	0	0.2	0.8	0.2	4.7	0.7	0.9	0.5
4+ Axle Trucks	2	2	4	24	6	30	3	13	16	50
% 4+ Axle Trucks	5.6	7.7	6.5	1.5	4.7	1.7	4.7	1.2	1.3	1.7

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	1	1	2	236	19	255	10	158	168	425
07:15 AM	4	5	9	250	10	260	5	135	140	409
07:30 AM	2	3	5	248	23	271	2	157	159	435
07:45 AM	7	4	11	222	13	235	14	145	159	405
Total Volume	14	13	27	956	65	1021	31	595	626	1674
% App. Total	51.9	48.1		93.6	6.4		5	95		
PHF	.500	.650	.614	.956	.707	.942	.554	.941	.932	.962

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:00 AM			07:00 AM		
+0 mins.	7	4	11	236	19	255	10	158	168
+15 mins.	5	3	8	250	10	260	5	135	140
+30 mins.	8	2	10	248	23	271	2	157	159
+45 mins.	7	3	10	222	13	235	14	145	159
Total Volume	27	12	39	956	65	1021	31	595	626
% App. Total	69.2	30.8		93.6	6.4		5	95	
PHF	.844	.750	.886	.956	.707	.942	.554	.941	.932

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

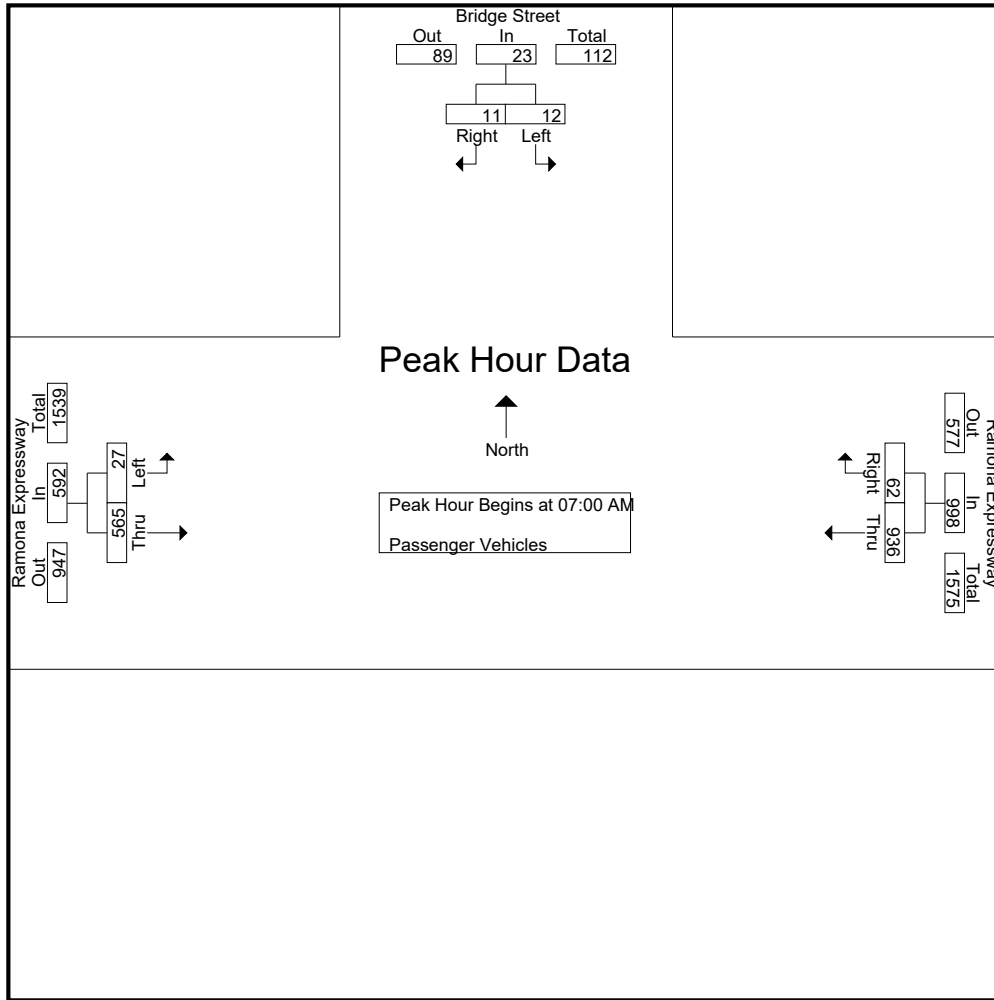
Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	0	1	231	18	249	9	149	158	408
07:15 AM	3	5	8	248	10	258	5	128	133	399
07:30 AM	2	3	5	243	23	266	2	153	155	426
07:45 AM	6	3	9	214	11	225	11	135	146	380
Total	12	11	23	936	62	998	27	565	592	1613
08:00 AM	4	3	7	175	15	190	2	113	115	312
08:15 AM	7	1	8	147	6	153	4	145	149	310
08:30 AM	6	3	9	161	23	184	12	131	143	336
08:45 AM	2	4	6	122	11	133	8	103	111	250
Total	19	11	30	605	55	660	26	492	518	1208
Grand Total	31	22	53	1541	117	1658	53	1057	1110	2821
Apprch %	58.5	41.5		92.9	7.1		4.8	95.2		
Total %	1.1	0.8	1.9	54.6	4.1	58.8	1.9	37.5	39.3	

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	0	1	231	18	249	9	149	158	408
07:15 AM	3	5	8	248	10	258	5	128	133	399
07:30 AM	2	3	5	243	23	266	2	153	155	426
07:45 AM	6	3	9	214	11	225	11	135	146	380
Total Volume	12	11	23	936	62	998	27	565	592	1613
% App. Total	52.2	47.8		93.8	6.2		4.6	95.4		
PHF	.500	.550	.639	.944	.674	.938	.614	.923	.937	.947

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	0	1	231	18	249	9	149	158
+15 mins.	3	5	8	248	10	258	5	128	133
+30 mins.	2	3	5	243	23	266	2	153	155
+45 mins.	6	3	9	214	11	225	11	135	146
Total Volume	12	11	23	936	62	998	27	565	592
% App. Total	52.2	47.8		93.8	6.2		4.6	95.4	
PHF	.500	.550	.639	.944	.674	.938	.614	.923	.937

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

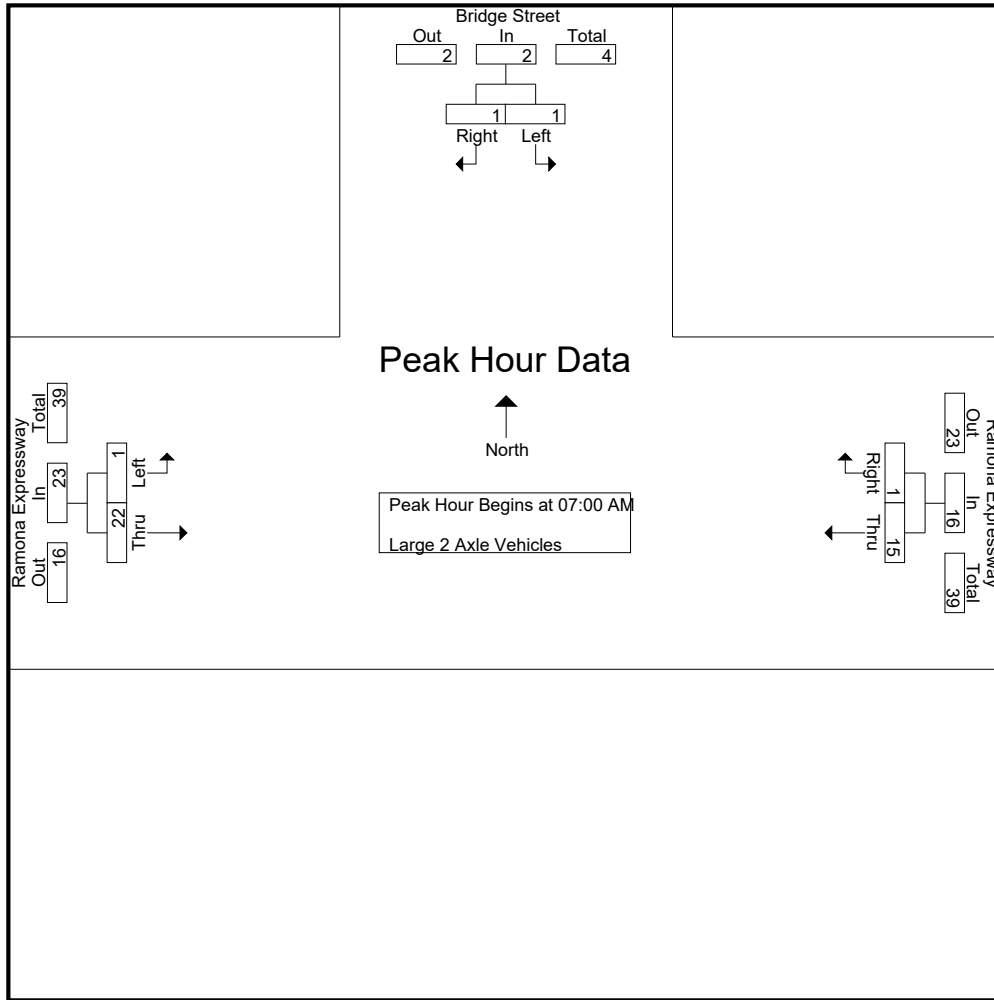
Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	3	1	4	0	7	7	11
07:15 AM	1	0	1	0	0	0	0	6	6	7
07:30 AM	0	0	0	4	0	4	0	4	4	8
07:45 AM	0	1	1	8	0	8	1	5	6	15
Total	1	1	2	15	1	16	1	22	23	41
08:00 AM	1	0	1	7	1	8	2	4	6	15
08:15 AM	1	1	2	2	2	4	0	5	5	11
08:30 AM	0	0	0	3	1	4	0	10	10	14
08:45 AM	0	0	0	3	0	3	2	5	7	10
Total	2	1	3	15	4	19	4	24	28	50
Grand Total	3	2	5	30	5	35	5	46	51	91
Apprch %	60	40		85.7	14.3		9.8	90.2		
Total %	3.3	2.2	5.5	33	5.5	38.5	5.5	50.5	56	

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	3	1	4	0	7	7	11
07:15 AM	1	0	1	0	0	0	0	6	6	7
07:30 AM	0	0	0	4	0	4	0	4	4	8
07:45 AM	0	1	1	8	0	8	1	5	6	15
Total Volume	1	1	2	15	1	16	1	22	23	41
% App. Total	50	50		93.8	6.2		4.3	95.7		
PHF	.250	.250	.500	.469	.250	.500	.250	.786	.821	.683

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	3	1	4	0	7	7
+15 mins.	1	0	1	0	0	0	0	6	6
+30 mins.	0	0	0	4	0	4	0	4	4
+45 mins.	0	1	1	8	0	8	1	5	6
Total Volume	1	1	2	15	1	16	1	22	23
% App. Total	50	50		93.8	6.2		4.3	95.7	
PHF	.250	.250	.500	.469	.250	.500	.250	.786	.821

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

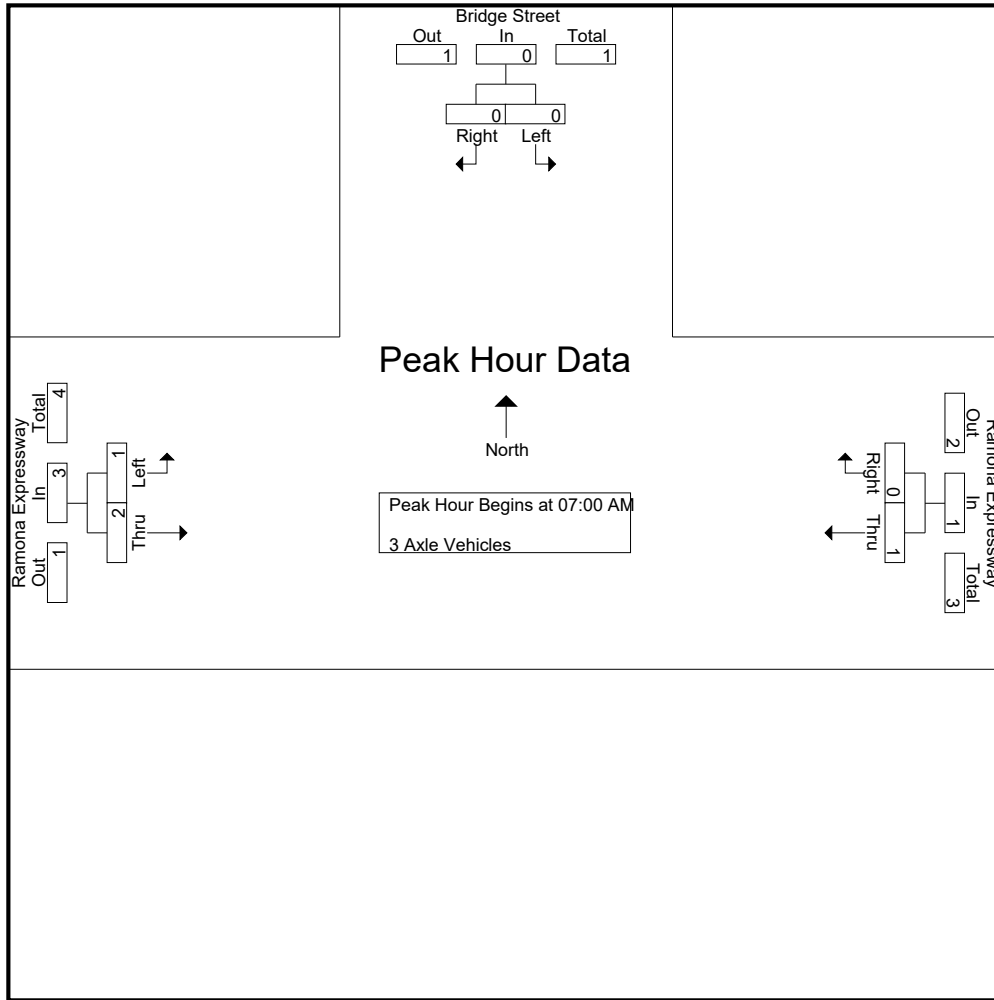
Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	1	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	1	2	2
Total	0	0	0	1	0	1	1	2	3	4
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	1	0	1	1	1	2	3
08:30 AM	0	0	0	0	0	0	1	3	4	4
08:45 AM	0	0	0	1	1	2	0	1	1	3
Total	0	0	0	2	1	3	2	6	8	11
Grand Total	0	0	0	3	1	4	3	8	11	15
Apprch %	0	0		75	25		27.3	72.7		
Total %	0	0		20	6.7	26.7	20	53.3	73.3	

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	1	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	1	2	2
Total Volume	0	0	0	1	0	1	1	2	3	4
% App. Total	0	0		100	0		33.3	66.7		
PHF	.000	.000	.000	.250	.000	.250	.250	.500	.375	.500

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	1	0	1	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	1	0	1	1	2	3
% App. Total	0	0	0	100	0	33.3	66.7		
PHF	.000	.000	.000	.250	.000	.250	.250	.500	.375

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

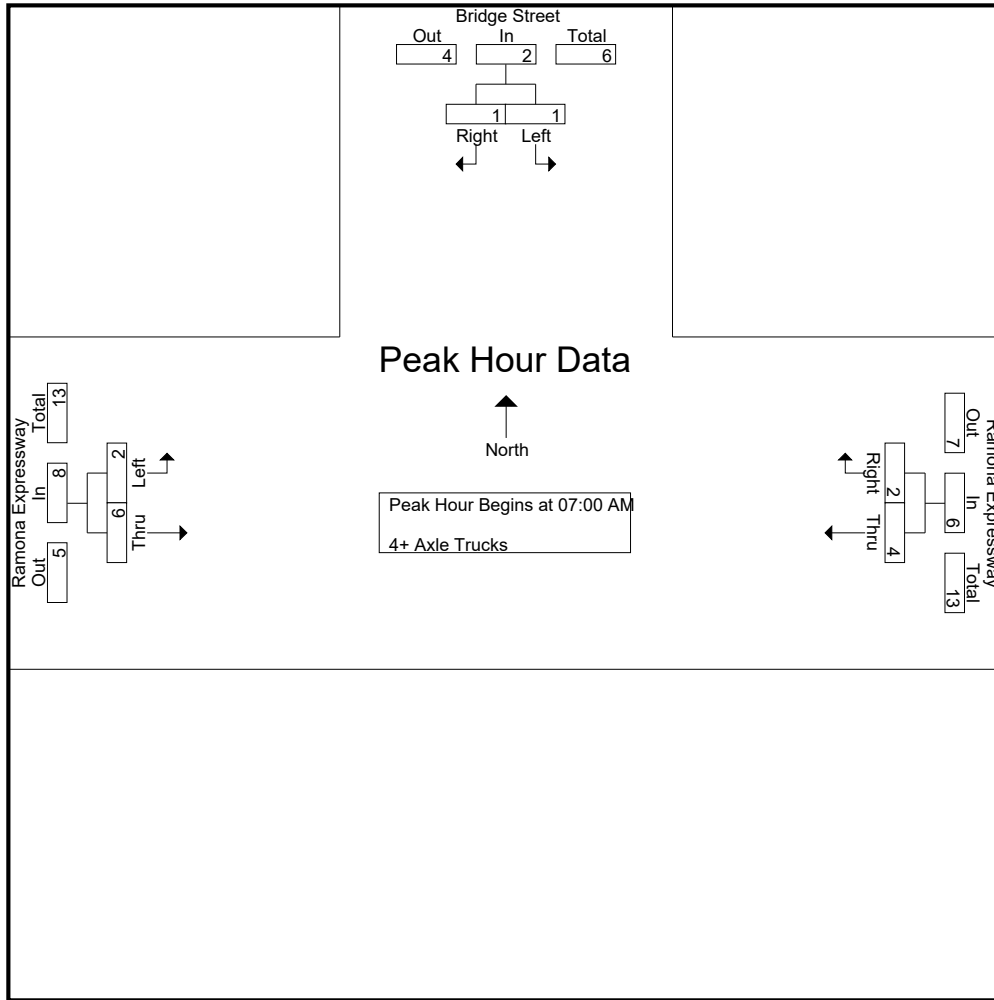
Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	1	1	2	0	2	1	2	3	6
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	1	0	1	0	2	2	1	4	5	8
Total	1	1	2	4	2	6	2	6	8	16
08:00 AM	0	0	0	3	2	5	0	3	3	8
08:15 AM	0	0	0	6	1	7	0	1	1	8
08:30 AM	1	0	1	4	1	5	1	2	3	9
08:45 AM	0	1	1	7	0	7	0	1	1	9
Total	1	1	2	20	4	24	1	7	8	34
Grand Total	2	2	4	24	6	30	3	13	16	50
Apprch %	50	50		80	20		18.8	81.2		
Total %	4	4	8	48	12	60	6	26	32	

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	1	1	2	0	2	1	2	3	6
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	1	0	1	0	2	2	1	4	5	8
Total Volume	1	1	2	4	2	6	2	6	8	16
% App. Total	50	50		66.7	33.3		25	75		
PHF	.250	.250	.500	.500	.250	.750	.500	.375	.400	.500

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	2	0	2	1	2	3
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	1	0	1	0	2	2	1	4	5
Total Volume	1	1	2	4	2	6	2	6	8
% App. Total	50	50		66.7	33.3		25	75	
PHF	.250	.250	.500	.500	.250	.750	.500	.375	.400

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

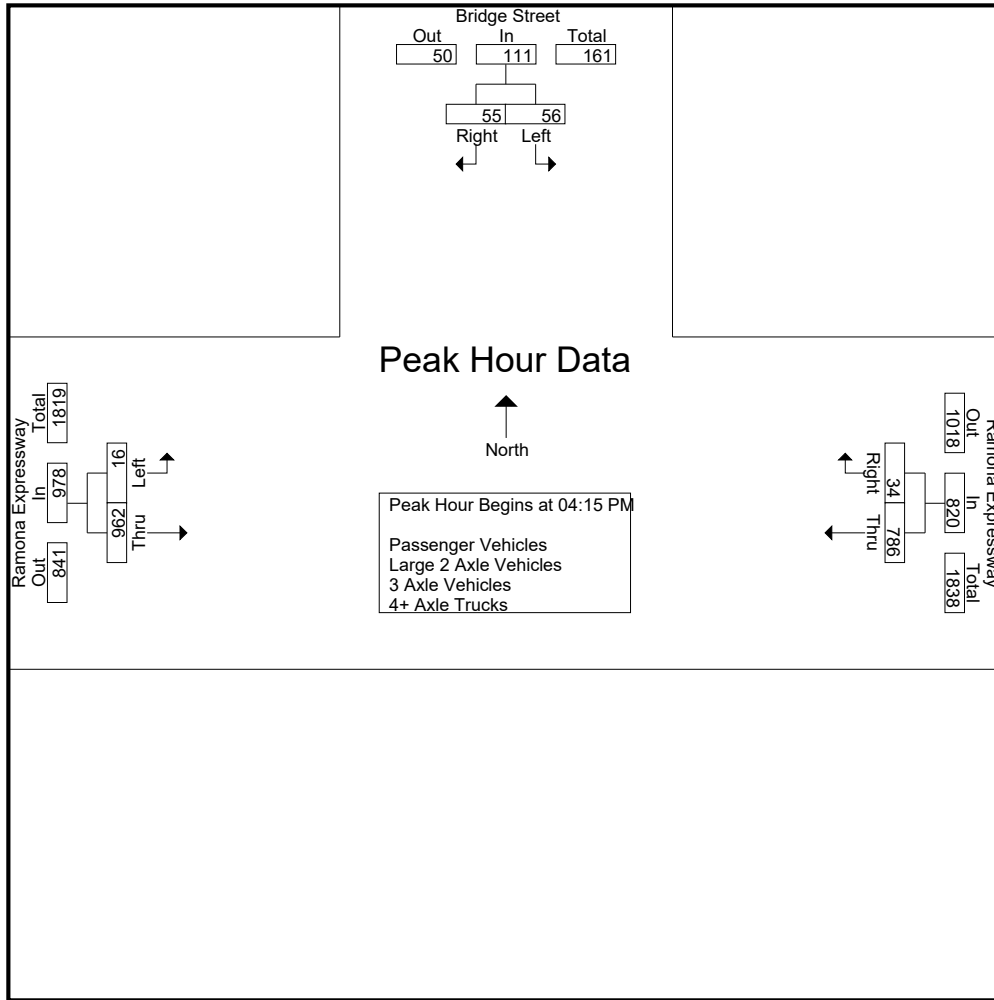
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	13	13	26	178	14	192	5	245	250	468
04:15 PM	18	15	33	209	11	220	6	232	238	491
04:30 PM	13	10	23	204	10	214	3	238	241	478
04:45 PM	15	16	31	197	8	205	6	228	234	470
Total	59	54	113	788	43	831	20	943	963	1907
05:00 PM	10	14	24	176	5	181	1	264	265	470
05:15 PM	15	12	27	202	4	206	0	255	255	488
05:30 PM	13	11	24	187	10	197	2	248	250	471
05:45 PM	20	8	28	172	7	179	3	195	198	405
Total	58	45	103	737	26	763	6	962	968	1834
Grand Total	117	99	216	1525	69	1594	26	1905	1931	3741
Apprch %	54.2	45.8		95.7	4.3		1.3	98.7		
Total %	3.1	2.6	5.8	40.8	1.8	42.6	0.7	50.9	51.6	
Passenger Vehicles	109	94	203	1449	60	1509	24	1857	1881	3593
% Passenger Vehicles	93.2	94.9	94	95	87	94.7	92.3	97.5	97.4	96
Large 2 Axle Vehicles	1	2	3	32	3	35	1	28	29	67
% Large 2 Axle Vehicles	0.9	2	1.4	2.1	4.3	2.2	3.8	1.5	1.5	1.8
3 Axle Vehicles	0	1	1	21	1	22	1	2	3	26
% 3 Axle Vehicles	0	1	0.5	1.4	1.4	1.4	3.8	0.1	0.2	0.7
4+ Axle Trucks	7	2	9	23	5	28	0	18	18	55
% 4+ Axle Trucks	6	2	4.2	1.5	7.2	1.8	0	0.9	0.9	1.5

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	18	15	33	209	11	220	6	232	238	491
04:30 PM	13	10	23	204	10	214	3	238	241	478
04:45 PM	15	16	31	197	8	205	6	228	234	470
05:00 PM	10	14	24	176	5	181	1	264	265	470
Total Volume	56	55	111	786	34	820	16	962	978	1909
% App. Total	50.5	49.5		95.9	4.1		1.6	98.4		
PHF	.778	.859	.841	.940	.773	.932	.667	.911	.923	.972

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:45 PM		
+0 mins.	13	13	26	178	14	192	6	228	234
+15 mins.	18	15	33	209	11	220	1	264	265
+30 mins.	13	10	23	204	10	214	0	255	255
+45 mins.	15	16	31	197	8	205	2	248	250
Total Volume	59	54	113	788	43	831	9	995	1004
% App. Total	52.2	47.8		94.8	5.2		0.9	99.1	
PHF	.819	.844	.856	.943	.768	.944	.375	.942	.947

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	13	13	26	165	14	179	5	237	242	447
04:15 PM	18	14	32	201	10	211	4	228	232	475
04:30 PM	12	9	21	197	9	206	3	232	235	462
04:45 PM	14	14	28	187	8	195	6	216	222	445
Total	57	50	107	750	41	791	18	913	931	1829
05:00 PM	8	13	21	160	3	163	1	258	259	443
05:15 PM	15	12	27	193	3	196	0	250	250	473
05:30 PM	11	11	22	183	8	191	2	244	246	459
05:45 PM	18	8	26	163	5	168	3	192	195	389
Total	52	44	96	699	19	718	6	944	950	1764
Grand Total	109	94	203	1449	60	1509	24	1857	1881	3593
Apprch %	53.7	46.3		96	4		1.3	98.7		
Total %	3	2.6	5.6	40.3	1.7	42	0.7	51.7	52.4	

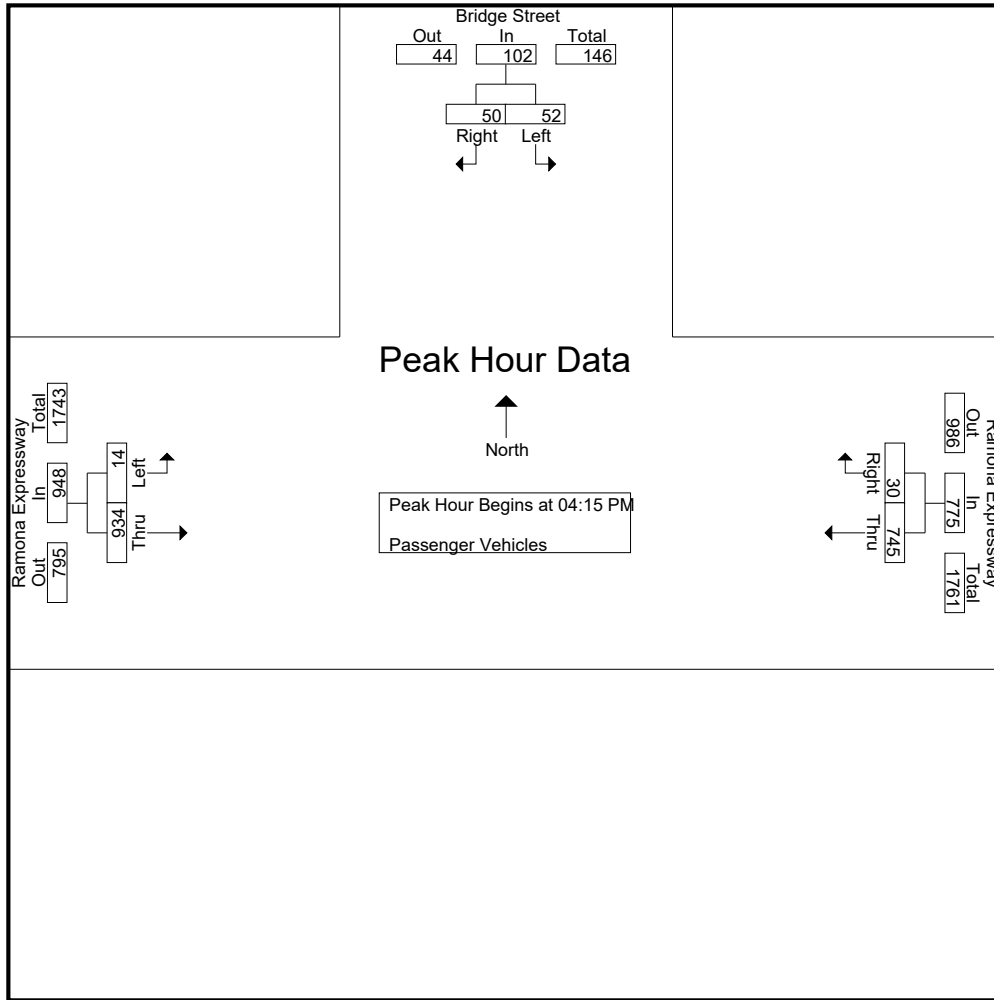
Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	18	14	32	201	10	211	4	228	232	475
04:30 PM	12	9	21	197	9	206	3	232	235	462
04:45 PM	14	14	28	187	8	195	6	216	222	445
05:00 PM	8	13	21	160	3	163	1	258	259	443
Total Volume	52	50	102	745	30	775	14	934	948	1825
% App. Total	51	49		96.1	3.9		1.5	98.5		
PHF	.722	.893	.797	.927	.750	.918	.583	.905	.915	.961

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	18	14	32	201	10	211	4	228	232
+15 mins.	12	9	21	197	9	206	3	232	235
+30 mins.	14	14	28	187	8	195	6	216	222
+45 mins.	8	13	21	160	3	163	1	258	259
Total Volume	52	50	102	745	30	775	14	934	948
% App. Total	51	49		96.1	3.9		1.5	98.5	
PHF	.722	.893	.797	.927	.750	.918	.583	.905	.915

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

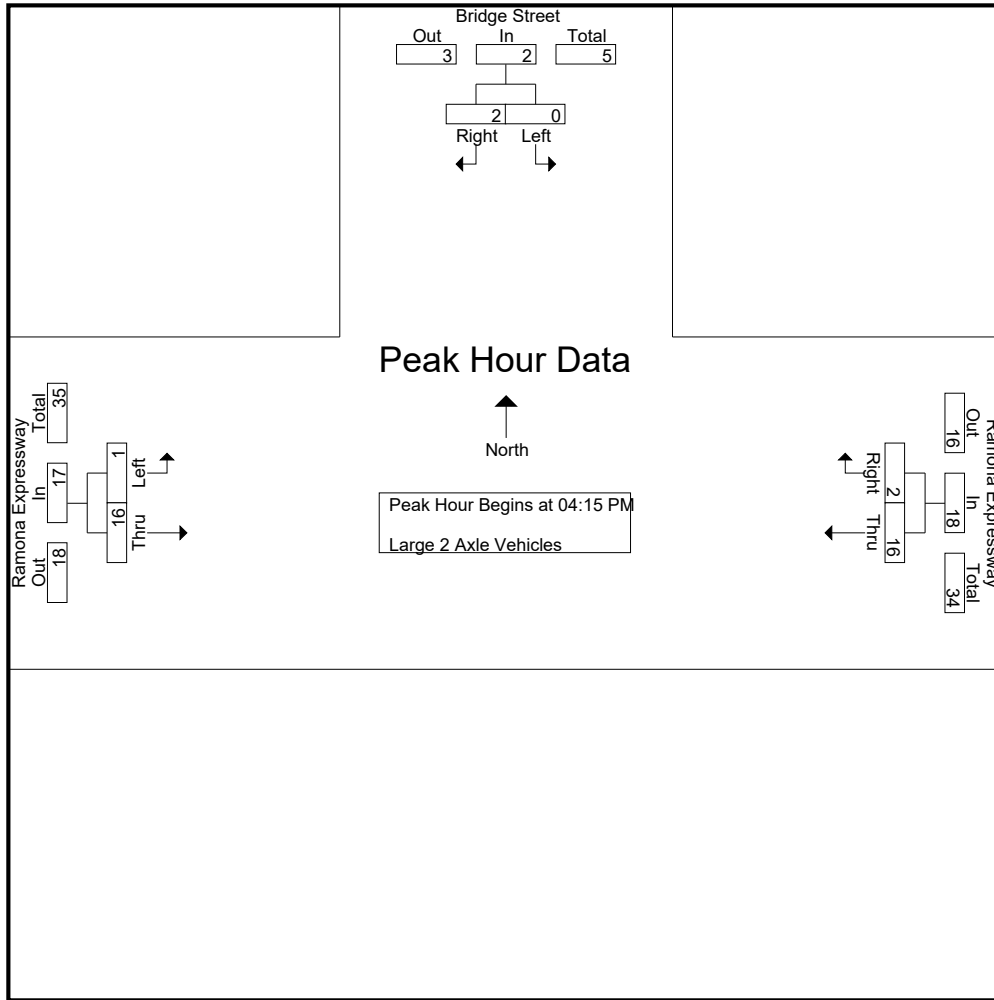
Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	7	0	7	0	5	5	12
04:15 PM	0	1	1	6	0	6	1	2	3	10
04:30 PM	0	1	1	4	1	5	0	2	2	8
04:45 PM	0	0	0	5	0	5	0	8	8	13
Total	0	2	2	22	1	23	1	17	18	43
05:00 PM	0	0	0	1	1	2	0	4	4	6
05:15 PM	0	0	0	3	0	3	0	3	3	6
05:30 PM	0	0	0	3	0	3	0	2	2	5
05:45 PM	1	0	1	3	1	4	0	2	2	7
Total	1	0	1	10	2	12	0	11	11	24
Grand Total	1	2	3	32	3	35	1	28	29	67
Apprch %	33.3	66.7		91.4	8.6		3.4	96.6		
Total %	1.5	3	4.5	47.8	4.5	52.2	1.5	41.8	43.3	

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	1	1	6	0	6	1	2	3	10
04:30 PM	0	1	1	4	1	5	0	2	2	8
04:45 PM	0	0	0	5	0	5	0	8	8	13
05:00 PM	0	0	0	1	1	2	0	4	4	6
Total Volume	0	2	2	16	2	18	1	16	17	37
% App. Total	0	100		88.9	11.1		5.9	94.1		
PHF	.000	.500	.500	.667	.500	.750	.250	.500	.531	.712

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	1	1	6	0	6	1	2	3
+15 mins.	0	1	1	4	1	5	0	2	2
+30 mins.	0	0	0	5	0	5	0	8	8
+45 mins.	0	0	0	1	1	2	0	4	4
Total Volume	0	2	2	16	2	18	1	16	17
% App. Total	0	100		88.9	11.1		5.9	94.1	
PHF	.000	.500	.500	.667	.500	.750	.250	.500	.531

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	3	0	3	0	0	0	3
04:15 PM	0	0	0	1	0	1	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	1	1	2	0	2	0	0	0	3
Total	0	1	1	6	0	6	1	1	2	9
05:00 PM	0	0	0	9	0	9	0	0	0	9
05:15 PM	0	0	0	3	0	3	0	1	1	4
05:30 PM	0	0	0	1	1	2	0	0	0	2
05:45 PM	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	15	1	16	0	1	1	17
Grand Total	0	1	1	21	1	22	1	2	3	26
Apprch %	0	100		95.5	4.5		33.3	66.7		
Total %	0	3.8	3.8	80.8	3.8	84.6	3.8	7.7	11.5	

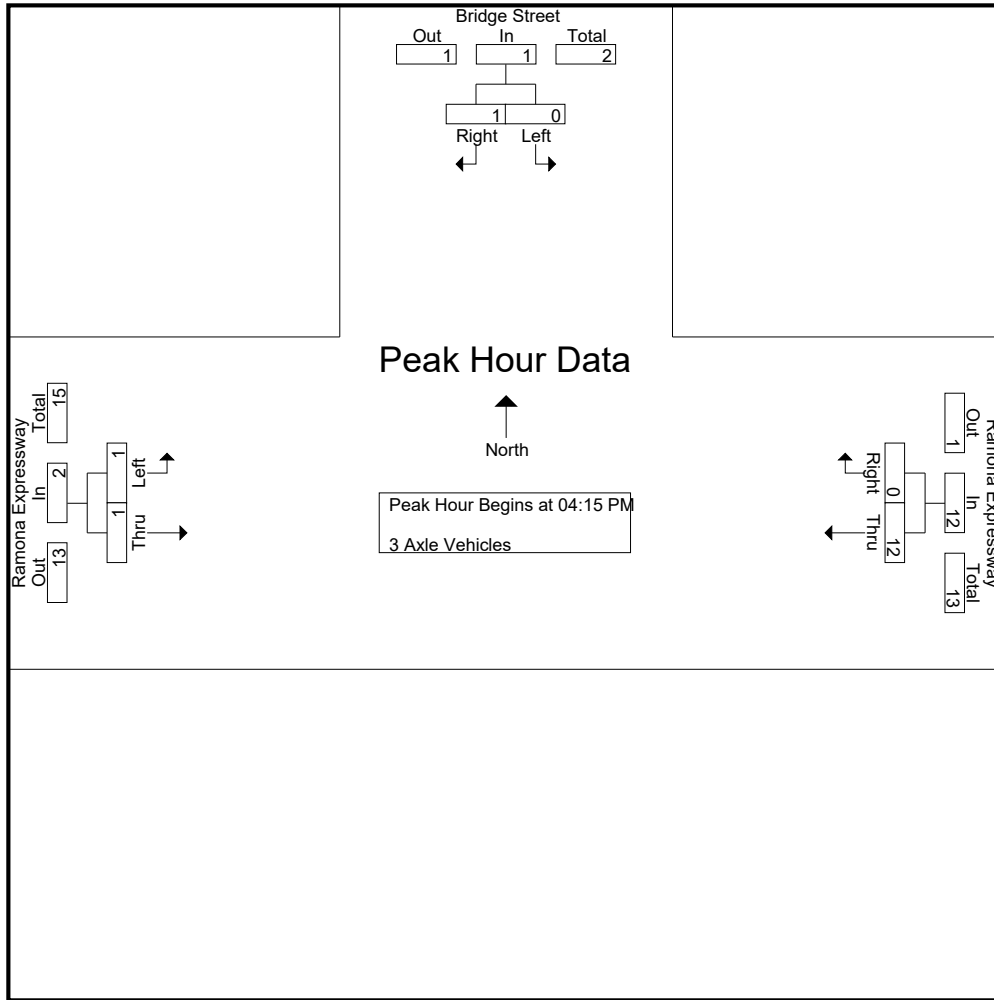
Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	0	0	1	0	1	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	1	1	2	0	2	0	0	0	3
05:00 PM	0	0	0	9	0	9	0	0	0	9
Total Volume	0	1	1	12	0	12	1	1	2	15
% App. Total	0	100		100	0		50	50		
PHF	.000	.250	.250	.333	.000	.333	.250	.250	.500	.417

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	1	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	1	1	2	0	2	0	0	0
+45 mins.	0	0	0	9	0	9	0	0	0
Total Volume	0	1	1	12	0	12	1	1	2
% App. Total	0	100		100	0		50	50	
PHF	.000	.250	.250	.333	.000	.333	.250	.250	.500

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

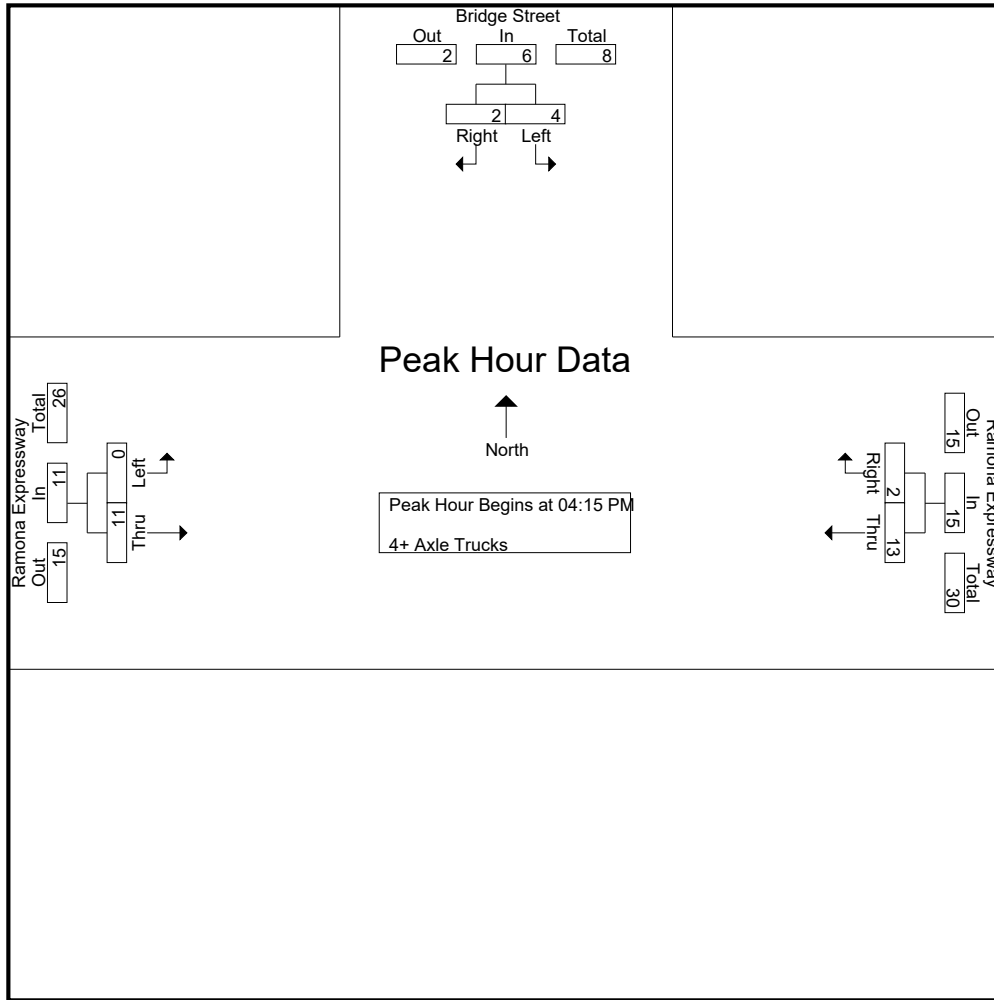
Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	3	0	3	0	3	3	6
04:15 PM	0	0	0	1	1	2	0	2	2	4
04:30 PM	1	0	1	3	0	3	0	3	3	7
04:45 PM	1	1	2	3	0	3	0	4	4	9
Total	2	1	3	10	1	11	0	12	12	26
05:00 PM	2	1	3	6	1	7	0	2	2	12
05:15 PM	0	0	0	3	1	4	0	1	1	5
05:30 PM	2	0	2	0	1	1	0	2	2	5
05:45 PM	1	0	1	4	1	5	0	1	1	7
Total	5	1	6	13	4	17	0	6	6	29
Grand Total	7	2	9	23	5	28	0	18	18	55
Apprch %	77.8	22.2		82.1	17.9		0	100		
Total %	12.7	3.6	16.4	41.8	9.1	50.9	0	32.7	32.7	

Start Time	Bridge Street Southbound			Ramona Expressway Westbound			Ramona Expressway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	0	0	1	1	2	0	2	2	4
04:30 PM	1	0	1	3	0	3	0	3	3	7
04:45 PM	1	1	2	3	0	3	0	4	4	9
05:00 PM	2	1	3	6	1	7	0	2	2	12
Total Volume	4	2	6	13	2	15	0	11	11	32
% App. Total	66.7	33.3		86.7	13.3		0	100		
PHF	.500	.500	.500	.542	.500	.536	.000	.688	.688	.667

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway
 Weather: Clear

File Name : 65_SJC_Bridge_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	1	1	2	0	2	2
+15 mins.	1	0	1	3	0	3	0	3	3
+30 mins.	1	1	2	3	0	3	0	4	4
+45 mins.	2	1	3	6	1	7	0	2	2
Total Volume	4	2	6	13	2	15	0	11	11
% App. Total	66.7	33.3		86.7	13.3		0	100	
PHF	.500	.500	.500	.542	.500	.536	.000	.688	.688

Location: San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Bridge Street	East Leg Ramona Expressway	South Leg Dead End	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Bridge Street	East Leg Ramona Expressway	South Leg Dead End	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: San Jacinto
 N/S: Bridge Street
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Bridge Street			Westbound Ramona Expressway			Northbound Dead End			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Bridge Street			Westbound Ramona Expressway			Northbound Dead End			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

City of San Jacinto
 N/S: Warren Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 66_SJC_Warren_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Warren Road Southbound							Warren Road Northbound							Ramona Expressway Westbound							Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	30	188	0	0	218	45	0	56	26	101	0	157	24	13	181	39	500	539					
07:15 AM	1	1	0	0	2	43	195	1	0	239	62	0	70	38	132	1	110	30	18	141	56	514	570					
07:30 AM	0	0	0	0	0	27	196	0	0	223	52	0	46	22	98	2	137	23	12	162	34	483	517					
07:45 AM	0	0	0	0	0	46	151	1	0	198	45	1	65	34	111	1	144	35	18	180	52	489	541					
Total	1	1	0	0	2	146	730	2	0	878	204	1	237	120	442	4	548	112	61	664	181	1986	2167					
08:00 AM	0	0	0	0	0	49	155	0	0	204	29	0	51	22	80	2	136	22	8	160	30	444	474					
08:15 AM	0	0	0	0	0	39	144	0	0	183	52	0	50	19	102	1	137	32	15	170	34	455	489					
08:30 AM	0	0	1	0	1	32	139	0	0	171	39	0	54	32	93	0	124	21	5	145	37	410	447					
08:45 AM	0	2	1	0	3	40	95	0	0	135	46	0	38	20	84	0	92	22	9	114	29	336	365					
Total	0	2	2	0	4	160	533	0	0	693	166	0	193	93	359	3	489	97	37	589	130	1645	1775					
Grand Total	1	3	2	0	6	306	1263	2	0	1571	370	1	430	213	801	7	1037	209	98	1253	311	3631	3942					
Approach %	16.7	50	33.3			19.5	80.4	0.1		46.2	0.1	53.7			22.1	0.6	82.8	16.7		34.5	7.9	92.1						
Total %	0	0.1	0.1		0.2	8.4	34.8	0.1		43.3	10.2	0	11.8		22.1	0.2	28.6	5.8		34.5	7.9	92.1						
Passenger Vehicles	1	2	2		5	285	1218	2		1505	359	0	400		959	7	991	202		1297	0	0	3766					
Large 2 Axle Vehicles	100	66.7	100		83.3	93.1	96.4	100		95.8	97	0	93	93.9	94.6	100	95.6	96.7		99	96	0	95.5					
3 Axle Vehicles	0	0	0		0	10	25	0		35	6	1	21		36	0	37	5		42	0	0	113					
4+ Axle Trucks	0	0	0		0	3.3	2	0		2.2	1.6	100	4.9	3.8	3.6	0	3.6	2.4		3.1	0	0	2.9					
% 3 Axle Vehicles	0	0	0		0	0	3	0		5	0	0	1		1	0	5	1		6	0	0	12					
% 4+ Axle Trucks	0	0	0		0	0.7	0.2	0		0.3	0	0	0.2		0.1	0	0.5	0.5		0.4	0	0	0.3					
PHF	0	1	0		1	9	17	0		26	5	0	8		18	0	4	1		6	0	0	51					
Total Volume	0	33.3	0		16.7	2.9	1.3	0		1.7	1.4	0	1.9	2.3	1.8	0	0.4	0.5		1	0.4	0	1.3					
% App. Total	.250	.250	.000		.250	.793	.931	.500		.918	.837	.250	.846	.800	.917		.800	.873		.966								

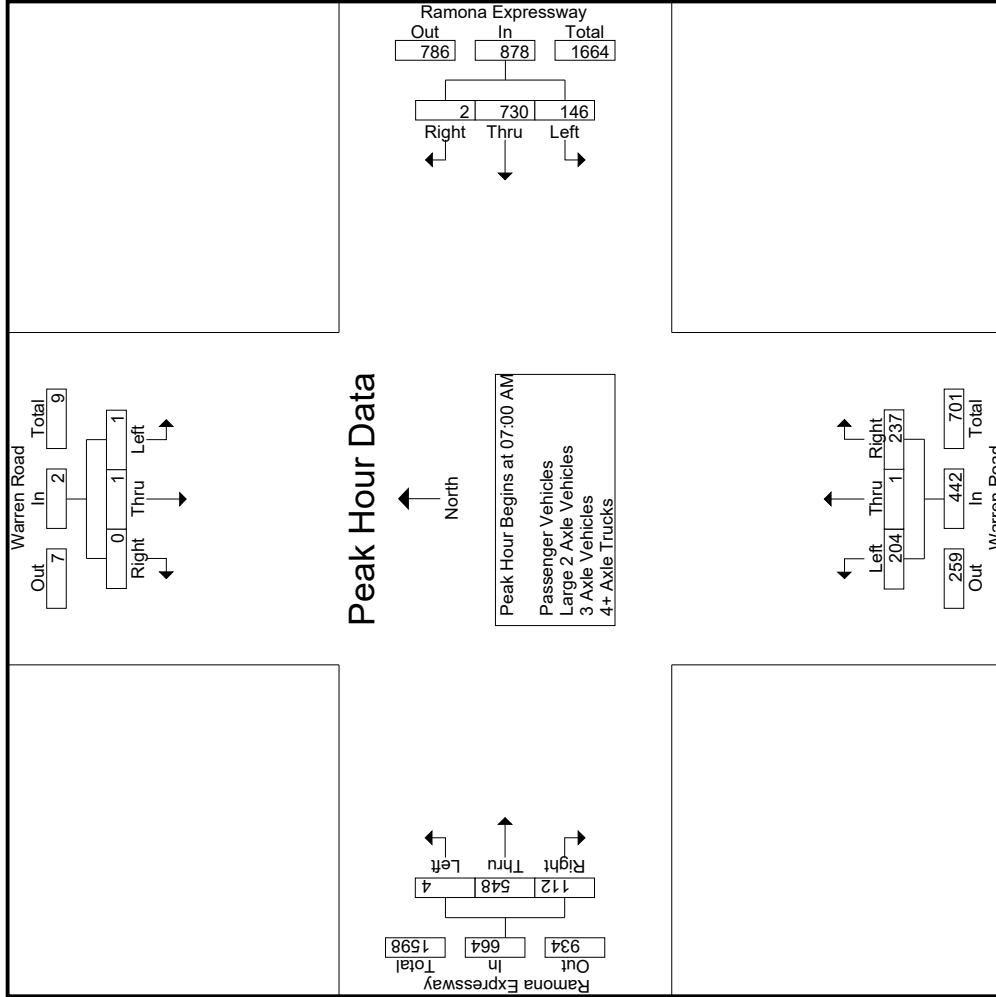
Start Time	Warren Road Southbound							Warren Road Northbound							Ramona Expressway Westbound							Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0		0	0	188	0		0	218	0	56		56	0	157	24		181	39	500	539					
07:15 AM	1	1	0		2	43	195	1		239	62	0	70		70	1	110	30		141	56	514	570					
07:30 AM	0	0	0		0	27	196	0		223	52	0	46		46	2	137	23		162	34	483	517					
07:45 AM	0	0	0		0	46	151	1		198	45	1	65		65	1	144	35		180	52	489	541					
Total Volume	1	1	0		2	146	730	2		878	204	1	237		237	4	548	112		664	181	1986	2167					
% App. Total	50	50	0		0	16.6	83.1	0.2		53.6	46.2	0.2	53.6		53.6	0.6	82.5	16.9		96.6								
PHF	.250	.250	.000		.250	.793	.931	.500		.918	.837	.250	.846	.800	.917		.800	.873		.966								

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Warren Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 66_SJC_Warren_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	08:00 AM			07:00 AM			07:00 AM			07:30 AM				
+0 mins.	0	0	0	0	0	0	218	0	56	0	137	23	162	
+15 mins.	0	0	0	43	0	1	239	0	70	0	144	35	180	
+30 mins.	0	0	1	27	0	0	196	0	46	0	136	22	160	
+45 mins.	0	2	1	46	1	1	198	1	65	1	137	32	170	
Total Volume	0	2	2	146	730	2	878	204	237	1	554	112	672	
% App. Total	0.000	.250	.500	16.6	83.1	0.2	.918	46.2	53.6	0.2	82.4	16.7	.933	
PHF				.793	.931	.500	.918	.823	.846	.250	.962	.800	.933	

Groups Printed- Passenger Vehicles

Start Time	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	30	182	0	0	212	44	0	54	25	98	38	483	521
07:15 AM	1	1	0	0	2	42	191	1	0	234	60	0	66	36	126	54	497	551
07:30 AM	0	0	0	0	0	25	189	0	0	214	51	0	44	21	95	33	466	499
07:45 AM	0	0	0	0	0	45	142	1	0	188	45	0	63	33	108	51	470	521
Total	1	1	0	0	2	142	704	2	0	848	200	0	227	115	427	176	1916	2092
08:00 AM	0	0	0	0	0	45	152	0	0	197	27	0	48	20	75	28	425	453
08:15 AM	0	0	0	0	0	34	137	0	0	171	50	0	43	18	93	33	427	460
08:30 AM	0	0	1	0	1	30	134	0	0	164	39	0	47	29	86	33	388	421
08:45 AM	0	1	1	0	2	34	91	0	0	125	43	0	35	18	78	27	313	340
Total	0	1	2	0	3	143	514	0	0	657	159	0	173	85	332	121	1553	1674
Grand Total	1	2	2	0	5	285	1218	2	0	1505	359	0	400	200	759	297	3469	3766
Approch %	20	40	40			18.9	80.9	0.1		43.4	47.3	0	52.7		21.9	7.9	92.1	
Total %	0	0.1	0.1		0.1	8.2	35.1	0.1			10.3	0	11.5					

3.1-1608

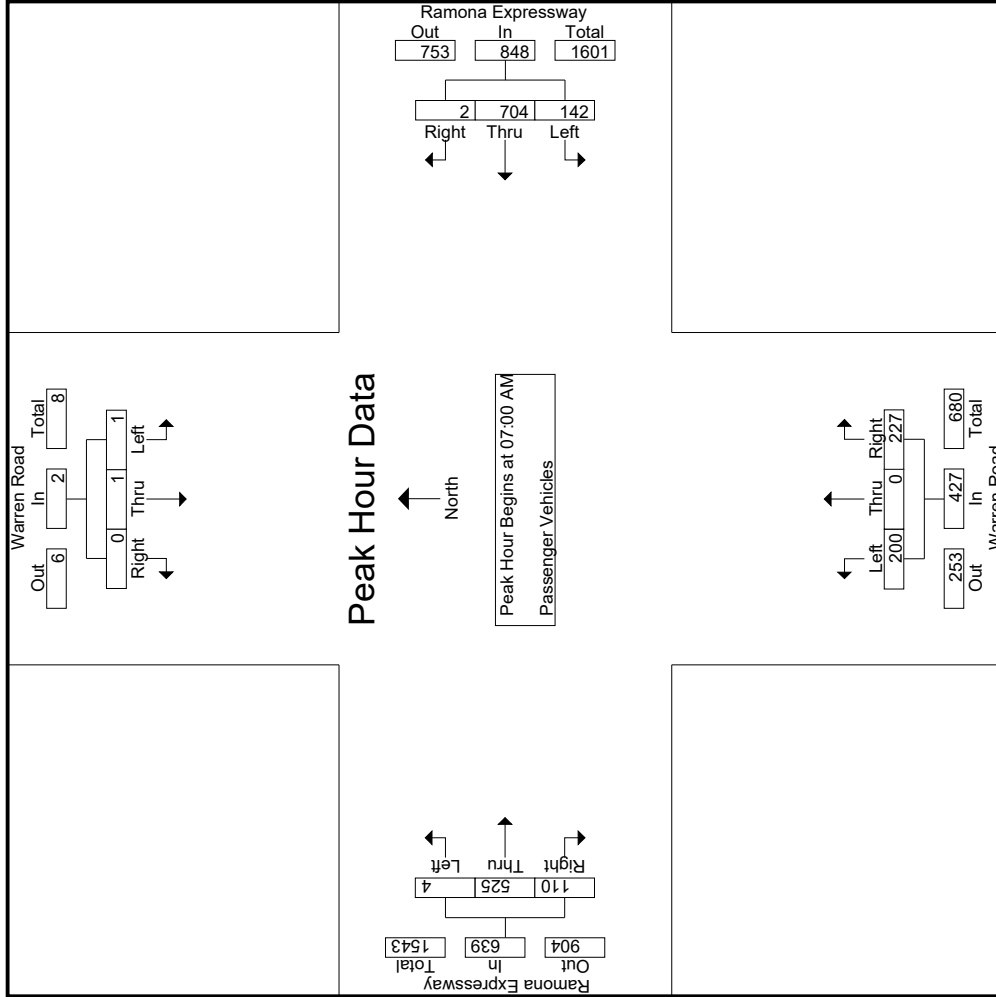
Start Time	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	30	182	0	0	212	44	0	54	25	98	38	483	521
07:15 AM	1	1	0	0	2	42	191	1	0	234	60	0	66	36	126	54	497	551
07:30 AM	0	0	0	0	0	25	189	0	0	214	51	0	44	21	95	33	466	499
07:45 AM	0	0	0	0	0	45	142	1	0	188	45	0	63	33	108	51	470	521
Total Volume	1	1	0	0	2	142	704	2	0	848	200	0	227	115	427	176	1916	2092
% App. Total	50	50	0			16.7	83	0.2		43.4	47.3	0	52.7		21.9	7.9	92.1	
PHF	.250	.250	.000		.250	.789	.921	.500		.906	.833	.000	.860		.847	.833	.918	

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Counts Unlimited
 PO Box 1178
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City of San Jacinto
 N/S: Warren Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 66_SJC_Warren_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of San Jacinto
 N/S: Warren Road
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 Weather: Clear

File Name : 66_SJC_Warren_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM			07:00 AM			07:00 AM			07:00 AM						
+0 mins.	0	0	0	0	30	182	0	212	44	0	54	98	0	149	24	173
+15 mins.	1	1	0	2	42	191	1	234	60	0	66	126	1	104	30	135
+30 mins.	0	0	0	0	25	189	0	214	51	0	44	95	2	132	23	157
+45 mins.	0	0	0	0	45	142	1	188	45	0	63	108	1	140	33	174
Total Volume	1	1	0	2	142	704	2	848	200	0	227	427	4	525	110	639
% App. Total	50	50	0	0	16.7	83	0.2	90.6	46.8	0	53.2	84.7	0.6	82.2	17.2	91.8
PHF	.250	.250	.000	.250	.789	.921	.500	.906	.833	.000	.860	.847	.500	.881	.833	.918

Groups Printed - Large 2 Axle Vehicles

Start Time	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	1	0	7	0	0	7
07:15 AM	0	0	0	0	0	1	2	0	0	3	1	0	4	2	5	5	0	0	5
07:30 AM	0	0	0	0	0	1	6	0	0	7	1	0	2	1	3	0	5	0	5
07:45 AM	0	0	0	0	0	0	7	0	0	7	0	1	1	0	2	0	4	2	6
Total	0	0	0	0	0	2	18	0	0	20	2	1	8	4	11	0	21	2	23
08:00 AM	0	0	0	0	0	2	1	0	0	3	0	0	1	1	1	0	5	0	5
08:15 AM	0	0	0	0	0	3	3	0	0	6	1	0	5	0	6	0	4	1	5
08:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	6	3	6	0	2	1	3
08:45 AM	0	0	0	0	0	2	1	0	0	3	3	0	1	0	4	0	5	1	6
Total	0	0	0	0	0	8	7	0	0	15	4	0	13	4	17	0	16	3	19
Grand Total	0	0	0	0	0	10	25	0	0	35	6	1	21	8	28	0	37	5	42
Approch %	0	0	0	0	0	28.6	71.4	0	0	33.3	21.4	3.6	75	26.7	88.1	0	11.9	4.8	105
Total %	0	0	0	0	0	9.5	23.8	0	0	33.3	5.7	1	20	26.7	0	35.2	4.8	40	

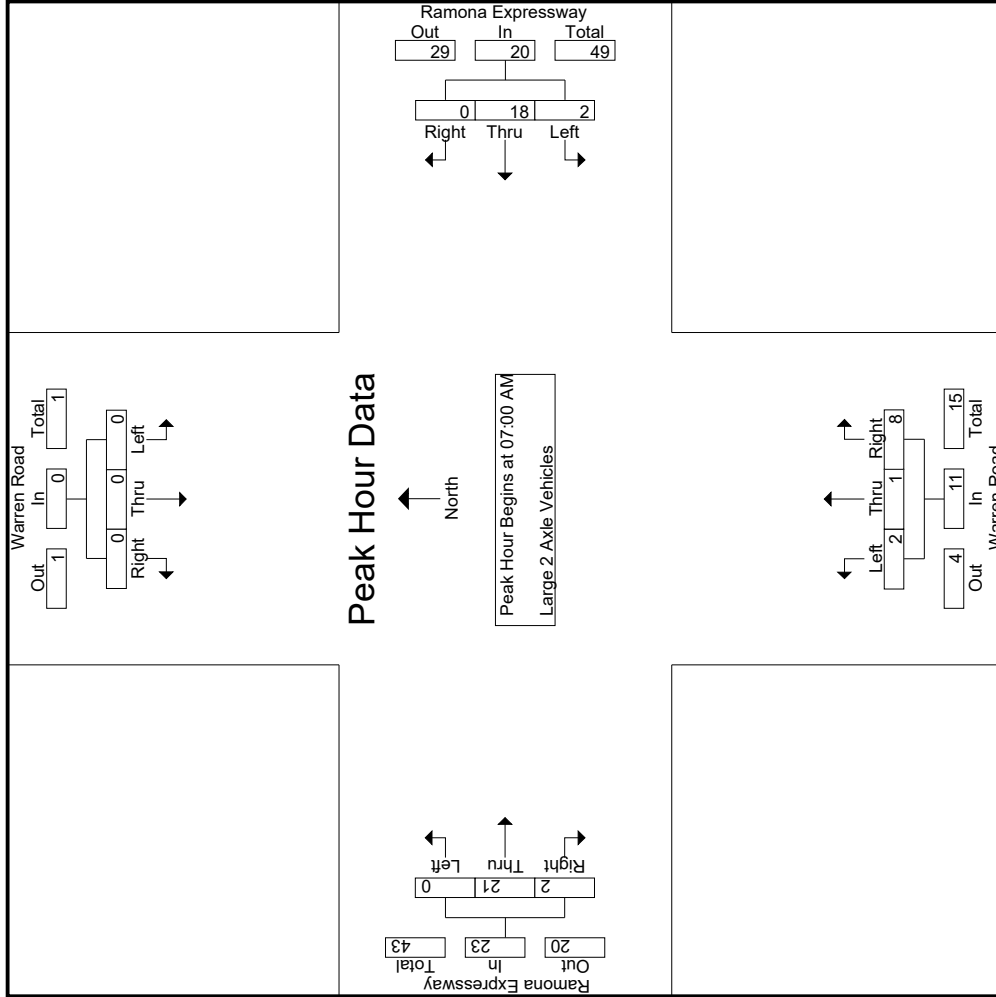
Start Time	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	1	0	7	0	0	7
07:15 AM	0	0	0	0	0	1	2	0	0	3	1	0	4	2	5	0	5	0	5
07:30 AM	0	0	0	0	0	1	6	0	0	7	1	0	2	1	3	0	5	0	5
07:45 AM	0	0	0	0	0	0	7	0	0	7	0	1	1	0	2	0	4	2	6
Total Volume	0	0	0	0	0	2	18	0	0	20	2	1	8	4	11	0	21	2	23
% App. Total	0	0	0	0	0	10	90	0	0	50	18.2	9.1	72.7	0	91.3	0	8.7	8.7	92.9
PHF	.000	.000	.000	.000	.000	.500	.643	.000	.000	.714	.500	.250	.500	.000	.750	.250	.821	.250	.900

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of San Jacinto
 N/S: Warren Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 66_SJC_Warren_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of San Jacinto
 N/S: Warren Road
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 Weather: Clear

File Name : 66_SJC_Warren_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:00 AM			07:00 AM				
+0 mins.	0	0	0	0	0	3	0	0	0	1	0	7	0	7
+15 mins.	0	0	0	1	2	3	0	0	4	5	0	5	0	5
+30 mins.	0	0	0	1	6	7	0	0	2	3	0	5	0	5
+45 mins.	0	0	0	0	7	7	0	1	1	2	0	4	2	6
Total Volume	0	0	0	2	18	20	0	1	8	11	0	21	2	23
% App. Total	0	0	0	10	90	0	0	9.1	72.7	0	0	91.3	8.7	0
PHF	.000	.000	.000	.500	.643	.714	.000	.250	.500	.550	.000	.750	.250	.821

Groups Printed- 3 Axle Vehicles

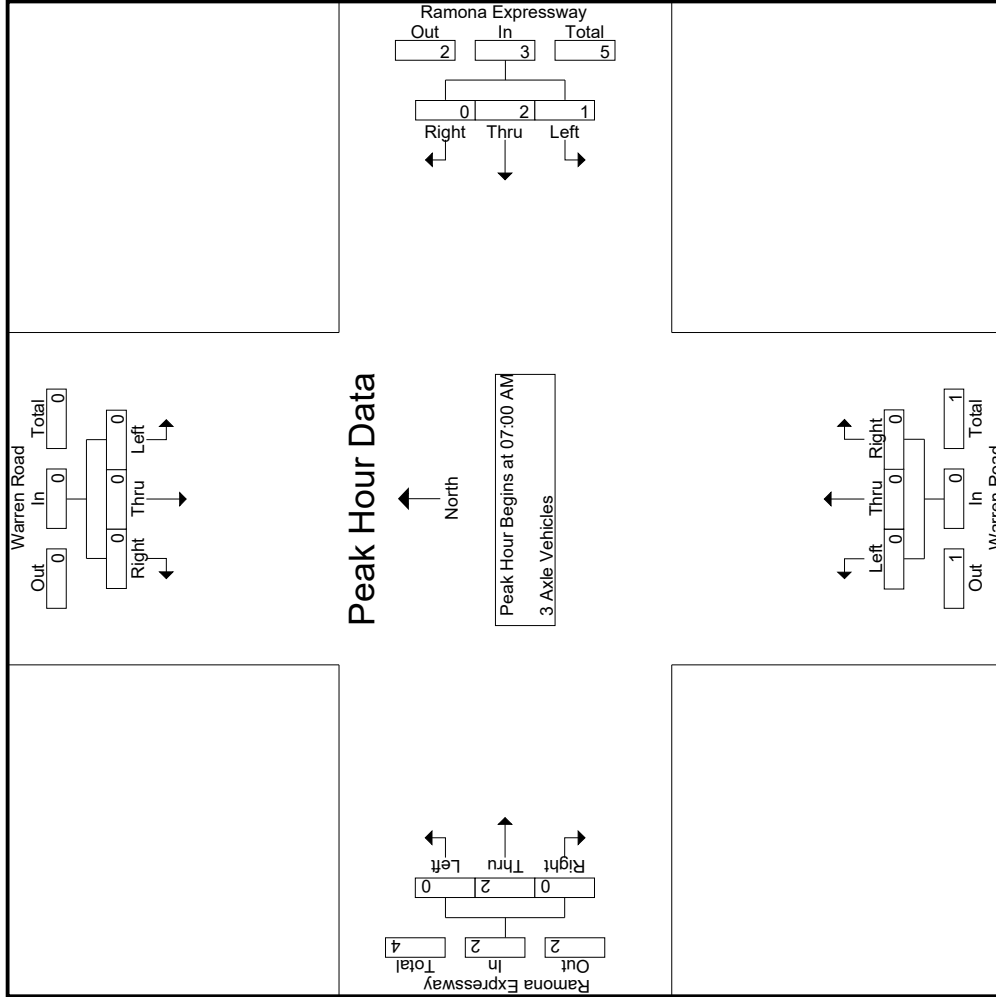
Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	2	2
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	2	2
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	2	0	0	2	0	5	5
08:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	1	1	0	0	1	0	3	1	0	4	0	7	7
Grand Total	0	0	0	0	0	2	3	0	0	5	0	0	1	0	6	0	12	12
Approch %	0	0	0	0	40	60	0	0	100	0	0	8.3	0	0	83.3	16.7	0	100
Total %	0	0	0	0	16.7	25	0	0	8.3	41.7	0	0	0	0	50	0	100	100

Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	2	0	0	3	0	0	0	0	2	0	5	5
% App. Total	0	0	0	0	33.3	66.7	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.500	.000	.000	.750	.000	.000	.000	.000	.500	.000	.500	.625

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 Page No : 3

Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	App. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
+15 mins.	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	2	0	0	0	0	0	0	0	2	0	2
% App. Total	0	0	0	33.3	66.7	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

Groups Printed- 4+ Axle Trucks

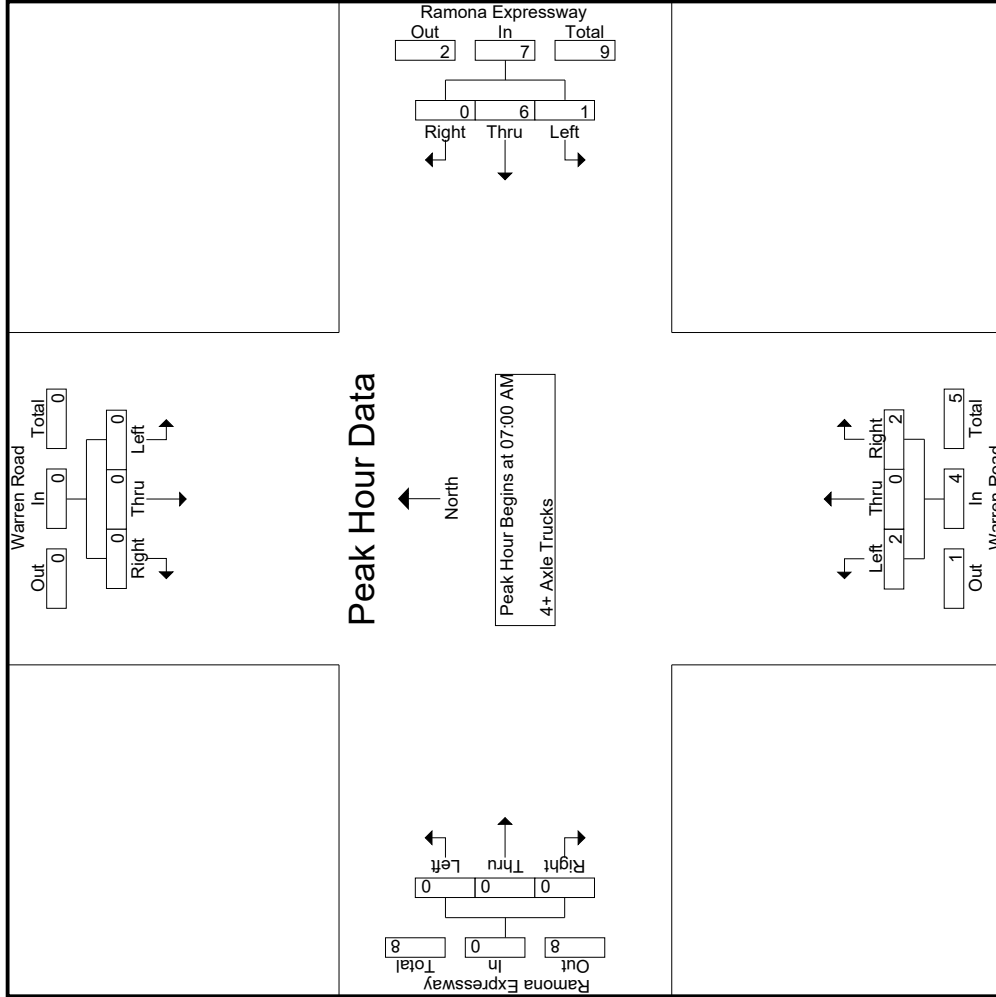
Start Time	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	3	0	1	1	0	0	0	0
Total	0	0	0	0	1	6	0	0	7	2	0	2	1	4	0	0
08:00 AM	0	0	0	0	1	2	0	0	3	2	0	1	1	3	0	0
08:15 AM	0	0	0	0	2	4	0	0	6	1	0	2	1	3	0	0
08:30 AM	0	0	0	0	1	3	0	0	4	0	0	1	0	1	1	1
08:45 AM	0	1	0	0	4	2	0	0	6	0	2	2	0	0	0	0
Total	0	1	0	0	8	11	0	0	19	3	0	6	4	9	0	1
Grand Total	0	1	0	0	9	17	0	0	26	5	0	8	5	13	0	1
Approch %	0	100	0	0	34.6	65.4	0	0	38.5	0	61.5	0	17.8	28.9	0	80
Total %	0	2.2	0	0	2.2	20	37.8	0	57.8	11.1	0	17.8	0	8.9	2.2	11.1
																11.8
																45
																88.2

Start Time	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	3	0	1	1	0	0	0	0
Total Volume	0	0	0	0	1	6	0	0	7	2	0	2	1	4	0	0
% App. Total	0	0	0	0	14.3	85.7	0	0	50	50	0	50	0	0	0	0
PHF	.000	.000	.000	.000	.250	.750	.000	.583	.500	.500	.000	.500	.000	.000	.000	.688

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Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	2	0	2	0	0	1	0	0
+15 mins.	0	0	0	0	1	0	1	0	0	1	0	0
+30 mins.	0	0	0	0	1	0	1	0	0	0	0	0
+45 mins.	0	0	0	1	2	0	3	0	0	1	0	0
Total Volume	0	0	0	1	6	0	7	2	0	2	0	0
% App. Total	0	0	0	14.3	85.7	0	58.3	50	0	50	0	0
PHF	.000	.000	.000	.250	.750	.000	.583	.500	.000	.500	.000	.000

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Warren Road Southbound						Ramona Expressway Westbound						Warren Road Northbound						Ramona Expressway Eastbound						
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		
04:00 PM	0	0	0	0	0		60	174	1	0	235		26	44	0	55	24	81		0	191	60	21	251	
04:15 PM	0	0	0	0	0		66	169	0	0	235		44	0	45	22	89		0	207	53	15	260		
04:30 PM	2	1	1	1	4		70	174	0	0	244		41	0	56	27	97		0	162	70	24	232		
04:45 PM	1	0	0	0	1		71	161	0	0	232		39	0	55	23	94		0	188	68	23	256		
Total	3	1	1	1	5		267	678	1	0	946		150	0	211	96	361		0	748	251	83	999		
05:00 PM	0	0	1	0	1		75	145	0	0	220		58	1	54	37	113		1	200	51	25	252		
05:15 PM	0	1	0	0	1		74	191	0	0	265		40	0	55	26	95		0	206	58	23	264		
05:30 PM	0	0	2	1	2		72	152	0	0	224		48	0	48	24	96		0	216	50	22	266		
05:45 PM	0	1	0	0	1		59	139	0	0	198		36	1	43	25	80		0	146	57	17	203		
Total	0	2	3	1	5		280	627	0	0	907		182	2	200	112	384		1	768	216	87	985		
Grand Total	3	3	4	2	10		547	1305	1	0	1853		332	2	411	208	745		1	1516	467	170	1984		
Approch %	30	30	40				29.5	70.4	0.1				44.6	0.3	55.2				0.1	76.4	23.5				
Total %	0.1	0.1	0.1		0.2		11.9	28.4	0		40.4		7.2	0	9		16.2		0	33	10.2		43.2	7.6	
Passenger Vehicles	3	3	4		12		526	1238	0		1764		317	2	398		916		1	1467	459		2092	0	
Large 2 Axle Vehicles	100	100	100		100		96.2	94.9	0		95.2		95.5	100	96.8		95.7		100	96.8	98.3		97.1	0	
Large 3 Axle Vehicles	0	0	0		0		12	24	0		36		8	0	9		23		0	28	4		35	0	
Large 4+ Axle Trucks	0	0	0		0		2.2	1.8	0		1.9		2.4	0	2.2		2.9		0	1.8	0.9		1.6	0	
% 3 Axle Vehicles	0	0	0		0		3	22	0		25		0	0	0		0		0	1	1		2	0	
% 4+ Axle Trucks	0	0	0		0		0.5	1.7	0		1.3		0	0	0		0		0	0.1	0.2		0	0	
% 4+ Axle Trucks	0	0	0		0		6	21	1		28		7	0	4		14		0	20	3		25	0	
% 4+ Axle Trucks	0	0	0		0		1.1	1.6	100		1.5		2.1	0	1		1.5		0	1.3	0.6		1.2	0	

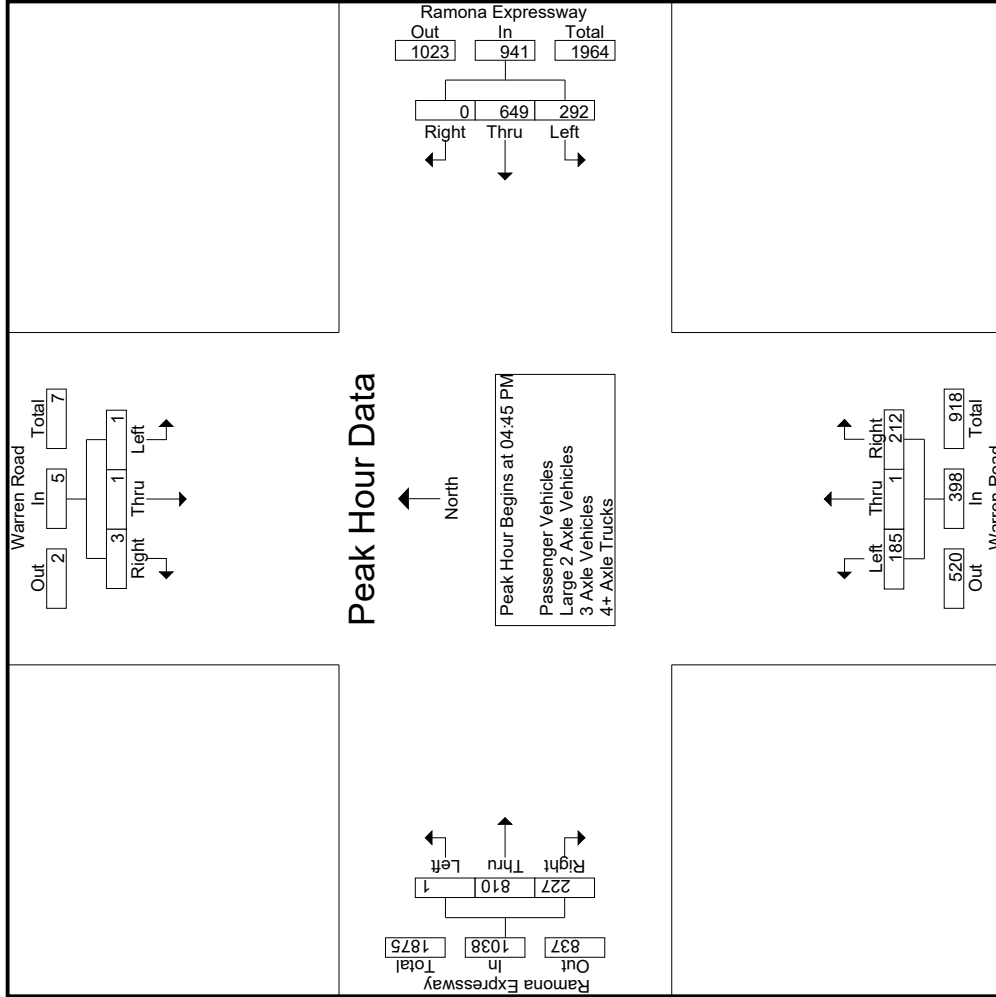
Start Time	Warren Road Southbound						Ramona Expressway Westbound						Warren Road Northbound						Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total		Left	Thru	Right	RTOR	App. Total	
04:45 PM	1	0	0	0	1		71	161	0	0	232		39	0	55		0	188	68		256	583		
05:00 PM	0	0	1	1	1		75	145	0	0	220		58	1	54		1	200	51		252	586		
05:15 PM	0	1	0	0	1		74	191	0	0	265		40	0	55		0	206	58		264	621		
05:30 PM	0	0	2	1	2		72	152	0	0	224		48	0	48		0	216	50		266	635		
05:45 PM	0	1	0	0	1		59	139	0	0	198		36	1	43		0	146	57		203	629		
Total Volume	1	1	3	1	5		292	649	0	0	941		185	1	212		1	810	227		1038	2382		
% App. Total	20	20	60		60		31	69	0		53.3		46.5	0.3	53.3		0.1	78	21.9		21.9	953		
PHF	.250	.250	.375		.625		.973	.849	.000		.888		.797	.250	.964		.250	.938	.835		.976	.953		

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

Counts Unlimited
 PO Box 1178
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City of San Jacinto
 N/S: Warren Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 66_SJC_Warren_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of San Jacinto
 N/S: Warren Road
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 Weather: Clear

File Name : 66_SJC_Warren_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound			Int. Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM			04:30 PM			04:30 PM			04:45 PM						
+0 mins.	2	1	1	4	70	174	0	244	41	0	56	97	0	188	68	256
+15 mins.	1	0	0	1	71	161	0	232	39	0	55	94	1	200	51	252
+30 mins.	0	0	1	1	75	145	0	220	58	1	54	113	0	206	58	264
+45 mins.	0	1	0	1	74	191	0	265	40	0	55	95	0	216	50	266
Total Volume	3	2	2	7	290	671	0	961	178	1	220	399	1	810	227	1038
% App. Total	42.9	28.6	28.6	43.8	30.2	69.8	0	907	44.6	0.3	55.1	883	0.1	78	21.9	976
PHF	.375	.500	.500	.438	.967	.878	.000	.907	.767	.250	.982	.883	.250	.938	.835	.976

Groups Printed - Passenger Vehicles

Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound			Exclu. Total	Inclu. Total	Int. Total						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				RTOR	App. Total				
04:00 PM	0	0	0	56	164	0	0	220	24	0	53	24	77	0	183	56	17	239	41	536	577
04:15 PM	0	0	0	65	161	0	0	226	43	0	43	21	86	0	197	53	15	250	36	562	598
04:30 PM	2	1	1	67	168	0	0	235	37	0	54	24	91	0	159	69	24	228	49	558	607
04:45 PM	1	0	0	68	149	0	0	217	37	0	53	23	90	0	179	68	23	247	46	555	601
Total	3	1	1	256	642	0	0	898	141	0	203	92	344	0	718	246	79	964	172	2211	2383
05:00 PM	0	0	1	72	134	0	0	206	56	1	53	36	110	1	194	50	24	245	60	562	622
05:15 PM	0	1	0	70	183	0	0	253	37	0	52	23	89	0	200	56	23	256	46	599	645
05:30 PM	0	0	2	70	148	0	0	218	48	0	48	24	96	0	212	50	22	262	47	578	625
05:45 PM	0	1	0	58	131	0	0	189	35	1	42	24	78	0	143	57	17	200	41	468	509
Total	0	2	3	270	596	0	0	866	176	2	195	107	373	1	749	213	86	963	194	2207	2401
Grand Total	3	3	4	526	1238	0	0	1764	317	2	398	199	717	1	1467	459	165	1927	366	4418	4784
Approch %	30	30	40	29.8	70.2	0	0	39.9	44.2	0.3	55.5	16.2	16.2	0	33.2	10.4	43.6	43.6	7.7	92.3	92.3
Total %	0.1	0.1	0.1	11.9	28	0	0	7.2	7.2	0	9	9	16.2	0	33.2	10.4	43.6	43.6	7.7	92.3	92.3

3.1-1623

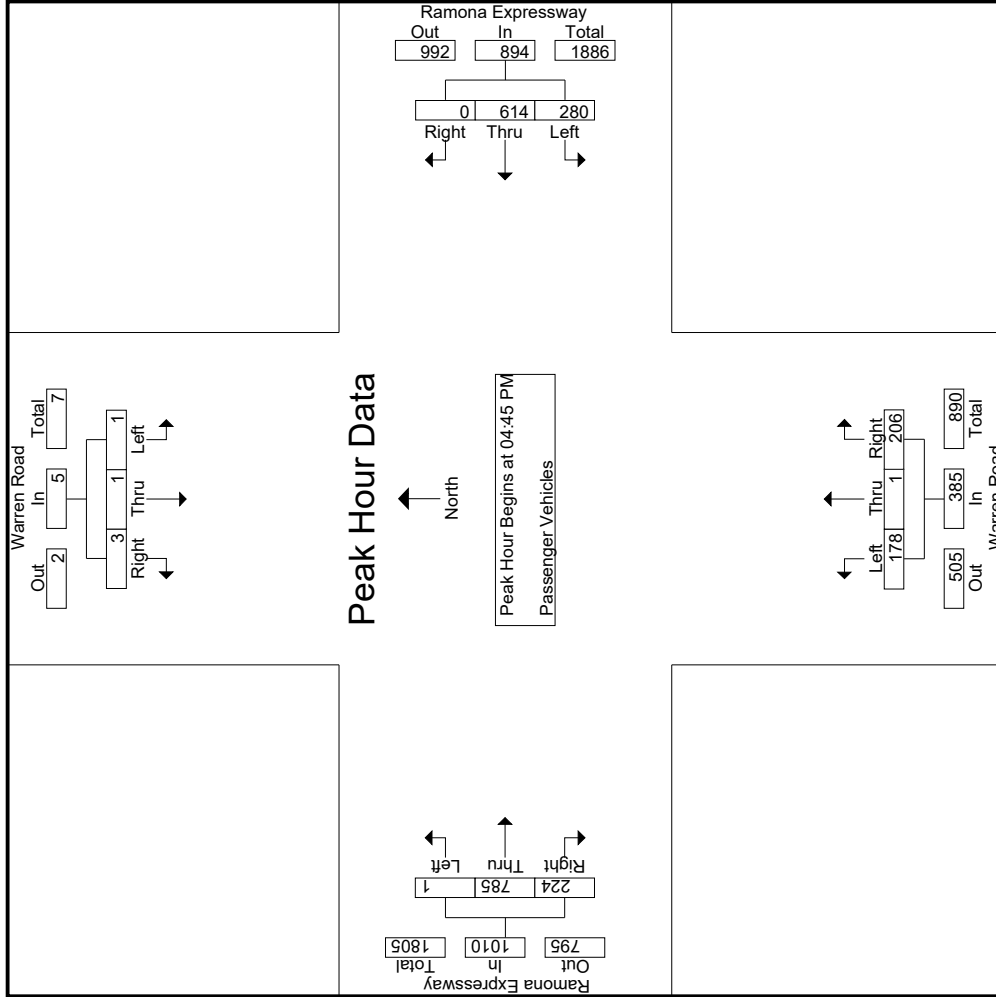
Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound			Exclu. Total	Inclu. Total	Int. Total						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				App. Total	App. Total	App. Total			
04:45 PM	1	0	0	68	149	0	0	217	37	0	53	24	90	0	179	68	247	247	68	247	555
05:00 PM	0	0	1	72	134	0	0	206	56	1	53	36	110	1	194	50	24	245	50	245	562
05:15 PM	0	1	0	70	148	0	0	218	48	0	48	24	96	0	212	50	22	262	47	578	625
05:30 PM	0	0	2	70	148	0	0	218	48	0	48	24	96	0	212	50	22	262	47	578	625
Total Volume	1	1	3	280	614	0	0	894	178	1	206	107	385	1	785	224	1010	1010	224	1010	2294
% App. Total	20	20	60	31.3	68.7	0	0	88.3	46.2	0.3	53.5	16.2	16.2	0.1	77.7	22.2	22.2	22.2	7.7	92.3	92.3
PHF	.250	.250	.375	.972	.839	.000	.883	.883	.795	.250	.972	.972	.875	.250	.926	.824	.964	.964	.824	.964	.957

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

Counts Unlimited
 PO Box 1178
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City of San Jacinto
 N/S: Warren Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 66_SJC_Warren_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of San Jacinto
 N/S: Warren Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 66_SJC_Warren_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:45 PM			04:45 PM			04:45 PM			04:45 PM			
+0 mins.	1	0	0	68	149	0	217	0	53	0	179	68	247
+15 mins.	0	0	1	72	134	0	206	1	53	1	194	50	245
+30 mins.	0	1	0	70	183	0	253	37	52	0	200	56	256
+45 mins.	0	0	2	70	148	0	218	48	48	0	212	50	262
Total Volume	1	1	3	280	614	0	894	178	206	1	785	224	1010
% App. Total	20	20	60	31.3	68.7	0	88.3	46.2	53.5	0.1	77.7	22.2	964
PHF	.250	.250	.375	.972	.839	.000	.883	.795	.972	.250	.926	.824	.964

Groups Printed - Large 2 Axle Vehicles

Start Time	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				Int. Total			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total	Inclu. Total
04:00 PM	0	0	0	0	2	7	0	0	1	0	2	0	0	5	2	2	7	2	19	21
04:15 PM	0	0	0	0	1	4	0	0	1	0	2	1	3	6	0	0	6	1	14	15
04:30 PM	0	0	0	0	2	3	0	0	2	0	0	2	2	0	0	0	0	2	7	9
04:45 PM	0	0	0	0	2	4	0	0	0	0	2	0	2	0	5	0	5	0	13	13
Total	0	0	0	0	7	18	0	0	25	4	0	6	3	10	2	2	18	5	53	58
05:00 PM	0	0	0	0	1	1	0	0	2	0	1	1	3	0	4	1	5	2	10	12
05:15 PM	0	0	0	0	3	3	0	0	6	2	0	1	3	0	5	1	6	1	15	16
05:30 PM	0	0	0	0	1	1	0	0	2	0	0	0	2	0	2	0	2	0	4	4
05:45 PM	0	0	0	0	0	1	0	0	1	0	1	1	1	0	1	0	1	1	3	4
Total	0	0	0	0	5	6	0	0	11	4	0	3	7	0	12	2	14	4	32	36
Grand Total	0	0	0	0	12	24	0	0	36	8	0	9	6	17	0	28	32	9	85	94
Approch %	0	0	0	0	33.3	66.7	0	0	47.1	0	52.9	0	20	0	87.5	12.5	37.6	9.6	90.4	
Total %	0	0	0	0	14.1	28.2	0	0	42.4	9.4	10.6	0	20	0	32.9	4.7				

3.1-1626

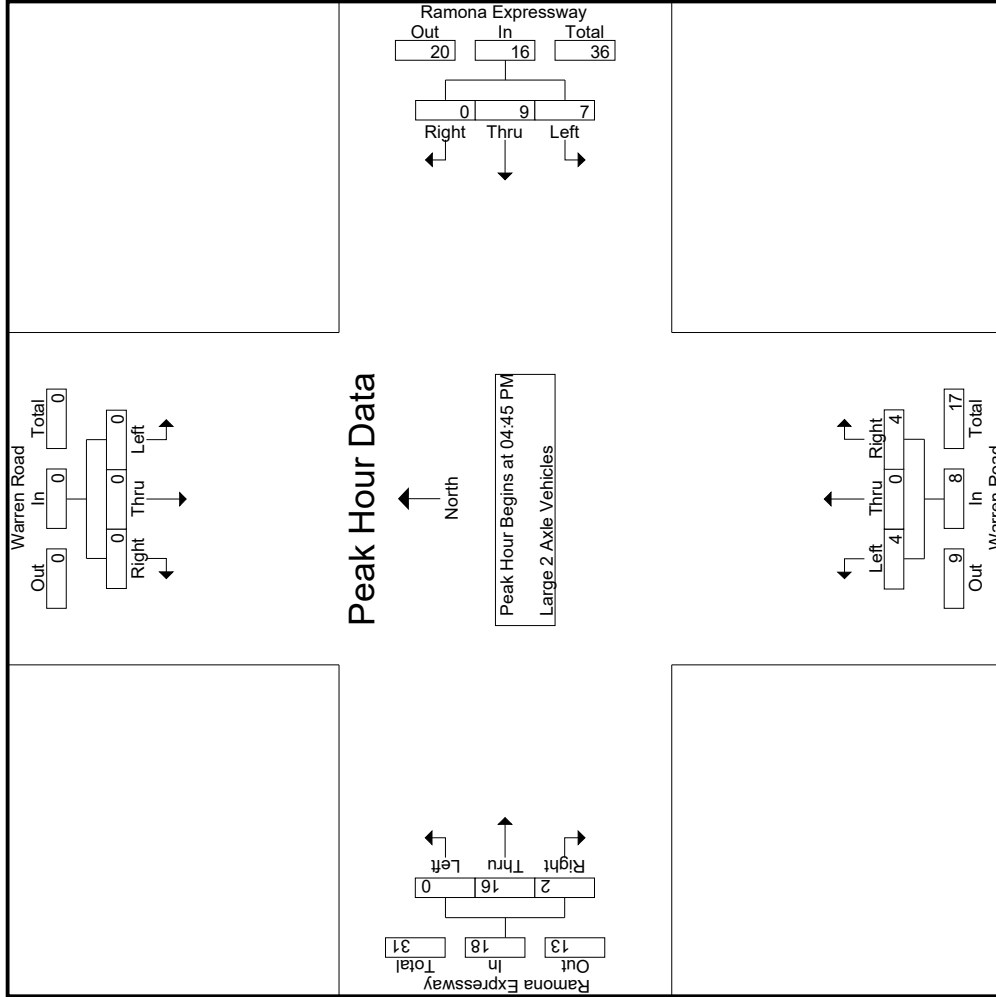
Start Time	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound				Int. Total			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		App. Total	Exclu. Total	Inclu. Total
04:45 PM	0	0	0	0	0	2	4	0	0	6	0	2	0	0	5	0	5	0	5	13
05:00 PM	0	0	0	0	0	1	1	0	0	2	0	1	3	0	4	1	4	1	5	10
05:15 PM	0	0	0	0	3	3	0	0	6	2	0	1	3	0	5	1	6	1	6	15
05:30 PM	0	0	0	0	1	1	0	0	2	0	0	0	2	0	2	0	2	0	4	4
Total Volume	0	0	0	0	7	16	0	0	25	4	0	6	3	10	2	2	18	5	53	58
% App. Total	0.000	0.000	0.000	0.000	43.8	56.2	0.000	0.000	56.2	43.8	0.000	50	50	88.9	11.1	0.000	88.9	11.1	0.000	88.9
PHF	.000	.000	.000	.000	.667	.583	.563	.000	.667	.667	.000	.500	.500	.667	.800	.500	.750	.500	.750	.700

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

Counts Unlimited
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City of San Jacinto
 N/S: Warren Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 66_SJC_Warren_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	App. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM			04:45 PM			04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	2	4	0	0	0	0	2	0	0	5	0	5
+15 mins.	0	0	0	1	1	0	0	0	0	3	0	4	1	1	5
+30 mins.	0	0	0	3	3	0	0	0	0	1	2	1	5	1	6
+45 mins.	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	7	9	0	0	0	0	4	4	0	16	2	18
% App. Total	0	0	0	43.8	56.2	0	0	0	0	50	50	0	88.9	11.1	100
PHF	.000	.000	.000	.583	.563	.000	.000	.000	.000	.500	.500	.000	.800	.500	.750

Groups Printed - 3 Axle Vehicles

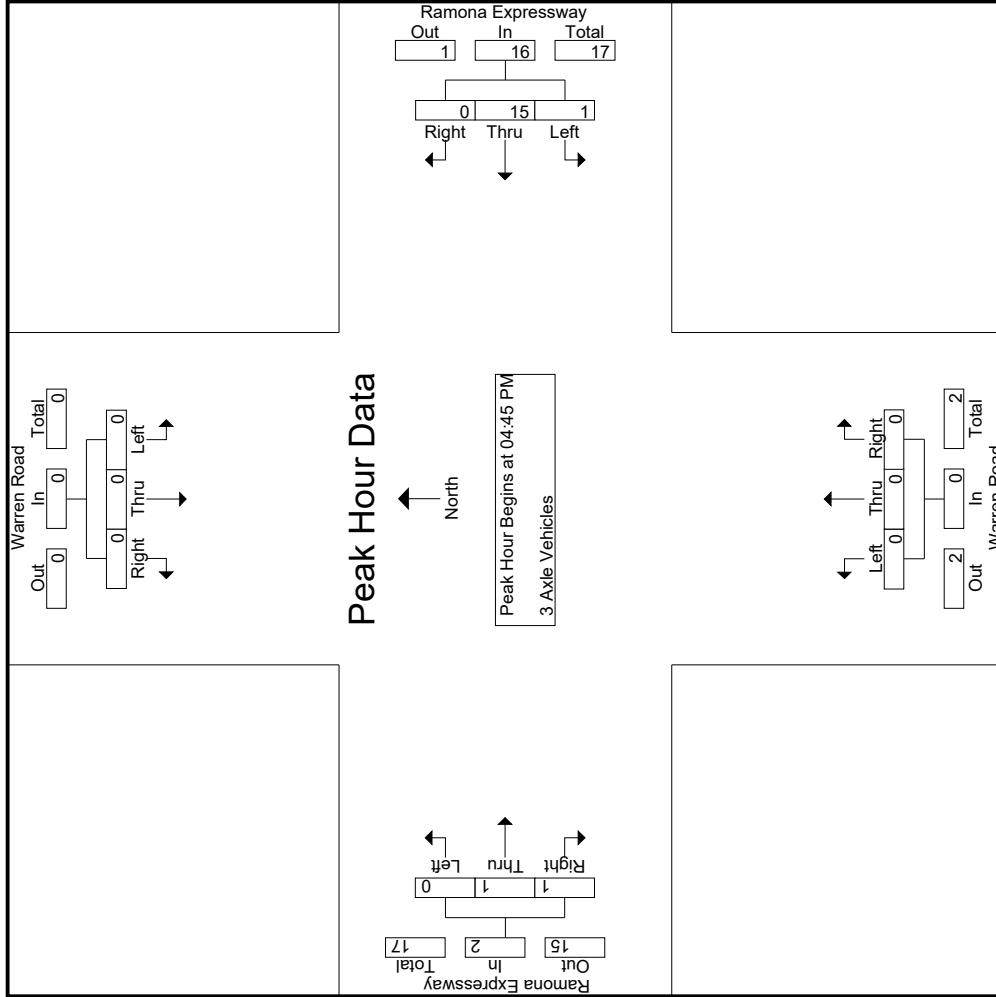
Start Time	Warren Road Southbound						Ramona Expressway Westbound						Warren Road Northbound						Ramona Expressway Eastbound					
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App. Total	RTOR		App. Total	RTOR		App. Total	RTOR		App. Total	RTOR		App. Total	RTOR		App. Total	RTOR		App. Total	RTOR		App. Total	RTOR	
04:00 PM	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	1	0	0	1	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	14	0	0	15	0	0	0	0	0	1	1	0	1	0	2	0	17
Grand Total	0	0	0	0	0	0	3	22	0	0	25	0	0	0	0	0	1	1	0	1	0	2	0	27
Approch %	0	0	0	0	0	0	12	88	0	0	92.6	0	0	0	0	0	50	50	0	0	0	7.4	0	100
Total %	0	0	0	0	0	0	11.1	81.5	0	0	92.6	0	0	0	0	0	3.7	3.7	0	0	0	7.4	0	100

Start Time	Warren Road Southbound						Ramona Expressway Westbound						Warren Road Northbound						Ramona Expressway Eastbound					
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App. Total	RTOR		App. Total	RTOR		App. Total	RTOR		App. Total	RTOR		App. Total	RTOR		App. Total	RTOR		App. Total	RTOR		App. Total	RTOR	
04:45 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	0	0	0	1	1	2	18
% App. Total	0	0	0	0	0	0	6.2	93.8	0	0	93.8	0	0	0	0	0	50	50	0	0	50	50	0	50
PHF	.000	.000	.000	.000	.000	.000	.250	.536	.000	.571	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.250	.000	.643

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City of San Jacinto
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File Name : 66_SJC_Warren_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



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City of San Jacinto
 N/S: Warren Road
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 Weather: Clear

File Name : 66_SJC_Warren_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	App. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:45 PM			04:45 PM			04:45 PM			04:45 PM					
+0 mins.	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	1	2	0	3	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1
Total Volume	0	0	0	1	15	0	16	0	0	0	0	1	1	1	2
% App. Total	.000	.000	.000	.250	.536	.000	.571	.000	.000	.000	.000	.250	.250	.500	.500
PHF															

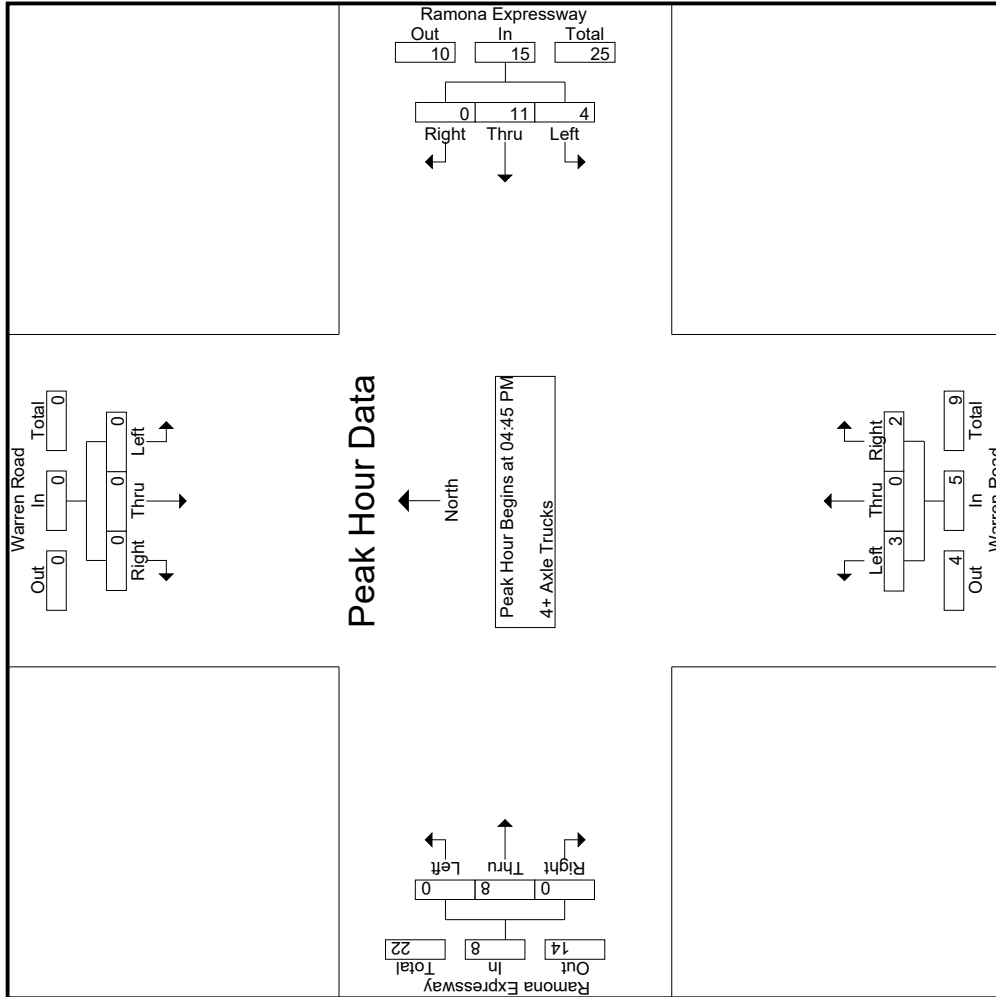
Groups Printed- 4+ Axle Trucks

Start Time	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	1	1	0	0	3	1	0	0	0	0	3	2	2	5	2	9	11
04:15 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	0	4	0	0	7	7
04:30 PM	0	0	0	0	0	2	0	0	2	2	0	2	1	4	0	3	4	1	10	11	11
04:45 PM	0	0	0	0	1	4	0	0	5	2	0	0	0	2	4	0	4	0	0	11	11
Total	0	0	0	0	2	10	1	0	13	5	0	2	1	7	0	14	3	17	3	37	40
05:00 PM	0	0	0	0	2	3	0	0	5	0	0	0	0	0	2	0	2	0	0	7	7
05:15 PM	0	0	0	0	0	3	0	0	3	1	0	2	2	3	1	0	1	2	2	7	9
05:30 PM	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	0	1	0	0	3	3
05:45 PM	0	0	0	0	1	4	0	0	5	1	0	0	1	0	2	0	2	0	0	8	8
Total	0	0	0	0	4	11	0	0	15	2	0	2	2	4	0	6	0	6	2	25	27
Grand Total	0	0	0	0	6	21	1	0	28	7	0	4	3	11	0	20	3	23	5	62	67
Approch %	0	0	0	0	21.4	75	3.6		63.6	0	36.4	0		17.7	0	87	13	37.1	7.5	92.5	
Total %	0	0	0	0	9.7	33.9	1.6		45.2	11.3	6.5	0		17.7	0	32.3	4.8				

3.1-1632

Start Time	Warren Road Southbound				Ramona Expressway Westbound				Warren Road Northbound				Ramona Expressway Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:45 PM	0	0	0	0	1	4	0	0	5	2	0	0	0	2	0	4	0	0	0	4	11
05:00 PM	0	0	0	0	2	3	0	0	5	0	0	0	0	0	2	0	2	0	0	2	7
05:15 PM	0	0	0	0	0	0	0	0	3	1	0	2	2	3	0	1	0	1	0	2	7
05:30 PM	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	0	1	0	0	1	3
Total Volume	0	0	0	0	4	11	0	0	15	3	0	2	2	5	0	8	0	8	0	8	28
% App. Total	0	0	0	0	26.7	73.3	0		73.3	60	0	40	0	100	0	100	0	0	0	0	636
PHF	.000	.000	.000	.000	.500	.688	.000		.750	.375	.000	.250	.000	.417	.000	.500	.000	.500	.000	.500	.636

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM



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City of San Jacinto
 N/S: Warren Road
 E/W: Ramona Expressway
 Weather: Clear

File Name : 66_SJC_Warren_Ram PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Warren Road Southbound			Ramona Expressway Westbound			Warren Road Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:45 PM			04:45 PM			04:45 PM			04:45 PM				
+0 mins.	0	0	0	1	4	0	5	0	0	0	0	4	0	4
+15 mins.	0	0	0	2	3	0	5	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	3	0	3	1	0	2	0	1	0	1
+45 mins.	0	0	0	1	1	0	2	0	0	0	0	1	0	1
Total Volume	0	0	0	4	11	0	15	3	0	2	0	8	0	8
% App. Total	0	0	0	26.7	73.3	0	60	37.5	0	40	0	100	0	100
PHF	.000	.000	.000	.500	.688	.000	.750	.375	.000	.250	.000	.500	.000	.500

Location: San Jacinto
 N/S: Warren Road
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Warren Road	East Leg Ramona Expressway	South Leg Warren Road	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Warren Road	East Leg Ramona Expressway	South Leg Warren Road	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: San Jacinto
 N/S: Warren Road
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Warren Road			Westbound Ramona Expressway			Northbound Warren Road			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Warren Road			Westbound Ramona Expressway			Northbound Warren Road			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

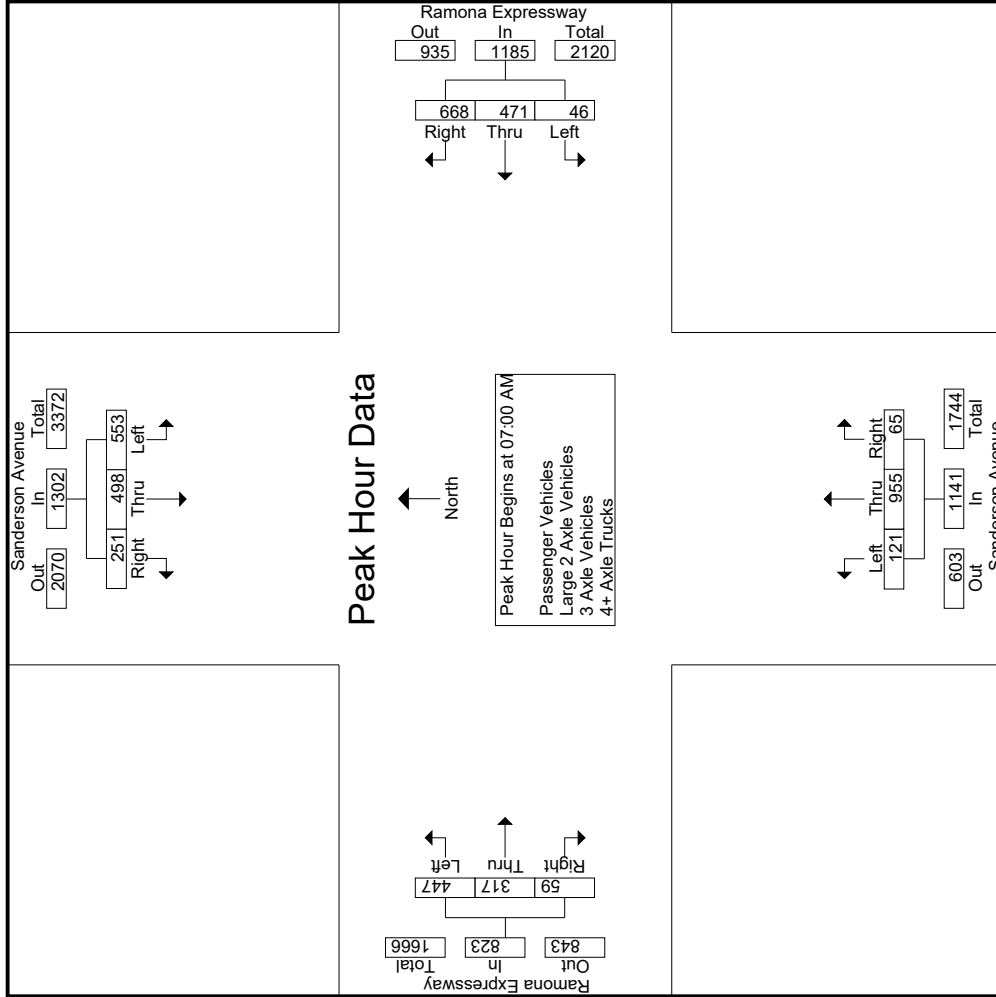
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Sanderson Avenue Southbound						Ramona Expressway Westbound						Sanderson Avenue Northbound						Ramona Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
07:00 AM	137	91	64	24	292	292	6	129	164	52	299	299	20	261	19	9	300	300	142	67	14	11	223	223	96	1114	114	11	1210	1210
07:15 AM	158	121	59	17	338	338	7	148	184	26	339	339	29	226	8	4	263	263	97	69	17	7	183	183	54	1123	117	7	1177	1177
07:30 AM	109	135	67	23	311	311	20	102	182	19	304	304	39	224	19	8	282	282	108	78	11	3	197	197	53	1094	1147	3	1147	1147
07:45 AM	149	151	61	12	361	361	13	92	138	27	243	243	33	244	19	7	296	296	100	103	17	10	220	220	56	1120	1176	10	1176	1176
Total	553	498	251	76	1302	1302	46	471	668	124	1185	1185	121	955	65	28	1141	1141	447	317	59	31	823	823	259	4451	4710	31	4710	4710
08:00 AM	113	116	63	17	292	292	17	109	157	26	283	283	31	188	11	6	230	230	104	77	21	7	202	202	56	1007	1063	7	1063	1063
08:15 AM	135	142	59	25	336	336	8	82	141	25	231	231	26	175	8	4	209	209	90	73	17	7	180	180	61	956	1017	7	1017	1017
08:30 AM	106	113	53	8	272	272	9	85	122	22	216	216	23	185	7	3	215	215	87	90	10	5	187	187	38	890	928	5	928	928
08:45 AM	103	112	52	12	267	267	6	72	112	30	190	190	22	175	4	2	201	201	76	61	8	2	145	145	46	803	849	2	849	849
Total	457	483	227	62	1167	1167	40	348	532	103	920	920	102	723	30	15	855	855	357	301	56	21	714	714	201	3656	3857	21	3857	3857
Grand Total	1010	981	478	138	2469	2469	86	819	1200	227	2105	2105	223	1678	95	43	1996	1996	804	618	115	52	1537	1537	460	8107	8567	52	8567	8567
Approach %	40.9	39.7	19.4				4.1	38.9	57				11.2	84.1	4.8				52.3	40.2	7.5				5.4	94.6				
Total %	12.5	12.1	5.9		30.5	30.5	1.1	10.1	14.8		26	24.6	2.8	20.7	1.2		24.6	24.6	9.9	7.6	1.4		19	19						
Passenger Vehicles	966	951	442		2486	2486	83	796	1171		2268	2268	218	1630	95		1986	1986	757	591	112		1511	1511	0	0	0		0	8251
Large 2 Axle Vehicles	95.6	96.9	92.5	92	95.4	95.4	96.5	97.2	97.6	96	97.3	97.3	97.8	97.1	100	100	97.4	97.4	94.2	95.6	97.4	98.1	95.1	95.1	0	0	0		0	96.3
3 Axle Vehicles	27	15	16		65	65	2	15	19		42	42	3	34	0		37	37	34	23	3		61	61	0	0	0		0	205
4+ Axle Trucks	2.7	1.5	3.3	5.1	2.5	2.5	2.3	1.8	1.6	2.6	1.8	1.8	1.3	2	0	0	1.8	1.8	4.2	3.7	2.6	1.9	3.8	3.8	0	0	0		0	2.4
% 3 Axle Vehicles	7	2	3		12	12	0	0	2		2	2	1	6	0		7	7	3	2	0		5	5	0	0	0		0	26
% 4+ Axle Trucks	0.7	0.2	0.6	0	0.5	0.5	0	0	0.2	0	0.1	0.1	0.4	0.4	0	0	0.3	0.3	0.4	0.3	0	0	0.3	0.3	0	0	0		0	0.3
Total Volume	10	13	17		44	44	1	8	8		20	20	1	8	0		9	9	10	2	0		12	12	0	0	0		0	85
% App. Total	1	1.3	3.6	2.9	1.7	1.7	1.2	1	0.7	1.3	0.9	0.9	0.4	0.5	0	0	0.4	0.4	1.2	0.3	0	0	0.8	0.8	0	0	0		0	1
PHF	.875	.825	.937		.902	.902	.575	.796	.908		.874	.874	.776	.915	.855		.855	.855	.951	.769	.868		.923	.923						
Start Time	Sanderson Avenue Southbound						Ramona Expressway Westbound						Sanderson Avenue Northbound						Ramona Expressway Eastbound											
	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Left	Thru	Right	RTOR	App. Total	Inclu. Total
07:00 AM to 08:45 AM - Peak 1 of 1	137	91	64		292	292	6	129	164		299	299	20	261	19		300	300	142	67	14		223	223	96	1114	114		1210	1210
Intersection Begins at 07:00 AM	158	121	59		338	338	7	148	184		339	339	29	226	8		263	263	97	69	17		183	183	54	1123	117		1177	1177
07:15 AM	109	135	67		311	311	20	102	182		304	304	39	224	19		282	282	108	78	11		197	197	53	1094	114		1147	1147
07:30 AM	149	151	61		361	361	13	92	138		243	243	33	244	19		296	296	100	103	17		220	220	56	1120	1176		1176	1176
07:45 AM	553	498	251		1302	1302	46	471	668		1185	1185	121	955	65		1141	1141	447	317	59		823	823	259	4451	4710		4710	4710
Total Volume	553	498	251		1302	1302	46	471	668		1185	1185	121	955	65		1141	1141	447	317	59		823	823	259	4451	4710		4710	4710
% App. Total	42.5	38.2	19.3		93.7	93.7	3.9	39.7	56.4		90.8	90.8	10.6	83.7	5.7		85.5	85.5	54.3	38.5	7.2		63.5	63.5	20.1	36.56	38.57		38.57	38.57
PHF	.875	.825	.937		.902	.902	.575	.796	.908		.874	.874	.776	.915	.855		.855	.855	.951	.769	.868		.923	.923						

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City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram AM
 Site Code : 05120169
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Start Time	Sanderson Avenue Southbound			Ramona Expressway Westbound			Sanderson Avenue Northbound			Ramona Expressway Eastbound			Int. Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	07:00 AM			07:00 AM			07:00 AM			07:00 AM				
+0 mins.	137	91	64	6	129	164	299	20	261	19	142	67	14	223
+15 mins.	158	121	59	7	148	184	339	29	226	8	97	69	17	183
+30 mins.	109	135	67	20	102	182	304	39	224	19	108	78	11	197
+45 mins.	149	151	61	13	92	138	243	33	244	19	100	103	17	220
Total Volume	553	498	251	46	471	668	1185	121	955	65	447	317	59	823
% App. Total	42.5	38.2	19.3	3.9	39.7	56.4	87.4	10.6	83.7	5.7	54.3	38.5	7.2	92.3
PHF	.875	.825	.937	.575	.796	.908	.874	.776	.915	.855	.787	.769	.868	.923

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City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

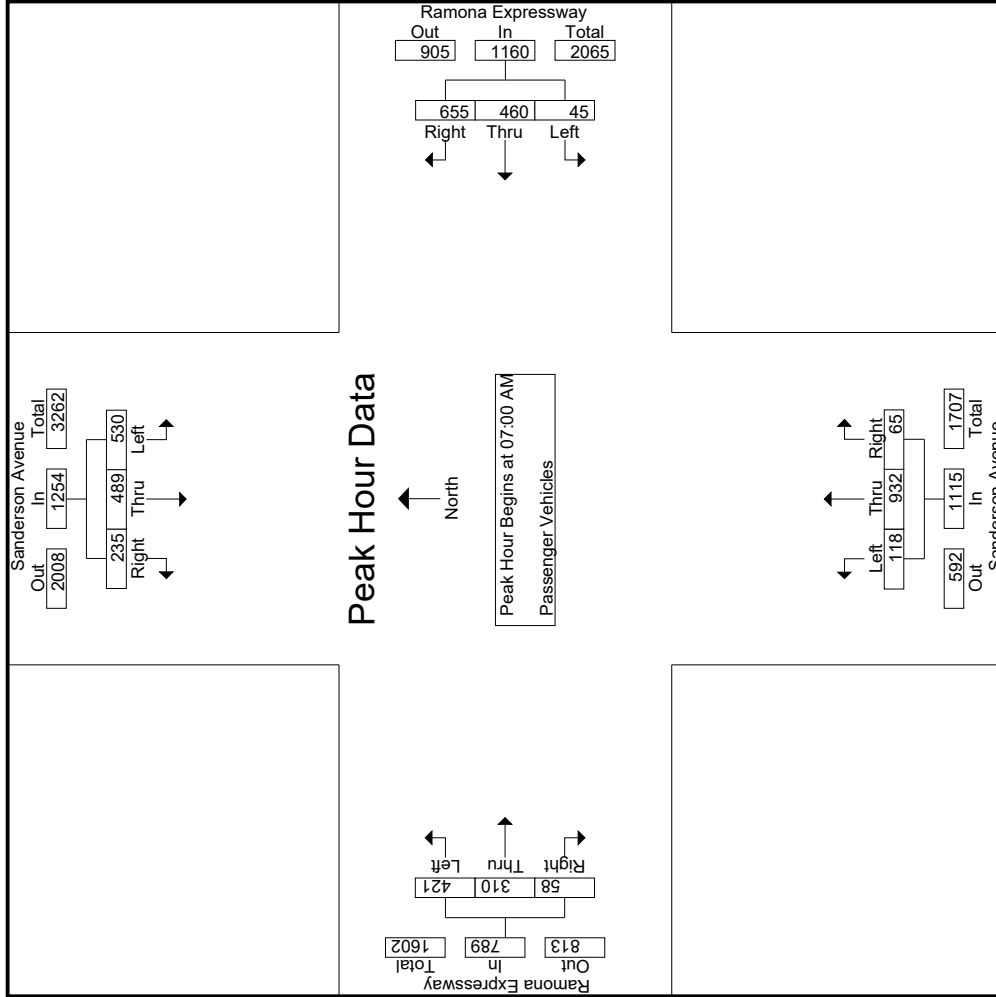
Groups Printed- Passenger Vehicles

Start Time	Sanderson Avenue Southbound					Ramona Expressway Westbound					Sanderson Avenue Northbound					Ramona Expressway Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	129	88	60	21	277	6	126	160	49	292	20	257	19	9	296	135	63	14	11	212	90	1077	1167	
07:15 AM	150	118	56	16	324	7	146	181	25	334	29	223	8	4	260	90	68	16	7	174	52	1092	1144	
07:30 AM	105	134	64	23	303	19	99	178	18	296	37	217	19	8	273	102	76	11	3	189	52	1061	1113	
07:45 AM	146	149	55	11	350	13	89	136	27	238	32	235	19	7	286	94	103	17	10	214	55	1088	1143	
Total	530	489	235	71	1254	45	460	655	119	1160	118	932	65	28	1115	421	310	58	31	789	249	4318	4567	
08:00 AM	110	112	58	16	280	17	107	157	26	281	31	183	11	6	225	99	72	19	6	190	54	976	1030	
08:15 AM	128	135	52	21	315	7	77	136	24	220	26	169	8	4	203	84	70	17	7	171	56	909	965	
08:30 AM	101	108	49	7	258	8	83	116	21	207	23	177	7	3	207	80	83	10	5	173	36	845	881	
08:45 AM	97	107	48	12	252	6	69	107	28	182	20	169	4	2	193	73	56	8	2	137	44	764	808	
Total	436	462	207	56	1105	38	336	516	99	890	100	698	30	15	828	336	281	54	20	671	190	3494	3684	
Grand Total	966	951	442	127	2359	83	796	1171	218	2050	218	1630	95	43	1943	757	591	112	51	1460	439	7812	8251	
Approch %	40.9	40.3	18.7			4	38.8	57.1		26.2	11.2	83.9	4.9		51.8	40.5	7.7		18.7		5.3	94.7		
Total %	12.4	12.2	5.7		30.2	1.1	10.2	15			2.8	20.9	1.2		9.7	7.6	1.4							
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:00 AM																								
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	Int. Total
07:00 AM	129	88	60		277	6	126	160		292	20	257	19		296	135	63	14		212	90	1077	1167	
07:15 AM	150	118	56		324	7	146	181		334	29	223	8		260	90	68	16		174	52	1092	1144	
07:30 AM	105	134	64		303	19	99	178		296	37	217	19		273	102	76	11		189	52	1061	1113	
07:45 AM	146	149	55		350	13	89	136		238	32	235	19		286	94	103	17		214	55	1088	1143	
Total Volume	530	489	235		1254	45	460	655		1160	118	932	65		1115	421	310	58		789	249	4318	4567	
% App. Total	42.3	39	18.7			3.9	39.7	56.5			10.6	83.6	5.8			53.4	39.3	7.4						
PHF	.883	.820	.918		.896	.592	.788	.905		.868	.797	.907	.855		.942	.780	.752	.853		.922			.989	

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City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
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City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Sanderson Avenue Southbound			Ramona Expressway Westbound			Sanderson Avenue Northbound			Ramona Expressway Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	129	88	60	6	126	160	292	20	257	19	296	63	14
+15 mins.	150	118	56	7	146	181	334	29	223	8	260	68	16
+30 mins.	105	134	64	19	99	178	296	37	217	19	273	76	11
+45 mins.	146	149	55	13	89	136	238	32	235	19	286	103	17
Total Volume	530	489	235	45	460	655	1160	118	932	65	1115	310	58
% App. Total	42.3	39	18.7	3.9	39.7	56.5	86.8	10.6	83.6	5.8	94.2	39.3	7.4
PHF	.883	.820	.918	.592	.788	.905	.868	.797	.907	.855	.942	.752	.853

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	5	1	2	2	8	0	2	3	2	5	0	3	0	0	3	6	3	0	0	9	4	25	29
07:15 AM	5	0	1	0	6	0	2	1	0	3	0	2	0	0	2	6	1	1	0	8	0	19	19
07:30 AM	1	1	2	0	4	0	3	3	1	6	2	5	0	0	7	6	2	0	0	8	1	25	26
07:45 AM	3	1	3	0	7	0	3	1	0	4	1	6	0	0	7	5	0	0	0	5	0	23	23
Total	14	3	8	2	25	0	10	8	3	18	3	16	0	0	19	23	6	1	0	30	5	92	97
08:00 AM	1	2	2	1	5	0	1	0	0	1	0	3	0	0	3	3	4	2	1	9	2	18	20
08:15 AM	5	5	4	4	14	1	2	5	1	8	0	5	0	0	5	4	2	0	0	6	5	33	38
08:30 AM	2	3	1	0	6	0	1	3	1	5	0	6	0	0	6	3	6	0	0	9	1	26	27
08:45 AM	5	2	1	0	8	0	1	3	1	4	0	4	0	0	4	1	5	0	0	6	1	22	23
Total	13	12	8	5	33	2	5	11	3	18	0	18	0	0	18	11	17	2	1	30	9	99	108
Grand Total	27	15	16	7	58	2	15	19	6	36	3	34	0	0	37	34	23	3	1	60	14	191	205
Approch %	46.6	25.9	27.6			5.6	41.7	52.8			8.1	91.9	0			56.7	38.3	5					
Total %	14.1	7.9	8.4		30.4	1	7.9	9.9		18.8	1.6	17.8	0		19.4	17.8	12	1.6		31.4	6.8	93.2	

3-1-1643

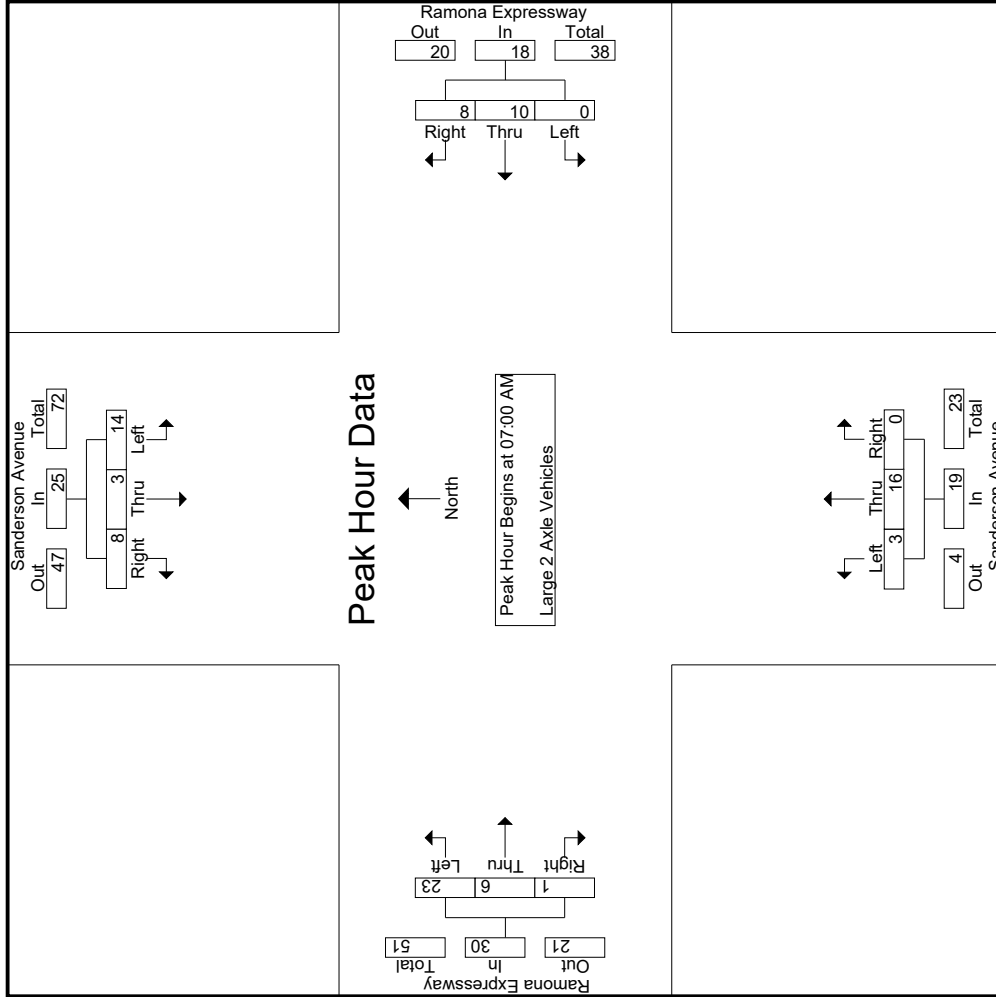
Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound														
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	
07:00 AM	5	1	2		8	0	2	3		5	0	3	0		3	6	3	0		9	0	3	0		0	9	25
07:15 AM	5	0	1		6	0	2	1		3	0	2	0		2	6	1	1		8	1	1	1		1	8	19
07:30 AM	1	1	2		4	0	3	3		6	2	5	0		7	6	2	0		8	2	0	0		0	8	25
07:45 AM	3	1	3		7	0	3	1		4	1	6	0		7	5	0	0		5	0	0	0		0	5	23
Total Volume	14	3	8		25	0	10	8		18	3	16	0		19	23	6	1		30	6	1	1		1	30	92
% App. Total	56	12	32		32	0	55.6	44.4		55.6	15.8	84.2	0		20	76.7	20	3.3		3.3	20	20	3.3		3.3	92	
PHF	.700	.750	.667		.781	.000	.833	.667		.750	.375	.667	.000		.679	.958	.500	.250		.833	.500	.250		.250	.833	.920	

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Start Time	Sanderson Avenue Southbound			Ramona Expressway Westbound			Sanderson Avenue Northbound			Ramona Expressway Eastbound						
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	5	1	2	8	0	2	3	5	0	3	0	3	6	3	0	9
+15 mins.	5	0	1	6	0	2	1	3	0	2	0	2	6	1	1	8
+30 mins.	1	1	2	4	0	3	3	6	0	5	0	7	6	2	0	8
+45 mins.	3	1	3	7	0	3	1	4	1	6	0	7	5	0	0	5
Total Volume	14	3	8	25	0	10	8	18	3	16	0	19	23	6	1	30
% App. Total	56	12	32	78.1	0	55.6	44.4	75.0	15.8	84.2	0	67.9	76.7	20	3.3	83.3
PHF	.700	.750	.667	.781	.000	.833	.667	.750	.375	.667	.000	.679	.958	.500	.250	.833

Groups Printed- 3 Axle Vehicles

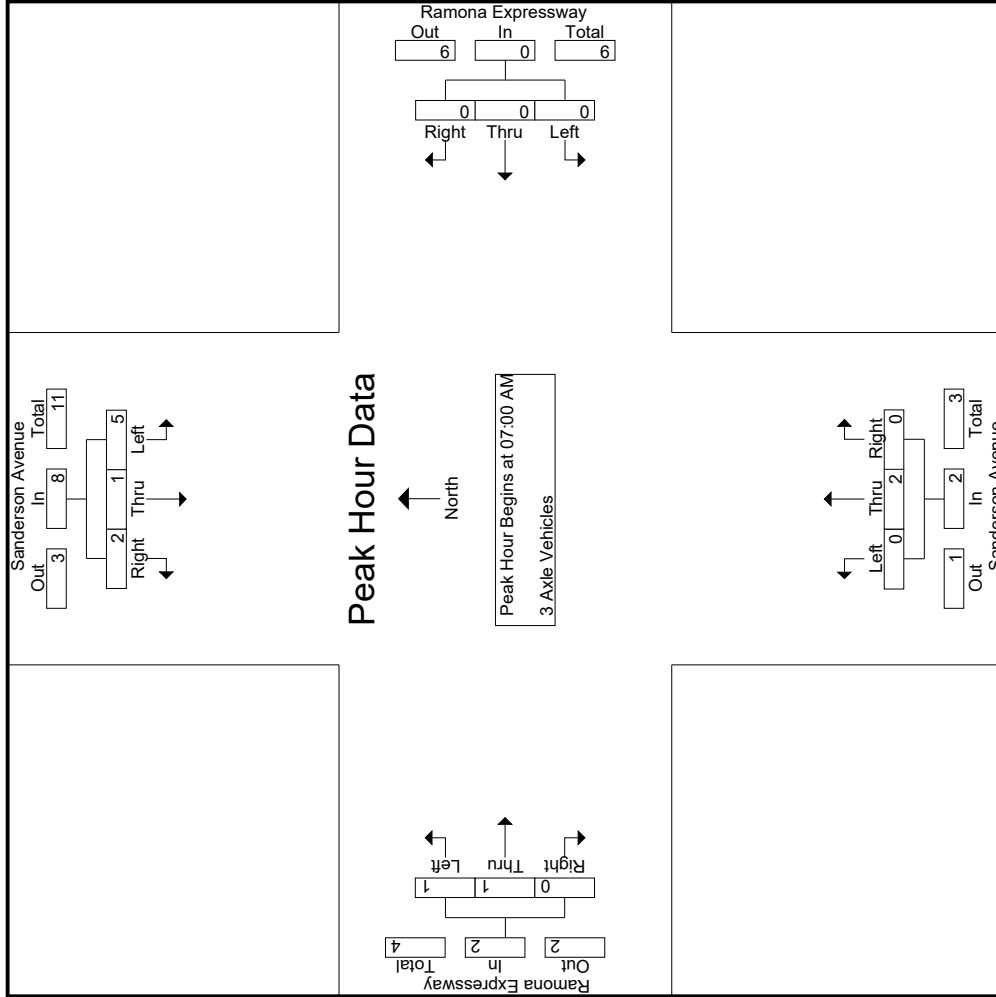
Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	4	4
07:15 AM	2	1	1	0	4	0	0	0	0	1	0	0	0	0	1	0	6	6
07:30 AM	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	1	2	0	8	0	0	0	0	2	1	1	0	0	2	0	12	12
08:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	1	0	0	2	0	2	1	0	0	0	3	0	8	8
08:45 AM	1	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	4	4
Total	2	1	1	0	4	0	0	2	0	2	1	4	0	0	3	0	14	14
Grand Total	7	2	3	0	12	0	0	2	0	7	3	2	0	0	5	0	26	26
Approch %	58.3	16.7	25			0	0	100			60	40	0		19.2	0	100	
Total %	26.9	7.7	11.5		46.2	0	0	7.7		26.9	11.5	7.7	0			0		

Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	4	4
07:15 AM	2	1	1	0	4	0	0	0	0	1	0	0	0	0	1	0	6	6
07:30 AM	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	1	2	0	8	0	0	0	0	2	1	1	0	0	2	0	12	12
08:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	1	0	0	2	0	2	1	0	0	0	3	0	8	8
08:45 AM	1	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	4	4
Total	2	1	1	0	4	0	0	2	0	2	1	4	0	0	3	0	14	14
Grand Total	7	2	3	0	12	0	0	2	0	7	3	2	0	0	5	0	26	26
Approch %	58.3	16.7	25			0	0	100			60	40	0		19.2	0	100	
Total %	26.9	7.7	11.5		46.2	0	0	7.7		26.9	11.5	7.7	0			0		

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Sanderson Avenue Southbound			Ramona Expressway Westbound			Sanderson Avenue Northbound			Ramona Expressway Eastbound			Int. Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	App. Total	App. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:00 AM			07:00 AM			07:00 AM			07:00 AM			07:00 AM			
+0 mins.	2	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	2	1	1	0	0	0	0	0	1	0	1	0	0	0	0	1
+30 mins.	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	5	1	2	0	0	0	0	0	2	0	2	1	1	0	0	2
% App. Total	62.5	12.5	25	0	0	0	0	0	100	0	50	50	50	0	0	50
PHF	.625	.250	.500	.000	.000	.000	.000	.000	.500	.000	.250	.250	.000	.000	.000	.500

Counts Unlimited
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 Corona, CA 92878
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City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	2	1	1	4	0	1	1	1	2	0	1	0	0	1	2	8	10
07:15 AM	1	2	1	1	4	0	0	2	1	2	0	0	0	0	0	2	6	8
07:30 AM	2	0	1	0	3	1	0	1	0	2	0	0	0	0	0	0	6	6
07:45 AM	0	1	3	1	4	0	0	1	0	1	0	3	0	0	1	1	9	10
Total	4	5	6	3	15	1	1	5	2	7	0	5	0	0	2	5	29	34
08:00 AM	2	1	2	0	5	0	1	0	0	1	0	2	0	0	3	0	11	11
08:15 AM	2	2	3	0	7	0	3	0	0	3	0	1	0	0	3	0	14	14
08:30 AM	2	2	3	1	7	0	1	1	0	2	0	0	0	0	2	1	11	12
08:45 AM	0	3	3	0	6	0	2	2	1	4	1	0	0	0	2	1	13	14
Total	6	8	11	1	25	0	7	3	1	10	1	3	0	0	10	2	49	51
Grand Total	10	13	17	4	40	1	8	8	3	17	1	8	0	0	12	7	78	85
Approch %	25	32.5	42.5			5.9	47.1	47.1		21.8	11.1	88.9	0	0	83.3	16.7	0	0
Total %	12.8	16.7	21.8		51.3	1.3	10.3	10.3		21.8	1.3	10.3	0	0	12.8	2.6	0	0

3.1-1649

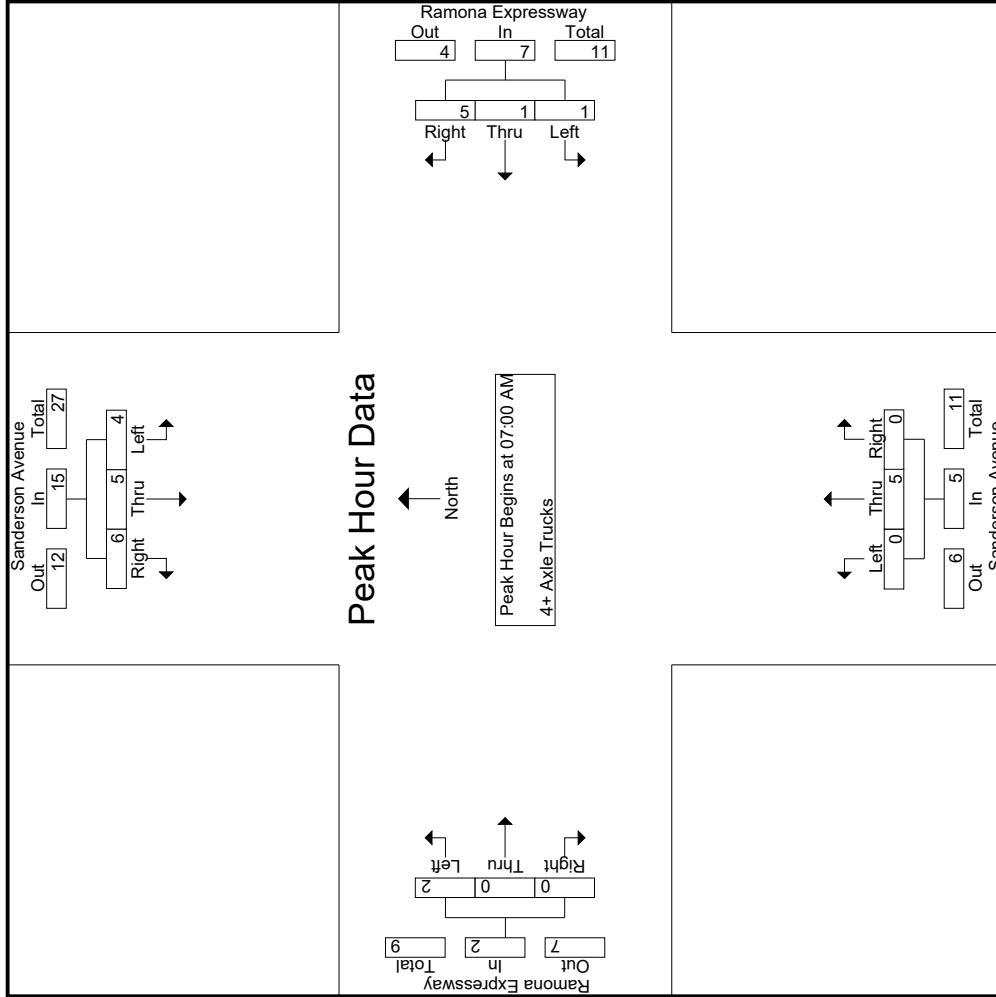
Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	2	1	1	4	0	1	1	1	2	0	1	0	0	1	2	8	10
07:15 AM	1	2	1	1	4	0	0	2	1	2	0	0	0	0	0	2	6	8
07:30 AM	2	0	1	0	3	1	0	1	0	2	0	0	0	0	0	0	6	6
07:45 AM	0	1	3	1	4	0	0	1	0	1	0	3	0	0	1	1	9	10
Total Volume	4	5	6	3	15	1	1	5	2	7	0	5	0	0	2	5	29	34
% App. Total	26.7	33.3	40			14.3	14.3	71.4		71.4	100	100	0	0	0	0	0	0
PHF	.500	.625	.500		.938	.250	.250	.625		.875	.000	.417	.000	.000	.417	.500	.000	.806

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

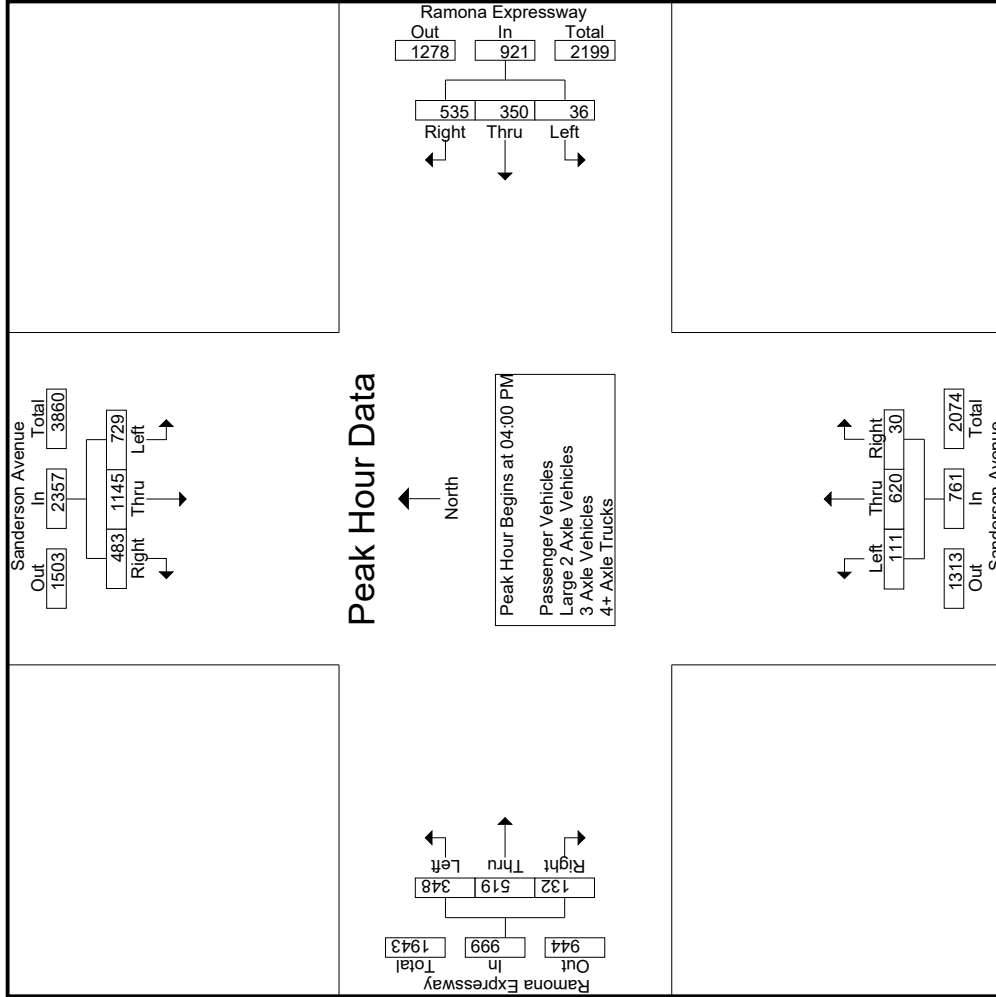
File Name : 67_SJC_Sand_Ram AM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Sanderson Avenue Southbound			Ramona Expressway Westbound			Sanderson Avenue Northbound			Ramona Expressway Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:											
	07:00 AM			07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	2	1	0	1	1	0	0	1	1	0	0
+15 mins.	1	2	1	0	0	2	0	0	0	0	0	0
+30 mins.	2	0	1	1	0	1	0	0	1	0	0	0
+45 mins.	0	1	3	0	0	1	0	0	3	1	0	0
Total Volume	4	5	6	1	1	5	0	5	0	2	0	0
% App. Total	26.7	33.3	40	14.3	14.3	71.4	0	100	0	100	0	0
PHF	.500	.625	.500	.250	.250	.625	.000	.417	.000	.500	.000	.500

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Sanderson Avenue Southbound			Ramona Expressway Westbound			Sanderson Avenue Northbound			Ramona Expressway Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	05:00 PM			04:30 PM			04:00 PM			04:45 PM				
+0 mins.	184	282	113	4	90	137	231	34	159	6	199	137	29	258
+15 mins.	206	242	127	8	85	131	224	29	162	6	197	148	22	243
+30 mins.	196	302	119	13	86	133	232	27	140	7	174	142	37	258
+45 mins.	195	313	111	7	124	130	261	21	159	11	191	72	161	267
Total Volume	781	1139	470	32	385	531	948	111	620	30	761	588	122	1026
% App. Total	32.7	47.7	19.7	3.4	40.6	56	908	14.6	81.5	3.9	956	30.8	57.3	11.9
PHF	.948	.910	.925	.615	.776	.969	.908	.816	.957	.682	.956	.859	.913	.824

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
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City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Passenger Vehicles

Start Time	Sanderson Avenue Southbound					Ramona Expressway Westbound					Sanderson Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	177	261	102	24	540	8	86	119	14	213	33	157	6	2	196	75	129	29	9	233	49	1182	1231
04:15 PM	152	274	121	23	547	16	85	142	18	243	28	157	6	4	191	91	126	40	10	257	55	1238	1293
04:30 PM	217	279	123	40	619	4	90	129	19	223	26	136	7	0	169	71	121	32	9	224	68	1235	1303
04:45 PM	168	304	101	24	573	8	82	125	20	215	21	156	11	1	188	86	131	29	12	246	57	1222	1279
Total	714	1118	447	111	2279	36	343	515	71	894	108	606	30	7	744	323	507	130	40	960	229	4877	5106
05:00 PM	180	278	100	34	558	13	86	133	18	232	28	122	11	4	161	68	146	21	5	235	61	1186	1247
05:15 PM	203	239	118	31	560	7	119	127	19	253	32	129	6	2	167	74	139	36	7	249	59	1229	1288
05:30 PM	194	293	115	21	602	9	81	99	27	189	22	132	13	3	167	71	158	34	14	263	65	1221	1286
05:45 PM	193	310	101	26	604	10	72	111	26	193	13	126	7	3	146	50	111	25	7	186	62	1129	1191
Total	770	1120	434	112	2324	39	358	470	90	867	95	509	37	12	641	263	554	116	33	933	247	4765	5012
Grand Total	1484	2238	881	223	4603	75	701	985	161	1761	203	1115	67	19	1385	586	1061	246	73	1893	476	9642	10118
Approch %	32.2	48.6	19.1		47.7	4.3	39.8	55.9		18.3	14.7	80.5	4.8		14.4	31	56	13		19.6	4.7	95.3	
Total %	15.4	23.2	9.1			0.8	7.3	10.2			2.1	11.6	0.7			6.1	11	2.6					

3.1-1-1655

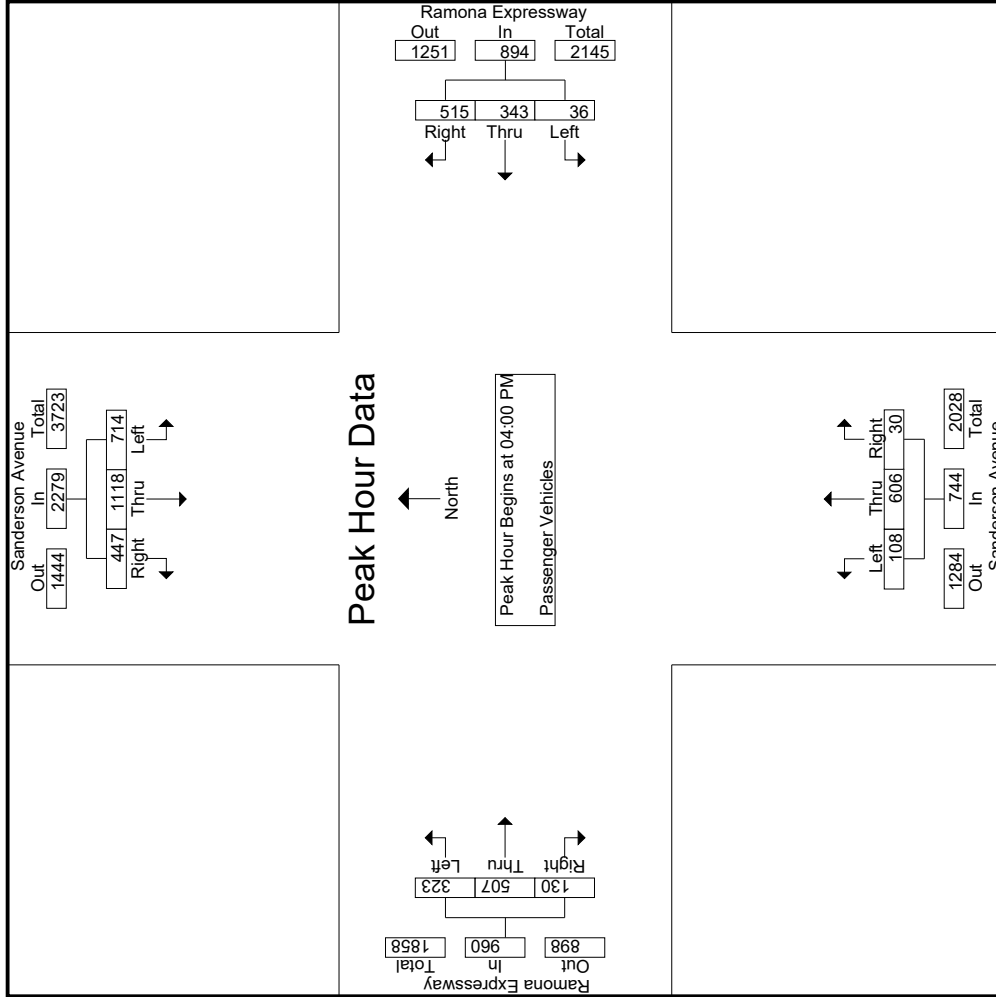
Start Time	Sanderson Avenue Southbound					Ramona Expressway Westbound					Sanderson Avenue Northbound					Ramona Expressway Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	177	261	102		540	8	86	119		213	33	157	6		196	75	129	29		233		1182	
04:15 PM	152	274	121		547	16	85	142		243	28	157	6		191	91	126	40		257		1238	
04:30 PM	217	279	123		619	4	90	129		223	26	136	7		169	71	121	32		224		1235	
04:45 PM	168	304	101		573	8	82	125		215	21	156	11		188	86	131	29		246		1222	
Total Volume	714	1118	447		2279	36	343	515		894	108	606	30		744	323	507	130		960		4877	
% App. Total	31.3	49.1	19.6			4	38.4	57.6			14.5	81.5	4			33.6	52.8	13.5					
PHF	.823	.919	.909		.920	.563	.953	.907		.920	.818	.965	.682		.949	.887	.968	.813				.934	.985

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Sanderson Avenue Southbound			Ramona Expressway Westbound			Sanderson Avenue Northbound			Ramona Expressway Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
+0 mins.	177	261	102	8	86	119	33	157	6	75	129	29	233
+15 mins.	152	274	121	16	85	142	28	157	6	91	126	40	257
+30 mins.	217	279	123	4	90	129	26	136	7	71	121	32	224
+45 mins.	168	304	101	8	82	125	21	156	11	86	131	29	246
Total Volume	714	1118	447	36	343	515	108	606	30	323	507	130	960
% App. Total	31.3	49.1	19.6	4	38.4	57.6	14.5	81.5	4	33.6	52.8	13.5	934
PHF	.823	.919	.909	.563	.953	.907	.818	.965	.682	.887	.968	.813	.934

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed - Large 2 Axle Vehicles

Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total		Inclu. Total			
04:00 PM	5	5	8	0	18	0	1	3	0	4	1	1	0	0	2	4	3	0	0	7	31
04:15 PM	6	5	2	0	13	0	2	0	0	2	1	4	0	0	5	4	3	1	0	8	28
04:30 PM	3	2	3	1	8	0	0	7	1	7	1	1	0	0	2	0	0	0	0	0	17
04:45 PM	0	7	4	1	11	0	2	2	0	4	0	3	0	0	3	3	5	0	0	8	27
Total	14	19	17	2	50	0	5	12	1	17	3	9	0	0	12	11	11	1	0	23	102
05:00 PM	4	2	1	0	7	0	0	0	0	0	0	3	0	0	3	2	2	1	0	5	15
05:15 PM	2	2	3	0	7	0	3	2	1	5	1	0	0	0	1	4	3	0	0	7	20
05:30 PM	1	7	2	1	10	0	0	3	0	3	0	0	0	0	2	0	2	0	0	2	15
05:45 PM	1	1	4	2	6	0	0	2	1	2	0	2	0	0	2	1	2	0	0	3	13
Total	8	12	10	3	30	0	3	7	2	10	1	5	0	0	6	7	9	1	0	17	63
Grand Total	22	31	27	5	80	0	8	19	3	27	4	14	0	0	18	18	20	2	0	40	165
Approch %	27.5	38.8	33.8			0	29.6	70.4			22.2	77.8	0		10.9	45	50	5		24.2	4.6
Total %	13.3	18.8	16.4		48.5	0	4.8	11.5		16.4	2.4	8.5	0		10.9	10.9	12.1	1.2		24.2	95.4

3-1-1658

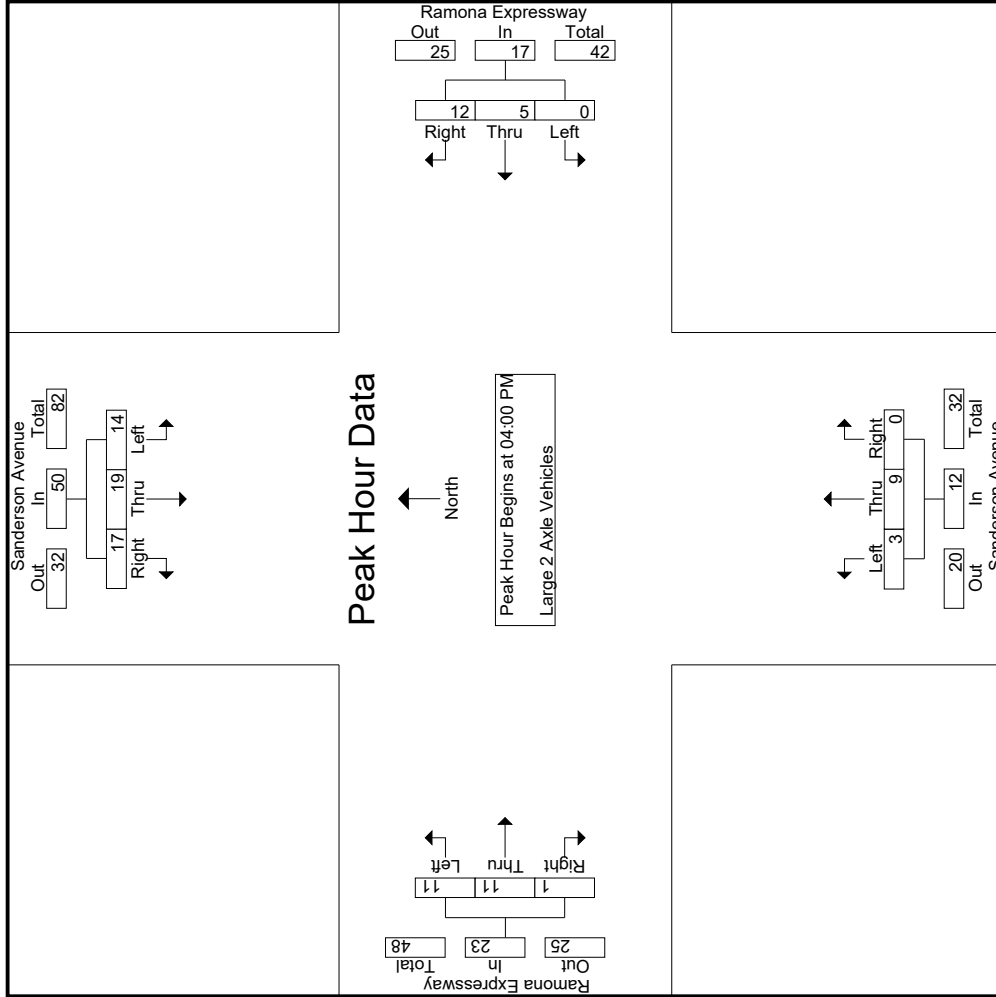
Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound				Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left		Thru	Right	RTOR	App. Total
04:00 PM	5	5	8	0	18	0	1	3	0	4	1	1	0	0	2	4	3	0	0	7	31
04:15 PM	6	5	2	0	13	0	2	0	0	2	1	4	0	0	5	4	3	1	0	8	28
04:30 PM	3	2	3	1	8	0	0	7	1	7	1	1	0	0	2	0	0	0	0	0	17
04:45 PM	0	7	4	1	11	0	2	2	0	4	0	3	0	0	3	3	5	0	0	8	26
Total Volume	14	19	17	2	50	0	5	12	1	17	3	9	0	0	12	11	11	1	0	23	102
% App. Total	28	38	34			0	29.4	70.6			25	75	0		10.9	47.8	47.8	4.3		24.2	4.3
PHF	.583	.679	.531		.694	.000	.625	.429		.607	.750	.563	.000		.600	.688	.550	.250		.719	.823

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Sanderson Avenue Southbound			Ramona Expressway Westbound			Sanderson Avenue Northbound			Ramona Expressway Eastbound							
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total				
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	5	5	8	18	0	1	3	4	1	1	0	0	2	4	3	0	7
+15 mins.	6	5	2	13	0	2	0	2	1	4	0	0	5	4	3	1	8
+30 mins.	3	2	3	8	0	0	7	7	1	1	0	0	2	0	0	0	0
+45 mins.	0	7	4	11	0	2	2	4	0	3	0	0	3	3	5	0	8
Total Volume	14	19	17	50	0	5	12	17	3	9	0	0	12	11	11	1	23
% App. Total	28	38	34		0	29.4	70.6		25	75	0	0		47.8	47.8	4.3	
PHF	.583	.679	.531	.694	.000	.625	.429	.607	.750	.563	.000	.000	.600	.688	.550	.250	.719

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	2	4	1	7	0	0	0	0	0	0	0	0	0	0	1	7	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	4	1	4	0	0	2	0	2	0	0	0	0	0	1	6	7
Total	1	2	9	2	12	0	0	2	0	2	0	1	0	0	0	2	15	17
05:00 PM	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	7	7
05:15 PM	0	1	3	0	4	0	2	0	0	2	0	0	0	0	0	0	6	6
05:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	3
05:45 PM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	0	4	4
Total	1	1	11	0	13	0	3	0	0	3	1	2	0	0	1	0	20	20
Grand Total	2	3	20	2	25	0	3	2	0	5	1	3	0	0	0	2	35	37
Approch %	8	12	80			0	60	40			25	75	0		0	100	0	
Total %	5.7	8.6	57.1		71.4	0	8.6	5.7		14.3	2.9	8.6	0		0	2.9	5.4	94.6

3.1-1661

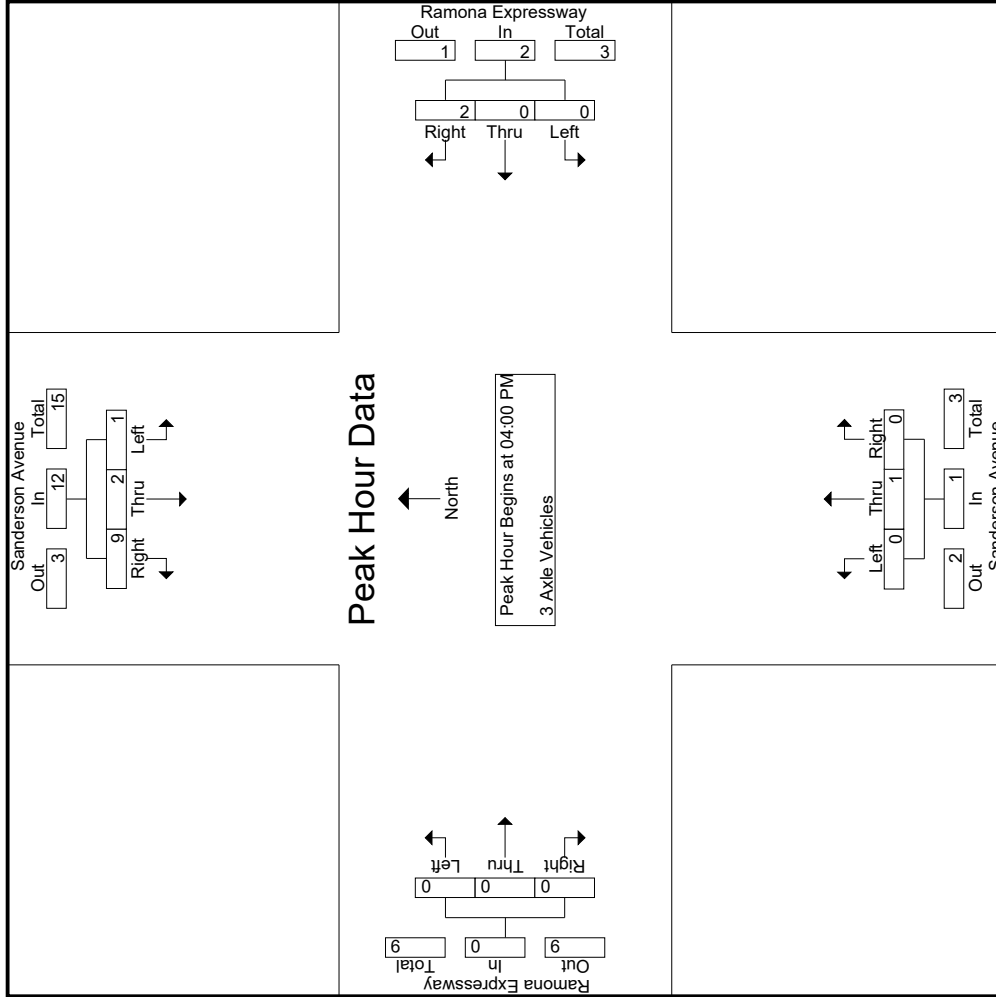
Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	2	4	1	7	0	0	0	0	0	0	0	0	0	0	1	7	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	4	1	4	0	0	2	0	2	0	0	0	0	0	1	6	7
Total Volume	1	2	9	2	12	0	0	2	0	2	0	1	0	0	0	2	15	17
% App. Total	8.3	16.7	75			0	100	0			25	100	0		0	100	0	
PHF	.250	.250	.563		.429	.000	.000	.250		.250	.000	.250	.000		.000	.000	.536	

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Sanderson Avenue Southbound			Ramona Expressway Westbound			Sanderson Avenue Northbound			Ramona Expressway Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM				04:00 PM				04:00 PM				04:00 PM		
+0 mins.	1	2	4	7	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	4	4	0	0	2	2	0	0	0	0	0	0	
Total Volume	1	2	9	12	0	0	2	2	0	1	0	0	0	0	
% App. Total	8.3	16.7	75	429	0	0	100	250	0	100	0	0	0	0	
PHF	.250	.250	.563	.429	.000	.000	.250	.250	.000	.250	.000	.000	.000	.000	

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total					
04:00 PM	0	2	2	1	4	0	0	2	0	2	0	1	0	0	1	3	0	0	0				
04:15 PM	0	2	2	0	4	0	1	1	0	2	0	0	0	0	0	4	0	0	0				
04:30 PM	0	2	2	0	4	0	0	1	0	1	0	3	0	0	3	4	0	1	0				
04:45 PM	0	0	4	1	4	0	0	1	2	3	0	0	0	0	3	1	0	0	4				
Total	0	6	10	2	16	0	2	6	0	8	0	4	0	0	4	14	1	1	0	16	2	44	46
05:00 PM	0	2	5	1	7	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	1	11	12
05:15 PM	1	0	3	0	4	0	0	1	0	1	0	3	0	0	3	1	0	1	0	2	0	10	10
05:30 PM	0	2	2	1	4	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	1	7	8
05:45 PM	1	2	5	1	8	0	0	2	1	2	0	1	0	0	1	1	0	1	0	2	2	13	15
Total	2	6	15	3	23	0	0	4	1	4	0	6	0	0	6	6	0	2	0	8	4	41	45
Grand Total	2	12	25	5	39	0	2	10	1	12	0	10	0	0	10	20	1	3	0	24	6	85	91
Approch %	5.1	30.8	64.1		45.9	0	16.7	83.3		14.1	0	100	0		11.8	83.3	4.2	12.5		28.2	6.6	93.4	
Total %	2.4	14.1	29.4			0	2.4	11.8			0	11.8	0			23.5	1.2	3.5					

3.1-1664

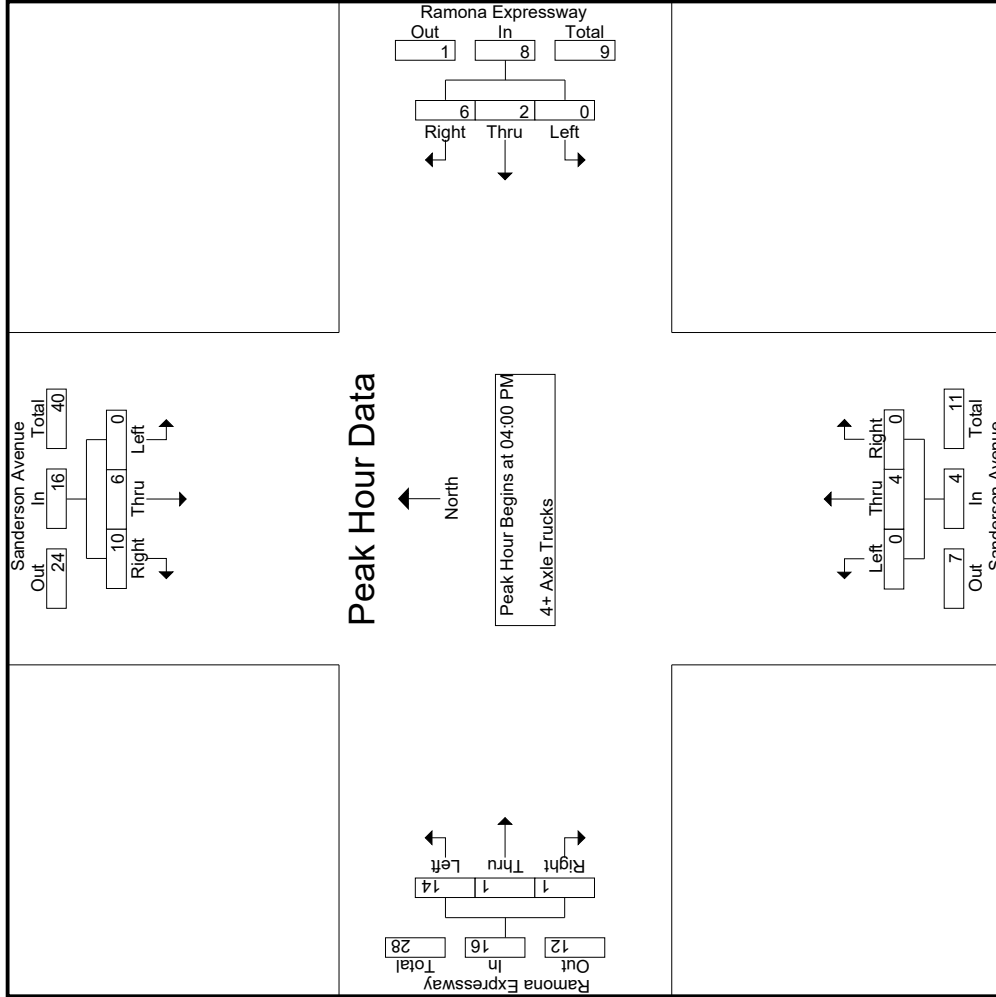
Start Time	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	2	2		4	0	0	2		2	0	1	0		1	3	0	0		3	0	10	11
04:15 PM	0	2	2		4	0	1	1		2	0	0	0		0	4	0	0		4	0	10	10
04:30 PM	0	2	2		4	0	0	1		1	0	3	0		3	4	0	1		5	0	13	13
04:45 PM	0	0	4		4	0	0	1		3	0	0	0		3	1	0	0		4	1	11	12
Total Volume	0	6	10		16	0	0	2		8	0	4	0		4	14	1	1		16	2	44	46
% App. Total	0	37.5	62.5		45.9	0	25	75		14.1	0	100	0		11.8	87.5	6.2	6.2		28.2	6.6	93.4	
PHF	.000	.750	.625		1.00	.000	.500	.750		.667	.000	.333	.000		.333	.875	.250	.250		.800	.250	.800	.846

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway
 Weather: Clear

File Name : 67_SJC_Sand_Ram_PM
 Site Code : 05120169
 Start Date : 3/11/2020
 Page No : 3

Start Time	Sanderson Avenue Southbound			Ramona Expressway Westbound			Sanderson Avenue Northbound			Ramona Expressway Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:											
	04:00 PM			04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	2	2	0	0	2	0	1	0	0	0	0
+15 mins.	0	2	2	0	1	1	0	0	0	0	0	0
+30 mins.	0	2	2	0	0	1	0	0	0	0	0	0
+45 mins.	0	0	4	0	1	2	0	0	0	0	1	0
Total Volume	0	6	10	0	2	6	0	4	0	0	1	1
% App. Total	0	37.5	62.5	0	25	75	0	100	0	87.5	6.2	6.2
PHF	.000	.750	.625	.000	.500	.750	.000	.333	.000	.875	.250	.250
			1.000		.667	.333		.333		.800		

Location: San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

PEDESTRIANS

	North Leg Sanderson Avenue	East Leg Ramona Expressway	South Leg Sanderson Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Sanderson Avenue	East Leg Ramona Expressway	South Leg Sanderson Avenue	West Leg Ramona Expressway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: San Jacinto
 N/S: Sanderson Avenue
 E/W: Ramona Expressway



Date: 3/11/2020
 Day: Wednesday

BICYCLES

	Southbound Sanderson Avenue			Westbound Ramona Expressway			Northbound Sanderson Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Sanderson Avenue			Westbound Ramona Expressway			Northbound Sanderson Avenue			Eastbound Ramona Expressway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	0	0	0	1

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Morgan Street
 Weather: Clear

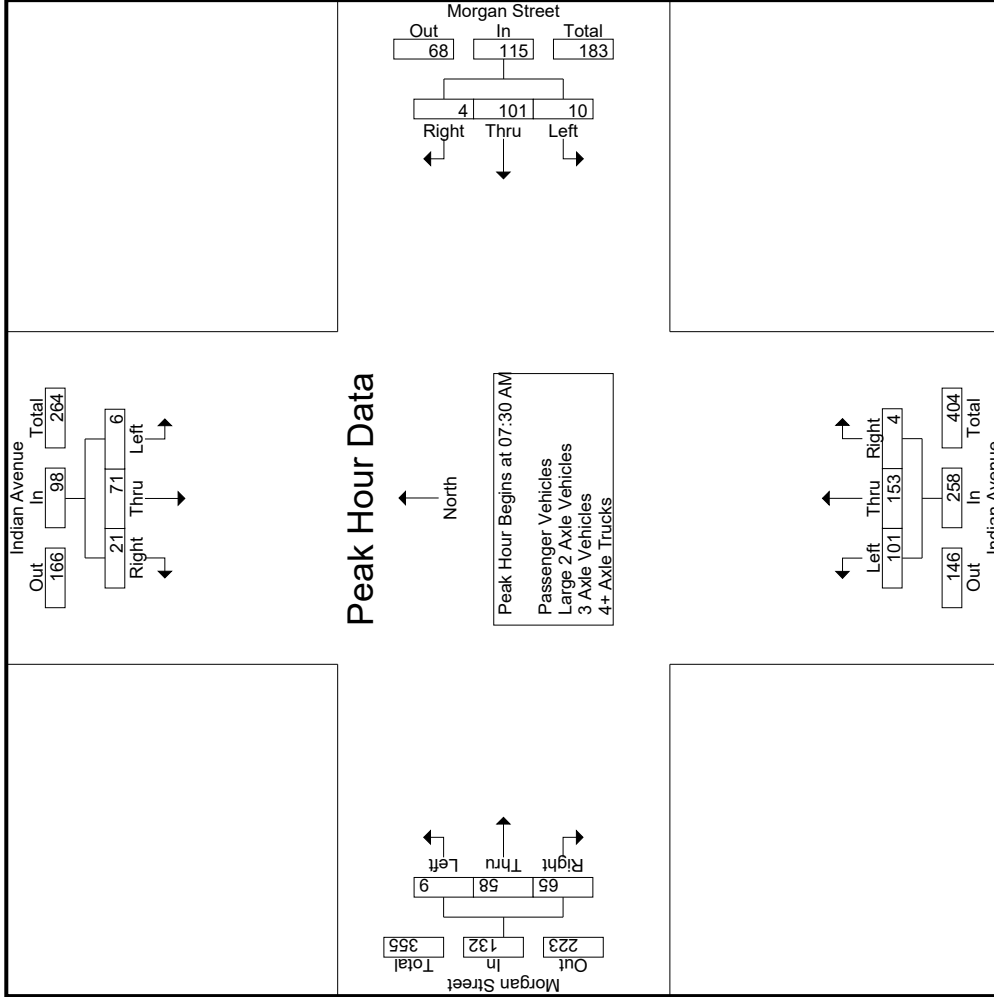
File Name : 01_PER_Indian_Morgan AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Indian Avenue Southbound						Indian Avenue Northbound						Morgan Street Eastbound									
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right					
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR				
07:00 AM	3	8	6	3	17	0	14	0	16	22	22	2	2	53	1	4	18	10	23	15	109	124
07:15 AM	1	21	6	2	28	1	19	3	23	25	26	0	0	51	0	4	13	9	17	13	119	132
07:30 AM	0	17	3	1	20	1	21	2	24	31	47	2	2	80	2	4	12	8	18	12	142	154
07:45 AM	3	17	8	3	28	1	21	1	23	25	47	0	0	72	4	13	16	8	33	12	156	168
Total	7	63	23	9	93	5	75	6	86	110	142	4	4	256	7	25	59	35	91	52	526	578
08:00 AM	3	22	5	2	30	1	29	1	32	26	33	0	0	59	2	15	13	7	30	10	151	161
08:15 AM	0	15	5	0	20	0	30	0	36	19	26	2	1	47	1	26	24	13	51	14	154	168
08:30 AM	1	17	3	1	21	0	21	0	23	18	25	5	1	48	2	21	17	8	40	10	132	142
08:45 AM	1	14	1	1	16	0	6	3	9	6	18	2	0	26	2	5	6	4	13	7	64	71
Total	5	68	14	4	87	10	86	4	100	69	102	9	2	180	7	67	60	32	134	41	501	542
Grand Total	12	131	37	13	180	15	161	10	186	179	244	13	6	436	14	92	119	67	225	93	1027	1120
% Approach	6.7	72.8	20.6			8.1	86.6	5.4		41.1	56	3			6.2	40.9	52.9					
% Total	1.2	12.8	3.6			1.5	15.7	1		18.1	23.8	1.3			1.4	9	11.6			8.3	91.7	
Passenger Vehicles	7	95	25		138	12	157	9	184	175	188	9		377	10	85	108		267	0	0	966
% Large 2 Axle Vehicles	58.3	72.5	67.6	84.6	71.5	80	97.5	90	85.7	95.3	97.8	77	69.2	83.3	71.4	92.4	90.8	95.5	91.4	0	0	86.2
% Large 2 Axle Trucks	1	6	10		19	0	1	0	1	0	9	1		11	0	5	4		10	0	0	41
% 3 Axle Vehicles	8.3	4.6	27	15.4	9.8	0	0.6	0	0.5	0	3.7	7.7	16.7	2.5	0	5.4	3.4	1.5	3.4	0	0	3.7
% 3 Axle Trucks	1	5	1		7	1	1	0	2	3	9	3		15	0	2	0		2	0	0	26
% 4+ Axle Trucks	8.3	3.8	2.7	0	3.6	6.7	0.6	0	1	1.7	3.7	23.1	0	3.4	0	2.2	0	0	0.7	0	0	2.3
% 4+ Axle Trucks	3	25	1		29	2	2	1	6	1	38	0		39	4	0	7		13	0	0	87
% 4+ Axle Trucks	25	19.1	2.7	0	15	13.3	1.2	10	14.3	0.6	15.6	0	0	8.8	28.6	0	5.9	3	4.5	0	0	7.8

Start Time	Indian Avenue Southbound						Morgan Street Westbound						Indian Avenue Northbound						Morgan Street Eastbound					
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		Left		Thru		Right	
	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	RTOR	App. Total	
07:30 AM	0	17	3		20	1	21	2	24	31	47	2		80	2	4	12		18	142				
07:45 AM	3	17	8		28	1	21	1	23	25	47	0		72	4	13	16		33	156				
08:00 AM	3	22	5		30	2	29	1	32	33	33	0		59	2	15	13		151					
08:15 AM	0	15	5		20	6	30	0	36	19	26	2		47	1	26	24		51	154				
Total Volume	6	71	21		98	10	101	4	115	101	153	4		258	9	58	65		132	603				
% App. Total	6.1	72.4	21.4			8.7	87.8	3.5		39.1	59.3	1.6		.806	6.8	43.9	49.2		.647	.966				
PHF	.500	.807	.656		.817	.417	.842	.500	.799	.815	.814	.500		.806	.563	.558	.677		.647	.966				

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 01_PER_Indian_Morgan AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

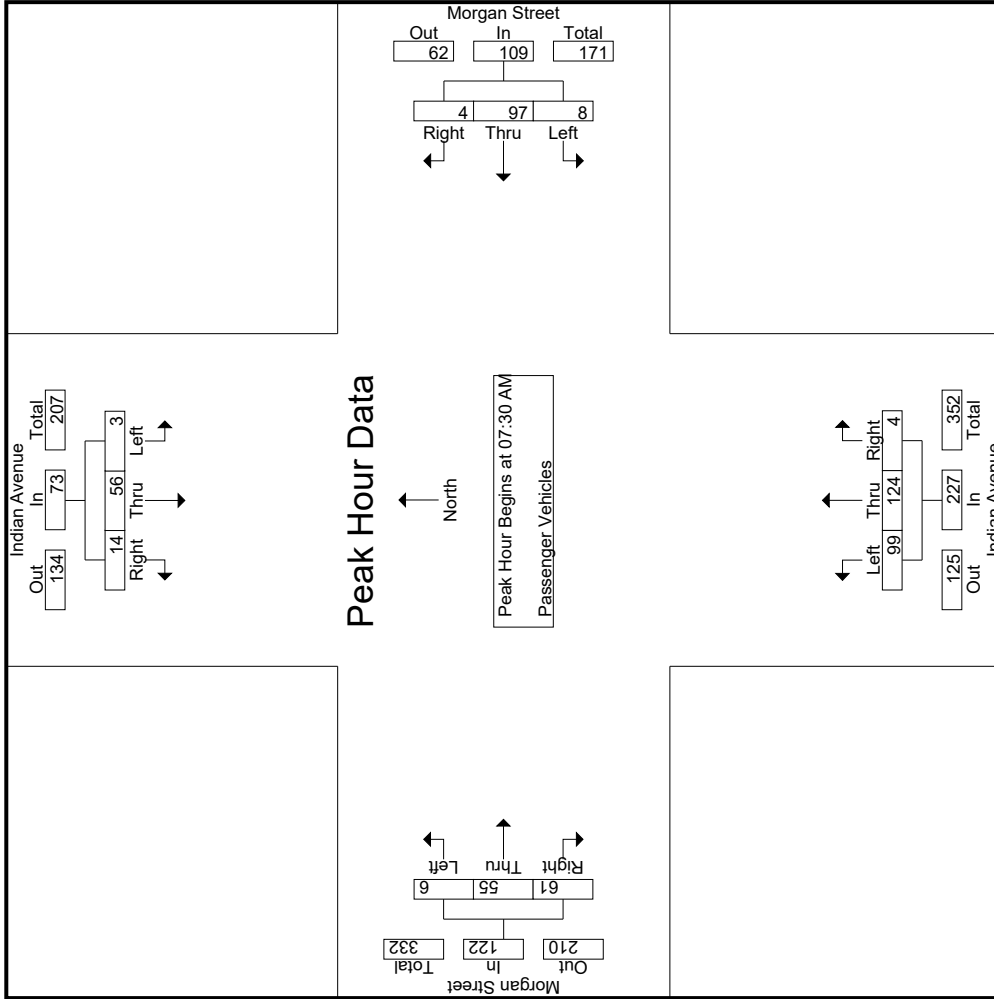
Start Time	Indian Avenue Southbound			Morgan Street Westbound			Indian Avenue Northbound			Morgan Street Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:												
	07:15 AM			07:30 AM			07:15 AM			07:45 AM			
+0 mins.	1	21	6	1	21	2	24	25	26	0	4	13	16
+15 mins.	0	17	3	1	21	1	23	31	47	2	2	15	13
+30 mins.	3	17	8	2	29	1	32	25	47	0	1	26	24
+45 mins.	3	22	5	6	30	0	36	26	33	0	2	21	17
Total Volume	7	77	22	10	101	4	115	107	153	2	9	75	70
% App. Total	6.6	72.6	20.8	8.7	87.8	3.5	40.8	40.8	58.4	0.8	5.8	48.7	45.5
PHF	.583	.875	.688	.417	.842	.500	.799	.863	.814	.250	.563	.721	.729
			.883				.819						.755

Groups Printed- Passenger Vehicles

Start Time	Indian Avenue Southbound					Morgan Street Westbound					Indian Avenue Northbound					Morgan Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	4	5	3	11	2	14	0	0	16	29	14	1	1	44	1	4	14	10	19	14	90	104
07:15 AM	1	13	3	1	17	0	19	3	2	22	24	17	0	0	41	0	2	11	8	13	11	93	104
07:30 AM	0	13	3	1	16	1	20	2	1	23	30	36	2	2	68	0	4	11	7	15	11	122	133
07:45 AM	1	14	5	2	20	1	20	1	1	22	25	39	0	0	64	3	12	15	8	30	11	136	147
Total	4	44	16	7	64	4	73	6	4	83	108	106	3	3	217	4	22	51	33	77	47	441	488
08:00 AM	2	16	3	2	21	1	27	1	1	29	26	28	0	0	54	2	14	12	7	28	10	132	142
08:15 AM	0	13	3	0	16	5	30	0	0	35	18	21	2	1	41	2	25	23	12	49	13	141	154
08:30 AM	1	12	2	1	15	2	21	0	0	23	18	18	2	1	38	2	20	16	8	38	10	114	124
08:45 AM	0	10	1	1	11	0	6	2	1	8	5	15	2	0	22	1	4	6	4	11	6	52	58
Total	3	51	9	4	63	8	84	3	2	95	67	82	6	2	155	6	63	57	31	126	39	439	478
Grand Total	7	95	25	11	127	12	157	9	6	178	175	188	9	5	372	10	85	108	64	203	86	880	966
Approch %	5.5	74.8	19.7			6.7	88.2	5.1		20.2	19.9	21.4	2.4		42.3	4.9	41.9	53.2		23.1			
Total %	0.8	10.8	2.8		14.4	1.4	17.8	1					1			1.1	9.7	12.3			8.9	91.1	

Start Time	Indian Avenue Southbound					Morgan Street Westbound					Indian Avenue Northbound					Morgan Street Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
07:30 AM	0	13	3		16	1	20	2		23	30	36	2		68	0	4	11		15					122
07:45 AM	1	14	5		20	1	20	1		22	25	39	0		64	3	12	15		30					136
08:00 AM	2	16	3		21	1	27	1		29	26	28	0		54	2	14	12		28					132
08:15 AM	0	13	3		16	5	30	0		35	18	21	2		41	1	25	23		49					141
Total Volume	3	56	14		73	8	97	4		109	99	124	4		227	6	55	61		122					531
% App. Total	4.1	76.7	19.2		19.2	7.3	89	3.7		27.9	43.6	54.6	1.8		60.3	4.9	45.1	50		62.2					.941
PHF	.375	.875	.700		.869	.400	.808	.500		.779	.825	.795	.500		.835	.500	.550	.663		.622					

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



Counts Unlimited, Inc.
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City of Perris
 N/S: Indian Avenue
 E/W: Morgan Street
 Weather: Clear

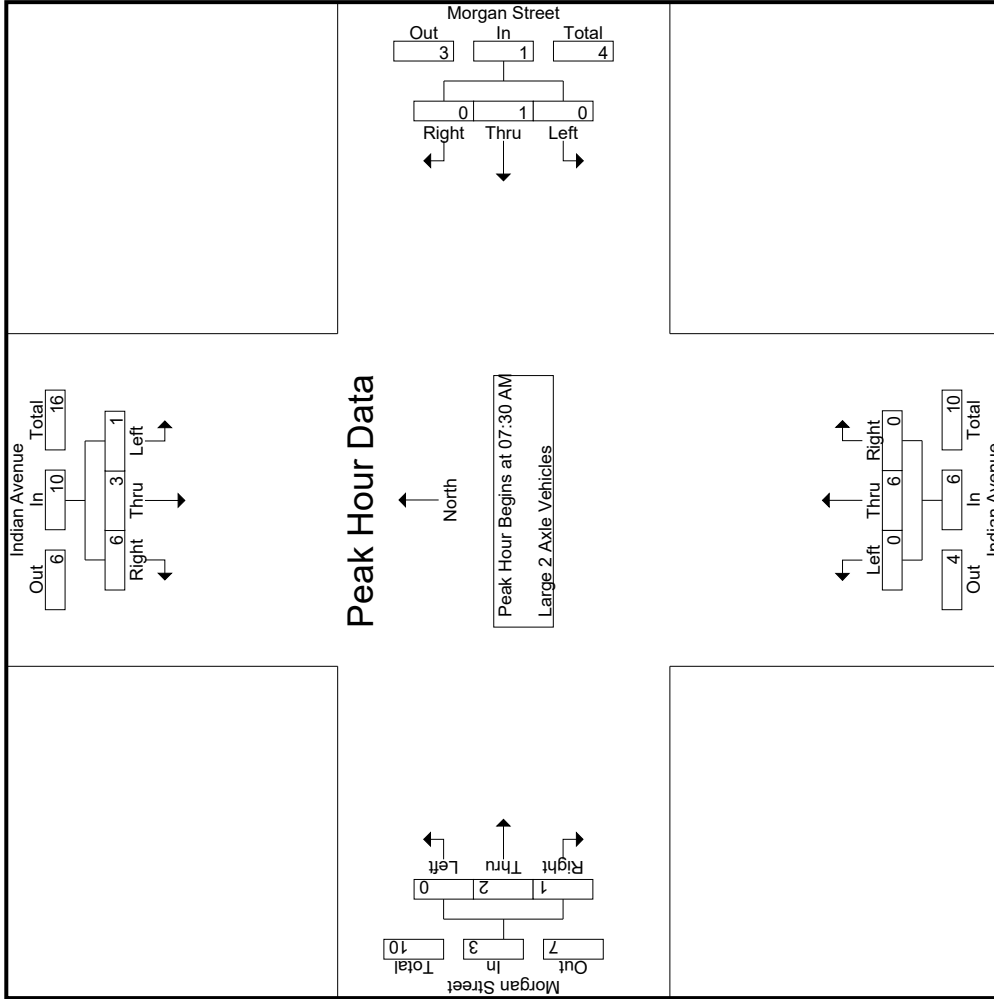
Start Time	Indian Avenue Southbound			Morgan Street Westbound			Indian Avenue Northbound			Morgan Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:														
	07:30 AM				07:30 AM				07:30 AM				07:30 AM		
+0 mins.	0	13	3	16	1	20	2	23	36	2	68	0	4	11	15
+15 mins.	1	14	5	20	1	20	1	22	39	0	64	3	12	15	30
+30 mins.	2	16	3	21	1	27	1	29	28	0	54	2	14	12	28
+45 mins.	0	13	3	16	5	30	0	35	21	2	41	1	25	23	49
Total Volume	3	56	14	73	8	97	4	109	124	4	227	6	55	61	122
% App. Total	4.1	76.7	19.2		7.3	89	3.7		43.6	54.6	1.8	4.9	45.1	50	
PHF	.375	.875	.700	.869	.400	.808	.500	.779	.825	.795	.835	.500	.550	.663	.622

Groups Printed- Large 2 Axle Vehicles

Start Time	Indian Avenue Southbound					Morgan Street Westbound					Indian Avenue Northbound					Morgan Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	1	1	2	0	0	3	0	3	1	7	8
07:15 AM	0	1	2	1	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	5	6
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	1	1	1	5	6
07:45 AM	1	1	3	1	5	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	7	8
Total	1	4	6	2	11	0	0	0	0	0	0	5	1	1	6	0	3	4	1	7	4	24	28
08:00 AM	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	5	5
08:15 AM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	3
08:30 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	3	3
08:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2
Total	0	2	4	0	6	0	1	0	0	1	0	4	0	0	4	0	2	0	0	2	0	13	13
Grand Total	1	6	10	2	17	0	1	0	0	1	0	9	1	1	10	0	5	4	1	9	4	37	41
Approch %	5.9	35.3	58.8			0	100	0		2.7	0	90	10			0	55.6	44.4			9.8	90.2	
Total %	2.7	16.2	27		45.9	0	2.7	0		2.7	0	24.3	2.7		27	0	13.5	10.8		24.3			

Start Time	Indian Avenue Southbound					Morgan Street Westbound					Indian Avenue Northbound					Morgan Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	1	3		5	0	0	0		0	0	0	0		0	0	1	0		1	0	1	7
08:00 AM	0	1	2		3	0	0	0		1	0	0	0		0	0	0	0		0	0	0	5
08:15 AM	0	0	1		1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	3
Total Volume	1	3	6		10	0	1	0		1	0	6	0		6	0	2	1		2	1	3	20
% App. Total	10	30	60		60	0	100	0		0	0	100	0		0	0	66.7	33.3		33.3			
PHF	.250	.750	.500		.500	.000	.250	.000		.250	.000	.500	.000		.500	.000	.500	.250		.750			.714

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



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City of Perris
 N/S: Indian Avenue
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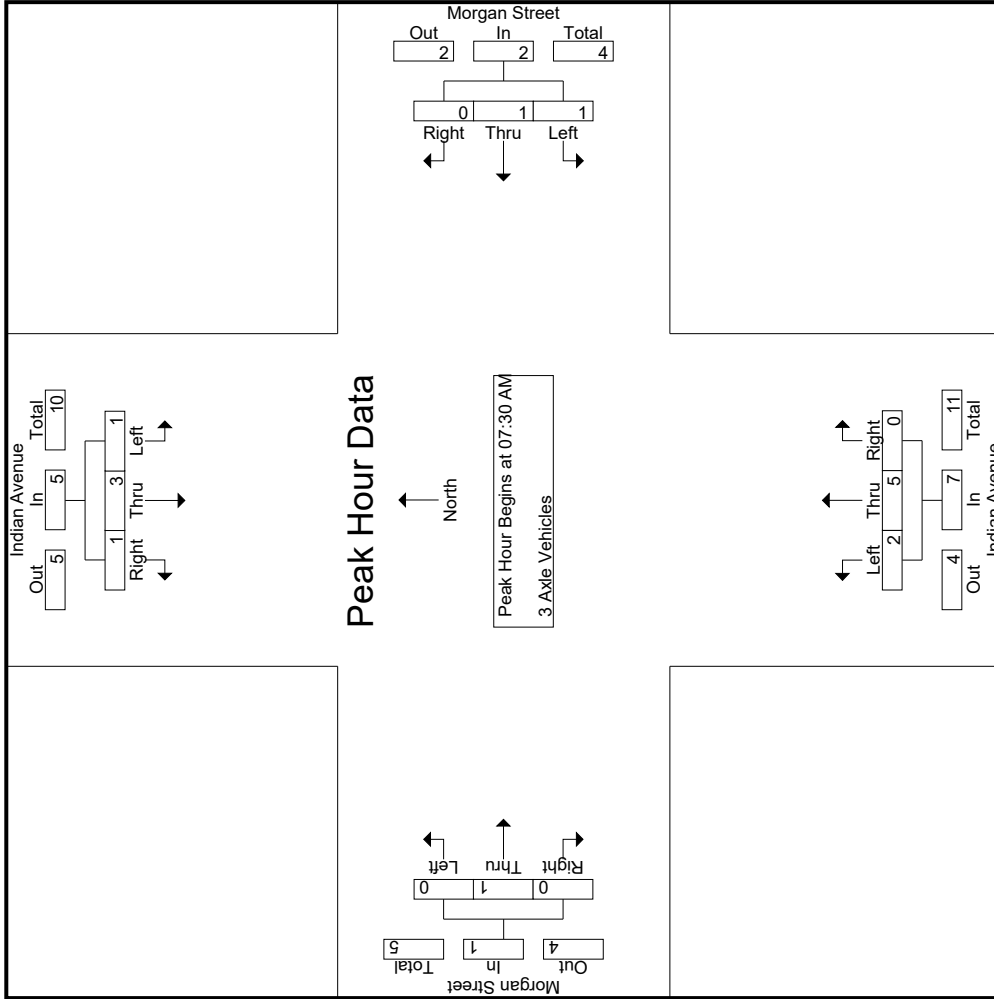
Start Time	Indian Avenue Southbound			Morgan Street Westbound			Indian Avenue Northbound			Morgan Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	1	0	0	0	0	0	0	0	0	0	1
+15 mins.	1	1	3	0	0	0	0	1	0	0	1	0
+30 mins.	0	1	2	0	1	0	1	0	0	0	1	0
+45 mins.	0	0	1	0	0	0	0	0	0	0	0	0
Total Volume	1	3	6	0	1	0	1	6	0	0	2	1
% App. Total	10	30	60	0	100	0	0	100	0	0	66.7	33.3
PHF	.250	.750	.500	.000	.250	.000	.250	.500	.000	.000	.500	.250

Groups Printed- 3 Axle Vehicles

Start Time	Indian Avenue Southbound				Morgan Street Westbound				Indian Avenue Northbound				Morgan Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	4	4
07:45 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	3
Total	1	1	0	0	2	0	1	0	0	1	1	6	0	0	0	0	10	10
08:00 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3	3
08:15 AM	0	1	1	0	2	1	0	0	0	1	0	0	1	0	1	0	5	5
08:30 AM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	0	0	4	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	4
Total	0	4	1	0	5	1	0	0	0	1	2	3	3	0	2	0	16	16
Grand Total	1	5	1	0	7	1	1	0	0	2	3	9	3	0	0	0	26	26
Approch %	14.3	71.4	14.3		26.9	50	50	0		7.7	20	60	20		100	0	100	
Total %	3.8	19.2	3.8		26.9	3.8	3.8	0		7.7	11.5	34.6	11.5		7.7	0	100	

Start Time	Indian Avenue Southbound				Morgan Street Westbound				Indian Avenue Northbound				Morgan Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	0	0	0
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0
08:15 AM	0	1	1	1	2	1	0	0	0	1	1	0	0	0	1	0	1	5
Total Volume	1	3	1	1	5	1	1	0	0	2	2	5	0	0	7	0	1	15
% App. Total	20	60	20		62.5	50	50	0		7.7	28.6	71.4	0		100	0	100	
PHF	.250	.375	.250		.625	.250	.250	.000		.500	.500	.625	.000		.583	.000	.250	.750

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



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 Start Date : 1/27/2022
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Start Time	Indian Avenue Southbound			Morgan Street Westbound			Indian Avenue Northbound			Morgan Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:											
	07:30 AM			07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	1	0	1	0	0	3	0	0
+15 mins.	1	0	0	0	0	0	0	2	0	2	0	0
+30 mins.	0	2	0	0	0	0	0	1	0	1	0	0
+45 mins.	0	1	1	1	0	0	1	0	0	1	0	1
Total Volume	1	3	1	1	1	0	2	5	0	7	1	0
% App. Total	20	60	20	50	50	0	28.6	71.4	0	58.3	100	0
PHF	.250	.375	.250	.250	.250	.000	.500	.625	.000	.583	.250	.000

Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Morgan Street Westbound				Indian Avenue Northbound				Morgan Street Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	10
07:15 AM	0	7	1	0	0	0	0	0	1	8	0	0	0	0	0	2	1	20	21	
07:30 AM	0	3	0	0	0	0	0	0	0	6	0	0	0	2	0	0	2	0	11	11
07:45 AM	0	2	0	0	1	0	0	0	1	5	0	0	0	1	0	1	0	0	10	10
Total	1	14	1	0	1	1	0	0	2	1	25	0	0	3	0	4	7	1	51	52
08:00 AM	1	3	0	0	1	1	0	0	2	4	0	0	0	0	0	1	0	0	11	11
08:15 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	1	1	1	1	5	6
08:30 AM	0	4	0	0	0	0	0	0	0	6	0	0	0	0	0	1	0	0	11	11
08:45 AM	1	3	0	0	0	0	1	1	1	0	0	0	0	1	0	0	1	1	6	7
Total	2	11	0	0	1	1	1	1	3	0	13	0	0	1	0	3	4	2	33	35
Grand Total	3	25	1	0	2	2	1	1	5	1	38	0	0	4	0	7	2	3	84	87
Approch %	10.3	86.2	3.4		40	40	20		2.6	97.4	0		36.4	0	63.6	13.1		3.4	96.6	
Total %	3.6	29.8	1.2		2.4	2.4	1.2		6	1.2	45.2	0	46.4	4.8	8.3					

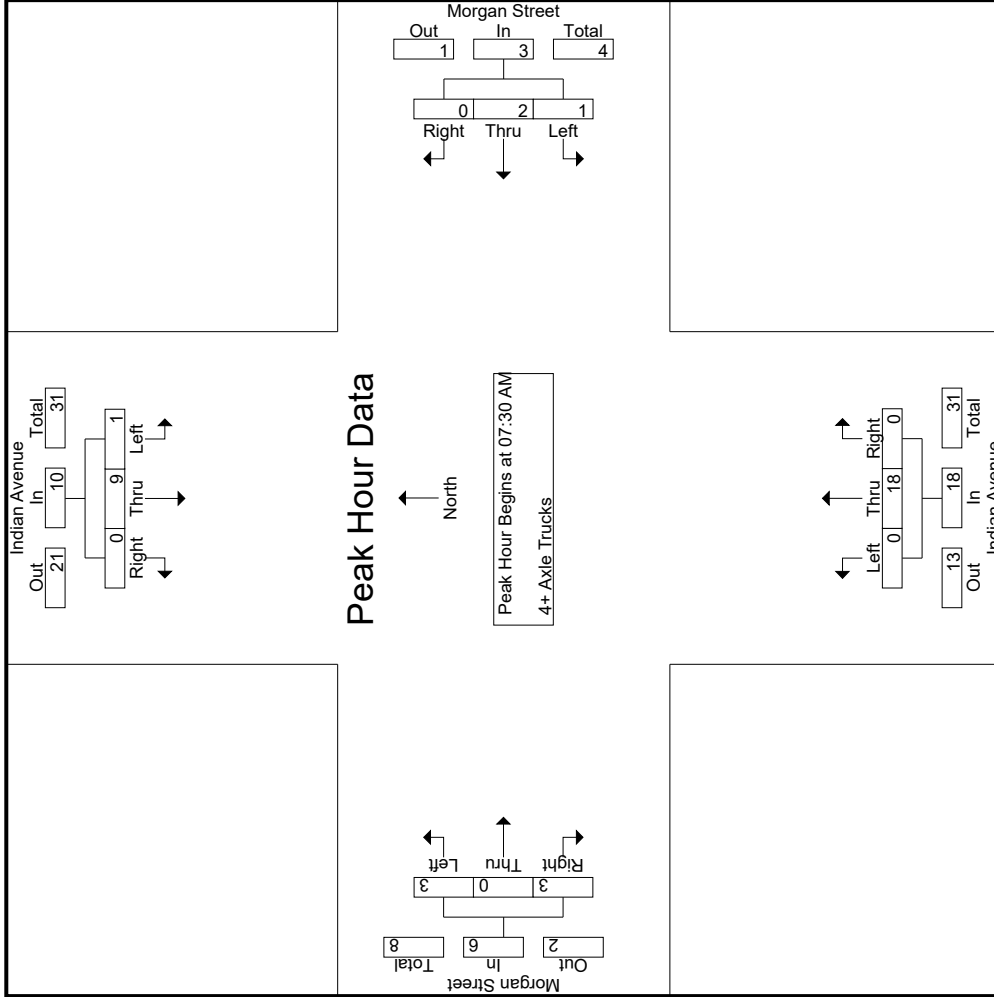
Start Time	Indian Avenue Southbound				Morgan Street Westbound				Indian Avenue Northbound				Morgan Street Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45 AM	0	2	0	0	0	1	0	0	0	5	0	0	0	0	0	1	0	1	2	10
08:00 AM	1	3	0	0	1	1	0	0	2	4	0	0	0	0	0	1	0	1	11	11
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total Volume	1	9	0	0	1	2	0	0	3	18	0	0	3	0	3	6	3	0	37	37
% App. Total	10	90	0	0	33.3	66.7	0	0	100	0	0	0	50	0	50	.000	.750	.750	.841	.841
PHF	.250	.750	.000	.000	.250	.500	.000	.000	.375	.000	.000	.000	.375	.000	.750	.000	.750	.750	.841	.841

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

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 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 01_PER_Indian_Morgan AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 2



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City of Perris
 N/S: Indian Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 01_PER_Indian_Morgan AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

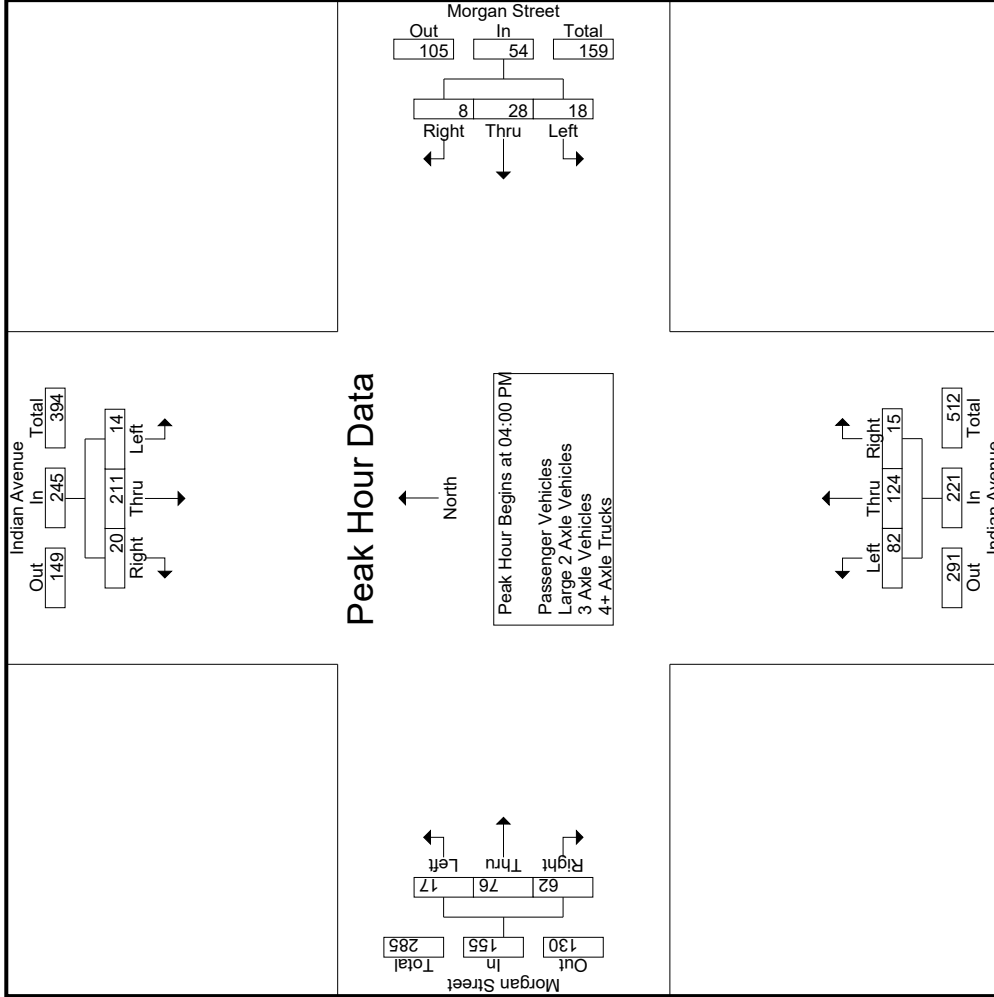
Start Time	Indian Avenue Southbound			Morgan Street Westbound			Indian Avenue Northbound			Morgan Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	0	3	0	0	0	0	0	6	0	2	0	0
+15 mins.	0	2	0	0	1	0	0	5	0	1	0	1
+30 mins.	1	3	0	1	1	0	2	4	0	0	0	1
+45 mins.	0	1	0	0	0	0	0	3	0	0	0	1
Total Volume	1	9	0	1	2	0	3	18	0	3	0	3
% App. Total	10	90	0	33.3	66.7	0	0	100	0	50	0	50
PHF	.250	.750	.000	.250	.500	.000	.375	.750	.000	.375	.000	.750

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

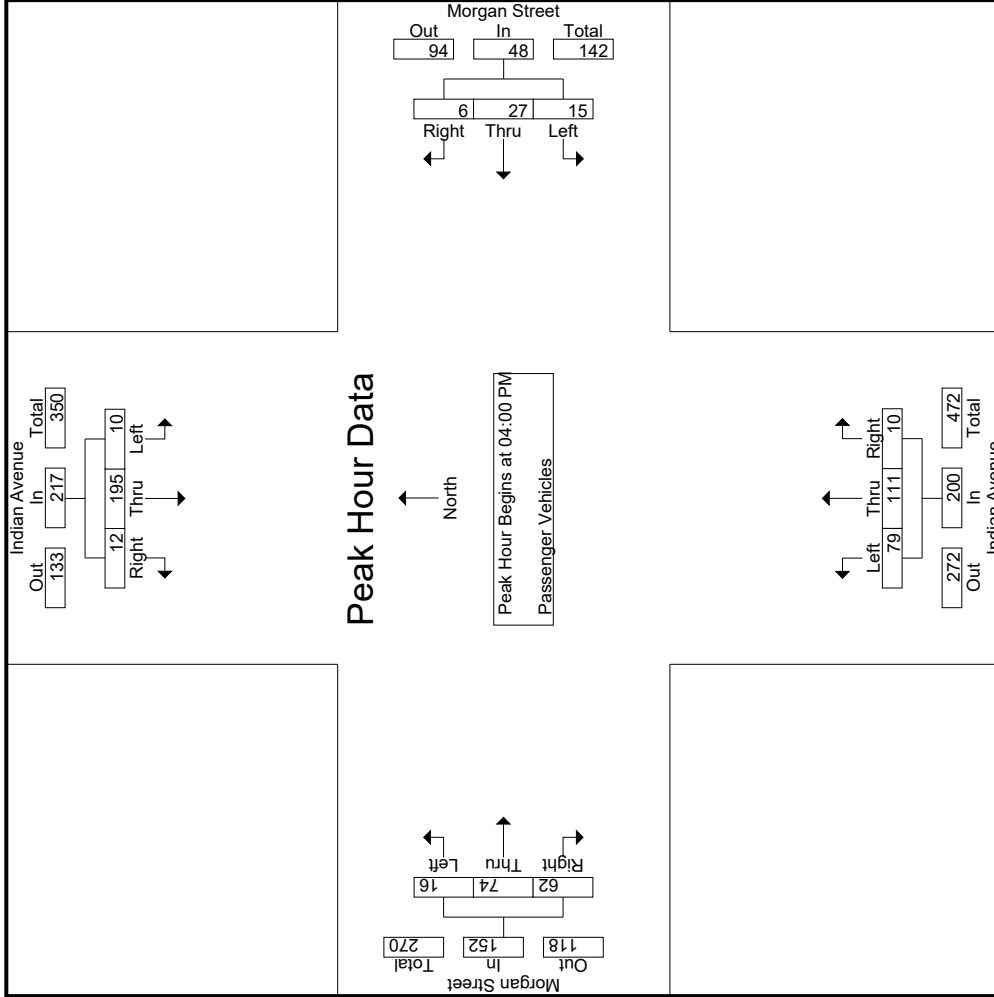
Start Time	Indian Avenue Southbound					Indian Avenue Northbound					Morgan Street Eastbound					Morgan Street Westbound												
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	4	48	4	0	56	7	10	2	1	19	19	25	5	2	49	4	19	18	9	41	12	165	177					
04:15 PM	5	60	5	2	70	4	9	1	0	14	13	29	1	0	43	5	9	12	5	26	7	153	160					
04:30 PM	3	57	9	3	69	3	6	2	1	11	36	42	5	3	83	7	24	15	10	46	17	209	226					
04:45 PM	2	46	2	0	50	4	3	3	2	10	14	28	4	1	46	1	24	17	11	42	14	148	162					
Total	14	211	20	5	245	18	28	8	4	54	82	124	15	6	221	17	76	62	35	155	50	675	725					
05:00 PM	0	40	4	1	44	3	4	2	2	9	18	33	1	0	52	1	8	15	9	24	12	129	141					
05:15 PM	1	27	4	0	32	1	3	1	0	5	19	39	2	0	60	1	2	8	4	11	4	108	112					
05:30 PM	3	42	2	0	47	0	2	8	4	10	12	37	0	0	49	1	6	12	5	19	9	125	134					
05:45 PM	0	29	5	0	34	5	3	3	1	11	18	31	2	0	51	1	7	12	8	20	9	116	125					
Total	4	138	15	1	157	9	12	14	7	35	67	140	5	0	212	4	23	47	26	74	34	478	512					
Grand Total	18	349	35	6	402	27	40	22	11	89	149	264	20	6	433	21	99	109	61	229	84	1153	1237					
% Approach	4.5	86.8	8.7			30.3	44.9	24.7			34.4	61	4.6			9.2	43.2	47.6										
% Total	1.6	30.3	3			2.3	3.5	1.9			7.7	22.9	1.7			1.8	8.6	9.5										
% Passenger Vehicles	14	314	16			21	38	17			146	228	14			20	96	105										
% Large 2 Axle Vehicles	77.8	90	45.7	33.3	84.8	77.8	95	77.3	90.9	86	98	86.4	70	66.7	89.3	95.2	97	96.3	96.6									
% 3 Axle Vehicles	5.6	1.7	2.9	0	2	7.4	0	9.1	9.1	5	0	2.3	10	0	1.8	4.8	1	2.8	3.3	2.4								
4+ Axle Trucks	2	27	1		30	3	1	3	0	7	2	28	4		36	0	1	1	2									
% 4+ Axle Trucks	11.1	7.7	2.9	0	7.4	11.1	2.5	13.6	0	7	1.3	10.6	20	33.3	8.2	0	1	0.9	0	0.7								

Start Time	Indian Avenue Southbound					Morgan Street Westbound					Indian Avenue Northbound					Morgan Street Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	4	48	4		56	7	10	2		19	19	25	5		49	4	19	18		41	12	165	177			
04:15 PM	5	60	5		70	4	9	1		14	13	29	1		43	5	9	12		26	7	153	160			
04:30 PM	3	57	9		69	3	6	2		11	36	42	5		83	7	24	15		46	17	209	226			
04:45 PM	2	46	2		50	4	3	3		10	14	28	4		46	1	24	17		42	14	148	162			
Total	14	211	20		245	18	28	8		54	82	124	15		221	17	76	62		155	50	675	725			
% App. Total	5.7	86.1	8.2			33.3	51.9	14.8			37.1	56.1	6.8			11	49	40								
PHF	.700	.879	.556		.875	.643	.700	.667		.711	.569	.738	.750		.666	.607	.792	.861		.842						

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM



Start Time	Indian Avenue Southbound			Morgan Street Westbound			Indian Avenue Northbound			Morgan Street Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:												
	04:00 PM			04:00 PM			04:30 PM			04:00 PM			
+0 mins.	4	48	4	7	10	2	19	42	5	83	4	19	18
+15 mins.	5	60	5	4	9	1	14	28	4	46	5	9	12
+30 mins.	3	57	9	3	6	2	11	33	1	52	7	24	15
+45 mins.	2	46	2	4	3	3	10	39	2	60	1	24	17
Total Volume	14	211	20	18	28	8	54	142	12	241	17	76	62
% App. Total	5.7	86.1	8.2	33.3	51.9	14.8	36.1	58.9	5	72.6	11	49	40
PHF	.700	.879	.556	.643	.700	.667	.711	.845	.600	.726	.607	.792	.861



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City of Perris
 N/S: Indian Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 01_PER_Indian_Morgan PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

Start Time	Indian Avenue Southbound			Morgan Street Westbound			Indian Avenue Northbound			Morgan Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
+0 mins.	2	39	2	6	10	2	19	24	5	4	18	18
+15 mins.	5	58	4	3	9	0	11	22	1	4	9	12
+30 mins.	2	54	4	3	6	2	35	41	2	7	23	15
+45 mins.	1	44	2	3	2	2	14	24	2	1	24	17
Total Volume	10	195	12	15	27	6	79	111	10	16	74	62
% App. Total	4.6	89.9	5.5	31.2	56.2	12.5	39.5	55.5	5	10.5	48.7	40.8
PHF	.500	.841	.750	.625	.675	.750	.564	.677	.500	.571	.771	.861

Groups Printed- Large 2 Axle Vehicles

Start Time	Indian Avenue Southbound				Morgan Street Westbound				Indian Avenue Northbound				Morgan Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			
04:00 PM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:15 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:30 PM	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	2	8	3	0	0	0	0	0	1	0	0	0	1	0	0	0	11	
05:00 PM	0	0	3	1	0	1	0	0	0	0	1	0	0	0	0	0	0	3	
05:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	9	1	1	1	0	0	0	2	0	0	0	2	0	0	0	9	
Grand Total	1	2	17	4	1	1	0	0	0	2	2	0	0	3	0	0	0	20	
Apprch %	5	10	85		50	50				33.3	66.7								
Total %	3.8	7.7	65.4		7.7	3.8				7.7	7.7			11.5		3.8			

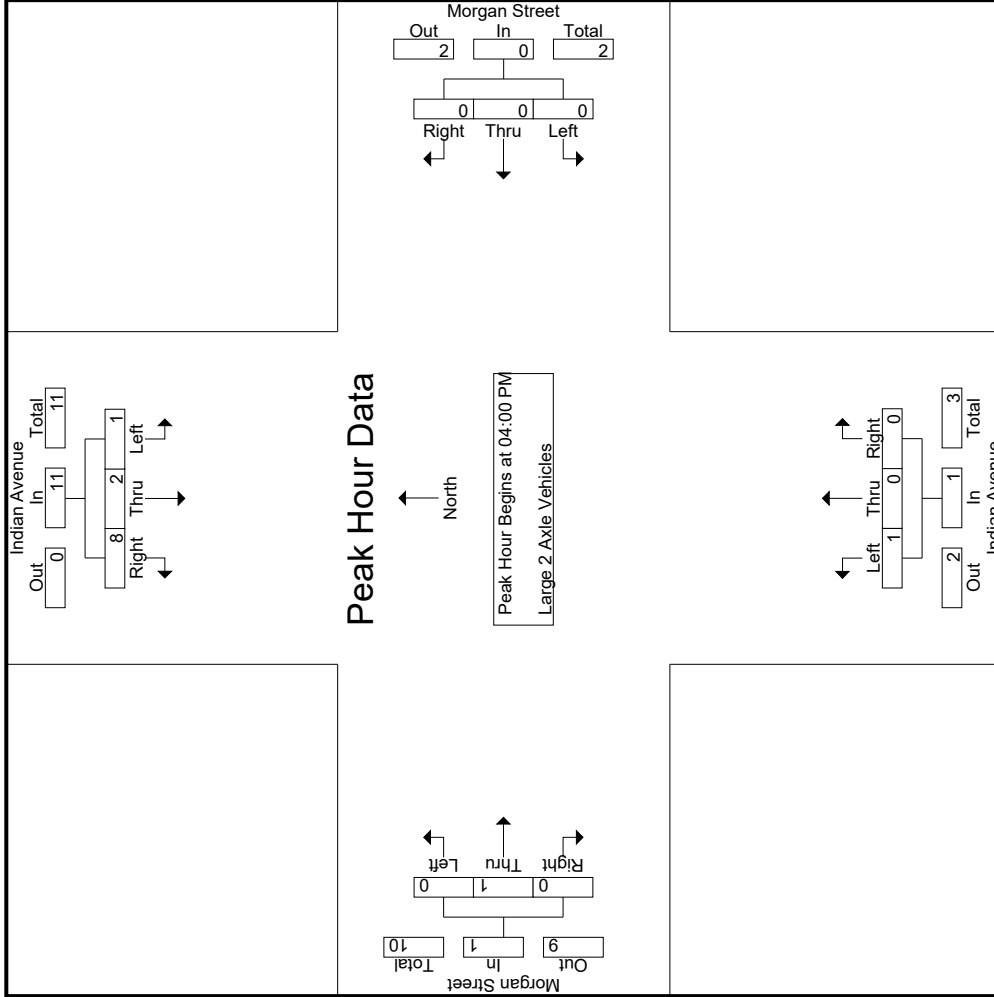
Start Time	Indian Avenue Southbound				Morgan Street Westbound				Indian Avenue Northbound				Morgan Street Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR			
04:00 PM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:15 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:30 PM	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	2	8	3	0	0	0	0	0	1	0	0	0	1	0	0	0	11	
% App. Total	9.1	18.2	72.7		0	0	0	0	0	100	0	0	0	0	0	0	0	72.7	
PHF	.250	.500	.400		.000	.000				.250	.000			.250	.000	.250		.542	

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

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 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 01_PER_Indian_Morgan PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 2



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City of Perris
 N/S: Indian Avenue
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File Name : 01_PER_Indian_Morgan PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

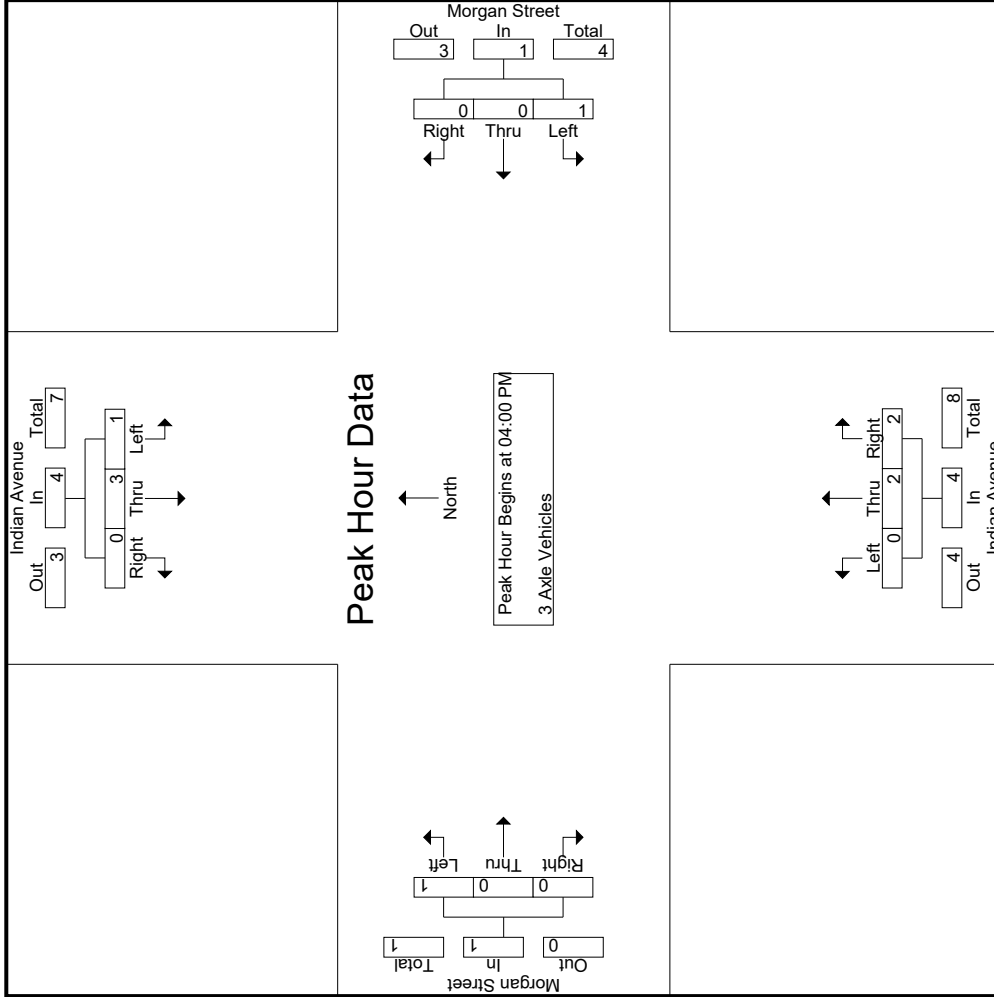
Start Time	Indian Avenue Southbound			Morgan Street Westbound			Indian Avenue Northbound			Morgan Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM				04:00 PM				04:00 PM				04:00 PM		
+0 mins.	1	1	2	4	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	1	2	0	0	0	0	1	0	0	0	0	0	
+30 mins.	0	0	5	5	0	0	0	0	0	0	0	0	1	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	1	2	8	11	0	0	0	0	1	0	0	1	0	1	
% App. Total	9.1	18.2	72.7	.550	0	0	0	.000	.250	0	0	.100	0	.250	
PHF	.250	.500	.400	.550	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	

Groups Printed- 3 Axle Vehicles

Start Time	Indian Avenue Southbound				Morgan Street Westbound				Indian Avenue Northbound				Morgan Street Eastbound								
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	0	3	3	
04:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	
04:45 PM	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	2	2	
Total	1	3	0	0	1	0	0	0	1	0	2	0	4	1	0	0	1	0	10	10	
05:00 PM	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	1	3	4	
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	2	
05:30 PM	0	1	0	0	2	1	0	0	2	0	1	0	1	0	2	1	3	2	7	9	
05:45 PM	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	3	
Total	0	3	1	0	1	0	2	1	3	0	4	0	4	0	1	3	2	4	15	18	
Grand Total	1	6	1	0	2	0	2	1	4	0	6	2	0	1	1	3	2	5	3	25	28
Approach %	12.5	75	12.5		50	0	75	25		20	20	60		20	4	12	20	10.7	89.3		
Total %	4	24	4		16	0	24	8		4	4	12		4	4	12	20	10.7	89.3		

Start Time	Indian Avenue Southbound				Morgan Street Westbound				Indian Avenue Northbound				Morgan Street Eastbound							
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	3
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	2
04:45 PM	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	2	2
Total	1	3	0	0	1	0	0	0	1	0	2	0	4	1	0	0	1	0	10	10
% App. Total	25	75	0		100	0	50	50		20	20	60		20	4	12	20	10.7	89.3	
PHF	.250	.375	.000		.250	.000	.250	.500		.250	.000	.250	.500	.250	.000	.000	.500	.250	.833	

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM



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City of Perris
 N/S: Indian Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 01_PER_Indian_Morgan PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

Start Time	Indian Avenue Southbound			Morgan Street Westbound			Indian Avenue Northbound			Morgan Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:00 PM											
+0 mins.	1	2	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	2	0	1	0	0
+30 mins.	0	1	0	0	0	0	0	0	1	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	1	0	0	0
Total Volume	1	3	0	1	0	0	1	2	2	1	0	0
% App. Total	.250	.375	.000	.250	.000	.000	.250	.500	.500	.250	.000	.250
PHF												

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File Name : 01_PER_Indian_Morgan PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 1

City of Perris
 N/S: Indian Avenue
 E/W: Morgan Street
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Morgan Street Westbound				Indian Avenue Northbound				Morgan Street Eastbound				Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR				App. Total
04:00 PM	0	6	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	9	9
04:15 PM	0	1	0	0	1	0	1	0	2	1	5	0	0	6	0	0	0	0	9	9
04:30 PM	1	2	0	0	0	0	0	2	2	1	1	2	2	4	0	0	0	2	7	9
04:45 PM	1	2	0	0	0	1	1	0	2	0	4	1	0	5	0	0	0	0	10	10
Total	2	11	0	0	2	1	2	0	5	2	11	3	2	16	0	1	0	2	35	37
05:00 PM	0	4	0	0	1	0	0	0	1	0	6	0	0	6	0	0	0	0	11	11
05:15 PM	0	5	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	11	11
05:30 PM	0	5	0	0	1	0	0	1	1	0	6	0	0	6	0	0	0	0	12	12
05:45 PM	0	2	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4	4
Total	0	16	1	0	2	1	0	1	2	0	17	1	0	18	0	0	1	0	38	38
Grand Total	2	27	1	0	3	1	3	0	7	2	28	4	2	34	0	1	1	0	2	75
Apprch %	6.7	90	3.3		42.9	14.3	42.9		9.6	5.9	82.4	11.8		46.6	0	50	1.4		2.7	97.3
Total %	2.7	37	1.4		4.1	1.4	4.1		9.6	2.7	38.4	5.5		46.6	0	1.4	1.4		2.7	97.3

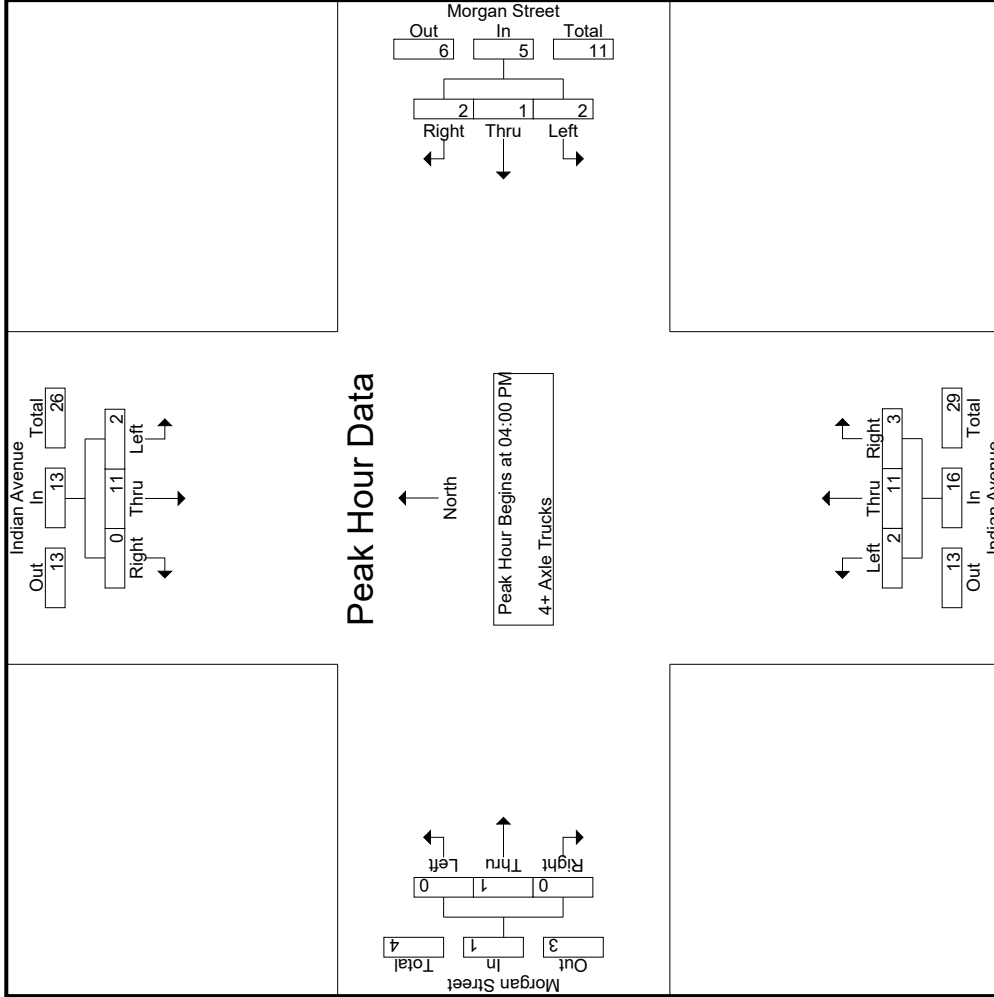
Start Time	Indian Avenue Southbound				Morgan Street Westbound				Indian Avenue Northbound				Morgan Street Eastbound				App. Total	Int. Total		
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR				
04:00 PM	0	6	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	9
04:15 PM	0	1	0	0	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	9
04:30 PM	1	2	0	0	0	0	0	2	2	1	1	2	2	4	0	0	0	0	7	9
04:45 PM	1	2	0	0	0	1	1	0	2	0	4	1	0	5	0	0	0	0	10	10
Total Volume	2	11	0	0	2	1	2	0	5	2	11	3	2	16	0	1	0	1	35	37
% App. Total	15.4	84.6	0		40	20	40		62.5	12.5	68.8	18.8		66.7	0	100	0		2.50	.875
PHF	.500	.458	.000		.500	.250	.500		.625	.500	.550	.375		.667	.000	.250	.000		.250	.875

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 01_PER_Indian_Morgan PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Morgan Street
 Weather: Clear

File Name : 01_PER_Indian_Morgan PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

Start Time	Indian Avenue Southbound			Morgan Street Westbound			Indian Avenue Northbound			Morgan Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:00 PM											
+0 mins.	0	6	0	1	0	0	1	0	1	0	1	0
+15 mins.	0	1	0	1	0	1	2	1	5	0	6	0
+30 mins.	1	2	0	0	0	0	0	1	1	2	4	0
+45 mins.	1	2	0	0	1	1	2	0	4	1	5	0
Total Volume	2	11	0	2	1	2	5	2	11	3	16	1
% App. Total	15.4	84.6	0	40	20	40	12.5	68.8	18.8	0	100	0
PHF	.500	.458	.000	.500	.250	.500	.625	.500	.550	.375	.667	.250

Location: Perris
 N/S: Indian Avenue
 E/W: Morgan Street



Date: 1/27/2022
 Day: Thursday

PEDESTRIANS

	North Leg Indian Avenue Pedestrians	East Leg Morgan Street Pedestrians	South Leg Indian Avenue Pedestrians	West Leg Morgan Street Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	1	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	4	0	0	1	5

	North Leg Indian Avenue Pedestrians	East Leg Morgan Street Pedestrians	South Leg Indian Avenue Pedestrians	West Leg Morgan Street Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: Indian Avenue
 E/W: Morgan Street



Date: 1/27/2022
 Day: Thursday

BICYCLES

	Southbound Indian Avenue			Westbound Morgan Street			Northbound Indian Avenue			Eastbound Morgan Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

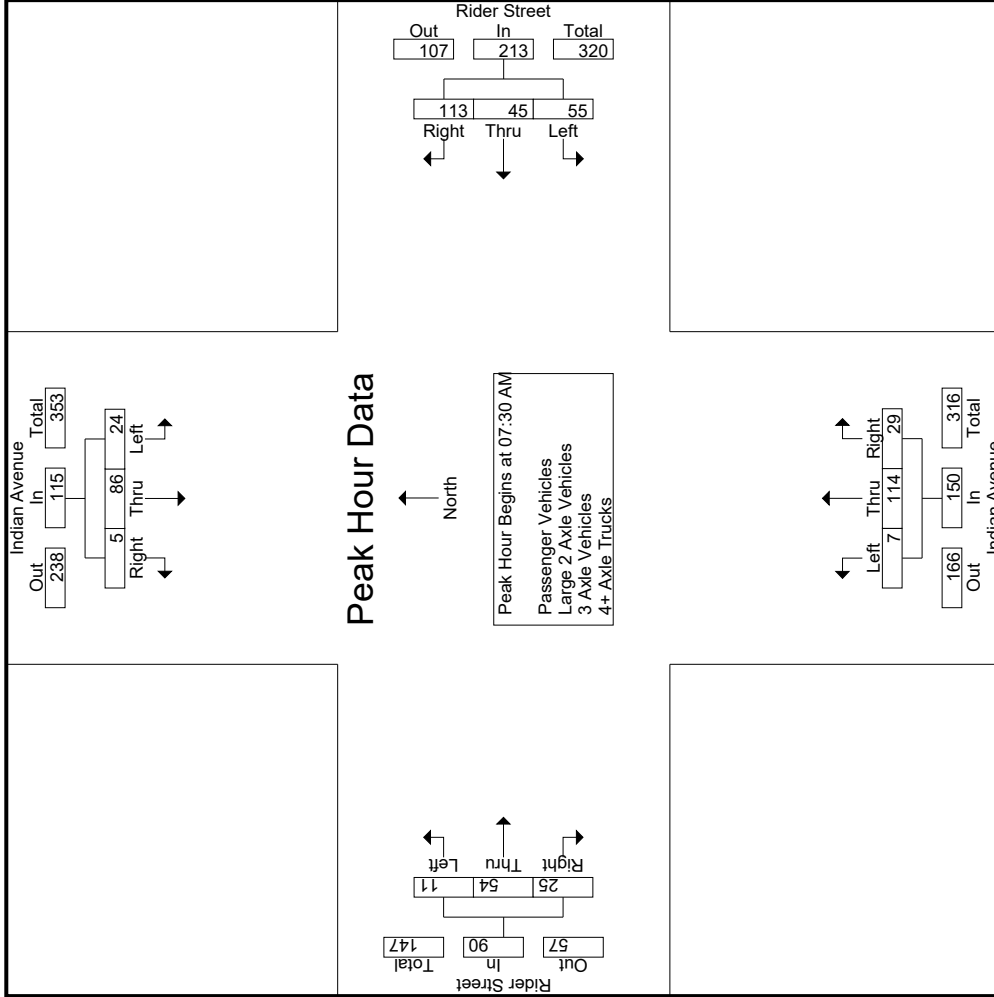
	Southbound Indian Avenue			Westbound Morgan Street			Northbound Indian Avenue			Eastbound Morgan Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Indian Avenue Southbound					Rider Street Westbound					Indian Avenue Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	8	11	0	0	19	12	3	25	9	40	0	18	3	1	21	1	19	5	2	25	12	105	117
07:00 AM	5	15	3	3	23	8	4	25	4	37	0	17	4	2	21	2	12	4	1	18	10	99	109
07:15 AM	9	17	0	0	26	27	11	33	14	71	1	31	6	5	38	2	15	8	4	25	23	160	183
07:30 AM	2	18	3	2	23	17	18	28	11	63	1	41	14	10	56	4	15	5	0	24	23	166	189
07:45 AM	24	61	6	5	91	64	36	111	38	211	2	107	27	18	136	9	61	22	7	92	68	530	598
Total	7	21	2	1	30	5	6	28	6	39	2	22	7	7	31	2	15	7	2	24	16	124	140
08:00 AM	6	30	0	0	36	6	10	24	6	40	3	20	2	1	25	3	9	5	1	17	8	118	126
08:15 AM	10	22	1	1	33	10	4	18	9	32	0	17	3	1	20	3	11	3	2	17	13	102	115
08:30 AM	2	11	1	0	14	7	4	11	1	22	1	9	2	1	12	0	9	6	1	15	3	63	66
08:45 AM	25	84	4	2	113	28	24	81	22	133	6	68	14	10	88	8	44	21	6	73	40	407	447
Total	49	145	10	7	204	92	60	192	60	344	8	175	41	28	224	17	105	43	13	165	108	937	1045
Grand Total	24	71.1	4.9		26.7	17.4	55.8		60	36.7	3.6	78.1	18.3		23.9	10.3	63.6	26.1		17.6	10.3	89.7	
% Approach	5.2	15.5	1.1		21.8	6.4	20.5		60	36.7	0.9	18.7	4.4		23.9	1.8	11.2	4.6		17.6	10.3	89.7	
Total %	43	135	7		190	86	57	180		378	8	165	40		240	13	97	37		160	0	0	968
Passenger Vehicles	87.8	93.1	70	71.4	90	93.5	95	93.8	91.7	93.6	100	94.3	97.6	96.4	95.2	76.5	92.4	86	100	89.9	0	0	92.6
Large 2 Axle Vehicles	2	3	2		8	3	2	3		10	0	3	1		5	3	6	1		10	0	0	33
% Large 2 Axle Vehicles	4.1	2.1	2.0	14.3	3.8	3.3	3.3	1.6	3.3	2.5	0	1.7	2.4	3.6	2	17.6	5.7	2.3	0	5.6	0	0	3.2
3 Axle Vehicles	0	3	0		3	2	0	2		5	0	5	0		5	0	1	0		1	0	0	14
% 3 Axle Vehicles	0	2.1	0	0	1.4	2.2	0	1	1.7	1.2	0	2.9	0	0	2	0	1	0	0	0.6	0	0	1.3
4+ Axle Trucks	4	4	1		10	1	1	7		11	0	2	0		2	1	1	5		7	0	0	30
% 4+ Axle Trucks	8.2	2.8	1.0	14.3	4.7	1.1	1.7	3.6	3.3	2.7	0	1.1	0	0	0.8	5.9	1	11.6	0	3.9	0	0	2.9

Start Time	Indian Avenue Southbound					Rider Street Westbound					Indian Avenue Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
	9	17	0	0	26	27	11	33	71	31	6	1	31	6	38	2	15	8	25	160			
07:30 AM	2	18	3		23	17	18	28	63	1	41	14	56	4	15	5	24	166					
07:45 AM	7	21	0		30	5	6	28	39	2	22	7	31	2	15	7	24	124					
08:00 AM	6	30	0		36	6	10	24	40	3	20	2	25	3	9	5	17	118					
08:15 AM	24	86	5		115	55	45	113	213	7	114	29	150	11	54	25	90	568					
Total Volume	20.9	74.8	4.3		79.9	25.8	21.1	53.1	750	4.7	76	19.3	670	12.2	60	27.8	900	855					
% App. Total	.667	.717	.417		.799	.509	.625	.856	.750	.583	.695	.518	.670	.688	.900	.781	.900	.855					
PHF																							

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

File Name : 02_PER_Indian_Rider AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

Start Time	Indian Avenue Southbound			Rider Street Westbound			Indian Avenue Northbound			Rider Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:45 AM			07:30 AM			07:30 AM			07:00 AM						
+0 mins.	2	18	3	23	27	11	33	71	1	31	6	38	1	19	5	25
+15 mins.	7	21	2	30	17	18	28	63	1	41	14	56	2	12	4	18
+30 mins.	6	30	0	36	5	6	28	39	2	22	7	31	2	15	8	25
+45 mins.	10	22	1	33	6	10	24	40	3	20	2	25	4	15	5	24
Total Volume	25	91	6	122	55	45	113	213	7	114	29	150	9	61	22	92
% App. Total	20.5	74.6	4.9		25.8	21.1	53.1		4.7	76	19.3		9.8	66.3	23.9	
PHF	.625	.758	.500	.847	.509	.625	.856	.750	.583	.695	.518	.670	.563	.803	.688	.920

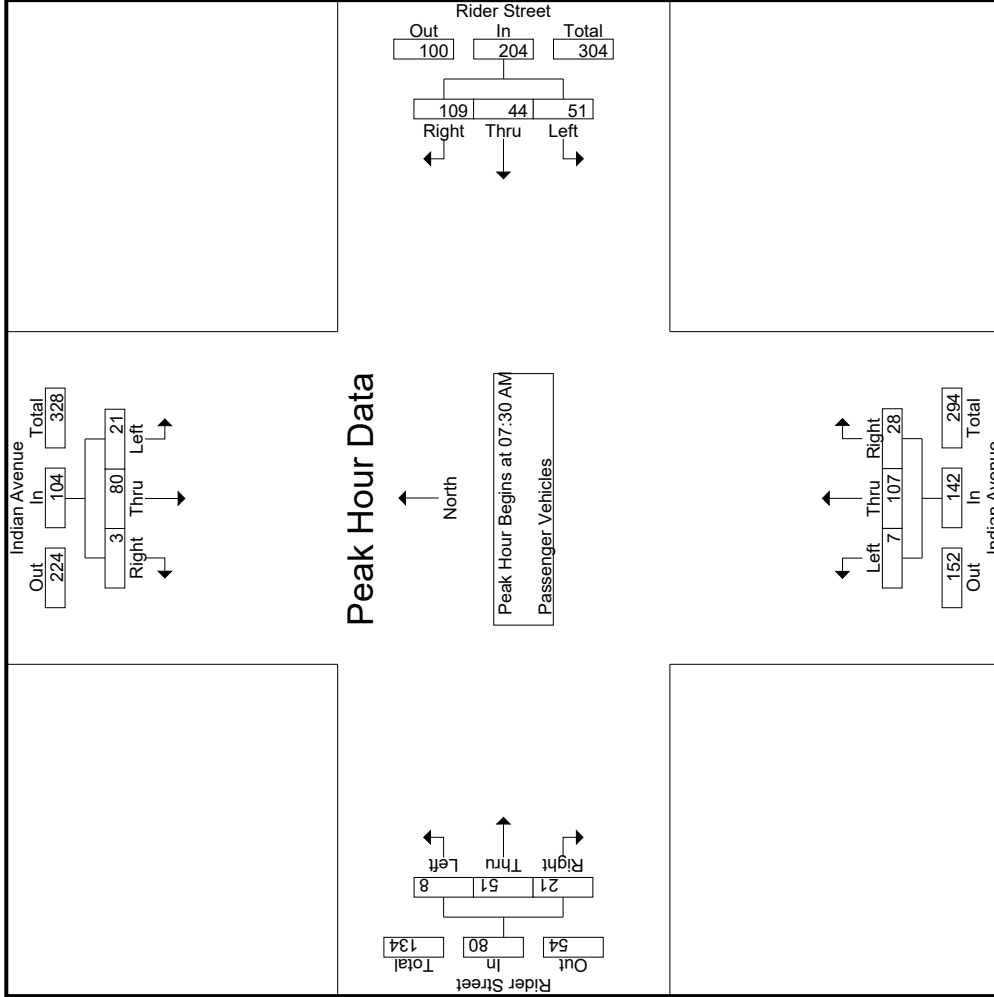
Groups Printed- Passenger Vehicles

Start Time	Indian Avenue Southbound				Rider Street Westbound				Indian Avenue Northbound				Rider Street Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total					
07:00 AM	7	11	0	0	18	11	3	23	8	37	0	18	3	1	21	1	18	5	2	24	11	100	111
07:15 AM	4	13	3	3	20	8	3	22	4	33	0	17	4	2	21	2	8	4	1	14	10	88	98
07:30 AM	7	16	0	0	23	24	11	32	13	67	1	29	6	5	36	1	14	6	4	21	22	147	169
07:45 AM	2	18	1	1	21	17	18	27	10	62	1	39	13	9	53	3	15	4	0	22	20	158	178
Total	20	58	4	4	82	60	35	104	35	199	2	103	26	17	131	7	55	19	7	81	63	493	556
08:00 AM	6	17	2	1	25	5	6	28	6	39	2	20	7	7	29	2	14	6	2	22	16	115	131
08:15 AM	6	29	0	0	35	5	9	22	5	36	3	19	2	1	24	2	8	5	1	15	7	110	117
08:30 AM	9	21	0	0	30	9	4	17	8	30	0	15	3	1	18	2	11	3	2	16	11	94	105
08:45 AM	2	10	1	0	13	7	3	9	1	19	1	8	2	1	11	0	9	4	1	13	3	56	59
Total	23	77	3	1	103	26	22	76	20	124	6	62	14	10	82	6	42	18	6	66	37	375	412
Grand Total	43	135	7	5	185	86	57	180	55	323	8	165	40	27	213	13	97	37	13	147	100	868	968
Approch %	23.2	73	3.8			26.6	17.6	55.7			3.8	77.5	18.8			8.8	66	25.2			10.3	89.7	
Total %	5	15.6	0.8		21.3	9.9	6.6	20.7		37.2	0.9	19	4.6		24.5	1.5	11.2	4.3		16.9			

1704

Start Time	Indian Avenue Southbound				Rider Street Westbound				Indian Avenue Northbound				Rider Street Eastbound																			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total
07:30 AM	7	16	0		23	24	11	32		67	1	29	6		36	1	14	6		21	6	21	14	6		6	14	6		21	147	
07:45 AM	2	18	1		21	17	18	27		62	1	39	13		53	3	15	4		22	4	22	15	4		4	15	4		22	158	
08:00 AM	6	17	2		25	5	6	28		39	2	20	7		29	2	14	6		22	6	22	14	6		6	14	6		22	115	
08:15 AM	6	29	0		35	9	4	17		36	3	19	2		24	2	8	5		15	5	15	8	5		5	8	5		15	110	
Total Volume	21	80	3		104	51	44	109		204	7	107	28		142	8	51	21		80	21	80	51	21		21	51	21		80	530	
% App. Total	20.2	76.9	2.9		53.4	25	21.6	53.4		61.1	4.9	75.4	19.7		67.0	10	63.8	26.2		90.9	8.75	8.75	63.8	26.2		8.75	63.8	26.2		8.75	839	
PHF	.750	.690	.375		.743	.531	.611	.852		.761	.583	.686	.538		.670	.667	.850	.875		.909	.875	.875	.850	.875		.875	.850	.875		.875	.839	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

File Name : 02_PER_Indian_Rider AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

Start Time	Indian Avenue Southbound			Rider Street Westbound			Indian Avenue Northbound			Rider Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	07:30 AM			07:30 AM			07:30 AM			07:30 AM		
+0 mins.	7	16	0	23	11	32	67	29	6	1	14	6
+15 mins.	2	18	1	21	18	27	62	39	13	3	15	4
+30 mins.	6	17	2	25	6	28	39	20	7	2	14	6
+45 mins.	6	29	0	35	9	22	36	19	2	2	8	5
Total Volume	21	80	3	104	44	109	204	107	28	8	51	21
% App. Total	20.2	76.9	2.9	74.3	21.6	53.4	76.1	75.4	19.7	10	63.8	26.2
PHF	.750	.690	.375	.743	.611	.852	.761	.686	.538	.667	.850	.875
												.909

Groups Printed- Large 2 Axle Vehicles

Start Time	Indian Avenue Southbound				Rider Street Westbound				Indian Avenue Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4
07:15 AM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	7	7
07:30 AM	0	1	0	0	1	2	0	1	1	3	0	0	0	0	2	1	6	7
07:45 AM	0	0	2	1	2	0	0	0	0	0	1	0	0	0	1	2	4	6
Total	1	3	2	1	6	2	1	3	2	6	0	0	1	1	7	4	20	24
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	4	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Total	1	0	0	0	1	1	1	0	0	2	0	3	0	0	3	0	9	9
Grand Total	2	3	2	1	7	3	2	3	2	8	0	3	1	1	4	4	29	33
Approch %	28.6	42.9	28.6		24.1	37.5	25	37.5		27.6	0	75	25		13.8	30	60	
Total %	6.9	10.3	6.9		24.1	10.3	6.9	10.3		27.6	0	10.3	3.4		13.8	10.3	20.7	3.4

1707

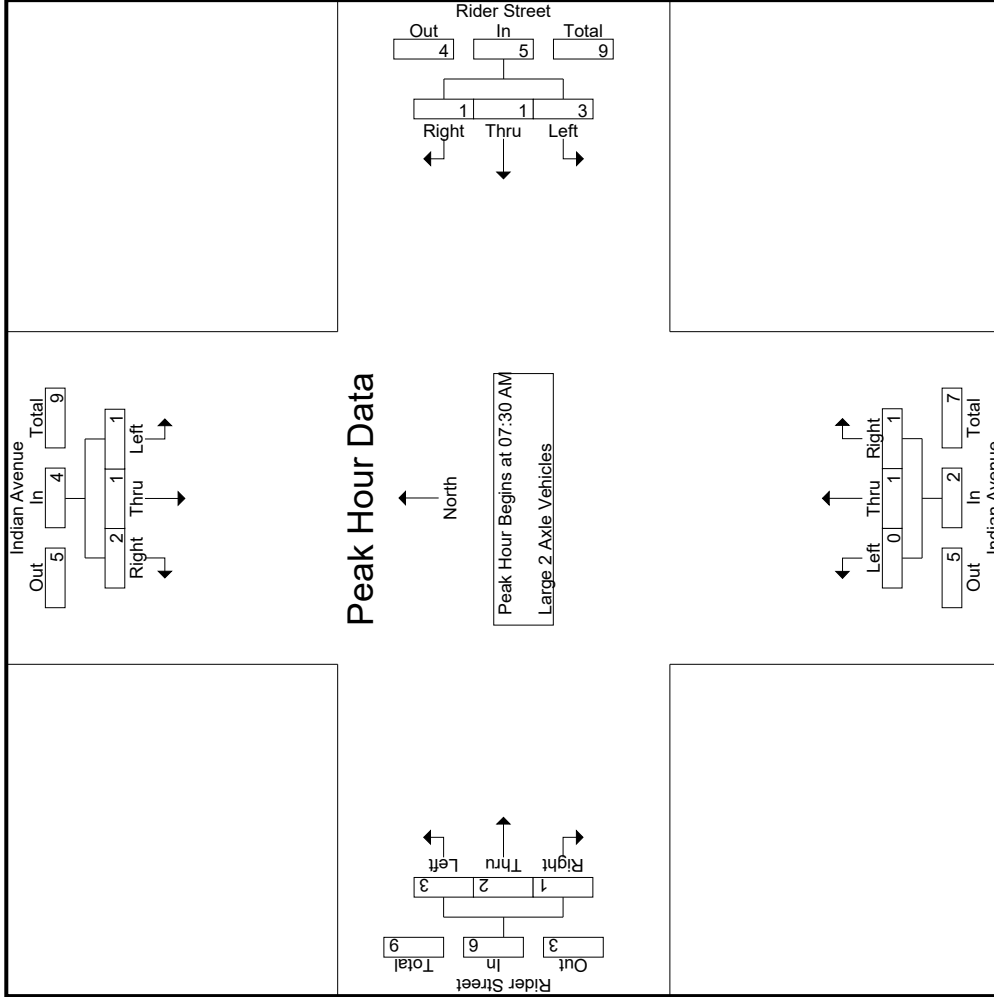
Start Time	Indian Avenue Southbound				Rider Street Westbound				Indian Avenue Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0
Total Volume	1	1	2		4	3	1	1		5	0	1	1		2	2	16.7	6
% App. Total	25	25	50		50	60	20	20		50	0	50	50		33.3	16.7	16.7	17
PHF	.250	.250	.250		.500	.375	.250	.250		.417	.000	.250	.250		.500	.250	.750	.708

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 02_PER_Indian_Rider AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 02_PER_Indian_Rider AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

Start Time	Indian Avenue Southbound			Rider Street Westbound			Indian Avenue Northbound			Rider Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:30 AM				07:30 AM				07:30 AM				07:30 AM		
+0 mins.	0	1	0	1	2	0	1	3	0	0	0	0	1	0	2
+15 mins.	0	0	2	2	0	0	0	0	0	1	1	1	0	0	1
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
+45 mins.	0	0	0	0	1	1	0	2	0	1	0	1	0	0	1
Total Volume	1	1	2	4	3	1	1	5	0	1	1	2	3	2	6
% App. Total	.25	.25	.50	.500	.60	.20	.20	.417	.000	.250	.250	.500	.750	.500	.750
PHF	.250	.250	.250	.500	.375	.250	.250	.417	.000	.250	.250	.500	.750	.500	.750

Groups Printed- 3 Axle Vehicles

Start Time	Indian Avenue Southbound				Rider Street Westbound				Indian Avenue Northbound				Rider Street Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	0	1	0	0	0	1	0	7	7
08:00 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3
08:15 AM	0	1	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	0	0	2	1	2	0	1	0	0	1	0	0	0	0	0	0	1	6	7
Grand Total	0	3	0	0	3	2	0	2	1	4	0	5	0	0	5	0	1	0	0	0	1	1	13	14
1-Apprch %	0	100	0	0	30.8	50	0	50	15.4	30.8	0	100	0	0	38.5	0	100	0	0	7.7	7.1	7.1	92.9	
Total %	0	23.1	0	0	23.1	15.4	0	15.4	0	30.8	0	38.5	0	0	38.5	0	7.7	0	0	7.7	7.1	7.1	92.9	

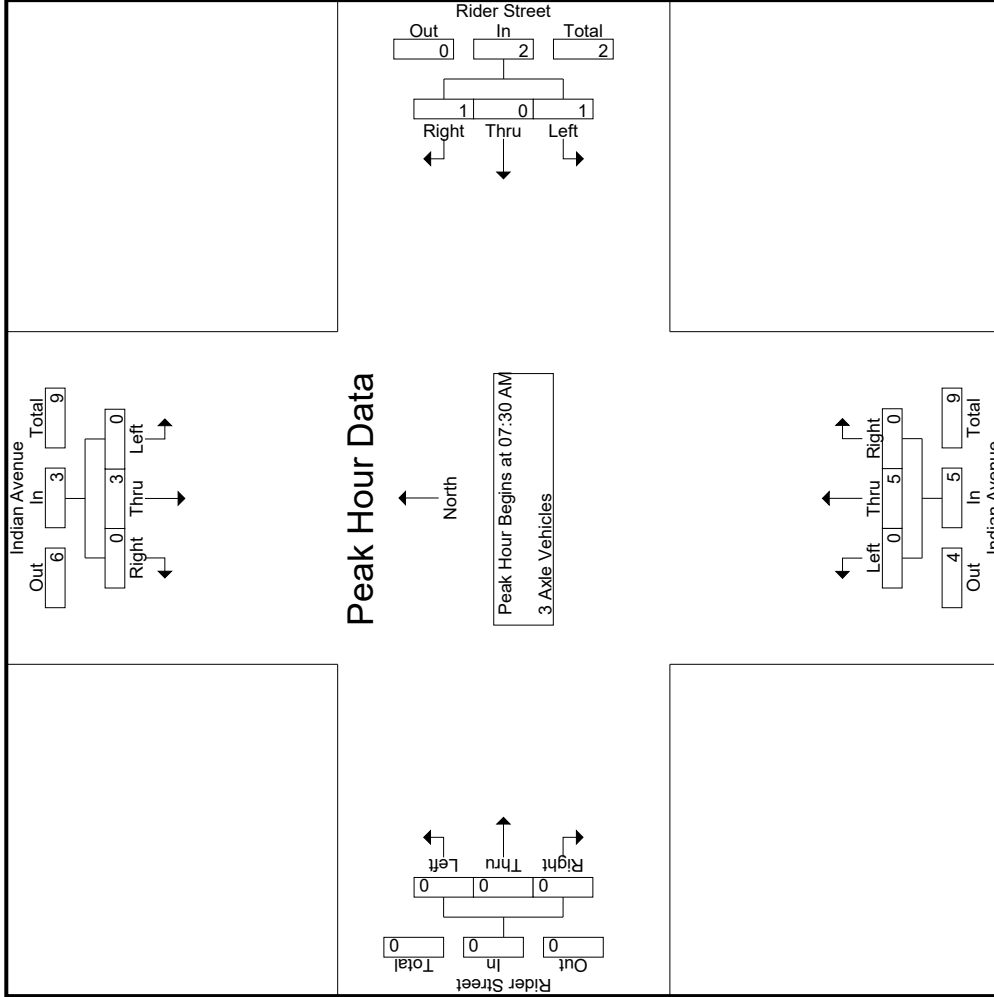
Start Time	Indian Avenue Southbound				Rider Street Westbound				Indian Avenue Northbound				Rider Street Eastbound											
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	0	3	1	0	1	1	2	0	5	0	0	5	0	0	0	0	0	0	0	0	10
% App. Total	0	100	0	0	37.5	50	0	50	15.4	37.5	0	100	0	0	37.5	0	100	0	0	0	0	0	0	83.3
PHF	.000	.375	.000	.000	.375	.250	.000	.250	.500	.500	.000	.625	.000	.625	.625	.000	.000	.000	.000	.000	.000	.000	.833	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 02_PER_Indian_Rider AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
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File Name : 02_PER_Indian_Rider AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

Start Time	Indian Avenue Southbound			Rider Street Westbound			Indian Avenue Northbound			Rider Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:30 AM				07:30 AM				07:30 AM				07:30 AM		
+0 mins.	0	0	0	0	1	0	0	1	2	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	2	0	0	0	0	0	
+30 mins.	0	2	0	2	0	0	0	0	1	0	0	0	0	0	
+45 mins.	0	1	0	1	0	0	1	1	0	0	0	0	0	0	
Total Volume	0	3	0	3	1	0	1	2	5	0	0	0	0	0	
% App. Total	0	100	0	375	50	0	50	250	100	0	0	0	0	0	
PHF	.000	.375	.000	.375	.250	.000	.250	.500	.625	.000	.000	.625	.000	.000	

Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound				Rider Street Westbound				Indian Avenue Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
07:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	0	4	4
07:45 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	1	2	3
Total	3	0	0	0	3	0	0	4	1	4	0	0	0	3	0	1	10	11
08:00 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3	3
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	2	2
08:30 AM	1	1	1	1	3	1	0	1	1	2	0	1	0	0	1	2	7	9
08:45 AM	0	1	0	0	1	0	1	1	0	2	0	0	2	0	2	0	5	5
Total	1	4	1	1	6	1	1	3	1	5	0	2	0	2	4	2	17	19
Grand Total	4	4	1	1	9	1	1	7	2	9	0	2	0	2	7	3	27	30
Approch %	44.4	44.4	11.1		33.3	11.1	11.1	77.8		33.3	0	100	0	14.3	14.3	10	90	
Total %	14.8	14.8	3.7		33.3	3.7	3.7	25.9		33.3	0	7.4	0	3.7	3.7	18.5	18.5	

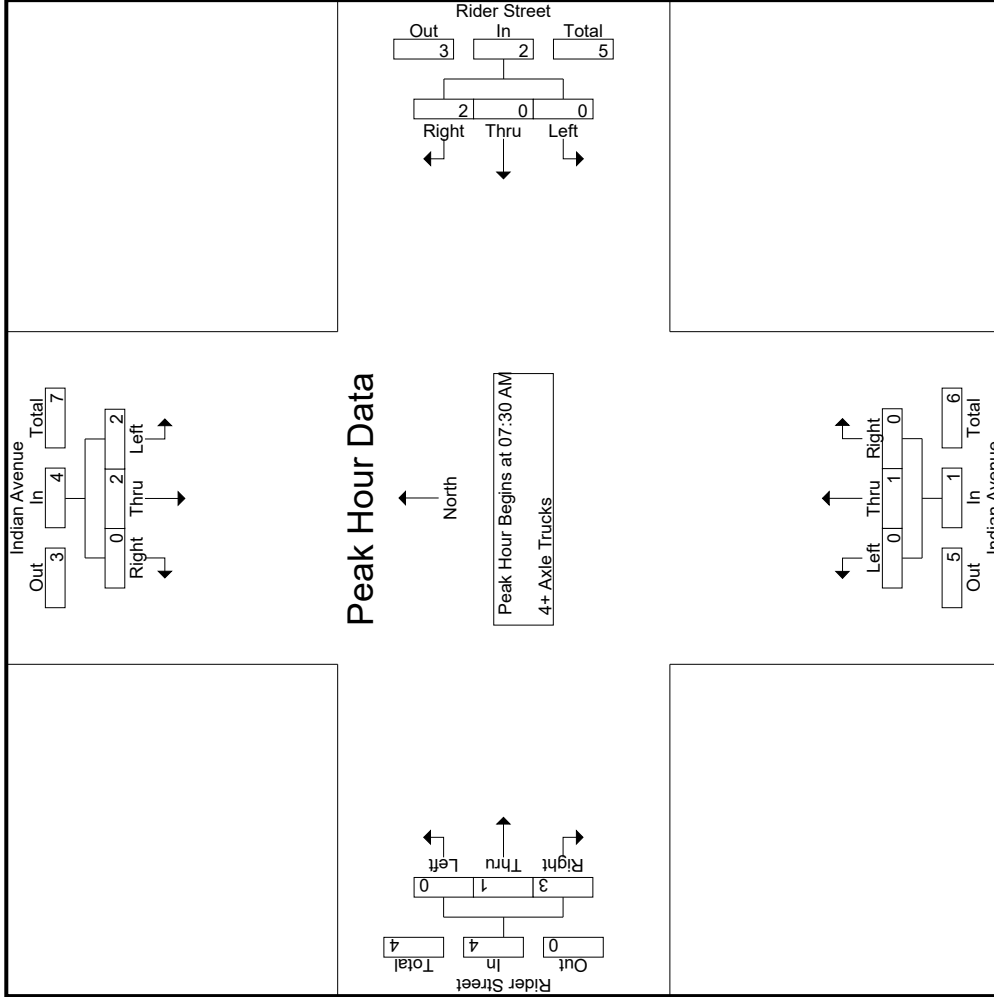
Start Time	Indian Avenue Southbound				Rider Street Westbound				Indian Avenue Northbound				Rider Street Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
Total Volume	2	2	0	0	4	0	0	2	2	2	0	1	0	1	3	0	4	11
% App. Total	.250	.250	.000	.000	.500	.000	.000	.500	.500	.250	.000	.250	.000	.250	.250	.375	.500	.688
PHF																		

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 02_PER_Indian_Rider AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 02_PER_Indian_Rider AM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

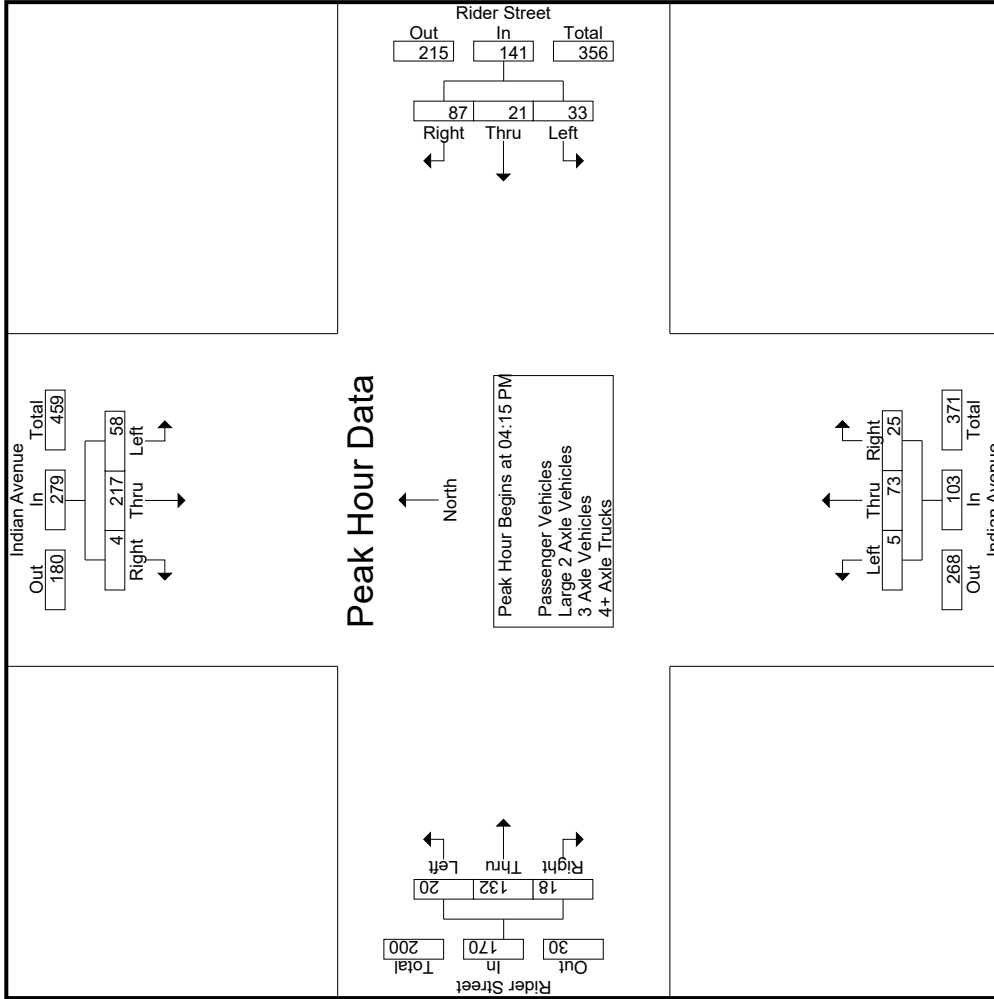
Start Time	Indian Avenue Southbound			Rider Street Westbound			Indian Avenue Northbound			Rider Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:30 AM				07:30 AM				07:30 AM				07:30 AM		
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	2	
+15 mins.	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
+30 mins.	0	2	0	2	0	0	0	0	1	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	1	0	
Total Volume	2	2	0	4	0	0	2	2	1	0	0	1	3	4	
% App. Total	50	50	0	100	0	0	100	50	25	0	25	75	75	100	
PHF	.250	.250	.000	.500	.000	.000	.500	.500	.000	.250	.000	.375	.375	.500	

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Indian Avenue Southbound					Rider Street Westbound					Indian Avenue Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	12	40	0	0	52	12	3	21	12	36	1	15	11	3	27	4	33	10	4	47	19	162	181
04:15 PM	12	69	0	0	81	4	1	18	13	23	0	17	8	4	25	4	22	6	1	32	18	161	179
04:30 PM	13	63	1	1	77	10	7	37	15	54	2	22	6	5	30	4	36	5	1	45	22	206	228
04:45 PM	17	49	1	0	67	7	6	17	7	30	1	12	7	2	20	5	32	3	1	40	10	157	167
Total	54	221	2	1	277	33	17	93	47	143	4	66	32	14	102	17	123	24	7	164	69	686	755
05:00 PM	16	36	2	1	54	12	7	15	8	34	2	22	4	3	28	7	42	4	1	53	13	169	182
05:15 PM	10	27	1	0	38	12	5	16	8	33	0	24	7	2	31	6	32	5	2	43	12	145	157
05:30 PM	11	33	0	0	44	9	5	13	6	27	2	25	14	10	41	0	35	3	1	38	17	150	167
05:45 PM	12	27	0	0	39	9	6	17	10	32	0	21	0	0	21	0	26	7	0	33	10	125	135
Total	49	123	3	1	175	42	23	61	32	126	4	92	25	15	121	13	135	19	4	167	52	589	641
Grand Total	103	344	5	2	452	75	40	154	79	269	8	158	57	29	223	30	258	43	11	331	121	1275	1396
1. Approach %	22.8	76.1	1.1			27.9	14.9	57.2			3.6	70.9	25.6			9.1	77.9	13					
2. Total %	8.1	27	0.4			5.9	3.1	12.1			0.6	12.4	4.5			2.4	20.2	3.4			8.7	91.3	
% Passenger Vehicles	102	339	5		448	70	38	151		335	8	156	56		248	26	252	40		329	0	0	1360
% Large 2 Axle Vehicles	99	98.5	100		98.7	93.3	95	98.1		96.2	100	98.7	98.2		98.4	86.7	97.7	93		96.2	0	0	97.4
% 3 Axle Vehicles	1	0.3	0		0.4	4	2.5	0.6		1.3	0	0.6	1.8		1.2	3.3	1.6	7		2.3	0	0	1.4
% 4+ Axle Trucks	0	4	0		4	0	0	2		4	0	1	0		1	0	1	0		1	0	0	10
% 4+ Axle Trucks	0	1.2	0		0.9	0	0	1.3		1.1	0	0.6	0		0.4	0	0.4	0		0.3	0	0	0.7
% 4+ Axle Trucks	0	0	0		0	2	1	0		3	0	0	0		0	3	1	0		4	0	0	7
% 4+ Axle Trucks	0	0	0		0	2.7	2.5	0		0.9	0	0	0		0	10	0.4	0		1.2	0	0	0.5

Start Time	Indian Avenue Southbound					Rider Street Westbound					Indian Avenue Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	12	69	0	0	81	4	1	18		23	0	17	8		25	4	22	6		32			161
04:30 PM	13	63	1	1	77	10	7	37		54	2	22	6		30	4	36	5		45			206
04:45 PM	17	49	1	0	67	7	6	17		30	1	12	7		20	5	32	3		40			157
05:00 PM	16	36	2	1	54	12	7	15		34	2	22	4		28	7	42	4		53			169
Total Volume	58	217	4		279	33	21	87		141	5	73	25		103	20	132	18		170			693
% App. Total	20.8	77.8	1.4		61.7	23.4	14.9	61.7		24.3	4.9	70.9	24.3		36.3	11.8	77.6	10.6		38.2			181
PHF	.853	.786	.500		.588	.688	.750	.588		.653	.625	.830	.781		.858	.714	.786	.750		.802			.841

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

File Name : 02_PER_Indian_Rider PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

Start Time	Indian Avenue Southbound			Rider Street Westbound			Indian Avenue Northbound			Rider Street Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
	App. Total			App. Total			App. Total			App. Total					
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:15 PM			04:30 PM			05:00 PM			04:30 PM					
+0 mins.	12	69	0	81	7	37	54	2	22	4	28	4	36	5	45
+15 mins.	13	63	1	77	6	17	30	0	24	7	31	5	32	3	40
+30 mins.	17	49	1	67	7	15	34	2	25	14	41	7	42	4	53
+45 mins.	16	36	2	54	5	16	33	0	21	0	21	6	32	5	43
Total Volume	58	217	4	279	25	85	151	4	92	25	121	22	142	17	181
% App. Total	20.8	77.8	1.4	86.1	16.6	56.3	69.9	3.3	76	20.7	73.8	12.2	78.5	9.4	85.4
PHF	.853	.786	.500	.861	.893	.574	.699	.500	.920	.446	.738	.786	.845	.850	.854

Counts Unlimited, Inc.
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File Name : 02_PER_Indian_Rider PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 1

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

Groups Printed- Passenger Vehicles

Start Time	Indian Avenue Southbound				Rider Street Westbound				Indian Avenue Northbound				Rider Street Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	12	39	0	0	51	11	3	21	12	35	1	15	11	3	27	3	33	10	4	46	19	159	178
04:15 PM	11	69	0	0	80	3	1	16	11	20	0	17	8	4	25	3	20	6	1	29	16	154	170
04:30 PM	13	62	1	1	76	8	7	37	15	52	2	22	5	4	29	3	35	3	1	41	21	198	219
04:45 PM	17	49	1	0	67	7	6	17	7	30	1	11	7	2	19	5	31	3	1	39	10	155	165
Total	53	219	2	1	274	29	17	91	45	137	4	65	31	13	100	14	119	22	7	155	66	666	732
05:00 PM	16	36	2	1	54	12	6	15	8	33	2	22	4	3	28	7	41	4	1	52	13	167	180
05:15 PM	10	27	1	0	38	12	4	15	7	31	0	23	7	2	30	5	32	4	2	41	11	140	151
05:30 PM	11	31	0	0	42	9	5	13	6	27	2	25	14	10	41	0	35	3	1	38	17	148	165
05:45 PM	12	26	0	0	38	8	6	17	10	31	0	21	0	0	21	0	25	7	0	32	10	122	132
Total	49	120	3	1	172	41	21	60	31	122	4	91	25	15	120	12	133	18	4	163	51	577	628
Grand Total	102	339	5	2	446	70	38	151	76	259	8	156	56	28	220	26	252	40	11	318	117	1243	1360
Approch %	22.9	76	1.1			27	14.7	58.3			3.6	70.9	25.5		17.7	8.2	79.2	12.6		25.6	8.6	91.4	
Total %	8.2	27.3	0.4		35.9	5.6	3.1	12.1		20.8	0.6	12.6	4.5		17.7	2.1	20.3	3.2		25.6	8.6	91.4	

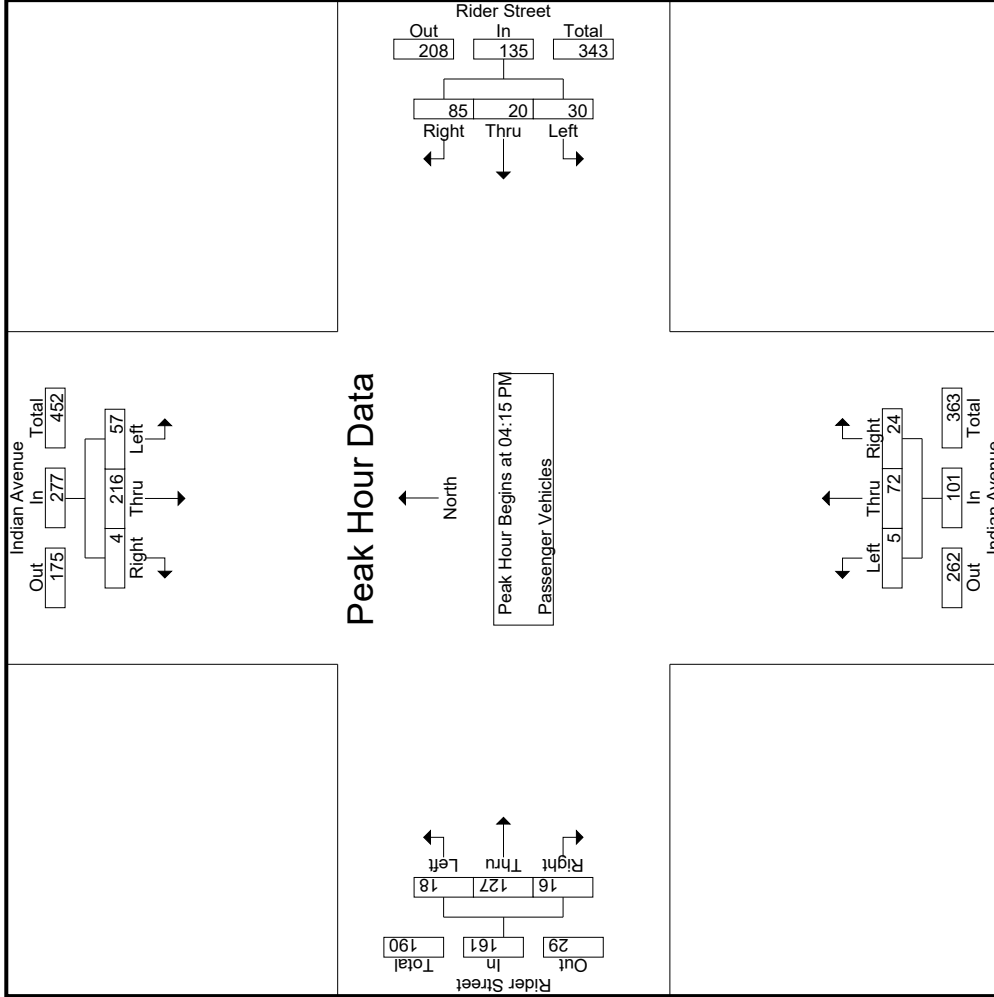
Start Time	Indian Avenue Southbound				Rider Street Westbound				Indian Avenue Northbound				Rider Street Eastbound										
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	11	69	0	0	80	3	1	16	20	20	0	17	8	25	3	20	6	3	20	29	154	154	
04:30 PM	13	62	1	1	76	8	7	37	52	52	2	22	5	29	3	35	3	3	35	41	198	198	
04:45 PM	17	49	1	0	67	7	6	17	30	30	1	11	7	19	3	31	3	3	31	39	155	155	
05:00 PM	16	49	1	0	67	12	6	15	33	33	2	22	4	28	4	41	4	7	41	52	167	167	
Total Volume	57	216	4		277	30	20	85	135	135	5	72	24	101	16	127	16	16	127	161	674	674	
% App. Total	20.6	78	1.4		63	22.2	14.8	63	71.3	71.3	5	71.3	23.8	9.9	9.9	11.2	78.9	9.9	78.9	9.9	66.7	66.7	66.7
PHF	.838	.783	.500		.866	.625	.714	.574	.649	.649	.625	.818	.750	.871	.667	.643	.774	.667	.774	.667	.774	.774	.774

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 02_PER_Indian_Rider PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

File Name : 02_PER_Indian_Rider PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

Start Time	Indian Avenue Southbound			Rider Street Westbound			Indian Avenue Northbound			Rider Street Eastbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
	App. Total			App. Total			App. Total			App. Total					
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:15 PM			04:15 PM			04:15 PM			04:15 PM					
+0 mins.	11	69	0	3	1	16	20	0	17	8	25	3	20	6	29
+15 mins.	13	62	1	8	7	37	52	2	22	5	29	3	35	3	41
+30 mins.	17	49	1	7	6	17	30	1	11	7	19	5	31	3	39
+45 mins.	16	36	2	12	6	15	33	2	22	4	28	7	41	4	52
Total Volume	57	216	4	30	20	85	135	5	72	24	101	18	127	16	161
% App. Total	20.6	78	1.4	22.2	14.8	63	63	5	71.3	23.8	11.2	11.2	78.9	9.9	77.4
PHF	.838	.783	.500	.625	.714	.574	.649	.625	.818	.750	.871	.643	.774	.667	.774

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

File Name : 02_PER_Indian_Rider PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 1

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

Groups Printed- Large 2 Axle Vehicles

Start Time	Indian Avenue Southbound					Rider Street Westbound					Indian Avenue Northbound					Rider Street Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
04:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3
04:15 PM	1	0	0	0	1	0	0	1	1	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	2	0	2	0	1	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1
Total	1	1	0	0	2	3	0	1	1	4	0	0	1	1	1	1	3	2	0	6	2	2	13	0	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	3	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	0	0	4	0	4
Grand Total	1	1	0	0	2	3	1	1	1	5	0	1	1	1	2	1	4	3	0	8	2	2	17	0	19
Approach %	50	50	0	0	11.8	60	20	20	5.9	29.4	0	50	50	5.9	11.8	12.5	50	37.5	0	47.1	10.5	10.5	89.5	0	89.5
Total %	5.9	5.9	0	0	11.8	17.6	5.9	5.9	5.9	29.4	0	5.9	5.9	5.9	11.8	5.9	23.5	17.6	0	47.1	10.5	10.5	89.5	0	89.5

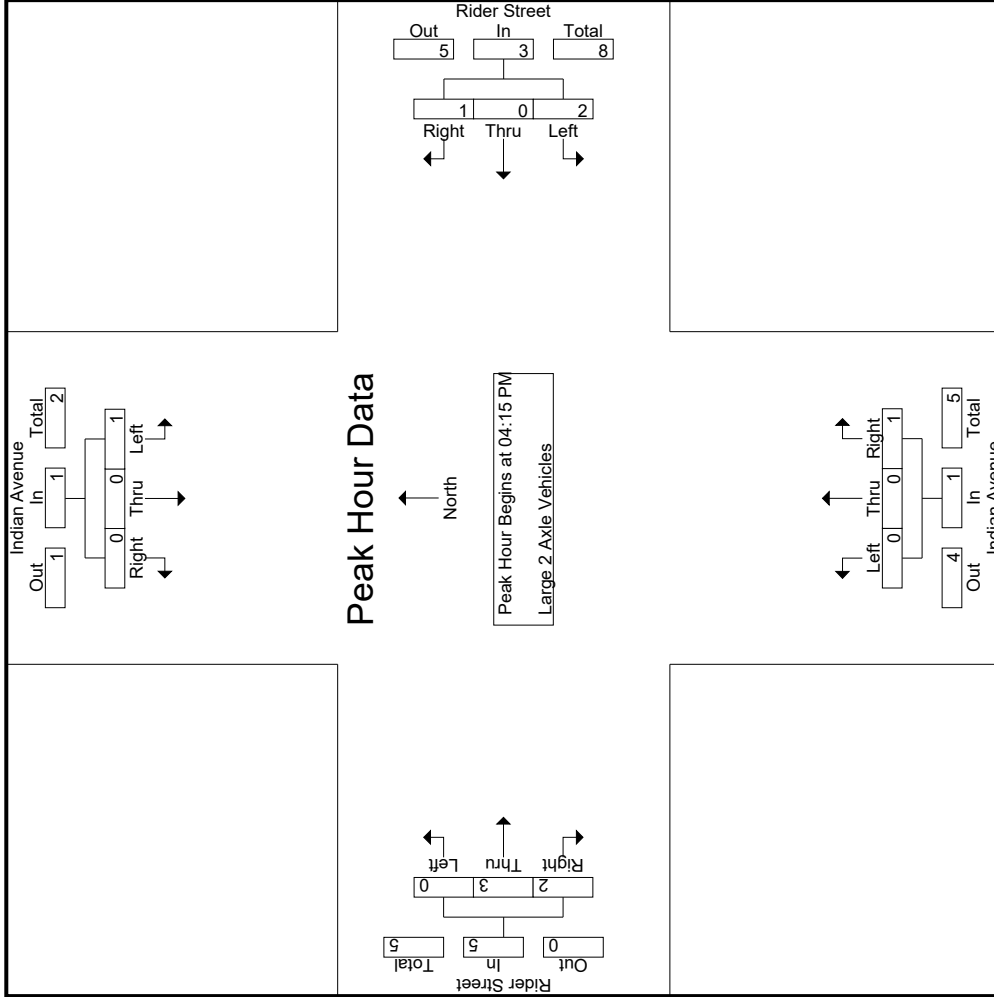
Start Time	Indian Avenue Southbound					Rider Street Westbound					Indian Avenue Northbound					Rider Street Eastbound									
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total		
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0	0	33.3	66.7	0	0	0	100	0	0	0	0	100	0	60	40	0	60	0	0	0	0	0
PHF	.250	.000	.000	.000	.250	.500	.000	.000	.000	.375	.000	.000	.250	.250	.250	.000	.375	.250	0	.625	.250	.250	.500	0	.500

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 02_PER_Indian_Rider PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 02_PER_Indian_Rider PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

Start Time	Indian Avenue Southbound			Rider Street Westbound			Indian Avenue Northbound			Rider Street Eastbound						
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	0	0	1	1	0	1	2	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	1	0	0	1	0	0	1	0	0	0	2	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	2	0	1	3	0	0	1	1	0	3	2	5
% App. Total	100	0	0	100	66.7	0	33.3	100	0	0	100	100	0	60	40	100
PHF	.250	.000	.000	.250	.500	.000	.250	.375	.000	.000	.250	.250	.000	.375	.250	.625

Groups Printed- 3 Axle Vehicles

Start Time	Indian Avenue Southbound					Rider Street Westbound					Indian Avenue Northbound					Rider Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	1	1	1	0	1	0	0	1	0	1	0	0	1	1	1	4	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	3	0	0	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	4	5	
Grand Total	0	4	0	0	4	0	0	2	2	2	0	1	0	0	1	0	1	0	0	1	2	8	10	
1-Apprch %	0	100	0	0	25	0	0	100	0	12.5	0	100	0	0	12.5	0	100	0	0	12.5	20	80		
Total %	0	50	0	0	50	0	0	25	0	12.5	0	12.5	0	0	12.5	0	12.5	0	0	12.5	20	80		

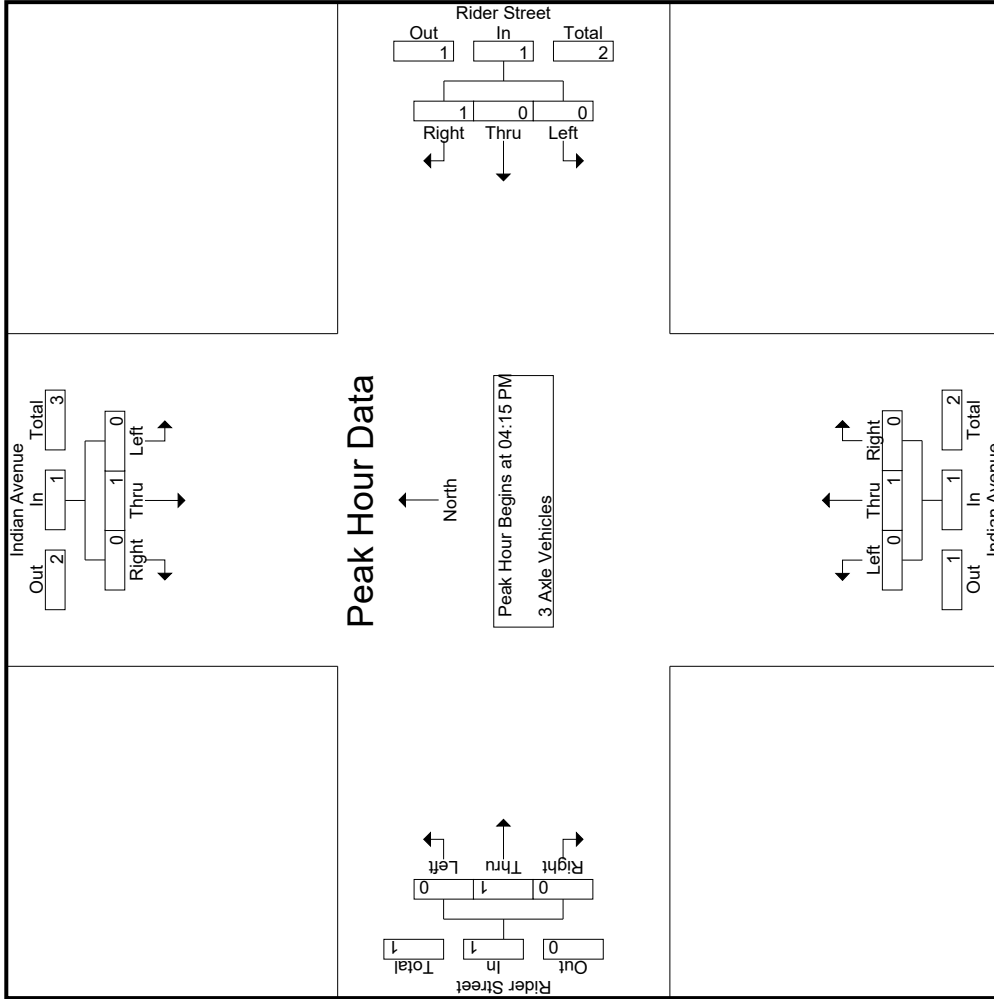
Start Time	Indian Avenue Southbound					Rider Street Westbound					Indian Avenue Northbound					Rider Street Eastbound								
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	1	0	1	4
% App. Total	0	100	0	0	25	0	0	100	0	12.5	0	100	0	0	12.5	0	100	0	0	12.5	20	80		
PHF	.000	.250	.000	.000	.250	.000	.000	.250	.250	.250	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.250	.500	

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 02_PER_Indian_Rider PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 2



Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 02_PER_Indian_Rider PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 3

Start Time	Indian Avenue Southbound			Rider Street Westbound			Indian Avenue Northbound			Rider Street Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1												
Peak Hour for Each Approach Begins at:												
	04:15 PM			04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	1	0	0	0	0	0	0
+15 mins.	0	1	0	0	0	0	0	0	0	0	1	0
+30 mins.	0	0	0	0	0	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	0	1	0	1	0	0	1	0
% App. Total	0	100	0	0	0	100	0	100	0	0	100	0
PHF	.000	.250	.000	.000	.000	.250	.000	.250	.000	.000	.250	.000
App. Total												
Int. Total												

Counts Unlimited, Inc.
 PO Box 1178
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 (951)268-6268

File Name : 02_PER_Indian_Rider PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 1

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

Groups Printed- 4+ Axle Trucks

Start Time	Indian Avenue Southbound					Rider Street Westbound					Indian Avenue Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	3
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	4
Grand Total	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3	1	0	0	4	0	0	7
Approach %	0	0	0	0	0	66.7	33.3	0	0	0	0	0	0	0	0	75	25	0	0	100	0	0	100
Total %	0	0	0	0	0	28.6	14.3	0	0	42.9	0	0	0	0	0	42.9	14.3	0	0	57.1	0	0	100

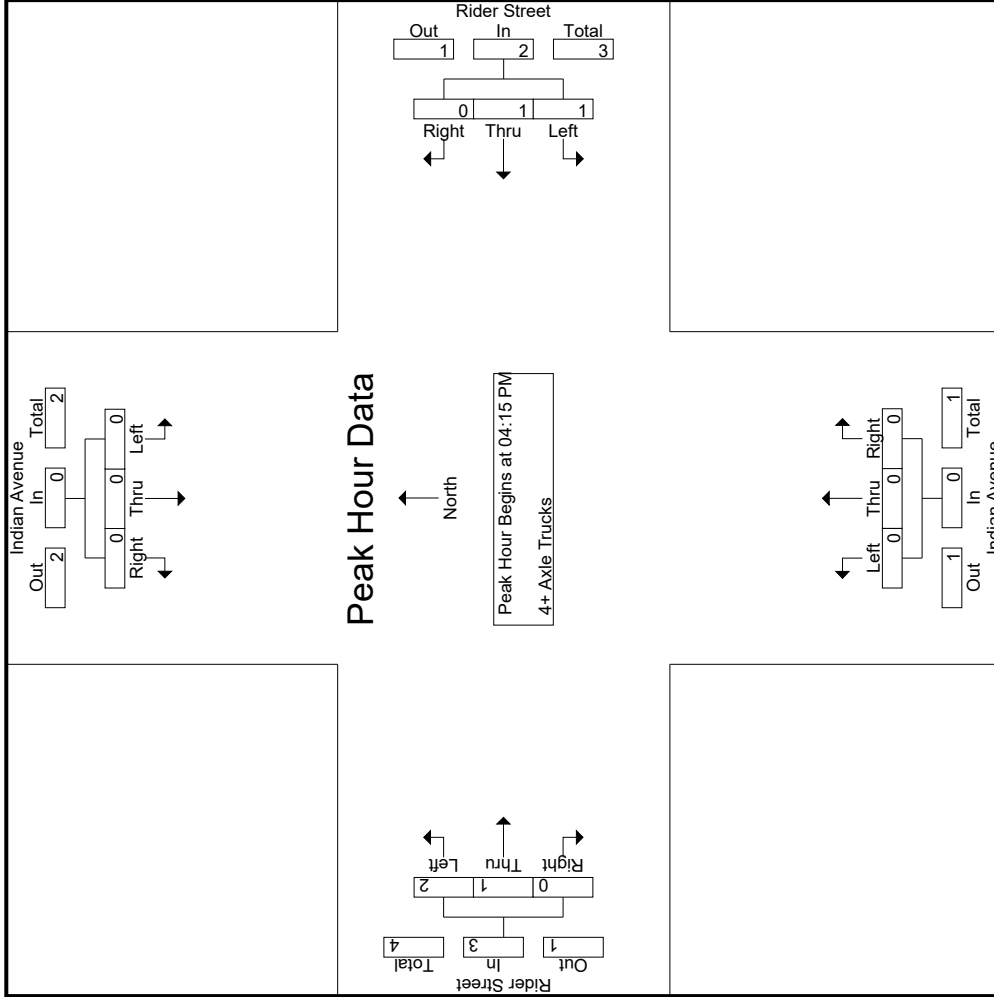
Start Time	Indian Avenue Southbound					Rider Street Westbound					Indian Avenue Northbound					Rider Street Eastbound							
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	50	50	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.250	.000	.000	.500	.000	.000	.000	.000	.000	.500	.250	.250	.000	.750	.000	.000	.625

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951)268-6268

City of Perris
 N/S: Indian Avenue
 E/W: Rider Street
 Weather: Clear

File Name : 02_PER_Indian_Rider PM
 Site Code : 05122075
 Start Date : 1/27/2022
 Page No : 2



Start Time	Indian Avenue Southbound			Rider Street Westbound			Indian Avenue Northbound			Rider Street Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:15 PM				04:15 PM				04:15 PM				04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	
Total Volume	0	0	0	0	1	1	0	2	0	0	0	0	1	3	
% App. Total	0	0	0	0	50	50	0	0	0	0	0	0	33.3	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.250	.750	

Location: Perris
 N/S: Indian Avenue
 E/W: Rider Street



Date: 1/27/2022
 Day: Thursday

PEDESTRIANS

	North Leg Indian Avenue	East Leg Rider Street	South Leg Indian Avenue	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Indian Avenue	East Leg Rider Street	South Leg Indian Avenue	West Leg Rider Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Perris
 N/S: Indian Avenue
 E/W: Rider Street



Date: 1/27/2022
 Day: Thursday

BICYCLES

	Southbound Indian Avenue			Westbound Rider Street			Northbound Indian Avenue			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Indian Avenue			Westbound Rider Street			Northbound Indian Avenue			Eastbound Rider Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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CRV001
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County of Riverside
 Ramona Expressway
 S/ Rider Street
 24 Hour Directional Classification Count
 Northbound

Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/20	45	15	0	7	0	0	0	3	0	1	0	0	71
01:00	48	16	0	8	0	0	0	1	0	1	0	0	74
02:00	46	21	0	12	1	0	2	3	0	1	0	0	86
03:00	153	69	0	31	1	0	3	3	0	3	0	0	263
04:00	357	196	0	97	2	0	1	2	0	0	0	0	655
05:00	430	271	1	146	1	0	5	2	0	0	1	0	858
06:00	412	297	2	132	2	0	11	3	0	0	0	1	860
07:00	479	429	5	142	1	0	19	4	0	0	0	0	1081
08:00	381	240	9	99	1	0	13	10	0	2	1	0	758
09:00	282	147	4	76	2	0	9	12	0	0	1	0	533
10:00	235	126	7	63	4	0	10	5	0	0	0	0	453
11:00	244	139	13	71	4	1	11	8	0	0	0	0	493
12 PM	293	153	8	66	3	0	12	7	0	0	0	1	544
13:00	404	171	10	85	2	1	13	10	1	0	0	0	698
14:00	312	165	4	77	0	0	17	9	0	1	1	0	588
15:00	337	256	6	89	3	3	15	8	0	0	1	1	723
16:00	362	219	4	95	2	0	8	7	1	0	1	0	700
17:00	345	217	7	76	5	0	6	7	0	0	0	0	664
18:00	268	169	4	68	0	0	5	6	0	0	0	0	521
19:00	173	161	3	44	1	0	4	4	0	1	0	0	391
20:00	127	140	2	37	1	0	3	4	0	0	0	0	314
21:00	90	105	3	24	1	0	3	1	0	0	0	0	228
22:00	83	102	2	22	0	0	1	6	0	0	0	0	217
23:00	37	75	1	9	0	0	0	7	0	0	0	0	129
Total	5943	3899	95	1576	37	5	171	132	2	10	6	3	11902
Percent	49.9%	32.8%	0.8%	13.2%	0.3%	0.0%	1.4%	1.1%	0.0%	0.1%	0.1%	0.0%	
AM Peak	07:00	07:00	11:00	05:00	10:00	11:00	07:00	09:00	03:00	03:00	05:00	06:00	07:00
Vol.	3	479	13	146	4	1	19	12	3	3	1	1	1081
PM Peak	13:00	15:00	13:00	16:00	17:00	15:00	14:00	13:00	13:00	14:00	14:00	12:00	15:00
Vol.	4	404	10	95	5	3	17	10	1	1	1	1	723
Grand Total	23	5943	95	1576	37	5	171	132	2	10	6	3	11902
Percent	0.2%	49.9%	0.8%	13.2%	0.3%	0.0%	1.4%	1.1%	0.0%	0.1%	0.1%	0.0%	

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County of Riverside
 Ramona Expressway
 S/ Rider Street
 24 Hour Directional Classification Count
 Southbound

Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/20	123	16	0	4	0	0	1	5	0	0	0	0	149
01:00	83	8	1	1	0	0	0	0	0	0	0	0	93
02:00	82	8	2	1	0	0	1	6	0	0	0	0	100
03:00	92	19	0	2	0	0	1	1	0	0	0	0	115
04:00	188	20	0	2	3	0	0	3	0	0	0	0	217
05:00	197	49	2	14	3	0	5	7	3	1	0	0	282
06:00	293	69	8	19	9	0	4	6	0	0	0	0	408
07:00	446	89	6	22	3	0	11	7	1	0	0	0	587
08:00	341	75	2	28	2	0	10	6	0	1	0	0	465
09:00	245	78	3	34	2	0	4	6	0	0	0	0	372
10:00	303	75	7	23	0	1	5	8	0	0	0	0	424
11:00	307	89	9	22	3	0	4	7	0	0	0	0	442
12 PM	367	94	8	24	6	0	10	5	0	0	0	0	516
13:00	577	129	3	35	3	0	4	8	1	0	0	0	764
14:00	688	139	4	22	2	0	9	7	0	0	0	0	873
15:00	730	155	4	46	1	0	7	2	2	0	0	0	949
16:00	663	160	4	56	1	0	3	9	1	1	0	0	905
17:00	686	145	2	32	4	0	7	9	1	0	0	0	887
18:00	544	107	0	24	0	0	3	3	2	0	0	0	684
19:00	391	103	0	19	1	0	0	8	0	1	0	0	523
20:00	269	66	0	20	0	0	2	5	0	0	0	0	364
21:00	317	46	0	9	0	0	1	9	0	0	1	0	383
22:00	314	35	0	3	0	0	0	1	0	0	0	0	353
23:00	209	25	0	8	0	0	0	0	0	1	0	0	244
Total	8455	1799	65	470	43	1	92	128	11	5	1	2	11099
Percent	0.2%	16.2%	0.6%	4.2%	0.4%	0.0%	0.8%	1.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	11:00	09:00	06:00	10:00	07:00	10:00	05:00	05:00	21:00	15:00	07:00
Vol.	2	446	9	34	1	11	8	3	1	1	1	1	587
PM Peak	16:00	16:00	12:00	16:00	12:00	16:00	16:00	16:00	15:00	16:00	21:00	15:00	15:00
Vol.	6	730	8	56	6	10	9	2	1	1	1	1	949
Grand Total	27	8455	65	470	43	1	92	128	11	5	1	2	11099
Percent	0.2%	76.2%	0.6%	4.2%	0.4%	0.0%	0.8%	1.2%	0.1%	0.0%	0.0%	0.0%	

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CRV001
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County of Riverside
 Ramona Expressway
 S/ Rider Street
 24 Hour Directional Classification Count
 Northbound, Southbound

Start Time	Cars & Trailers		2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	Bikes	Trailers												
03/11/20	0	168	31	0	11	0	0	1	8	0	1	0	0	220
01:00	0	131	24	1	9	0	0	0	1	0	1	0	0	167
02:00	0	128	29	2	13	1	0	3	9	0	1	0	0	186
03:00	0	245	88	0	33	1	0	4	4	0	3	0	0	378
04:00	1	545	216	0	99	5	0	1	5	0	0	0	0	872
05:00	2	627	320	3	160	4	0	10	9	3	1	1	0	1140
06:00	0	705	366	10	151	11	0	15	9	0	0	0	1	1268
07:00	4	925	518	11	164	4	0	30	11	1	0	0	0	1668
08:00	2	722	315	11	127	3	0	23	16	0	3	1	0	1223
09:00	0	527	225	7	110	4	0	13	18	0	0	1	0	905
10:00	5	538	201	14	86	4	1	15	13	0	0	0	0	877
11:00	3	551	228	22	93	7	1	15	15	0	0	0	0	935
12 PM	3	660	247	16	90	9	0	22	12	0	0	0	1	1060
13:00	5	981	300	13	120	5	1	17	18	2	0	0	0	1462
14:00	4	1000	304	8	99	2	0	26	16	0	1	1	0	1461
15:00	5	1067	411	10	135	4	3	22	10	2	0	1	2	1672
16:00	7	1025	379	8	151	3	0	11	16	2	1	1	1	1605
17:00	2	1031	362	9	108	9	0	13	16	1	0	0	0	1551
18:00	2	812	276	4	92	0	0	8	9	2	0	0	0	1205
19:00	0	564	264	3	63	2	0	4	12	0	2	0	0	914
20:00	2	396	206	2	57	1	0	5	9	0	0	0	0	678
21:00	1	407	151	3	33	1	0	4	10	0	0	1	0	611
22:00	1	397	137	2	25	0	0	1	7	0	0	0	0	570
23:00	1	246	100	1	17	0	0	0	7	0	1	0	0	373
Total	50	14398	5698	160	2046	80	6	263	260	13	15	7	5	23001
Percent	0.2%	62.6%	24.8%	0.7%	8.9%	0.3%	0.0%	1.1%	1.1%	0.1%	0.1%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	11:00	07:00	06:00	10:00	07:00	09:00	05:00	03:00	05:00	06:00	07:00
Vol.	5	925	518	22	164	11	1	30	18	3	3	1	1	1668
PM Peak	16:00	15:00	15:00	12:00	16:00	12:00	15:00	14:00	13:00	13:00	19:00	14:00	15:00	15:00
Vol.	7	1067	411	16	151	9	3	26	18	2	2	1	2	1672
Grand Total	50	14398	5698	160	2046	80	6	263	260	13	15	7	5	23001
Percent	0.2%	62.6%	24.8%	0.7%	8.9%	0.3%	0.0%	1.1%	1.1%	0.1%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

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MEN004
 Site Code: 051-20169

City of Menifee
 Menifee Road
 N/ Ethanac Road
 24 Hour Directional Classification Count
 Northbound

Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/20	18	5	0	3	0	0	0	0	0	0	0	0	26
01:00	11	3	0	3	0	0	0	0	0	0	0	0	17
02:00	11	5	0	3	0	0	0	0	0	0	0	0	19
03:00	8	3	0	1	0	0	0	0	0	0	0	0	12
04:00	18	5	0	4	0	0	0	0	0	0	0	0	27
05:00	20	12	0	8	0	0	0	0	0	0	0	0	40
06:00	81	21	2	11	1	0	1	0	0	0	0	0	118
07:00	225	91	1	37	2	0	3	2	0	0	0	0	363
08:00	82	49	0	24	1	0	5	0	0	3	0	0	165
09:00	60	32	0	19	2	0	1	1	0	7	0	0	122
10:00	73	40	0	16	1	0	3	0	0	5	0	0	138
11:00	59	40	0	24	0	0	0	1	0	6	0	0	130
12 PM	146	79	2	43	1	0	0	0	0	3	1	0	278
13:00	102	60	2	37	0	0	1	2	0	6	0	0	210
14:00	102	78	0	44	1	0	4	2	0	5	0	0	237
15:00	0	92	3	58	1	0	3	3	0	5	0	0	355
16:00	182	87	1	48	1	0	0	0	0	4	0	0	327
17:00	157	89	0	49	0	0	4	0	0	1	0	0	301
18:00	2	67	2	29	0	0	2	0	0	0	1	0	259
19:00	104	52	0	22	0	0	1	0	0	0	0	0	179
20:00	79	41	0	11	0	0	2	0	0	0	0	0	133
21:00	87	24	0	13	0	0	1	0	0	1	0	0	127
22:00	48	14	0	7	0	0	0	0	0	0	0	0	69
23:00	35	9	0	1	0	0	0	0	0	0	0	0	46
Total	17	2054	13	515	11	0	31	11	0	46	2	0	3698
Percent	0.5%	55.5%	0.4%	13.9%	0.3%	0.0%	0.8%	0.3%	0.0%	1.2%	0.1%	0.0%	
AM Peak	07:00	07:00	06:00	07:00	07:00	07:00	08:00	07:00	09:00	09:00	12:00	07:00	07:00
Vol.	2	225	2	37	2	2	5	2	7	7	1	6	363
PM Peak	16:00	15:00	15:00	15:00	12:00	15:00	14:00	15:00	13:00	13:00	12:00	15:00	15:00
Vol.	4	190	3	58	1	3	4	3	6	6	1	1	355
Grand Total	17	2054	13	515	11	0	31	11	0	46	2	0	3698
Percent	0.5%	55.5%	0.4%	13.9%	0.3%	0.0%	0.8%	0.3%	0.0%	1.2%	0.1%	0.0%	

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MEN004
 Site Code: 051-20169

City of Menifee
 Menifee Road
 N/ Ethanac Road
 24 Hour Directional Classification Count
 Southbound

Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	<6 Axl Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/20	20	2	0	2	0	0	0	0	0	0	0	0	24
01:00	4	3	0	0	0	0	0	0	0	0	0	0	7
02:00	8	1	0	0	0	0	0	0	0	0	0	0	9
03:00	18	4	0	3	0	0	0	2	0	1	0	0	28
04:00	39	14	0	5	0	0	0	0	0	0	0	0	58
05:00	39	22	0	15	0	0	2	0	0	0	0	0	78
06:00	99	55	0	16	0	0	3	1	0	0	0	0	174
07:00	170	68	0	18	1	1	3	0	0	1	0	0	263
08:00	117	56	1	23	1	0	1	1	0	3	0	0	203
09:00	106	44	1	19	1	0	1	0	0	5	0	0	178
10:00	92	46	1	14	0	0	8	1	0	6	0	0	168
11:00	112	50	0	15	0	0	1	0	0	9	0	0	189
12 PM	140	39	0	13	1	0	0	3	0	4	0	0	200
13:00	114	44	0	15	0	0	2	1	0	3	0	0	180
14:00	106	43	3	11	2	0	1	1	0	6	0	0	174
15:00	133	50	0	20	3	0	1	0	0	4	0	0	211
16:00	158	41	0	11	2	0	0	0	0	1	0	0	214
17:00	169	46	0	17	1	0	3	0	0	0	0	0	236
18:00	118	41	0	8	0	0	0	1	0	1	0	0	169
19:00	93	34	1	11	0	0	0	0	0	1	0	0	140
20:00	78	23	0	9	0	0	0	0	0	0	0	0	111
21:00	57	8	0	4	0	0	0	0	0	0	0	0	69
22:00	46	12	0	2	0	0	0	0	0	0	0	0	61
23:00	26	3	0	0	0	0	1	0	0	0	0	0	30
Total	2062	749	7	251	12	1	27	11	0	45	0	0	3174
Percent	0.3%	23.6%	0.2%	7.9%	0.4%	0.0%	0.9%	0.3%	0.0%	1.4%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	08:00	07:00	07:00	10:00	03:00	03:00	11:00	03:00	11:00	07:00
Vol.	2	170	1	23	1	1	8	2	2	9	2	9	263
PM Peak	13:00	15:00	14:00	15:00	15:00	15:00	17:00	12:00	12:00	14:00	12:00	14:00	17:00
Vol.	1	169	3	20	3	3	3	3	3	6	3	6	236
Grand Total	9	2062	7	251	12	1	27	11	0	45	0	0	3174
Percent	0.3%	65.0%	0.2%	7.9%	0.4%	0.0%	0.9%	0.3%	0.0%	1.4%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Menifee
 Menifee Road
 N/ Ethanac Road
 24 Hour Directional Classification Count

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MEN004
 Site Code: 051-20169

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/20	0	38	7	0	5	0	0	0	0	0	0	0	0	50
01:00	0	15	6	0	3	0	0	0	0	0	0	0	0	24
02:00	0	19	6	0	3	0	0	0	0	0	0	0	0	28
03:00	0	26	7	0	4	0	0	0	2	0	1	0	0	40
04:00	0	57	19	0	9	0	0	0	0	0	0	0	0	85
05:00	0	59	34	0	23	0	0	2	0	0	0	0	0	118
06:00	1	180	76	2	27	1	0	4	1	0	0	0	0	292
07:00	3	395	159	1	55	3	1	6	2	0	1	0	0	626
08:00	1	199	105	1	47	2	0	6	1	0	6	0	0	368
09:00	1	166	76	1	38	3	0	2	1	0	12	0	0	300
10:00	0	165	86	1	30	1	0	11	1	0	11	0	0	306
11:00	2	171	90	0	39	0	0	1	1	0	15	0	0	319
12 PM	3	286	118	2	56	2	0	0	3	0	7	1	0	478
13:00	1	216	104	2	52	0	0	3	3	0	9	0	0	390
14:00	2	208	121	3	55	3	0	5	3	0	11	0	0	411
15:00	0	323	142	3	78	4	0	4	3	0	9	0	0	566
16:00	5	340	128	1	59	3	0	0	0	0	5	0	0	541
17:00	1	326	135	0	66	1	0	7	0	0	1	0	0	537
18:00	2	274	108	2	37	0	0	2	1	0	1	1	0	428
19:00	0	197	86	1	33	0	0	1	0	0	1	0	0	319
20:00	1	157	64	0	20	0	0	2	0	0	0	0	0	244
21:00	1	144	32	0	17	0	0	1	0	0	1	0	0	196
22:00	1	94	26	0	9	0	0	0	0	0	0	0	0	130
23:00	1	61	12	0	1	0	0	1	0	0	0	0	0	76
Total	26	4116	1747	20	766	23	1	58	22	0	91	2	0	6872
Percent	0.4%	59.9%	25.4%	0.3%	11.1%	0.3%	0.0%	0.8%	0.3%	0.0%	1.3%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	06:00	07:00	07:00	07:00	10:00	03:00		11:00			07:00
Vol.	3	395	159	2	55	3	1	11	2		15			626
PM Peak	16:00	16:00	15:00	14:00	15:00	15:00		17:00	12:00		14:00	12:00		15:00
Vol.	5	340	142	3	78	4		7	3		11	1		566
Grand Total	26	4116	1747	20	766	23	1	58	22	0	91	2	0	6872
Percent	0.4%	59.9%	25.4%	0.3%	11.1%	0.3%	0.0%	0.8%	0.3%	0.0%	1.3%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Perris
 Nuevo Road
 E/ Perris Boulevard
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

PER003
 Site Code: 051-20169

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/20	0	41	62	1	8	0	0	4	1	0	0	0	0	117
01:00	0	17	27	2	5	0	0	0	0	0	0	0	0	51
02:00	0	9	29	0	8	0	0	0	0	1	0	0	0	47
03:00	0	47	7	0	2	0	0	0	0	0	0	0	0	56
04:00	0	46	18	0	5	0	0	2	0	0	0	0	0	71
05:00	0	43	15	0	8	0	0	1	0	0	0	0	0	67
06:00	0	80	28	2	15	1	0	2	0	0	0	0	0	128
07:00	0	279	110	5	24	5	0	11	1	3	0	0	0	438
08:00	0	174	88	1	23	1	0	6	0	1	0	0	0	294
09:00	0	180	73	1	31	1	0	6	0	1	0	0	0	293
10:00	0	217	88	0	24	0	0	7	0	0	0	0	0	336
11:00	0	236	75	2	35	2	0	9	0	0	1	0	0	360
12 PM	2	268	122	4	40	4	0	12	0	0	0	0	0	452
13:00	4	279	162	3	35	4	0	20	0	0	0	0	0	507
14:00	0	292	179	4	38	1	0	17	0	4	3	0	0	538
15:00	5	359	187	5	60	3	0	28	0	5	0	0	0	652
16:00	1	341	190	4	54	0	1	27	0	2	0	1	0	621
17:00	3	345	215	1	50	2	1	20	1	0	1	0	0	639
18:00	3	336	201	2	48	0	0	20	0	3	1	0	0	614
19:00	0	248	186	1	52	0	0	33	0	0	1	1	0	522
20:00	1	194	155	1	37	2	0	34	0	5	1	0	0	430
21:00	1	151	123	0	21	0	0	19	0	2	1	0	0	318
22:00	1	111	88	0	12	0	0	15	0	0	0	0	0	227
23:00	1	69	57	1	16	0	0	4	0	0	0	0	0	148
Total	22	4362	2485	40	651	26	2	297	3	27	9	2	0	7926
Percent	0.3%	55.0%	31.4%	0.5%	8.2%	0.3%	0.0%	3.7%	0.0%	0.3%	0.1%	0.0%	0.0%	
AM Peak		07:00	07:00	07:00	11:00	07:00		07:00	00:00	07:00	11:00			07:00
Vol.		279	110	5	35	5		11	1	3	1			438
PM Peak	15:00	15:00	17:00	15:00	15:00	12:00	16:00	20:00	17:00	15:00	14:00	16:00		15:00
Vol.	5	359	215	5	60	4	1	34	1	5	3	1		652
Grand Total	22	4362	2485	40	651	26	2	297	3	27	9	2	0	7926
Percent	0.3%	55.0%	31.4%	0.5%	8.2%	0.3%	0.0%	3.7%	0.0%	0.3%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Perris
 Nuevo Road
 E/ Perris Boulevard
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

PER003
 Site Code: 051-20169

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/20	0	25	5	1	2	0	0	0	0	0	0	0	0	33
01:00	1	17	0	0	0	0	0	0	0	0	0	0	0	18
02:00	0	25	11	0	1	0	0	0	0	0	0	0	0	37
03:00	0	101	28	0	6	0	0	0	0	0	0	0	0	135
04:00	1	166	40	0	24	0	0	2	0	0	0	0	0	233
05:00	0	166	59	0	20	1	0	3	0	0	0	0	0	249
06:00	2	222	60	1	25	0	1	2	0	1	0	0	0	314
07:00	4	433	115	3	34	3	2	13	0	0	2	1	0	610
08:00	2	267	79	0	19	2	0	3	0	0	0	0	0	372
09:00	2	218	63	1	15	1	1	6	0	0	0	0	0	307
10:00	1	247	61	2	19	0	0	3	0	2	0	0	0	335
11:00	1	270	57	1	14	1	0	3	1	0	0	0	0	348
12 PM	6	313	90	2	19	3	0	5	0	0	0	0	0	438
13:00	2	286	86	3	16	0	0	4	1	1	0	0	0	399
14:00	0	358	79	1	13	0	0	8	0	1	0	0	0	460
15:00	7	341	100	1	21	3	0	5	0	0	0	0	1	479
16:00	0	284	74	2	13	3	0	10	0	0	0	0	0	386
17:00	4	277	74	1	6	0	0	7	0	0	0	0	0	369
18:00	3	276	77	1	14	3	0	5	1	0	0	0	0	380
19:00	2	233	57	0	13	0	0	6	0	0	0	0	0	311
20:00	1	188	60	0	7	0	0	0	0	0	0	0	0	256
21:00	1	133	26	0	8	0	0	0	0	0	0	0	0	168
22:00	0	88	19	0	3	2	0	0	0	0	0	0	0	112
23:00	0	48	7	2	3	0	0	0	0	0	0	0	0	60
Total	40	4982	1327	22	315	22	4	85	3	5	2	1	1	6809
Percent	0.6%	73.2%	19.5%	0.3%	4.6%	0.3%	0.1%	1.2%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	11:00	10:00	07:00	07:00		07:00
Vol.	4	433	115	3	34	3	2	13	1	2	2	1		610
PM Peak	15:00	14:00	15:00	13:00	15:00	12:00		16:00	13:00	13:00			15:00	15:00
Vol.	7	358	100	3	21	3		10	1	1			1	479
Grand Total	40	4982	1327	22	315	22	4	85	3	5	2	1	1	6809
Percent	0.6%	73.2%	19.5%	0.3%	4.6%	0.3%	0.1%	1.2%	0.0%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Perris
 Nuevo Road
 E/ Perris Boulevard
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

PER003
 Site Code: 051-20169

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/20	0	66	67	2	10	0	0	4	1	0	0	0	0	150
01:00	1	34	27	2	5	0	0	0	0	0	0	0	0	69
02:00	0	34	40	0	9	0	0	0	0	1	0	0	0	84
03:00	0	148	35	0	8	0	0	0	0	0	0	0	0	191
04:00	1	212	58	0	29	0	0	4	0	0	0	0	0	304
05:00	0	209	74	0	28	1	0	4	0	0	0	0	0	316
06:00	2	302	88	3	40	1	1	4	0	1	0	0	0	442
07:00	4	712	225	8	58	8	2	24	1	3	2	1	0	1048
08:00	2	441	167	1	42	3	0	9	0	1	0	0	0	666
09:00	2	398	136	2	46	2	1	12	0	1	0	0	0	600
10:00	1	464	149	2	43	0	0	10	0	2	0	0	0	671
11:00	1	506	132	3	49	3	0	12	1	0	1	0	0	708
12 PM	8	581	212	6	59	7	0	17	0	0	0	0	0	890
13:00	6	565	248	6	51	4	0	24	1	1	0	0	0	906
14:00	0	650	258	5	51	1	0	25	0	5	3	0	0	998
15:00	12	700	287	6	81	6	0	33	0	5	0	0	1	1131
16:00	1	625	264	6	67	3	1	37	0	2	0	1	0	1007
17:00	7	622	289	2	56	2	1	27	1	0	1	0	0	1008
18:00	6	612	278	3	62	3	0	25	1	3	1	0	0	994
19:00	2	481	243	1	65	0	0	39	0	0	1	1	0	833
20:00	2	382	215	1	44	2	0	34	0	5	1	0	0	686
21:00	2	284	149	0	29	0	0	19	0	2	1	0	0	486
22:00	1	199	107	0	15	2	0	15	0	0	0	0	0	339
23:00	1	117	64	3	19	0	0	4	0	0	0	0	0	208
Total	62	9344	3812	62	966	48	6	382	6	32	11	3	1	14735
Percent	0.4%	63.4%	25.9%	0.4%	6.6%	0.3%	0.0%	2.6%	0.0%	0.2%	0.1%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	00:00	07:00	07:00	07:00		07:00
Vol.	4	712	225	8	58	8	2	24	1	3	2	1		1048
PM Peak	15:00	15:00	17:00	12:00	15:00	12:00	16:00	19:00	13:00	14:00	14:00	16:00	15:00	15:00
Vol.	12	700	289	6	81	7	1	39	1	5	3	1	1	1131
Grand Total	62	9344	3812	62	966	48	6	382	6	32	11	3	1	14735
Percent	0.4%	63.4%	25.9%	0.4%	6.6%	0.3%	0.0%	2.6%	0.0%	0.2%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

City of San Jacintio
 Sanderson Avenue
 S/ Ramona Expressway
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SJC002
 Site Code: 051-20169

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/20	0	70	11	0	3	1	0	0	3	0	0	0	0	88
01:00	0	50	9	0	3	1	0	0	3	0	0	0	0	66
02:00	0	89	15	0	3	1	0	1	2	0	0	0	0	111
03:00	2	198	54	0	17	1	0	1	5	0	0	0	0	278
04:00	3	410	107	1	19	5	0	6	4	3	0	0	0	558
05:00	7	616	186	3	58	6	5	17	3	6	1	0	0	908
06:00	13	708	173	7	38	14	9	13	4	5	2	1	1	988
07:00	12	709	158	8	26	4	9	8	3	2	2	1	0	942
08:00	14	575	146	4	28	6	2	16	5	5	0	1	0	802
09:00	10	540	110	3	27	7	2	11	4	3	2	1	0	720
10:00	8	496	88	4	27	14	0	11	3	2	2	0	0	655
11:00	4	479	84	6	22	9	3	7	5	2	0	0	1	622
12 PM	8	579	96	3	20	1	3	7	9	3	1	2	2	734
13:00	9	497	110	1	23	5	3	6	4	1	0	1	1	661
14:00	7	522	84	6	16	3	0	10	6	2	1	2	1	660
15:00	6	506	94	1	20	2	1	8	5	3	0	1	2	649
16:00	6	565	107	4	14	5	6	6	4	1	1	0	0	719
17:00	11	495	86	4	15	2	6	5	4	1	0	0	1	630
18:00	4	403	69	3	10	3	0	3	1	2	0	0	1	499
19:00	5	296	61	1	8	4	0	0	2	3	0	0	0	380
20:00	4	243	47	0	5	1	2	1	0	0	1	0	0	304
21:00	3	226	28	0	7	1	0	0	0	1	0	0	0	266
22:00	1	194	16	1	3	0	0	0	3	0	1	0	0	219
23:00	0	118	19	0	2	0	0	0	2	0	0	0	0	141
Total	137	9584	1958	60	414	96	51	137	84	45	14	10	10	12600
Percent	1.1%	76.1%	15.5%	0.5%	3.3%	0.8%	0.4%	1.1%	0.7%	0.4%	0.1%	0.1%	0.1%	
AM Peak	08:00	07:00	05:00	07:00	05:00	06:00	06:00	05:00	03:00	05:00	06:00	06:00	06:00	06:00
Vol.	14	709	186	8	58	14	9	17	5	6	2	1	1	988
PM Peak	17:00	12:00	13:00	14:00	13:00	13:00	16:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00
Vol.	11	579	110	6	23	5	6	10	9	3	1	2	2	734
Grand Total	137	9584	1958	60	414	96	51	137	84	45	14	10	10	12600
Percent	1.1%	76.1%	15.5%	0.5%	3.3%	0.8%	0.4%	1.1%	0.7%	0.4%	0.1%	0.1%	0.1%	

Counts Unlimited, Inc.

City of San Jacinto
 Sanderson Avenue
 S/ Ramona Expressway
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SJC002
 Site Code: 051-20169

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/20	0	133	25	0	4	0	1	1	0	0	0	0	0	164
01:00	0	89	18	0	2	0	0	0	2	0	0	0	0	111
02:00	1	76	13	0	1	0	0	0	3	0	0	0	0	94
03:00	0	87	18	1	4	0	0	0	2	0	0	0	0	112
04:00	2	110	21	2	3	0	0	1	1	0	1	0	0	141
05:00	1	166	42	1	13	1	0	5	4	2	1	2	0	238
06:00	4	268	75	4	26	3	0	11	7	1	1	1	0	401
07:00	7	422	125	0	13	1	1	6	2	2	0	0	2	581
08:00	7	377	97	5	15	2	0	14	3	3	1	0	0	524
09:00	2	313	63	10	32	6	2	13	8	2	1	1	3	456
10:00	3	374	91	6	32	7	1	16	5	2	2	1	0	540
11:00	3	382	99	4	34	3	2	15	5	3	1	1	2	554
12 PM	5	434	123	11	39	4	2	16	3	2	0	0	0	639
13:00	10	487	147	5	36	7	3	23	5	4	4	1	0	732
14:00	10	679	165	3	41	7	2	23	5	5	3	1	1	945
15:00	21	771	177	4	45	9	6	35	5	5	5	2	2	1087
16:00	18	811	186	4	33	7	5	34	6	11	2	1	1	1119
17:00	18	851	183	1	50	5	5	18	4	8	3	2	1	1149
18:00	10	766	149	2	40	4	5	17	3	8	1	0	1	1006
19:00	6	512	108	2	25	1	2	12	2	2	1	0	1	674
20:00	5	419	101	2	14	5	0	8	2	0	0	1	0	557
21:00	5	369	68	0	14	2	1	15	3	2	2	0	0	481
22:00	3	314	47	1	10	0	1	1	1	1	0	0	0	379
23:00	2	242	43	0	4	3	0	4	0	0	0	0	0	298
Total	143	9452	2184	68	530	77	39	288	81	63	29	14	14	12982
Percent	1.1%	72.8%	16.8%	0.5%	4.1%	0.6%	0.3%	2.2%	0.6%	0.5%	0.2%	0.1%	0.1%	
AM Peak	07:00	07:00	07:00	09:00	11:00	10:00	09:00	10:00	09:00	08:00	10:00	05:00	09:00	07:00
Vol.	7	422	125	10	34	7	2	16	8	3	2	2	3	581
PM Peak	15:00	17:00	16:00	12:00	17:00	15:00	15:00	15:00	16:00	16:00	15:00	15:00	15:00	17:00
Vol.	21	851	186	11	50	9	6	35	6	11	5	2	2	1149
Grand Total	143	9452	2184	68	530	77	39	288	81	63	29	14	14	12982
Percent	1.1%	72.8%	16.8%	0.5%	4.1%	0.6%	0.3%	2.2%	0.6%	0.5%	0.2%	0.1%	0.1%	

Counts Unlimited, Inc.

City of San Jacintio
 Sanderson Avenue
 S/ Ramona Expressway
 24 Hour Directional Classification Count

PO Box 1178
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 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SJC002
 Site Code: 051-20169

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/11/20	0	203	36	0	7	1	1	1	3	0	0	0	0	252
01:00	0	139	27	0	5	1	0	0	5	0	0	0	0	177
02:00	1	165	28	0	4	1	0	1	5	0	0	0	0	205
03:00	2	285	72	1	21	1	0	1	7	0	0	0	0	390
04:00	5	520	128	3	22	5	0	7	5	3	1	0	0	699
05:00	8	782	228	4	71	7	5	22	7	8	2	2	0	1146
06:00	17	976	248	11	64	17	9	24	11	6	3	2	1	1389
07:00	19	1131	283	8	39	5	10	14	5	4	2	1	2	1523
08:00	21	952	243	9	43	8	2	30	8	8	1	1	0	1326
09:00	12	853	173	13	59	13	4	24	12	5	3	2	3	1176
10:00	11	870	179	10	59	21	1	27	8	4	4	1	0	1195
11:00	7	861	183	10	56	12	5	22	10	5	1	1	3	1176
12 PM	13	1013	219	14	59	5	5	23	12	5	1	2	2	1373
13:00	19	984	257	6	59	12	6	29	9	5	4	2	1	1393
14:00	17	1201	249	9	57	10	2	33	11	7	4	3	2	1605
15:00	27	1277	271	5	65	11	7	43	10	8	5	3	4	1736
16:00	24	1376	293	8	47	12	11	40	10	12	3	1	1	1838
17:00	29	1346	269	5	65	7	11	23	8	9	3	2	2	1779
18:00	14	1169	218	5	50	7	5	20	4	10	1	0	2	1505
19:00	11	808	169	3	33	5	2	12	4	5	1	0	1	1054
20:00	9	662	148	2	19	6	2	9	2	0	1	1	0	861
21:00	8	595	96	0	21	3	1	15	3	3	2	0	0	747
22:00	4	508	63	2	13	0	1	1	4	1	1	0	0	598
23:00	2	360	62	0	6	3	0	4	2	0	0	0	0	439
Total	280	19036	4142	128	944	173	90	425	165	108	43	24	24	25582
Percent	1.1%	74.4%	16.2%	0.5%	3.7%	0.7%	0.4%	1.7%	0.6%	0.4%	0.2%	0.1%	0.1%	
AM Peak	08:00	07:00	07:00	09:00	05:00	10:00	07:00	08:00	09:00	05:00	10:00	05:00	09:00	07:00
Vol.	21	1131	283	13	71	21	10	30	12	8	4	2	3	1523
PM Peak	17:00	16:00	16:00	12:00	15:00	13:00	16:00	15:00	12:00	16:00	15:00	14:00	15:00	16:00
Vol.	29	1376	293	14	65	12	11	43	12	12	5	3	4	1838
Grand Total	280	19036	4142	128	944	173	90	425	165	108	43	24	24	25582
Percent	1.1%	74.4%	16.2%	0.5%	3.7%	0.7%	0.4%	1.7%	0.6%	0.4%	0.2%	0.1%	0.1%	

APPENDIX 3.2:

EXISTING (2020) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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**Volume Development
AM Peak Hour**

1: Harvill Av. & Cajalco Expy.														
	PHF:	0.937	7:00am	Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		329	310	103	162	131	12	20	669	152	187	775	172	3,019
2: I-215 SB Ramps & Harley Knox Bl.														
	PHF:	0.935	7:00am	Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		0	0	0	410	9	184	0	362	10	127	122	0	1,222
3: I-215 NB Ramps & Harley Knox Bl.														
	PHF:	0.944	7:00am	Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		10	4	82	0	0	0	247	525	0	0	238	800	1,905
4: I-215 SB Ramps & Ramona Exwy.														
	PHF:	0.958	7:15am	Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		0	0	0	633	0	221	0	704	283	303	912	0	3,055
5: I-215 NB Ramps & Ramona Exwy.														
	PHF:	0.964	7:15am	Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		276	3	472	0	0	0	153	1,184	0	0	939	692	3,718
6: I-215 SB Ramps & Placentia Av. - Future Intersection														
	PHF:			Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		0	0	0	251	0	70	0	253	120	232	431	0	1,357
7: I-215 NB Ramps & Placentia Av. - Future Intersection														
	PHF:			Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		138	0	239	0	0	0	56	448	0	0	525	468	1,874
8: I-215 SB Ramps & Nuevo Rd.														
	PHF:	0.884	7:00am	Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		0	0	0	224	1	84	0	448	158	420	857	0	2,191
9: I-215 NB Ramps & Nuevo Rd.														
	PHF:	0.890	7:00am	Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		340	3	634	0	0	0	50	622	0	0	937	291	2,876
10: Western Wy. & Harley Knox Bl.														
	PHF:	0.982	7:00am	Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		0	0	0	6	0	36	67	539	1	0	1,002	43	1,693
11: Webster Av. & Harley Knox Bl.														
	PHF:	0.939	7:00am	Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		46	1	35	0	0	0	0	440	31	6	856	1	1,415
12: Webster Av. & Ramona Exwy.														
	PHF:	0.940	7:15am	Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		122	64	32	42	34	101	200	1,169	56	38	1,419	29	3,302

**Volume Development
AM Peak Hour**

13: Indian Av. & Harley Knox Bl.													
	PHF:	0.927	7:00am	Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	72	317	20	17	108	181	208	241	50	12	671	68	1,963
14: Indian Av. & Ramona Exwy.													
	PHF:	0.983	7:00am	Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	85	159	28	18	64	35	156	996	93	56	1,476	97	3,261
15: Indian Av. & Placentia Av.													
	PHF:	0.684	7:00am	Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	146	80	25	122	0	0	0	0	140	0	37	550
16: Perris Bl. & Iris Av.													
	PHF:	0.871	7:15am	Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	160	735	244	141	451	53	34	294	83	252	452	136	3,032
17: Perris Bl. & Krameria Av.													
	PHF:	0.907	7:15am	Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	78	863	195	68	661	8	18	143	84	177	143	169	2,605
18: Perris Bl. & San Michele Rd.													
	PHF:	0.937	7:00am	Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	110	1,088	2	1	861	75	37	0	23	3	0	0	2,199
19: Perris Bl. & Nandina Av.													
	PHF:	0.920	7:00am	Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	39	1,169	22	16	851	11	12	2	12	9	5	11	2,157
20: Perris Bl. & Harley Knox Av.													
	PHF:	0.914	7:00am	Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	213	1,004	12	42	628	237	207	43	23	10	297	149	2,863
21: Perris Bl. & Markham St.													
	PHF:	0.941	7:00am	Count Date: 5/10/2017									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	30	1,299	0	2	600	21	16	13	18	1	19	17	2,034
22: Perris Bl. & Ramona Exwy.													
	PHF:	0.984	7:00am	Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	279	741	88	96	314	186	314	624	104	89	1,142	132	4,107
23: Perris Bl. & Morgan St.													
	PHF:	0.954	7:00am	Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	39	1,088	14	9	450	64	24	7	26	18	20	2	1,759
24: Perris Bl. & Rider St.													
	PHF:	0.933	7:00am	Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:													

**Volume Development
AM Peak Hour**

2020 PCE:	35	893	92	52	350	27	22	131	14	202	283	245	2,343	
	25: Perris Bl. & Placentia Av.													
	PHF:	<u>0.897</u>	7:00am							Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		36	760	28	31	492	31	14	60	13	32	112	201	1,808
	26: Perris Bl. & Orange Av.													
	PHF:	<u>0.931</u>	7:15am							Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		152	623	83	86	448	32	14	216	116	149	387	134	2,437
	27: Perris Bl. & Nuevo Rd.													
	PHF:	<u>0.849</u>	7:15am							Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		166	461	185	117	359	223	359	437	76	188	505	130	3,204
	28: Redlands Av. & Harley Knox Bl.													
	PHF:	<u>0.833</u>	7:00am							Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		454	2	0	0	3	1	10	0	88	0	0	0	557
	29: Redlands Av. & Markham St.													
	PHF:	<u>0.836</u>	7:00am							Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		26	416	0	0	60	18	11	0	13	0	0	0	542
	30: Redlands Av. & Ramona Exwy.													
	PHF:	<u>0.961</u>	7:00am							Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		11	8	61	54	1	18	43	748	15	68	1,426	429	2,880
	31: Redlands Av. & Morgan St.													
	PHF:	<u>0.838</u>	7:15							Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		0	0	0	0	0	42	19	0	0	0	0	0	61
	32: Redlands Av. & Rider St.													
	PHF:	<u>0.831</u>	7:00							Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		4	0	239	2	0	1	2	317	27	4	792	1	1,388
	33: Redlands Av. & Placentia Av.													
	PHF:	<u>0.849</u>	7:15							Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		147	213	23	4	26	3	35	68	51	117	133	4	824
	34: Redlands Av. & Orange Av.													
	PHF:	<u>0.928</u>	7:15							Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		89	220	126	57	127	56	41	227	50	120	434	140	1,684
	35: Redlands Av. & Nuevo Rd.													
	PHF:	<u>0.815</u>	7:00am							Count Date:	<u>5/28/2019</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		117	211	110	18	211	72	57	456	142	177	842	32	2,441
	36: Murrieta Rd. & Nuevo Rd.													
	PHF:	<u>0.822</u>	7:15am							Count Date:	<u>1/0/1900</u>			

**Volume Development
AM Peak Hour**

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	77	111	162	128	120	182	123	395	80	190	608	148	2,321

37: Lasselle St. & Iris Av.

PHF: 0.933 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	249	517	456	91	447	85	112	399	255	560	552	50	3,770

38: Lasselle St. & Krameria Av.

PHF: 0.950 8:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	90	804	46	89	1,064	54	122	41	144	61	25	49	2,588

39: Evans Rd. & Ramona Exwy.

PHF: 0.943 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	439	405	26	125	244	347	246	451	150	14	1,136	278	3,860

40: Evans Rd. & Rider St.

PHF: 0.882 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	148	321	25	74	172	260	181	412	53	14	520	153	2,330

41: Evans Rd. & Orange Av.

PHF: 0.663 7:00am

Count Date: 2/1/2018

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	219	385	162	169	301	133	121	234	110	62	212	106	2,212

42: Evans Rd. & Nuevo Rd.

PHF: 0.842 7:00am

Count Date: 1/0/1900

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	34	0	484	406	278	0	0	462	78	1,742

43: Bradley Rd. & Ramona Exwy.

PHF: 0.884 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	201	0	26	0	0	0	0	549	34	15	1,109	0	1,933

44: Bradley Rd. & Rider St.

PHF: 0.881 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	14	37	34	116	8	79	27	550	7	11	489	58	1,427

45: Dunlap Dr. & Orange Av.

PHF: 0.898 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	274	0	0	0	0	0	0	0	148	0	2	0	424

46: Dunlap Dr. & Nuevo Rd.

PHF: 0.978 7:00am

Count Date: 9/23/2014

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	8	18	6	56	18	71	28	172	12	3	326	101	817

47: Ramona Exwy. & Rider St.

PHF: 0.875 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	192	929	1	0	423	152	194	0	209	0	0	1	2,100

48: Antelope Rd. & Ramona Exwy. - Future Intersection

**Volume Development
AM Peak Hour**

	PHF: _____								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	0	0	0	0	632	0	0	1,122	0	1,753

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	PHF: _____								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	0	0	0	0	0	0	0	0	0	0

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	PHF: _____								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	0	0	0	0	0	0	0	0	0	0

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	PHF: _____								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	0	0	0	0	194	0	0	262	0	456

52: Street A & Ramona Exwy. - Future Intersection

	PHF: _____								Count Date: _____				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	0	0	0	0	632	0	0	1,122	0	1,753

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.

	PHF: <u>0.978</u> 7:15								Count Date: <u>3/11/2020</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	89	0	264	0	0	0	0	130	64	257	173	0	977

54: Menifee Rd. & San Jacinto Av.

	PHF: <u>0.921</u> 7:15								Count Date: <u>3/11/2020</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	103	251	13	5	258	159	127	5	85	14	14	8	1,041

55: Menifee Rd. & Ellis Rd.

	PHF: <u>0.913</u> 7:00								Count Date: <u>3/11/2020</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	17	355	0	0	381	11	7	1	41	0	3	0	815

56: Menifee Rd. & Mapes Rd.

	PHF: <u>0.937</u> 7:00								Count Date: <u>3/11/2020</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	22	244	12	134	275	62	16	36	18	11	93	126	1,044

57: Menifee Rd. & Watson Rd.

	PHF: <u>0.870</u> 7:15								Count Date: <u>3/11/2020</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	28	238	111	69	202	31	13	113	7	33	174	43	1,060

58: Menifee Rd. & Ethanac Rd. (SR-74)

	PHF: <u>0.901</u> 7:00								Count Date: <u>3/11/2020</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	184	237	170	34	214	26	65	623	87	173	635	66	2,513

59: Bernasconi Rd. & Orange Av. - Future Intersection

	PHF: _____								Count Date: <u>3/11/2020</u>				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	0	0	0	0	0	0	0	0	0	0

**Volume Development
AM Peak Hour**

	60: Lakeview Av. & Ramona Exwy.												
	PHF:	<u>0.904</u>		7:00							Count Date:	<u>3/11/2020</u>	
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	188	0	124	0	0	0	0	486	146	144	934	0	2,021
	61: Lakeview Av. & Nuevo Rd.												
	PHF:	<u>0.875</u>		7:30							Count Date:	<u>3/11/2020</u>	
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	0	0	0	11	0	329	353	78	0	0	122	19	910
	62: Nuevo Rd. & Nuevo Rd./Montgomery Av.												
	PHF:	<u>0.900</u>		8:00							Count Date:	<u>3/11/2020</u>	
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	7	0	0	0	0	0	0	123	11	0	153	0	293
	63: Hansen Av./Davis Rd. & Ramona Exwy.												
	PHF:	<u>0.930</u>		7:00							Count Date:	<u>3/11/2020</u>	
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	111	2	74	1	1	5	2	575	33	26	963	1	1,792
	64: Hansen Av. & Contour Av.												
	PHF:	<u>0.775</u>		8:00							Count Date:	<u>3/11/2020</u>	
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	3	51	105	98	60	5	8	58	1	105	56	115	663
	65: Bridge St. & Ramona Exwy.												
	PHF:	<u>0.962</u>		7:00							Count Date:	<u>3/11/2020</u>	
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	0	0	0	17	0	16	37	702	0	0	980	70	1,820
	66: Warren Rd. & Ramona Exwy.												
	PHF:	<u>0.966</u>		7:00							Count Date:	<u>3/11/2020</u>	
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	228	2	256	1	1	0	4	601	113	150	822	2	2,179
	67: Sanderson Av. (SR-79) & Ramona Exwy.												
	PHF:	<u>0.991</u>		7:00							Count Date:	<u>3/11/2020</u>	
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	137	975	65	573	511	301	478	321	60	48	536	682	4,685

Volume Development
PM Peak Hour

	1: Harvill Av. & Cajalco Expy.												
	PHF: <u>0.970</u> 4:30pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	208	137	67	226	218	17	20	860	194	175	711	81	2,913
	2: I-215 SB Ramps & Harley Knox Bl.												
	PHF: <u>0.901</u> 4:30pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	368	0	164	0	311	36	319	152	0	1,349
	3: I-215 NB Ramps & Harley Knox Bl.												
	PHF: <u>0.879</u> 4:30pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	10	1	185	0	0	0	179	500	0	0	461	561	1,896
	4: I-215 SB Ramps & Ramona Exwy.												
	PHF: <u>0.988</u> 4:30pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	986	2	190	0	834	372	343	777	0	3,503

Volume Development
PM Peak Hour

	5: I-215 NB Ramps & Ramona Exwy.												
	PHF: 0.975		4:30pm										Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	314	2	440	0	0	0	199	1,621	0	0	806	720	4,101
	6: I-215 SB Ramps & Placentia Av. - Future Intersection												
	PHF:												Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	452	0	58	0	401	136	459	553	0	2,059
	7: I-215 NB Ramps & Placentia Av. - Future Intersection												
	PHF:												Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	116	0	248	0	0	0	67	786	0	0	896	590	2,703
	8: I-215 SB Ramps & Nuevo Rd.												
	PHF: 0.948		4:00pm										Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	477	3	72	0	356	203	635	358	0	2,104

**Volume Development
PM Peak Hour**

	9: I-215 NB Ramps & Nuevo Rd.												
	PHF: <u>0.982</u> 4:00pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	98	0	504	0	0	0	56	777	0	0	895	378	2,708
	10: Western Wy. & Harley Knox Bl.												
	PHF: <u>0.893</u> 4:30pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	3	0	0	17	0	105	26	657	2	3	914	4	1,730
	11: Webster Av. & Harley Knox Bl.												
	PHF: <u>0.902</u> 4:30pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	56	0	40	0	0	0	0	563	71	9	743	0	1,481
	12: Webster Av. & Ramona Exwy.												
	PHF: <u>0.927</u> 4:30pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	150	24	16	81	41	148	163	1,568	28	25	1,257	35	3,534

Volume Development
PM Peak Hour

	13: Indian Av. & Harley Knox Bl.												
	PHF: 0.909 4:15pm			Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	49	253	15	73	253	304	254	394	38	23	358	40	2,052
	14: Indian Av. & Ramona Exwy.												
	PHF: 0.981 4:45pm			Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	124	81	34	73	148	33	74	1,501	152	112	1,077	29	3,436
	15: Indian Av. & Placentia Av.												
	PHF: 0.713 4:15pm			Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	77	16	86	212	0	0	0	0	27	0	34	451
	16: Perris Bl. & Iris Av.												
	PHF: 0.957 4:45pm			Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	176	668	247	222	730	20	21	395	123	267	294	105	3,266

Volume Development
PM Peak Hour

	17: Perris Bl. & Krameria Av.													
	PHF: 0.917		4:30pm										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	38	859	144	111	883	9	25	115	87	150	74	79	2,573	
	18: Perris Bl. & San Michele Rd.													
	PHF: 0.887		4:15pm										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	64	939	0	4	1,044	85	134	0	161	1	0	0	2,431	
	19: Perris Bl. & Nandina Av.													
	PHF: 0.908		4:15pm										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	47	963	24	14	1,108	59	23	4	96	27	9	12	2,383	
	20: Perris Bl. & Harley Knox Av.													
	PHF: 0.911		4:15pm										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	48	745	11	94	937	279	265	132	83	6	65	62	2,723	

Volume Development
PM Peak Hour

	21: Perris Bl. & Markham St.													
	PHF: 0.966		4:30pm											Count Date: 5/10/2017
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	21	750	2	10	1,001	27	31	11	49	0	4	3	1,908	
	22: Perris Bl. & Ramona Exwy.													
	PHF: 0.974		4:30pm											Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	195	368	99	241	589	186	247	1,116	245	91	768	124	4,268	
	23: Perris Bl. & Morgan St.													
	PHF: 0.947		4:30pm											Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	35	703	12	6	917	29	40	21	22	27	7	11	1,829	
	24: Perris Bl. & Rider St.													
	PHF: 0.958		4:30pm											Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	28	565	199	128	813	31	35	234	70	215	90	110	2,515	

**Volume Development
PM Peak Hour**

	25: Perris Bl. & Placentia Av.												
	PHF: <u>0.925</u> 4:30pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	8	672	71	136	955	8	21	57	23	46	25	101	2,122
	26: Perris Bl. & Orange Av.												
	PHF: <u>0.941</u> 4:00pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	206	636	191	163	867	46	22	305	238	207	213	77	3,168
	27: Perris Bl. & Nuevo Rd.												
	PHF: <u>0.927</u> 4:00pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	148	523	75	213	672	334	406	458	136	124	258	132	3,476
	28: Redlands Av. & Harley Knox Bl.												
	PHF: <u>0.944</u> 4:00pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	118	8	0	0	2	19	17	0	220	0	0	0	383

Volume Development
PM Peak Hour

	29: Redlands Av. & Markham St.												
	PHF: <u>0.875</u> 4:15pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	6	115	0	0	223	8	12	0	15	0	0	0	378
	30: Redlands Av. & Ramona Exwy.												
	PHF: <u>0.924</u> 4:30pm			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	12	0	75	218	8	22	21	1,495	24	27	1,039	96	3,034
	31: Redlands Av. & Morgan St.												
	PHF: <u>0.732</u> 16:30			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	0	0	35	50	0	0	0	0	0	84
	32: Redlands Av. & Rider St.												
	PHF: <u>0.935</u> 16:30			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	5	0	140	0	0	0	0	526	39	2	433	0	1,145

Volume Development
PM Peak Hour

		PHF: 0.910 16:30		Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		84	113	18	8	30	5	31	96	114	52	84	2	636
		PHF: 0.975 16:45		Count Date: 3/11/2020										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		73	191	68	24	159	29	47	450	106	88	356	22	1,612
		PHF: 0.968 4:45pm		Count Date: 5/28/2019										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		104	210	158	16	163	49	56	698	150	140	535	12	2,289
		PHF: 0.912 5:00pm		Count Date:										
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		24	71	165	38	42	60	70	644	16	100	465	16	1,709

Volume Development
PM Peak Hour

	37: Lasselle St. & Iris Av.													
	PHF:	<u>0.978</u>										Count Date:	<u>3/11/2020</u>	
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		196	506	448	174	628	82	147	395	286	631	551	64	4,105
	38: Lasselle St. & Krameria Av.													
	PHF:	<u>0.900</u>										Count Date:	<u>3/11/2020</u>	
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		141	841	219	157	483	100	277	227	165	144	141	113	3,004
	39: Evans Rd. & Ramona Exwy.													
	PHF:	<u>0.977</u>										Count Date:	<u>3/11/2020</u>	
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		220	321	7	248	521	340	397	1,013	424	17	603	197	4,306
	40: Evans Rd. & Rider St.													
	PHF:	<u>0.925</u>										Count Date:	<u>3/11/2020</u>	
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:		72	255	12	40	349	234	252	308	118	9	220	49	1,916

Volume Development
PM Peak Hour

	41: Evans Rd. & Orange Av.												
	PHF: <u>0.939</u> 4:45pm			Count Date: <u>2/1/2018</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	108	256	66	76	256	106	114	182	76	50	112	65	1,463
	42: Evans Rd. & Nuevo Rd.												
	PHF: <u>0.958</u> 5:00pm			Count Date: <u>1/0/1900</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	78	0	282	407	440	0	0	299	45	1,550
	43: Bradley Rd. & Ramona Exwy.												
	PHF: <u>0.948</u> 16:45			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	74	0	13	0	0	0	0	1,068	193	26	594	0	1,967
	44: Bradley Rd. & Rider St.												
	PHF: <u>0.957</u> 16:00			Count Date: <u>3/11/2020</u>									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	13	6	5	14	11	72	88	218	11	6	176	21	640

Volume Development
PM Peak Hour

	45: Dunlap Dr. & Orange Av.												
	PHF:	0.954		17:00						Count Date:	3/11/2020		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	207	0	0	0	0	0	0	0	248	0	0	0	455
	46: Dunlap Dr. & Nuevo Rd.												
	PHF:	0.789		4:30pm						Count Date:	9/23/2014		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	6	33	2	103	22	45	60	408	6	5	252	58	999
	47: Ramona Exwy. & Rider St.												
	PHF:	0.940		16:45						Count Date:	3/11/2020		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	150	583	1	0	989	92	35	0	172	0	0	1	2,023
	48: Antelope Rd. & Ramona Exwy. - Future Intersection												
	PHF:									Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2020 PCE:	0	0	0	0	0	0	0	1,161	0	0	734	0	1,895

Volume Development
PM Peak Hour

49: MCP WB Ramps & Antelope Rd. - Future Intersection

2020 PCE:	PHF:							Count Date:				TOTAL	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT		WBR
	0	0	0	0	0	0	0	0	0	0	0	0	0

50: MCP EB Ramps & Antelope Rd. - Future Intersection

2020 PCE:	PHF:							Count Date:				TOTAL	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT		WBR
	0	0	0	0	0	0	0	0	0	0	0	0	0

51: Antelope Rd. & Nuevo Rd. - Future Intersection

2020 PCE:	PHF:							Count Date:				TOTAL	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT		WBR
	0	0	0	0	0	0	0	277	0	0	269	0	546

52: Street A & Ramona Exwy. - Future Intersection

2020 PCE:	PHF:							Count Date:				TOTAL	
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT		WBR
	0	0	0	0	0	0	0	1,161	0	0	734	0	1,895

Volume Development
PM Peak Hour

	53: Menifee Rd./Reservoir Bl. & Nuevo Rd.													
	PHF:	<u>0.973</u>	16:15										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	80	0	260	0	0	0	0	189	88	246	190	0	1,051	
	54: Menifee Rd. & San Jacinto Av.													
	PHF:	<u>0.964</u>	16:30										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	82	205	13	3	222	121	240	18	117	7	12	1	1,041	
	55: Menifee Rd. & Ellis Rd.													
	PHF:	<u>0.907</u>	16:30										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	18	291	2	1	333	5	20	0	11	1	1	1	684	
	56: Menifee Rd. & Mapes Rd.													
	PHF:	<u>0.892</u>	16:30										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	16	210	8	73	240	34	40	113	18	6	35	82	873	

Volume Development
PM Peak Hour

	57: Menifee Rd. & Watson Rd.												
	PHF:	<u>0.809</u>	16:00						Count Date:	<u>3/11/2020</u>			
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	7	196	127	51	200	16	21	151	5	9	68	11	860
	58: Menifee Rd. & Ethanac Rd. (SR-74)												
	PHF:	<u>0.944</u>	16:30						Count Date:	<u>3/11/2020</u>			
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	130	156	86	38	182	20	108	597	100	145	581	49	2,190
	59: Bernasconi Rd. & Orange Av. - Future Intersection												
	PHF:	<u> </u>							Count Date:	<u>3/11/2020</u>			
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	0	0	0	0	0	0	0	0	0	0	0	0	0
	60: Lakeview Av. & Ramona Exwy.												
	PHF:	<u>0.947</u>	16:45						Count Date:	<u>3/11/2020</u>			
2020 PCE:	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	75	0	171	0	0	0	0	1,007	154	171	659	0	2,237

Volume Development
PM Peak Hour

	61: Lakeview Av. & Nuevo Rd.													
	PHF:	<u>0.971</u>	16:00										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	0	0	0	13	0	303	298	169	0	0	139	17	939	
	62: Nuevo Rd. & Nuevo Rd./Montgomery Av.													
	PHF:	<u>0.903</u>	16:15										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	9	0	0	0	0	0	0	153	22	0	118	0	302	
	63: Hansen Av./Davis Rd. & Ramona Exwy.													
	PHF:	<u>0.968</u>	16:30										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	47	4	71	2	2	4	2	953	67	86	779	2	2,019	
	64: Hansen Av. & Contour Av.													
	PHF:	<u>0.935</u>	16:00										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	3	95	60	80	79	14	9	17	5	45	22	61	489	

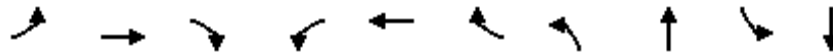
Volume Development
PM Peak Hour

	65: Bridge St. & Ramona Exwy.													
	PHF: <u>0.972</u>		16:15										Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	0	0	0	65	0	61	18	1,016	0	0	856	39	2,054	
	66: Warren Rd. & Ramona Exwy.													
	PHF: <u>0.953</u>		16:45										Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	194	1	218	1	1	3	1	851	229	307	698	0	2,503	
	67: Sanderson Av. (SR-79) & Ramona Exwy.													
	PHF: <u>0.986</u>		16:00										Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2020 PCE:	113	634	30	737	1,169	536	393	540	138	36	357	555	5,234	

Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

05/19/2020

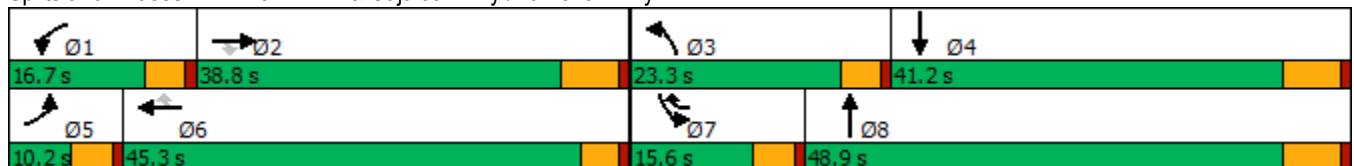


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↗	↘↗	↑↗
Traffic Volume (vph)	20	669	152	187	775	172	329	310	162	131
Future Volume (vph)	20	669	152	187	775	172	329	310	162	131
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	38.8	38.8	16.7	45.3	15.6	23.3	48.9	15.6	41.2
Total Split (%)	8.5%	32.3%	32.3%	13.9%	37.8%	13.0%	19.4%	40.8%	13.0%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.4	27.6	27.6	10.2	40.4	54.3	15.2	42.9	9.4	37.1
Actuated g/C Ratio	0.05	0.25	0.25	0.09	0.36	0.49	0.14	0.38	0.08	0.33
v/c Ratio	0.24	0.80	0.30	0.62	0.63	0.21	0.74	0.32	0.59	0.13
Control Delay	61.4	47.2	3.8	59.0	32.9	3.2	57.0	23.8	59.1	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	47.2	3.8	59.0	32.9	3.2	57.0	23.8	59.1	27.3
LOS	E	D	A	E	C	A	E	C	E	C
Approach Delay		39.7			32.7			38.5		44.2
Approach LOS		D			C			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 37.2
 Intersection LOS: D
 Intersection Capacity Utilization 59.9%
 ICU Level of Service B
 Analysis Period (min) 15

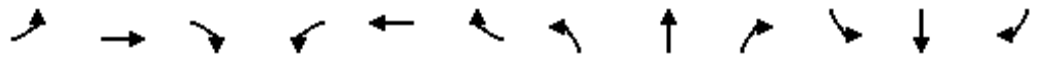
Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	20	669	152	187	775	172	329	310	103	162	131	12
Future Volume (veh/h)	20	669	152	187	775	172	329	310	103	162	131	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	712	97	199	824	128	350	330	82	172	139	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	40	865	386	266	1059	581	422	1175	287	238	1230	79
Arrive On Green	0.02	0.24	0.24	0.08	0.29	0.29	0.12	0.41	0.41	0.07	0.36	0.36
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	2867	702	3510	3444	221
Grp Volume(v), veh/h	21	712	97	199	824	128	350	206	206	172	72	76
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1763	1755	1805	1860
Q Serve(g_s), s	1.2	19.5	5.1	5.8	21.8	5.7	10.2	7.9	8.1	5.0	2.8	2.8
Cycle Q Clear(g_c), s	1.2	19.5	5.1	5.8	21.8	5.7	10.2	7.9	8.1	5.0	2.8	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		0.12
Lane Grp Cap(c), veh/h	40	865	386	266	1059	581	422	740	722	238	645	665
V/C Ratio(X)	0.53	0.82	0.25	0.75	0.78	0.22	0.83	0.28	0.29	0.72	0.11	0.11
Avail Cap(c_a), veh/h	97	1129	504	408	1413	739	630	740	722	371	645	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	37.5	32.1	47.2	33.7	23.1	44.8	20.5	20.6	47.6	22.4	22.4
Incr Delay (d2), s/veh	4.1	3.9	0.3	1.6	2.0	0.2	3.6	0.9	1.0	1.6	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.5	1.9	2.5	9.2	2.1	4.4	3.3	3.3	2.1	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	41.4	32.4	48.8	35.7	23.3	48.4	21.4	21.5	49.2	22.8	22.8
LnGrp LOS	D	D	C	D	D	C	D	C	C	D	C	C
Approach Vol, veh/h		830			1151			762			320	
Approach Delay, s/veh		40.7			36.6			33.9			37.0	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	31.2	17.1	43.4	6.9	36.8	11.7	48.9				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	12.1	32.6	18.7	35.0	5.6	* 41	11.0	42.7				
Max Q Clear Time (g_c+I1), s	7.8	21.5	12.2	4.8	3.2	23.8	7.0	10.1				
Green Ext Time (p_c), s	0.1	3.5	0.4	0.7	0.0	5.1	0.1	2.2				

Intersection Summary

HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

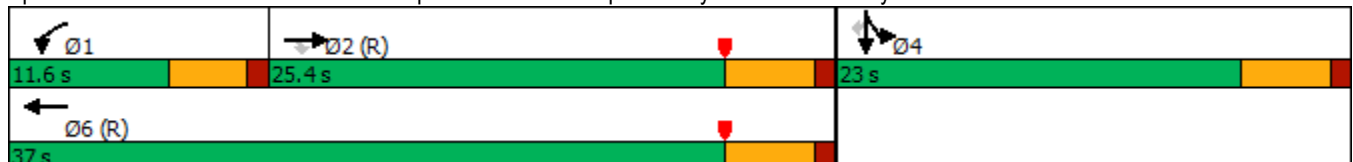


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↙	↑↑	↙	↙
Traffic Volume (vph)	362	10	127	122	9	184
Future Volume (vph)	362	10	127	122	9	184
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.4	25.4	11.6	37.0	23.0	23.0
Total Split (%)	42.3%	42.3%	19.3%	61.7%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	23.5	23.5	6.8	32.8	17.2	17.2
Actuated g/C Ratio	0.39	0.39	0.11	0.55	0.29	0.29
v/c Ratio	0.27	0.02	0.67	0.07	0.86	0.33
Control Delay	14.5	0.0	35.4	14.7	38.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	0.0	35.4	14.7	38.9	4.6
LOS	B	A	D	B	D	A
Approach Delay	14.1			25.3	28.4	
Approach LOS	B			C	C	

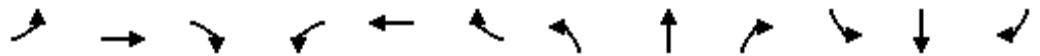
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 23.4
 Intersection LOS: C
 Intersection Capacity Utilization 79.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

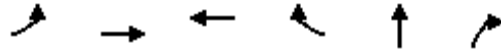


HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑						↖	↗
Traffic Volume (veh/h)	0	362	10	127	122	0	0	0	0	410	9	184
Future Volume (veh/h)	0	362	10	127	122	0	0	0	0	410	9	184
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	385	11	135	130	0				436	10	137
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1387	619	172	2001	0				494	11	449
Arrive On Green	0.00	0.38	0.38	0.10	0.55	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1771	41	1610
Grp Volume(v), veh/h	0	385	11	135	130	0				446	0	137
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	4.4	0.3	4.4	1.0	0.0				14.1	0.0	4.0
Cycle Q Clear(g_c), s	0.0	4.4	0.3	4.4	1.0	0.0				14.1	0.0	4.0
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	1387	619	172	2001	0				505	0	449
V/C Ratio(X)	0.00	0.28	0.02	0.78	0.06	0.00				0.88	0.00	0.31
Avail Cap(c_a), veh/h	0	1387	619	214	2001	0				543	0	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.7	11.5	26.5	6.2	0.0				20.7	0.0	17.0
Incr Delay (d2), s/veh	0.0	0.5	0.1	10.8	0.1	0.0				15.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.1	2.2	0.3	0.0				7.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.2	11.5	37.3	6.2	0.0				35.7	0.0	17.4
LnGrp LOS	A	B	B	D	A	A				D	A	B
Approach Vol, veh/h		396			265					583		
Approach Delay, s/veh		13.2			22.1					31.4		
Approach LOS		B			C					C		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.2	28.0		21.7		38.3						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	7.1	20.4		18.0		32.0						
Max Q Clear Time (g_c+I1), s	6.4	6.4		16.1		3.0						
Green Ext Time (p_c), s	0.0	1.2		0.6		0.4						
Intersection Summary												
HCM 6th Ctrl Delay			23.6									
HCM 6th LOS			C									

Timings

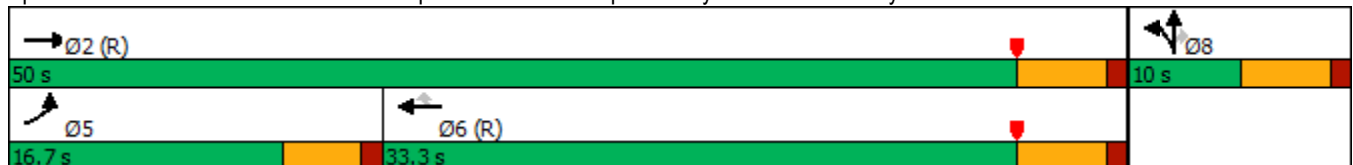


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	247	525	238	800	4	82
Future Volume (vph)	247	525	238	800	4	82
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	16.7	50.0	33.3	33.3	10.0	10.0
Total Split (%)	27.8%	83.3%	55.5%	55.5%	16.7%	16.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	11.2	45.0	29.3	29.3	5.0	5.0
Actuated g/C Ratio	0.19	0.75	0.49	0.49	0.08	0.08
v/c Ratio	0.78	0.21	0.14	0.84	0.10	0.36
Control Delay	27.0	0.3	9.1	16.5	27.1	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	0.3	9.1	16.5	27.1	8.2
LOS	C	A	A	B	C	A
Approach Delay		8.8	14.8		11.0	
Approach LOS		A	B		B	

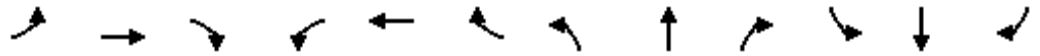
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 12.2
 Intersection LOS: B
 Intersection Capacity Utilization 79.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox Blvd./Harley Knox Blvd. 05/19/2020

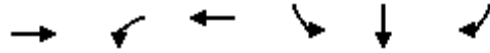


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷			↷	↶		↶	↷			
Traffic Volume (veh/h)	247	525	0	0	238	800	10	4	82	0	0	0
Future Volume (veh/h)	247	525	0	0	238	800	10	4	82	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	263	559	0	0	253	788	11	4	23			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	319	2708	0	0	1801	803	112	41	134			
Arrive On Green	0.06	0.25	0.00	0.00	0.50	0.50	0.08	0.08	0.08			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1344	489	1610			
Grp Volume(v), veh/h	263	559	0	0	253	788	15	0	23			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1833	0	1610			
Q Serve(g_s), s	8.6	7.4	0.0	0.0	2.3	28.8	0.5	0.0	0.8			
Cycle Q Clear(g_c), s	8.6	7.4	0.0	0.0	2.3	28.8	0.5	0.0	0.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.73		1.00			
Lane Grp Cap(c), veh/h	319	2708	0	0	1801	803	153	0	134			
V/C Ratio(X)	0.83	0.21	0.00	0.00	0.14	0.98	0.10	0.00	0.17			
Avail Cap(c_a), veh/h	368	2708	0	0	1801	803	153	0	134			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.95	0.95	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.3	8.4	0.0	0.0	8.1	14.7	25.4	0.0	25.6			
Incr Delay (d2), s/veh	10.8	0.2	0.0	0.0	0.2	26.6	1.3	0.0	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.6	1.0	0.0	0.0	0.7	13.3	0.2	0.0	0.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	8.6	0.0	0.0	8.3	41.4	26.7	0.0	28.3			
LnGrp LOS	D	A	A	A	A	D	C	A	C			
Approach Vol, veh/h		822			1041			38				
Approach Delay, s/veh		18.1			33.3			27.7				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			15.1	34.9		10.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		45.0			12.2	28.3		5.0				
Max Q Clear Time (g_c+I1), s		9.4			10.6	30.8		2.8				
Green Ext Time (p_c), s		2.3			0.1	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					26.6							
HCM 6th LOS					C							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	704	303	912	633	0	221
Future Volume (vph)	704	303	912	633	0	221
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.9	21.6	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	0.82	0.89	0.45	0.63	0.63	0.40
Control Delay	37.1	46.5	4.8	39.3	39.4	15.1
Queue Delay	0.1	0.0	0.5	61.7	61.6	0.0
Total Delay	37.2	46.5	5.3	101.0	101.0	15.1
LOS	D	D	A	F	F	B
Approach Delay	37.2		15.6		78.8	
Approach LOS	D		B		E	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 40.2
 Intersection LOS: D
 Intersection Capacity Utilization 76.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↘	↖	↗
Traffic Volume (veh/h)	0	704	283	303	912	0	0	0	0	633	0	221
Future Volume (veh/h)	0	704	283	303	912	0	0	0	0	633	0	221
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	733	198	316	950	0				659	0	157
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1002	271	348	2133	0				1102	0	490
Arrive On Green	0.00	0.36	0.36	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2896	757	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	472	459	316	950	0				659	0	157
Grp Sat Flow(s),veh/h/ln	0	1805	1752	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	25.0	25.0	19.0	22.2	0.0				17.0	0.0	8.3
Cycle Q Clear(g_c), s	0.0	25.0	25.0	19.0	22.2	0.0				17.0	0.0	8.3
Prop In Lane	0.00		0.43	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	646	627	348	2133	0				1102	0	490
V/C Ratio(X)	0.00	0.73	0.73	0.91	0.45	0.00				0.60	0.00	0.32
Avail Cap(c_a), veh/h	0	646	627	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.57	0.57	0.77	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.7	30.7	47.7	21.7	0.0				32.5	0.0	29.5
Incr Delay (d2), s/veh	0.0	4.2	4.3	20.4	0.5	0.0				2.4	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.9	10.6	10.7	10.0	0.0				7.5	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.9	35.0	68.1	22.2	0.0				34.9	0.0	31.2
LnGrp LOS	A	C	D	E	C	A				C	A	C
Approach Vol, veh/h		931			1266						816	
Approach Delay, s/veh		35.0			33.7						34.2	
Approach LOS		C			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.6	45.4		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	21.0	27.0		19.0		24.2						
Green Ext Time (p_c), s	0.2	2.6		2.6		4.1						

Intersection Summary

HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

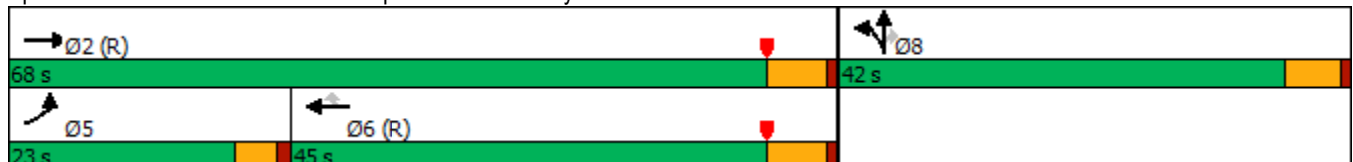


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷↷	↷↷	↷	↶	↷	↷
Traffic Volume (vph)	153	1184	939	692	276	3	472
Future Volume (vph)	153	1184	939	692	276	3	472
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	14.5	65.2	46.1	46.1	33.3	33.3	33.3
Actuated g/C Ratio	0.13	0.59	0.42	0.42	0.30	0.30	0.30
v/c Ratio	0.67	0.58	0.65	0.69	0.28	0.28	0.91
Control Delay	41.9	24.6	29.4	7.9	29.7	29.8	53.2
Queue Delay	0.0	36.6	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	61.2	29.4	7.9	29.7	29.8	53.2
LOS	D	E	C	A	C	C	D
Approach Delay		59.0	20.3			44.5	
Approach LOS		E	C			D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 39.1
 Intersection LOS: D
 Intersection Capacity Utilization 76.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↖	↗			
Traffic Volume (veh/h)	153	1184	0	0	939	692	276	3	472	0	0	0
Future Volume (veh/h)	153	1184	0	0	939	692	276	3	472	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	159	1233	0	0	978	559	290	0	331			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	188	2391	0	0	1869	834	843	0	375			
Arrive On Green	0.21	1.00	0.00	0.00	0.52	0.52	0.23	0.00	0.23			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	159	1233	0	0	978	559	290	0	331			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	9.3	0.0	0.0	0.0	19.7	28.2	7.3	0.0	21.8			
Cycle Q Clear(g_c), s	9.3	0.0	0.0	0.0	19.7	28.2	7.3	0.0	21.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	188	2391	0	0	1869	834	843	0	375			
V/C Ratio(X)	0.85	0.52	0.00	0.00	0.52	0.67	0.34	0.00	0.88			
Avail Cap(c_a), veh/h	304	2391	0	0	1869	834	1201	0	534			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.54	0.54	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.7	0.0	0.0	0.0	17.5	19.6	35.2	0.0	40.7			
Incr Delay (d2), s/veh	6.6	0.4	0.0	0.0	1.1	4.3	0.2	0.0	11.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.9	0.1	0.0	0.0	7.6	10.4	3.2	0.0	9.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	0.4	0.0	0.0	18.6	23.9	35.4	0.0	52.6			
LnGrp LOS	D	A	A	A	B	C	D	A	D			
Approach Vol, veh/h		1392			1537			621				
Approach Delay, s/veh		6.0			20.5			44.6				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		78.9			15.9	63.0		31.1				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+1), s		2.0			11.3	30.2		23.8				
Green Ext Time (p_c), s		6.1			0.2	3.6		1.8				

Intersection Summary

HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

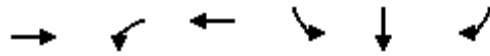
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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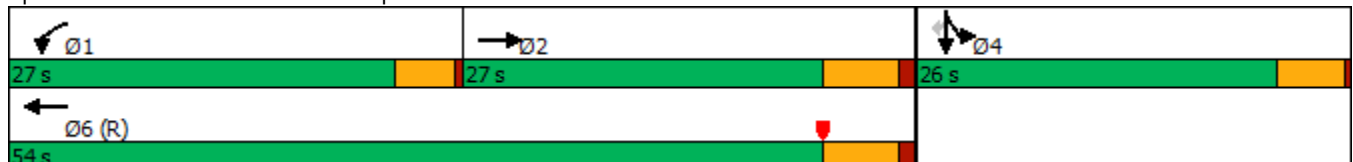


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	448	420	857	224	1	84
Future Volume (vph)	448	420	857	224	1	84
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	38.5	16.1	58.5	11.5	11.5	11.5
Actuated g/C Ratio	0.48	0.20	0.73	0.14	0.14	0.14
v/c Ratio	0.41	0.68	0.37	0.52	0.52	0.30
Control Delay	14.3	34.4	4.8	38.4	38.6	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	34.4	4.8	38.4	38.6	9.2
LOS	B	C	A	D	D	A
Approach Delay	14.3		14.5		30.6	
Approach LOS	B		B		C	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 16.7
 Intersection Capacity Utilization 47.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	448	158	420	857	0	0	0	0	224	1	84
Future Volume (veh/h)	0	448	158	420	857	0	0	0	0	224	1	84
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	509	148	477	974	0				256	0	35
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1064	308	601	2189	0				373	0	166
Arrive On Green	0.00	0.39	0.39	0.17	0.61	0.00				0.10	0.00	0.10
Sat Flow, veh/h	0	2856	799	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	332	325	477	974	0				256	0	35
Grp Sat Flow(s),veh/h/ln	0	1805	1755	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	11.1	11.2	10.4	11.6	0.0				5.5	0.0	1.6
Cycle Q Clear(g_c), s	0.0	11.1	11.2	10.4	11.6	0.0				5.5	0.0	1.6
Prop In Lane	0.00		0.46	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	695	676	601	2189	0				373	0	166
V/C Ratio(X)	0.00	0.48	0.48	0.79	0.45	0.00				0.69	0.00	0.21
Avail Cap(c_a), veh/h	0	695	676	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.92	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.5	18.6	31.8	8.5	0.0				34.6	0.0	32.9
Incr Delay (d2), s/veh	0.0	2.3	2.4	2.2	0.6	0.0				2.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.5	4.4	4.2	3.5	0.0				2.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.9	21.0	34.1	9.1	0.0				36.9	0.0	33.5
LnGrp LOS	A	C	C	C	A	A				D	A	C
Approach Vol, veh/h		657			1451						291	
Approach Delay, s/veh		20.9			17.3						36.5	
Approach LOS		C			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.7	36.3		12.7		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	12.4	13.2		7.5		13.6						
Green Ext Time (p_c), s	1.3	1.5		0.8		4.2						

Intersection Summary

HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

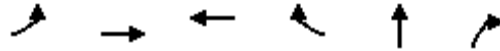
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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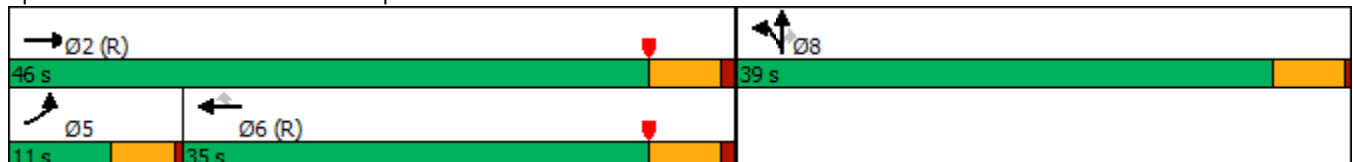


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↖	↗↗
Traffic Volume (vph)	50	612	937	291	3	634
Future Volume (vph)	50	612	937	291	3	634
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	6.8	50.2	42.9	42.9	24.3	24.3
Actuated g/C Ratio	0.08	0.59	0.50	0.50	0.29	0.29
v/c Ratio	0.39	0.33	0.40	0.34	0.74	0.70
Control Delay	44.9	10.4	16.1	3.4	35.9	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	10.4	16.1	3.4	35.9	19.2
LOS	D	B	B	A	D	B
Approach Delay		13.0	13.1		25.0	
Approach LOS		B	B		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 17.1
 Intersection LOS: B
 Intersection Capacity Utilization 53.8%
 ICU Level of Service A
 Analysis Period (min) 15

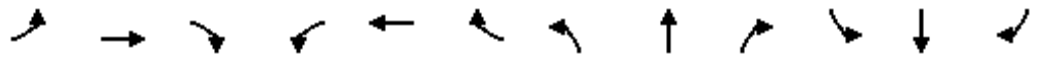
Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↖	↗↗			
Traffic Volume (veh/h)	50	612	10	0	937	291	340	3	634	0	0	0
Future Volume (veh/h)	50	612	10	0	937	291	340	3	634	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	56	688	11	0	1053	287	382	3	355			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	78	2281	36	0	2756	855	447	4	706			
Arrive On Green	0.04	0.63	0.63	0.00	0.53	0.53	0.25	0.25	0.25			
Sat Flow, veh/h	1810	3636	58	0	5358	1610	1796	14	2834			
Grp Volume(v), veh/h	56	341	358	0	1053	287	385	0	355			
Grp Sat Flow(s),veh/h/ln	1810	1805	1889	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	2.6	7.4	7.4	0.0	10.1	8.6	17.2	0.0	9.1			
Cycle Q Clear(g_c), s	2.6	7.4	7.4	0.0	10.1	8.6	17.2	0.0	9.1			
Prop In Lane	1.00		0.03	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	78	1132	1185	0	2756	855	451	0	706			
V/C Ratio(X)	0.72	0.30	0.30	0.00	0.38	0.34	0.85	0.00	0.50			
Avail Cap(c_a), veh/h	138	1132	1185	0	2756	855	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.91	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.2	7.3	7.3	0.0	11.7	11.4	30.4	0.0	27.4			
Incr Delay (d2), s/veh	4.1	0.6	0.6	0.0	0.4	1.1	3.1	0.0	0.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	2.3	2.4	0.0	3.3	2.8	7.3	0.0	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	7.9	7.9	0.0	12.1	12.4	33.5	0.0	27.6			
LnGrp LOS	D	A	A	A	B	B	C	A	C			
Approach Vol, veh/h		755			1340			740				
Approach Delay, s/veh		10.6			12.2			30.7				
Approach LOS		B			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.8			8.2	50.7		26.2				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+I1), s		9.4			4.6	12.1		19.2				
Green Ext Time (p_c), s		2.3			0.0	4.6		1.9				
Intersection Summary												
HCM 6th Ctrl Delay				16.6								
HCM 6th LOS				B								

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

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Lane Group	EBL	EBT	EBR	WBT	SBL	SBT	Ø1	Ø8
Lane Configurations	↖	↗↗↗	↗	↖↖↖	↖	↘		
Traffic Volume (vph)	67	539	1	1002	6	0		
Future Volume (vph)	67	539	1	1002	6	0		
Turn Type	Prot	NA	Perm	NA	Perm	NA		
Protected Phases	5	2		6		4	1	8
Permitted Phases			2		4			
Detector Phase	5	2	2	6	4	4		
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	21.8	21.8	21.8	32.6	32.6	9.6	32.6
Total Split (s)	17.0	66.0	66.0	62.0	41.0	41.0	13.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	51.7%	34.2%	34.2%	11%	34%
Yellow Time (s)	3.6	4.8	4.8	4.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	5.8	5.8	4.6	4.6		
Lead/Lag	Lead	Lag	Lag	Lag			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.8	32.9	32.9	27.3	16.6	16.6		
Actuated g/C Ratio	0.20	0.75	0.75	0.62	0.38	0.38		
v/c Ratio	0.19	0.14	0.00	0.33	0.01	0.05		
Control Delay	25.9	5.1	0.0	11.8	18.0	0.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	25.9	5.1	0.0	11.8	18.0	0.1		
LOS	C	A	A	B	B	A		
Approach Delay		7.4		11.8		2.6		
Approach LOS		A		B		A		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 44	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay: 10.0	Intersection LOS: A
Intersection Capacity Utilization 45.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↖	↗	↑↑↑		↗	↖		↗	↖	
Traffic Volume (veh/h)	67	539	1	0	1002	43	0	0	0	6	0	36
Future Volume (veh/h)	67	539	1	0	1002	43	0	0	0	6	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	550	1	0	1022	42	0	0	0	6	0	26
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	125	3247	1008	5	2174	89	206	145	0	344	0	123
Arrive On Green	0.07	0.63	0.63	0.00	0.43	0.43	0.00	0.00	0.00	0.08	0.00	0.08
Sat Flow, veh/h	1810	5187	1610	1810	5110	210	1407	1900	0	1810	0	1610
Grp Volume(v), veh/h	68	550	1	0	691	373	0	0	0	6	0	26
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1862	1407	1900	0	1810	0	1610
Q Serve(g_s), s	1.3	1.6	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.1	0.0	0.5
Cycle Q Clear(g_c), s	1.3	1.6	0.0	0.0	5.0	5.0	0.0	0.0	0.0	0.1	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	3247	1008	5	1471	792	206	145	0	344	0	123
V/C Ratio(X)	0.54	0.17	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.02	0.00	0.21
Avail Cap(c_a), veh/h	642	8933	2773	435	5560	2994	1563	1979	0	2090	0	1677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	2.7	2.4	0.0	7.2	7.2	0.0	0.0	0.0	15.0	0.0	15.2
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.9	1.0	0.0	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	2.8	2.4	0.0	7.4	7.7	0.0	0.0	0.0	15.0	0.0	16.0
LnGrp LOS	B	A	A	A	A	A	A	A	A	B	A	B
Approach Vol, veh/h		619			1064			0				32
Approach Delay, s/veh		4.3			7.5			0.0				15.8
Approach LOS		A			A							B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	27.7		7.3	7.0	20.7		7.3				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+I1), s	0.0	3.6		2.5	3.3	7.0		0.0				
Green Ext Time (p_c), s	0.0	3.8		0.1	0.0	7.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Intersection			
Intersection Delay, s/veh	10.7		
Intersection LOS	B		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	917	86
Demand Flow Rate, veh/h	0	917	86
Vehicles Circulating, veh/h	6	49	468
Vehicles Exiting, veh/h	960	505	39
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	11.3	4.3
Approach LOS	-	B	A
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.570	0.430
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	917	49	37
Cap Entry Lane, veh/h	1358	928	928
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	917	49	37
Cap Entry, veh/h	1358	928	928
V/C Ratio	0.675	0.053	0.040
Control Delay, s/veh	11.3	4.4	4.2
LOS	B	A	A
95th %tile Queue, veh	6	0	0

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

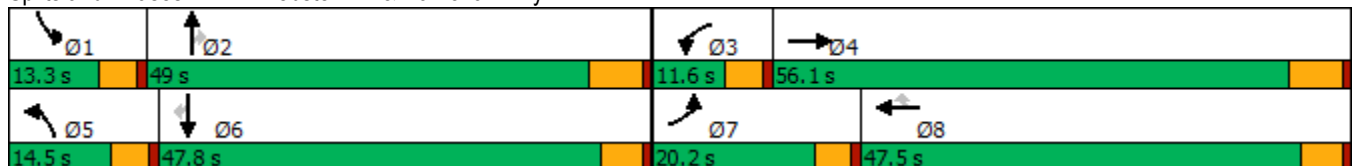
05/19/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	200	1169	38	1419	29	122	64	32	42	34	101
Future Volume (vph)	200	1169	38	1419	29	122	64	32	42	34	101
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.9	50.1	6.3	37.1	37.1	10.1	21.7	21.7	6.8	14.9	14.9
Actuated g/C Ratio	0.16	0.51	0.06	0.38	0.38	0.10	0.22	0.22	0.07	0.15	0.15
v/c Ratio	0.72	0.49	0.34	0.77	0.04	0.70	0.16	0.07	0.36	0.12	0.29
Control Delay	56.7	18.7	57.1	30.9	0.1	65.8	34.9	0.3	56.1	36.1	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	18.7	57.1	30.9	0.1	65.8	34.9	0.3	56.1	36.1	4.0
LOS	E	B	E	C	A	E	C	A	E	D	A
Approach Delay		24.1		30.9			47.1			22.6	
Approach LOS		C		C			D			C	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 97.9
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 28.6
 Intersection LOS: C
 Intersection Capacity Utilization 65.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	1169	56	38	1419	29	122	64	32	42	34	101
Future Volume (veh/h)	200	1169	56	38	1419	29	122	64	32	42	34	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	213	1244	40	40	1510	22	130	68	19	45	36	61
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	252	2558	82	66	2036	632	163	324	275	70	227	192
Arrive On Green	0.14	0.50	0.50	0.04	0.39	0.39	0.09	0.17	0.17	0.04	0.12	0.12
Sat Flow, veh/h	1810	5162	166	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	213	833	451	40	1510	22	130	68	19	45	36	61
Grp Sat Flow(s),veh/h/ln	1810	1729	1870	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	9.6	13.4	13.4	1.8	20.8	0.7	5.9	2.6	0.8	2.0	1.4	2.9
Cycle Q Clear(g_c), s	9.6	13.4	13.4	1.8	20.8	0.7	5.9	2.6	0.8	2.0	1.4	2.9
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	1713	927	66	2036	632	163	324	275	70	227	192
V/C Ratio(X)	0.85	0.49	0.49	0.61	0.74	0.03	0.80	0.21	0.07	0.64	0.16	0.32
Avail Cap(c_a), veh/h	338	2069	1119	152	2636	818	215	975	826	189	973	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	14.0	14.0	39.6	21.7	15.6	37.2	29.8	29.0	39.5	33.0	33.6
Incr Delay (d2), s/veh	10.8	0.2	0.4	3.4	0.8	0.0	10.7	0.3	0.1	3.6	0.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	4.4	4.8	0.8	7.5	0.2	3.0	1.2	0.3	1.0	0.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	14.2	14.4	43.0	22.5	15.6	47.9	30.1	29.1	43.1	33.3	34.6
LnGrp LOS	D	B	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1497			1572			217			142	
Approach Delay, s/veh		18.8			23.0			40.6			37.0	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	20.4	7.6	47.5	12.1	16.2	16.2	38.9				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	4.0	4.6	3.8	15.4	7.9	4.9	11.6	22.8				
Green Ext Time (p_c), s	0.0	0.4	0.0	9.3	0.0	0.4	0.1	9.9				

Intersection Summary

HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

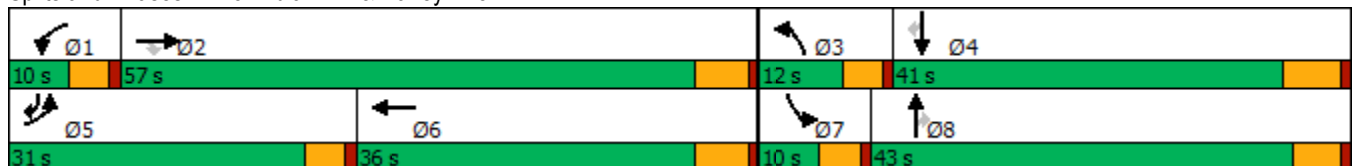


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↘↗	↑↑	↗	↘	↑	↗
Traffic Volume (vph)	208	241	50	12	671	72	317	20	17	108	181
Future Volume (vph)	208	241	50	12	671	72	317	20	17	108	181
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.7	37.6	37.6	5.6	19.2	6.6	20.7	20.7	5.7	14.5	36.0
Actuated g/C Ratio	0.20	0.50	0.50	0.07	0.26	0.09	0.28	0.28	0.08	0.19	0.48
v/c Ratio	0.64	0.10	0.06	0.10	0.60	0.25	0.34	0.04	0.13	0.32	0.24
Control Delay	39.9	12.2	0.1	45.2	28.2	41.6	25.1	0.1	45.6	31.9	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	12.2	0.1	45.2	28.2	41.6	25.1	0.1	45.6	31.9	9.2
LOS	D	B	A	D	C	D	C	A	D	C	A
Approach Delay		22.6			28.5		26.7			19.2	
Approach LOS		C			C		C			B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 75.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 25.2	Intersection LOS: C
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	































Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 			 	
Traffic Volume (veh/h)	208	241	50	12	671	68	72	317	20	17	108	181
Future Volume (veh/h)	208	241	50	12	671	68	72	317	20	17	108	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	224	259	45	13	722	54	77	341	16	18	116	147
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	1979	614	29	1201	89	216	769	343	39	329	527
Arrive On Green	0.15	0.38	0.38	0.02	0.24	0.24	0.06	0.21	0.21	0.02	0.17	0.17
Sat Flow, veh/h	1810	5187	1610	1810	4926	366	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	224	259	45	13	506	270	77	341	16	18	116	147
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1834	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	6.9	1.9	1.0	0.4	7.5	7.5	1.2	4.7	0.5	0.6	3.1	3.9
Cycle Q Clear(g_c), s	6.9	1.9	1.0	0.4	7.5	7.5	1.2	4.7	0.5	0.6	3.1	3.9
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	1979	614	29	843	447	216	769	343	39	329	527
V/C Ratio(X)	0.80	0.13	0.07	0.44	0.60	0.60	0.36	0.44	0.05	0.46	0.35	0.28
Avail Cap(c_a), veh/h	828	4602	1429	169	1810	960	450	2352	1049	169	1146	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	11.6	11.4	28.1	19.3	19.4	26.0	19.7	18.1	27.9	21.0	14.4
Incr Delay (d2), s/veh	2.1	0.0	0.1	3.8	0.7	1.3	0.4	0.4	0.1	3.1	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.6	0.3	0.2	2.6	2.9	0.5	1.7	0.2	0.3	1.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	11.6	11.4	31.9	20.0	20.7	26.4	20.1	18.1	31.0	21.6	14.6
LnGrp LOS	C	B	B	C	C	C	C	C	B	C	C	B
Approach Vol, veh/h		528			789			434			281	
Approach Delay, s/veh		17.6			20.4			21.2			18.6	
Approach LOS		B			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	27.8	8.1	16.2	13.5	19.9	5.9	18.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	26.4	30.2	5.4	* 38				
Max Q Clear Time (g_c+I1), s	2.4	3.9	3.2	5.9	8.9	9.5	2.6	6.7				
Green Ext Time (p_c), s	0.0	1.7	0.0	1.0	0.3	4.5	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

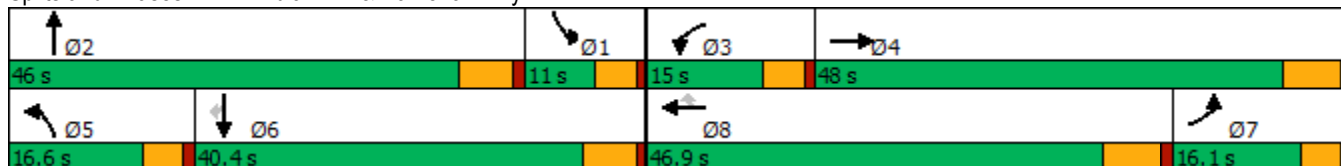


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	156	996	56	1476	97	85	159	18	64	35
Future Volume (vph)	156	996	56	1476	97	85	159	18	64	35
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.7	42.1	7.4	35.0	35.0	8.6	20.2	6.3	13.9	13.9
Actuated g/C Ratio	0.13	0.48	0.08	0.40	0.40	0.10	0.23	0.07	0.16	0.16
v/c Ratio	0.67	0.46	0.38	0.73	0.13	0.49	0.23	0.14	0.12	0.09
Control Delay	56.5	19.2	51.2	26.7	0.4	52.8	27.4	48.4	35.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	19.2	51.2	26.7	0.4	52.8	27.4	48.4	35.0	0.5
LOS	E	B	D	C	A	D	C	D	C	A
Approach Delay		23.9		25.9			35.3		26.6	
Approach LOS		C		C			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 88.5
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 26.0
 Intersection LOS: C
 Intersection Capacity Utilization 66.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑	↗	↖	↑↑		↖	↑↑	↗
Traffic Volume (veh/h)	156	996	93	56	1476	97	85	159	28	18	64	35
Future Volume (veh/h)	156	996	93	56	1476	97	85	159	28	18	64	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	1016	93	57	1506	70	87	162	18	18	65	29
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	2345	214	82	2081	646	113	448	49	80	484	216
Arrive On Green	0.11	0.48	0.48	0.05	0.40	0.40	0.06	0.14	0.14	0.04	0.13	0.13
Sat Flow, veh/h	1810	4836	442	1810	5187	1610	1810	3279	360	1810	3610	1610
Grp Volume(v), veh/h	159	726	383	57	1506	70	87	88	92	18	65	29
Grp Sat Flow(s),veh/h/ln	1810	1729	1820	1810	1729	1610	1810	1805	1833	1810	1805	1610
Q Serve(g_s), s	6.7	10.6	10.7	2.4	19.0	2.1	3.7	3.4	3.5	0.7	1.2	0.9
Cycle Q Clear(g_c), s	6.7	10.6	10.7	2.4	19.0	2.1	3.7	3.4	3.5	0.7	1.2	0.9
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	197	1677	883	82	2081	646	113	247	251	80	484	216
V/C Ratio(X)	0.81	0.43	0.43	0.69	0.72	0.11	0.77	0.36	0.37	0.23	0.13	0.13
Avail Cap(c_a), veh/h	268	1862	980	242	2720	844	280	935	950	149	1609	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	13.0	13.0	36.5	19.6	14.5	35.8	30.4	30.5	35.8	29.6	14.4
Incr Delay (d2), s/veh	8.8	0.2	0.3	3.8	0.7	0.1	4.1	0.9	0.9	0.5	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.4	3.6	1.1	6.6	0.7	1.7	1.5	1.5	0.3	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	13.2	13.4	40.3	20.3	14.6	40.0	31.3	31.3	36.3	29.8	14.6
LnGrp LOS	D	B	B	D	C	B	D	C	C	D	C	B
Approach Vol, veh/h		1268			1633			267			112	
Approach Delay, s/veh		16.9			20.7			34.1			26.9	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	16.4	8.1	43.8	9.4	16.2	14.6	37.3				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	2.7	5.5	4.4	12.7	5.7	3.2	8.7	21.0				
Green Ext Time (p_c), s	0.0	0.9	0.0	7.4	0.0	0.4	0.1	10.1				

Intersection Summary

HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	140	37	146	80	25	122
Future Vol, veh/h	140	37	146	80	25	122
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	206	54	215	118	37	179
Number of Lanes	1	1	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	11.9	10.3	10.5
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	80	140	37	25	122
LT Vol	0	0	140	0	25	0
Through Vol	146	0	0	0	0	122
RT Vol	0	80	0	37	0	0
Lane Flow Rate	215	118	206	54	37	179
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.336	0.161	0.367	0.079	0.064	0.286
Departure Headway (Hd)	5.629	4.921	6.416	5.206	6.254	5.748
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	642	733	562	689	575	628
Service Time	3.334	2.626	4.138	2.928	3.961	3.455
HCM Lane V/C Ratio	0.335	0.161	0.367	0.078	0.064	0.285
HCM Control Delay	11.2	8.6	12.8	8.4	9.4	10.7
HCM Lane LOS	B	A	B	A	A	B
HCM 95th-tile Q	1.5	0.6	1.7	0.3	0.2	1.2

Timings
16: Perris Bl. & Iris Av.

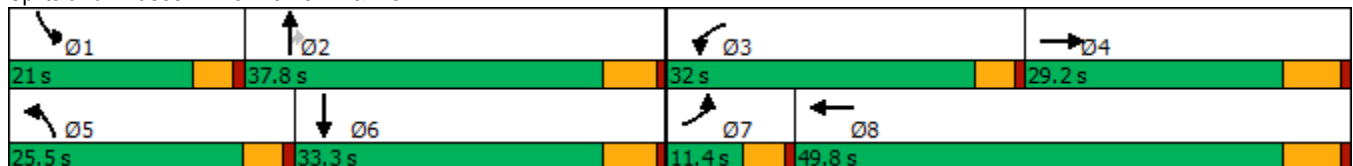


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕↕↕	↗	↖	↕↕↕
Traffic Volume (vph)	34	294	252	452	160	735	244	141	451
Future Volume (vph)	34	294	252	452	160	735	244	141	451
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.3	17.0	19.8	35.6	14.4	24.5	24.5	12.7	22.8
Actuated g/C Ratio	0.07	0.18	0.21	0.37	0.15	0.25	0.25	0.13	0.24
v/c Ratio	0.33	0.68	0.78	0.52	0.68	0.64	0.49	0.68	0.47
Control Delay	57.9	42.5	53.5	25.8	55.1	35.6	11.1	58.3	33.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	42.5	53.5	25.8	55.1	35.6	11.1	58.3	33.7
LOS	E	D	D	C	E	D	B	E	C
Approach Delay		43.8		34.1		33.1			39.1
Approach LOS		D		C		C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.2
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 36.1
 Intersection LOS: D
 Intersection Capacity Utilization 66.5%
 ICU Level of Service C
 Analysis Period (min) 15























Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	294	83	252	452	136	160	735	244	141	451	53
Future Volume (veh/h)	34	294	83	252	452	136	160	735	244	141	451	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	338	58	290	520	73	184	845	149	162	518	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	67	517	88	335	1004	140	226	1340	414	202	1183	108
Arrive On Green	0.04	0.17	0.17	0.19	0.32	0.32	0.12	0.26	0.26	0.11	0.24	0.24
Sat Flow, veh/h	1810	3086	524	1810	3176	444	1810	5187	1601	1810	4834	443
Grp Volume(v), veh/h	39	196	200	290	295	298	184	845	149	162	369	197
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1810	1805	1815	1810	1729	1601	1810	1729	1818
Q Serve(g_s), s	1.6	7.8	7.9	11.9	10.2	10.3	7.6	11.0	5.8	6.7	6.9	7.0
Cycle Q Clear(g_c), s	1.6	7.8	7.9	11.9	10.2	10.3	7.6	11.0	5.8	6.7	6.9	7.0
Prop In Lane	1.00		0.29	1.00		0.24	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	67	303	303	335	571	574	226	1340	414	202	847	445
V/C Ratio(X)	0.59	0.65	0.66	0.86	0.52	0.52	0.81	0.63	0.36	0.80	0.44	0.44
Avail Cap(c_a), veh/h	161	543	543	648	1029	1035	495	2171	670	388	1244	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	29.7	29.8	30.2	21.4	21.4	32.6	25.1	23.2	33.2	24.4	24.5
Incr Delay (d2), s/veh	3.0	2.3	2.5	2.6	0.7	0.7	2.7	0.5	0.5	2.8	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.3	3.3	4.9	3.9	3.9	3.3	4.2	2.0	2.9	2.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	32.1	32.2	32.8	22.1	22.1	35.3	25.6	23.7	36.0	24.8	25.1
LnGrp LOS	D	C	C	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		435			883			1178			728	
Approach Delay, s/veh		32.8			25.6			26.9			27.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	25.6	18.8	19.0	14.2	24.5	7.4	30.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	8.7	13.0	13.9	9.9	9.6	9.0	3.6	12.3				
Green Ext Time (p_c), s	0.1	5.7	0.3	1.6	0.2	3.1	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay				27.5								
HCM 6th LOS				C								

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

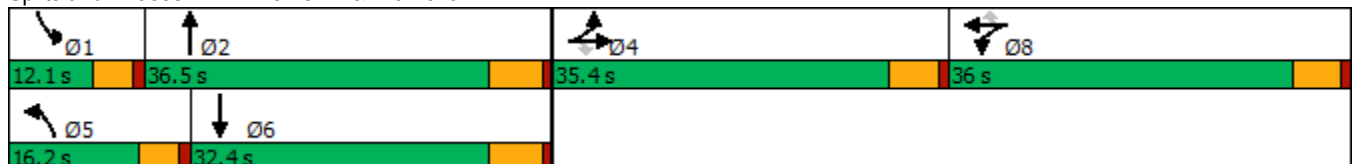


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕↗↘	↖	↕↗↘
Traffic Volume (vph)	143	84	143	169	78	863	68	661
Future Volume (vph)	143	84	143	169	78	863	68	661
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.9	17.9	24.6	24.6	9.5	29.5	7.8	27.9
Actuated g/C Ratio	0.19	0.19	0.26	0.26	0.10	0.31	0.08	0.30
v/c Ratio	0.49	0.23	0.73	0.34	0.47	0.72	0.50	0.48
Control Delay	41.6	5.1	43.5	6.7	54.5	32.4	60.0	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	5.1	43.5	6.7	54.5	32.4	60.0	31.0
LOS	D	A	D	A	D	C	E	C
Approach Delay	29.1		30.8			34.0		33.7
Approach LOS	C		C			C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 93.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 32.8	Intersection LOS: C
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	






















Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	143	84	177	143	169	78	863	195	68	661	8
Future Volume (veh/h)	18	143	84	177	143	169	78	863	195	68	661	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	157	37	195	157	61	86	948	194	75	726	8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	257	246	255	205	401	125	1397	285	111	1668	18
Arrive On Green	0.15	0.15	0.15	0.25	0.25	0.25	0.07	0.32	0.30	0.06	0.32	0.29
Sat Flow, veh/h	213	1676	1607	1024	825	1608	1810	4318	881	1810	5289	58
Grp Volume(v), veh/h	177	0	37	352	0	61	86	759	383	75	474	260
Grp Sat Flow(s),veh/h/ln	1889	0	1607	1849	0	1608	1810	1729	1741	1810	1729	1890
Q Serve(g_s), s	6.6	0.0	1.5	13.3	0.0	2.2	3.5	14.3	14.5	3.0	8.2	8.2
Cycle Q Clear(g_c), s	6.6	0.0	1.5	13.3	0.0	2.2	3.5	14.3	14.5	3.0	8.2	8.2
Prop In Lane	0.11		1.00	0.55		1.00	1.00		0.51	1.00		0.03
Lane Grp Cap(c), veh/h	289	0	246	460	0	401	125	1118	563	111	1091	596
V/C Ratio(X)	0.61	0.00	0.15	0.76	0.00	0.15	0.69	0.68	0.68	0.68	0.43	0.44
Avail Cap(c_a), veh/h	790	0	672	788	0	685	294	1497	754	195	1308	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	27.6	26.2	0.0	22.0	34.1	22.0	22.5	34.5	20.4	20.4
Incr Delay (d2), s/veh	2.1	0.0	0.3	2.7	0.0	0.2	2.5	0.8	1.5	2.7	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.6	5.7	0.0	0.8	1.5	5.2	5.5	1.3	3.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	0.0	27.8	28.8	0.0	22.2	36.6	22.8	24.0	37.2	20.7	20.9
LnGrp LOS	C	A	C	C	A	C	D	C	C	D	C	C
Approach Vol, veh/h		214			413			1228			809	
Approach Delay, s/veh		31.1			27.8			24.1			22.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	28.3		15.5	9.2	27.7		22.7				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+1), s	5.0	16.5		8.6	5.5	10.2		15.3				
Green Ext Time (p_c), s	0.0	6.0		1.0	0.0	3.9		1.9				
Intersection Summary												
HCM 6th Ctrl Delay				24.7								
HCM 6th LOS				C								

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

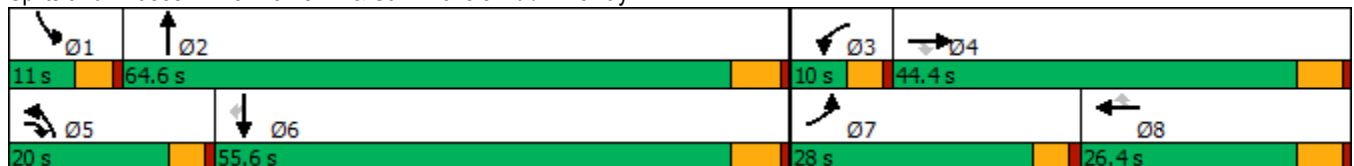


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	37	23	3	110	1088	1	861	75		
Future Volume (vph)	37	23	3	110	1088	1	861	75		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4						6		
Detector Phase	7	5	3	5	2	1	6	6		
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.6	15.8	7.1	10.2	37.4	7.1	23.8	23.8		
Actuated g/C Ratio	0.21	0.34	0.15	0.22	0.81	0.15	0.51	0.51		
v/c Ratio	0.11	0.04	0.01	0.29	0.28	0.00	0.34	0.09		
Control Delay	27.2	0.1	33.7	25.9	7.3	35.0	13.6	0.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	27.2	0.1	33.7	25.9	7.3	35.0	13.6	0.2		
LOS	C	A	C	C	A	C	B	A		
Approach Delay					9.0		12.5			
Approach LOS					A		B			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 46.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 10.7
 Intersection LOS: B
 Intersection Capacity Utilization 47.1%
 ICU Level of Service A
 Analysis Period (min) 15

























Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	0	23	3	0	0	110	1088	2	1	861	75
Future Volume (veh/h)	37	0	23	3	0	0	110	1088	2	1	861	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	0	5	3	0	0	117	1157	2	1	916	59
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	180	292	7	106	90	157	2320	4	4	1808	561
Arrive On Green	0.04	0.00	0.09	0.00	0.00	0.00	0.09	0.43	0.43	0.00	0.35	0.35
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5347	9	1810	5187	1610
Grp Volume(v), veh/h	39	0	5	3	0	0	117	748	411	1	916	59
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	1898	1810	1729	1610
Q Serve(g_s), s	0.9	0.0	0.1	0.1	0.0	0.0	2.8	6.8	6.8	0.0	6.1	1.1
Cycle Q Clear(g_c), s	0.9	0.0	0.1	0.1	0.0	0.0	2.8	6.8	6.8	0.0	6.1	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	180	292	7	106	90	157	1500	824	4	1808	561
V/C Ratio(X)	0.50	0.00	0.02	0.41	0.00	0.00	0.75	0.50	0.50	0.24	0.51	0.11
Avail Cap(c_a), veh/h	967	1693	1574	223	912	773	637	4645	2550	265	5901	1832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	14.7	21.7	0.0	0.0	19.5	9.0	9.0	21.8	11.3	9.6
Incr Delay (d2), s/veh	4.9	0.0	0.0	12.7	0.0	0.0	2.6	0.3	0.5	10.8	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	0.0	0.0	1.1	1.6	1.8	0.0	1.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	14.7	34.4	0.0	0.0	22.2	9.2	9.4	32.6	11.5	9.7
LnGrp LOS	C	A	B	C	A	A	C	A	A	C	B	A
Approach Vol, veh/h		44			3			1276			976	
Approach Delay, s/veh		24.1			34.4			10.5			11.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	24.8	4.8	9.5	8.4	21.1	6.5	7.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.0	8.8	2.1	2.1	4.8	8.1	2.9	0.0				
Green Ext Time (p_c), s	0.0	8.8	0.0	0.0	0.1	7.1	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				11.2								
HCM 6th LOS				B								

Timings
19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

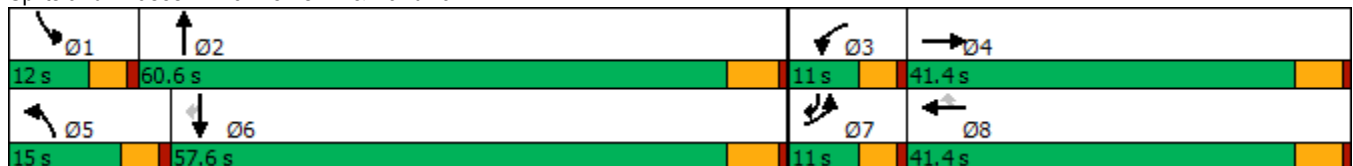


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↖↗	↖	↖	↖	↖	↖↗↘	↖	↖↗↘	↖
Traffic Volume (vph)	12	2	9	5	11	39	1169	16	851	11
Future Volume (vph)	12	2	9	5	11	39	1169	16	851	11
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	11.0	41.4	11.0	41.4	41.4	15.0	60.6	12.0	57.6	11.0
Total Split (%)	8.8%	33.1%	8.8%	33.1%	33.1%	12.0%	48.5%	9.6%	46.1%	8.8%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	19.1	8.2	17.6	17.6	9.0	35.0	8.3	33.1	28.4
Actuated g/C Ratio	0.19	0.43	0.18	0.39	0.39	0.20	0.78	0.19	0.74	0.63
v/c Ratio	0.04	0.01	0.03	0.01	0.02	0.12	0.32	0.05	0.24	0.01
Control Delay	33.3	0.0	33.4	23.0	0.0	29.6	9.2	32.7	11.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	0.0	33.4	23.0	0.0	29.6	9.2	32.7	11.0	0.0
LOS	C	A	C	C	A	C	A	C	B	A
Approach Delay		15.5		16.6			9.8		11.3	
Approach LOS		B		B			A		B	

Intersection Summary

Cycle Length: 125	
Actuated Cycle Length: 44.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	
























Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2	12	9	5	11	39	1169	22	16	851	11
Future Volume (veh/h)	12	2	12	9	5	11	39	1169	22	16	851	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	2	4	10	5	4	42	1271	14	17	925	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	30	122	109	23	122	103	80	2233	25	177	2470	792
Arrive On Green	0.02	0.07	0.07	0.01	0.06	0.06	0.04	0.42	0.42	0.10	0.48	0.48
Sat Flow, veh/h	1810	1805	1608	1810	1900	1610	1810	5289	58	1810	5187	1608
Grp Volume(v), veh/h	13	2	4	10	5	4	42	831	454	17	925	7
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1900	1610	1810	1729	1890	1810	1729	1608
Q Serve(g_s), s	0.4	0.1	0.1	0.3	0.1	0.1	1.2	9.3	9.3	0.4	5.8	0.1
Cycle Q Clear(g_c), s	0.4	0.1	0.1	0.3	0.1	0.1	1.2	9.3	9.3	0.4	5.8	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	30	122	109	23	122	103	80	1460	798	177	2470	792
V/C Ratio(X)	0.44	0.02	0.04	0.43	0.04	0.04	0.53	0.57	0.57	0.10	0.37	0.01
Avail Cap(c_a), veh/h	227	1272	1133	227	1339	1135	368	3710	2027	262	5261	1658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	22.2	22.3	25.0	22.4	22.4	23.9	11.2	11.2	21.0	8.5	6.6
Incr Delay (d2), s/veh	3.7	0.1	0.1	4.5	0.1	0.2	2.0	0.4	0.6	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.1	0.1	0.0	0.5	2.6	2.9	0.2	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	22.3	22.4	29.5	22.6	22.6	25.9	11.6	11.9	21.1	8.6	6.6
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	A	A
Approach Vol, veh/h		19			19			1327			949	
Approach Delay, s/veh		26.6			26.2			12.1			8.8	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	27.4	5.3	8.8	6.8	30.1	5.4	8.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	54.8	6.4	36.0	10.4	51.8	6.4	36.0				
Max Q Clear Time (g_c+I1), s	2.4	11.3	2.3	2.1	3.2	7.8	2.4	2.1				
Green Ext Time (p_c), s	0.0	10.1	0.0	0.0	0.0	7.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				11.0								
HCM 6th LOS				B								

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

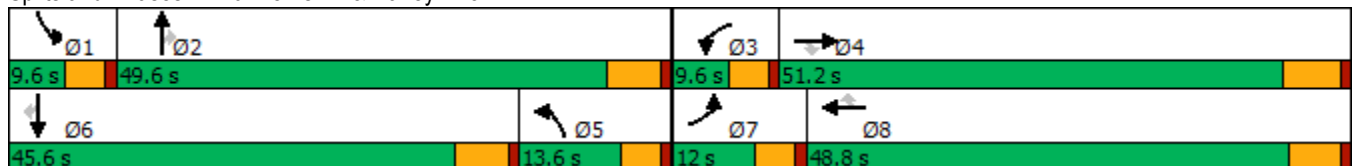
05/19/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	43	23	10	297	149	213	1004	12	42	628	237
Future Volume (vph)	207	43	23	10	297	149	213	1004	12	42	628	237
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	13.6	49.6	49.6	9.6	45.6	45.6
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	11.3%	41.3%	41.3%	8.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.9	26.5	26.5	5.3	15.3	15.3	9.9	28.9	28.9	5.3	19.5	19.5
Actuated g/C Ratio	0.11	0.35	0.35	0.07	0.20	0.20	0.13	0.39	0.39	0.07	0.26	0.26
v/c Ratio	1.19	0.04	0.04	0.04	0.31	0.36	0.50	0.55	0.02	0.18	0.51	0.43
Control Delay	160.9	18.6	0.1	42.7	25.7	6.9	38.5	20.9	0.1	41.9	25.3	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	160.9	18.6	0.1	42.7	25.7	6.9	38.5	20.9	0.1	41.9	25.3	5.9
LOS	F	B	A	D	C	A	D	C	A	D	C	A
Approach Delay		125.1			20.0			23.7			21.0	
Approach LOS		F			B			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 74.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 31.9
 Intersection LOS: C
 Intersection Capacity Utilization 60.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (veh/h)	207	43	23	10	297	149	213	1004	12	42	628	237
Future Volume (veh/h)	207	43	23	10	297	149	213	1004	12	42	628	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	227	47	20	11	326	71	234	1103	10	46	690	152
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	212	945	422	49	822	255	469	1786	554	154	1221	379
Arrive On Green	0.12	0.26	0.26	0.01	0.16	0.16	0.13	0.34	0.34	0.04	0.24	0.24
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1608
Grp Volume(v), veh/h	227	47	20	11	326	71	234	1103	10	46	690	152
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1608
Q Serve(g_s), s	7.4	0.6	0.3	0.2	3.6	2.4	3.9	11.2	0.3	0.8	7.4	3.2
Cycle Q Clear(g_c), s	7.4	0.6	0.3	0.2	3.6	2.4	3.9	11.2	0.3	0.8	7.4	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	945	422	49	822	255	469	1786	554	154	1221	379
V/C Ratio(X)	1.07	0.05	0.05	0.23	0.40	0.28	0.50	0.62	0.02	0.30	0.57	0.40
Avail Cap(c_a), veh/h	212	2575	1149	278	3536	1098	501	3602	1118	278	3273	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	17.4	5.5	30.8	23.8	23.4	25.4	17.2	13.6	29.2	21.3	8.1
Incr Delay (d2), s/veh	81.4	0.0	0.0	0.9	0.3	0.6	0.3	0.4	0.0	0.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.2	0.2	0.1	1.3	0.9	1.5	3.8	0.1	0.3	2.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.2	17.4	5.5	31.6	24.1	24.0	25.7	17.6	13.7	29.6	21.7	8.8
LnGrp LOS	F	B	A	C	C	C	C	B	B	C	C	A
Approach Vol, veh/h		294			408			1347			888	
Approach Delay, s/veh		87.5			24.3			19.0			19.9	
Approach LOS		F			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	27.5	5.5	22.7	14.2	20.6	12.0	16.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	9.0	* 40	7.4	* 43				
Max Q Clear Time (g_c+I1), s	2.8	13.2	2.2	2.6	5.9	9.4	9.4	5.6				
Green Ext Time (p_c), s	0.0	8.4	0.0	0.3	0.1	5.2	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

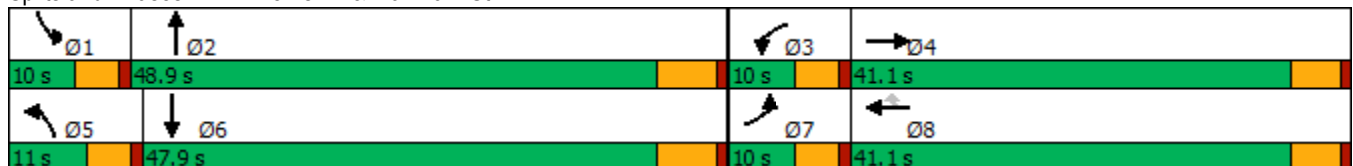


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↕	↘	↕	↗	↘	↕	↘	↕
Traffic Volume (vph)	16	13	1	19	17	30	1299	2	600
Future Volume (vph)	16	13	1	19	17	30	1299	2	600
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	10.0	41.1	10.0	41.1	41.1	11.0	48.9	10.0	47.9
Total Split (%)	9.1%	37.4%	9.1%	37.4%	37.4%	10.0%	44.5%	9.1%	43.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.3	14.8	6.1	14.7	14.7	6.7	41.1	6.2	38.6
Actuated g/C Ratio	0.12	0.29	0.12	0.28	0.28	0.13	0.79	0.12	0.74
v/c Ratio	0.08	0.03	0.00	0.04	0.03	0.14	0.34	0.01	0.17
Control Delay	33.8	12.5	35.0	19.1	0.1	32.7	9.1	35.5	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	12.5	35.0	19.1	0.1	32.7	9.1	35.5	9.8
LOS	C	B	C	B	A	C	A	D	A
Approach Delay		19.7		10.7			9.6		9.9
Approach LOS		B		B			A		A

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 51.9
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 9.9
 Intersection Capacity Utilization 50.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
 21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	↗
Traffic Volume (veh/h)	16	13	18	1	19	17	30	1299	0	2	600	21
Future Volume (veh/h)	16	13	18	1	19	17	30	1299	0	2	600	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	14	10	1	20	3	32	1382	0	2	638	22
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	251	160	4	188	159	65	2421	0	5	2230	77
Arrive On Green	0.02	0.12	0.12	0.00	0.10	0.10	0.04	0.47	0.00	0.00	0.43	0.43
Sat Flow, veh/h	1810	2111	1351	1810	1900	1610	1810	5358	0	1810	5145	177
Grp Volume(v), veh/h	17	12	12	1	20	3	32	1382	0	2	428	232
Grp Sat Flow(s),veh/h/ln	1810	1805	1657	1810	1900	1610	1810	1729	0	1810	1729	1863
Q Serve(g_s), s	0.5	0.3	0.3	0.0	0.5	0.1	0.8	9.5	0.0	0.1	3.9	3.9
Cycle Q Clear(g_c), s	0.5	0.3	0.3	0.0	0.5	0.1	0.8	9.5	0.0	0.1	3.9	3.9
Prop In Lane	1.00		0.82	1.00		1.00	1.00		0.00	1.00		0.09
Lane Grp Cap(c), veh/h	38	214	197	4	188	159	65	2421	0	5	1499	808
V/C Ratio(X)	0.45	0.05	0.06	0.27	0.11	0.02	0.49	0.57	0.00	0.40	0.29	0.29
Avail Cap(c_a), veh/h	200	1327	1218	200	1397	1183	236	4564	0	200	2972	1602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	19.1	19.2	24.4	20.1	19.9	23.2	9.5	0.0	24.4	9.0	9.0
Incr Delay (d2), s/veh	3.0	0.1	0.1	13.9	0.2	0.0	2.1	0.2	0.0	18.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.0	0.2	0.0	0.4	2.4	0.0	0.0	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	19.3	19.3	38.3	20.3	20.0	25.3	9.7	0.0	42.8	9.1	9.2
LnGrp LOS	C	B	B	D	C	B	C	A	A	D	A	A
Approach Vol, veh/h		41			24			1414			662	
Approach Delay, s/veh		22.4			21.0			10.1			9.2	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	28.7	4.7	10.9	6.4	27.0	5.6	9.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	5.4	43.1	5.4	36.0	6.4	42.1	5.4	36.0				
Max Q Clear Time (g_c+I1), s	2.1	11.5	2.0	2.3	2.8	5.9	2.5	2.5				
Green Ext Time (p_c), s	0.0	11.3	0.0	0.1	0.0	4.2	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Timings
22: Perris Bl. & Ramona Exwy.

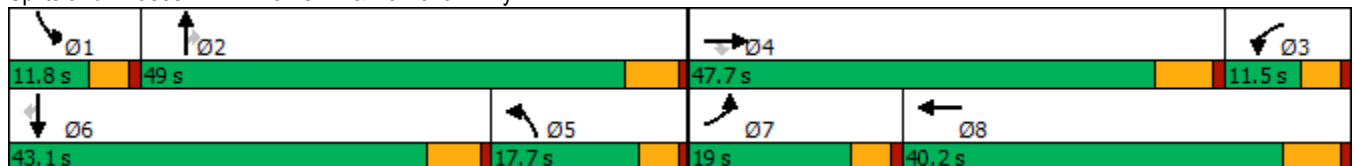


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (vph)	314	624	104	89	1142	279	741	88	96	314	186
Future Volume (vph)	314	624	104	89	1142	279	741	88	96	314	186
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	19.0	47.7	47.7	11.5	40.2	17.7	49.0	49.0	11.8	43.1	43.1
Total Split (%)	15.8%	39.8%	39.8%	9.6%	33.5%	14.8%	40.8%	40.8%	9.8%	35.9%	35.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.9	26.9	26.9	20.4	31.8	16.4	29.9	29.9	6.7	17.5	17.5
Actuated g/C Ratio	0.13	0.27	0.27	0.20	0.32	0.16	0.30	0.30	0.07	0.17	0.17
v/c Ratio	0.71	0.46	0.19	0.13	0.80	0.50	0.70	0.15	0.42	0.51	0.44
Control Delay	53.7	36.2	1.0	35.3	36.9	43.7	36.1	0.5	55.0	40.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	36.2	1.0	35.3	36.9	43.7	36.1	0.5	55.0	40.7	8.2
LOS	D	D	A	D	D	D	D	A	E	D	A
Approach Delay		38.0			36.8		35.2			32.9	
Approach LOS		D			D		D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 100.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 36.1	Intersection LOS: D
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	314	624	104	89	1142	132	279	741	88	96	314	186
Future Volume (veh/h)	314	624	104	89	1142	132	279	741	88	96	314	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	320	637	61	91	1165	116	285	756	42	98	320	131
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	403	1027	317	748	1508	150	618	992	442	183	495	218
Arrive On Green	0.11	0.20	0.20	0.21	0.31	0.31	0.18	0.27	0.27	0.05	0.14	0.14
Sat Flow, veh/h	3510	5187	1603	3510	4793	477	3510	3610	1608	3510	3610	1588
Grp Volume(v), veh/h	320	637	61	91	840	441	285	756	42	98	320	131
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1812	1755	1805	1608	1755	1805	1588
Q Serve(g_s), s	7.7	9.8	2.8	1.8	19.2	19.2	6.3	16.7	0.9	2.4	7.3	4.9
Cycle Q Clear(g_c), s	7.7	9.8	2.8	1.8	19.2	19.2	6.3	16.7	0.9	2.4	7.3	4.9
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	403	1027	317	748	1088	570	618	992	442	183	495	218
V/C Ratio(X)	0.79	0.62	0.19	0.12	0.77	0.77	0.46	0.76	0.09	0.54	0.65	0.60
Avail Cap(c_a), veh/h	581	2473	764	748	1351	708	618	1791	798	290	1547	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	31.9	29.1	27.7	27.0	27.0	32.2	28.9	6.3	40.2	35.6	18.7
Incr Delay (d2), s/veh	2.9	0.6	0.3	0.0	2.2	4.2	0.2	1.2	0.1	0.9	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.8	1.0	0.7	7.4	8.1	2.6	6.8	0.6	1.0	3.1	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	32.5	29.4	27.7	29.2	31.2	32.4	30.2	6.3	41.1	37.0	21.4
LnGrp LOS	D	C	C	C	C	C	C	C	A	D	D	C
Approach Vol, veh/h		1018			1372			1083			549	
Approach Delay, s/veh		34.8			29.8			29.8			34.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	29.7	24.8	23.4	21.1	17.7	14.6	33.6				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	7.2	43.2	6.9	* 42	13.1	* 37	14.4	34.0				
Max Q Clear Time (g_c+I1), s	4.4	18.7	3.8	11.8	8.3	9.3	9.7	21.2				
Green Ext Time (p_c), s	0.0	5.1	0.0	4.3	0.2	2.3	0.3	6.2				

Intersection Summary

HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

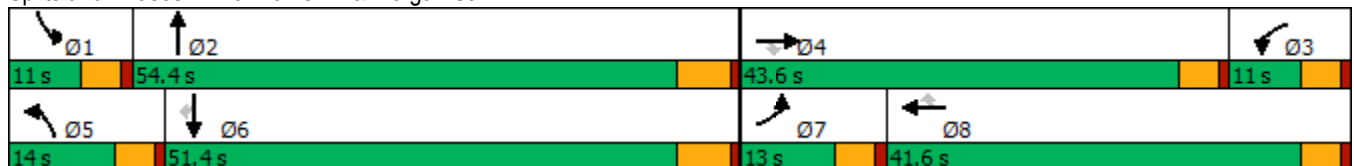


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	24	7	26	18	20	2	39	1088	9	450	64
Future Volume (vph)	24	7	26	18	20	2	39	1088	9	450	64
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	13.0	43.6	43.6	11.0	41.6	41.6	14.0	54.4	11.0	51.4	51.4
Total Split (%)	10.8%	36.3%	36.3%	9.2%	34.7%	34.7%	11.7%	45.3%	9.2%	42.8%	42.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.9	18.5	18.5	9.3	19.0	19.0	9.3	33.1	8.6	30.9	30.9
Actuated g/C Ratio	0.21	0.44	0.44	0.22	0.45	0.45	0.22	0.78	0.20	0.73	0.73
v/c Ratio	0.07	0.00	0.04	0.05	0.02	0.00	0.10	0.29	0.02	0.18	0.06
Control Delay	30.6	20.1	0.1	28.2	17.5	0.0	28.5	9.4	32.4	11.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	20.1	0.1	28.2	17.5	0.0	28.5	9.4	32.4	11.8	0.1
LOS	C	C	A	C	B	A	C	A	C	B	A
Approach Delay		15.4			21.5			10.1		10.7	
Approach LOS		B			C			B		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 42.3
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.29
 Intersection Signal Delay: 10.7
 Intersection LOS: B
 Intersection Capacity Utilization 46.3%
 ICU Level of Service A
 Analysis Period (min) 15




























Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
 23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						  			 	
Traffic Volume (veh/h)	24	7	26	18	20	2	39	1088	14	9	450	64
Future Volume (veh/h)	24	7	26	18	20	2	39	1088	14	9	450	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	7	11	19	21	1	41	1145	15	9	474	50
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	54	447	199	43	223	189	81	2126	28	21	1336	596
Arrive On Green	0.03	0.12	0.12	0.02	0.12	0.12	0.04	0.40	0.40	0.01	0.37	0.37
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5276	69	1810	3610	1610
Grp Volume(v), veh/h	25	7	11	19	21	1	41	750	410	9	474	50
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1887	1810	1805	1610
Q Serve(g_s), s	0.6	0.1	0.2	0.5	0.4	0.0	1.0	7.4	7.4	0.2	4.3	0.9
Cycle Q Clear(g_c), s	0.6	0.1	0.2	0.5	0.4	0.0	1.0	7.4	7.4	0.2	4.3	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	54	447	199	43	223	189	81	1393	760	21	1336	596
V/C Ratio(X)	0.46	0.02	0.06	0.45	0.09	0.01	0.51	0.54	0.54	0.42	0.35	0.08
Avail Cap(c_a), veh/h	340	3146	1403	259	1571	1331	380	3755	2050	259	3678	1640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	17.2	8.8	21.6	17.6	17.4	20.9	10.2	10.2	22.0	10.2	9.2
Incr Delay (d2), s/veh	2.3	0.0	0.1	2.7	0.2	0.0	1.8	0.3	0.6	4.8	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.2	0.2	0.0	0.4	1.9	2.1	0.1	1.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	17.2	8.9	24.3	17.8	17.5	22.7	10.5	10.8	26.8	10.4	9.2
LnGrp LOS	C	B	A	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		43			41			1201			533	
Approach Delay, s/veh		18.8			20.8			11.0			10.5	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.1	23.8	5.7	10.1	6.6	22.4	5.9	9.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	6.4	48.6	6.4	39.0	9.4	45.6	8.4	37.0				
Max Q Clear Time (g_c+I1), s	2.2	9.4	2.5	2.2	3.0	6.3	2.6	2.4				
Green Ext Time (p_c), s	0.0	8.6	0.0	0.0	0.0	3.2	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

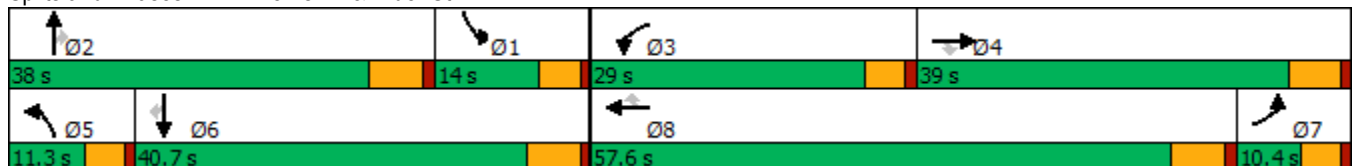
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	131	14	202	283	245	35	893	92	52	350	27
Future Volume (vph)	22	131	14	202	283	245	35	893	92	52	350	27
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	10.4	39.0	39.0	29.0	57.6	57.6	11.3	38.0	38.0	14.0	40.7	40.7
Total Split (%)	8.7%	32.5%	32.5%	24.2%	48.0%	48.0%	9.4%	31.7%	31.7%	11.7%	33.9%	33.9%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.8	13.9	13.9	14.8	27.6	27.6	6.4	23.0	23.0	7.4	23.9	23.9
Actuated g/C Ratio	0.12	0.18	0.18	0.19	0.36	0.36	0.08	0.30	0.30	0.10	0.31	0.31
v/c Ratio	0.12	0.21	0.04	0.62	0.23	0.35	0.25	0.61	0.16	0.32	0.23	0.05
Control Delay	37.3	30.9	0.1	40.5	22.8	5.4	46.7	26.9	0.6	45.5	22.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	30.9	0.1	40.5	22.8	5.4	46.7	26.9	0.6	45.5	22.1	0.1
LOS	D	C	A	D	C	A	D	C	A	D	C	A
Approach Delay		29.2			21.9			25.2			23.6	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 76.2
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 24.2
 Intersection LOS: C
 Intersection Capacity Utilization 58.9%
 ICU Level of Service B
 Analysis Period (min) 15































Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
 24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  			  	
Traffic Volume (veh/h)	22	131	14	202	283	245	35	893	92	52	350	27
Future Volume (veh/h)	22	131	14	202	283	245	35	893	92	52	350	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	141	6	217	304	153	38	960	65	56	376	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	233	583	260	268	585	261	70	1518	471	90	1674	520
Arrive On Green	0.13	0.16	0.16	0.15	0.16	0.16	0.04	0.29	0.29	0.05	0.32	0.32
Sat Flow, veh/h	1810	3610	1607	1810	3610	1610	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	24	141	6	217	304	153	38	960	65	56	376	19
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1610	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	0.7	2.2	0.2	7.3	4.9	5.6	1.3	10.2	1.0	1.9	3.3	0.3
Cycle Q Clear(g_c), s	0.7	2.2	0.2	7.3	4.9	5.6	1.3	10.2	1.0	1.9	3.3	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	583	260	268	585	261	70	1518	471	90	1674	520
V/C Ratio(X)	0.10	0.24	0.02	0.81	0.52	0.59	0.55	0.63	0.14	0.62	0.22	0.04
Avail Cap(c_a), veh/h	233	1897	844	699	2959	1320	192	2643	820	269	2865	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	23.1	22.3	26.1	24.2	24.5	29.8	19.4	5.1	29.5	15.6	4.3
Incr Delay (d2), s/veh	0.1	0.2	0.0	2.2	0.7	2.1	2.5	0.4	0.1	2.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.1	3.0	1.9	2.0	0.6	3.5	0.6	0.8	1.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	23.3	22.3	28.3	24.9	26.6	32.3	19.8	5.3	32.1	15.7	4.3
LnGrp LOS	C	C	C	C	C	C	C	B	A	C	B	A
Approach Vol, veh/h		171			674			1063			451	
Approach Delay, s/veh		23.4			26.4			19.4			17.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	24.3	14.0	16.0	7.0	26.2	13.9	16.0				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	9.4	* 32	24.4	33.2	6.7	34.9	5.8	* 52				
Max Q Clear Time (g_c+I1), s	3.9	12.2	9.3	4.2	3.3	5.3	2.7	7.6				
Green Ext Time (p_c), s	0.0	6.3	0.2	0.8	0.0	2.4	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay			21.3									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

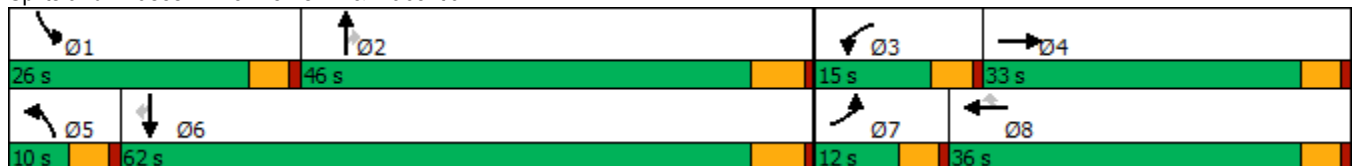


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	14	60	32	112	201	36	760	28	31	492	31
Future Volume (vph)	14	60	32	112	201	36	760	28	31	492	31
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	14.1	7.0	18.5	18.5	6.3	22.6	22.6	6.9	21.1	21.1
Actuated g/C Ratio	0.11	0.24	0.12	0.32	0.32	0.11	0.39	0.39	0.12	0.36	0.36
v/c Ratio	0.08	0.18	0.17	0.21	0.34	0.21	0.60	0.04	0.16	0.42	0.05
Control Delay	37.1	23.5	35.9	20.2	5.4	38.3	18.6	0.1	35.9	16.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	23.5	35.9	20.2	5.4	38.3	18.6	0.1	35.9	16.9	0.2
LOS	D	C	D	C	A	D	B	A	D	B	A
Approach Delay		25.7		13.0			18.8			17.0	
Approach LOS		C		B			B			B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 58.5	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	60	13	32	112	201	36	760	28	31	492	31
Future Volume (veh/h)	14	60	13	32	112	201	36	760	28	31	492	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	67	10	36	124	106	40	844	22	34	547	28
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	309	46	71	400	339	76	1274	568	68	1256	560
Arrive On Green	0.02	0.19	0.19	0.04	0.21	0.21	0.04	0.35	0.35	0.04	0.35	0.35
Sat Flow, veh/h	1810	1615	241	1810	1900	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	16	0	77	36	124	106	40	844	22	34	547	28
Grp Sat Flow(s),veh/h/ln	1810	0	1857	1810	1900	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	0.5	0.0	1.8	1.0	2.8	2.9	1.1	10.2	0.5	1.0	6.0	0.6
Cycle Q Clear(g_c), s	0.5	0.0	1.8	1.0	2.8	2.9	1.1	10.2	0.5	1.0	6.0	0.6
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	36	0	356	71	400	339	76	1274	568	68	1256	560
V/C Ratio(X)	0.45	0.00	0.22	0.51	0.31	0.31	0.52	0.66	0.04	0.50	0.44	0.05
Avail Cap(c_a), veh/h	259	0	1020	364	1154	978	189	2807	1252	749	3924	1748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	17.6	24.4	17.2	17.2	24.2	14.1	11.0	24.4	13.0	11.2
Incr Delay (d2), s/veh	3.2	0.0	0.3	2.1	0.4	0.5	2.1	0.6	0.0	2.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	0.5	1.2	1.0	0.5	3.3	0.2	0.4	1.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	0.0	17.9	26.5	17.7	17.8	26.3	14.7	11.0	26.6	13.2	11.2
LnGrp LOS	C	A	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		93			266			906			609	
Approach Delay, s/veh		19.7			18.9			15.1			13.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	24.0	6.6	14.5	6.8	23.8	5.6	15.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	3.0	12.2	3.0	3.8	3.1	8.0	2.5	4.9				
Green Ext Time (p_c), s	0.0	5.9	0.0	0.4	0.0	3.8	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

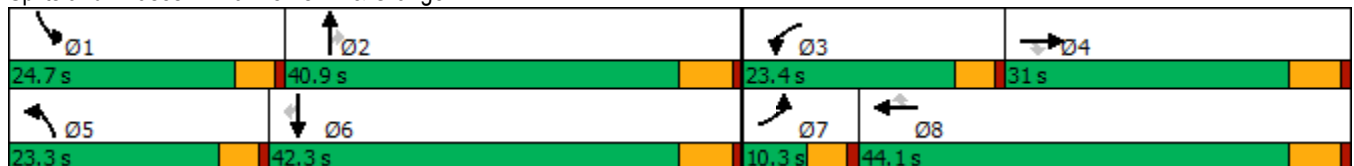
05/19/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	216	116	149	387	134	152	623	83	86	448	32
Future Volume (vph)	14	216	116	149	387	134	152	623	83	86	448	32
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	16.4	16.4	12.3	30.2	30.2	12.4	25.5	25.5	9.2	19.4	19.4
Actuated g/C Ratio	0.07	0.20	0.20	0.15	0.37	0.37	0.15	0.31	0.31	0.11	0.24	0.24
v/c Ratio	0.12	0.62	0.28	0.60	0.31	0.21	0.60	0.60	0.15	0.46	0.57	0.07
Control Delay	48.3	40.7	5.5	46.3	22.0	5.5	46.5	29.2	0.9	47.2	32.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	40.7	5.5	46.3	22.0	5.5	46.5	29.2	0.9	47.2	32.0	0.3
LOS	D	D	A	D	C	A	D	C	A	D	C	A
Approach Delay		29.2			24.1			29.6			32.5	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 82.5
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 28.7
 Intersection LOS: C
 Intersection Capacity Utilization 59.3%
 ICU Level of Service B
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	216	116	149	387	134	152	623	83	86	448	32
Future Volume (veh/h)	14	216	116	149	387	134	152	623	83	86	448	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	232	84	160	416	93	163	670	65	92	482	22
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	339	287	206	987	439	209	1017	453	121	841	374
Arrive On Green	0.02	0.18	0.18	0.11	0.27	0.27	0.12	0.28	0.28	0.07	0.23	0.23
Sat Flow, veh/h	1810	1900	1610	1810	3610	1605	1810	3610	1607	1810	3610	1606
Grp Volume(v), veh/h	15	232	84	160	416	93	163	670	65	92	482	22
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1605	1810	1805	1607	1810	1805	1606
Q Serve(g_s), s	0.5	6.6	2.6	5.0	5.5	2.6	5.1	9.5	1.8	2.9	6.8	0.6
Cycle Q Clear(g_c), s	0.5	6.6	2.6	5.0	5.5	2.6	5.1	9.5	1.8	2.9	6.8	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	33	339	287	206	987	439	209	1017	453	121	841	374
V/C Ratio(X)	0.45	0.68	0.29	0.78	0.42	0.21	0.78	0.66	0.14	0.76	0.57	0.06
Avail Cap(c_a), veh/h	178	828	701	588	2390	1063	585	2191	975	629	2278	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	22.2	20.6	24.9	17.3	16.2	24.9	18.3	15.6	26.5	19.6	17.3
Incr Delay (d2), s/veh	3.4	2.4	0.6	2.4	0.3	0.2	2.4	0.7	0.1	3.7	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.8	0.9	2.0	1.9	0.8	2.0	3.4	0.6	1.2	2.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	24.7	21.2	27.3	17.5	16.4	27.2	19.1	15.7	30.2	20.3	17.3
LnGrp LOS	C	C	C	C	B	B	C	B	B	C	C	B
Approach Vol, veh/h		331			669			898			596	
Approach Delay, s/veh		24.1			19.7			20.3			21.7	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	22.1	11.2	16.1	11.3	19.3	5.7	21.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	4.9	11.5	7.0	8.6	7.1	8.8	2.5	7.5				
Green Ext Time (p_c), s	0.1	4.5	0.1	1.3	0.1	3.1	0.0	2.9				
Intersection Summary												
HCM 6th Ctrl Delay				21.0								
HCM 6th LOS				C								

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

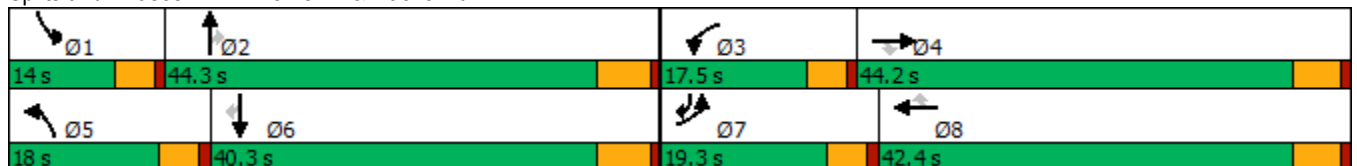
05/19/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	437	76	188	505	130	166	461	185	117	359	223
Future Volume (vph)	359	437	76	188	505	130	166	461	185	117	359	223
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.1	27.2	27.2	9.9	22.0	22.0	13.8	23.6	23.6	7.8	17.7	34.0
Actuated g/C Ratio	0.17	0.30	0.30	0.11	0.25	0.25	0.15	0.26	0.26	0.09	0.20	0.38
v/c Ratio	0.72	0.47	0.18	0.57	0.67	0.30	0.70	0.57	0.39	0.45	0.59	0.23
Control Delay	45.5	27.8	4.4	46.3	34.6	6.5	54.1	31.8	7.0	47.0	36.5	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	27.8	4.4	46.3	34.6	6.5	54.1	31.8	7.0	47.0	36.5	8.0
LOS	D	C	A	D	C	A	D	C	A	D	D	A
Approach Delay		33.0			32.8			30.7			29.2	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 89.5	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 31.5	Intersection LOS: C
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	

























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	359	437	76	188	505	130	166	461	185	117	359	223
Future Volume (veh/h)	359	437	76	188	505	130	166	461	185	117	359	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.98	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	422	514	51	221	594	81	195	542	117	138	422	149
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	480	1346	548	287	1147	501	224	1079	458	199	837	1033
Arrive On Green	0.14	0.37	0.37	0.08	0.32	0.32	0.12	0.30	0.30	0.06	0.23	0.23
Sat Flow, veh/h	3510	3610	1470	3510	3610	1578	1810	3610	1531	3510	3610	2785
Grp Volume(v), veh/h	422	514	51	221	594	81	195	542	117	138	422	149
Grp Sat Flow(s),veh/h/ln	1755	1805	1470	1755	1805	1578	1810	1805	1531	1755	1805	1392
Q Serve(g_s), s	12.7	11.2	2.4	6.6	14.4	4.0	11.4	13.3	6.2	4.1	10.9	3.8
Cycle Q Clear(g_c), s	12.7	11.2	2.4	6.6	14.4	4.0	11.4	13.3	6.2	4.1	10.9	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	480	1346	548	287	1147	501	224	1079	458	199	837	1033
V/C Ratio(X)	0.88	0.38	0.09	0.77	0.52	0.16	0.87	0.50	0.26	0.69	0.50	0.14
Avail Cap(c_a), veh/h	480	1346	548	421	1243	543	226	1293	548	307	1159	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	24.7	21.9	48.4	29.9	26.4	46.2	31.1	28.6	49.8	35.9	22.7
Incr Delay (d2), s/veh	16.4	0.2	0.1	2.6	0.4	0.1	27.3	0.4	0.3	1.6	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	4.7	0.8	2.9	6.1	1.5	6.6	5.6	2.3	1.8	4.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	24.8	22.0	51.0	30.3	26.5	73.5	31.4	28.9	51.4	36.4	22.7
LnGrp LOS	E	C	C	D	C	C	E	C	C	D	D	C
Approach Vol, veh/h		987			896			854			709	
Approach Delay, s/veh		40.6			35.1			40.7			36.4	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	37.9	13.4	45.5	17.9	30.7	19.3	39.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	6.1	15.3	8.6	13.2	13.4	12.9	14.7	16.4				
Green Ext Time (p_c), s	0.1	3.7	0.2	3.5	0.0	3.0	0.0	4.0				
Intersection Summary												
HCM 6th Ctrl Delay			38.3									
HCM 6th LOS			D									

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	10	88	454	2	3		
Future Volume (vph)	10	88	454	2	3		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	9.6	31.8	36.0	78.6	42.6	9.6	31.8
Total Split (%)	8.0%	26.5%	30.0%	65.5%	35.5%	8%	27%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	5.9	14.3	33.3	36.6	14.5		
Actuated g/C Ratio	0.10	0.24	0.56	0.62	0.24		
v/c Ratio	0.07	0.09	0.54	0.00	0.01		
Control Delay	36.0	0.1	19.6	7.0	19.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	36.0	0.1	19.6	7.0	19.2		
LOS	D	A	B	A	B		
Approach Delay				19.5	19.3		
Approach LOS				B	B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 59.5	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 49.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↕			↕	
Traffic Volume (veh/h)	10	0	88	0	0	0	454	2	0	0	3	1
Future Volume (veh/h)	10	0	88	0	0	0	454	2	0	0	3	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	12	0	28	0	0	0	547	2	0	0	4	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	29	179	152	6	6	0	659	1925	0	0	59	0
Arrive On Green	0.02	0.00	0.09	0.00	0.00	0.00	0.36	0.53	0.00	0.00	0.02	0.00
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	3800	0
Grp Volume(v), veh/h	12	0	28	0	0	0	547	2	0	0	4	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	0
Q Serve(g_s), s	0.2	0.0	0.5	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.5	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	29	179	152	6	6	0	659	1925	0	0	59	0
V/C Ratio(X)	0.42	0.00	0.18	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.07	0.00
Avail Cap(c_a), veh/h	301	1642	1391	301	1717	0	1888	8782	0	0	4463	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	14.7	0.0	12.6	0.0	0.0	0.0	8.7	3.3	0.0	0.0	14.6	0.0
Incr Delay (d2), s/veh	3.6	0.0	0.6	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	0.0	13.1	0.0	0.0	0.0	9.8	3.3	0.0	0.0	15.1	0.0
LnGrp LOS	B	A	B	A	A	A	A	A	A	A	B	A
Approach Vol, veh/h		40			0			549			4	
Approach Delay, s/veh		14.7			0.0			9.7			15.1	
Approach LOS		B						A			B	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		21.4	0.0	8.6	15.6	5.9	5.1	3.6				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.2	5.0	26.0	31.4	37.2	5.0	* 27				
Max Q Clear Time (g_c+I1), s		2.0	0.0	2.5	10.3	2.0	2.2	0.0				
Green Ext Time (p_c), s		0.0	0.0	0.0	0.8	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

06/08/2020



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↶	↷	↶	↷	↷
Traffic Volume (vph)	11	13	26	416	60
Future Volume (vph)	11	13	26	416	60
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	31.0	25.0	25.0	59.0	34.0
Total Split (%)	34.4%	27.8%	27.8%	65.6%	37.8%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	12.2	10.4	5.9	65.1	59.2
Actuated g/C Ratio	0.17	0.15	0.08	0.92	0.84
v/c Ratio	0.04	0.06	0.21	0.15	0.03
Control Delay	22.8	9.8	33.6	2.2	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	9.8	33.6	2.2	4.6
LOS	C	A	C	A	A
Approach Delay	15.8			4.0	4.6
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 70.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.21
 Intersection Signal Delay: 4.6
 Intersection LOS: A
 Intersection Capacity Utilization 28.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 29: Redlands Av. & Markham St.



HCM 6th Signalized Intersection Summary
 29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

06/08/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	13	26	416	60	18
Future Volume (veh/h)	11	13	26	416	60	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	15	31	495	71	21
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	109	150	59	2836	1903	540
Arrive On Green	0.06	0.06	0.03	0.79	0.69	0.69
Sat Flow, veh/h	1810	1610	1810	3705	2870	788
Grp Volume(v), veh/h	13	15	31	495	45	47
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1758
Q Serve(g_s), s	0.5	0.6	1.2	2.3	0.6	0.6
Cycle Q Clear(g_c), s	0.5	0.6	1.2	2.3	0.6	0.6
Prop In Lane	1.00	1.00	1.00			0.45
Lane Grp Cap(c), veh/h	109	150	59	2836	1238	1206
V/C Ratio(X)	0.12	0.10	0.53	0.17	0.04	0.04
Avail Cap(c_a), veh/h	687	664	541	2836	1238	1206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	28.3	32.5	1.8	3.5	3.5
Incr Delay (d2), s/veh	0.5	0.3	2.7	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	0.3	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	28.6	35.2	1.9	3.5	3.5
LnGrp LOS	C	C	D	A	A	A
Approach Vol, veh/h	28			526	92	
Approach Delay, s/veh	29.6			3.9	3.5	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.0		9.2	6.8	52.2
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		53.6		25.9	20.4	28.6
Max Q Clear Time (g_c+11), s		4.3		2.6	3.2	2.6
Green Ext Time (p_c), s		3.4		0.0	0.0	0.4
Intersection Summary						
HCM 6th Ctrl Delay			5.0			
HCM 6th LOS			A			

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

05/19/2020

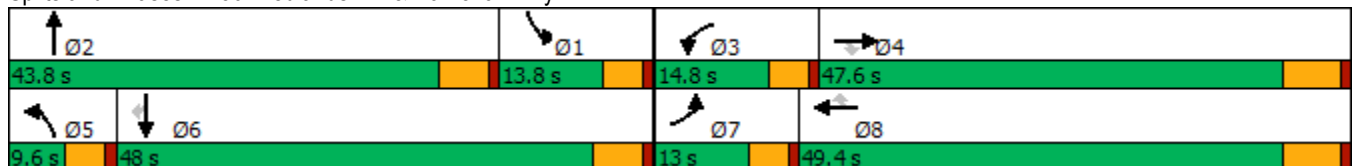


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↖	↑	↗
Traffic Volume (vph)	43	748	15	68	1426	429	11	8	54	1	18
Future Volume (vph)	43	748	15	68	1426	429	11	8	54	1	18
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	13.0	47.6	47.6	14.8	49.4	49.4	9.6	43.8	13.8	48.0	48.0
Total Split (%)	10.8%	39.7%	39.7%	12.3%	41.2%	41.2%	8.0%	36.5%	11.5%	40.0%	40.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	39.5	39.5	9.3	42.8	42.8	7.1	17.7	8.8	25.0	25.0
Actuated g/C Ratio	0.11	0.52	0.52	0.12	0.56	0.56	0.09	0.23	0.12	0.33	0.33
v/c Ratio	0.23	0.29	0.02	0.32	0.51	0.42	0.07	0.18	0.27	0.00	0.03
Control Delay	46.5	18.1	0.1	46.3	19.0	3.9	48.5	11.3	46.4	25.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	18.1	0.1	46.3	19.0	3.9	48.5	11.3	46.4	25.0	0.1
LOS	D	B	A	D	B	A	D	B	D	C	A
Approach Delay		19.3			16.6			16.2		34.5	
Approach LOS		B			B			B		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 76
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 17.8
 Intersection LOS: B
 Intersection Capacity Utilization 74.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑		↖	↑	↗
Traffic Volume (veh/h)	43	748	15	68	1426	429	11	8	61	54	1	18
Future Volume (veh/h)	43	748	15	68	1426	429	11	8	61	54	1	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.94	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	779	16	71	1485	447	11	8	64	56	1	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	1961	593	92	2030	621	24	50	399	76	621	520
Arrive On Green	0.04	0.38	0.38	0.05	0.39	0.39	0.01	0.29	0.29	0.04	0.33	0.33
Sat Flow, veh/h	1810	5187	1569	1810	5187	1587	1810	172	1379	1810	1900	1591
Grp Volume(v), veh/h	45	779	16	71	1485	447	11	0	72	56	1	19
Grp Sat Flow(s),veh/h/ln	1810	1729	1569	1810	1729	1587	1810	0	1552	1810	1900	1591
Q Serve(g_s), s	2.2	9.9	0.6	3.5	22.0	15.5	0.5	0.0	3.1	2.8	0.0	0.7
Cycle Q Clear(g_c), s	2.2	9.9	0.6	3.5	22.0	15.5	0.5	0.0	3.1	2.8	0.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		1.00
Lane Grp Cap(c), veh/h	68	1961	593	92	2030	621	24	0	449	76	621	520
V/C Ratio(X)	0.66	0.40	0.03	0.77	0.73	0.72	0.46	0.00	0.16	0.74	0.00	0.04
Avail Cap(c_a), veh/h	169	2384	721	205	2488	761	100	0	661	185	899	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	20.5	17.6	42.2	23.4	12.0	44.1	0.0	23.8	42.7	20.4	20.7
Incr Delay (d2), s/veh	4.1	0.1	0.0	5.1	0.9	2.6	4.9	0.0	0.2	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.6	0.2	1.6	8.1	4.9	0.3	0.0	1.1	1.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	20.6	17.6	47.3	24.3	14.6	49.0	0.0	24.0	47.9	20.4	20.7
LnGrp LOS	D	C	B	D	C	B	D	A	C	D	C	C
Approach Vol, veh/h		840			2003			83				76
Approach Delay, s/veh		22.0			22.9			27.3				40.7
Approach LOS		C			C			C				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	31.5	9.2	40.2	5.8	34.8	8.0	41.5				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	9.2	* 38	10.2	41.4	5.0	42.6	8.4	43.2				
Max Q Clear Time (g_c+I1), s	4.8	5.1	5.5	11.9	2.5	2.7	4.2	24.0				
Green Ext Time (p_c), s	0.0	0.4	0.0	5.2	0.0	0.0	0.0	11.3				

Intersection Summary

HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗
Traffic Vol, veh/h	19	0	0	0	0	42
Future Vol, veh/h	19	0	0	0	0	42
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	0	0	0	0	50
Number of Lanes	1	1	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8	0	6.8
HCM LOS	A	-	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%	0%
Vol Thru, %	100%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	19	0	0	42
LT Vol	0	19	0	0	0
Through Vol	0	0	0	0	0
RT Vol	0	0	0	0	42
Lane Flow Rate	0	23	0	0	50
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0	0.032	0	0	0.053
Departure Headway (Hd)	4.377	5.087	4.587	4.54	3.839
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	705	0	0	933
Service Time	2.408	2.805	2.305	2.263	1.563
HCM Lane V/C Ratio	0	0.033	0	0	0.054
HCM Control Delay	7.4	8	7.3	7.3	6.8
HCM Lane LOS	N	A	N	N	A
HCM 95th-tile Q	0	0.1	0	0	0.2

Intersection	
Intersection Delay, s/veh	187.9
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	317	27	4	792	4	239
Future Vol, veh/h	317	27	4	792	4	239
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	382	33	5	954	5	288
Number of Lanes	1	0	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	25.3	310	18
HCM LOS	D	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	0%	92%	0%	100%
Vol Right, %	0%	100%	8%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	239	344	4	792
LT Vol	4	0	0	4	0
Through Vol	0	0	317	0	792
RT Vol	0	239	27	0	0
Lane Flow Rate	5	288	414	5	954
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.01	0.517	0.709	0.009	1.639
Departure Headway (Hd)	8.832	7.588	7.02	6.694	6.185
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	408	478	518	538	592
Service Time	6.532	5.288	5.02	4.394	3.885
HCM Lane V/C Ratio	0.012	0.603	0.799	0.009	1.611
HCM Control Delay	11.6	18.1	25.3	9.5	311.5
HCM Lane LOS	B	C	D	A	F
HCM 95th-tile Q	0	2.9	5.6	0	53.2

Intersection												
Intersection Delay, s/veh	11.3											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↖↗		↖	↑	↗
Traffic Vol, veh/h	35	68	51	117	133	4	147	213	23	4	26	3
Future Vol, veh/h	35	68	51	117	133	4	147	213	23	4	26	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	80	60	138	156	5	173	251	27	5	31	4
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	10.2	11.8	11.5	10.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	76%	0%	100%	0%	0%	97%	0%	100%	0%
Vol Right, %	0%	0%	24%	0%	0%	100%	0%	3%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	142	94	35	68	51	117	137	4	26	3
LT Vol	147	0	0	35	0	0	117	0	4	0	0
Through Vol	0	142	71	0	68	0	0	133	0	26	0
RT Vol	0	0	23	0	0	51	0	4	0	0	3
Lane Flow Rate	173	167	111	41	80	60	138	161	5	31	4
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.321	0.287	0.184	0.082	0.149	0.1	0.263	0.285	0.01	0.06	0.006
Departure Headway (Hd)	6.682	6.178	6.005	7.199	6.697	5.995	6.877	6.357	7.622	7.116	6.407
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	581	597	497	534	596	522	564	468	502	556
Service Time	4.426	3.922	3.75	4.952	4.45	3.748	4.624	4.103	5.391	4.885	4.176
HCM Lane V/C Ratio	0.322	0.287	0.186	0.082	0.15	0.101	0.264	0.285	0.011	0.062	0.007
HCM Control Delay	12.6	11.4	10.1	10.6	10.6	9.4	12.1	11.6	10.5	10.3	9.2
HCM Lane LOS	B	B	B	B	B	A	B	B	B	B	A
HCM 95th-tile Q	1.4	1.2	0.7	0.3	0.5	0.3	1	1.2	0	0.2	0

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

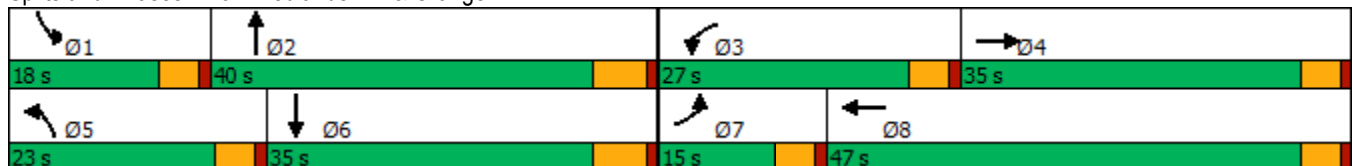


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	41	227	120	434	89	220	57	127
Future Volume (vph)	41	227	120	434	89	220	57	127
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.9	15.8	9.9	20.8	8.7	16.5	7.5	13.0
Actuated g/C Ratio	0.11	0.26	0.16	0.34	0.14	0.27	0.12	0.21
v/c Ratio	0.22	0.33	0.44	0.52	0.38	0.38	0.28	0.26
Control Delay	34.9	21.5	33.9	19.3	34.4	18.5	34.7	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.9	21.5	33.9	19.3	34.4	18.5	34.7	19.9
LOS	C	C	C	B	C	B	C	B
Approach Delay		23.2		21.9		21.7		23.4
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 61.7	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 53.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
 34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	41	227	50	120	434	140	89	220	126	57	127	56
Future Volume (veh/h)	41	227	50	120	434	140	89	220	126	57	127	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	244	30	129	467	120	96	237	81	61	137	36
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	784	95	170	826	211	132	582	194	103	579	148
Arrive On Green	0.05	0.24	0.24	0.09	0.29	0.29	0.07	0.22	0.22	0.06	0.20	0.20
Sat Flow, veh/h	1810	3233	393	1810	2842	725	1810	2654	882	1810	2848	726
Grp Volume(v), veh/h	44	135	139	129	295	292	96	159	159	61	85	88
Grp Sat Flow(s),veh/h/ln	1810	1805	1821	1810	1805	1762	1810	1805	1732	1810	1805	1769
Q Serve(g_s), s	1.2	3.1	3.2	3.5	7.0	7.1	2.6	3.8	4.0	1.7	2.0	2.1
Cycle Q Clear(g_c), s	1.2	3.1	3.2	3.5	7.0	7.1	2.6	3.8	4.0	1.7	2.0	2.1
Prop In Lane	1.00		0.22	1.00		0.41	1.00		0.51	1.00		0.41
Lane Grp Cap(c), veh/h	82	438	442	170	525	512	132	396	380	103	367	359
V/C Ratio(X)	0.53	0.31	0.31	0.76	0.56	0.57	0.72	0.40	0.42	0.59	0.23	0.24
Avail Cap(c_a), veh/h	372	1085	1094	801	1513	1477	658	1220	1171	479	1042	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	15.7	15.7	22.4	15.2	15.3	22.9	16.9	17.0	23.3	16.9	16.9
Incr Delay (d2), s/veh	2.0	0.4	0.4	2.6	1.0	1.0	2.8	0.7	0.7	2.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.2	1.3	1.5	2.7	2.7	1.1	1.4	1.4	0.7	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	16.1	16.1	25.0	16.2	16.3	25.8	17.6	17.7	25.3	17.2	17.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		318			716			414			234	
Approach Delay, s/veh		17.4			17.8			19.5			19.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	16.9	9.3	16.9	8.3	16.1	6.9	19.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+1), s	3.7	6.0	5.5	5.2	4.6	4.1	3.2	9.1				
Green Ext Time (p_c), s	0.0	1.7	0.1	1.7	0.1	0.8	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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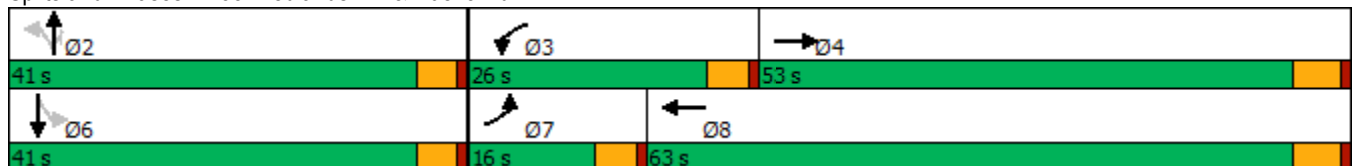


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↗		↕
Traffic Volume (vph)	57	456	177	842	117	211	110	18	211
Future Volume (vph)	57	456	177	842	117	211	110	18	211
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.1	26.8	14.9	36.8	25.4	25.4	25.4		25.4
Actuated g/C Ratio	0.10	0.32	0.18	0.44	0.31	0.31	0.31		0.31
v/c Ratio	0.40	0.66	0.68	0.68	0.68	0.45	0.23		0.67
Control Delay	48.8	27.4	46.9	23.3	46.1	27.4	5.8		32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	48.8	27.4	46.9	23.3	46.1	27.4	5.8		32.2
LOS	D	C	D	C	D	C	A		C
Approach Delay		29.2		27.3		26.9			32.2
Approach LOS		C		C		C			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 83
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 28.3
 Intersection LOS: C
 Intersection Capacity Utilization 73.7%
 ICU Level of Service D
 Analysis Period (min) 15






















Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

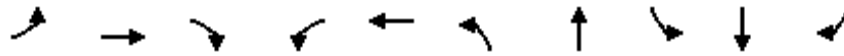
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	456	142	177	842	32	117	211	110	18	211	72
Future Volume (veh/h)	57	456	142	177	842	32	117	211	110	18	211	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	563	128	219	1040	33	144	260	76	22	260	67
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	936	212	274	1486	47	354	510	432	82	374	92
Arrive On Green	0.06	0.32	0.32	0.15	0.42	0.42	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1810	2889	654	1810	3568	113	1068	1900	1607	54	1391	343
Grp Volume(v), veh/h	70	351	340	219	526	547	144	260	76	349	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1738	1810	1805	1877	1068	1900	1607	1788	0	0
Q Serve(g_s), s	2.2	9.3	9.4	6.7	13.7	13.7	0.2	6.6	2.1	2.1	0.0	0.0
Cycle Q Clear(g_c), s	2.2	9.3	9.4	6.7	13.7	13.7	10.2	6.6	2.1	9.9	0.0	0.0
Prop In Lane	1.00		0.38	1.00		0.06	1.00		1.00	0.06		0.19
Lane Grp Cap(c), veh/h	106	585	563	274	751	781	354	510	432	548	0	0
V/C Ratio(X)	0.66	0.60	0.60	0.80	0.70	0.70	0.41	0.51	0.18	0.64	0.00	0.00
Avail Cap(c_a), veh/h	362	1508	1453	680	1825	1898	749	1214	1027	1194	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.2	16.2	16.2	23.3	13.7	13.7	19.0	17.7	16.0	18.8	0.0	0.0
Incr Delay (d2), s/veh	2.6	1.0	1.0	2.1	1.2	1.2	0.8	0.8	0.2	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.4	3.3	2.7	4.6	4.8	1.7	2.8	0.7	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	17.1	17.2	25.4	14.9	14.8	19.8	18.4	16.2	20.1	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	B	B	C	A	A
Approach Vol, veh/h		761			1292			480			349	
Approach Delay, s/veh		18.3			16.7			18.5			20.1	
Approach LOS		B			B			B			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.9	13.2	23.9		19.9	7.9	29.1				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+I1), s		12.2	8.7	11.4		11.9	4.2	15.7				
Green Ext Time (p_c), s		2.6	0.2	4.5		2.4	0.0	8.0				
Intersection Summary												
HCM 6th Ctrl Delay				17.8								
HCM 6th LOS				B								

Timings

36: Murrieta Rd. & Nuevo Rd.

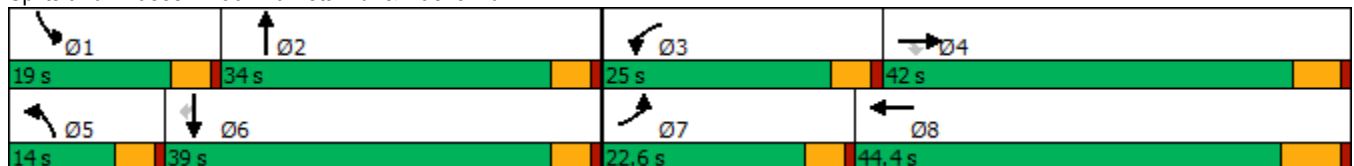


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↑↑	↖	↗	↖	↑	↗
Traffic Volume (vph)	123	395	80	190	608	77	111	128	120	182
Future Volume (vph)	123	395	80	190	608	77	111	128	120	182
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	22.6	42.0	42.0	25.0	44.4	14.0	34.0	19.0	39.0	39.0
Total Split (%)	18.8%	35.0%	35.0%	20.8%	37.0%	11.7%	28.3%	15.8%	32.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.9	30.4	30.4	16.9	33.2	8.6	21.8	12.4	25.6	25.6
Actuated g/C Ratio	0.13	0.30	0.30	0.17	0.33	0.08	0.21	0.12	0.25	0.25
v/c Ratio	0.66	0.85	0.17	0.78	0.55	0.62	0.80	0.71	0.30	0.39
Control Delay	59.7	50.2	2.4	61.7	28.8	68.9	47.8	65.1	34.3	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	50.2	2.4	61.7	28.8	68.9	47.8	65.1	34.3	6.6
LOS	E	D	A	E	C	E	D	E	C	A
Approach Delay		45.8			35.4		52.5		31.7	
Approach LOS		D			D		D		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 101.6	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 40.0	Intersection LOS: D
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↑↑		↖	↗		↖	↑	↗
Traffic Volume (veh/h)	123	395	80	190	608	148	77	111	162	128	120	182
Future Volume (veh/h)	123	395	80	190	608	148	77	111	162	128	120	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	150	482	52	232	741	107	94	135	93	156	146	121
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	572	485	276	1596	228	122	175	121	195	395	333
Arrive On Green	0.10	0.30	0.30	0.15	0.35	0.35	0.07	0.17	0.17	0.11	0.21	0.21
Sat Flow, veh/h	1810	1900	1610	1810	4567	653	1810	1048	722	1810	1900	1601
Grp Volume(v), veh/h	150	482	52	232	559	289	94	0	228	156	146	121
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1729	1762	1810	0	1770	1810	1900	1601
Q Serve(g_s), s	6.1	17.8	1.7	9.3	9.4	9.5	3.8	0.0	9.2	6.3	4.9	4.8
Cycle Q Clear(g_c), s	6.1	17.8	1.7	9.3	9.4	9.5	3.8	0.0	9.2	6.3	4.9	4.8
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	189	572	485	276	1208	616	122	0	296	195	395	333
V/C Ratio(X)	0.79	0.84	0.11	0.84	0.46	0.47	0.77	0.00	0.77	0.80	0.37	0.36
Avail Cap(c_a), veh/h	435	929	787	493	1751	892	227	0	695	348	873	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	24.5	18.9	30.8	18.9	18.9	34.3	0.0	29.8	32.6	25.4	25.4
Incr Delay (d2), s/veh	2.8	3.9	0.1	2.6	0.3	0.6	3.9	0.0	4.3	2.8	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.9	0.6	3.8	3.2	3.4	1.8	0.0	4.2	2.9	2.2	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	28.4	19.0	33.4	19.2	19.5	38.3	0.0	34.1	35.4	26.0	26.1
LnGrp LOS	D	C	B	C	B	B	D	A	C	D	C	C
Approach Vol, veh/h		684			1080			322			423	
Approach Delay, s/veh		29.3			22.3			35.3			29.5	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	17.1	16.0	29.0	9.6	20.1	12.4	32.6				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	14.4	29.4	20.4	* 37	9.4	34.4	18.0	37.9				
Max Q Clear Time (g_c+I1), s	8.3	11.2	11.3	19.8	5.8	6.9	8.1	11.5				
Green Ext Time (p_c), s	0.1	1.3	0.2	2.7	0.0	1.3	0.1	5.0				

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

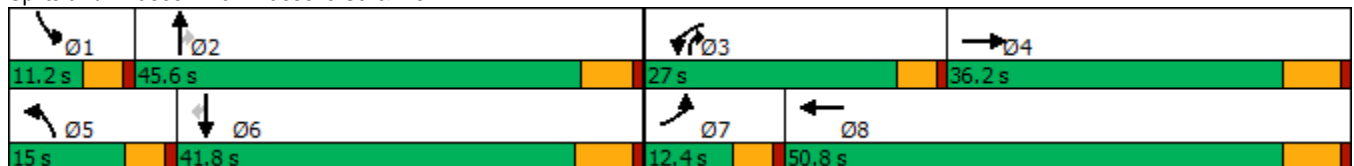


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	112	399	560	552	249	517	456	91	447	85
Future Volume (vph)	112	399	560	552	249	517	456	91	447	85
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	20.5	20.7	33.4	10.8	28.1	48.8	7.0	21.6	21.6
Actuated g/C Ratio	0.09	0.23	0.23	0.37	0.12	0.31	0.54	0.08	0.24	0.24
v/c Ratio	0.40	0.58	0.75	0.34	0.64	0.49	0.53	0.36	0.56	0.18
Control Delay	47.5	27.7	41.0	20.9	48.6	28.8	11.4	48.5	33.3	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	27.7	41.0	20.9	48.6	28.8	11.4	48.5	33.3	1.0
LOS	D	C	D	C	D	C	B	D	C	A
Approach Delay		30.6		30.6		26.4			31.2	
Approach LOS		C		C		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.2
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 29.3
 Intersection LOS: C
 Intersection Capacity Utilization 70.5%
 ICU Level of Service C
 Analysis Period (min) 15

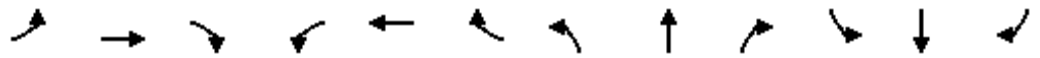
Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselie St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	112	399	255	560	552	50	249	517	456	91	447	85
Future Volume (veh/h)	112	399	255	560	552	50	249	517	456	91	447	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	429	175	602	594	36	268	556	386	98	481	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	863	336	714	1885	113	369	1126	803	208	977	427
Arrive On Green	0.06	0.24	0.21	0.20	0.38	0.35	0.11	0.31	0.30	0.06	0.27	0.27
Sat Flow, veh/h	3510	3665	1428	3510	4997	301	3510	3610	1596	3510	3610	1576
Grp Volume(v), veh/h	120	404	200	602	410	220	268	556	386	98	481	28
Grp Sat Flow(s),veh/h/ln	1755	1729	1635	1755	1729	1840	1755	1805	1596	1755	1805	1576
Q Serve(g_s), s	2.9	8.7	9.4	14.2	7.2	7.3	6.4	10.8	13.7	2.3	9.7	1.1
Cycle Q Clear(g_c), s	2.9	8.7	9.4	14.2	7.2	7.3	6.4	10.8	13.7	2.3	9.7	1.1
Prop In Lane	1.00		0.87	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	814	385	714	1304	694	369	1126	803	208	977	427
V/C Ratio(X)	0.55	0.50	0.52	0.84	0.31	0.32	0.73	0.49	0.48	0.47	0.49	0.07
Avail Cap(c_a), veh/h	342	1290	610	935	1875	998	447	1740	1074	293	1581	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	28.6	29.6	33.1	19.0	19.2	37.4	24.2	14.2	39.3	26.5	23.4
Incr Delay (d2), s/veh	0.8	0.5	1.1	4.4	0.1	0.3	3.3	0.3	0.4	0.6	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.4	3.5	6.0	2.6	2.9	2.8	4.3	4.3	1.0	3.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	29.0	30.7	37.5	19.1	19.4	40.7	24.5	14.6	39.9	26.9	23.4
LnGrp LOS	D	C	C	D	B	B	D	C	B	D	C	C
Approach Vol, veh/h		724			1232			1210			607	
Approach Delay, s/veh		31.4			28.1			24.9			28.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	31.3	21.6	24.3	13.1	27.4	9.3	36.6				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	4.3	15.7	16.2	11.4	8.4	11.7	4.9	9.3				
Green Ext Time (p_c), s	0.0	4.9	0.7	3.3	0.1	2.9	0.0	3.8				

Intersection Summary

HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

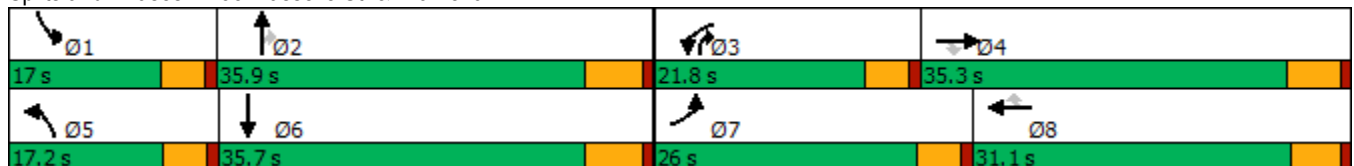


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	122	41	144	61	25	49	90	804	46	89	1064
Future Volume (vph)	122	41	144	61	25	49	90	804	46	89	1064
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.8	16.6	15.1	8.2	14.2	13.0	9.2	33.5	41.7	9.1	33.4
Actuated g/C Ratio	0.14	0.21	0.19	0.10	0.18	0.17	0.12	0.43	0.53	0.12	0.43
v/c Ratio	0.52	0.11	0.36	0.34	0.08	0.14	0.45	0.55	0.05	0.45	0.77
Control Delay	42.8	27.9	7.7	42.4	30.6	0.8	43.7	22.6	2.2	43.8	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	27.9	7.7	42.4	30.6	0.8	43.7	22.6	2.2	43.8	27.8
LOS	D	C	A	D	C	A	D	C	A	D	C
Approach Delay		24.3			25.0			23.6			29.0
Approach LOS		C			C			C			C

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 78.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 26.3
 Intersection LOS: C
 Intersection Capacity Utilization 60.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	41	144	61	25	49	90	804	46	89	1064	54
Future Volume (veh/h)	122	41	144	61	25	49	90	804	46	89	1064	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	128	43	54	64	26	5	95	846	24	94	1120	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	416	312	110	333	255	139	1461	720	138	1429	56
Arrive On Green	0.10	0.22	0.20	0.06	0.18	0.16	0.08	0.40	0.39	0.08	0.40	0.38
Sat Flow, veh/h	1810	1900	1576	1810	1900	1604	1810	3610	1608	1810	3537	139
Grp Volume(v), veh/h	128	43	54	64	26	5	95	846	24	94	571	593
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1604	1810	1805	1608	1810	1805	1871
Q Serve(g_s), s	4.6	1.2	1.9	2.3	0.8	0.2	3.4	12.2	0.6	3.4	18.4	18.5
Cycle Q Clear(g_c), s	4.6	1.2	1.9	2.3	0.8	0.2	3.4	12.2	0.6	3.4	18.4	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	181	416	312	110	333	255	139	1461	720	138	729	756
V/C Ratio(X)	0.71	0.10	0.17	0.58	0.08	0.02	0.68	0.58	0.03	0.68	0.78	0.78
Avail Cap(c_a), veh/h	596	890	705	482	770	624	357	1723	837	352	856	888
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	20.9	22.3	30.5	23.0	23.7	30.1	15.5	10.3	30.1	17.4	17.4
Incr Delay (d2), s/veh	1.9	0.1	0.3	1.8	0.1	0.0	2.2	0.4	0.0	2.2	4.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.5	0.7	1.0	0.3	0.1	1.4	4.2	0.2	1.4	7.1	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	21.0	22.5	32.3	23.1	23.7	32.3	15.8	10.4	32.3	21.5	21.4
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		225			95			965				1258
Approach Delay, s/veh		27.1			29.4			17.3				22.2
Approach LOS		C			C			B				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	31.1	8.1	18.6	9.1	31.0	10.7	16.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	5.4	14.2	4.3	3.9	5.4	20.5	6.6	2.8				
Green Ext Time (p_c), s	0.0	4.9	0.0	0.3	0.1	4.7	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

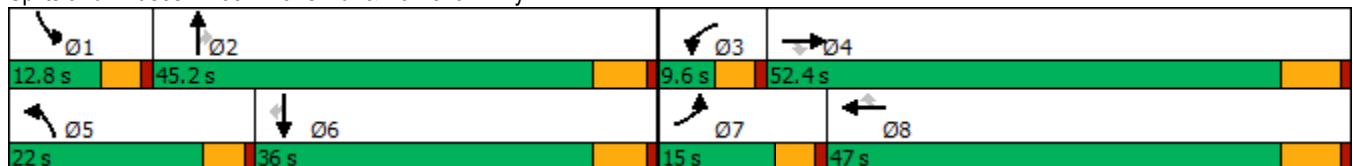
05/19/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	246	451	150	14	1136	278	439	405	26	125	244	347
Future Volume (vph)	246	451	150	14	1136	278	439	405	26	125	244	347
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.8	53.0	53.0	5.7	41.7	41.7	17.4	30.0	30.0	8.2	20.8	20.8
Actuated g/C Ratio	0.10	0.50	0.50	0.05	0.39	0.39	0.16	0.28	0.28	0.08	0.19	0.19
v/c Ratio	0.74	0.19	0.18	0.08	0.86	0.40	0.82	0.43	0.05	0.50	0.37	0.79
Control Delay	62.0	17.2	4.0	53.7	38.4	10.6	57.5	32.6	0.2	56.5	38.6	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	17.2	4.0	53.7	38.4	10.6	57.5	32.6	0.2	56.5	38.6	30.8
LOS	E	B	A	D	D	B	E	C	A	E	D	C
Approach Delay		27.9			33.1			44.2			38.0	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.8
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 35.4
 Intersection LOS: D
 Intersection Capacity Utilization 75.4%
 ICU Level of Service D
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	246	451	150	14	1136	278	439	405	26	125	244	347
Future Volume (veh/h)	246	451	150	14	1136	278	439	405	26	125	244	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	262	480	0	15	1209	160	467	431	9	133	260	197
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	2478		82	1448	646	558	982	438	220	634	279
Arrive On Green	0.10	0.48	0.00	0.02	0.40	0.40	0.16	0.27	0.27	0.06	0.18	0.18
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1589
Grp Volume(v), veh/h	262	480	0	15	1209	160	467	431	9	133	260	197
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1589
Q Serve(g_s), s	7.1	5.2	0.0	0.4	29.3	6.4	12.6	9.6	0.4	3.6	6.2	11.4
Cycle Q Clear(g_c), s	7.1	5.2	0.0	0.4	29.3	6.4	12.6	9.6	0.4	3.6	6.2	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	2478		82	1448	646	558	982	438	220	634	279
V/C Ratio(X)	0.75	0.19		0.18	0.84	0.25	0.84	0.44	0.02	0.61	0.41	0.71
Avail Cap(c_a), veh/h	397	2580		202	1595	712	649	1529	682	317	1187	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	14.6	0.0	46.6	26.2	19.4	39.7	29.3	25.9	44.4	35.6	37.7
Incr Delay (d2), s/veh	5.4	0.0	0.0	0.4	3.7	0.2	7.3	0.3	0.0	1.0	0.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.8	0.0	0.2	11.8	2.2	5.7	4.0	0.1	1.5	2.7	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	14.7	0.0	47.0	30.0	19.6	47.0	29.6	25.9	45.4	36.1	41.0
LnGrp LOS	D	B		D	C	B	D	C	C	D	D	D
Approach Vol, veh/h		742	A		1384			907			590	
Approach Delay, s/veh		26.4			28.9			38.5			39.8	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	30.5	6.3	50.5	19.5	21.1	13.7	43.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	5.6	11.6	2.4	7.2	14.6	13.4	9.1	31.3				
Green Ext Time (p_c), s	0.0	2.7	0.0	3.0	0.3	1.9	0.1	5.2				

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

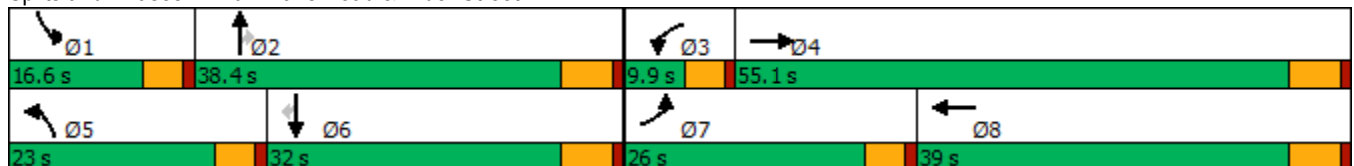


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	181	412	14	520	148	321	25	74	172	260
Future Volume (vph)	181	412	14	520	148	321	25	74	172	260
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	26.0	55.1	9.9	39.0	23.0	38.4	38.4	16.6	32.0	32.0
Total Split (%)	21.7%	45.9%	8.3%	32.5%	19.2%	32.0%	32.0%	13.8%	26.7%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	14.7	41.3	5.4	25.0	12.8	20.1	20.1	8.6	13.2	13.2
Actuated g/C Ratio	0.17	0.47	0.06	0.29	0.15	0.23	0.23	0.10	0.15	0.15
v/c Ratio	0.68	0.31	0.14	0.75	0.64	0.44	0.06	0.47	0.36	0.60
Control Delay	49.2	16.2	51.1	33.8	50.2	33.8	0.2	51.6	37.9	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	16.2	51.1	33.8	50.2	33.8	0.2	51.6	37.9	10.3
LOS	D	B	D	C	D	C	A	D	D	B
Approach Delay		25.5		34.1		37.1			25.7	
Approach LOS		C		C		D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 87.5
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 30.5
 Intersection LOS: C
 Intersection Capacity Utilization 63.2%
 ICU Level of Service B
 Analysis Period (min) 15

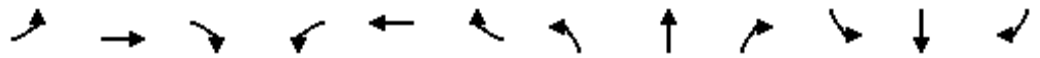
Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕	↖	↗	↕	↖
Traffic Volume (veh/h)	181	412	53	14	520	153	148	321	25	74	172	260
Future Volume (veh/h)	181	412	53	14	520	153	148	321	25	74	172	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	468	44	16	591	130	168	365	10	84	195	154
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	1317	123	35	804	177	212	755	337	109	549	245
Arrive On Green	0.14	0.39	0.39	0.02	0.27	0.27	0.12	0.21	0.21	0.06	0.15	0.15
Sat Flow, veh/h	1810	3336	313	1810	2943	646	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	206	252	260	16	362	359	168	365	10	84	195	154
Grp Sat Flow(s),veh/h/ln	1810	1805	1844	1810	1805	1784	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	7.3	6.5	6.5	0.6	12.0	12.0	5.9	5.8	0.3	3.0	3.2	5.9
Cycle Q Clear(g_c), s	7.3	6.5	6.5	0.6	12.0	12.0	5.9	5.8	0.3	3.0	3.2	5.9
Prop In Lane	1.00		0.17	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	712	728	35	493	488	212	755	337	109	549	245
V/C Ratio(X)	0.81	0.35	0.36	0.46	0.73	0.74	0.79	0.48	0.03	0.77	0.35	0.63
Avail Cap(c_a), veh/h	589	1354	1384	146	912	901	507	1791	799	331	1440	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	14.0	14.0	31.9	21.7	21.7	28.2	22.9	20.7	30.4	25.0	26.1
Incr Delay (d2), s/veh	2.4	0.3	0.3	3.5	2.1	2.2	2.5	0.5	0.0	4.3	0.4	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.2	2.3	0.3	4.7	4.7	2.5	2.3	0.1	1.3	1.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	14.3	14.3	35.3	23.8	23.9	30.7	23.3	20.7	34.7	25.3	28.7
LnGrp LOS	C	B	B	D	C	C	C	C	C	C	C	C
Approach Vol, veh/h		718			737			543			433	
Approach Delay, s/veh		18.7			24.1			25.6			28.4	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	19.5	5.9	31.7	12.3	15.8	13.8	23.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	12.0	32.6	5.3	49.3	18.4	26.2	21.4	33.2				
Max Q Clear Time (g_c+I1), s	5.0	7.8	2.6	8.5	7.9	7.9	9.3	14.0				
Green Ext Time (p_c), s	0.0	2.2	0.0	2.9	0.1	1.4	0.2	3.9				

Intersection Summary

HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

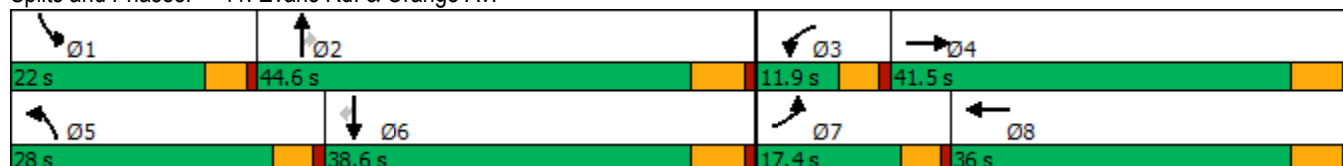


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	121	234	62	212	219	385	162	169	301	133
Future Volume (vph)	121	234	62	212	219	385	162	169	301	133
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.8	35.7	7.3	30.2	23.0	38.0	38.0	17.4	32.4	32.4
Actuated g/C Ratio	0.11	0.30	0.06	0.25	0.19	0.32	0.32	0.15	0.27	0.27
v/c Ratio	0.95	0.95	0.85	1.03	0.96	0.96	0.38	0.97	0.88	0.35
Control Delay	105.6	67.4	109.7	91.1	86.4	69.2	8.5	100.4	61.8	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.6	67.4	109.7	91.1	86.4	69.2	8.5	100.4	61.8	7.3
LOS	F	E	F	F	F	E	A	F	E	A
Approach Delay		77.3		94.1		61.3			60.6	
Approach LOS		E		F		E			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 70.1
 Intersection LOS: E
 Intersection Capacity Utilization 72.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	234	110	62	212	106	219	385	162	169	301	133
Future Volume (veh/h)	121	234	110	62	212	106	219	385	162	169	301	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	355	96	94	321	147	332	583	143	256	456	119
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	194	428	116	111	311	143	354	609	512	263	514	435
Arrive On Green	0.11	0.30	0.30	0.06	0.25	0.25	0.20	0.32	0.32	0.15	0.27	0.27
Sat Flow, veh/h	1810	1431	387	1810	1232	564	1810	1900	1598	1810	1900	1608
Grp Volume(v), veh/h	183	0	451	94	0	468	332	583	143	256	456	119
Grp Sat Flow(s),veh/h/ln	1810	0	1818	1810	0	1796	1810	1900	1598	1810	1900	1608
Q Serve(g_s), s	12.0	0.0	27.6	6.1	0.0	30.2	21.6	35.9	8.0	16.8	27.5	7.0
Cycle Q Clear(g_c), s	12.0	0.0	27.6	6.1	0.0	30.2	21.6	35.9	8.0	16.8	27.5	7.0
Prop In Lane	1.00		0.21	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	0	543	111	0	454	354	609	512	263	514	435
V/C Ratio(X)	0.94	0.00	0.83	0.85	0.00	1.03	0.94	0.96	0.28	0.97	0.89	0.27
Avail Cap(c_a), veh/h	194	0	543	111	0	454	354	617	519	263	521	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	0.0	39.1	55.6	0.0	44.7	47.3	39.8	30.3	50.8	41.9	34.4
Incr Delay (d2), s/veh	48.3	0.0	10.5	41.5	0.0	50.5	31.6	25.8	0.3	47.2	16.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	13.4	4.0	0.0	19.3	12.5	20.3	3.0	10.9	14.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.3	0.0	49.6	97.1	0.0	95.2	79.0	65.6	30.6	98.1	58.6	34.7
LnGrp LOS	F	A	D	F	A	F	E	E	C	F	E	C
Approach Vol, veh/h		634			562			1058				831
Approach Delay, s/veh		64.5			95.5			65.0				67.3
Approach LOS		E			F			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	44.1	11.9	41.5	28.0	38.1	17.4	36.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	18.8	37.9	8.1	29.6	23.6	29.5	14.0	32.2				
Green Ext Time (p_c), s	0.0	0.4	0.0	1.3	0.0	1.0	0.0	0.0				

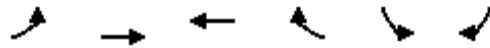
Intersection Summary

HCM 6th Ctrl Delay	71.1
HCM 6th LOS	E

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	406	278	462	78	34	484
Future Volume (vph)	406	278	462	78	34	484
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.5	36.5	36.5	14.6	14.6
Total Split (s)	43.0	90.0	47.0	47.0	30.0	30.0
Total Split (%)	35.8%	75.0%	39.2%	39.2%	25.0%	25.0%
Yellow Time (s)	3.6	5.5	5.5	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	29.5	66.8	32.4	32.4	13.3	13.3
Actuated g/C Ratio	0.32	0.73	0.35	0.35	0.15	0.15
v/c Ratio	0.83	0.24	0.82	0.15	0.15	0.79
Control Delay	43.9	4.8	39.9	11.4	40.1	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	4.8	39.9	11.4	40.1	12.6
LOS	D	A	D	B	D	B
Approach Delay		28.0	35.7		14.3	
Approach LOS		C	D		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 91.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 26.4
 Intersection LOS: C
 Intersection Capacity Utilization 68.3%
 ICU Level of Service C
 Analysis Period (min) 15

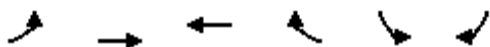
Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	406	278	462	78	34	484	
Future Volume (veh/h)	406	278	462	78	34	484	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	483	331	550	75	40	140	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	532	1336	652	539	251	223	
Arrive On Green	0.29	0.70	0.34	0.34	0.14	0.14	
Sat Flow, veh/h	1810	1900	1900	1569	1810	1610	
Grp Volume(v), veh/h	483	331	550	75	40	140	
Grp Sat Flow(s),veh/h/ln	1810	1900	1900	1569	1810	1610	
Q Serve(g_s), s	18.0	4.4	18.7	2.3	1.4	5.7	
Cycle Q Clear(g_c), s	18.0	4.4	18.7	2.3	1.4	5.7	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	532	1336	652	539	251	223	
V/C Ratio(X)	0.91	0.25	0.84	0.14	0.16	0.63	
Avail Cap(c_a), veh/h	992	2264	1098	907	656	584	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	23.8	3.7	21.3	15.9	26.6	28.5	
Incr Delay (d2), s/veh	2.5	0.1	3.1	0.1	0.3	2.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.8	0.7	7.4	0.7	0.6	5.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	26.3	3.8	24.4	16.0	26.9	31.4	
LnGrp LOS	C	A	C	B	C	C	
Approach Vol, veh/h		814	625		180		
Approach Delay, s/veh		17.2	23.4		30.4		
Approach LOS		B	C		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				55.8	14.3	25.2	30.5
Change Period (Y+Rc), s				6.5	4.6	4.6	6.5
Max Green Setting (Gmax), s				83.5	25.4	38.4	40.5
Max Q Clear Time (g_c+11), s				6.4	7.7	20.0	20.7
Green Ext Time (p_c), s				1.8	0.5	0.6	3.1
Intersection Summary							
HCM 6th Ctrl Delay			21.0				
HCM 6th LOS			C				

Timings
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

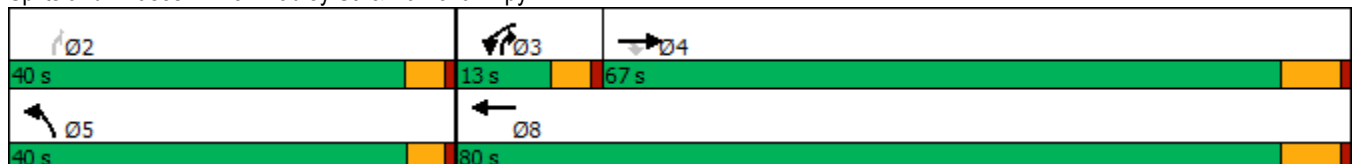


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓	
Traffic Volume (vph)	549	34	15	1109	201	26	
Future Volume (vph)	549	34	15	1109	201	26	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	22.4	22.4	5.6	27.9	13.5	23.7	
Actuated g/C Ratio	0.42	0.42	0.11	0.53	0.26	0.45	
v/c Ratio	0.41	0.06	0.09	0.66	0.50	0.04	
Control Delay	12.9	4.9	28.0	10.9	23.0	5.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.9	4.9	28.0	10.9	23.0	5.2	
LOS	B	A	C	B	C	A	
Approach Delay	12.5			11.1	21.0		
Approach LOS	B			B	C		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 52.9
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 12.7
 Intersection LOS: B
 Intersection Capacity Utilization 51.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	549	34	15	1109	201	26
Future Volume (veh/h)	549	34	15	1109	201	26
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	624	37	17	1260	228	13
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1512	673	39	2000	315	315
Arrive On Green	0.42	0.42	0.02	0.55	0.17	0.17
Sat Flow, veh/h	3705	1606	1810	3705	1810	1610
Grp Volume(v), veh/h	624	37	17	1260	228	13
Grp Sat Flow(s),veh/h/ln	1805	1606	1810	1805	1810	1610
Q Serve(g_s), s	4.9	0.6	0.4	9.7	4.8	0.3
Cycle Q Clear(g_c), s	4.9	0.6	0.4	9.7	4.8	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1512	673	39	2000	315	315
V/C Ratio(X)	0.41	0.06	0.44	0.63	0.72	0.04
Avail Cap(c_a), veh/h	5401	2403	376	6562	1589	1448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3	7.0	19.5	6.2	15.8	13.2
Incr Delay (d2), s/veh	0.2	0.0	2.9	0.3	3.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.1	0.2	1.1	2.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.4	7.0	22.4	6.5	18.9	13.2
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	661			1277	241	
Approach Delay, s/veh	8.4			6.7	18.6	
Approach LOS	A			A	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		11.5	5.5	23.4		28.9
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		6.8	2.4	6.9		11.7
Green Ext Time (p_c), s		0.7	0.0	4.1		10.7
Intersection Summary						
HCM 6th Ctrl Delay			8.5			
HCM 6th LOS			A			

Timings
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

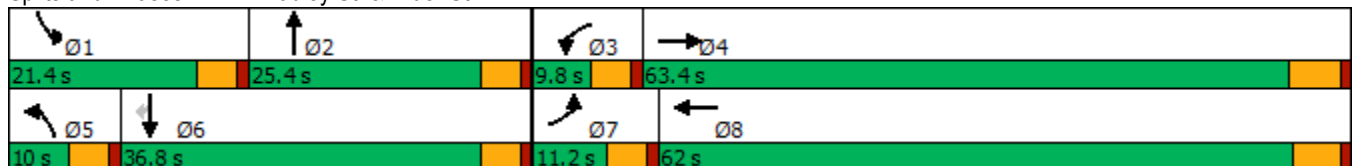


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕	↗
Traffic Volume (vph)	27	550	11	489	14	37	116	8	79
Future Volume (vph)	27	550	11	489	14	37	116	8	79
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.2	41.7	7.6	38.1	7.7	16.1	12.5	24.7	24.7
Actuated g/C Ratio	0.12	0.59	0.11	0.54	0.11	0.23	0.18	0.35	0.35
v/c Ratio	0.15	0.30	0.07	0.61	0.08	0.19	0.41	0.01	0.15
Control Delay	44.5	12.3	45.9	21.8	45.8	25.0	40.3	28.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	12.3	45.9	21.8	45.8	25.0	40.3	28.5	5.2
LOS	D	B	D	C	D	C	D	C	A
Approach Delay		13.8		22.3		28.5		26.1	
Approach LOS		B		C		C		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 70.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 19.8
 Intersection LOS: B
 Intersection Capacity Utilization 54.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	27	550	7	11	489	58	14	37	34	116	8	79
Future Volume (veh/h)	27	550	7	11	489	58	14	37	34	116	8	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	625	7	12	556	47	16	42	21	132	9	38
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	1502	17	27	677	57	35	182	91	171	433	363
Arrive On Green	0.03	0.41	0.41	0.02	0.39	0.39	0.02	0.15	0.15	0.09	0.23	0.23
Sat Flow, veh/h	1810	3657	41	1810	1728	146	1810	1195	597	1810	1900	1593
Grp Volume(v), veh/h	31	308	324	12	0	603	16	0	63	132	9	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1893	1810	0	1874	1810	0	1792	1810	1900	1593
Q Serve(g_s), s	1.0	7.3	7.3	0.4	0.0	17.3	0.5	0.0	1.9	4.3	0.2	1.1
Cycle Q Clear(g_c), s	1.0	7.3	7.3	0.4	0.0	17.3	0.5	0.0	1.9	4.3	0.2	1.1
Prop In Lane	1.00		0.02	1.00		0.08	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	61	741	777	27	0	735	35	0	274	171	433	363
V/C Ratio(X)	0.51	0.42	0.42	0.44	0.00	0.82	0.45	0.00	0.23	0.77	0.02	0.10
Avail Cap(c_a), veh/h	199	1734	1818	157	0	1768	163	0	622	507	1020	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	12.6	12.6	29.3	0.0	16.3	29.1	0.0	22.3	26.5	18.0	18.3
Incr Delay (d2), s/veh	2.4	0.4	0.4	4.1	0.0	2.4	3.3	0.0	0.4	2.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.4	2.5	0.2	0.0	6.5	0.3	0.0	0.8	1.9	0.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	12.9	12.9	33.4	0.0	18.7	32.4	0.0	22.7	29.3	18.0	18.4
LnGrp LOS	C	B	B	C	A	B	C	A	C	C	B	B
Approach Vol, veh/h		663			615			79			179	
Approach Delay, s/veh		13.8			19.0			24.7			26.4	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	13.8	5.5	30.4	5.8	18.3	6.6	29.3				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	6.3	3.9	2.4	9.3	2.5	3.1	3.0	19.3				
Green Ext Time (p_c), s	0.1	0.2	0.0	3.8	0.0	0.1	0.0	4.2				

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	148	0	2	274	0
Future Vol, veh/h	0	148	0	2	274	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	164	0	2	304	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	164	0	84
Stage 1	-	-	-	-	82
Stage 2	-	-	-	-	2
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1427	-	923
Stage 1	-	-	-	-	946
Stage 2	-	-	-	-	1026
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1427	-	923
Mov Cap-2 Maneuver	-	-	-	-	923
Stage 1	-	-	-	-	946
Stage 2	-	-	-	-	1026

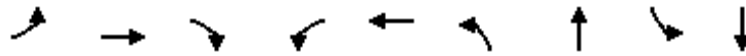
Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	923	-	-	1427	-
HCM Lane V/C Ratio	0.33	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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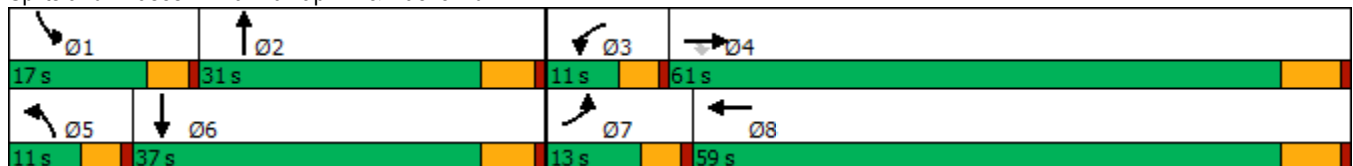


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	28	172	12	3	326	8	18	56	18
Future Volume (vph)	28	172	12	3	326	8	18	56	18
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	13.0	61.0	61.0	11.0	59.0	11.0	31.0	17.0	37.0
Total Split (%)	10.8%	50.8%	50.8%	9.2%	49.2%	9.2%	25.8%	14.2%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	32.2	32.2	7.9	30.5	8.0	16.8	10.3	18.9
Actuated g/C Ratio	0.18	0.67	0.67	0.16	0.64	0.17	0.35	0.22	0.39
v/c Ratio	0.09	0.14	0.01	0.01	0.37	0.03	0.04	0.15	0.13
Control Delay	32.4	11.4	0.0	35.3	15.3	34.5	22.3	28.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	11.4	0.0	35.3	15.3	34.5	22.3	28.9	9.0
LOS	C	B	A	D	B	C	C	C	A
Approach Delay		13.6			15.5		25.3		16.8
Approach LOS		B			B		C		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 47.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 15.6
 Intersection LOS: B
 Intersection Capacity Utilization 43.3%
 ICU Level of Service A
 Analysis Period (min) 15























Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

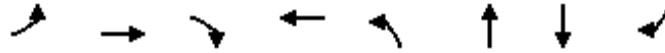
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	172	12	3	326	101	8	18	6	56	18	71
Future Volume (veh/h)	28	172	12	3	326	101	8	18	6	56	18	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	176	7	3	333	85	8	18	4	57	18	24
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	631	535	7	442	113	19	198	44	102	131	175
Arrive On Green	0.03	0.33	0.33	0.00	0.30	0.30	0.01	0.13	0.13	0.06	0.18	0.18
Sat Flow, veh/h	1810	1900	1610	1810	1460	373	1810	1505	335	1810	738	984
Grp Volume(v), veh/h	29	176	7	3	0	418	8	0	22	57	0	42
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1833	1810	0	1840	1810	0	1723
Q Serve(g_s), s	0.7	3.1	0.1	0.1	0.0	9.3	0.2	0.0	0.5	1.4	0.0	0.9
Cycle Q Clear(g_c), s	0.7	3.1	0.1	0.1	0.0	9.3	0.2	0.0	0.5	1.4	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.18	1.00		0.57
Lane Grp Cap(c), veh/h	61	631	535	7	0	554	19	0	242	102	0	306
V/C Ratio(X)	0.47	0.28	0.01	0.41	0.00	0.75	0.42	0.00	0.09	0.56	0.00	0.14
Avail Cap(c_a), veh/h	336	2291	1941	256	0	2129	256	0	1026	496	0	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	11.1	10.1	22.5	0.0	14.2	22.2	0.0	17.2	20.8	0.0	15.7
Incr Delay (d2), s/veh	2.1	0.2	0.0	12.7	0.0	2.1	5.3	0.0	0.2	1.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.9	0.0	0.1	0.0	2.9	0.1	0.0	0.2	0.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	11.3	10.1	35.2	0.0	16.4	27.5	0.0	17.4	22.5	0.0	15.9
LnGrp LOS	C	B	B	D	A	B	C	A	B	C	A	B
Approach Vol, veh/h		212			421			30				99
Approach Delay, s/veh		13.0			16.5			20.1				19.7
Approach LOS		B			B			C				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	11.8	4.8	21.5	5.1	13.8	6.1	20.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	12.4	25.2	6.4	54.5	6.4	31.2	8.4	52.5				
Max Q Clear Time (g_c+I1), s	3.4	2.5	2.1	5.1	2.2	2.9	2.7	11.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.1	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay				16.1								
HCM 6th LOS				B								

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖	↗	↕	↖	
Traffic Volume (vph)	194	0	209	0	192	929	423	152	
Future Volume (vph)	194	0	209	0	192	929	423	152	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		16.2	16.2	16.2	9.0	31.4	17.3	17.3	
Actuated g/C Ratio		0.27	0.27	0.27	0.15	0.53	0.29	0.29	
v/c Ratio		0.56	0.39	0.00	0.42	0.56	0.46	0.29	
Control Delay		27.3	5.6	0.0	29.4	10.9	19.0	4.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		27.3	5.6	0.0	29.4	10.9	19.0	4.7	
LOS		C	A	A	C	B	B	A	
Approach Delay		16.0				14.1	15.2		
Approach LOS		B				B	B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 59.8	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 60.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕		↗	↕	↗
Traffic Volume (veh/h)	194	0	209	0	0	1	192	929	1	0	423	152
Future Volume (veh/h)	194	0	209	0	0	1	192	929	1	0	423	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	220	0	95	0	0	1	218	1056	1	0	481	124
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	529	0	391	0	0	391	400	1774	2	5	904	403
Arrive On Green	0.24	0.00	0.24	0.00	0.00	0.24	0.11	0.48	0.48	0.00	0.25	0.25
Sat Flow, veh/h	1436	0	1610	0	0	1610	3510	3701	4	1810	3610	1610
Grp Volume(v), veh/h	220	0	95	0	0	1	218	515	542	0	481	124
Grp Sat Flow(s),veh/h/ln	1436	0	1610	0	0	1610	1755	1805	1899	1810	1805	1610
Q Serve(g_s), s	5.5	0.0	1.9	0.0	0.0	0.0	2.3	8.3	8.3	0.0	4.6	2.5
Cycle Q Clear(g_c), s	5.5	0.0	1.9	0.0	0.0	0.0	2.3	8.3	8.3	0.0	4.6	2.5
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	529	0	391	0	0	391	400	865	911	5	904	403
V/C Ratio(X)	0.42	0.00	0.24	0.00	0.00	0.00	0.54	0.60	0.60	0.00	0.53	0.31
Avail Cap(c_a), veh/h	1526	0	1507	0	0	1507	1441	2796	2943	226	4563	2035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.5	0.0	12.2	0.0	0.0	11.5	16.7	7.6	7.6	0.0	13.0	12.2
Incr Delay (d2), s/veh	0.5	0.0	0.3	0.0	0.0	0.0	0.4	0.7	0.6	0.0	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.5	0.0	0.0	0.0	0.7	1.4	1.5	0.0	1.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	12.5	0.0	0.0	11.5	17.2	8.2	8.2	0.0	13.4	12.6
LnGrp LOS	B	A	B	A	A	B	B	A	A	A	B	B
Approach Vol, veh/h		315			1			1275			605	
Approach Delay, s/veh		13.6			11.5			9.7			13.3	
Approach LOS		B			B			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	25.7		14.3	9.2	16.5		14.3				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+I1), s	0.0	10.3		7.5	4.3	6.6		2.0				
Green Ext Time (p_c), s	0.0	6.9		1.5	0.3	3.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	64	257	173	89	264
Future Vol, veh/h	130	64	257	173	89	264
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	133	65	262	177	91	269
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.6	17.7	13.6
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	25%	0%	60%
Vol Thru, %	0%	67%	40%
Vol Right, %	75%	33%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	353	194	430
LT Vol	89	0	257
Through Vol	0	130	173
RT Vol	264	64	0
Lane Flow Rate	360	198	439
Geometry Grp	1	1	1
Degree of Util (X)	0.517	0.295	0.648
Departure Headway (Hd)	5.165	5.357	5.317
Convergence, Y/N	Yes	Yes	Yes
Cap	695	669	680
Service Time	3.207	3.401	3.351
HCM Lane V/C Ratio	0.518	0.296	0.646
HCM Control Delay	13.6	10.6	17.7
HCM Lane LOS	B	B	C
HCM 95th-tile Q	3	1.2	4.8

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	↕
Traffic Vol, veh/h	127	5	85	14	14	8	103	251	13	5	258	159
Future Vol, veh/h	127	5	85	14	14	8	103	251	13	5	258	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	138	5	92	15	15	9	112	273	14	5	280	173
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	11.7	10.8	12.6	12.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	45%	0%	96%	0%	39%	2%	0%
Vol Thru, %	55%	91%	4%	0%	39%	98%	0%
Vol Right, %	0%	9%	0%	100%	22%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	229	139	132	85	36	263	159
LT Vol	103	0	127	0	14	5	0
Through Vol	126	126	5	0	14	258	0
RT Vol	0	13	0	85	8	0	159
Lane Flow Rate	248	151	143	92	39	286	173
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.431	0.249	0.287	0.154	0.077	0.476	0.253
Departure Headway (Hd)	6.248	5.952	7.211	6.011	7.111	5.989	5.27
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	576	602	498	595	502	600	681
Service Time	3.993	3.697	4.963	3.763	5.18	3.732	3.012
HCM Lane V/C Ratio	0.431	0.251	0.287	0.155	0.078	0.477	0.254
HCM Control Delay	13.7	10.7	12.9	9.9	10.8	14.1	9.8
HCM Lane LOS	B	B	B	A	B	B	A
HCM 95th-tile Q	2.2	1	1.2	0.5	0.2	2.6	1

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	41	0	3	0	17	355	0	0	381	11
Future Vol, veh/h	7	1	41	0	3	0	17	355	0	0	381	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	1	45	0	3	0	19	390	0	0	419	12

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	855	853	425	876	859	390	431	0	0	390	0	0
Stage 1	425	425	-	428	428	-	-	-	-	-	-	-
Stage 2	430	428	-	448	431	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	281	299	634	272	296	663	1139	-	-	1180	-	-
Stage 1	611	590	-	609	588	-	-	-	-	-	-	-
Stage 2	607	588	-	594	586	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	274	293	634	248	290	663	1139	-	-	1180	-	-
Mov Cap-2 Maneuver	274	293	-	248	290	-	-	-	-	-	-	-
Stage 1	598	590	-	596	576	-	-	-	-	-	-	-
Stage 2	591	576	-	551	586	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	12.7		17.6			0.4			0		
HCM LOS	B		C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1139	-	-	523	290	1180	-	-
HCM Lane V/C Ratio	0.016	-	-	0.103	0.011	-	-	-
HCM Control Delay (s)	8.2	0	-	12.7	17.6	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	16	36	18	11	93	126	22	244	12	134	275	62
Future Vol, veh/h	16	36	18	11	93	126	22	244	12	134	275	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	38	19	12	99	134	23	260	13	143	293	66

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1041	931	326	954	958	267	359	0	0	273	0	0
Stage 1	612	612	-	313	313	-	-	-	-	-	-	-
Stage 2	429	319	-	641	645	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	210	269	720	240	259	777	1211	-	-	1302	-	-
Stage 1	484	487	-	702	661	-	-	-	-	-	-	-
Stage 2	608	657	-	466	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	120	235	720	192	226	777	1211	-	-	1302	-	-
Mov Cap-2 Maneuver	208	318	-	282	317	-	-	-	-	-	-	-
Stage 1	475	433	-	689	648	-	-	-	-	-	-	-
Stage 2	418	645	-	368	419	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.3	21	0.6	2.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1211	-	-	325	465	1302	-
HCM Lane V/C Ratio	0.019	-	-	0.229	0.526	0.109	-
HCM Control Delay (s)	8	-	-	19.3	21	8.1	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	3	0.4	-

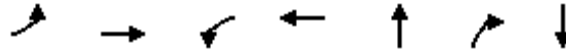
Intersection												
Int Delay, s/veh	32.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	113	7	33	174	43	28	238	111	69	202	31
Future Vol, veh/h	13	113	7	33	174	43	28	238	111	69	202	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	130	8	38	200	49	32	274	128	79	232	36

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	935	874	250	879	828	338	268	0	0	402	0	0
Stage 1	408	408	-	402	402	-	-	-	-	-	-	-
Stage 2	527	466	-	477	426	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	248	290	794	270	309	709	1307	-	-	1168	-	-
Stage 1	624	600	-	629	604	-	-	-	-	-	-	-
Stage 2	538	566	-	573	589	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	87	258	794	149	275	709	1307	-	-	1168	-	-
Mov Cap-2 Maneuver	87	258	-	149	275	-	-	-	-	-	-	-
Stage 1	604	552	-	609	585	-	-	-	-	-	-	-
Stage 2	319	548	-	399	542	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	50.3		109.9		0.6		1.9	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1307	-	-	223	273	1168	-
HCM Lane V/C Ratio	0.025	-	-	0.686	1.053	0.068	-
HCM Control Delay (s)	7.8	0	-	50.3	109.9	8.3	0
HCM Lane LOS	A	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0.1	-	-	4.4	11.3	0.2	-

Timings
58: Menifee Rd. & SR-74

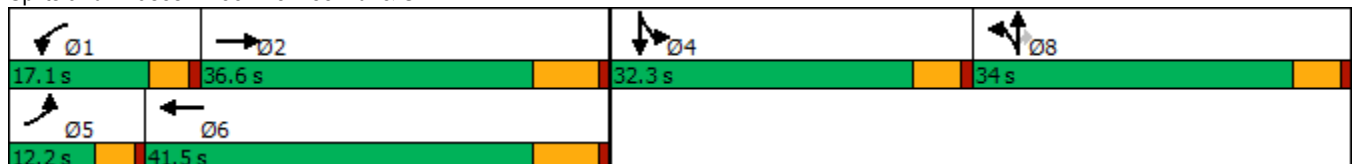


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	65	623	173	635	237	170	214
Future Volume (vph)	65	623	173	635	237	170	214
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	12.2	36.6	17.1	41.5	34.0	34.0	32.3
Total Split (%)	10.2%	30.5%	14.3%	34.6%	28.3%	28.3%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	7.2	29.6	12.5	37.1	28.7	28.7	22.7
Actuated g/C Ratio	0.06	0.26	0.11	0.32	0.25	0.25	0.20
v/c Ratio	0.65	0.86	0.98	0.68	1.01	0.36	0.83
Control Delay	80.3	51.9	113.9	38.9	89.4	8.7	63.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.3	51.9	113.9	38.9	89.4	8.7	63.2
LOS	F	D	F	D	F	A	E
Approach Delay		54.3		53.7	66.1		63.2
Approach LOS		D		D	E		E

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 115.8	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 57.8	Intersection LOS: E
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	623	87	173	635	66	184	237	170	34	214	26
Future Volume (veh/h)	65	623	87	173	635	66	184	237	170	34	214	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	692	75	192	706	55	204	263	80	38	238	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	854	92	199	1081	84	205	264	406	43	268	30
Arrive On Green	0.05	0.26	0.26	0.11	0.32	0.32	0.25	0.25	0.25	0.18	0.18	0.18
Sat Flow, veh/h	1810	3285	356	1810	3393	264	812	1047	1610	233	1460	166
Grp Volume(v), veh/h	72	380	387	192	375	386	467	0	80	303	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1836	1810	1805	1852	1859	0	1610	1859	0	0
Q Serve(g_s), s	4.5	22.5	22.5	12.0	20.4	20.4	28.6	0.0	4.5	18.1	0.0	0.0
Cycle Q Clear(g_c), s	4.5	22.5	22.5	12.0	20.4	20.4	28.6	0.0	4.5	18.1	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.14	0.44		1.00	0.13		0.09
Lane Grp Cap(c), veh/h	92	469	477	199	575	590	468	0	406	341	0	0
V/C Ratio(X)	0.78	0.81	0.81	0.97	0.65	0.65	1.00	0.00	0.20	0.89	0.00	0.00
Avail Cap(c_a), veh/h	121	469	477	199	575	590	468	0	406	441	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.4	39.5	39.5	50.5	33.4	33.4	42.6	0.0	33.5	45.4	0.0	0.0
Incr Delay (d2), s/veh	15.3	14.1	13.9	53.9	5.7	5.6	40.7	0.0	0.2	16.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	11.4	11.6	8.2	9.3	9.6	17.6	0.0	1.7	9.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	53.6	53.5	104.4	39.1	39.0	83.3	0.0	33.8	61.5	0.0	0.0
LnGrp LOS	E	D	D	F	D	D	F	A	C	E	A	A
Approach Vol, veh/h		839			953			547				303
Approach Delay, s/veh		54.8			52.2			76.0				61.5
Approach LOS		D			D			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	36.6		26.2	10.4	43.3		34.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	12.5	29.6		27.0	7.6	34.5		28.7				
Max Q Clear Time (g_c+I1), s	14.0	24.5		20.1	6.5	22.4		30.6				
Green Ext Time (p_c), s	0.0	2.0		0.8	0.0	3.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	59.0
HCM 6th LOS	E

Timings
59: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

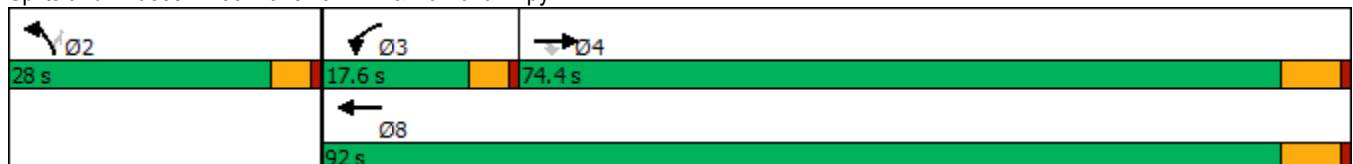


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	486	146	144	934	188	124
Future Volume (vph)	486	146	144	934	188	124
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	9.6	24.5	27.6	27.6
Total Split (s)	74.4	74.4	17.6	92.0	28.0	28.0
Total Split (%)	62.0%	62.0%	14.7%	76.7%	23.3%	23.3%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	33.0	33.0	11.9	49.9	15.3	15.3
Actuated g/C Ratio	0.43	0.43	0.15	0.64	0.20	0.20
v/c Ratio	0.67	0.21	0.58	0.85	0.59	0.32
Control Delay	21.4	3.9	46.2	18.3	39.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	3.9	46.2	18.3	39.8	9.0
LOS	C	A	D	B	D	A
Approach Delay	17.3			22.0		
Approach LOS	B			C		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 77.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 21.4
 Intersection LOS: C
 Intersection Capacity Utilization 68.3%
 ICU Level of Service C
 Analysis Period (min) 15



















Splits and Phases: 59: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
59: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	486	146	144	934	0	188	0	124	0	0	0
Future Volume (veh/h)	0	486	146	144	934	0	188	0	124	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0	1900	0	1900			
Adj Flow Rate, veh/h	0	540	101	160	1038	0	209	0	55			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	845	716	204	1211	0	309	0	275			
Arrive On Green	0.00	0.44	0.44	0.11	0.64	0.00	0.17	0.00	0.17			
Sat Flow, veh/h	0	1900	1610	1810	1900	0	1810	0	1610			
Grp Volume(v), veh/h	0	540	101	160	1038	0	209	0	55			
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0	1810	0	1610			
Q Serve(g_s), s	0.0	12.7	2.1	5.0	25.2	0.0	6.3	0.0	1.7			
Cycle Q Clear(g_c), s	0.0	12.7	2.1	5.0	25.2	0.0	6.3	0.0	1.7			
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	845	716	204	1211	0	309	0	275			
V/C Ratio(X)	0.00	0.64	0.14	0.78	0.86	0.00	0.68	0.00	0.20			
Avail Cap(c_a), veh/h	0	2234	1893	407	2813	0	733	0	652			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	12.4	9.5	24.9	8.4	0.0	22.5	0.0	20.6			
Incr Delay (d2), s/veh	0.0	0.8	0.1	2.5	1.9	0.0	2.6	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.9	0.5	1.9	4.8	0.0	2.5	0.0	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.3	9.6	27.4	10.3	0.0	25.0	0.0	20.9			
LnGrp LOS	A	B	A	C	B	A	C	A	C			
Approach Vol, veh/h		641				1198			264			
Approach Delay, s/veh		12.7				12.5			24.2			
Approach LOS		B				B			C			
Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		14.5	11.1	32.2				43.3				
Change Period (Y+Rc), s		4.6	4.6	6.5				6.5				
Max Green Setting (Gmax), s		23.4	13.0	67.9				85.5				
Max Q Clear Time (g_c+I1), s		8.3	7.0	14.7				27.2				
Green Ext Time (p_c), s		0.6	0.1	3.5				9.6				
Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

Intersection	
Intersection Delay, s/veh	17.1
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	353	78	122	19	11	329
Future Vol, veh/h	353	78	122	19	11	329
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	401	89	139	22	13	374
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	21.6	10.5	14
HCM LOS	C	B	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	82%	0%	3%
Vol Thru, %	18%	87%	0%
Vol Right, %	0%	13%	97%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	431	141	340
LT Vol	353	0	11
Through Vol	78	122	0
RT Vol	0	19	329
Lane Flow Rate	490	160	386
Geometry Grp	1	1	1
Degree of Util (X)	0.73	0.25	0.543
Departure Headway (Hd)	5.367	5.616	5.061
Convergence, Y/N	Yes	Yes	Yes
Cap	676	638	711
Service Time	3.403	3.665	3.106
HCM Lane V/C Ratio	0.725	0.251	0.543
HCM Control Delay	21.6	10.5	14
HCM Lane LOS	C	B	B
HCM 95th-tile Q	6.3	1	3.3

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	123	11	0	153	7	0
Future Vol, veh/h	123	11	0	153	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	137	12	0	170	8	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	149	0	313
Stage 1	-	-	-	-	143
Stage 2	-	-	-	-	170
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1445	-	684
Stage 1	-	-	-	-	889
Stage 2	-	-	-	-	865
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1445	-	684
Mov Cap-2 Maneuver	-	-	-	-	684
Stage 1	-	-	-	-	889
Stage 2	-	-	-	-	865

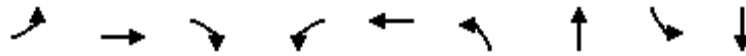
Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	1445	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Control Delay (s)	10.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Timings
62: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

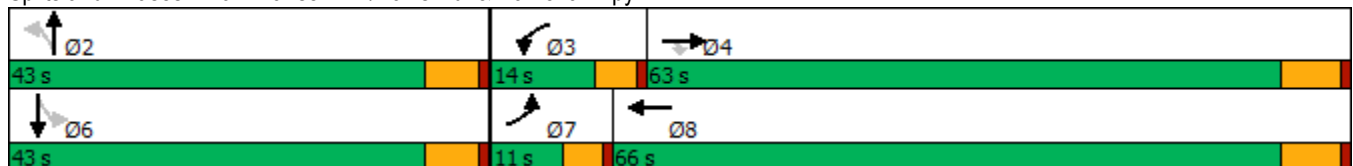


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗		↕		↕
Traffic Volume (vph)	2	575	33	26	963	111	2	1	1
Future Volume (vph)	2	575	33	26	963	111	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	11.0	63.0	63.0	14.0	66.0	43.0	43.0	43.0	43.0
Total Split (%)	9.2%	52.5%	52.5%	11.7%	55.0%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	21.0	21.0	6.0	23.4		13.6		13.6
Actuated g/C Ratio	0.10	0.41	0.41	0.12	0.45		0.26		0.26
v/c Ratio	0.01	0.42	0.05	0.13	0.63		0.49		0.02
Control Delay	30.0	13.2	1.5	28.5	13.4		20.7		13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	30.0	13.2	1.5	28.5	13.4		20.7		13.9
LOS	C	B	A	C	B		C		B
Approach Delay		12.6			13.8		20.7		13.9
Approach LOS		B			B		C		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 51.5
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 14.1
 Intersection LOS: B
 Intersection Capacity Utilization 54.4%
 ICU Level of Service A
 Analysis Period (min) 15

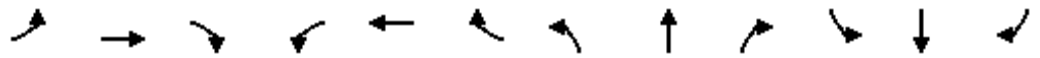
Splits and Phases: 62: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
62: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷		↷			↷	↷
Traffic Volume (veh/h)	2	575	33	26	963	1	111	2	74	1	1	5
Future Volume (veh/h)	2	575	33	26	963	1	111	2	74	1	1	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	618	32	28	1035	1	119	2	38	1	1	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	1408	628	60	1555	2	342	24	70	124	104	196
Arrive On Green	0.00	0.39	0.39	0.03	0.42	0.42	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3610	1610	1810	3701	4	1021	124	360	138	530	1001
Grp Volume(v), veh/h	2	618	32	28	505	531	159	0	0	5	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1899	1504	0	0	1669	0	0
Q Serve(g_s), s	0.0	5.6	0.5	0.7	10.0	10.0	3.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.6	0.5	0.7	10.0	10.0	4.1	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.75		0.24	0.20		0.60
Lane Grp Cap(c), veh/h	5	1408	628	60	758	798	436	0	0	424	0	0
V/C Ratio(X)	0.40	0.44	0.05	0.47	0.67	0.67	0.36	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	261	4603	2053	384	2424	2550	1388	0	0	1459	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.1	9.9	8.4	21.0	10.3	10.3	15.9	0.0	0.0	14.4	0.0	0.0
Incr Delay (d2), s/veh	18.4	0.2	0.0	2.1	1.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.1	0.3	2.4	2.5	1.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	10.2	8.4	23.2	11.4	11.3	16.4	0.0	0.0	14.4	0.0	0.0
LnGrp LOS	D	B	A	C	B	B	B	A	A	B	A	A
Approach Vol, veh/h		652			1064			159				5
Approach Delay, s/veh		10.2			11.6			16.4				14.4
Approach LOS		B			B			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.5	6.1	23.8		14.5	4.7	25.1				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		37.2	9.4	56.5		37.2	6.4	59.5				
Max Q Clear Time (g_c+I1), s		6.1	2.7	7.6		2.1	2.0	12.0				
Green Ext Time (p_c), s		0.8	0.0	4.0		0.0	0.0	6.6				
Intersection Summary												
HCM 6th Ctrl Delay				11.5								
HCM 6th LOS				B								

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	58	1	105	56	115	3	51	105	98	60	5
Future Vol, veh/h	8	58	1	105	56	115	3	51	105	98	60	5
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	74	1	135	72	147	4	65	135	126	77	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	12.7	10	11.1
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	12%	38%	60%
Vol Thru, %	32%	87%	20%	37%
Vol Right, %	66%	1%	42%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	67	276	163
LT Vol	3	8	105	98
Through Vol	51	58	56	60
RT Vol	105	1	115	5
Lane Flow Rate	204	86	354	209
Geometry Grp	1	1	1	1
Degree of Util (X)	0.284	0.133	0.488	0.318
Departure Headway (Hd)	5.009	5.568	4.968	5.471
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	718	643	725	656
Service Time	3.045	3.61	2.999	3.507
HCM Lane V/C Ratio	0.284	0.134	0.488	0.319
HCM Control Delay	10	9.5	12.7	11.1
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	1.2	0.5	2.7	1.4

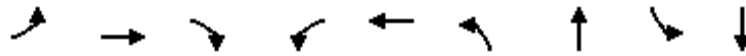
Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	702	980	70	17	16
Future Vol, veh/h	37	702	980	70	17	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	731	1021	73	18	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1094	0	-	0	1867 1058
Stage 1	-	-	-	-	1058 -
Stage 2	-	-	-	-	809 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	645	-	-	-	81 276
Stage 1	-	-	-	-	337 -
Stage 2	-	-	-	-	441 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	645	-	-	-	76 276
Mov Cap-2 Maneuver	-	-	-	-	202 -
Stage 1	-	-	-	-	317 -
Stage 2	-	-	-	-	441 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	23.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	645	-	-	-	232
HCM Lane V/C Ratio	0.06	-	-	-	0.148
HCM Control Delay (s)	10.9	-	-	-	23.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Timings
65: Warren Rd & Ramona Expy

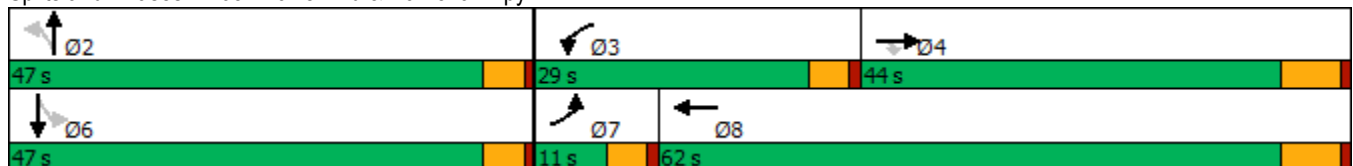


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗		↕
Traffic Volume (vph)	4	601	113	150	822	228	2	1	1
Future Volume (vph)	4	601	113	150	822	228	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	11.0	44.0	44.0	29.0	62.0	47.0	47.0	47.0	47.0
Total Split (%)	9.2%	36.7%	36.7%	24.2%	51.7%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	18.1	18.1	10.7	32.2	15.9	15.9		15.9
Actuated g/C Ratio	0.09	0.29	0.29	0.17	0.52	0.26	0.26		0.26
v/c Ratio	0.03	0.58	0.21	0.50	0.45	0.63	0.43		0.00
Control Delay	34.5	21.9	5.5	31.9	11.2	30.2	5.7		20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	34.5	21.9	5.5	31.9	11.2	30.2	5.7		20.0
LOS	C	C	A	C	B	C	A		B
Approach Delay		19.4			14.4		17.2		20.0
Approach LOS		B			B		B		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 61.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 16.7
 Intersection LOS: B
 Intersection Capacity Utilization 59.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 65: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
65: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷		↶	↷			↷	↷
Traffic Volume (veh/h)	4	601	113	150	822	2	228	2	256	1	1	0
Future Volume (veh/h)	4	601	113	150	822	2	228	2	256	1	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	620	53	155	847	2	235	2	140	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	10	1067	476	204	1488	4	494	4	314	227	180	0
Arrive On Green	0.01	0.30	0.30	0.11	0.40	0.40	0.20	0.20	0.20	0.20	0.20	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3695	9	1439	23	1591	462	914	0
Grp Volume(v), veh/h	4	620	53	155	414	435	235	0	142	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1898	1439	0	1614	1376	0	0
Q Serve(g_s), s	0.1	5.8	1.0	3.3	7.1	7.1	2.2	0.0	3.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	5.8	1.0	3.3	7.1	7.1	5.3	0.0	3.1	3.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.50		0.00
Lane Grp Cap(c), veh/h	10	1067	476	204	727	765	494	0	319	407	0	0
V/C Ratio(X)	0.41	0.58	0.11	0.76	0.57	0.57	0.48	0.00	0.45	0.00	0.00	0.00
Avail Cap(c_a), veh/h	291	3400	1516	1109	2516	2646	1742	0	1718	1725	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.7	11.9	10.2	17.1	9.2	9.2	14.8	0.0	14.1	12.9	0.0	0.0
Incr Delay (d2), s/veh	9.7	0.5	0.1	2.2	0.7	0.7	0.3	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.5	0.2	1.1	1.5	1.6	1.3	0.0	0.8	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	12.4	10.3	19.3	9.9	9.9	15.1	0.0	14.4	12.9	0.0	0.0
LnGrp LOS	C	B	B	B	A	A	B	A	B	B	A	A
Approach Vol, veh/h		677			1004			377				2
Approach Delay, s/veh		12.4			11.4			14.8				12.9
Approach LOS		B			B			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.5	9.1	18.3		12.5	4.8	22.5				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		42.4	24.4	37.5		42.4	6.4	55.5				
Max Q Clear Time (g_c+I1), s		7.3	5.3	7.8		5.1	2.1	9.1				
Green Ext Time (p_c), s		0.7	0.2	4.0		0.0	0.0	5.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.3								
HCM 6th LOS				B								

Timings
66: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

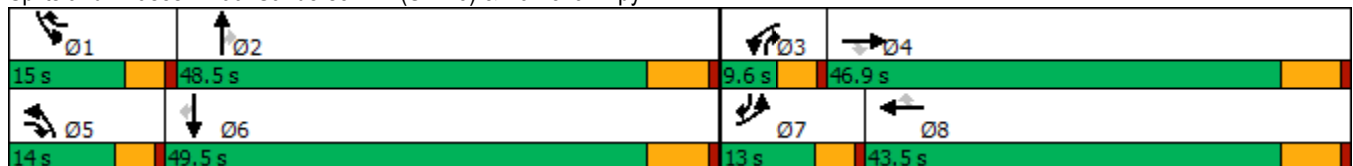
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	478	321	60	48	536	682	137	975	65	573	511	301
Future Volume (vph)	478	321	60	48	536	682	137	975	65	573	511	301
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	13.0	46.9	14.0	9.6	43.5	15.0	14.0	48.5	9.6	15.0	49.5	13.0
Total Split (%)	10.8%	39.1%	11.7%	8.0%	36.3%	12.5%	11.7%	40.4%	8.0%	12.5%	41.3%	10.8%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	27.5	42.2	5.1	21.7	39.0	8.0	31.9	43.6	10.6	34.5	49.8
Actuated g/C Ratio	0.09	0.29	0.44	0.05	0.23	0.41	0.08	0.33	0.46	0.11	0.36	0.52
v/c Ratio	1.53	0.31	0.08	0.26	0.66	0.98	0.47	0.82	0.08	1.48	0.40	0.34
Control Delay	288.3	28.8	3.3	52.3	37.8	56.0	50.5	36.0	3.9	264.1	24.6	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	288.3	28.8	3.3	52.3	37.8	56.0	50.5	36.0	3.9	264.1	24.6	10.6
LOS	F	C	A	D	D	E	D	D	A	F	C	B
Approach Delay		171.4			48.2			35.9			120.7	
Approach LOS		F			D			D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.5
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.53
 Intersection Signal Delay: 89.1
 Intersection LOS: F
 Intersection Capacity Utilization 95.9%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 66: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

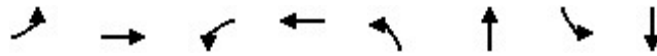
05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	478	321	60	48	536	682	137	975	65	573	511	301
Future Volume (veh/h)	478	321	60	48	536	682	137	975	65	573	511	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	483	324	30	48	541	564	138	985	38	579	516	227
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	259	1317	678	120	1174	671	196	1135	561	321	1263	682
Arrive On Green	0.07	0.36	0.36	0.03	0.33	0.33	0.06	0.31	0.31	0.09	0.35	0.35
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	483	324	30	48	541	564	138	985	38	579	516	227
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	8.4	7.1	1.3	1.5	13.5	35.8	4.4	29.3	1.8	10.4	12.3	10.8
Cycle Q Clear(g_c), s	8.4	7.1	1.3	1.5	13.5	35.8	4.4	29.3	1.8	10.4	12.3	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	1317	678	120	1174	671	196	1135	561	321	1263	682
V/C Ratio(X)	1.86	0.25	0.04	0.40	0.46	0.84	0.70	0.87	0.07	1.80	0.41	0.33
Avail Cap(c_a), veh/h	259	1317	678	154	1174	671	290	1333	650	321	1365	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	25.2	19.4	53.8	30.5	29.8	52.8	36.8	24.7	51.7	28.1	22.0
Incr Delay (d2), s/veh	402.9	0.1	0.0	0.8	0.3	9.4	1.7	5.6	0.1	374.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	2.9	0.4	0.7	5.6	14.3	1.9	12.8	0.7	21.0	5.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	455.5	25.3	19.5	54.6	30.7	39.2	54.5	42.4	24.8	425.6	28.3	22.3
LnGrp LOS	F	C	B	D	C	D	D	D	C	F	C	C
Approach Vol, veh/h		837			1153			1161			1322	
Approach Delay, s/veh		273.4			35.9			43.3			201.3	
Approach LOS		F			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	42.2	8.5	48.0	11.0	46.3	13.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	10.4	42.0	5.0	40.4	9.4	43.0	8.4	37.0				
Max Q Clear Time (g_c+I1), s	12.4	31.3	3.5	9.1	6.4	14.3	10.4	37.8				
Green Ext Time (p_c), s	0.0	4.5	0.0	1.9	0.1	3.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				131.1								
HCM 6th LOS				F								

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

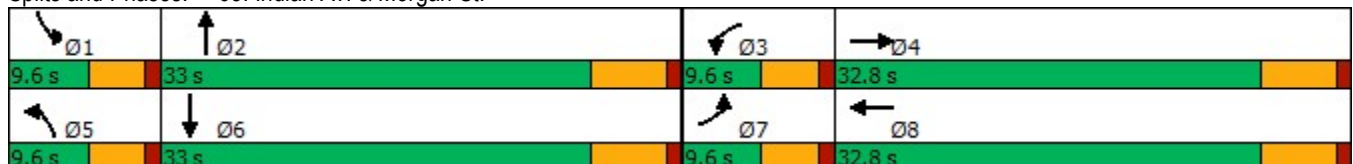


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	15	60	13	107	103	197	10	94
Future Volume (vph)	15	60	13	107	103	197	10	94
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	9.6	32.8	9.6	32.8	9.6	33.0	9.6	33.0
Total Split (%)	11.3%	38.6%	11.3%	38.6%	11.3%	38.8%	11.3%	38.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.1	12.8	5.1	12.8	5.1	33.1	5.1	30.8
Actuated g/C Ratio	0.08	0.20	0.08	0.20	0.08	0.52	0.08	0.49
v/c Ratio	0.10	0.19	0.09	0.16	0.73	0.11	0.07	0.07
Control Delay	33.2	11.4	33.0	20.5	61.5	10.2	32.7	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	11.4	33.0	20.5	61.5	10.2	32.7	11.0
LOS	C	B	C	C	E	B	C	B
Approach Delay		13.6		21.8		27.6		12.6
Approach LOS		B		C		C		B

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 63.1
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 20.9
 Intersection Capacity Utilization 43.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

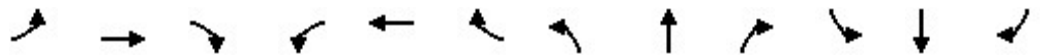
Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↷		↶	↶↷		↶	↶↷		↶	↶↷	
Traffic Volume (veh/h)	15	60	72	13	107	4	103	197	4	10	94	25
Future Volume (veh/h)	15	60	72	13	107	4	103	197	4	10	94	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	62	37	13	110	1	106	203	1	10	97	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	317	175	29	510	5	136	1832	9	23	1299	260
Arrive On Green	0.02	0.14	0.14	0.02	0.14	0.14	0.08	0.50	0.50	0.01	0.43	0.43
Sat Flow, veh/h	1810	2245	1238	1810	3666	33	1810	3684	18	1810	2989	599
Grp Volume(v), veh/h	15	49	50	13	54	57	106	99	105	10	57	60
Grp Sat Flow(s),veh/h/ln	1810	1805	1677	1810	1805	1894	1810	1805	1897	1810	1805	1783
Q Serve(g_s), s	0.5	1.5	1.7	0.4	1.7	1.7	3.6	1.8	1.8	0.3	1.2	1.2
Cycle Q Clear(g_c), s	0.5	1.5	1.7	0.4	1.7	1.7	3.6	1.8	1.8	0.3	1.2	1.2
Prop In Lane	1.00		0.74	1.00		0.02	1.00		0.01	1.00		0.34
Lane Grp Cap(c), veh/h	33	255	237	29	251	264	136	898	943	23	785	775
V/C Ratio(X)	0.45	0.19	0.21	0.44	0.22	0.22	0.78	0.11	0.11	0.43	0.07	0.08
Avail Cap(c_a), veh/h	145	779	724	145	779	817	145	898	943	145	785	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	23.7	23.8	30.5	23.9	23.9	28.4	8.4	8.4	30.7	10.3	10.3
Incr Delay (d2), s/veh	3.5	0.4	0.4	3.9	0.4	0.4	19.7	0.1	0.1	4.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.6	0.2	0.7	0.7	2.2	0.6	0.6	0.2	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	24.1	24.2	34.4	24.3	24.3	48.1	8.4	8.4	35.4	10.5	10.5
LnGrp LOS	C	C	C	C	C	C	D	A	A	D	B	B
Approach Vol, veh/h		114			124			310			127	
Approach Delay, s/veh		25.4			25.4			22.0			12.5	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	36.9	5.6	14.6	9.3	33.0	5.7	14.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	2.3	3.8	2.4	3.7	5.6	3.2	2.5	3.7				
Green Ext Time (p_c), s	0.0	0.9	0.0	0.4	0.0	0.5	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	13	57	32	58	46	119	7	122	29	94	6	
Future Volume (vph)	13	57	32	58	46	119	7	122	29	94	6	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases			4			8					6	
Detector Phase	7	4	4	3	8	8	5	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8	
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0	
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	
Act Effct Green (s)	5.7	13.4	13.4	5.7	17.4	17.4	5.7	19.8	5.7	21.6	21.6	
Actuated g/C Ratio	0.12	0.28	0.28	0.12	0.36	0.36	0.12	0.41	0.12	0.45	0.45	
v/c Ratio	0.07	0.07	0.07	0.31	0.04	0.20	0.04	0.12	0.16	0.07	0.01	
Control Delay	29.6	16.7	0.2	32.7	13.4	3.9	29.7	13.7	29.9	14.4	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.6	16.7	0.2	32.7	13.4	3.9	29.7	13.7	29.9	14.4	0.0	
LOS	C	B	A	C	B	A	C	B	C	B	A	
Approach Delay		13.2			13.3			14.4		17.2		
Approach LOS		B			B			B		B		

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 47.8

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 14.4

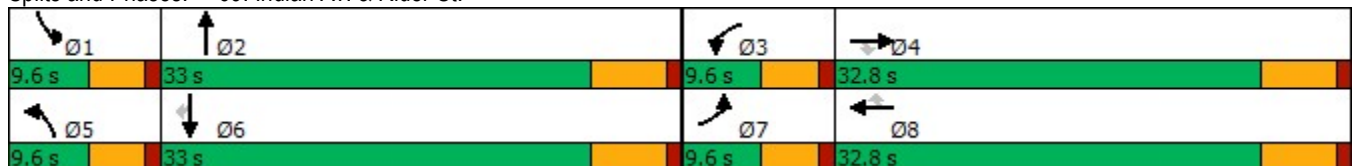
Intersection LOS: B

Intersection Capacity Utilization 35.9%

ICU Level of Service A

Analysis Period (min) 15

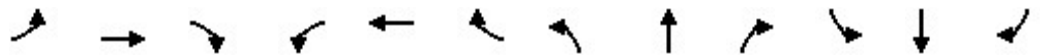
Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

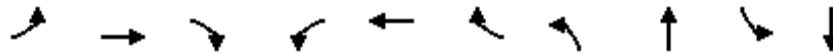


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷	↶	↷	↷	↶	↷	↷
Traffic Volume (veh/h)	13	57	32	58	46	119	7	122	30	29	94	6
Future Volume (veh/h)	13	57	32	58	46	119	7	122	30	29	94	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	66	29	67	53	95	8	142	8	34	109	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	35	577	257	117	741	331	19	831	47	71	966	431
Arrive On Green	0.02	0.16	0.16	0.06	0.21	0.21	0.01	0.24	0.24	0.04	0.27	0.27
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3476	194	1810	3610	1610
Grp Volume(v), veh/h	15	66	29	67	53	95	8	73	77	34	109	4
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1865	1810	1805	1610
Q Serve(g_s), s	0.3	0.7	0.6	1.5	0.5	2.1	0.2	1.3	1.4	0.8	1.0	0.1
Cycle Q Clear(g_c), s	0.3	0.7	0.6	1.5	0.5	2.1	0.2	1.3	1.4	0.8	1.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	35	577	257	117	741	331	19	432	446	71	966	431
V/C Ratio(X)	0.43	0.11	0.11	0.57	0.07	0.29	0.42	0.17	0.17	0.48	0.11	0.01
Avail Cap(c_a), veh/h	216	2331	1040	216	2331	1040	216	1174	1213	216	2348	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	15.0	15.0	19.0	13.4	14.0	20.6	12.6	12.6	19.7	11.6	11.2
Incr Delay (d2), s/veh	3.2	0.1	0.2	1.6	0.0	0.5	5.3	0.2	0.2	1.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.2	0.6	0.2	0.6	0.1	0.4	0.4	0.3	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	15.1	15.2	20.6	13.4	14.5	25.8	12.8	12.8	21.6	11.6	11.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		110			215			158			147	
Approach Delay, s/veh		16.3			16.2			13.5			13.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	15.8	7.3	12.5	5.0	17.0	5.4	14.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	2.8	3.4	3.5	2.7	2.2	3.0	2.3	4.1				
Green Ext Time (p_c), s	0.0	0.7	0.0	0.4	0.0	0.5	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

05/19/2020

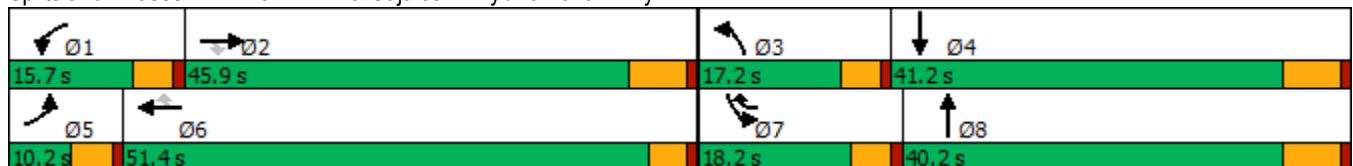


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑	↘↗	↑↑
Traffic Volume (vph)	20	860	194	175	711	81	208	137	226	218
Future Volume (vph)	20	860	194	175	711	81	208	137	226	218
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	45.9	45.9	15.7	51.4	18.2	17.2	40.2	18.2	41.2
Total Split (%)	8.5%	38.3%	38.3%	13.1%	42.8%	15.2%	14.3%	33.5%	15.2%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.4	33.7	33.7	9.5	45.8	57.0	10.6	34.6	11.3	35.3
Actuated g/C Ratio	0.05	0.30	0.30	0.09	0.41	0.51	0.10	0.31	0.10	0.32
v/c Ratio	0.24	0.81	0.32	0.60	0.49	0.10	0.64	0.19	0.65	0.21
Control Delay	61.1	42.3	5.4	59.0	26.0	3.1	58.6	20.6	58.1	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	42.3	5.4	59.0	26.0	3.1	58.6	20.6	58.1	29.1
LOS	E	D	A	E	C	A	E	C	E	C
Approach Delay		36.0			30.0			39.8		43.3
Approach LOS		D			C			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 110.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 35.7
 Intersection LOS: D
 Intersection Capacity Utilization 81.9%
 ICU Level of Service D
 Analysis Period (min) 15

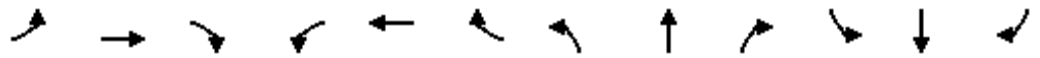
Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	20	860	194	175	711	81	208	137	67	226	218	17
Future Volume (veh/h)	20	860	194	175	711	81	208	137	67	226	218	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	887	125	180	733	36	214	141	21	233	225	11
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	40	1074	479	247	1249	695	282	1060	155	302	1195	58
Arrive On Green	0.02	0.30	0.30	0.07	0.35	0.35	0.08	0.34	0.34	0.09	0.34	0.34
Sat Flow, veh/h	1810	3610	1610	3510	3610	1607	3510	3159	462	3510	3503	170
Grp Volume(v), veh/h	21	887	125	180	733	36	214	79	83	233	115	121
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1607	1755	1805	1817	1755	1805	1869
Q Serve(g_s), s	1.2	23.5	6.1	5.2	17.1	1.3	6.1	3.1	3.2	6.7	4.6	4.7
Cycle Q Clear(g_c), s	1.2	23.5	6.1	5.2	17.1	1.3	6.1	3.1	3.2	6.7	4.6	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		0.09
Lane Grp Cap(c), veh/h	40	1074	479	247	1249	695	282	605	609	302	616	637
V/C Ratio(X)	0.53	0.83	0.26	0.73	0.59	0.05	0.76	0.13	0.14	0.77	0.19	0.19
Avail Cap(c_a), veh/h	99	1397	623	380	1650	873	431	605	609	465	616	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	33.6	27.4	46.7	27.5	16.9	46.2	23.7	23.7	45.9	23.8	23.8
Incr Delay (d2), s/veh	4.0	3.3	0.3	1.6	0.4	0.0	1.6	0.4	0.5	1.6	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	10.0	2.2	2.2	6.9	0.5	2.6	1.3	1.4	2.8	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	36.8	27.7	48.3	28.0	17.0	47.8	24.2	24.2	47.5	24.5	24.5
LnGrp LOS	D	D	C	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1033			949			376			469	
Approach Delay, s/veh		36.1			31.4			37.6			35.9	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	36.7	12.9	41.2	6.9	41.7	13.4	40.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	11.1	39.7	12.6	35.0	5.6	* 47	13.6	34.0				
Max Q Clear Time (g_c+I1), s	7.2	25.5	8.1	6.7	3.2	19.1	8.7	5.2				
Green Ext Time (p_c), s	0.1	5.1	0.1	1.1	0.0	4.9	0.2	0.7				

Intersection Summary

HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↙	↑↑	↙	↙
Traffic Volume (vph)	311	36	319	152	0	164
Future Volume (vph)	311	36	319	152	0	164
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.0	25.0	17.0	42.0	18.0	18.0
Total Split (%)	41.7%	41.7%	28.3%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.0	20.0	12.5	37.0	13.0	13.0
Actuated g/C Ratio	0.33	0.33	0.21	0.62	0.22	0.22
v/c Ratio	0.29	0.06	0.94	0.08	1.05	0.37
Control Delay	15.6	0.2	51.9	8.8	85.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	0.2	51.9	8.8	85.8	6.3
LOS	B	A	D	A	F	A
Approach Delay	14.0			38.0	61.3	
Approach LOS	B			D	E	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 41.0
 Intersection LOS: D
 Intersection Capacity Utilization 60.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

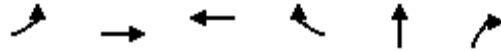


HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd. 05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑						↖	↗
Traffic Volume (veh/h)	0	311	36	319	152	0	0	0	0	368	0	164
Future Volume (veh/h)	0	311	36	319	152	0	0	0	0	368	0	164
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	346	26	354	169	0				409	0	108
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1203	537	377	2226	0				392	0	349
Arrive On Green	0.00	0.33	0.33	0.21	0.62	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	346	26	354	169	0				409	0	108
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	4.2	0.7	11.6	1.1	0.0				13.0	0.0	3.4
Cycle Q Clear(g_c), s	0.0	4.2	0.7	11.6	1.1	0.0				13.0	0.0	3.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1203	537	377	2226	0				392	0	349
V/C Ratio(X)	0.00	0.29	0.05	0.94	0.08	0.00				1.04	0.00	0.31
Avail Cap(c_a), veh/h	0	1203	537	377	2226	0				392	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.7	13.6	23.4	4.6	0.0				23.5	0.0	19.7
Incr Delay (d2), s/veh	0.0	0.6	0.2	30.0	0.1	0.0				57.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.2	7.4	0.3	0.0				11.0	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.3	13.7	53.3	4.7	0.0				80.7	0.0	20.2
LnGrp LOS	A	B	B	D	A	A				F	A	C
Approach Vol, veh/h		372			523						517	
Approach Delay, s/veh		15.2			37.6						68.0	
Approach LOS		B			D						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.0	25.0		18.0		42.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	12.5	20.0		13.0		37.0						
Max Q Clear Time (g_c+I1), s	13.6	6.2		15.0		3.1						
Green Ext Time (p_c), s	0.0	1.1		0.0		0.6						
Intersection Summary												
HCM 6th Ctrl Delay				42.9								
HCM 6th LOS				D								

Timings

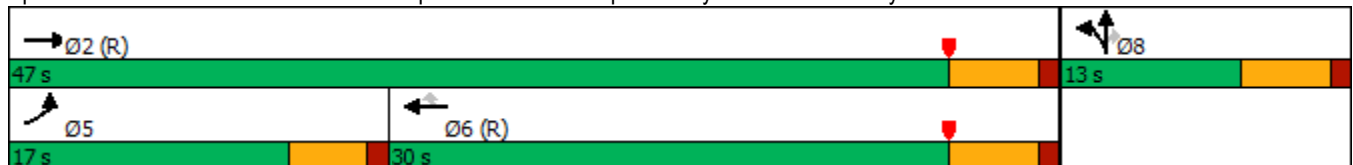


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	179	500	461	561	1	185
Future Volume (vph)	179	500	461	561	1	185
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	17.0	47.0	30.0	30.0	13.0	13.0
Total Split (%)	28.3%	78.3%	50.0%	50.0%	21.7%	21.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	10.3	42.0	27.2	27.2	8.0	8.0
Actuated g/C Ratio	0.17	0.70	0.45	0.45	0.13	0.13
v/c Ratio	0.65	0.22	0.32	0.60	0.05	0.53
Control Delay	18.7	0.3	11.7	4.3	23.4	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	0.3	11.7	4.3	23.4	9.7
LOS	B	A	B	A	C	A
Approach Delay		5.1	7.6		10.5	
Approach LOS		A	A		B	

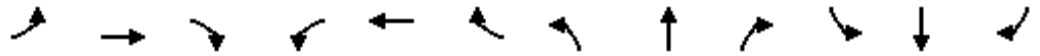
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 7.0
 Intersection Capacity Utilization 60.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox Blvd./Harley Knox Blvd. 05/19/2020

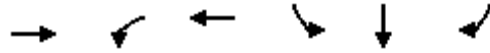


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷			↷	↶		↶	↷			
Traffic Volume (veh/h)	179	500	0	0	461	561	10	1	185	0	0	0
Future Volume (veh/h)	179	500	0	0	461	561	10	1	185	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	203	568	0	0	524	544	11	1	63			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	255	2527	0	0	1747	779	222	20	215			
Arrive On Green	0.05	0.23	0.00	0.00	0.48	0.48	0.13	0.13	0.13			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1665	151	1610			
Grp Volume(v), veh/h	203	568	0	0	524	544	12	0	63			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1817	0	1610			
Q Serve(g_s), s	6.7	7.7	0.0	0.0	5.3	15.8	0.3	0.0	2.1			
Cycle Q Clear(g_c), s	6.7	7.7	0.0	0.0	5.3	15.8	0.3	0.0	2.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.92		1.00			
Lane Grp Cap(c), veh/h	255	2527	0	0	1747	779	242	0	215			
V/C Ratio(X)	0.80	0.22	0.00	0.00	0.30	0.70	0.05	0.00	0.29			
Avail Cap(c_a), veh/h	377	2527	0	0	1747	779	242	0	215			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.94	0.94	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.7	9.9	0.0	0.0	9.3	12.1	22.7	0.0	23.5			
Incr Delay (d2), s/veh	3.9	0.2	0.0	0.0	0.4	4.8	0.4	0.0	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.0	1.8	0.0	0.0	1.6	5.2	0.2	0.0	0.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	10.1	0.0	0.0	9.8	16.9	23.1	0.0	26.9			
LnGrp LOS	C	B	A	A	A	B	C	A	C			
Approach Vol, veh/h		771			1068			75				
Approach Delay, s/veh		15.7			13.4			26.3				
Approach LOS		B			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		47.0			13.0	34.0		13.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		42.0			12.5	25.0		8.0				
Max Q Clear Time (g_c+I1), s		9.7			8.7	17.8		4.1				
Green Ext Time (p_c), s		2.3			0.1	2.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay					14.8							
HCM 6th LOS					B							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

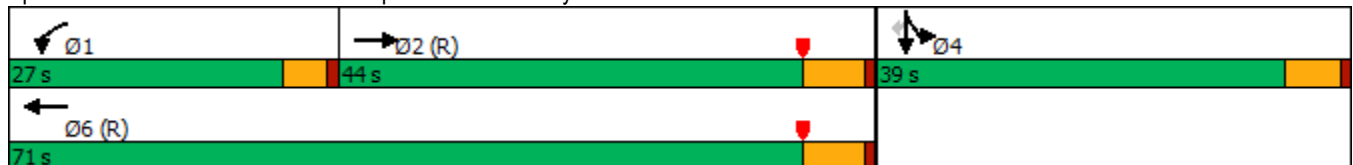


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	834	343	777	986	2	190
Future Volume (vph)	834	343	777	986	2	190
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.2	22.3	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	0.98	0.95	0.37	0.95	0.96	0.31
Control Delay	55.6	54.0	4.3	68.0	68.4	5.7
Queue Delay	1.8	0.0	0.3	51.5	51.2	0.0
Total Delay	57.4	54.0	4.5	119.5	119.6	5.7
LOS	E	D	A	F	F	A
Approach Delay	57.4		19.6		101.2	
Approach LOS	E		B		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 60.1
 Intersection LOS: E
 Intersection Capacity Utilization 142.6%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	834	372	343	777	0	0	0	0	986	2	190
Future Volume (veh/h)	0	834	372	343	777	0	0	0	0	986	2	190
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	842	245	346	785	0				997	0	123
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	953	277	370	2133	0				1102	0	490
Arrive On Green	0.00	0.35	0.35	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2854	802	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	551	536	346	785	0				997	0	123
Grp Sat Flow(s),veh/h/ln	0	1805	1756	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	31.6	31.7	20.8	17.8	0.0				29.1	0.0	6.3
Cycle Q Clear(g_c), s	0.0	31.6	31.7	20.8	17.8	0.0				29.1	0.0	6.3
Prop In Lane	0.00		0.46	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	624	606	370	2133	0				1102	0	490
V/C Ratio(X)	0.00	0.88	0.88	0.93	0.37	0.00				0.90	0.00	0.25
Avail Cap(c_a), veh/h	0	624	606	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.54	0.54	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.9	33.9	47.5	20.3	0.0				36.7	0.0	28.8
Incr Delay (d2), s/veh	0.0	9.9	10.2	27.5	0.4	0.0				12.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.6	14.2	12.4	8.0	0.0				14.0	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	43.8	44.2	75.0	20.7	0.0				48.8	0.0	30.0
LnGrp LOS	A	D	D	E	C	A				D	A	C
Approach Vol, veh/h		1087			1131						1120	
Approach Delay, s/veh		44.0			37.3						46.7	
Approach LOS		D			D						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	44.0		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	22.8	33.7		31.1		19.8						
Green Ext Time (p_c), s	0.0	1.8		1.2		3.3						

Intersection Summary

HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	199	1621	806	720	314	2	440
Future Volume (vph)	199	1621	806	720	314	2	440
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	16.3	66.9	46.1	46.1	31.6	31.6	31.6
Actuated g/C Ratio	0.15	0.61	0.42	0.42	0.29	0.29	0.29
v/c Ratio	0.77	0.76	0.55	0.67	0.33	0.33	0.88
Control Delay	41.3	23.9	27.5	5.4	31.5	31.6	49.5
Queue Delay	0.0	48.7	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	72.6	27.5	5.4	31.5	31.6	49.5
LOS	D	E	C	A	C	C	D
Approach Delay		69.1	17.1			42.0	
Approach LOS		E	B			D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 44.8
 Intersection LOS: D
 Intersection Capacity Utilization 142.6%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↖	↗			
Traffic Volume (veh/h)	199	1621	0	0	806	720	314	2	440	0	0	0
Future Volume (veh/h)	199	1621	0	0	806	720	314	2	440	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	205	1671	0	0	831	546	325	0	367			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	233	2312	0	0	1700	758	923	0	411			
Arrive On Green	0.26	1.00	0.00	0.00	0.47	0.47	0.26	0.00	0.26			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	205	1671	0	0	831	546	325	0	367			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	12.0	0.0	0.0	0.0	17.4	29.9	8.1	0.0	24.2			
Cycle Q Clear(g_c), s	12.0	0.0	0.0	0.0	17.4	29.9	8.1	0.0	24.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	233	2312	0	0	1700	758	923	0	411			
V/C Ratio(X)	0.88	0.72	0.00	0.00	0.49	0.72	0.35	0.00	0.89			
Avail Cap(c_a), veh/h	304	2312	0	0	1700	758	1201	0	534			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.15	0.15	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.0	0.0	0.0	0.0	20.0	23.3	33.5	0.0	39.5			
Incr Delay (d2), s/veh	3.9	0.3	0.0	0.0	1.0	5.8	0.2	0.0	14.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.7	0.1	0.0	0.0	6.9	11.5	3.5	0.0	10.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	0.3	0.0	0.0	21.0	29.1	33.8	0.0	53.9			
LnGrp LOS	D	A	A	A	C	C	C	A	D			
Approach Vol, veh/h		1876			1377			692				
Approach Delay, s/veh		5.1			24.2			44.4				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		76.4			18.7	57.8		33.6				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		2.0			14.0	31.9		26.2				
Green Ext Time (p_c), s		10.2			0.2	2.8		1.9				

Intersection Summary

HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

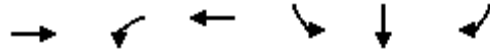
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	356	635	358	477	3	72
Future Volume (vph)	356	635	358	477	3	72
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	29.1	20.0	53.1	16.9	16.9	16.9
Actuated g/C Ratio	0.36	0.25	0.66	0.21	0.21	0.21
v/c Ratio	0.45	0.76	0.16	0.69	0.70	0.18
Control Delay	17.4	33.9	5.8	38.9	39.2	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	33.9	5.8	38.9	39.2	5.7
LOS	B	C	A	D	D	A
Approach Delay	17.4		23.7		34.7	
Approach LOS	B		C		C	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 24.9
 Intersection LOS: C
 Intersection Capacity Utilization 60.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	356	203	635	358	0	0	0	0	477	3	72
Future Volume (veh/h)	0	356	203	635	358	0	0	0	0	477	3	72
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	375	170	668	377	0				504	0	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	803	359	790	2189	0				632	0	281
Arrive On Green	0.00	0.33	0.33	0.22	0.61	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	2520	1083	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	278	267	668	377	0				504	0	17
Grp Sat Flow(s),veh/h/ln	0	1805	1703	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	9.7	10.0	14.6	3.7	0.0				10.7	0.0	0.7
Cycle Q Clear(g_c), s	0.0	9.7	10.0	14.6	3.7	0.0				10.7	0.0	0.7
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	598	564	790	2189	0				632	0	281
V/C Ratio(X)	0.00	0.46	0.47	0.85	0.17	0.00				0.80	0.00	0.06
Avail Cap(c_a), veh/h	0	598	564	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.1	21.2	29.7	6.9	0.0				31.7	0.0	27.5
Incr Delay (d2), s/veh	0.0	2.6	2.8	5.3	0.2	0.0				2.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	3.9	6.1	1.1	0.0				4.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.7	24.1	35.0	7.1	0.0				34.3	0.0	27.6
LnGrp LOS	A	C	C	C	A	A				C	A	C
Approach Vol, veh/h		545			1045						521	
Approach Delay, s/veh		23.9			24.9						34.1	
Approach LOS		C			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	32.0		18.5		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	16.6	12.0		12.7		5.7						
Green Ext Time (p_c), s	1.4	1.3		1.3		1.4						

Intersection Summary

HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

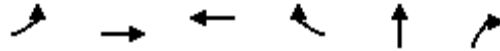
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

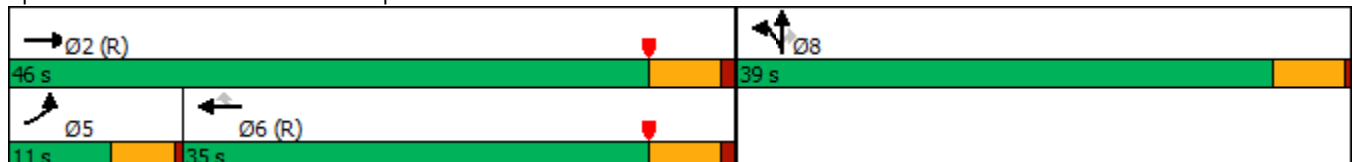


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↖	↗↗
Traffic Volume (vph)	56	777	895	378	0	504
Future Volume (vph)	56	777	895	378	0	504
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	7.3	59.9	52.1	52.1	14.6	14.6
Actuated g/C Ratio	0.09	0.70	0.61	0.61	0.17	0.17
v/c Ratio	0.37	0.31	0.29	0.34	0.32	0.77
Control Delay	42.9	5.8	10.0	2.4	31.9	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	5.8	10.0	2.4	31.9	27.2
LOS	D	A	A	A	C	C
Approach Delay		8.3	7.7		27.9	
Approach LOS		A	A		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 12.4
 Intersection LOS: B
 Intersection Capacity Utilization 60.6%
 ICU Level of Service B
 Analysis Period (min) 15























Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  				 			
Traffic Volume (veh/h)	56	777	0	0	895	378	98	0	504	0	0	0
Future Volume (veh/h)	56	777	0	0	895	378	98	0	504	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	57	793	0	0	913	376	100	0	124			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	79	2864	0	0	3615	1122	150	0	236			
Arrive On Green	0.04	0.79	0.00	0.00	0.70	0.70	0.08	0.00	0.08			
Sat Flow, veh/h	1810	3705	0	0	5358	1610	1810	0	2834			
Grp Volume(v), veh/h	57	793	0	0	913	376	100	0	124			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	2.6	4.9	0.0	0.0	5.5	7.9	4.6	0.0	3.6			
Cycle Q Clear(g_c), s	2.6	4.9	0.0	0.0	5.5	7.9	4.6	0.0	3.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	79	2864	0	0	3615	1122	150	0	236			
V/C Ratio(X)	0.72	0.28	0.00	0.00	0.25	0.34	0.66	0.00	0.53			
Avail Cap(c_a), veh/h	138	2864	0	0	3615	1122	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.84	0.84	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.1	2.3	0.0	0.0	4.7	5.1	37.8	0.0	37.4			
Incr Delay (d2), s/veh	3.9	0.2	0.0	0.0	0.2	0.8	1.9	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	0.6	0.0	0.0	1.3	1.9	2.0	0.0	1.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	2.5	0.0	0.0	4.9	5.9	39.7	0.0	38.0			
LnGrp LOS	D	A	A	A	A	A	D	A	D			
Approach Vol, veh/h		850			1289			224				
Approach Delay, s/veh		5.3			5.2			38.8				
Approach LOS		A			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.9			8.2	64.7		12.1				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+I1), s		6.9			4.6	9.9		6.6				
Green Ext Time (p_c), s		3.3			0.0	4.3		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				8.4								
HCM 6th LOS				A								

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

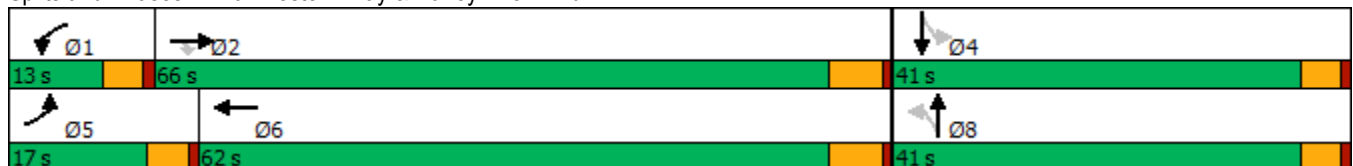


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↘	↘	↗
Traffic Volume (vph)	26	657	2	3	914	3	17	0
Future Volume (vph)	26	657	2	3	914	3	17	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA
Protected Phases	5	2		1	6			4
Permitted Phases			2			8	4	
Detector Phase	5	2	2	1	6	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	21.8	21.8	9.6	21.8	32.6	32.6	32.6
Total Split (s)	17.0	66.0	66.0	13.0	62.0	41.0	41.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	10.8%	51.7%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	22.4	22.4	6.3	22.1	14.4	14.4	14.4
Actuated g/C Ratio	0.16	0.54	0.54	0.15	0.54	0.35	0.35	0.35
v/c Ratio	0.10	0.26	0.00	0.01	0.37	0.01	0.04	0.17
Control Delay	24.0	9.2	0.0	25.7	10.3	14.0	13.9	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	9.2	0.0	25.7	10.3	14.0	13.9	1.1
LOS	C	A	A	C	B	B	B	A
Approach Delay		9.7			10.4			2.9
Approach LOS		A			B			A

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 41.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 9.6	Intersection LOS: A
Intersection Capacity Utilization 38.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↖	↗	↑↑↑		↗	↖		↗	↖	
Traffic Volume (veh/h)	26	657	2	3	914	4	3	0	0	17	0	105
Future Volume (veh/h)	26	657	2	3	914	4	3	0	0	17	0	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	738	2	3	1027	4	3	0	0	19	0	47
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	2267	704	7	2167	8	357	264	0	401	0	223
Arrive On Green	0.04	0.44	0.44	0.00	0.41	0.41	0.14	0.00	0.00	0.14	0.00	0.14
Sat Flow, veh/h	1810	5187	1610	1810	5333	21	1380	1900	0	1440	0	1610
Grp Volume(v), veh/h	29	738	2	3	666	365	3	0	0	19	0	47
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1896	1380	1900	0	1440	0	1610
Q Serve(g_s), s	0.6	3.3	0.0	0.1	5.1	5.1	0.1	0.0	0.0	0.4	0.0	0.9
Cycle Q Clear(g_c), s	0.6	3.3	0.0	0.1	5.1	5.1	1.0	0.0	0.0	0.4	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	2267	704	7	1405	770	357	264	0	401	0	223
V/C Ratio(X)	0.46	0.33	0.00	0.40	0.47	0.47	0.01	0.00	0.00	0.05	0.00	0.21
Avail Cap(c_a), veh/h	628	8743	2714	426	5441	2984	1572	1936	0	1669	0	1641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	6.6	5.7	17.7	7.8	7.8	14.1	0.0	0.0	13.4	0.0	13.6
Incr Delay (d2), s/veh	1.9	0.1	0.0	12.6	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.0	0.0	1.0	1.2	0.0	0.0	0.0	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	6.7	5.7	30.3	8.0	8.3	14.1	0.0	0.0	13.5	0.0	14.1
LnGrp LOS	B	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		769			1034			3				66
Approach Delay, s/veh		7.1			8.2			14.1				13.9
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	21.4		9.6	5.9	20.3		9.6				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+I1), s	2.1	5.3		2.9	2.6	7.1		3.0				
Green Ext Time (p_c), s	0.0	5.4		0.3	0.0	7.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				8.0								
HCM 6th LOS				A								

Intersection			
Intersection Delay, s/veh	9.6		
Intersection LOS	A		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	836	106
Demand Flow Rate, veh/h	0	836	106
Vehicles Circulating, veh/h	10	62	626
Vehicles Exiting, veh/h	888	670	89
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	10.1	5.1
Approach LOS	-	B	A
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.585	0.415
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	836	62	44
Cap Entry Lane, veh/h	1342	803	803
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	836	62	44
Cap Entry, veh/h	1342	803	803
V/C Ratio	0.623	0.077	0.055
Control Delay, s/veh	10.1	5.2	5.0
LOS	B	A	A
95th %tile Queue, veh	5	0	0

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	163	1568	25	1257	35	150	24	16	81	41	148
Future Volume (vph)	163	1568	25	1257	35	150	24	16	81	41	148
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.7	46.2	6.0	32.8	32.8	10.3	18.3	18.3	12.0	14.8	14.8
Actuated g/C Ratio	0.15	0.50	0.07	0.36	0.36	0.11	0.20	0.20	0.13	0.16	0.16
v/c Ratio	0.65	0.66	0.23	0.73	0.06	0.80	0.07	0.04	0.37	0.14	0.40
Control Delay	52.3	20.8	52.4	29.3	0.2	71.3	33.6	0.2	48.1	34.7	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	20.8	52.4	29.3	0.2	71.3	33.6	0.2	48.1	34.7	8.6
LOS	D	C	D	C	A	E	C	A	D	C	A
Approach Delay		23.7		29.0			60.6			24.4	
Approach LOS		C		C			E			C	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 91.7

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 27.7

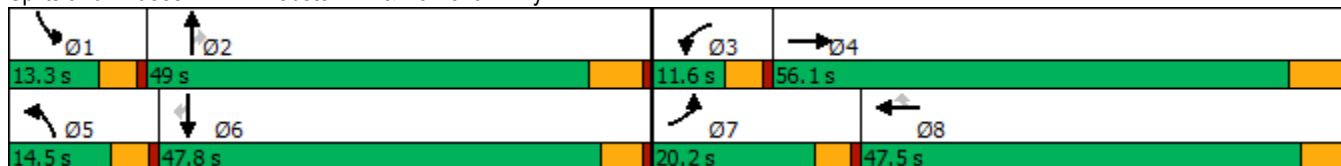
Intersection LOS: C

Intersection Capacity Utilization 64.9%

ICU Level of Service C

Analysis Period (min) 15


























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	163	1568	28	25	1257	35	150	24	16	81	41	148
Future Volume (veh/h)	163	1568	28	25	1257	35	150	24	16	81	41	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	175	1686	25	27	1352	34	161	26	16	87	44	75
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	2420	36	51	1916	595	198	331	280	112	241	205
Arrive On Green	0.12	0.46	0.46	0.03	0.37	0.37	0.11	0.17	0.17	0.06	0.13	0.13
Sat Flow, veh/h	1810	5266	78	1810	5187	1610	1810	1900	1607	1810	1900	1610
Grp Volume(v), veh/h	175	1107	604	27	1352	34	161	26	16	87	44	75
Grp Sat Flow(s),veh/h/ln	1810	1729	1886	1810	1729	1610	1810	1900	1607	1810	1900	1610
Q Serve(g_s), s	7.4	19.9	19.9	1.2	17.4	1.1	6.8	0.9	0.7	3.7	1.6	3.3
Cycle Q Clear(g_c), s	7.4	19.9	19.9	1.2	17.4	1.1	6.8	0.9	0.7	3.7	1.6	3.3
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	1589	867	51	1916	595	198	331	280	112	241	205
V/C Ratio(X)	0.82	0.70	0.70	0.53	0.71	0.06	0.81	0.08	0.06	0.77	0.18	0.37
Avail Cap(c_a), veh/h	360	2202	1201	162	2807	871	229	1038	878	201	1035	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	16.8	16.8	37.6	21.1	15.9	34.1	27.1	27.0	36.2	30.6	31.3
Incr Delay (d2), s/veh	2.9	0.6	1.0	3.1	0.5	0.0	15.3	0.1	0.1	4.2	0.4	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.6	7.3	0.5	6.1	0.4	3.7	0.4	0.2	1.7	0.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	17.4	17.9	40.6	21.6	16.0	49.4	27.2	27.1	40.4	30.9	32.4
LnGrp LOS	D	B	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		1886			1413			203			206	
Approach Delay, s/veh		19.3			21.8			44.8			35.5	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	19.9	6.8	42.2	13.2	16.2	13.9	35.1				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	5.7	2.9	3.2	21.9	8.8	5.3	9.4	19.4				
Green Ext Time (p_c), s	0.0	0.1	0.0	13.0	0.0	0.5	0.1	9.5				
Intersection Summary												
HCM 6th Ctrl Delay				22.6								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

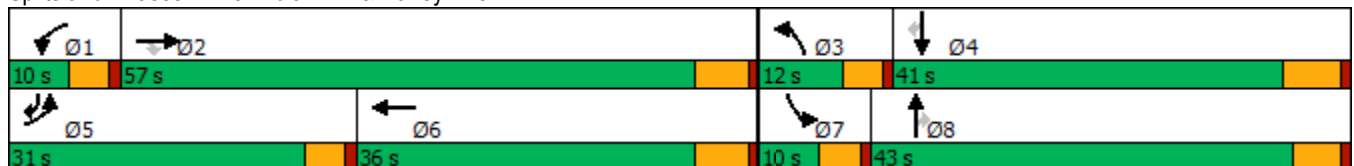
05/19/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	254	394	38	23	358	49	253	15	73	253	304	
Future Volume (vph)	254	394	38	23	358	49	253	15	73	253	304	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	
Protected Phases	5	2		1	6	3	8		7	4	5	
Permitted Phases			2					8			4	
Detector Phase	5	2	2	1	6	3	8	8	7	4	5	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6	
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0	
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	16.6	32.4	32.4	5.6	14.1	6.1	18.2	18.2	5.8	22.2	45.5	
Actuated g/C Ratio	0.22	0.42	0.42	0.07	0.18	0.08	0.24	0.24	0.08	0.29	0.59	
v/c Ratio	0.71	0.20	0.06	0.19	0.46	0.19	0.32	0.03	0.59	0.51	0.32	
Control Delay	41.0	16.0	0.1	46.3	30.2	41.7	25.5	0.1	59.9	29.7	5.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.0	16.0	0.1	46.3	30.2	41.7	25.5	0.1	59.9	29.7	5.5	
LOS	D	B	A	D	C	D	C	A	E	C	A	
Approach Delay		24.4			31.1		26.9			21.5		
Approach LOS		C			C		C			C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 76.5	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 25.3	Intersection LOS: C
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	394	38	23	358	40	49	253	15	73	253	304
Future Volume (veh/h)	254	394	38	23	358	40	49	253	15	73	253	304
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	279	433	35	25	393	30	54	278	7	80	278	250
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	338	1737	539	52	870	66	177	716	319	114	401	641
Arrive On Green	0.19	0.33	0.33	0.03	0.18	0.18	0.05	0.20	0.20	0.06	0.21	0.21
Sat Flow, veh/h	1810	5187	1610	1810	4920	371	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	279	433	35	25	275	148	54	278	7	80	278	250
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1833	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	8.4	3.4	0.8	0.8	4.0	4.1	0.8	3.8	0.2	2.5	7.6	6.3
Cycle Q Clear(g_c), s	8.4	3.4	0.8	0.8	4.0	4.1	0.8	3.8	0.2	2.5	7.6	6.3
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	1737	539	52	611	324	177	716	319	114	401	641
V/C Ratio(X)	0.83	0.25	0.06	0.48	0.45	0.46	0.30	0.39	0.02	0.70	0.69	0.39
Avail Cap(c_a), veh/h	844	4694	1457	173	1846	979	459	2399	1070	173	1169	1291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	13.7	12.8	27.1	20.8	20.9	25.9	19.7	18.3	26.0	20.6	12.1
Incr Delay (d2), s/veh	2.0	0.1	0.1	2.6	0.5	1.0	0.4	0.3	0.0	2.9	2.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	1.1	0.3	0.3	1.4	1.6	0.3	1.4	0.1	1.0	3.1	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	13.7	12.8	29.6	21.3	21.9	26.3	20.0	18.3	28.8	22.8	12.5
LnGrp LOS	C	B	B	C	C	C	C	C	B	C	C	B
Approach Vol, veh/h		747			448			339			608	
Approach Delay, s/veh		17.6			22.0			21.0			19.4	
Approach LOS		B			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	24.7	7.5	18.1	15.2	15.8	8.2	17.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	26.4	30.2	5.4	* 38				
Max Q Clear Time (g_c+I1), s	2.8	5.4	2.8	9.6	10.4	6.1	4.5	5.8				
Green Ext Time (p_c), s	0.0	2.9	0.0	2.3	0.3	2.4	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

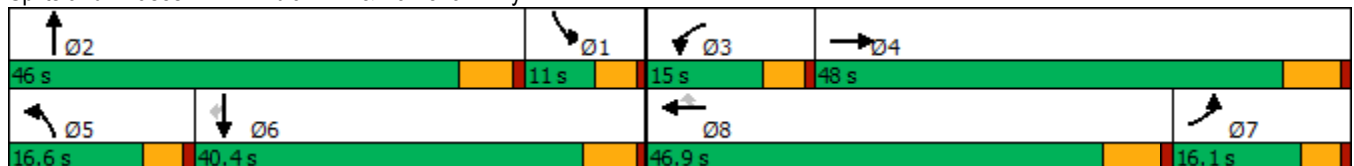


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	74	1501	112	1077	29	124	81	73	148	33
Future Volume (vph)	74	1501	112	1077	29	124	81	73	148	33
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.0	39.7	9.5	33.6	33.6	10.4	14.7	9.6	13.8	13.8
Actuated g/C Ratio	0.19	0.42	0.10	0.35	0.35	0.11	0.15	0.10	0.15	0.15
v/c Ratio	0.22	0.79	0.63	0.60	0.04	0.64	0.21	0.41	0.29	0.09
Control Delay	37.8	28.2	60.7	29.4	0.1	58.8	25.6	51.8	38.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	28.2	60.7	29.4	0.1	58.8	25.6	51.8	38.0	0.5
LOS	D	C	E	C	A	E	C	D	D	A
Approach Delay		28.7		31.6			42.8		37.0	
Approach LOS		C		C			D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.1
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 31.3
 Intersection LOS: C
 Intersection Capacity Utilization 71.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↘		↖	↗↘	↗	↖	↗↘		↖	↗↘	↗
Traffic Volume (veh/h)	74	1501	152	112	1077	29	124	81	34	73	148	33
Future Volume (veh/h)	74	1501	152	112	1077	29	124	81	34	73	148	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	1532	133	114	1099	8	127	83	15	74	151	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	320	2069	180	146	1602	497	161	398	70	133	468	209
Arrive On Green	0.18	0.43	0.43	0.08	0.31	0.31	0.09	0.13	0.13	0.07	0.13	0.13
Sat Flow, veh/h	1810	4860	422	1810	5187	1610	1810	3067	541	1810	3610	1610
Grp Volume(v), veh/h	76	1090	575	114	1099	8	127	48	50	74	151	5
Grp Sat Flow(s),veh/h/ln	1810	1729	1824	1810	1729	1610	1810	1805	1803	1810	1805	1610
Q Serve(g_s), s	2.8	20.4	20.4	4.8	14.3	0.3	5.3	1.8	1.9	3.0	2.9	0.1
Cycle Q Clear(g_c), s	2.8	20.4	20.4	4.8	14.3	0.3	5.3	1.8	1.9	3.0	2.9	0.1
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	320	1472	777	146	1602	497	161	234	234	133	468	209
V/C Ratio(X)	0.24	0.74	0.74	0.78	0.69	0.02	0.79	0.21	0.21	0.56	0.32	0.02
Avail Cap(c_a), veh/h	320	1875	989	244	2738	850	282	941	940	150	1620	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	18.6	18.6	34.8	23.4	18.5	34.4	30.0	30.0	34.5	30.5	11.2
Incr Delay (d2), s/veh	0.1	1.2	2.2	3.4	0.5	0.0	3.2	0.4	0.5	1.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.0	7.6	2.1	5.2	0.1	2.4	0.8	0.8	1.3	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	19.7	20.8	38.2	23.9	18.5	37.6	30.4	30.5	35.9	30.9	11.2
LnGrp LOS	C	B	C	D	C	B	D	C	C	D	C	B
Approach Vol, veh/h		1741			1221			225			230	
Approach Delay, s/veh		20.4			25.2			34.5			32.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	15.8	10.8	39.0	11.5	15.8	19.8	30.0				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	5.0	3.9	6.8	22.4	7.3	4.9	4.8	16.3				
Green Ext Time (p_c), s	0.0	0.5	0.0	10.4	0.1	0.9	0.0	7.5				

Intersection Summary

HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↖	↖	↖	↖	↖
Traffic Vol, veh/h	27	34	77	16	86	212
Future Vol, veh/h	27	34	77	16	86	212
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	48	108	23	121	299
Number of Lanes	1	1	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	8.8	8.5	10.3
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	16	27	34	86	212
LT Vol	0	0	27	0	86	0
Through Vol	77	0	0	0	0	212
RT Vol	0	16	0	34	0	0
Lane Flow Rate	108	23	38	48	121	299
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.154	0.028	0.066	0.067	0.18	0.402
Departure Headway (Hd)	5.12	4.416	6.276	5.068	5.349	4.848
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	701	810	571	706	672	743
Service Time	2.85	2.146	4.013	2.805	3.073	2.571
HCM Lane V/C Ratio	0.154	0.028	0.067	0.068	0.18	0.402
HCM Control Delay	8.8	7.3	9.5	8.2	9.2	10.8
HCM Lane LOS	A	A	A	A	A	B
HCM 95th-tile Q	0.5	0.1	0.2	0.2	0.7	1.9

Timings
16: Perris Bl. & Iris Av.

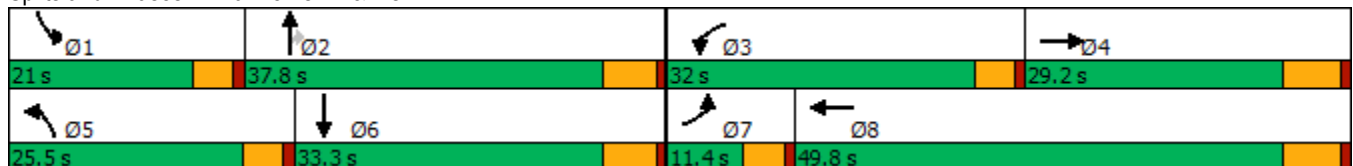


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↗	↗	↘	↗
Traffic Volume (vph)	21	395	267	294	176	668	247	222	730
Future Volume (vph)	21	395	267	294	176	668	247	222	730
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.9	19.3	19.6	39.8	14.5	22.2	22.2	16.1	23.8
Actuated g/C Ratio	0.06	0.19	0.20	0.40	0.15	0.22	0.22	0.16	0.24
v/c Ratio	0.21	0.77	0.78	0.29	0.69	0.60	0.46	0.79	0.63
Control Delay	55.5	45.4	55.0	19.9	56.8	37.3	7.3	63.2	37.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	45.4	55.0	19.9	56.8	37.3	7.3	63.2	37.8
LOS	E	D	D	B	E	D	A	E	D
Approach Delay		45.8		34.0		33.7			43.6
Approach LOS		D		C		C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.1
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 38.7
 Intersection LOS: D
 Intersection Capacity Utilization 74.7%
 ICU Level of Service D
 Analysis Period (min) 15























Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	395	123	267	294	105	176	668	247	222	730	20
Future Volume (veh/h)	21	395	123	267	294	105	176	668	247	222	730	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	411	95	278	306	34	183	696	138	231	760	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	564	129	321	1136	125	223	1137	351	271	1297	17
Arrive On Green	0.02	0.19	0.19	0.18	0.35	0.35	0.12	0.22	0.22	0.15	0.25	0.25
Sat Flow, veh/h	1810	2916	668	1810	3275	361	1810	5187	1599	1810	5276	69
Grp Volume(v), veh/h	22	253	253	278	167	173	183	696	138	231	498	272
Grp Sat Flow(s),veh/h/ln	1810	1805	1779	1810	1805	1831	1810	1729	1599	1810	1729	1887
Q Serve(g_s), s	1.0	10.7	10.9	12.2	5.4	5.5	8.0	9.9	6.0	10.1	10.3	10.4
Cycle Q Clear(g_c), s	1.0	10.7	10.9	12.2	5.4	5.5	8.0	9.9	6.0	10.1	10.3	10.4
Prop In Lane	1.00		0.38	1.00		0.20	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	44	349	344	321	626	635	223	1137	351	271	850	464
V/C Ratio(X)	0.51	0.72	0.73	0.87	0.27	0.27	0.82	0.61	0.39	0.85	0.59	0.59
Avail Cap(c_a), veh/h	151	509	502	608	966	980	464	2037	628	364	1167	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	30.8	30.9	32.6	19.2	19.2	34.8	28.7	27.2	33.8	27.1	27.1
Incr Delay (d2), s/veh	3.3	2.9	3.1	2.8	0.2	0.2	2.9	0.5	0.7	10.8	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.5	4.6	5.1	2.1	2.1	3.5	3.8	2.2	5.0	4.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	33.7	34.0	35.4	19.4	19.4	37.7	29.2	27.9	44.6	27.7	28.3
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		528			618			1017			1001	
Approach Delay, s/veh		34.2			26.6			30.6			31.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	23.7	19.0	22.0	14.6	25.8	6.6	34.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	12.1	11.9	14.2	12.9	10.0	12.4	3.0	7.5				
Green Ext Time (p_c), s	0.1	4.7	0.3	1.9	0.2	4.0	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay				30.8								
HCM 6th LOS				C								

Timings
17: Perris Bl. & Krameria Av.

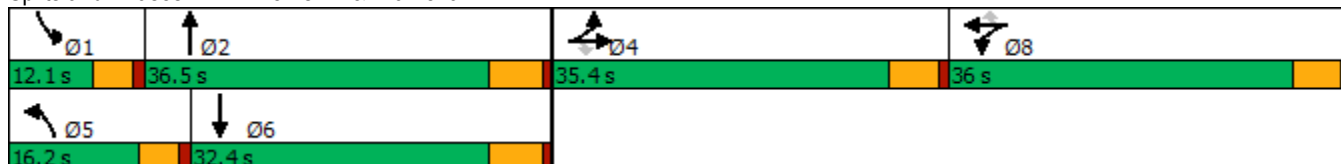


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	115	87	74	79	38	859	111	883
Future Volume (vph)	115	87	74	79	38	859	111	883
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.4	16.4	19.3	19.3	7.5	27.6	8.4	33.4
Actuated g/C Ratio	0.19	0.19	0.22	0.22	0.08	0.31	0.10	0.38
v/c Ratio	0.44	0.24	0.61	0.20	0.27	0.68	0.71	0.50
Control Delay	37.7	5.8	39.5	3.9	48.0	29.7	66.2	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.7	5.8	39.5	3.9	48.0	29.7	66.2	25.7
LOS	D	A	D	A	D	C	E	C
Approach Delay	25.4		30.2			30.4		30.2
Approach LOS	C		C			C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 88.3
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 29.9
 Intersection LOS: C
 Intersection Capacity Utilization 55.6%
 ICU Level of Service B
 Analysis Period (min) 15























Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	115	87	150	74	79	38	859	144	111	883	9
Future Volume (veh/h)	25	115	87	150	74	79	38	859	144	111	883	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	125	49	163	80	29	41	934	136	121	960	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	54	252	261	239	117	312	86	1465	212	169	1948	16
Arrive On Green	0.16	0.16	0.16	0.19	0.19	0.19	0.05	0.32	0.30	0.09	0.37	0.34
Sat Flow, veh/h	335	1549	1607	1233	605	1605	1810	4556	661	1810	5306	44
Grp Volume(v), veh/h	152	0	49	243	0	29	41	708	362	121	626	342
Grp Sat Flow(s),veh/h/ln	1883	0	1607	1838	0	1605	1810	1729	1759	1810	1729	1892
Q Serve(g_s), s	5.2	0.0	1.8	8.6	0.0	1.0	1.5	12.2	12.4	4.6	9.8	9.8
Cycle Q Clear(g_c), s	5.2	0.0	1.8	8.6	0.0	1.0	1.5	12.2	12.4	4.6	9.8	9.8
Prop In Lane	0.18		1.00	0.67		1.00	1.00		0.38	1.00		0.02
Lane Grp Cap(c), veh/h	306	0	261	357	0	312	86	1112	565	169	1269	695
V/C Ratio(X)	0.50	0.00	0.19	0.68	0.00	0.09	0.47	0.64	0.64	0.72	0.49	0.49
Avail Cap(c_a), veh/h	844	0	720	839	0	733	315	1604	816	209	1401	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	25.3	26.2	0.0	23.2	32.5	20.3	20.6	30.9	17.1	17.2
Incr Delay (d2), s/veh	1.2	0.0	0.3	2.3	0.0	0.1	1.5	0.6	1.2	5.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.7	3.7	0.0	0.4	0.7	4.4	4.7	2.1	3.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	25.7	28.5	0.0	23.3	34.0	20.9	21.8	36.7	17.4	17.7
LnGrp LOS	C	A	C	C	A	C	C	C	C	D	B	B
Approach Vol, veh/h		201			272			1111			1089	
Approach Delay, s/veh		27.4			28.0			21.7			19.7	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	26.5		15.4	7.3	29.7		17.6				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+I1), s	6.6	14.4		7.2	3.5	11.8		10.6				
Green Ext Time (p_c), s	0.0	6.0		0.9	0.0	5.0		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				21.9								
HCM 6th LOS				C								

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

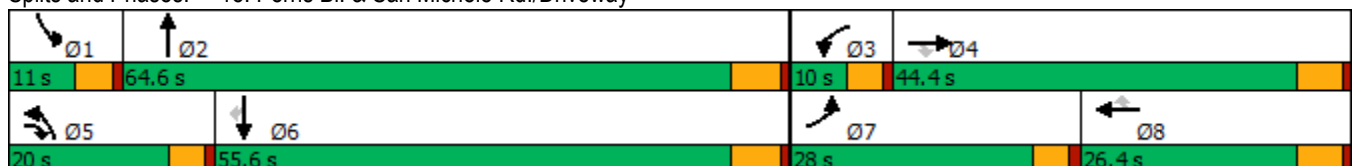


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	134	161	1	64	939	4	1044	85		
Future Volume (vph)	134	161	1	64	939	4	1044	85		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4								6
Detector Phase	7	5	3	5	2	1	6	6		
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.7	23.7	5.6	8.1	37.8	5.6	25.8	25.8		
Actuated g/C Ratio	0.20	0.35	0.08	0.12	0.56	0.08	0.38	0.38		
v/c Ratio	0.41	0.28	0.01	0.33	0.36	0.03	0.59	0.13		
Control Delay	32.5	7.2	43.0	37.9	10.8	41.5	19.1	0.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	32.5	7.2	43.0	37.9	10.8	41.5	19.1	0.4		
LOS	C	A	D	D	B	D	B	A		
Approach Delay					12.5		17.8			
Approach LOS					B		B			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 67.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 52.0%
 ICU Level of Service A
 Analysis Period (min) 15

























Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	0	161	1	0	0	64	939	0	4	1044	85
Future Volume (veh/h)	134	0	161	1	0	0	64	939	0	4	1044	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	151	0	91	1	0	0	72	1055	0	4	1173	77
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	201	345	389	3	137	116	109	2316	0	10	2032	630
Arrive On Green	0.11	0.00	0.18	0.00	0.00	0.00	0.06	0.45	0.00	0.01	0.39	0.39
Sat Flow, veh/h	1810	1900	1608	1810	1900	1610	1810	5358	0	1810	5187	1608
Grp Volume(v), veh/h	151	0	91	1	0	0	72	1055	0	4	1173	77
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1610	1810	1729	0	1810	1729	1608
Q Serve(g_s), s	4.5	0.0	2.5	0.0	0.0	0.0	2.2	7.9	0.0	0.1	9.9	1.7
Cycle Q Clear(g_c), s	4.5	0.0	2.5	0.0	0.0	0.0	2.2	7.9	0.0	0.1	9.9	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	345	389	3	137	116	109	2316	0	10	2032	630
V/C Ratio(X)	0.75	0.00	0.23	0.31	0.00	0.00	0.66	0.46	0.00	0.41	0.58	0.12
Avail Cap(c_a), veh/h	758	1326	1219	175	714	605	499	5458	0	207	4623	1433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	17.0	27.9	0.0	0.0	25.7	10.7	0.0	27.7	13.4	10.9
Incr Delay (d2), s/veh	5.6	0.0	0.3	18.8	0.0	0.0	2.5	0.1	0.0	9.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.8	0.0	0.0	0.0	0.9	2.3	0.0	0.1	3.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	17.3	46.7	0.0	0.0	28.2	10.9	0.0	37.6	13.6	10.9
LnGrp LOS	C	A	B	D	A	A	C	B	A	D	B	B
Approach Vol, veh/h		242			1			1127			1254	
Approach Delay, s/veh		25.1			46.7			12.0			13.5	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.9	30.8	4.7	15.5	8.0	27.7	10.8	9.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.1	9.9	2.0	4.5	4.2	11.9	6.5	0.0				
Green Ext Time (p_c), s	0.0	8.5	0.0	0.3	0.0	9.8	0.3	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				13.9								
HCM 6th LOS				B								

Timings
19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

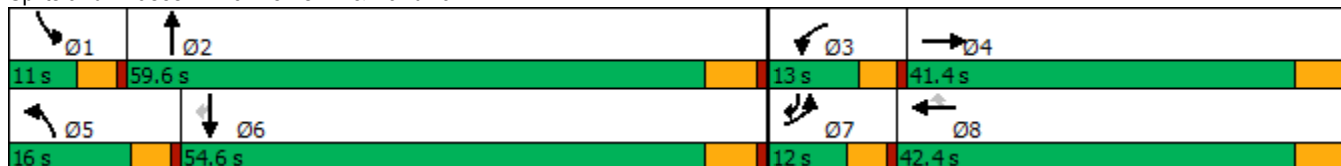


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	23	4	27	9	12	47	963	14	1108	59
Future Volume (vph)	23	4	27	9	12	47	963	14	1108	59
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	12.0	41.4	13.0	42.4	42.4	16.0	59.6	11.0	54.6	12.0
Total Split (%)	9.6%	33.1%	10.4%	33.9%	33.9%	12.8%	47.7%	8.8%	43.7%	9.6%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.2	15.7	7.6	15.8	15.8	8.4	36.5	7.2	31.7	37.1
Actuated g/C Ratio	0.17	0.26	0.13	0.27	0.27	0.14	0.62	0.12	0.53	0.63
v/c Ratio	0.08	0.11	0.13	0.02	0.02	0.20	0.34	0.07	0.44	0.06
Control Delay	37.2	0.2	37.7	27.1	0.1	36.1	10.9	39.1	15.7	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	0.2	37.7	27.1	0.1	36.1	10.9	39.1	15.7	1.2
LOS	D	A	D	C	A	D	B	D	B	A
Approach Delay		7.1		26.5			12.0		15.3	
Approach LOS		A		C			B		B	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 59.3
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 13.7
 Intersection LOS: B
 Intersection Capacity Utilization 48.3%
 ICU Level of Service A
 Analysis Period (min) 15





























Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						 		  	  	
Traffic Volume (veh/h)	23	4	96	27	9	12	47	963	24	14	1108	59
Future Volume (veh/h)	23	4	96	27	9	12	47	963	24	14	1108	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	4	37	30	10	2	52	1058	17	15	1218	35
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	240	214	61	261	221	91	1925	31	166	2117	702
Arrive On Green	0.03	0.13	0.13	0.03	0.14	0.14	0.05	0.37	0.37	0.09	0.41	0.41
Sat Flow, veh/h	1810	1805	1610	1810	1900	1605	1810	5258	84	1810	5187	1606
Grp Volume(v), veh/h	25	4	37	30	10	2	52	696	379	15	1218	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1605	1810	1729	1885	1810	1729	1606
Q Serve(g_s), s	0.7	0.1	1.1	0.9	0.2	0.1	1.5	8.7	8.7	0.4	9.9	0.7
Cycle Q Clear(g_c), s	0.7	0.1	1.1	0.9	0.2	0.1	1.5	8.7	8.7	0.4	9.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	52	240	214	61	261	221	91	1266	690	166	2117	702
V/C Ratio(X)	0.48	0.02	0.17	0.49	0.04	0.01	0.57	0.55	0.55	0.09	0.58	0.05
Avail Cap(c_a), veh/h	246	1196	1067	280	1294	1093	380	3423	1866	213	4658	1489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	20.5	20.9	25.8	20.3	20.2	25.2	13.7	13.7	22.6	12.4	8.8
Incr Delay (d2), s/veh	2.5	0.0	0.4	2.3	0.1	0.0	2.1	0.4	0.7	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4	0.4	0.1	0.0	0.6	2.7	3.0	0.2	2.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	20.5	21.3	28.1	20.4	20.3	27.4	14.0	14.4	22.7	12.7	8.8
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	A
Approach Vol, veh/h		66			42			1127			1268	
Approach Delay, s/veh		24.0			25.9			14.8			12.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	25.7	6.4	12.6	7.3	28.0	6.2	12.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	53.8	8.4	36.0	11.4	48.8	7.4	37.0				
Max Q Clear Time (g_c+I1), s	2.4	10.7	2.9	3.1	3.5	11.9	2.7	2.2				
Green Ext Time (p_c), s	0.0	7.8	0.0	0.2	0.0	10.1	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

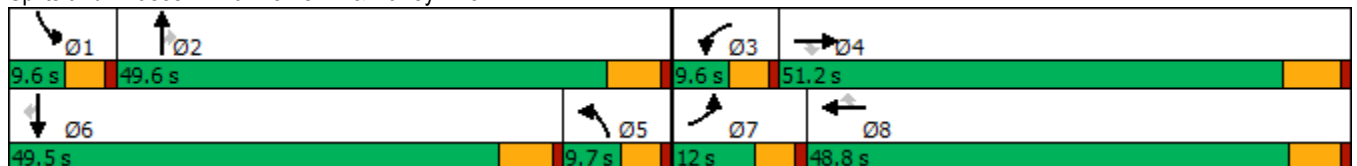
05/19/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	132	83	6	65	62	48	745	11	94	937	279
Future Volume (vph)	265	132	83	6	65	62	48	745	11	94	937	279
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	9.7	49.6	49.6	9.6	49.5	49.5
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.1%	41.3%	41.3%	8.0%	41.3%	41.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.3	23.3	23.3	5.8	15.5	15.5	6.1	23.4	23.4	5.8	25.5	25.5
Actuated g/C Ratio	0.15	0.34	0.34	0.08	0.22	0.22	0.09	0.34	0.34	0.08	0.37	0.37
v/c Ratio	1.09	0.12	0.14	0.02	0.06	0.14	0.17	0.47	0.02	0.35	0.54	0.39
Control Delay	118.4	18.7	0.4	42.8	24.4	0.6	40.2	20.4	0.1	42.5	20.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.4	18.7	0.4	42.8	24.4	0.6	40.2	20.4	0.1	42.5	20.5	4.6
LOS	F	B	A	D	C	A	D	C	A	D	C	A
Approach Delay		70.6			14.2			21.3			18.7	
Approach LOS		E			B			C			B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 69.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 57.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (veh/h)	265	132	83	6	65	62	48	745	11	94	937	279
Future Volume (veh/h)	265	132	83	6	65	62	48	745	11	94	937	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	291	145	49	7	71	20	53	819	8	103	1030	251
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	940	419	32	801	245	167	1742	541	229	1737	539
Arrive On Green	0.11	0.26	0.26	0.01	0.15	0.15	0.05	0.34	0.34	0.07	0.33	0.33
Sat Flow, veh/h	1810	3610	1610	3510	5187	1589	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	291	145	49	7	71	20	53	819	8	103	1030	251
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1589	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	7.4	2.0	1.0	0.1	0.8	0.7	0.9	8.0	0.2	1.8	10.6	4.6
Cycle Q Clear(g_c), s	7.4	2.0	1.0	0.1	0.8	0.7	0.9	8.0	0.2	1.8	10.6	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	940	419	32	801	245	167	1742	541	229	1737	539
V/C Ratio(X)	1.40	0.15	0.12	0.22	0.09	0.08	0.32	0.47	0.01	0.45	0.59	0.47
Avail Cap(c_a), veh/h	208	2524	1126	273	3465	1061	278	3529	1096	273	3521	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	18.3	8.5	31.7	23.3	23.3	29.6	16.9	14.3	29.0	17.8	5.8
Incr Delay (d2), s/veh	205.9	0.1	0.1	1.3	0.0	0.1	0.4	0.2	0.0	0.5	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	0.7	0.5	0.1	0.3	0.2	0.4	2.7	0.1	0.7	3.6	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	234.4	18.4	8.6	32.9	23.4	23.4	30.0	17.1	14.3	29.5	18.1	6.4
LnGrp LOS	F	B	A	C	C	C	C	B	B	C	B	A
Approach Vol, veh/h		485			98			880			1384	
Approach Delay, s/veh		147.0			24.1			17.8			16.8	
Approach LOS		F			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	27.4	5.2	23.0	8.9	27.4	12.0	16.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	5.1	* 44	7.4	* 43				
Max Q Clear Time (g_c+I1), s	3.8	10.0	2.1	4.0	2.9	12.6	9.4	2.8				
Green Ext Time (p_c), s	0.0	5.9	0.0	1.0	0.0	8.8	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

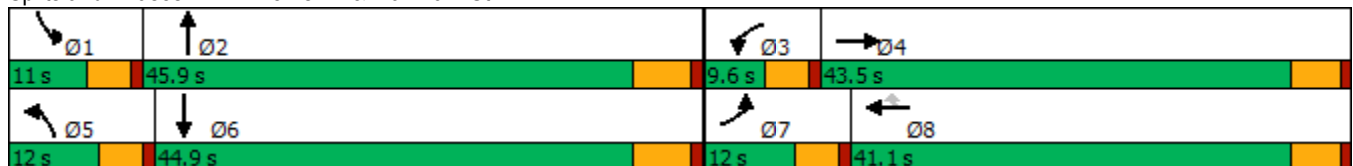


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷	
Traffic Volume (vph)	31	11	4	3	21	750	10	1001	
Future Volume (vph)	31	11	4	3	21	750	10	1001	
Turn Type	Prot	NA	NA	Perm	Prot	NA	Prot	NA	
Protected Phases	7	4	8		5	2	1	6	3
Permitted Phases				8					
Detector Phase	7	4	8	8	5	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	39.1	41.1	41.1	9.6	32.8	9.6	32.8	9.6
Total Split (s)	12.0	43.5	41.1	41.1	12.0	45.9	11.0	44.9	9.6
Total Split (%)	10.9%	39.5%	37.4%	37.4%	10.9%	41.7%	10.0%	40.8%	9%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.1	5.1	5.1	4.6	5.8	4.6	5.8	
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min	None
Act Effct Green (s)	7.7	15.8	14.6	14.6	6.5	32.3	6.2	32.1	
Actuated g/C Ratio	0.16	0.32	0.29	0.29	0.13	0.65	0.12	0.65	
v/c Ratio	0.11	0.06	0.01	0.01	0.09	0.23	0.04	0.32	
Control Delay	28.5	6.0	17.5	0.0	30.5	10.7	31.3	11.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.5	6.0	17.5	0.0	30.5	10.7	31.3	11.5	
LOS	C	A	B	A	C	B	C	B	
Approach Delay		13.7	10.0			11.2		11.6	
Approach LOS		B	A			B		B	

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 49.6	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 40.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
 21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↖↗		↖	↗	
Traffic Volume (veh/h)	31	11	49	0	4	3	21	750	2	10	1001	27
Future Volume (veh/h)	31	11	49	0	4	3	21	750	2	10	1001	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	11	29	0	4	1	22	773	2	10	1032	28
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	67	434	387	4	184	156	49	2065	5	24	1934	52
Arrive On Green	0.04	0.24	0.24	0.00	0.10	0.10	0.03	0.39	0.39	0.01	0.37	0.37
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5341	14	1810	5188	141
Grp Volume(v), veh/h	32	11	29	0	4	1	22	500	275	10	688	372
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1897	1810	1729	1871
Q Serve(g_s), s	0.7	0.2	0.6	0.0	0.1	0.0	0.5	4.5	4.5	0.2	6.7	6.7
Cycle Q Clear(g_c), s	0.7	0.2	0.6	0.0	0.1	0.0	0.5	4.5	4.5	0.2	6.7	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	67	434	387	4	184	156	49	1337	733	24	1289	698
V/C Ratio(X)	0.48	0.03	0.07	0.00	0.02	0.01	0.45	0.37	0.37	0.42	0.53	0.53
Avail Cap(c_a), veh/h	311	1609	1436	210	1588	1346	311	3220	1766	269	3139	1699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	12.5	12.7	0.0	17.6	17.6	20.6	9.5	9.5	21.1	10.6	10.6
Incr Delay (d2), s/veh	2.0	0.0	0.1	0.0	0.0	0.0	2.4	0.2	0.3	4.4	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.2	0.0	0.0	0.0	0.2	1.1	1.3	0.1	1.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	12.5	12.7	0.0	17.7	17.6	23.1	9.6	9.8	25.5	10.9	11.2
LnGrp LOS	C	B	B	A	B	B	C	A	A	C	B	B
Approach Vol, veh/h		72			5			797			1070	
Approach Delay, s/veh		17.0			17.6			10.1			11.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	22.5	0.0	15.5	5.8	21.9	6.2	9.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	6.4	40.1	5.0	38.4	7.4	39.1	7.4	36.0				
Max Q Clear Time (g_c+I1), s	2.2	6.5	0.0	2.6	2.5	8.7	2.7	2.1				
Green Ext Time (p_c), s	0.0	5.0	0.0	0.2	0.0	7.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

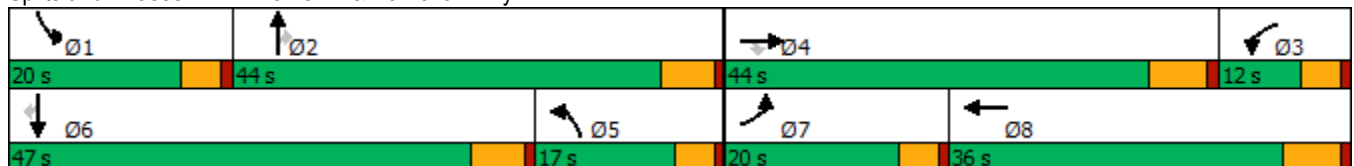


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (vph)	247	1116	245	91	768	195	368	99	241	589	186
Future Volume (vph)	247	1116	245	91	768	195	368	99	241	589	186
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	20.0	44.0	44.0	12.0	36.0	17.0	44.0	44.0	20.0	47.0	47.0
Total Split (%)	16.7%	36.7%	36.7%	10.0%	30.0%	14.2%	36.7%	36.7%	16.7%	39.2%	39.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.3	31.9	31.9	6.7	24.5	9.7	21.8	21.8	11.2	23.2	23.2
Actuated g/C Ratio	0.12	0.35	0.35	0.07	0.27	0.11	0.24	0.24	0.12	0.26	0.26
v/c Ratio	0.58	0.63	0.35	0.37	0.66	0.54	0.44	0.20	0.58	0.66	0.35
Control Delay	46.0	28.2	4.9	49.5	32.4	47.2	32.0	1.2	45.9	34.7	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	28.2	4.9	49.5	32.4	47.2	32.0	1.2	45.9	34.7	6.2
LOS	D	C	A	D	C	D	C	A	D	C	A
Approach Delay		27.4			34.0		31.9			32.1	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.8
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 30.7
 Intersection LOS: C
 Intersection Capacity Utilization 66.8%
 ICU Level of Service C
 Analysis Period (min) 15


































Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	247	1116	245	91	768	124	195	368	99	241	589	186
Future Volume (veh/h)	247	1116	245	91	768	124	195	368	99	241	589	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	255	1151	153	94	792	115	201	379	51	248	607	118
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	346	1669	517	192	1362	196	288	874	389	339	873	388
Arrive On Green	0.10	0.32	0.32	0.05	0.30	0.30	0.08	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3510	5187	1607	3510	4576	660	3510	3610	1608	3510	3610	1604
Grp Volume(v), veh/h	255	1151	153	94	597	310	201	379	51	248	607	118
Grp Sat Flow(s),veh/h/ln	1755	1729	1607	1755	1729	1777	1755	1805	1608	1755	1805	1604
Q Serve(g_s), s	5.6	15.5	5.7	2.1	11.7	11.9	4.5	7.1	1.5	5.5	12.3	3.4
Cycle Q Clear(g_c), s	5.6	15.5	5.7	2.1	11.7	11.9	4.5	7.1	1.5	5.5	12.3	3.4
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	1669	517	192	1030	529	288	874	389	339	873	388
V/C Ratio(X)	0.74	0.69	0.30	0.49	0.58	0.59	0.70	0.43	0.13	0.73	0.70	0.30
Avail Cap(c_a), veh/h	676	2450	759	325	1288	662	544	1723	768	676	1859	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	23.7	20.3	36.7	23.8	23.9	35.8	25.7	12.6	35.1	27.7	12.1
Incr Delay (d2), s/veh	1.2	0.5	0.3	0.7	0.5	1.0	1.2	0.3	0.2	1.1	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.6	1.9	0.9	4.3	4.6	1.8	2.9	0.7	2.3	5.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	24.2	20.7	37.4	24.4	24.9	36.9	26.0	12.8	36.3	28.7	12.6
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		1559			1001			631			973	
Approach Delay, s/veh		25.8			25.8			28.4			28.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	25.2	10.6	31.9	12.4	25.1	12.5	30.0				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	15.4	38.2	7.4	* 38	12.4	* 41	15.4	29.8				
Max Q Clear Time (g_c+I1), s	7.5	9.1	4.1	17.5	6.5	14.3	7.6	13.9				
Green Ext Time (p_c), s	0.3	2.5	0.0	7.9	0.2	4.3	0.3	4.8				

Intersection Summary

HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

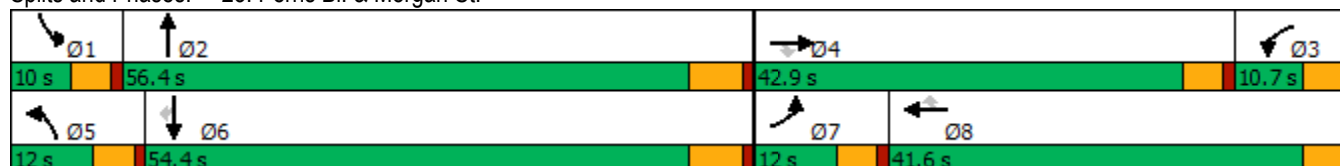


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	40	21	22	27	7	11	35	703	6	917	29
Future Volume (vph)	40	21	22	27	7	11	35	703	6	917	29
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	42.9	42.9	10.7	41.6	41.6	12.0	56.4	10.0	54.4	54.4
Total Split (%)	10.0%	35.8%	35.8%	8.9%	34.7%	34.7%	10.0%	47.0%	8.3%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.3	19.2	19.2	9.9	19.8	19.8	9.3	40.7	8.6	36.6	36.6
Actuated g/C Ratio	0.16	0.34	0.34	0.18	0.35	0.35	0.16	0.72	0.15	0.65	0.65
v/c Ratio	0.14	0.02	0.04	0.09	0.01	0.02	0.12	0.20	0.02	0.41	0.03
Control Delay	39.0	28.2	0.1	37.1	26.6	0.1	39.2	9.6	42.5	15.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	28.2	0.1	37.1	26.6	0.1	39.2	9.6	42.5	15.6	0.0
LOS	D	C	A	D	C	A	D	A	D	B	A
Approach Delay		26.0			26.1			11.0		15.3	
Approach LOS		C			C			B		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 56.5
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 14.3
 Intersection LOS: B
 Intersection Capacity Utilization 50.3%
 ICU Level of Service A
 Analysis Period (min) 15

























Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
 23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	21	22	27	7	11	35	703	12	6	917	29
Future Volume (veh/h)	40	21	22	27	7	11	35	703	12	6	917	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	22	6	28	7	3	37	740	11	6	965	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	483	215	58	231	196	73	2303	34	14	1463	638
Arrive On Green	0.04	0.13	0.13	0.03	0.12	0.12	0.04	0.44	0.44	0.01	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5265	78	1810	3610	1575
Grp Volume(v), veh/h	42	22	6	28	7	3	37	486	265	6	965	25
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1885	1810	1805	1575
Q Serve(g_s), s	1.1	0.3	0.1	0.8	0.2	0.1	1.0	4.6	4.6	0.2	10.9	0.5
Cycle Q Clear(g_c), s	1.1	0.3	0.1	0.8	0.2	0.1	1.0	4.6	4.6	0.2	10.9	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	80	483	215	58	231	196	73	1512	824	14	1463	638
V/C Ratio(X)	0.53	0.05	0.03	0.48	0.03	0.02	0.51	0.32	0.32	0.41	0.66	0.04
Avail Cap(c_a), veh/h	266	2743	1223	219	1395	1182	266	3471	1892	194	3480	1518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	19.0	10.5	24.0	19.5	19.5	23.7	9.3	9.3	24.9	12.2	9.1
Incr Delay (d2), s/veh	2.0	0.0	0.1	2.3	0.1	0.0	2.1	0.1	0.2	6.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.1	0.3	0.1	0.0	0.4	1.2	1.4	0.1	3.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	19.1	10.5	26.3	19.6	19.5	25.8	9.4	9.5	31.8	12.7	9.1
LnGrp LOS	C	B	B	C	B	B	C	A	A	C	B	A
Approach Vol, veh/h		70			38			788			996	
Approach Delay, s/veh		22.2			24.5			10.2			12.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	27.8	6.2	11.3	6.6	26.2	6.8	10.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	5.4	50.6	6.1	38.3	7.4	48.6	7.4	37.0				
Max Q Clear Time (g_c+I1), s	2.2	6.6	2.8	2.3	3.0	12.9	3.1	2.2				
Green Ext Time (p_c), s	0.0	4.9	0.0	0.1	0.0	7.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.3								
HCM 6th LOS				B								

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

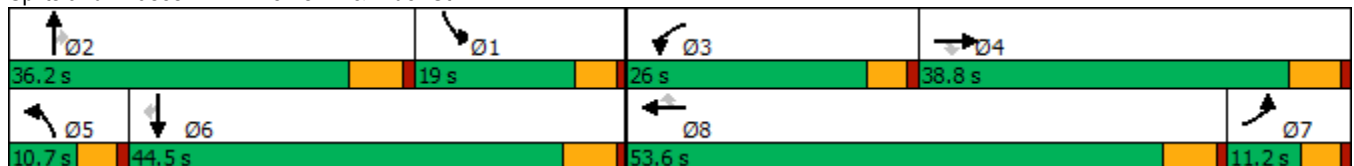
05/19/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	234	70	215	90	110	28	565	199	128	813	31
Future Volume (vph)	35	234	70	215	90	110	28	565	199	128	813	31
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	11.2	38.8	38.8	26.0	53.6	53.6	10.7	36.2	36.2	19.0	44.5	44.5
Total Split (%)	9.3%	32.3%	32.3%	21.7%	44.7%	44.7%	8.9%	30.2%	30.2%	15.8%	37.1%	37.1%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	14.4	14.4	14.4	26.1	26.1	5.9	16.9	16.9	10.3	28.6	28.6
Actuated g/C Ratio	0.13	0.18	0.18	0.18	0.33	0.33	0.08	0.22	0.22	0.13	0.37	0.37
v/c Ratio	0.16	0.37	0.17	0.67	0.08	0.18	0.21	0.53	0.41	0.56	0.45	0.05
Control Delay	36.0	31.1	0.9	43.9	24.5	1.6	46.5	30.2	7.5	46.1	22.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	31.1	0.9	43.9	24.5	1.6	46.5	30.2	7.5	46.1	22.0	0.1
LOS	D	C	A	D	C	A	D	C	A	D	C	A
Approach Delay		25.3			28.4			25.1			24.5	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 78.2
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 25.4
 Intersection LOS: C
 Intersection Capacity Utilization 58.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)
05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	35	234	70	215	90	110	28	565	199	128	813	31
Future Volume (veh/h)	35	234	70	215	90	110	28	565	199	128	813	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	244	26	224	94	49	29	589	124	133	847	16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	638	283	277	644	287	58	1077	333	172	1508	462
Arrive On Green	0.13	0.18	0.18	0.15	0.18	0.18	0.03	0.21	0.21	0.10	0.29	0.29
Sat Flow, veh/h	1810	3610	1605	1810	3610	1607	1810	5187	1606	1810	5187	1590
Grp Volume(v), veh/h	36	244	26	224	94	49	29	589	124	133	847	16
Grp Sat Flow(s),veh/h/ln	1810	1805	1605	1810	1805	1607	1810	1729	1606	1810	1729	1590
Q Serve(g_s), s	1.1	3.6	0.8	7.2	1.3	1.5	0.9	6.1	2.3	4.3	8.3	0.2
Cycle Q Clear(g_c), s	1.1	3.6	0.8	7.2	1.3	1.5	0.9	6.1	2.3	4.3	8.3	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	638	283	277	644	287	58	1077	333	172	1508	462
V/C Ratio(X)	0.15	0.38	0.09	0.81	0.15	0.17	0.50	0.55	0.37	0.77	0.56	0.03
Avail Cap(c_a), veh/h	238	1991	885	647	2883	1284	184	2635	816	435	3354	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	21.8	20.6	24.5	20.7	20.8	28.5	21.2	7.0	26.5	18.0	4.5
Incr Delay (d2), s/veh	0.1	0.4	0.1	2.1	0.1	0.3	2.5	0.4	0.7	2.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	0.3	2.8	0.5	0.5	0.4	2.2	1.3	1.8	2.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	22.1	20.8	26.6	20.8	21.1	31.0	21.6	7.7	29.2	18.3	4.5
LnGrp LOS	C	C	C	C	C	C	C	C	A	C	B	A
Approach Vol, veh/h		306			367			742			996	
Approach Delay, s/veh		22.1			24.4			19.7			19.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	18.2	13.8	16.4	6.5	23.2	13.7	16.5				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	14.4	* 30	21.4	33.0	6.1	38.7	6.6	* 48				
Max Q Clear Time (g_c+I1), s	6.3	8.1	9.2	5.6	2.9	10.3	3.1	3.5				
Green Ext Time (p_c), s	0.1	4.1	0.2	1.5	0.0	5.9	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

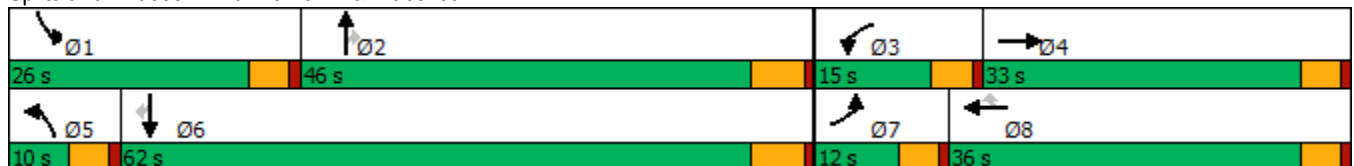


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	21	57	46	25	101	8	672	71	136	955	8
Future Volume (vph)	21	57	46	25	101	8	672	71	136	955	8
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	14.3	7.7	17.1	17.1	6.2	22.5	22.5	11.6	41.3	41.3
Actuated g/C Ratio	0.10	0.22	0.12	0.26	0.26	0.09	0.34	0.34	0.18	0.62	0.62
v/c Ratio	0.13	0.21	0.23	0.05	0.21	0.05	0.59	0.12	0.46	0.46	0.01
Control Delay	40.8	25.9	39.2	26.4	2.9	41.9	23.6	0.4	36.7	13.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	25.9	39.2	26.4	2.9	41.9	23.6	0.4	36.7	13.1	0.0
LOS	D	C	D	C	A	D	C	A	D	B	A
Approach Delay		29.0		16.0			21.6			15.9	
Approach LOS		C		B			C			B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 66.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 18.6
 Intersection LOS: B
 Intersection Capacity Utilization 52.8%
 ICU Level of Service A
 Analysis Period (min) 15
























Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	57	23	46	25	101	8	672	71	136	955	8
Future Volume (veh/h)	21	57	23	46	25	101	8	672	71	136	955	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	61	15	49	27	33	9	723	46	146	1027	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	244	60	87	355	301	21	1171	520	190	1507	670
Arrive On Green	0.03	0.17	0.17	0.05	0.19	0.19	0.01	0.32	0.32	0.10	0.42	0.42
Sat Flow, veh/h	1810	1473	362	1810	1900	1608	1810	3610	1603	1810	3610	1604
Grp Volume(v), veh/h	23	0	76	49	27	33	9	723	46	146	1027	7
Grp Sat Flow(s),veh/h/ln	1810	0	1835	1810	1900	1608	1810	1805	1603	1810	1805	1604
Q Serve(g_s), s	0.7	0.0	2.0	1.5	0.6	0.9	0.3	9.3	1.1	4.3	12.7	0.1
Cycle Q Clear(g_c), s	0.7	0.0	2.0	1.5	0.6	0.9	0.3	9.3	1.1	4.3	12.7	0.1
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	0	305	87	355	301	21	1171	520	190	1507	670
V/C Ratio(X)	0.47	0.00	0.25	0.56	0.08	0.11	0.43	0.62	0.09	0.77	0.68	0.01
Avail Cap(c_a), veh/h	244	0	949	343	1086	919	178	2642	1173	705	3694	1642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	19.9	25.6	18.4	18.5	27.0	15.7	12.9	23.9	13.0	9.4
Incr Delay (d2), s/veh	2.6	0.0	0.4	2.1	0.1	0.2	5.0	0.5	0.1	2.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.8	0.6	0.3	0.3	0.1	3.1	0.4	1.7	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	20.4	27.7	18.5	18.7	31.9	16.2	13.0	26.4	13.6	9.4
LnGrp LOS	C	A	C	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		99			109			778			1180	
Approach Delay, s/veh		22.3			22.7			16.2			15.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	23.6	7.2	13.7	5.2	28.7	6.1	14.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	6.3	11.3	3.5	4.0	2.3	14.7	2.7	2.9				
Green Ext Time (p_c), s	0.1	5.0	0.0	0.4	0.0	8.2	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			16.2									
HCM 6th LOS			B									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

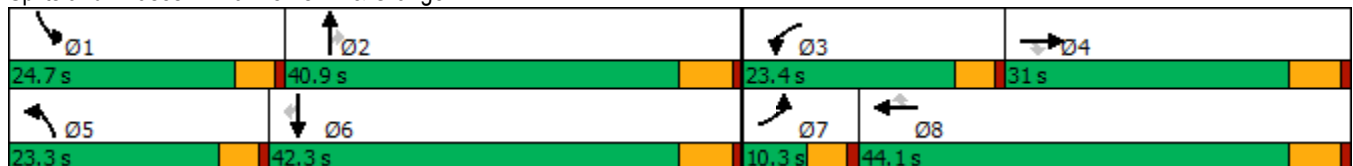
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	305	238	207	213	77	206	636	191	163	867	46
Future Volume (vph)	22	305	238	207	213	77	206	636	191	163	867	46
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	22.3	22.3	16.4	37.9	37.9	16.3	34.3	34.3	14.7	32.7	32.7
Actuated g/C Ratio	0.05	0.20	0.20	0.15	0.35	0.35	0.15	0.31	0.31	0.13	0.30	0.30
v/c Ratio	0.26	0.84	0.48	0.81	0.18	0.13	0.81	0.60	0.32	0.71	0.85	0.08
Control Delay	61.9	62.4	8.3	69.8	27.6	3.1	70.0	35.4	5.8	63.4	45.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	62.4	8.3	69.8	27.6	3.1	70.0	35.4	5.8	63.4	45.6	0.3
LOS	E	E	A	E	C	A	E	D	A	E	D	A
Approach Delay		39.6			41.4			36.8			46.4	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 41.3
 Intersection LOS: D
 Intersection Capacity Utilization 80.6%
 ICU Level of Service D
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	305	238	207	213	77	206	636	191	163	867	46
Future Volume (veh/h)	22	305	238	207	213	77	206	636	191	163	867	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	324	166	220	227	55	219	677	164	173	922	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	386	325	254	1154	511	253	1192	530	207	1101	490
Arrive On Green	0.02	0.20	0.20	0.14	0.32	0.32	0.14	0.33	0.33	0.11	0.30	0.30
Sat Flow, veh/h	1810	1900	1603	1810	3610	1598	1810	3610	1606	1810	3610	1609
Grp Volume(v), veh/h	23	324	166	220	227	55	219	677	164	173	922	26
Grp Sat Flow(s),veh/h/ln	1810	1900	1603	1810	1805	1598	1810	1805	1606	1810	1805	1609
Q Serve(g_s), s	1.2	16.1	9.0	11.7	4.5	2.4	11.6	15.2	7.5	9.2	23.4	1.1
Cycle Q Clear(g_c), s	1.2	16.1	9.0	11.7	4.5	2.4	11.6	15.2	7.5	9.2	23.4	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	386	325	254	1154	511	253	1192	530	207	1101	490
V/C Ratio(X)	0.54	0.84	0.51	0.87	0.20	0.11	0.87	0.57	0.31	0.84	0.84	0.05
Avail Cap(c_a), veh/h	105	488	412	347	1408	624	345	1291	574	371	1342	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	37.6	34.8	41.3	24.2	23.5	41.3	27.1	24.5	42.6	31.9	24.1
Incr Delay (d2), s/veh	3.8	10.2	1.2	12.5	0.1	0.1	12.5	0.5	0.3	3.4	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.2	3.5	5.9	1.8	0.9	5.8	6.2	2.7	4.1	10.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	47.7	36.0	53.8	24.3	23.6	53.8	27.6	24.8	46.0	35.9	24.2
LnGrp LOS	D	D	D	D	C	C	D	C	C	D	D	C
Approach Vol, veh/h		513			502			1060			1121	
Approach Delay, s/veh		44.1			37.1			32.6			37.2	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	38.2	18.4	25.7	18.3	35.7	6.9	37.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	11.2	17.2	13.7	18.1	13.6	25.4	3.2	6.5				
Green Ext Time (p_c), s	0.1	4.5	0.1	1.3	0.1	4.5	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			36.8									
HCM 6th LOS			D									

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

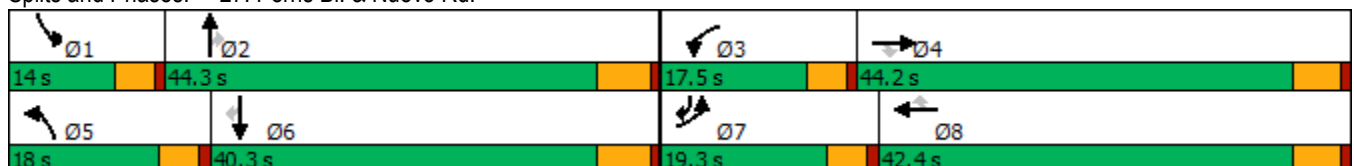
05/19/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	406	458	136	124	258	132	148	523	75	213	672	334
Future Volume (vph)	406	458	136	124	258	132	148	523	75	213	672	334
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.2	23.2	23.2	8.1	16.1	16.1	11.9	26.2	26.2	9.3	23.6	40.1
Actuated g/C Ratio	0.17	0.26	0.26	0.09	0.18	0.18	0.14	0.30	0.30	0.11	0.27	0.46
v/c Ratio	0.72	0.52	0.28	0.42	0.42	0.35	0.65	0.52	0.15	0.62	0.75	0.25
Control Delay	45.1	30.6	6.4	45.3	33.9	8.0	53.0	28.1	3.8	49.0	35.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	30.6	6.4	45.3	33.9	8.0	53.0	28.1	3.8	49.0	35.7	2.2
LOS	D	C	A	D	C	A	D	C	A	D	D	A
Approach Delay		33.2			30.0			30.6			28.8	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 88	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 30.6	Intersection LOS: C
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	406	458	136	124	258	132	148	523	75	213	672	334
Future Volume (veh/h)	406	458	136	124	258	132	148	523	75	213	672	334
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	437	492	86	133	277	79	159	562	48	229	723	170
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	507	1139	496	202	826	360	192	1176	505	300	1101	1253
Arrive On Green	0.14	0.32	0.32	0.06	0.23	0.23	0.11	0.33	0.33	0.09	0.30	0.30
Sat Flow, veh/h	3510	3610	1573	3510	3610	1572	1810	3610	1549	3510	3610	2769
Grp Volume(v), veh/h	437	492	86	133	277	79	159	562	48	229	723	170
Grp Sat Flow(s),veh/h/ln	1755	1805	1573	1755	1805	1572	1810	1805	1549	1755	1805	1384
Q Serve(g_s), s	11.5	10.2	3.7	3.5	6.1	3.9	8.1	11.8	2.0	6.0	16.5	3.4
Cycle Q Clear(g_c), s	11.5	10.2	3.7	3.5	6.1	3.9	8.1	11.8	2.0	6.0	16.5	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	507	1139	496	202	826	360	192	1176	505	300	1101	1253
V/C Ratio(X)	0.86	0.43	0.17	0.66	0.34	0.22	0.83	0.48	0.10	0.76	0.66	0.14
Avail Cap(c_a), veh/h	546	1482	646	479	1413	615	257	1471	631	349	1318	1420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	25.6	23.4	43.6	30.4	29.6	41.4	25.4	22.2	42.3	28.6	15.3
Incr Delay (d2), s/veh	11.9	0.3	0.2	1.4	0.2	0.3	11.7	0.3	0.1	6.7	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	4.2	1.4	1.5	2.6	1.4	4.1	4.8	0.7	2.8	6.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	25.9	23.6	45.0	30.7	29.9	53.1	25.8	22.3	49.0	29.5	15.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		1015			489			769			1122	
Approach Delay, s/veh		36.7			34.4			31.2			31.3	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	36.6	10.0	35.2	14.6	34.6	18.2	27.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	8.0	13.8	5.5	12.2	10.1	18.5	13.5	8.1				
Green Ext Time (p_c), s	0.1	3.7	0.1	3.5	0.1	4.7	0.1	2.0				
Intersection Summary												
HCM 6th Ctrl Delay			33.3									
HCM 6th LOS			C									

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

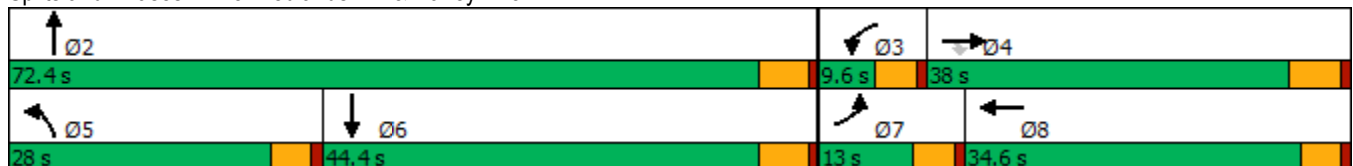


Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	17	220	118	8	2		
Future Volume (vph)	17	220	118	8	2		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	13.0	38.0	28.0	72.4	44.4	9.6	34.6
Total Split (%)	10.8%	31.7%	23.3%	60.3%	37.0%	8%	29%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	7.2	16.1	11.4	17.8	16.1		
Actuated g/C Ratio	0.17	0.38	0.27	0.42	0.38		
v/c Ratio	0.06	0.18	0.26	0.01	0.01		
Control Delay	28.4	0.3	21.0	9.0	0.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	28.4	0.3	21.0	9.0	0.0		
LOS	C	A	C	A	A		
Approach Delay				20.2			
Approach LOS				C			

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 42.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.26	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 31.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↗			↑↗	
Traffic Volume (veh/h)	17	0	220	0	0	0	118	8	0	0	2	19
Future Volume (veh/h)	17	0	220	0	0	0	118	8	0	0	2	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	18	0	75	0	0	0	126	9	0	0	2	14
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	361	306	7	8	0	211	1312	0	0	115	103
Arrive On Green	0.02	0.00	0.19	0.00	0.00	0.00	0.12	0.36	0.00	0.00	0.06	0.06
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	1900	1610
Grp Volume(v), veh/h	18	0	75	0	0	0	126	9	0	0	2	14
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	1610
Q Serve(g_s), s	0.2	0.0	1.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.2	0.0	1.0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	43	361	306	7	8	0	211	1312	0	0	115	103
V/C Ratio(X)	0.42	0.00	0.25	0.00	0.00	0.00	0.60	0.01	0.00	0.00	0.02	0.14
Avail Cap(c_a), veh/h	606	2438	2066	361	2272	0	1688	9639	0	0	2806	2503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	0.0	8.6	0.0	0.0	0.0	10.5	5.1	0.0	0.0	11.0	11.1
Incr Delay (d2), s/veh	2.5	0.0	0.4	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	0.0	9.0	0.0	0.0	0.0	11.5	5.1	0.0	0.0	11.1	11.7
LnGrp LOS	B	A	A	A	A	A	B	A	A	A	B	B
Approach Vol, veh/h		93			0			135			16	
Approach Delay, s/veh		10.1			0.0			11.1			11.6	
Approach LOS		B						B			B	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		14.5	0.0	10.6	7.5	7.0	5.2	5.4				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		67.0	5.0	32.2	23.4	39.0	8.4	* 30				
Max Q Clear Time (g_c+I1), s		2.0	0.0	3.0	3.7	2.2	2.2	0.0				
Green Ext Time (p_c), s		0.0	0.0	0.2	0.1	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

06/08/2020



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↓
Traffic Volume (vph)	12	15	6	115	223
Future Volume (vph)	12	15	6	115	223
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	27.1	9.6	9.6	15.4	22.4
Total Split (s)	29.0	18.0	18.0	61.0	43.0
Total Split (%)	32.2%	20.0%	20.0%	67.8%	47.8%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	12.2	13.0	5.2	67.4	63.6
Actuated g/C Ratio	0.16	0.17	0.07	0.87	0.82
v/c Ratio	0.05	0.06	0.06	0.04	0.09
Control Delay	27.0	9.3	37.0	3.0	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	9.3	37.0	3.0	5.2
LOS	C	A	D	A	A
Approach Delay	17.3			4.7	5.2
Approach LOS	B			A	A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 77.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.09
 Intersection Signal Delay: 5.9
 Intersection LOS: A
 Intersection Capacity Utilization 25.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 29: Redlands Av. & Markham St.



HCM 6th Signalized Intersection Summary
29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

06/08/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	15	6	115	223	8
Future Volume (veh/h)	12	15	6	115	223	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	17	7	131	253	9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	117	118	16	2841	2535	90
Arrive On Green	0.06	0.06	0.01	0.79	0.71	0.71
Sat Flow, veh/h	1810	1610	1810	3705	3651	126
Grp Volume(v), veh/h	14	17	7	131	128	134
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1877
Q Serve(g_s), s	0.5	0.7	0.3	0.6	1.5	1.6
Cycle Q Clear(g_c), s	0.5	0.7	0.3	0.6	1.5	1.6
Prop In Lane	1.00	1.00	1.00			0.07
Lane Grp Cap(c), veh/h	117	118	16	2841	1286	1338
V/C Ratio(X)	0.12	0.14	0.43	0.05	0.10	0.10
Avail Cap(c_a), veh/h	612	559	343	2841	1286	1338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	30.6	34.8	1.7	3.1	3.1
Incr Delay (d2), s/veh	0.5	0.5	6.4	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.1	0.1	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.6	31.2	41.2	1.7	3.3	3.3
LnGrp LOS	C	C	D	A	A	A
Approach Vol, veh/h	31			138	262	
Approach Delay, s/veh	31.4			3.7	3.3	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.0		9.7	5.2	55.8
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		55.6		23.9	13.4	37.6
Max Q Clear Time (g_c+I1), s		2.6		2.7	2.3	3.6
Green Ext Time (p_c), s		0.8		0.0	0.0	1.4
Intersection Summary						
HCM 6th Ctrl Delay			5.4			
HCM 6th LOS			A			

Timings
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

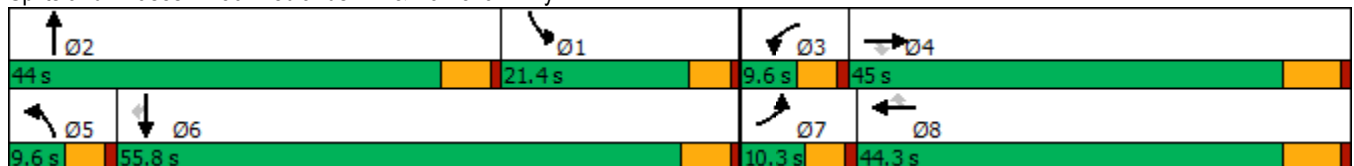


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗	↖	↑	↗
Traffic Volume (vph)	21	1495	24	27	1039	96	12	0	218	8	22
Future Volume (vph)	21	1495	24	27	1039	96	12	0	218	8	22
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.3	45.0	45.0	9.6	44.3	44.3	9.6	44.0	21.4	55.8	55.8
Total Split (%)	8.6%	37.5%	37.5%	8.0%	36.9%	36.9%	8.0%	36.7%	17.8%	46.5%	46.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.8	36.9	36.9	5.5	38.4	38.4	5.5	14.9	16.7	29.8	29.8
Actuated g/C Ratio	0.07	0.43	0.43	0.06	0.45	0.45	0.06	0.17	0.19	0.35	0.35
v/c Ratio	0.19	0.73	0.03	0.25	0.49	0.13	0.11	0.21	0.68	0.01	0.04
Control Delay	50.9	26.0	0.1	53.1	20.8	1.5	50.7	2.9	48.5	20.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	26.0	0.1	53.1	20.8	1.5	50.7	2.9	48.5	20.2	0.1
LOS	D	C	A	D	C	A	D	A	D	C	A
Approach Delay		25.9			20.0			9.4		43.3	
Approach LOS		C			B			A		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 85.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 24.6
 Intersection LOS: C
 Intersection Capacity Utilization 57.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑		↖	↑	↗
Traffic Volume (veh/h)	21	1495	24	27	1039	96	12	0	75	218	8	22
Future Volume (veh/h)	21	1495	24	27	1039	96	12	0	75	218	8	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	1625	21	29	1129	89	13	0	23	237	9	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	2214	686	55	2240	695	29	0	148	281	461	391
Arrive On Green	0.03	0.43	0.43	0.03	0.43	0.43	0.02	0.00	0.09	0.16	0.24	0.24
Sat Flow, veh/h	1810	5187	1606	1810	5187	1610	1810	0	1610	1810	1900	1610
Grp Volume(v), veh/h	23	1625	21	29	1129	89	13	0	23	237	9	10
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1729	1610	1810	0	1610	1810	1900	1610
Q Serve(g_s), s	0.9	19.1	0.6	1.2	11.6	1.1	0.5	0.0	1.0	9.3	0.3	0.3
Cycle Q Clear(g_c), s	0.9	19.1	0.6	1.2	11.6	1.1	0.5	0.0	1.0	9.3	0.3	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	2214	686	55	2240	695	29	0	148	281	461	391
V/C Ratio(X)	0.50	0.73	0.03	0.53	0.50	0.13	0.45	0.00	0.16	0.84	0.02	0.03
Avail Cap(c_a), veh/h	141	2750	852	124	2700	838	124	0	849	415	1308	1109
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	17.5	12.2	35.0	15.1	2.5	35.7	0.0	30.6	30.0	21.1	21.1
Incr Delay (d2), s/veh	3.1	0.8	0.0	2.9	0.2	0.1	4.1	0.0	0.5	6.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.4	0.2	0.5	3.8	0.7	0.3	0.0	0.4	4.3	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	18.3	12.2	37.8	15.3	2.6	39.8	0.0	31.1	36.6	21.1	21.1
LnGrp LOS	D	B	B	D	B	A	D	A	C	D	C	C
Approach Vol, veh/h		1669			1247			36			256	
Approach Delay, s/veh		18.5			14.9			34.2			35.4	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	12.1	6.8	37.4	5.8	23.2	6.5	37.8				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	16.8	* 39	5.0	38.8	5.0	50.4	5.7	38.1				
Max Q Clear Time (g_c+I1), s	11.3	3.0	3.2	21.1	2.5	2.3	2.9	13.6				
Green Ext Time (p_c), s	0.2	0.1	0.0	10.1	0.0	0.0	0.0	8.1				

Intersection Summary

HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗
Traffic Vol, veh/h	50	0	0	0	0	35
Future Vol, veh/h	50	0	0	0	0	35
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	68	0	0	0	0	48
Number of Lanes	1	1	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8.4	0	6.9
HCM LOS	A	-	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%	0%
Vol Thru, %	100%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	50	0	0	35
LT Vol	0	50	0	0	0
Through Vol	0	0	0	0	0
RT Vol	0	0	0	0	35
Lane Flow Rate	0	68	0	0	48
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0	0.097	0	0	0.052
Departure Headway (Hd)	4.458	5.085	4.585	4.621	3.92
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	706	0	0	903
Service Time	2.538	2.803	2.303	2.392	1.69
HCM Lane V/C Ratio	0	0.096	0	0	0.053
HCM Control Delay	7.5	8.4	7.3	7.4	6.9
HCM Lane LOS	N	A	N	N	A
HCM 95th-tile Q	0	0.3	0	0	0.2

Intersection	
Intersection Delay, s/veh	29.7
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	↷
Traffic Vol, veh/h	526	39	2	433	5	140
Future Vol, veh/h	526	39	2	433	5	140
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	560	41	2	461	5	149
Number of Lanes	1	0	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	40.1	22.1	11.6
HCM LOS	E	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	0%	93%	0%	100%
Vol Right, %	0%	100%	7%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	140	565	2	433
LT Vol	5	0	0	2	0
Through Vol	0	0	526	0	433
RT Vol	0	140	39	0	0
Lane Flow Rate	5	149	601	2	461
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.011	0.268	0.912	0.004	0.728
Departure Headway (Hd)	7.713	6.484	5.461	6.195	5.688
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	463	553	661	578	636
Service Time	5.472	4.243	3.495	3.93	3.423
HCM Lane V/C Ratio	0.011	0.269	0.909	0.003	0.725
HCM Control Delay	10.6	11.6	40.1	9	22.2
HCM Lane LOS	B	B	E	A	C
HCM 95th-tile Q	0	1.1	11.8	0	6.2

Intersection												
Intersection Delay, s/veh	9.5											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↔		↖	↑	↗
Traffic Vol, veh/h	31	96	114	52	84	2	84	113	18	8	30	5
Future Vol, veh/h	31	96	114	52	84	2	84	113	18	8	30	5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	105	125	57	92	2	92	124	20	9	33	5
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

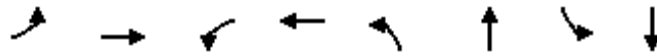
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	9.2	9.8	9.7	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	68%	0%	100%	0%	0%	98%	0%	100%	0%
Vol Right, %	0%	0%	32%	0%	0%	100%	0%	2%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	84	75	56	31	96	114	52	86	8	30	5
LT Vol	84	0	0	31	0	0	52	0	8	0	0
Through Vol	0	75	38	0	96	0	0	84	0	30	0
RT Vol	0	0	18	0	0	114	0	2	0	0	5
Lane Flow Rate	92	83	61	34	105	125	57	95	9	33	5
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.163	0.134	0.095	0.059	0.168	0.176	0.102	0.154	0.017	0.057	0.008
Departure Headway (Hd)	6.345	5.842	5.614	6.25	5.75	5.049	6.4	5.883	6.776	6.272	5.567
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	567	615	639	576	628	715	561	611	529	572	644
Service Time	4.068	3.565	3.338	3.95	3.45	2.749	4.123	3.607	4.505	4.001	3.295
HCM Lane V/C Ratio	0.162	0.135	0.095	0.059	0.167	0.175	0.102	0.155	0.017	0.058	0.008
HCM Control Delay	10.3	9.5	8.9	9.3	9.6	8.8	9.9	9.7	9.6	9.4	8.3
HCM Lane LOS	B	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.6	0.5	0.3	0.2	0.6	0.6	0.3	0.5	0.1	0.2	0

Timings
34: Redlands Av. & Orange Av.

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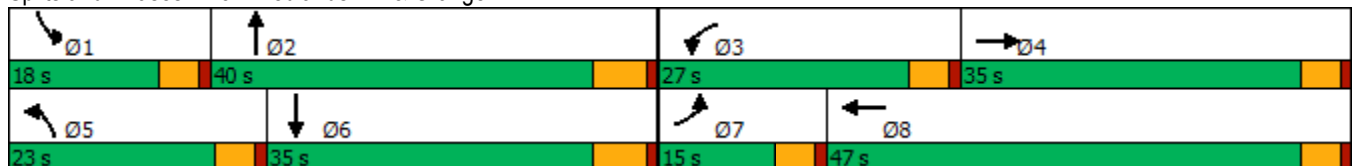


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	47	450	88	356	73	191	24	159
Future Volume (vph)	47	450	88	356	73	191	24	159
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.1	17.4	8.5	21.0	7.9	18.5	6.3	12.7
Actuated g/C Ratio	0.12	0.28	0.14	0.34	0.13	0.30	0.10	0.21
v/c Ratio	0.23	0.57	0.36	0.32	0.32	0.25	0.13	0.26
Control Delay	34.0	22.5	33.7	17.7	33.8	17.8	34.4	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	22.5	33.7	17.7	33.8	17.8	34.4	24.0
LOS	C	C	C	B	C	B	C	C
Approach Delay		23.4		20.7		21.3		25.2
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 61.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 22.4
 Intersection LOS: C
 Intersection Capacity Utilization 50.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
 34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	47	450	106	88	356	22	73	191	68	24	159	29
Future Volume (veh/h)	47	450	106	88	356	22	73	191	68	24	159	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	464	70	91	367	14	75	197	45	25	164	19
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	798	120	131	985	37	118	711	158	53	677	77
Arrive On Green	0.05	0.25	0.25	0.07	0.28	0.28	0.07	0.24	0.24	0.03	0.21	0.21
Sat Flow, veh/h	1810	3135	470	1810	3543	135	1810	2919	650	1810	3259	372
Grp Volume(v), veh/h	48	266	268	91	186	195	75	120	122	25	90	93
Grp Sat Flow(s),veh/h/ln	1810	1805	1800	1810	1805	1873	1810	1805	1764	1810	1805	1826
Q Serve(g_s), s	1.3	6.3	6.4	2.4	4.1	4.1	2.0	2.6	2.8	0.7	2.0	2.1
Cycle Q Clear(g_c), s	1.3	6.3	6.4	2.4	4.1	4.1	2.0	2.6	2.8	0.7	2.0	2.1
Prop In Lane	1.00		0.26	1.00		0.07	1.00		0.37	1.00		0.20
Lane Grp Cap(c), veh/h	89	459	458	131	502	521	118	440	430	53	375	380
V/C Ratio(X)	0.54	0.58	0.59	0.69	0.37	0.37	0.63	0.27	0.28	0.47	0.24	0.25
Avail Cap(c_a), veh/h	384	1120	1117	827	1562	1620	679	1260	1231	495	1076	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	16.0	16.0	22.2	14.2	14.3	22.3	15.0	15.1	23.4	16.2	16.2
Incr Delay (d2), s/veh	1.9	1.2	1.2	2.5	0.5	0.4	2.1	0.3	0.4	2.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.5	2.5	1.0	1.6	1.6	0.8	0.9	0.9	0.3	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	17.1	17.2	24.6	14.7	14.7	24.4	15.3	15.4	25.8	16.5	16.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		582			472			317			208	
Approach Delay, s/veh		17.8			16.6			17.5			17.6	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	17.7	8.2	17.1	7.8	16.0	7.0	18.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+I1), s	2.7	4.8	4.4	8.4	4.0	4.1	3.3	6.1				
Green Ext Time (p_c), s	0.0	1.2	0.1	3.5	0.1	0.9	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

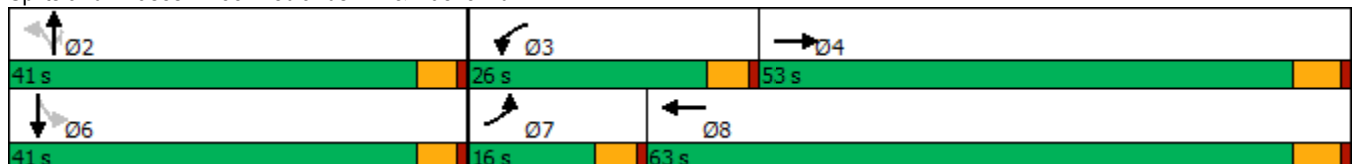


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↗		↕
Traffic Volume (vph)	56	698	140	535	104	210	158	16	163
Future Volume (vph)	56	698	140	535	104	210	158	16	163
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.3	24.7	10.8	33.5	16.3	16.3	16.3		16.3
Actuated g/C Ratio	0.11	0.37	0.16	0.50	0.24	0.24	0.24		0.24
v/c Ratio	0.30	0.68	0.50	0.32	0.48	0.47	0.32		0.53
Control Delay	37.4	21.3	36.1	12.8	33.1	27.6	6.5		27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	37.4	21.3	36.1	12.8	33.1	27.6	6.5		27.9
LOS	D	C	D	B	C	C	A		C
Approach Delay		22.3		17.5		21.7			27.9
Approach LOS		C		B		C			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 67.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 21.3
 Intersection LOS: C
 Intersection Capacity Utilization 73.3%
 ICU Level of Service D
 Analysis Period (min) 15






















Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

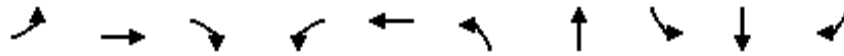
05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	698	150	140	535	12	104	210	158	16	163	49
Future Volume (veh/h)	56	698	150	140	535	12	104	210	158	16	163	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	720	110	144	552	10	107	216	109	16	168	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	1115	170	189	1465	27	452	430	363	97	334	61
Arrive On Green	0.06	0.36	0.36	0.10	0.40	0.40	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3133	478	1810	3627	66	1199	1900	1604	60	1477	267
Grp Volume(v), veh/h	58	415	415	144	275	287	107	216	109	216	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1806	1810	1805	1888	1199	1900	1604	1804	0	0
Q Serve(g_s), s	1.5	9.0	9.0	3.6	5.0	5.0	0.0	4.6	2.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	9.0	9.0	3.6	5.0	5.0	2.9	4.6	2.6	4.8	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.03	1.00		1.00	0.07		0.15
Lane Grp Cap(c), veh/h	103	643	643	189	729	762	452	430	363	491	0	0
V/C Ratio(X)	0.57	0.65	0.65	0.76	0.38	0.38	0.24	0.50	0.30	0.44	0.00	0.00
Avail Cap(c_a), veh/h	443	1843	1844	831	2230	2333	1117	1484	1252	1463	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.4	12.5	12.6	20.3	9.8	9.8	15.1	15.7	15.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	1.8	1.1	1.1	2.4	0.3	0.3	0.3	0.9	0.5	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.9	2.9	1.4	1.5	1.5	0.9	1.9	0.8	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	13.6	13.6	22.7	10.1	10.1	15.3	16.6	15.4	16.4	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	A	A
Approach Vol, veh/h		888			706			432			216	
Approach Delay, s/veh		14.3			12.7			16.0			16.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.1	9.5	22.0		15.1	7.2	24.2				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+I1), s		6.6	5.6	11.0		6.8	3.5	7.0				
Green Ext Time (p_c), s		2.2	0.1	5.6		1.4	0.0	3.4				
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

Timings
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

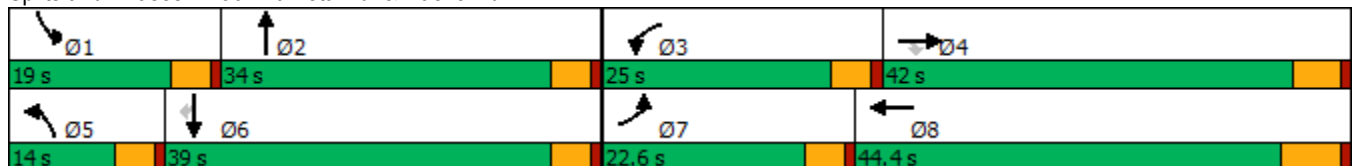


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑↑↑	↘	↗	↘	↑	↗
Traffic Volume (vph)	70	644	16	100	465	24	71	38	42	60
Future Volume (vph)	70	644	16	100	465	24	71	38	42	60
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2	1	6	
Permitted Phases			4							6
Detector Phase	7	4	4	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	22.6	42.0	42.0	25.0	44.4	14.0	34.0	19.0	39.0	39.0
Total Split (%)	18.8%	35.0%	35.0%	20.8%	37.0%	11.7%	28.3%	15.8%	32.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	38.6	38.6	9.8	38.8	6.2	15.8	6.9	18.4	18.4
Actuated g/C Ratio	0.10	0.46	0.46	0.12	0.47	0.07	0.19	0.08	0.22	0.22
v/c Ratio	0.43	0.80	0.02	0.52	0.22	0.19	0.65	0.28	0.11	0.15
Control Delay	47.8	33.3	0.1	47.9	17.1	46.8	29.4	47.1	28.8	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	33.3	0.1	47.9	17.1	46.8	29.4	47.1	28.8	1.6
LOS	D	C	A	D	B	D	C	D	C	A
Approach Delay		33.9			22.4		31.0		22.1	
Approach LOS		C			C		C		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 83.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 28.6
 Intersection LOS: C
 Intersection Capacity Utilization 73.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	644	16	100	465	16	24	71	165	38	42	60
Future Volume (veh/h)	70	644	16	100	465	16	24	71	165	38	42	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	708	13	110	511	14	26	78	73	42	46	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	103	809	672	143	2325	63	52	134	126	73	306	259
Arrive On Green	0.06	0.43	0.43	0.08	0.45	0.45	0.03	0.15	0.15	0.04	0.16	0.16
Sat Flow, veh/h	1810	1900	1577	1810	5190	142	1810	903	845	1810	1900	1610
Grp Volume(v), veh/h	77	708	13	110	340	185	26	0	151	42	46	25
Grp Sat Flow(s),veh/h/ln	1810	1900	1577	1810	1729	1874	1810	0	1748	1810	1900	1610
Q Serve(g_s), s	2.8	22.7	0.3	4.0	4.0	4.0	0.9	0.0	5.3	1.5	1.4	0.9
Cycle Q Clear(g_c), s	2.8	22.7	0.3	4.0	4.0	4.0	0.9	0.0	5.3	1.5	1.4	0.9
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	103	809	672	143	1549	839	52	0	260	73	306	259
V/C Ratio(X)	0.75	0.87	0.02	0.77	0.22	0.22	0.50	0.00	0.58	0.57	0.15	0.10
Avail Cap(c_a), veh/h	490	1046	868	555	1972	1069	256	0	773	392	983	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	17.5	11.0	30.0	11.2	11.2	31.8	0.0	26.3	31.3	24.0	23.8
Incr Delay (d2), s/veh	4.0	6.8	0.0	3.2	0.1	0.1	2.8	0.0	2.0	2.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	9.7	0.1	1.7	1.2	1.3	0.4	0.0	2.3	0.7	0.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	24.3	11.1	33.2	11.3	11.4	34.6	0.0	28.4	33.9	24.2	23.9
LnGrp LOS	C	C	B	C	B	B	C	A	C	C	C	C
Approach Vol, veh/h		798			635			177			113	
Approach Delay, s/veh		25.1			15.1			29.3			27.8	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	14.5	9.9	34.8	6.5	15.3	8.4	36.3				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	14.4	29.4	20.4	* 37	9.4	34.4	18.0	37.9				
Max Q Clear Time (g_c+I1), s	3.5	7.3	6.0	24.7	2.9	3.4	4.8	6.0				
Green Ext Time (p_c), s	0.0	0.8	0.1	3.6	0.0	0.3	0.1	2.9				

Intersection Summary

HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

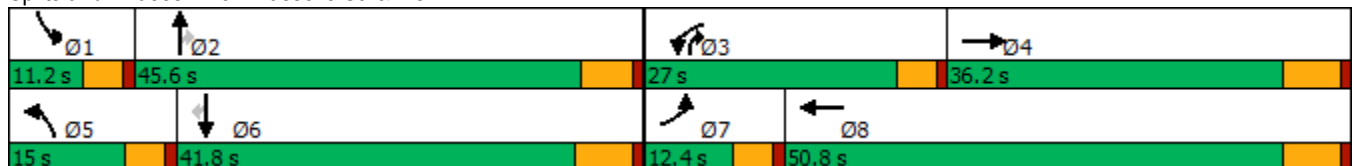


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖↗	↕↔	↖↗	↕↔	↖	↖↗	↕↔	↖
Traffic Volume (vph)	147	395	631	551	196	506	448	174	628	82
Future Volume (vph)	147	395	631	551	196	506	448	174	628	82
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.0	20.7	22.3	34.9	9.8	28.1	50.4	7.4	25.7	25.7
Actuated g/C Ratio	0.08	0.22	0.23	0.37	0.10	0.30	0.53	0.08	0.27	0.27
v/c Ratio	0.51	0.60	0.78	0.33	0.55	0.48	0.50	0.65	0.66	0.16
Control Delay	51.5	28.5	43.9	21.9	49.5	29.4	10.9	58.2	34.9	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	28.5	43.9	21.9	49.5	29.4	10.9	58.2	34.9	0.6
LOS	D	C	D	C	D	C	B	E	C	A
Approach Delay		32.6		33.1		25.6			36.3	
Approach LOS		C		C		C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.9
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 31.6
 Intersection LOS: C
 Intersection Capacity Utilization 73.2%
 ICU Level of Service D
 Analysis Period (min) 15

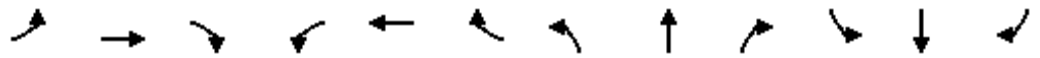
Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	147	395	286	631	551	64	196	506	448	174	628	82
Future Volume (veh/h)	147	395	286	631	551	64	196	506	448	174	628	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	150	403	207	644	562	38	200	516	319	178	641	47
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	764	354	758	1815	122	305	1041	782	278	1031	453
Arrive On Green	0.07	0.22	0.19	0.22	0.37	0.34	0.09	0.29	0.27	0.08	0.29	0.29
Sat Flow, veh/h	3510	3458	1602	3510	4959	332	3510	3610	1583	3510	3610	1586
Grp Volume(v), veh/h	150	403	207	644	390	210	200	516	319	178	641	47
Grp Sat Flow(s),veh/h/ln	1755	1729	1602	1755	1729	1833	1755	1805	1583	1755	1805	1586
Q Serve(g_s), s	3.5	8.6	9.9	14.8	6.8	6.9	4.6	10.0	10.8	4.1	12.9	1.8
Cycle Q Clear(g_c), s	3.5	8.6	9.9	14.8	6.8	6.9	4.6	10.0	10.8	4.1	12.9	1.8
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	764	354	758	1265	671	305	1041	782	278	1031	453
V/C Ratio(X)	0.60	0.53	0.58	0.85	0.31	0.31	0.66	0.50	0.41	0.64	0.62	0.10
Avail Cap(c_a), veh/h	351	1327	615	962	1928	1022	460	1789	1110	301	1626	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	28.8	30.3	31.6	19.0	19.2	37.1	24.8	13.7	37.5	26.0	22.1
Incr Delay (d2), s/veh	0.9	0.6	1.5	4.9	0.1	0.3	0.9	0.4	0.3	2.8	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.3	3.7	6.2	2.4	2.7	1.9	4.0	3.3	1.8	5.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	29.4	31.8	36.5	19.2	19.5	38.0	25.2	14.0	40.3	26.7	22.2
LnGrp LOS	D	C	C	D	B	B	D	C	B	D	C	C
Approach Vol, veh/h		760			1244			1035			866	
Approach Delay, s/veh		31.9			28.2			24.2			29.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	28.6	22.1	22.5	11.3	28.0	10.0	34.7				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	6.1	12.8	16.8	11.9	6.6	14.9	5.5	8.9				
Green Ext Time (p_c), s	0.0	4.5	0.7	3.3	0.1	3.9	0.1	3.6				

Intersection Summary

HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

38: Lasselle St. & Krameria Av.

05/19/2020

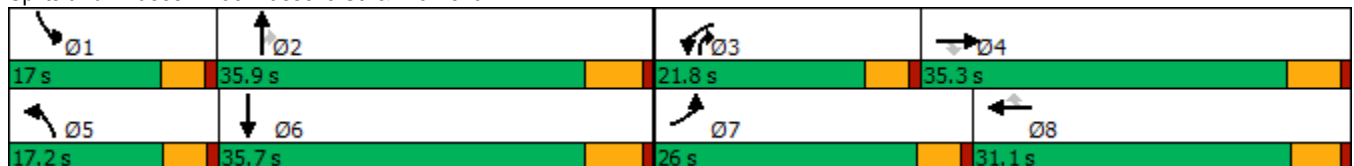


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	277	227	165	144	141	113	141	841	219	157	483
Future Volume (vph)	277	227	165	144	141	113	141	841	219	157	483
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	19.9	22.8	21.4	13.0	15.9	14.8	11.9	30.2	43.3	12.4	30.7
Actuated g/C Ratio	0.21	0.24	0.23	0.14	0.17	0.16	0.13	0.32	0.46	0.13	0.32
v/c Ratio	0.81	0.55	0.37	0.65	0.49	0.35	0.69	0.81	0.28	0.74	0.56
Control Delay	54.9	37.6	7.1	52.7	42.1	9.4	58.8	37.5	2.9	61.6	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	37.6	7.1	52.7	42.1	9.4	58.8	37.5	2.9	61.6	29.1
LOS	D	D	A	D	D	A	E	D	A	E	C
Approach Delay		37.3			36.6			33.7			36.0
Approach LOS		D			D			C			D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 94.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 35.4
 Intersection LOS: D
 Intersection Capacity Utilization 69.8%
 ICU Level of Service C
 Analysis Period (min) 15

























Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	227	165	144	141	113	141	841	219	157	483	100
Future Volume (veh/h)	277	227	165	144	141	113	141	841	219	157	483	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	308	252	77	160	157	65	157	934	131	174	537	89
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	359	452	353	210	288	222	205	1190	693	223	1051	174
Arrive On Green	0.20	0.24	0.22	0.12	0.15	0.14	0.11	0.33	0.32	0.12	0.34	0.32
Sat Flow, veh/h	1810	1900	1597	1810	1900	1603	1810	3610	1608	1810	3098	512
Grp Volume(v), veh/h	308	252	77	160	157	65	157	934	131	174	312	314
Grp Sat Flow(s),veh/h/ln	1810	1900	1597	1810	1900	1603	1810	1805	1608	1810	1805	1805
Q Serve(g_s), s	13.6	9.6	3.3	7.1	6.3	3.0	7.0	19.4	4.2	7.7	11.4	11.6
Cycle Q Clear(g_c), s	13.6	9.6	3.3	7.1	6.3	3.0	7.0	19.4	4.2	7.7	11.4	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	359	452	353	210	288	222	205	1190	693	223	612	612
V/C Ratio(X)	0.86	0.56	0.22	0.76	0.55	0.29	0.76	0.79	0.19	0.78	0.51	0.51
Avail Cap(c_a), veh/h	481	719	577	389	623	504	289	1392	783	284	692	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	27.7	26.4	35.5	32.4	32.0	35.6	25.1	14.6	35.2	21.8	22.1
Incr Delay (d2), s/veh	8.9	1.1	0.3	2.2	1.6	0.7	4.4	2.6	0.1	7.6	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	4.3	1.2	3.1	2.9	1.2	3.1	7.9	1.4	3.7	4.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	28.8	26.7	37.6	34.1	32.7	40.0	27.7	14.7	42.8	22.5	22.7
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		637			382			1222			800	
Approach Delay, s/veh		34.4			35.3			27.9			27.0	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	31.3	13.6	23.7	13.4	32.1	20.4	16.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	9.7	21.4	9.1	11.6	9.0	13.6	15.6	8.3				
Green Ext Time (p_c), s	0.1	4.1	0.1	1.4	0.1	3.1	0.2	0.9				

Intersection Summary

HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

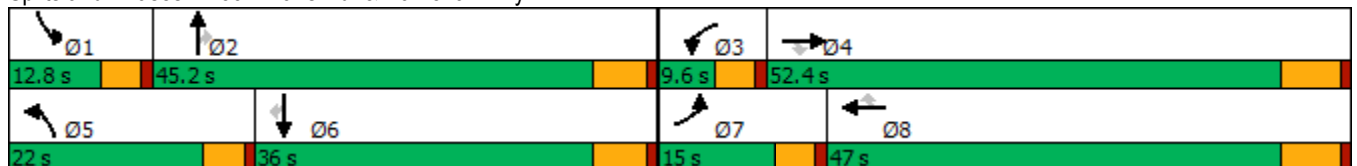
05/19/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	397	1013	424	17	603	197	220	321	7	248	521	340
Future Volume (vph)	397	1013	424	17	603	197	220	321	7	248	521	340
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.4	37.4	37.4	5.8	25.1	25.1	10.9	24.1	24.1	9.1	22.2	22.2
Actuated g/C Ratio	0.13	0.43	0.43	0.07	0.29	0.29	0.13	0.28	0.28	0.11	0.26	0.26
v/c Ratio	0.88	0.46	0.47	0.07	0.58	0.33	0.50	0.33	0.01	0.69	0.57	0.61
Control Delay	61.1	19.8	4.8	45.9	28.9	5.3	41.7	25.7	0.0	51.2	31.5	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	19.8	4.8	45.9	28.9	5.3	41.7	25.7	0.0	51.2	31.5	16.4
LOS	E	B	A	D	C	A	D	C	A	D	C	B
Approach Delay		25.3			23.6			31.8			31.3	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 86.2
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 27.3
 Intersection LOS: C
 Intersection Capacity Utilization 62.0%
 ICU Level of Service B
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	397	1013	424	17	603	197	220	321	7	248	521	340
Future Volume (veh/h)	397	1013	424	17	603	197	220	321	7	248	521	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	405	1034	0	17	615	94	224	328	6	253	532	173
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	526	2060		101	998	445	357	845	377	377	865	380
Arrive On Green	0.15	0.40	0.00	0.03	0.28	0.28	0.10	0.23	0.23	0.11	0.24	0.24
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1586
Grp Volume(v), veh/h	405	1034	0	17	615	94	224	328	6	253	532	173
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1586
Q Serve(g_s), s	7.6	10.3	0.0	0.3	10.2	3.1	4.2	5.3	0.2	4.8	9.0	6.4
Cycle Q Clear(g_c), s	7.6	10.3	0.0	0.3	10.2	3.1	4.2	5.3	0.2	4.8	9.0	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	526	2060		101	998	445	357	845	377	377	865	380
V/C Ratio(X)	0.77	0.50		0.17	0.62	0.21	0.63	0.39	0.02	0.67	0.62	0.46
Avail Cap(c_a), veh/h	561	3648		286	2256	1006	918	2161	964	449	1679	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	15.6	0.0	32.6	21.7	19.1	29.7	22.2	20.3	29.5	23.3	22.3
Incr Delay (d2), s/veh	5.3	0.2	0.0	0.3	0.6	0.2	0.7	0.3	0.0	1.9	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.3	0.0	0.1	3.7	1.0	1.7	2.0	0.1	1.9	3.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	15.8	0.0	32.9	22.3	19.4	30.3	22.5	20.3	31.4	24.1	23.2
LnGrp LOS	C	B		C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		1439	A		726			558			958	
Approach Delay, s/veh		20.8			22.2			25.6			25.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	20.1	6.0	31.3	11.0	20.5	14.3	23.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	6.8	7.3	2.3	12.3	6.2	11.0	9.6	12.2				
Green Ext Time (p_c), s	0.1	2.0	0.0	7.3	0.3	3.6	0.1	4.0				

Intersection Summary

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

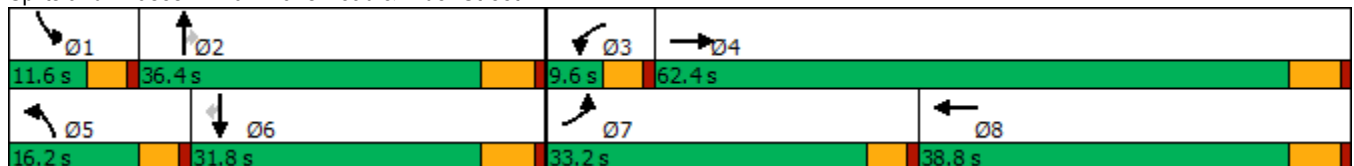


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	252	308	9	220	72	255	12	40	349	234
Future Volume (vph)	252	308	9	220	72	255	12	40	349	234
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	33.2	62.4	9.6	38.8	16.2	36.4	36.4	11.6	31.8	31.8
Total Split (%)	27.7%	52.0%	8.0%	32.3%	13.5%	30.3%	30.3%	9.7%	26.5%	26.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	16.4	35.2	5.5	14.9	8.1	19.3	19.3	6.5	15.3	15.3
Actuated g/C Ratio	0.22	0.47	0.07	0.20	0.11	0.26	0.26	0.09	0.21	0.21
v/c Ratio	0.68	0.28	0.07	0.40	0.39	0.29	0.02	0.27	0.51	0.48
Control Delay	39.2	11.9	45.6	27.9	44.1	26.7	0.1	45.3	32.1	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	11.9	45.6	27.9	44.1	26.7	0.1	45.3	32.1	8.3
LOS	D	B	D	C	D	C	A	D	C	A
Approach Delay		22.1		28.5		29.4			24.0	
Approach LOS		C		C		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 74.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 24.9
 Intersection LOS: C
 Intersection Capacity Utilization 55.0%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↗↘	↗	↗	↗↘	↗
Traffic Volume (veh/h)	252	308	118	9	220	49	72	255	12	40	349	234
Future Volume (veh/h)	252	308	118	9	220	49	72	255	12	40	349	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	271	331	105	10	237	39	77	274	8	43	375	112
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	952	297	23	567	92	114	763	340	79	693	305
Arrive On Green	0.18	0.35	0.35	0.01	0.18	0.18	0.06	0.21	0.21	0.04	0.19	0.19
Sat Flow, veh/h	1810	2700	841	1810	3110	504	1810	3610	1610	1810	3610	1589
Grp Volume(v), veh/h	271	219	217	10	136	140	77	274	8	43	375	112
Grp Sat Flow(s),veh/h/ln	1810	1805	1736	1810	1805	1809	1810	1805	1610	1810	1805	1589
Q Serve(g_s), s	7.9	4.9	5.1	0.3	3.7	3.8	2.3	3.6	0.2	1.3	5.1	3.4
Cycle Q Clear(g_c), s	7.9	4.9	5.1	0.3	3.7	3.8	2.3	3.6	0.2	1.3	5.1	3.4
Prop In Lane	1.00		0.48	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	637	612	23	329	330	114	763	340	79	693	305
V/C Ratio(X)	0.82	0.34	0.35	0.43	0.41	0.42	0.68	0.36	0.02	0.54	0.54	0.37
Avail Cap(c_a), veh/h	944	1863	1792	165	1086	1089	383	2014	899	231	1712	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	13.1	13.1	26.9	19.8	19.9	25.1	18.5	17.1	25.7	20.0	19.3
Incr Delay (d2), s/veh	1.9	0.3	0.3	4.6	0.8	0.9	2.6	0.3	0.0	2.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.6	1.6	0.1	1.4	1.4	0.9	1.3	0.1	0.5	1.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	13.4	13.5	31.4	20.7	20.7	27.7	18.7	17.2	27.8	20.6	20.0
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		707			286			359			530	
Approach Delay, s/veh		17.3			21.1			20.6			21.1	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	17.4	5.3	25.1	8.1	16.3	14.7	15.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	7.0	30.6	5.0	56.6	11.6	26.0	28.6	33.0				
Max Q Clear Time (g_c+I1), s	3.3	5.6	2.3	7.1	4.3	7.1	9.9	5.8				
Green Ext Time (p_c), s	0.0	1.6	0.0	2.5	0.0	2.4	0.3	1.4				

Intersection Summary

HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Timings
41: Evans Rd. & Orange Av.

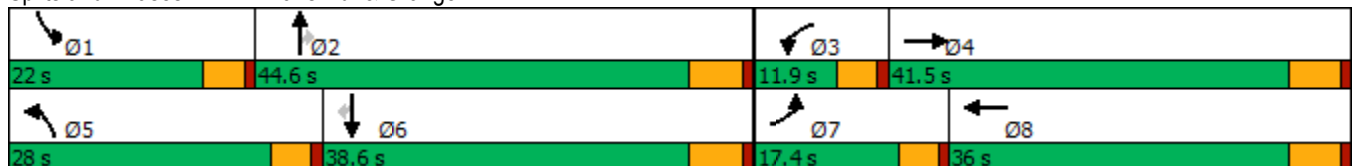


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	114	182	50	112	108	256	66	76	256	106
Future Volume (vph)	114	182	50	112	108	256	66	76	256	106
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	9.9	19.3	7.0	14.4	9.9	18.7	18.7	8.5	17.6	17.6
Actuated g/C Ratio	0.15	0.29	0.10	0.21	0.15	0.28	0.28	0.13	0.26	0.26
v/c Ratio	0.45	0.52	0.28	0.47	0.43	0.51	0.12	0.36	0.55	0.20
Control Delay	38.5	27.1	40.1	29.7	37.4	27.1	0.5	38.0	29.4	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	27.1	40.1	29.7	37.4	27.1	0.5	38.0	29.4	0.9
LOS	D	C	D	C	D	C	A	D	C	A
Approach Delay		30.6		32.0		25.6			24.0	
Approach LOS		C		C		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 67
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 27.4
 Intersection LOS: C
 Intersection Capacity Utilization 55.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↗	↖
Traffic Volume (veh/h)	114	182	76	50	112	65	108	256	66	76	256	106
Future Volume (veh/h)	114	182	76	50	112	65	108	256	66	76	256	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	194	53	53	119	62	115	272	41	81	272	54
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	157	341	93	95	240	125	151	418	354	123	389	330
Arrive On Green	0.09	0.24	0.24	0.05	0.20	0.20	0.08	0.22	0.22	0.07	0.20	0.20
Sat Flow, veh/h	1810	1428	390	1810	1177	613	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	121	0	247	53	0	181	115	272	41	81	272	54
Grp Sat Flow(s),veh/h/ln	1810	0	1818	1810	0	1790	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.2	0.0	5.9	1.4	0.0	4.4	3.1	6.4	1.0	2.2	6.6	1.4
Cycle Q Clear(g_c), s	3.2	0.0	5.9	1.4	0.0	4.4	3.1	6.4	1.0	2.2	6.6	1.4
Prop In Lane	1.00		0.21	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	157	0	434	95	0	366	151	418	354	123	389	330
V/C Ratio(X)	0.77	0.00	0.57	0.56	0.00	0.50	0.76	0.65	0.12	0.66	0.70	0.16
Avail Cap(c_a), veh/h	468	0	1313	267	0	1093	856	1491	1264	637	1261	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	16.6	22.9	0.0	17.4	22.2	17.5	15.4	22.5	18.2	16.2
Incr Delay (d2), s/veh	3.0	0.0	1.2	1.9	0.0	1.0	3.0	1.7	0.1	2.2	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	2.1	0.6	0.0	1.6	1.2	2.5	0.3	0.9	2.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	17.7	24.8	0.0	18.5	25.2	19.3	15.6	24.7	20.5	16.4
LnGrp LOS	C	A	B	C	A	B	C	B	B	C	C	B
Approach Vol, veh/h		368			234			428			407	
Approach Delay, s/veh		20.1			19.9			20.5			20.8	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	16.7	7.2	17.6	8.7	15.9	8.9	15.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	4.2	8.4	3.4	7.9	5.1	8.6	5.2	6.4				
Green Ext Time (p_c), s	0.1	1.6	0.0	1.3	0.1	1.5	0.1	0.9				

Intersection Summary

HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

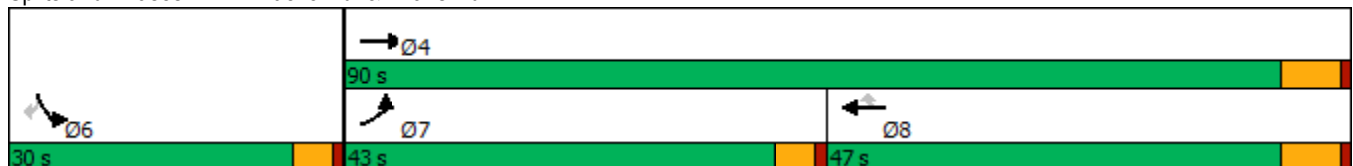


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↗	↖	↖	↖
Traffic Volume (vph)	407	440	299	45	78	282
Future Volume (vph)	407	440	299	45	78	282
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.5	36.5	36.5	14.6	14.6
Total Split (s)	43.0	90.0	47.0	47.0	30.0	30.0
Total Split (%)	35.8%	75.0%	39.2%	39.2%	25.0%	25.0%
Yellow Time (s)	3.6	5.5	5.5	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5	4.6	4.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	20.7	43.5	17.9	17.9	11.2	11.2
Actuated g/C Ratio	0.31	0.66	0.27	0.27	0.17	0.17
v/c Ratio	0.75	0.37	0.61	0.10	0.27	0.57
Control Delay	30.6	5.7	27.6	7.5	31.5	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	5.7	27.6	7.5	31.5	9.4
LOS	C	A	C	A	C	A
Approach Delay		17.7	24.9		14.2	
Approach LOS		B	C		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 66.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

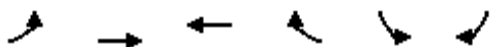
Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

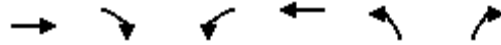
Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↕	↗	↖	↗	↘	↘	
Traffic Volume (veh/h)	407	440	299	45	78	282	
Future Volume (veh/h)	407	440	299	45	78	282	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	424	458	311	31	81	74	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	495	1128	430	364	325	289	
Arrive On Green	0.27	0.59	0.23	0.23	0.18	0.18	
Sat Flow, veh/h	1810	1900	1900	1610	1810	1610	
Grp Volume(v), veh/h	424	458	311	31	81	74	
Grp Sat Flow(s),veh/h/ln	1810	1900	1900	1610	1810	1610	
Q Serve(g_s), s	10.9	6.3	7.4	0.7	1.9	1.9	
Cycle Q Clear(g_c), s	10.9	6.3	7.4	0.7	1.9	1.9	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	495	1128	430	364	325	289	
V/C Ratio(X)	0.86	0.41	0.72	0.09	0.25	0.26	
Avail Cap(c_a), veh/h	1420	3242	1573	1333	939	836	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	16.9	5.3	17.5	14.9	17.2	17.3	
Incr Delay (d2), s/veh	1.7	0.2	2.3	0.1	0.4	0.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.5	1.0	2.7	0.2	0.8	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	18.6	5.6	19.8	15.0	17.6	17.7	
LnGrp LOS	B	A	B	B	B	B	
Approach Vol, veh/h		882	342		155		
Approach Delay, s/veh		11.8	19.4		17.7		
Approach LOS		B	B		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				35.5	13.4	18.0	17.6
Change Period (Y+Rc), s				6.5	4.6	4.6	6.5
Max Green Setting (Gmax), s				83.5	25.4	38.4	40.5
Max Q Clear Time (g_c+11), s				8.3	3.9	12.9	9.4
Green Ext Time (p_c), s				2.6	0.4	0.5	1.7
Intersection Summary							
HCM 6th Ctrl Delay			14.4				
HCM 6th LOS			B				

Timings
43: Bradley St. & Ramona Expy

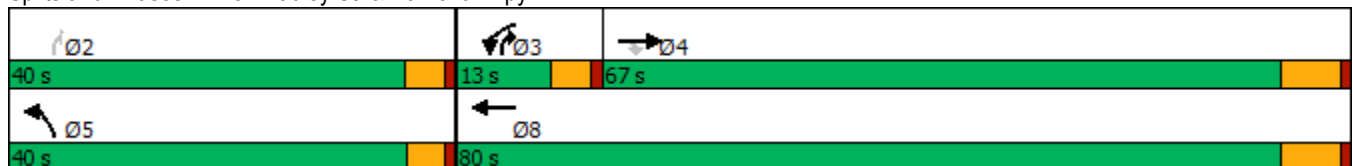


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵	
Traffic Volume (vph)	1068	193	26	594	74	13	
Future Volume (vph)	1068	193	26	594	74	13	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4					2
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	32.2	32.2	7.4	37.1	10.4	14.1	
Actuated g/C Ratio	0.69	0.69	0.16	0.79	0.22	0.30	
v/c Ratio	0.45	0.17	0.10	0.22	0.19	0.03	
Control Delay	9.7	2.1	28.1	3.6	23.9	8.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	9.7	2.1	28.1	3.6	23.9	8.5	
LOS	A	A	C	A	C	A	
Approach Delay	8.5			4.6	21.6		
Approach LOS	A			A	C		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 46.7
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 42.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

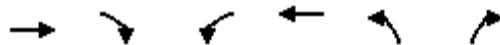
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	1068	193	26	594	74	13
Future Volume (veh/h)	1068	193	26	594	74	13
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1124	183	27	625	78	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1845	822	58	2370	132	170
Arrive On Green	0.51	0.51	0.03	0.66	0.07	0.07
Sat Flow, veh/h	3705	1609	1810	3705	1810	1610
Grp Volume(v), veh/h	1124	183	27	625	78	2
Grp Sat Flow(s),veh/h/ln	1805	1609	1810	1805	1810	1610
Q Serve(g_s), s	9.0	2.6	0.6	2.9	1.7	0.0
Cycle Q Clear(g_c), s	9.0	2.6	0.6	2.9	1.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1845	822	58	2370	132	170
V/C Ratio(X)	0.61	0.22	0.46	0.26	0.59	0.01
Avail Cap(c_a), veh/h	5369	2392	374	6523	1579	1457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.1	5.5	19.3	2.9	18.3	16.3
Incr Delay (d2), s/veh	0.3	0.1	2.1	0.1	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	0.2	0.0	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.4	5.6	21.4	3.0	22.4	16.3
LnGrp LOS	A	A	C	A	C	B
Approach Vol, veh/h	1307			652	80	
Approach Delay, s/veh	7.1			3.7	22.2	
Approach LOS	A			A	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		7.5	5.9	27.3		33.2
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		3.7	2.6	11.0		4.9
Green Ext Time (p_c), s		0.2	0.0	9.7		4.0
Intersection Summary						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			A			

Timings
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

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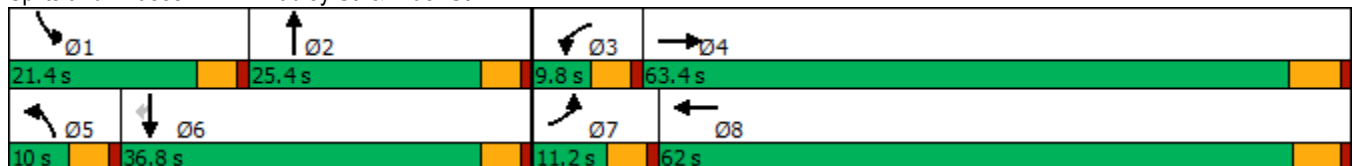


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	88	218	6	176	13	6	14	11	72
Future Volume (vph)	88	218	6	176	13	6	14	11	72
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.1	23.3	6.2	14.0	6.2	13.2	6.3	13.3	13.3
Actuated g/C Ratio	0.25	0.58	0.15	0.35	0.15	0.33	0.16	0.33	0.33
v/c Ratio	0.20	0.11	0.02	0.31	0.05	0.02	0.05	0.02	0.13
Control Delay	23.7	8.8	24.8	15.3	24.6	13.9	24.3	16.5	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	8.8	24.8	15.3	24.6	13.9	24.3	16.5	3.1
LOS	C	A	C	B	C	B	C	B	A
Approach Delay		12.9		15.6		19.9		7.7	
Approach LOS		B		B		B		A	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 40.3
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 13.2
 Intersection LOS: B
 Intersection Capacity Utilization 36.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	88	218	11	6	176	21	13	6	5	14	11	72
Future Volume (veh/h)	88	218	11	6	176	21	13	6	5	14	11	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	227	10	6	183	16	14	6	2	15	11	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	149	1213	53	15	465	41	33	136	45	35	191	161
Arrive On Green	0.08	0.34	0.34	0.01	0.27	0.27	0.02	0.10	0.10	0.02	0.10	0.10
Sat Flow, veh/h	1810	3519	154	1810	1722	151	1810	1364	455	1810	1900	1604
Grp Volume(v), veh/h	92	116	121	6	0	199	14	0	8	15	11	9
Grp Sat Flow(s),veh/h/ln	1810	1805	1868	1810	0	1872	1810	0	1818	1810	1900	1604
Q Serve(g_s), s	1.8	1.7	1.7	0.1	0.0	3.2	0.3	0.0	0.1	0.3	0.2	0.2
Cycle Q Clear(g_c), s	1.8	1.7	1.7	0.1	0.0	3.2	0.3	0.0	0.1	0.3	0.2	0.2
Prop In Lane	1.00		0.08	1.00		0.08	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	149	622	644	15	0	506	33	0	181	35	191	161
V/C Ratio(X)	0.62	0.19	0.19	0.41	0.00	0.39	0.43	0.00	0.04	0.43	0.06	0.06
Avail Cap(c_a), veh/h	322	2804	2902	254	0	2858	263	0	1020	820	1650	1393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	8.5	8.5	18.3	0.0	11.0	18.0	0.0	15.1	18.0	15.1	15.1
Incr Delay (d2), s/veh	1.5	0.1	0.1	6.7	0.0	0.5	3.2	0.0	0.1	3.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	0.4	0.1	0.0	1.0	0.1	0.0	0.1	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	8.7	8.7	25.0	0.0	11.5	21.3	0.0	15.2	21.1	15.2	15.2
LnGrp LOS	B	A	A	C	A	B	C	A	B	C	B	B
Approach Vol, veh/h		329			205			22				35
Approach Delay, s/veh		11.3			11.9			19.1				17.7
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	8.3	4.9	18.6	5.3	8.3	7.7	15.8				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	2.3	2.1	2.1	3.7	2.3	2.2	3.8	5.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	248	0	0	207	0
Future Vol, veh/h	0	248	0	0	207	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	261	0	0	218	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	261	0	132
Stage 1	-	-	-	-	131
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1315	-	867
Stage 1	-	-	-	-	900
Stage 2	-	-	-	-	1028
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1315	-	867
Mov Cap-2 Maneuver	-	-	-	-	867
Stage 1	-	-	-	-	900
Stage 2	-	-	-	-	1028

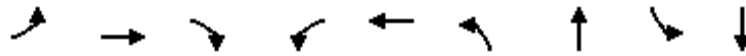
Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1315	-
HCM Lane V/C Ratio	0.251	-	-	-	-
HCM Control Delay (s)	10.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Timings
46: Dunlap Dr. & Nuevo Rd.

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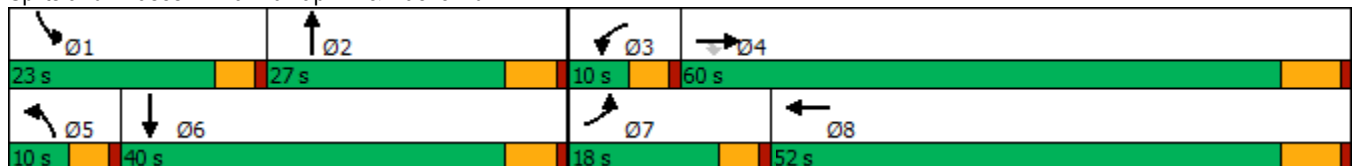


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	60	408	6	5	252	6	33	103	22
Future Volume (vph)	60	408	6	5	252	6	33	103	22
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	18.0	60.0	60.0	10.0	52.0	10.0	27.0	23.0	40.0
Total Split (%)	15.0%	50.0%	50.0%	8.3%	43.3%	8.3%	22.5%	19.2%	33.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.6	37.1	37.1	7.3	29.0	7.3	15.4	12.5	22.2
Actuated g/C Ratio	0.15	0.58	0.58	0.11	0.46	0.11	0.24	0.20	0.35
v/c Ratio	0.28	0.46	0.01	0.03	0.46	0.04	0.10	0.37	0.14
Control Delay	37.0	16.7	0.0	40.8	23.3	40.8	30.4	34.8	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	16.7	0.0	40.8	23.3	40.8	30.4	34.8	11.0
LOS	D	B	A	D	C	D	C	C	B
Approach Delay		19.1			23.5		31.9		25.4
Approach LOS		B			C		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 63.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 22.1
 Intersection LOS: C
 Intersection Capacity Utilization 52.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	60	408	6	5	252	58	6	33	2	103	22	45
Future Volume (veh/h)	60	408	6	5	252	58	6	33	2	103	22	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	516	5	6	319	58	8	42	2	130	28	39
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	645	547	14	445	81	19	282	13	170	172	240
Arrive On Green	0.06	0.34	0.34	0.01	0.28	0.28	0.01	0.16	0.16	0.09	0.24	0.24
Sat Flow, veh/h	1810	1900	1610	1810	1564	284	1810	1799	86	1810	718	1000
Grp Volume(v), veh/h	76	516	5	6	0	377	8	0	44	130	0	67
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1849	1810	0	1885	1810	0	1718
Q Serve(g_s), s	2.2	13.2	0.1	0.2	0.0	9.8	0.2	0.0	1.1	3.7	0.0	1.6
Cycle Q Clear(g_c), s	2.2	13.2	0.1	0.2	0.0	9.8	0.2	0.0	1.1	3.7	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.05	1.00		0.58
Lane Grp Cap(c), veh/h	115	645	547	14	0	525	19	0	295	170	0	412
V/C Ratio(X)	0.66	0.80	0.01	0.42	0.00	0.72	0.42	0.00	0.15	0.77	0.00	0.16
Avail Cap(c_a), veh/h	454	1902	1612	183	0	1574	183	0	748	623	0	1099
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.5	16.0	11.7	26.4	0.0	17.2	26.3	0.0	19.5	23.6	0.0	16.1
Incr Delay (d2), s/veh	2.4	2.4	0.0	6.9	0.0	1.9	5.4	0.0	0.2	2.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.5	0.0	0.1	0.0	3.4	0.1	0.0	0.4	1.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	18.4	11.7	33.3	0.0	19.1	31.7	0.0	19.7	26.4	0.0	16.3
LnGrp LOS	C	B	B	C	A	B	C	A	B	C	A	B
Approach Vol, veh/h		597			383			52				197
Approach Delay, s/veh		19.4			19.3			21.5				22.9
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	14.2	5.0	24.6	5.2	18.6	8.0	21.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	18.4	21.2	5.4	53.5	5.4	34.2	13.4	45.5				
Max Q Clear Time (g_c+I1), s	5.7	3.1	2.2	15.2	2.2	3.6	4.2	11.8				
Green Ext Time (p_c), s	0.1	0.1	0.0	3.0	0.0	0.3	0.0	2.0				

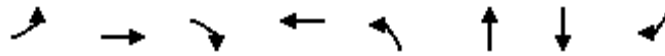
Intersection Summary

HCM 6th Ctrl Delay			20.0									
HCM 6th LOS			C									

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖↗	↕↔	↕↕	↗	
Traffic Volume (vph)	35	0	172	0	150	583	989	92	
Future Volume (vph)	35	0	172	0	150	583	989	92	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		13.2	13.2	13.2	8.2	39.9	26.8	26.8	
Actuated g/C Ratio		0.20	0.20	0.20	0.13	0.61	0.41	0.41	
v/c Ratio		0.13	0.39	0.00	0.36	0.28	0.71	0.14	
Control Delay		24.8	7.1	0.0	32.1	6.6	19.3	4.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		24.8	7.1	0.0	32.1	6.6	19.3	4.0	
LOS		C	A	A	C	A	B	A	
Approach Delay		10.1				11.8	18.0		
Approach LOS		B				B	B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 65	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↗		↖	↕	↗
Traffic Volume (veh/h)	35	0	172	0	0	1	150	583	1	0	989	92
Future Volume (veh/h)	35	0	172	0	0	1	150	583	1	0	989	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	0	67	0	0	1	160	620	1	0	1052	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	374	0	257	0	0	258	314	2282	4	4	1572	700
Arrive On Green	0.16	0.00	0.16	0.00	0.00	0.16	0.09	0.62	0.62	0.00	0.44	0.44
Sat Flow, veh/h	1434	0	1605	0	0	1610	3510	3698	6	1810	3610	1608
Grp Volume(v), veh/h	37	0	67	0	0	1	160	303	318	0	1052	72
Grp Sat Flow(s),veh/h/ln	1434	0	1605	0	0	1610	1755	1805	1899	1810	1805	1608
Q Serve(g_s), s	1.1	0.0	1.8	0.0	0.0	0.0	2.2	3.8	3.8	0.0	11.6	1.3
Cycle Q Clear(g_c), s	1.1	0.0	1.8	0.0	0.0	0.0	2.2	3.8	3.8	0.0	11.6	1.3
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	374	0	257	0	0	258	314	1114	1172	4	1572	700
V/C Ratio(X)	0.10	0.00	0.26	0.00	0.00	0.00	0.51	0.27	0.27	0.00	0.67	0.10
Avail Cap(c_a), veh/h	1224	0	1205	0	0	1208	1155	2242	2359	182	3658	1630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	18.3	0.0	0.0	17.6	21.6	4.4	4.4	0.0	11.2	8.3
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.0	0.0	0.0	0.5	0.1	0.1	0.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	0.0	0.0	0.0	0.7	0.5	0.5	0.0	2.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	0.0	18.9	0.0	0.0	17.6	22.1	4.5	4.5	0.0	11.7	8.4
LnGrp LOS	B	A	B	A	A	B	C	A	A	A	B	A
Approach Vol, veh/h		104			1			781			1124	
Approach Delay, s/veh		18.6			17.6			8.1			11.5	
Approach LOS		B			B			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	37.3		12.6	9.1	28.2		12.6				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+I1), s	0.0	5.8		3.8	4.2	13.6		2.0				
Green Ext Time (p_c), s	0.0	3.4		0.4	0.2	8.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	15.9
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	189	88	246	190	80	260
Future Vol, veh/h	189	88	246	190	80	260
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	195	91	254	196	82	268
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	12.5	19.4	14.3
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	24%	0%	56%
Vol Thru, %	0%	68%	44%
Vol Right, %	76%	32%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	340	277	436
LT Vol	80	0	246
Through Vol	0	189	190
RT Vol	260	88	0
Lane Flow Rate	351	286	449
Geometry Grp	1	1	1
Degree of Util (X)	0.525	0.429	0.681
Departure Headway (Hd)	5.397	5.409	5.458
Convergence, Y/N	Yes	Yes	Yes
Cap	666	663	661
Service Time	3.449	3.461	3.503
HCM Lane V/C Ratio	0.527	0.431	0.679
HCM Control Delay	14.3	12.5	19.4
HCM Lane LOS	B	B	C
HCM 95th-tile Q	3.1	2.2	5.3

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	↔
Traffic Vol, veh/h	240	18	117	7	12	1	82	205	13	3	222	121
Future Vol, veh/h	240	18	117	7	12	1	82	205	13	3	222	121
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	250	19	122	7	13	1	85	214	14	3	231	126
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	14.5	10.6	12	12.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	44%	0%	93%	0%	35%	1%	0%
Vol Thru, %	56%	89%	7%	0%	60%	99%	0%
Vol Right, %	0%	11%	0%	100%	5%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	185	116	258	117	20	225	121
LT Vol	82	0	240	0	7	3	0
Through Vol	103	103	18	0	12	222	0
RT Vol	0	13	0	117	1	0	121
Lane Flow Rate	192	120	269	122	21	234	126
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.35	0.209	0.511	0.192	0.042	0.41	0.195
Departure Headway (Hd)	6.555	6.248	6.839	5.659	7.182	6.294	5.576
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	548	573	527	633	496	570	642
Service Time	4.313	4.007	4.588	3.408	5.262	4.051	3.333
HCM Lane V/C Ratio	0.35	0.209	0.51	0.193	0.042	0.411	0.196
HCM Control Delay	12.8	10.7	16.6	9.8	10.6	13.4	9.7
HCM Lane LOS	B	B	C	A	B	B	A
HCM 95th-tile Q	1.6	0.8	2.9	0.7	0.1	2	0.7

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	0	11	1	1	1	18	291	2	1	333	5
Future Vol, veh/h	20	0	11	1	1	1	18	291	2	1	333	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	0	12	1	1	1	20	320	2	1	366	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	733	733	369	738	734	321	371	0	0	322	0	0
Stage 1	371	371	-	361	361	-	-	-	-	-	-	-
Stage 2	362	362	-	377	373	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	339	350	681	336	350	724	1199	-	-	1249	-	-
Stage 1	653	623	-	662	629	-	-	-	-	-	-	-
Stage 2	661	629	-	649	622	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	332	343	681	325	343	724	1199	-	-	1249	-	-
Mov Cap-2 Maneuver	332	343	-	325	343	-	-	-	-	-	-	-
Stage 1	640	622	-	649	616	-	-	-	-	-	-	-
Stage 2	646	616	-	637	621	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	13.9	0.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1199	-	-	406	407	1249	-
HCM Lane V/C Ratio	0.016	-	-	0.084	0.008	0.001	-
HCM Control Delay (s)	8.1	0	-	14.7	13.9	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	40	113	18	6	35	82	16	210	8	73	240	34
Future Vol, veh/h	40	113	18	6	35	82	16	210	8	73	240	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	127	20	7	39	92	18	236	9	82	270	38

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	795	734	289	804	749	241	308	0	0	245	0	0
Stage 1	453	453	-	277	277	-	-	-	-	-	-	-
Stage 2	342	281	-	527	472	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	308	350	755	304	343	803	1264	-	-	1333	-	-
Stage 1	590	573	-	734	685	-	-	-	-	-	-	-
Stage 2	677	682	-	538	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	238	324	755	212	317	803	1264	-	-	1333	-	-
Mov Cap-2 Maneuver	345	404	-	297	403	-	-	-	-	-	-	-
Stage 1	582	537	-	724	675	-	-	-	-	-	-	-
Stage 2	556	672	-	375	527	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.4	13	0.5	1.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1264	-	-	408	588	1333	-
HCM Lane V/C Ratio	0.014	-	-	0.471	0.235	0.062	-
HCM Control Delay (s)	7.9	-	-	21.4	13	7.9	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.4	0.9	0.2	-

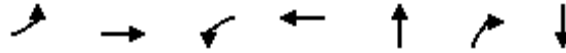
Intersection												
Int Delay, s/veh	12.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	151	5	9	68	11	7	196	127	51	200	16
Future Vol, veh/h	21	151	5	9	68	11	7	196	127	51	200	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	186	6	11	84	14	9	242	157	63	247	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	771	800	257	818	732	321	267	0	0	399	0	0
Stage 1	383	383	-	339	339	-	-	-	-	-	-	-
Stage 2	388	417	-	479	393	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	320	320	787	297	351	724	1308	-	-	1171	-	-
Stage 1	644	616	-	680	643	-	-	-	-	-	-	-
Stage 2	640	595	-	571	609	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	238	297	787	140	326	724	1308	-	-	1171	-	-
Mov Cap-2 Maneuver	238	297	-	140	326	-	-	-	-	-	-	-
Stage 1	638	577	-	674	637	-	-	-	-	-	-	-
Stage 2	540	590	-	359	571	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	45.7	23.2	0.2	1.6
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1308	-	-	294	305	1171	-
HCM Lane V/C Ratio	0.007	-	-	0.743	0.356	0.054	-
HCM Control Delay (s)	7.8	0	-	45.7	23.2	8.2	0
HCM Lane LOS	A	A	-	E	C	A	A
HCM 95th %tile Q(veh)	0	-	-	5.5	1.6	0.2	-

Timings
58: Menifee Rd. & SR-74

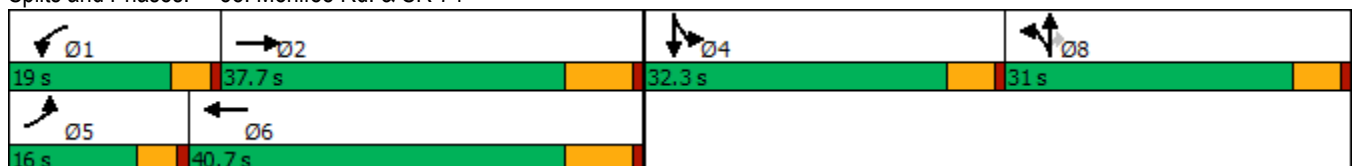


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	108	597	145	581	156	86	182
Future Volume (vph)	108	597	145	581	156	86	182
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	16.0	37.7	19.0	40.7	31.0	31.0	32.3
Total Split (%)	13.3%	31.4%	15.8%	33.9%	25.8%	25.8%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	10.0	31.7	12.4	34.1	21.6	21.6	19.6
Actuated g/C Ratio	0.09	0.29	0.12	0.32	0.20	0.20	0.18
v/c Ratio	0.69	0.71	0.74	0.59	0.82	0.21	0.75
Control Delay	70.8	39.6	69.5	35.0	60.3	3.9	56.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.8	39.6	69.5	35.0	60.3	3.9	56.0
LOS	E	D	E	D	E	A	E
Approach Delay		43.8		41.5	47.3		56.0
Approach LOS		D		D	D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.8
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 44.9
 Intersection LOS: D
 Intersection Capacity Utilization 74.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↕		↰	↕			↕	↗		↕	↗
Traffic Volume (veh/h)	108	597	100	145	581	49	130	156	86	38	182	20
Future Volume (veh/h)	108	597	100	145	581	49	130	156	86	38	182	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	115	635	86	154	618	37	138	166	37	40	194	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	1042	141	187	1210	72	160	193	306	48	234	1
Arrive On Green	0.08	0.33	0.33	0.10	0.35	0.35	0.19	0.19	0.19	0.15	0.15	0.15
Sat Flow, veh/h	1810	3195	432	1810	3461	207	843	1014	1610	320	1554	8
Grp Volume(v), veh/h	115	358	363	154	322	333	304	0	37	235	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1822	1810	1805	1863	1858	0	1610	1883	0	0
Q Serve(g_s), s	6.0	16.1	16.1	8.0	13.6	13.6	15.3	0.0	1.8	11.7	0.0	0.0
Cycle Q Clear(g_c), s	6.0	16.1	16.1	8.0	13.6	13.6	15.3	0.0	1.8	11.7	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.11	0.45		1.00	0.17		0.00
Lane Grp Cap(c), veh/h	144	589	594	187	631	651	353	0	306	283	0	0
V/C Ratio(X)	0.80	0.61	0.61	0.82	0.51	0.51	0.86	0.00	0.12	0.83	0.00	0.00
Avail Cap(c_a), veh/h	214	589	594	270	631	651	495	0	429	527	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.6	27.3	27.3	42.4	24.8	24.8	37.8	0.0	32.4	39.7	0.0	0.0
Incr Delay (d2), s/veh	6.8	4.6	4.6	8.5	2.9	2.9	10.7	0.0	0.2	6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.2	7.3	3.8	5.9	6.0	7.5	0.0	0.7	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	31.9	31.9	50.9	27.7	27.7	48.6	0.0	32.6	45.9	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	D	A	C	D	A	A
Approach Vol, veh/h		836			809			341			235	
Approach Delay, s/veh		34.5			32.1			46.8			45.9	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.5	38.4		19.8	12.3	40.7		23.6				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	14.4	30.7		27.0	11.4	33.7		25.7				
Max Q Clear Time (g_c+I1), s	10.0	18.1		13.7	8.0	15.6		17.3				
Green Ext Time (p_c), s	0.1	3.3		0.9	0.0	3.3		1.0				

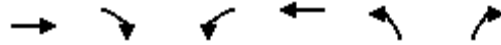
Intersection Summary

HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

Timings
59: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

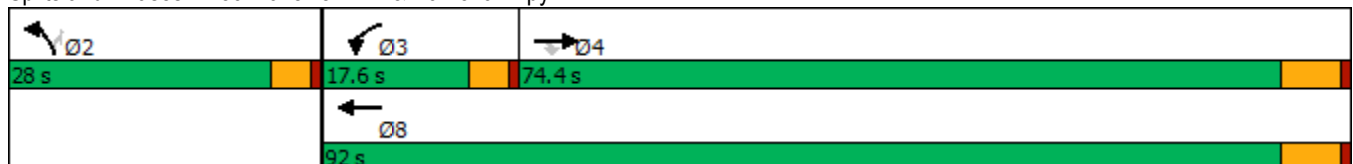


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	1007	154	171	659	75	156
Future Volume (vph)	1007	154	171	659	75	156
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	9.6	24.5	27.6	27.6
Total Split (s)	74.4	74.4	17.6	92.0	28.0	28.0
Total Split (%)	62.0%	62.0%	14.7%	76.7%	23.3%	23.3%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	66.0	66.0	12.9	83.5	11.7	11.7
Actuated g/C Ratio	0.62	0.62	0.12	0.79	0.11	0.11
v/c Ratio	0.90	0.16	0.83	0.47	0.40	0.51
Control Delay	29.6	5.3	76.0	5.3	51.0	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	5.3	76.0	5.3	51.0	12.7
LOS	C	A	E	A	D	B
Approach Delay	26.4			19.8		
Approach LOS	C			B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 106.3	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	



















Splits and Phases: 59: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
59: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1007	154	171	659	0	75	0	156	0	0	0
Future Volume (veh/h)	0	1007	154	171	659	0	75	0	156	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0	1900	0	1900			
Adj Flow Rate, veh/h	0	1060	118	180	694	0	79	0	105			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	1150	975	214	1469	0	193	0	172			
Arrive On Green	0.00	0.61	0.61	0.12	0.77	0.00	0.11	0.00	0.11			
Sat Flow, veh/h	0	1900	1610	1810	1900	0	1810	0	1610			
Grp Volume(v), veh/h	0	1060	118	180	694	0	79	0	105			
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0	1810	0	1610			
Q Serve(g_s), s	0.0	46.2	2.9	9.0	12.1	0.0	3.8	0.0	5.8			
Cycle Q Clear(g_c), s	0.0	46.2	2.9	9.0	12.1	0.0	3.8	0.0	5.8			
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1150	975	214	1469	0	193	0	172			
V/C Ratio(X)	0.00	0.92	0.12	0.84	0.47	0.00	0.41	0.00	0.61			
Avail Cap(c_a), veh/h	0	1391	1179	254	1752	0	457	0	406			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	16.3	7.8	40.0	3.8	0.0	38.7	0.0	39.6			
Incr Delay (d2), s/veh	0.0	9.1	0.1	16.8	0.2	0.0	1.4	0.0	3.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	17.7	0.8	4.7	2.1	0.0	1.7	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.5	7.8	56.8	4.0	0.0	40.0	0.0	43.0			
LnGrp LOS	A	C	A	E	A	A	D	A	D			
Approach Vol, veh/h		1178			874			184				
Approach Delay, s/veh		23.7			14.9			41.7				
Approach LOS		C			B			D				
Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		14.5	15.6	62.6				78.2				
Change Period (Y+Rc), s		4.6	4.6	6.5				6.5				
Max Green Setting (Gmax), s		23.4	13.0	67.9				85.5				
Max Q Clear Time (g_c+I1), s		7.8	11.0	48.2				14.1				
Green Ext Time (p_c), s		0.4	0.0	8.0				4.6				
Intersection Summary												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			C									

Intersection

Intersection Delay, s/veh 15.1
Intersection LOS C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	298	169	139	17	13	303
Future Vol, veh/h	298	169	139	17	13	303
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	307	174	143	18	13	312
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	18.8	10.1	12.1
HCM LOS	C	B	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	64%	0%	4%
Vol Thru, %	36%	89%	0%
Vol Right, %	0%	11%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	467	156	316
LT Vol	298	0	13
Through Vol	169	139	0
RT Vol	0	17	303
Lane Flow Rate	481	161	326
Geometry Grp	1	1	1
Degree of Util (X)	0.688	0.241	0.452
Departure Headway (Hd)	5.141	5.393	4.99
Convergence, Y/N	Yes	Yes	Yes
Cap	703	666	720
Service Time	3.168	3.43	3.026
HCM Lane V/C Ratio	0.684	0.242	0.453
HCM Control Delay	18.8	10.1	12.1
HCM Lane LOS	C	B	B
HCM 95th-tile Q	5.5	0.9	2.4

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	22	0	118	9	0
Future Vol, veh/h	153	22	0	118	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	170	24	0	131	10	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	194	0	313
Stage 1	-	-	-	-	182
Stage 2	-	-	-	-	131
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1391	-	684
Stage 1	-	-	-	-	854
Stage 2	-	-	-	-	900
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1391	-	684
Mov Cap-2 Maneuver	-	-	-	-	684
Stage 1	-	-	-	-	854
Stage 2	-	-	-	-	900

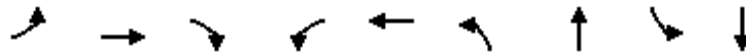
Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	1391	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Control Delay (s)	10.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Timings
62: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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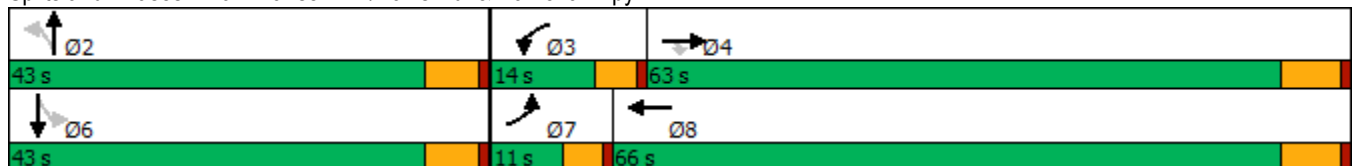


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↕	↷	↶	↕		↕		↕
Traffic Volume (vph)	2	953	67	86	779	47	4	2	2
Future Volume (vph)	2	953	67	86	779	47	4	2	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	11.0	63.0	63.0	14.0	66.0	43.0	43.0	43.0	43.0
Total Split (%)	9.2%	52.5%	52.5%	11.7%	55.0%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	29.4	29.4	8.6	37.3		13.8		13.8
Actuated g/C Ratio	0.11	0.52	0.52	0.15	0.66		0.25		0.25
v/c Ratio	0.01	0.52	0.08	0.32	0.34		0.30		0.02
Control Delay	33.0	15.4	4.4	31.4	8.1		15.8		18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	33.0	15.4	4.4	31.4	8.1		15.8		18.1
LOS	C	B	A	C	A		B		B
Approach Delay		14.8			10.4		15.8		18.1
Approach LOS		B			B		B		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 56.1
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 13.0
 Intersection LOS: B
 Intersection Capacity Utilization 56.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 62: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
62: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘		↕			↕	
Traffic Volume (veh/h)	2	953	67	86	779	2	47	4	71	2	2	4
Future Volume (veh/h)	2	953	67	86	779	2	47	4	71	2	2	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	982	60	89	803	2	48	4	34	2	2	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	1507	672	132	1802	4	219	42	92	133	109	108
Arrive On Green	0.00	0.42	0.42	0.07	0.49	0.49	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3694	9	663	282	618	233	730	722
Grp Volume(v), veh/h	2	982	60	89	392	413	86	0	0	7	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1898	1563	0	0	1685	0	0
Q Serve(g_s), s	0.1	10.2	1.1	2.3	6.7	6.7	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	10.2	1.1	2.3	6.7	6.7	2.1	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.56		0.40	0.29		0.43
Lane Grp Cap(c), veh/h	5	1507	672	132	880	926	353	0	0	351	0	0
V/C Ratio(X)	0.40	0.65	0.09	0.67	0.45	0.45	0.24	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	247	4343	1937	362	2287	2405	1323	0	0	1384	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.4	10.9	8.3	21.2	7.9	7.9	17.9	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	18.4	0.5	0.1	2.2	0.4	0.3	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	0.2	0.8	1.4	1.5	0.7	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	11.4	8.3	23.4	8.2	8.2	18.2	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	D	B	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1044			894			86				7
Approach Delay, s/veh		11.3			9.7			18.2				17.1
Approach LOS		B			A			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.8	8.0	26.1		12.8	4.7	29.4				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		37.2	9.4	56.5		37.2	6.4	59.5				
Max Q Clear Time (g_c+I1), s		4.1	4.3	12.2		2.2	2.1	8.7				
Green Ext Time (p_c), s		0.4	0.0	7.4		0.0	0.0	4.7				
Intersection Summary												
HCM 6th Ctrl Delay				10.9								
HCM 6th LOS				B								

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	17	5	45	22	61	3	95	60	80	79	14
Future Vol, veh/h	9	17	5	45	22	61	3	95	60	80	79	14
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	18	5	48	23	65	3	101	64	85	84	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.5	8.4	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	29%	35%	46%
Vol Thru, %	60%	55%	17%	46%
Vol Right, %	38%	16%	48%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	31	128	173
LT Vol	3	9	45	80
Through Vol	95	17	22	79
RT Vol	60	5	61	14
Lane Flow Rate	168	33	136	184
Geometry Grp	1	1	1	1
Degree of Util (X)	0.2	0.044	0.171	0.231
Departure Headway (Hd)	4.279	4.817	4.511	4.52
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	839	742	795	795
Service Time	2.306	2.856	2.542	2.547
HCM Lane V/C Ratio	0.2	0.044	0.171	0.231
HCM Control Delay	8.4	8.1	8.5	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.1	0.6	0.9

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	1016	856	39	65	61
Future Vol, veh/h	18	1016	856	39	65	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	1047	882	40	67	63

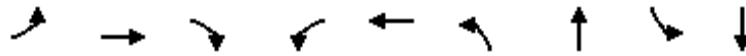
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	922	0	-	0	1987 902
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	1085 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	749	-	-	-	68 339
Stage 1	-	-	-	-	399 -
Stage 2	-	-	-	-	327 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	749	-	-	-	~ 66 339
Mov Cap-2 Maneuver	-	-	-	-	192 -
Stage 1	-	-	-	-	389 -
Stage 2	-	-	-	-	327 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	35.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	749	-	-	-	243
HCM Lane V/C Ratio	0.025	-	-	-	0.535
HCM Control Delay (s)	9.9	-	-	-	35.6
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	2.9

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
65: Warren Rd & Ramona Expy

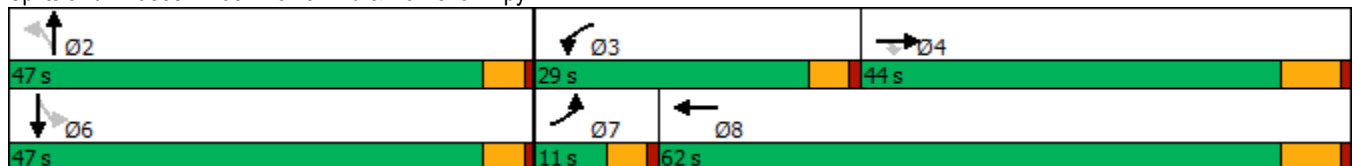


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗		↕
Traffic Volume (vph)	1	851	229	307	698	194	1	1	1
Future Volume (vph)	1	851	229	307	698	194	1	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	11.0	44.0	44.0	29.0	62.0	47.0	47.0	47.0	47.0
Total Split (%)	9.2%	36.7%	36.7%	24.2%	51.7%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.2	28.3	28.3	20.7	52.3	17.2	17.2		17.2
Actuated g/C Ratio	0.06	0.34	0.34	0.25	0.63	0.21	0.21		0.21
v/c Ratio	0.01	0.72	0.34	0.71	0.32	0.68	0.44		0.01
Control Delay	45.0	28.5	4.5	40.7	8.4	44.6	7.4		22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	45.0	28.5	4.5	40.7	8.4	44.6	7.4		22.4
LOS	D	C	A	D	A	D	A		C
Approach Delay		23.4			18.3		24.9		22.4
Approach LOS		C			B		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 82.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 21.6
 Intersection Capacity Utilization 71.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 65: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
65: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷		↶	↷			↷	↶
Traffic Volume (veh/h)	1	851	229	307	698	0	194	1	218	1	1	3
Future Volume (veh/h)	1	851	229	307	698	0	194	1	218	1	1	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	896	143	323	735	0	204	1	113	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	3	1278	570	382	2035	0	383	2	260	135	122	87
Arrive On Green	0.00	0.35	0.35	0.21	0.56	0.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3610	1610	1810	3705	0	1437	14	1598	318	751	534
Grp Volume(v), veh/h	1	896	143	323	735	0	204	0	114	3	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	0	1437	0	1612	1602	0	0
Q Serve(g_s), s	0.0	12.3	3.6	9.9	6.4	0.0	3.2	0.0	3.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	12.3	3.6	9.9	6.4	0.0	6.9	0.0	3.7	3.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.33		0.33
Lane Grp Cap(c), veh/h	3	1278	570	382	2035	0	383	0	263	344	0	0
V/C Ratio(X)	0.32	0.70	0.25	0.85	0.36	0.00	0.53	0.00	0.43	0.01	0.00	0.00
Avail Cap(c_a), veh/h	201	2347	1047	765	3473	0	1205	0	1185	1239	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.8	16.0	13.2	21.9	6.9	0.0	22.9	0.0	21.8	20.3	0.0	0.0
Incr Delay (d2), s/veh	20.2	0.7	0.2	2.0	0.1	0.0	0.4	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.9	1.0	3.6	1.4	0.0	2.2	0.0	1.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	16.7	13.4	23.9	7.0	0.0	23.3	0.0	22.2	20.3	0.0	0.0
LnGrp LOS	D	B	B	C	A	A	C	A	C	C	A	A
Approach Vol, veh/h		1040			1058			318				3
Approach Delay, s/veh		16.3			12.2			22.9				20.3
Approach LOS		B			B			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.0	16.8	26.9		14.0	4.7	39.0				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		42.4	24.4	37.5		42.4	6.4	55.5				
Max Q Clear Time (g_c+I1), s		8.9	11.9	14.3		5.7	2.0	8.4				
Green Ext Time (p_c), s		0.6	0.3	6.1		0.0	0.0	4.9				
Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

Timings
66: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

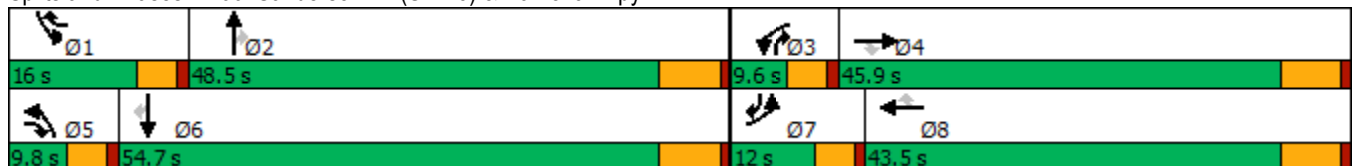
05/19/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	540	138	36	357	555	113	634	30	737	1169	536
Future Volume (vph)	393	540	138	36	357	555	113	634	30	737	1169	536
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	12.0	45.9	9.8	9.6	43.5	16.0	9.8	48.5	9.6	16.0	54.7	12.0
Total Split (%)	10.0%	38.3%	8.2%	8.0%	36.3%	13.3%	8.2%	40.4%	8.0%	13.3%	45.6%	10.0%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	24.1	36.2	5.2	19.1	37.6	5.4	29.6	41.5	11.8	36.0	45.6
Actuated g/C Ratio	0.08	0.26	0.40	0.06	0.21	0.41	0.06	0.32	0.46	0.13	0.40	0.50
v/c Ratio	1.35	0.57	0.20	0.18	0.48	0.78	0.55	0.55	0.04	1.64	0.83	0.60
Control Delay	214.3	32.9	6.6	49.8	33.9	29.1	57.2	27.5	0.1	328.2	31.2	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	214.3	32.9	6.6	49.8	33.9	29.1	57.2	27.5	0.1	328.2	31.2	11.6
LOS	F	C	A	D	C	C	E	C	A	F	C	B
Approach Delay		96.1			31.7			30.8			116.5	
Approach LOS		F			C			C			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 91.1
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.64
 Intersection Signal Delay: 84.3
 Intersection LOS: F
 Intersection Capacity Utilization 78.1%
 ICU Level of Service D
 Analysis Period (min) 15

































Splits and Phases: 66: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

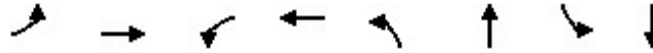
05/19/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (veh/h)	393	540	138	36	357	555	113	634	30	737	1169	536
Future Volume (veh/h)	393	540	138	36	357	555	113	634	30	737	1169	536
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	397	545	99	36	361	488	114	640	23	744	1181	423
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	1210	616	107	1076	647	167	1183	577	365	1387	720
Arrive On Green	0.07	0.34	0.34	0.03	0.30	0.30	0.05	0.33	0.33	0.10	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1590
Grp Volume(v), veh/h	397	545	99	36	361	488	114	640	23	744	1181	423
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1590
Q Serve(g_s), s	7.4	12.9	4.4	1.1	8.5	28.5	3.5	15.9	1.0	11.4	32.8	21.8
Cycle Q Clear(g_c), s	7.4	12.9	4.4	1.1	8.5	28.5	3.5	15.9	1.0	11.4	32.8	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	1210	616	107	1076	647	167	1183	577	365	1387	720
V/C Ratio(X)	1.67	0.45	0.16	0.34	0.34	0.75	0.68	0.54	0.04	2.04	0.85	0.59
Avail Cap(c_a), veh/h	237	1299	656	160	1219	712	167	1384	666	365	1589	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	28.5	22.2	52.0	30.0	28.1	51.4	30.1	22.9	49.1	30.9	22.4
Incr Delay (d2), s/veh	321.1	0.3	0.1	0.7	0.2	4.2	9.2	0.4	0.0	475.8	4.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	5.3	1.6	0.5	3.5	10.7	1.7	6.5	0.4	28.9	13.7	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	372.1	28.8	22.4	52.7	30.2	32.3	60.6	30.5	22.9	524.9	35.0	23.3
LnGrp LOS	F	C	C	D	C	C	E	C	C	F	D	C
Approach Vol, veh/h		1041			885			777			2348	
Approach Delay, s/veh		159.1			32.2			34.7			188.1	
Approach LOS		F			C			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	42.4	7.9	43.2	9.8	48.6	12.0	39.1				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	11.4	42.0	5.0	39.4	5.2	48.2	7.4	37.0				
Max Q Clear Time (g_c+I1), s	13.4	17.9	3.1	14.9	5.5	34.8	9.4	30.5				
Green Ext Time (p_c), s	0.0	3.8	0.0	3.5	0.0	7.3	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay				131.2								
HCM 6th LOS				F								

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↙	↖	↖	↗	↙	↗
Traffic Volume (vph)	18	79	23	30	87	148	20	237
Future Volume (vph)	18	79	23	30	87	148	20	237
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	9.6	32.8	9.6	32.8	9.6	33.0	9.6	33.0
Total Split (%)	11.3%	38.6%	11.3%	38.6%	11.3%	38.8%	11.3%	38.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.1	12.9	5.1	14.8	5.1	30.2	5.1	29.3
Actuated g/C Ratio	0.08	0.19	0.08	0.22	0.08	0.45	0.08	0.44
v/c Ratio	0.16	0.25	0.21	0.07	0.79	0.13	0.18	0.21
Control Delay	35.7	13.9	36.5	15.2	72.1	12.0	36.1	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	13.9	36.5	15.2	72.1	12.0	36.1	13.9
LOS	D	B	D	B	E	B	D	B
Approach Delay		16.3		22.7		32.2		15.5
Approach LOS		B		C		C		B

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 67.2

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 21.9

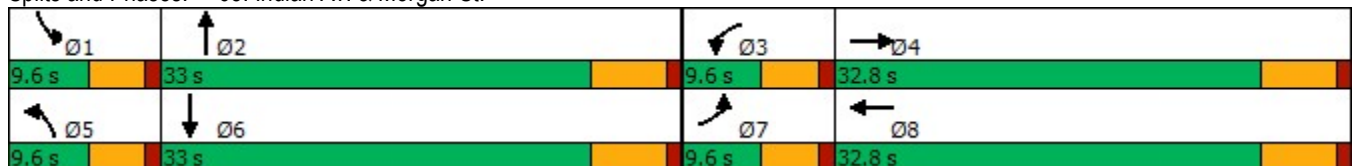
Intersection LOS: C

Intersection Capacity Utilization 43.0%

ICU Level of Service A

Analysis Period (min) 15

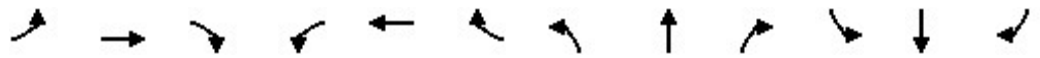
Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	18	79	62	23	30	12	87	148	23	20	237	24
Future Volume (veh/h)	18	79	62	23	30	12	87	148	23	20	237	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	98	34	28	37	10	107	183	21	25	293	24
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	377	125	55	417	108	138	1549	176	51	1440	117
Arrive On Green	0.03	0.14	0.14	0.03	0.15	0.15	0.08	0.47	0.47	0.03	0.43	0.43
Sat Flow, veh/h	1810	2662	884	1810	2837	736	1810	3268	370	1810	3380	275
Grp Volume(v), veh/h	22	65	67	28	23	24	107	100	104	25	156	161
Grp Sat Flow(s),veh/h/ln	1810	1805	1741	1810	1805	1768	1810	1805	1833	1810	1805	1850
Q Serve(g_s), s	0.8	2.0	2.2	1.0	0.7	0.8	3.7	2.0	2.0	0.9	3.5	3.5
Cycle Q Clear(g_c), s	0.8	2.0	2.2	1.0	0.7	0.8	3.7	2.0	2.0	0.9	3.5	3.5
Prop In Lane	1.00		0.51	1.00		0.42	1.00		0.20	1.00		0.15
Lane Grp Cap(c), veh/h	46	256	246	55	265	260	138	856	869	51	769	788
V/C Ratio(X)	0.48	0.25	0.27	0.50	0.09	0.09	0.78	0.12	0.12	0.49	0.20	0.20
Avail Cap(c_a), veh/h	142	763	736	142	763	747	142	856	869	142	769	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	24.4	24.5	30.5	23.5	23.6	29.0	9.4	9.4	30.6	11.5	11.5
Incr Delay (d2), s/veh	2.9	0.5	0.6	2.6	0.1	0.2	20.9	0.1	0.1	2.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.9	0.4	0.3	0.3	2.3	0.6	0.6	0.4	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	24.9	25.1	33.1	23.7	23.7	49.8	9.4	9.4	33.3	12.1	12.1
LnGrp LOS	C	C	C	C	C	C	D	A	A	C	B	B
Approach Vol, veh/h		154			75			311			342	
Approach Delay, s/veh		26.2			27.2			23.3			13.7	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	36.1	6.6	14.8	9.5	33.0	6.2	15.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	2.9	4.0	3.0	4.2	5.7	5.5	2.8	2.8				
Green Ext Time (p_c), s	0.0	0.9	0.0	0.6	0.0	1.4	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	24	137	19	36	23	89	5	74	59	218	4
Future Volume (vph)	24	137	19	36	23	89	5	74	59	218	4
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	5.7	13.4	13.4	5.7	15.2	15.2	5.7	19.8	5.7	23.9	23.9
Actuated g/C Ratio	0.12	0.28	0.28	0.12	0.32	0.32	0.12	0.41	0.12	0.50	0.50
v/c Ratio	0.13	0.16	0.04	0.20	0.02	0.17	0.03	0.08	0.32	0.14	0.01
Control Delay	29.8	16.6	0.2	30.1	15.0	2.1	29.6	13.2	33.2	12.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	16.6	0.2	30.1	15.0	2.1	29.6	13.2	33.2	12.5	0.0
LOS	C	B	A	C	B	A	C	B	C	B	A
Approach Delay		16.7			10.9			14.0		16.7	
Approach LOS		B			B			B		B	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 47.8

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 15.1

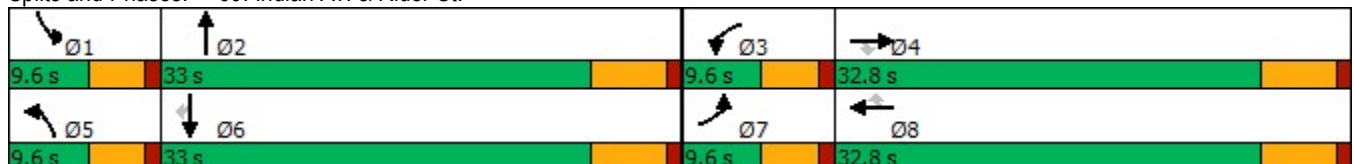
Intersection LOS: B

Intersection Capacity Utilization 35.9%

ICU Level of Service A

Analysis Period (min) 15

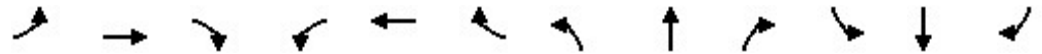
Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	24	137	19	36	23	89	5	74	26	59	218	4
Future Volume (veh/h)	24	137	19	36	23	89	5	74	26	59	218	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	163	18	43	27	55	6	88	14	70	260	3
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	722	322	84	767	342	15	700	109	118	1013	452
Arrive On Green	0.03	0.20	0.20	0.05	0.21	0.21	0.01	0.22	0.22	0.06	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3130	487	1810	3610	1610
Grp Volume(v), veh/h	29	163	18	43	27	55	6	50	52	70	260	3
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1812	1810	1805	1610
Q Serve(g_s), s	0.7	1.7	0.4	1.0	0.3	1.2	0.1	1.0	1.0	1.7	2.5	0.1
Cycle Q Clear(g_c), s	0.7	1.7	0.4	1.0	0.3	1.2	0.1	1.0	1.0	1.7	2.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	61	722	322	84	767	342	15	404	405	118	1013	452
V/C Ratio(X)	0.47	0.23	0.06	0.51	0.04	0.16	0.41	0.12	0.13	0.60	0.26	0.01
Avail Cap(c_a), veh/h	202	2180	972	202	2180	972	202	1098	1102	202	2196	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	15.0	14.5	20.8	14.0	14.4	22.1	13.9	13.9	20.3	12.5	11.6
Incr Delay (d2), s/veh	2.1	0.2	0.1	1.8	0.0	0.2	6.8	0.1	0.1	1.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.6	0.1	0.4	0.1	0.4	0.1	0.3	0.3	0.6	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	15.1	14.5	22.6	14.0	14.6	28.9	14.0	14.0	22.1	12.6	11.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		210			125			108			333	
Approach Delay, s/veh		16.2			17.2			14.8			14.6	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	15.8	6.7	14.7	5.0	18.3	6.1	15.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	3.7	3.0	3.0	3.7	2.1	4.5	2.7	3.2				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.9	0.0	1.4	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

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APPENDIX 3.3:

EXISTING (2020) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday AM Peak Hour**

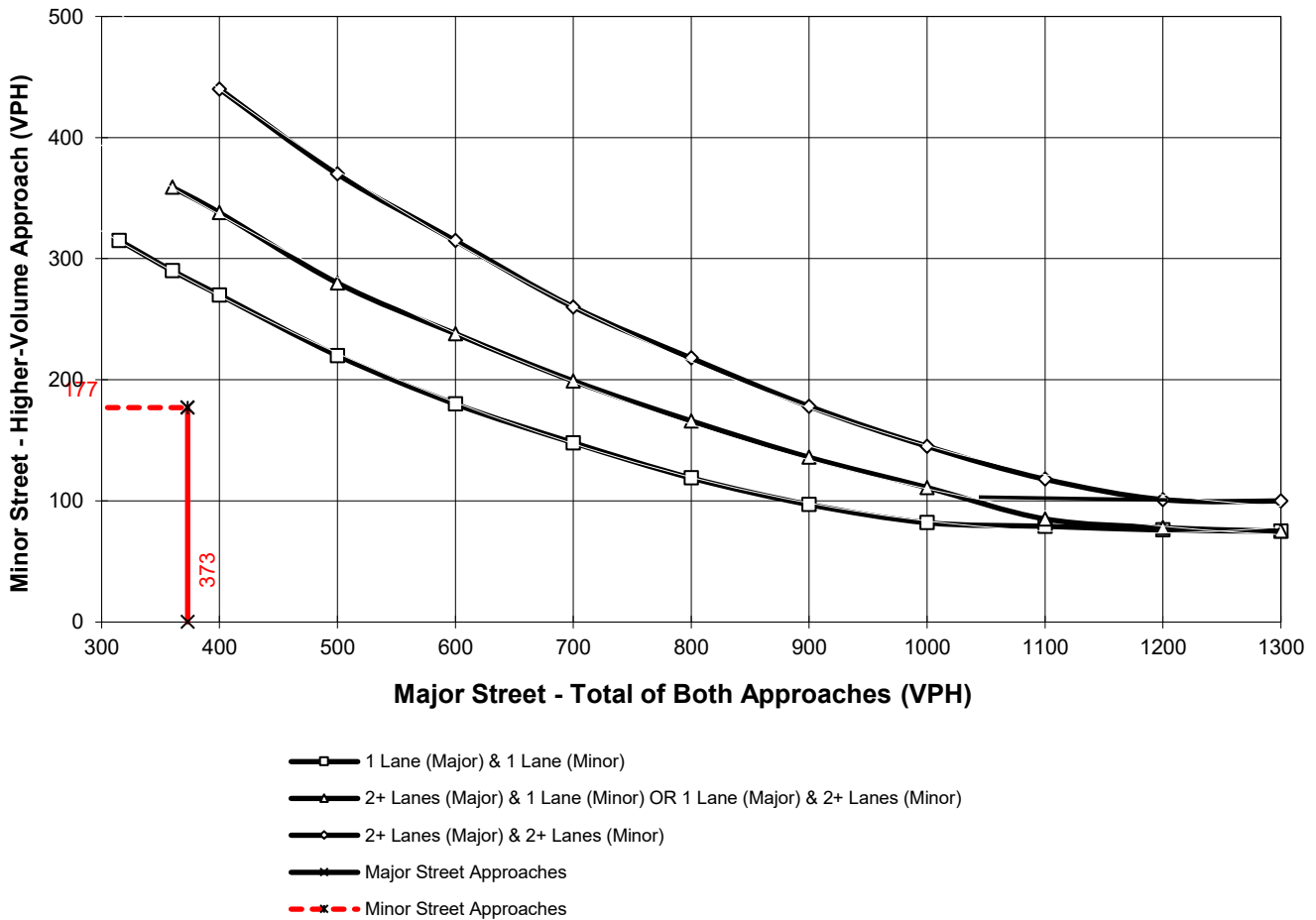
Major Street Name = **Indian Av.**

Total of Both Approaches (VPH) = **373**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Placentia Av.**

High Volume Approach (VPH) = **177**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday AM Peak Hour**

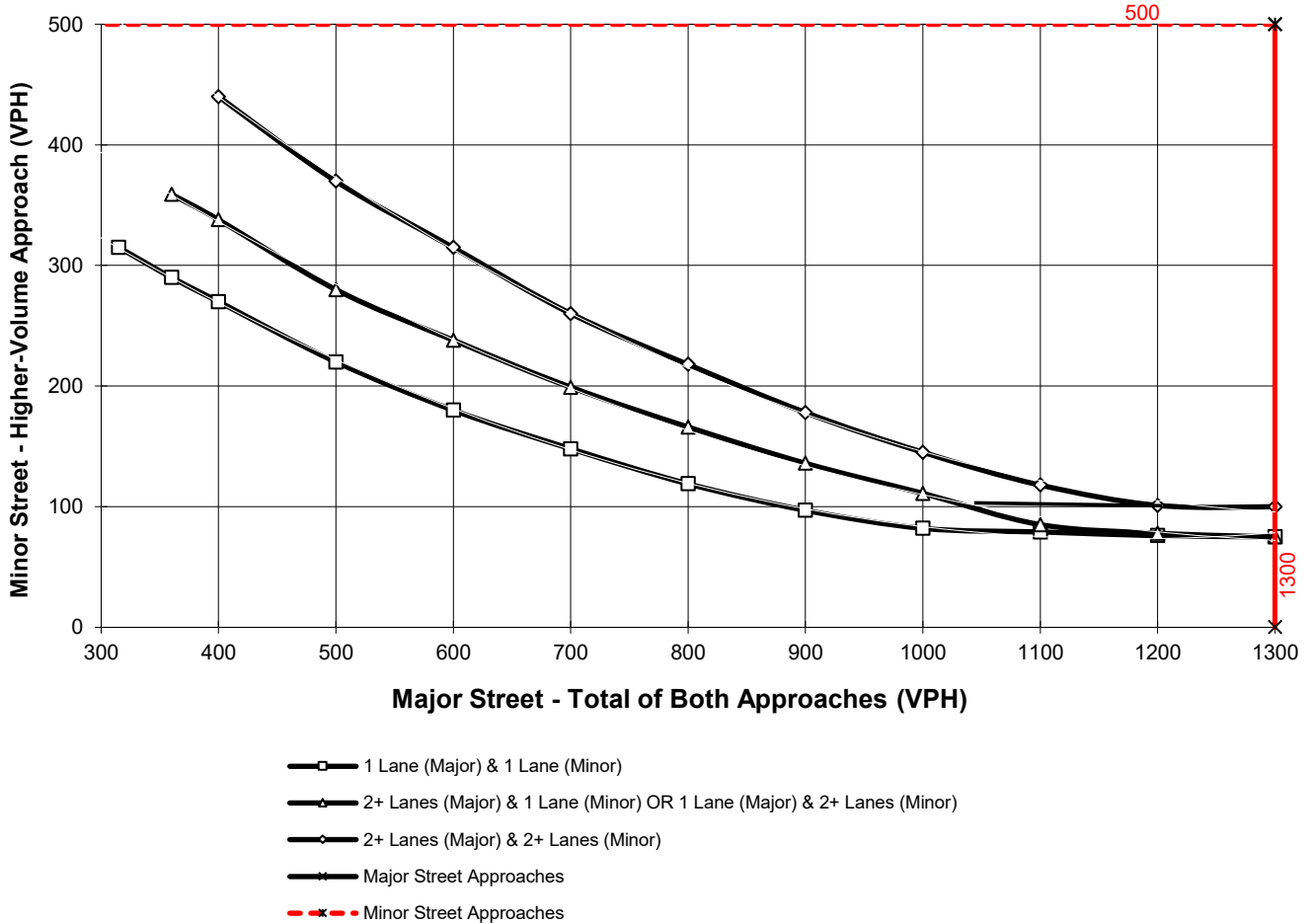
Major Street Name = **Ramona Exwy.**

Total of Both Approaches (VPH) = **2405**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Perris Bl.**

High Volume Approach (VPH) = **1108**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday PM Peak Hour**

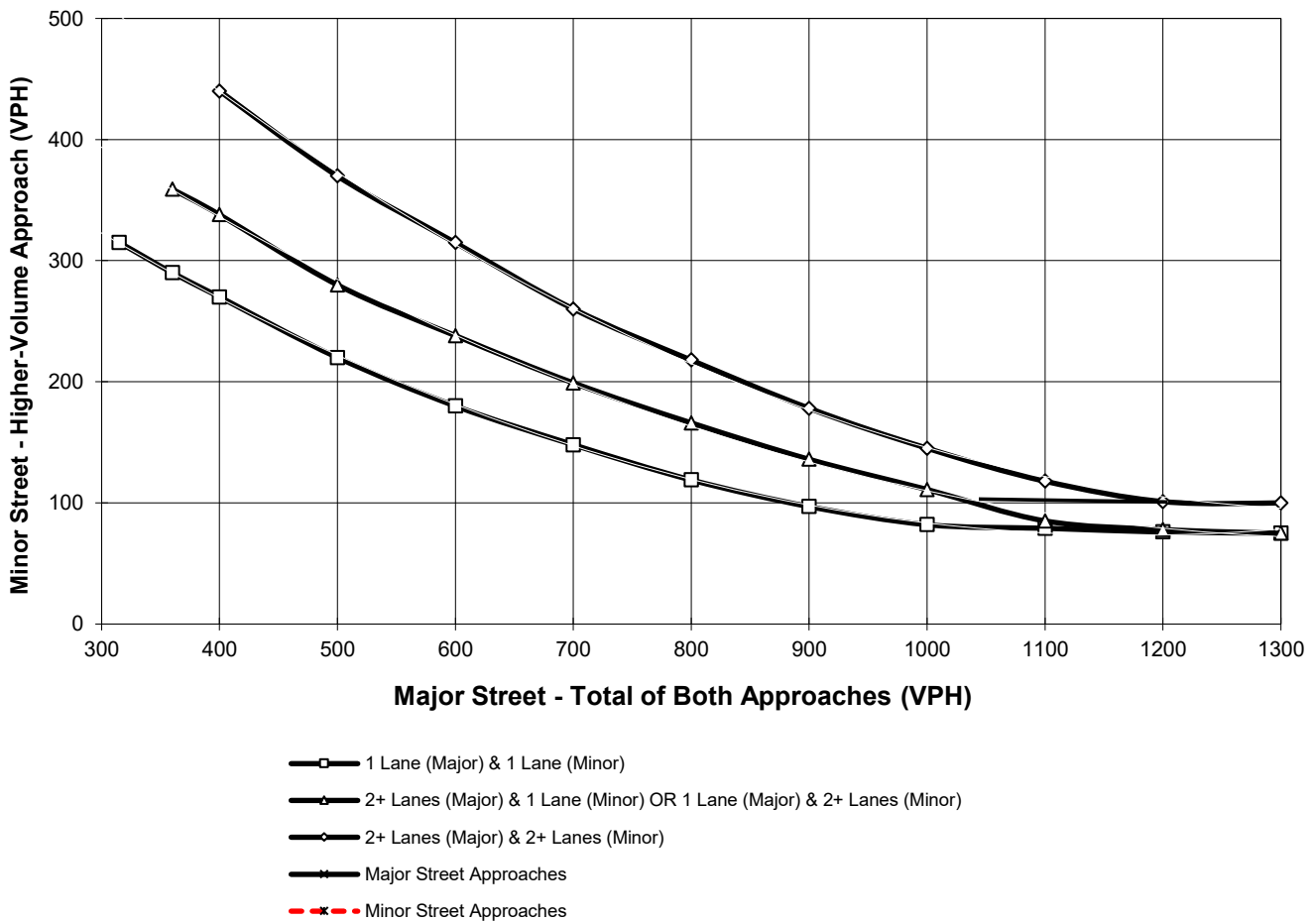
Major Street Name = **Morgan St.**

Total of Both Approaches (VPH) = **50**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Redlands Av.**

High Volume Approach (VPH) = **35**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = Existing (2020) Conditions - Weekday AM Peak Hour

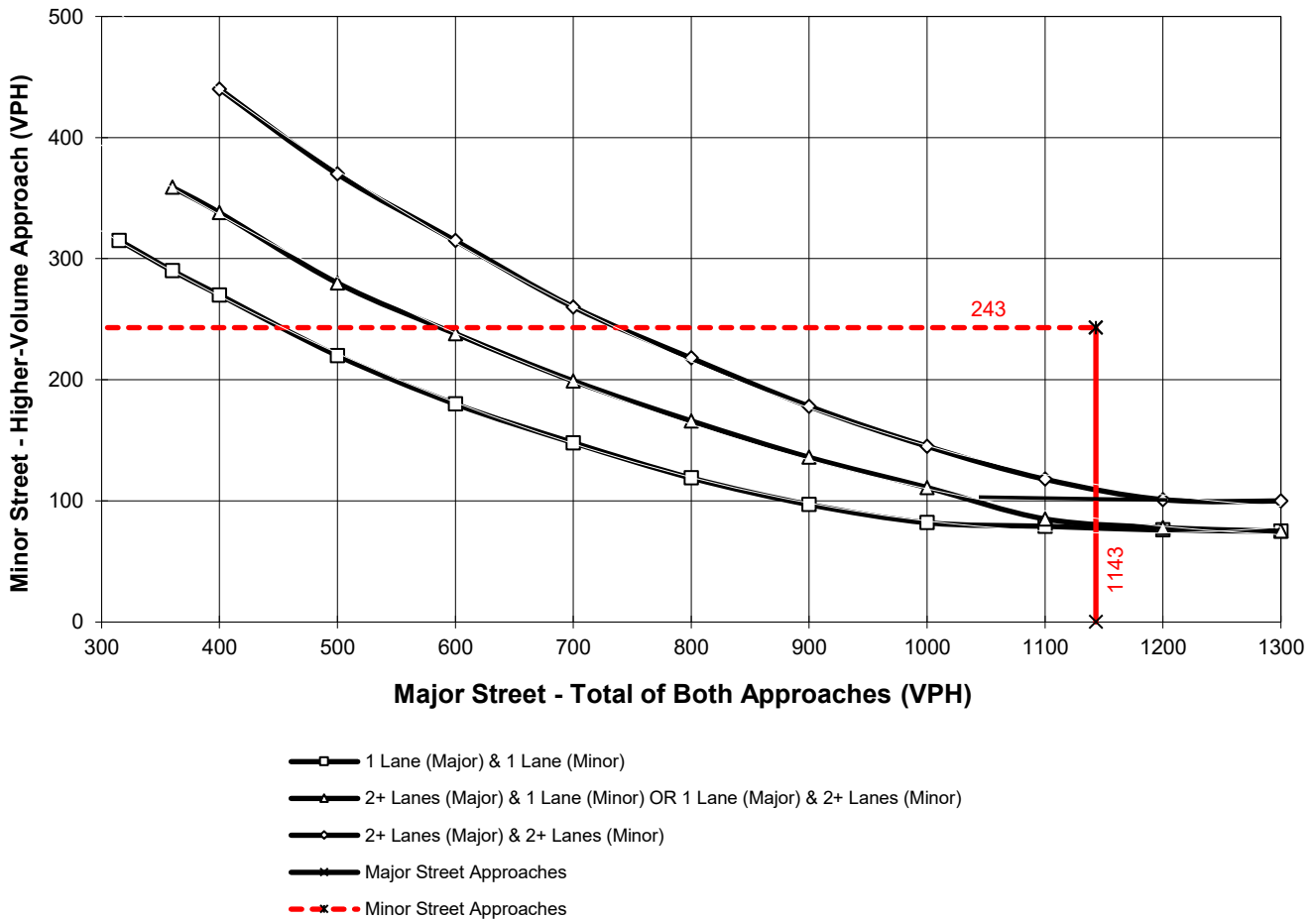
Major Street Name = Rider St.

Total of Both Approaches (VPH) = 1143
 Number of Approach Lanes Major Street = 1

Minor Street Name = Redlands Av.

High Volume Approach (VPH) = 243
 Number of Approach Lanes Minor Street = 1

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday AM Peak Hour**

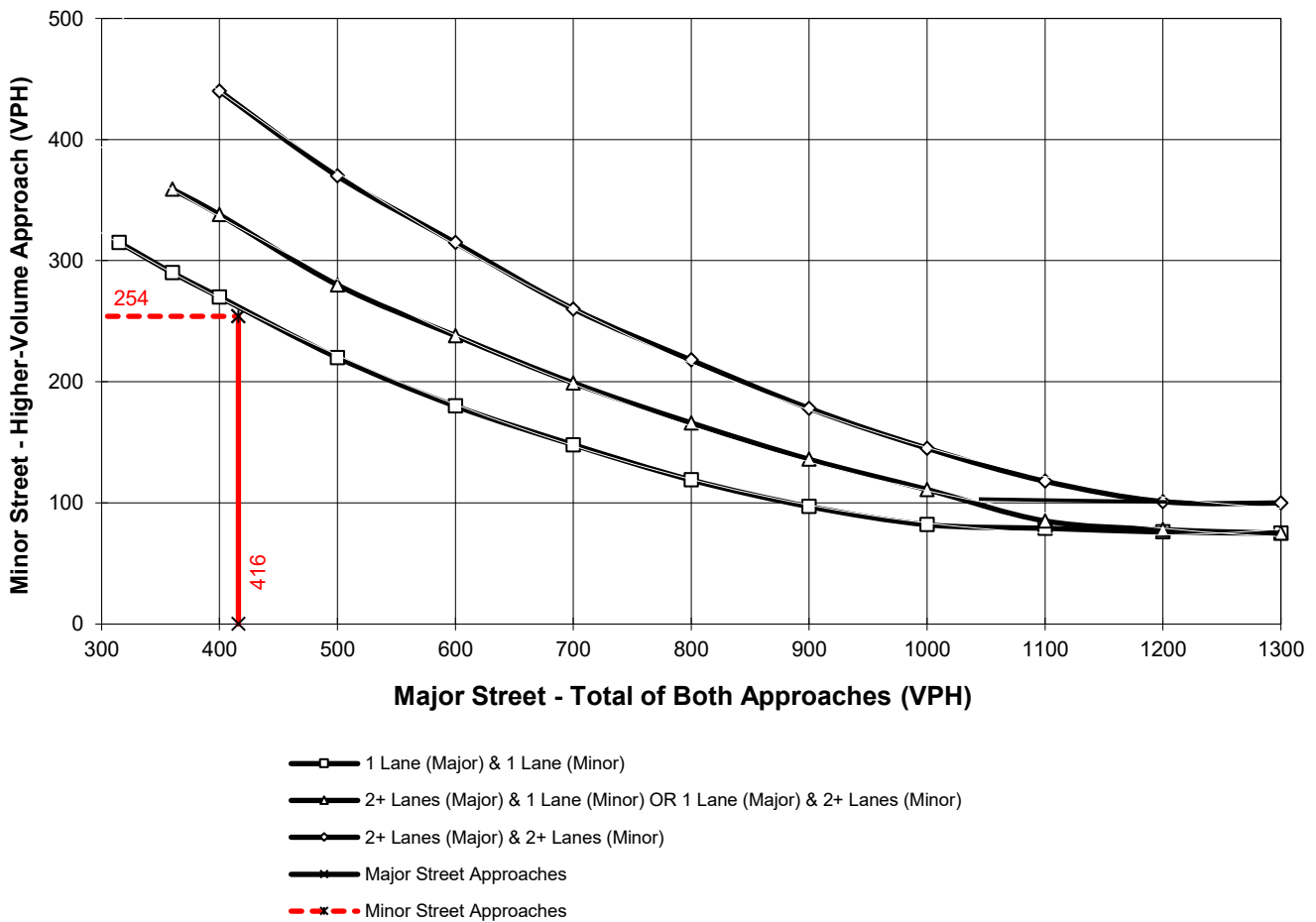
Major Street Name = **Redlands Av.**

Total of Both Approaches (VPH) = **416**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Placentia Av.**

High Volume Approach (VPH) = **254**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday PM Peak Hour**

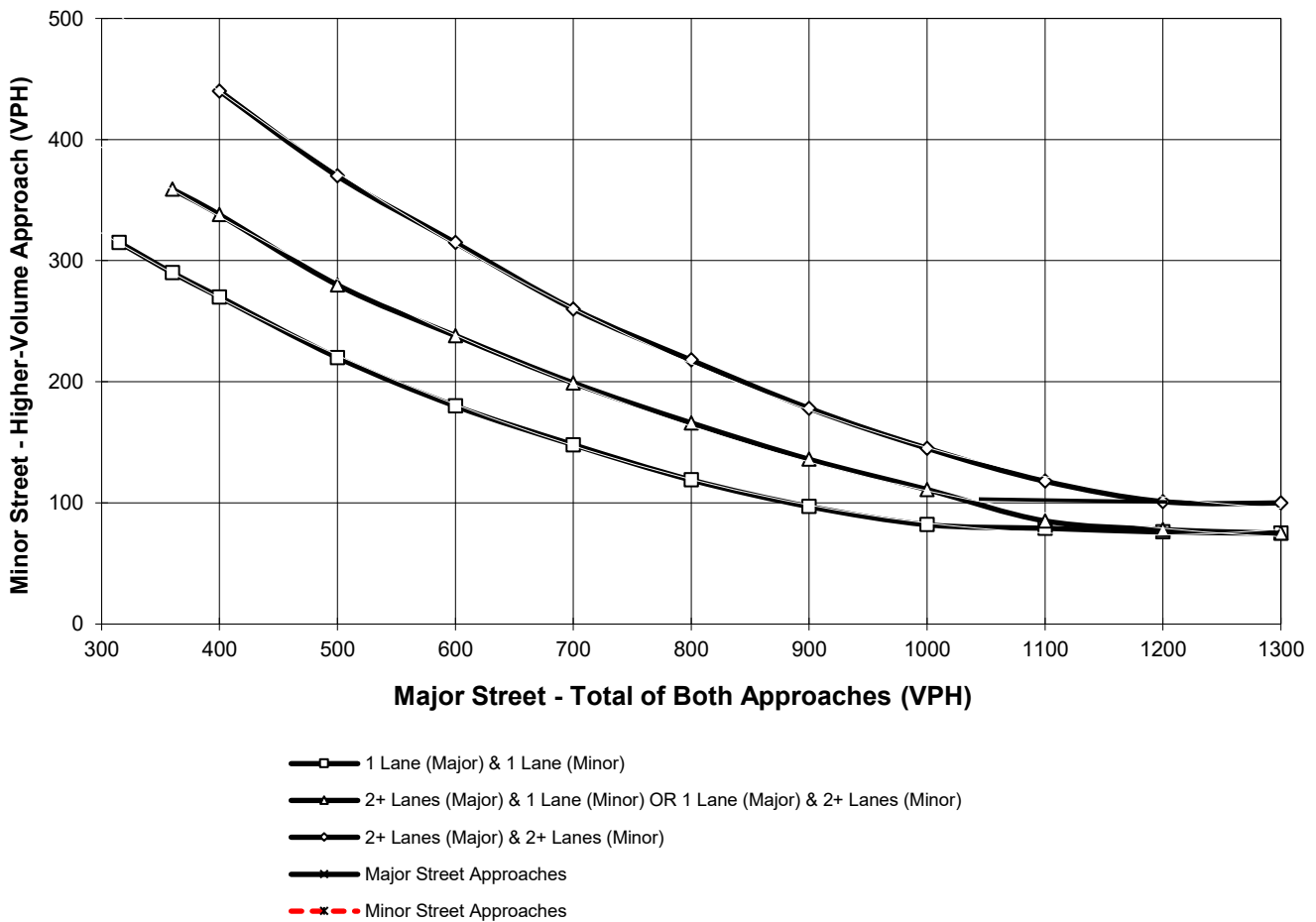
Major Street Name = **Orange Av.**

Total of Both Approaches (VPH) = **248**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dunlap Dr.**

High Volume Approach (VPH) = **207**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday AM Peak Hour**

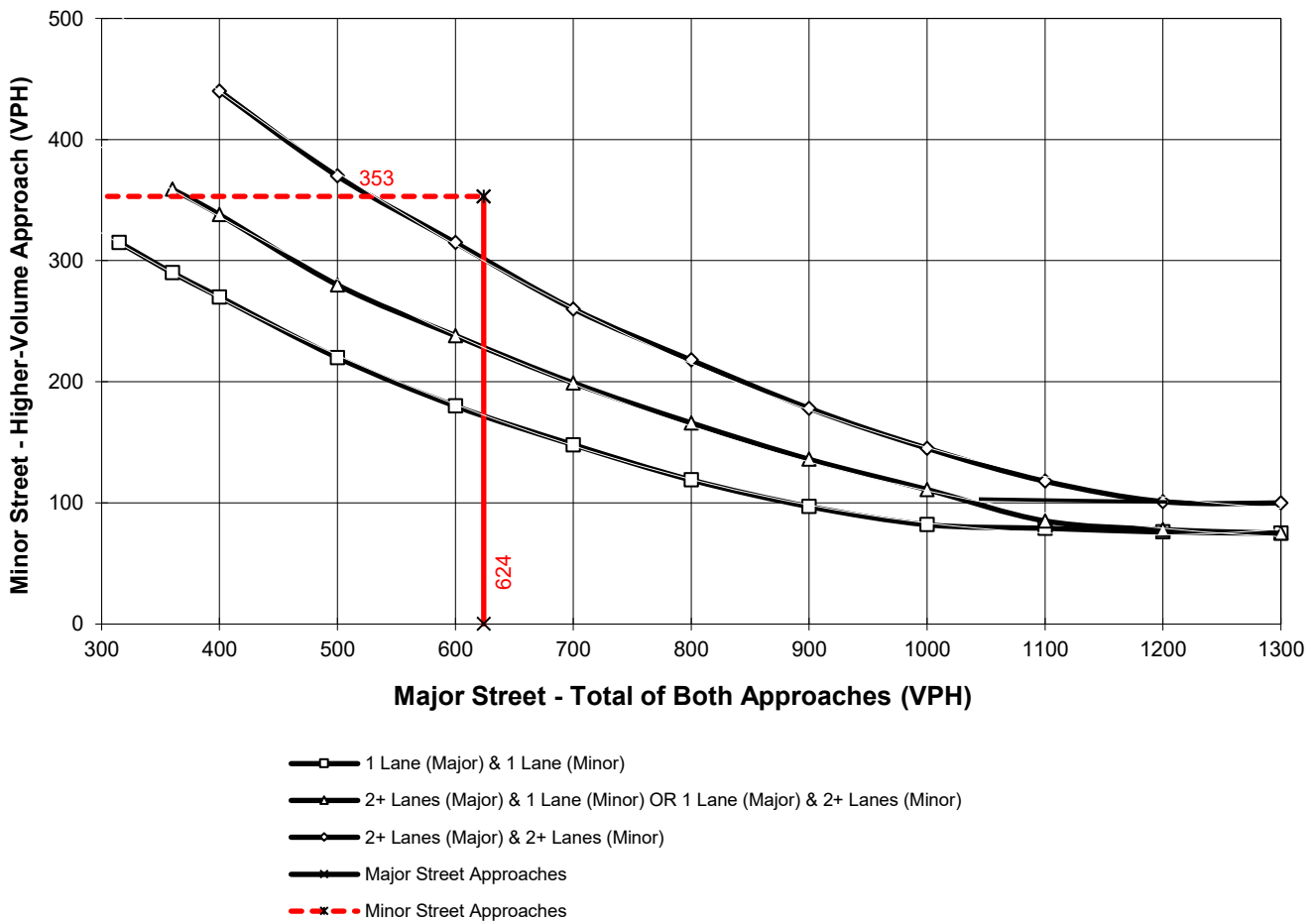
Major Street Name = **Nuevo Rd.**

Total of Both Approaches (VPH) = **624**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Menifee Rd./Reservoir Bl.**

High Volume Approach (VPH) = **353**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday PM Peak Hour**

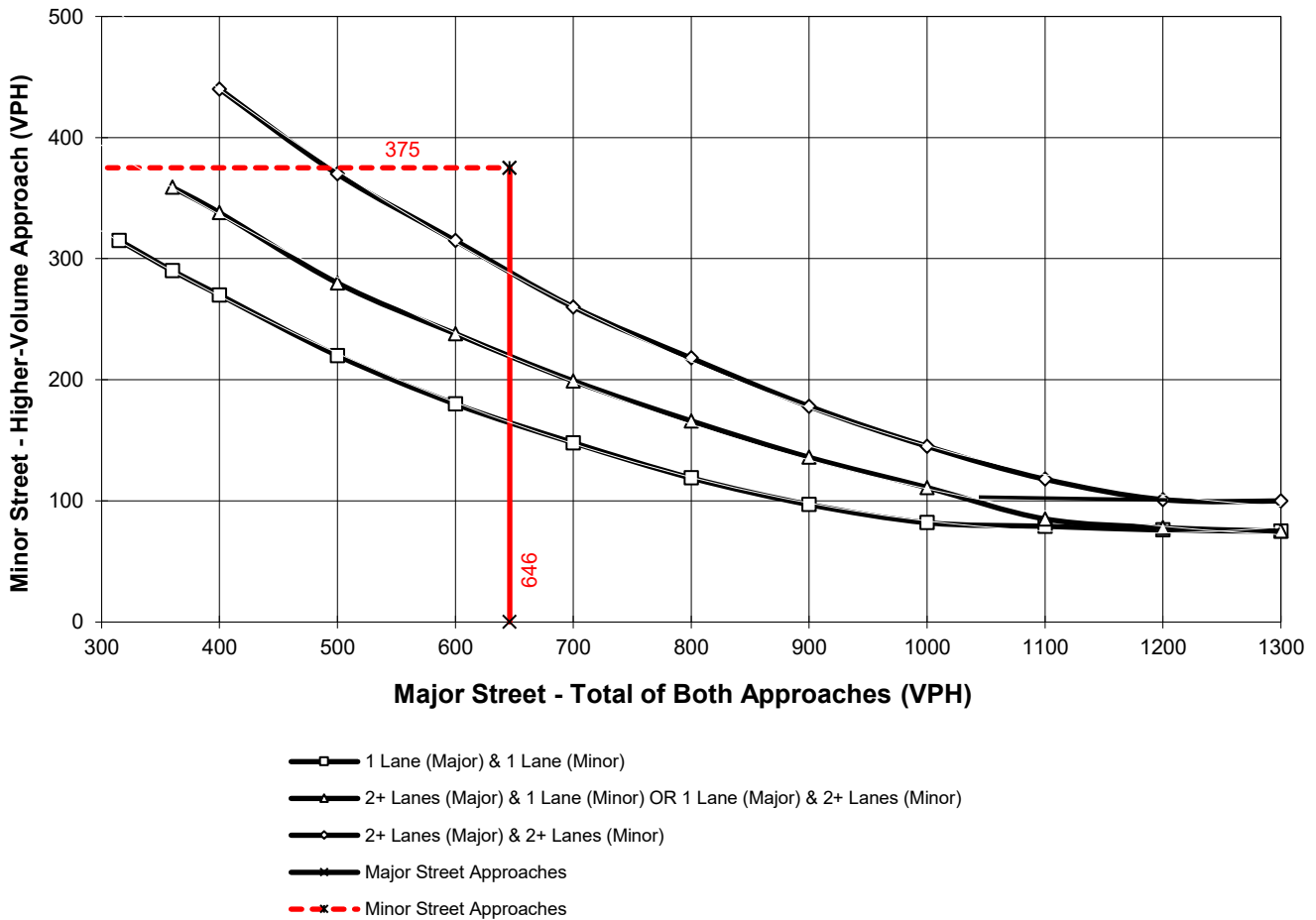
Major Street Name = **Menifee Rd.**

Total of Both Approaches (VPH) = **646**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **San Jacinto Av.**

High Volume Approach (VPH) = **375**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday AM Peak Hour**

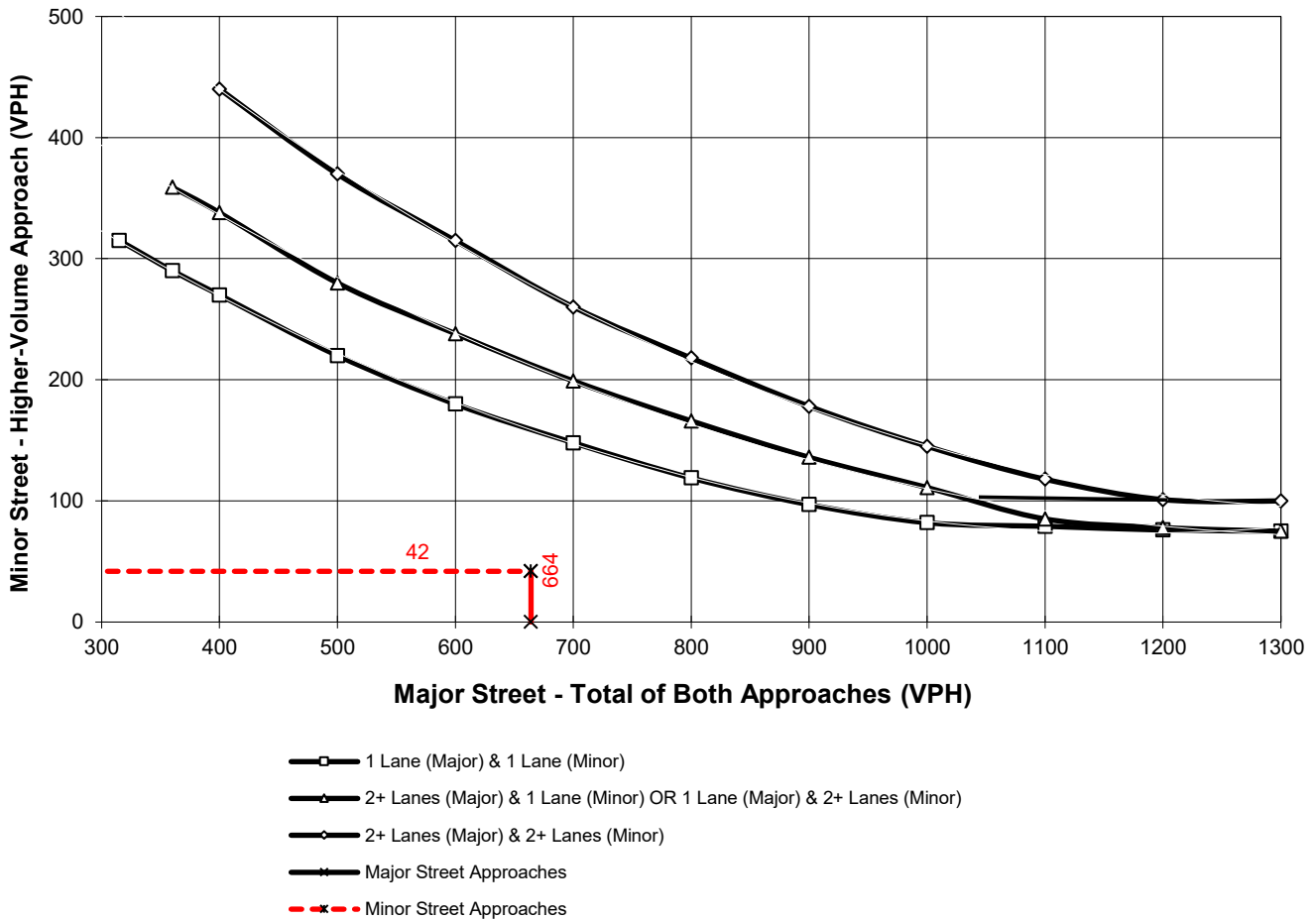
Major Street Name = **Menifee Rd.**

Total of Both Approaches (VPH) = **664**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Ellis Rd.**

High Volume Approach (VPH) = **42**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday AM Peak Hour**

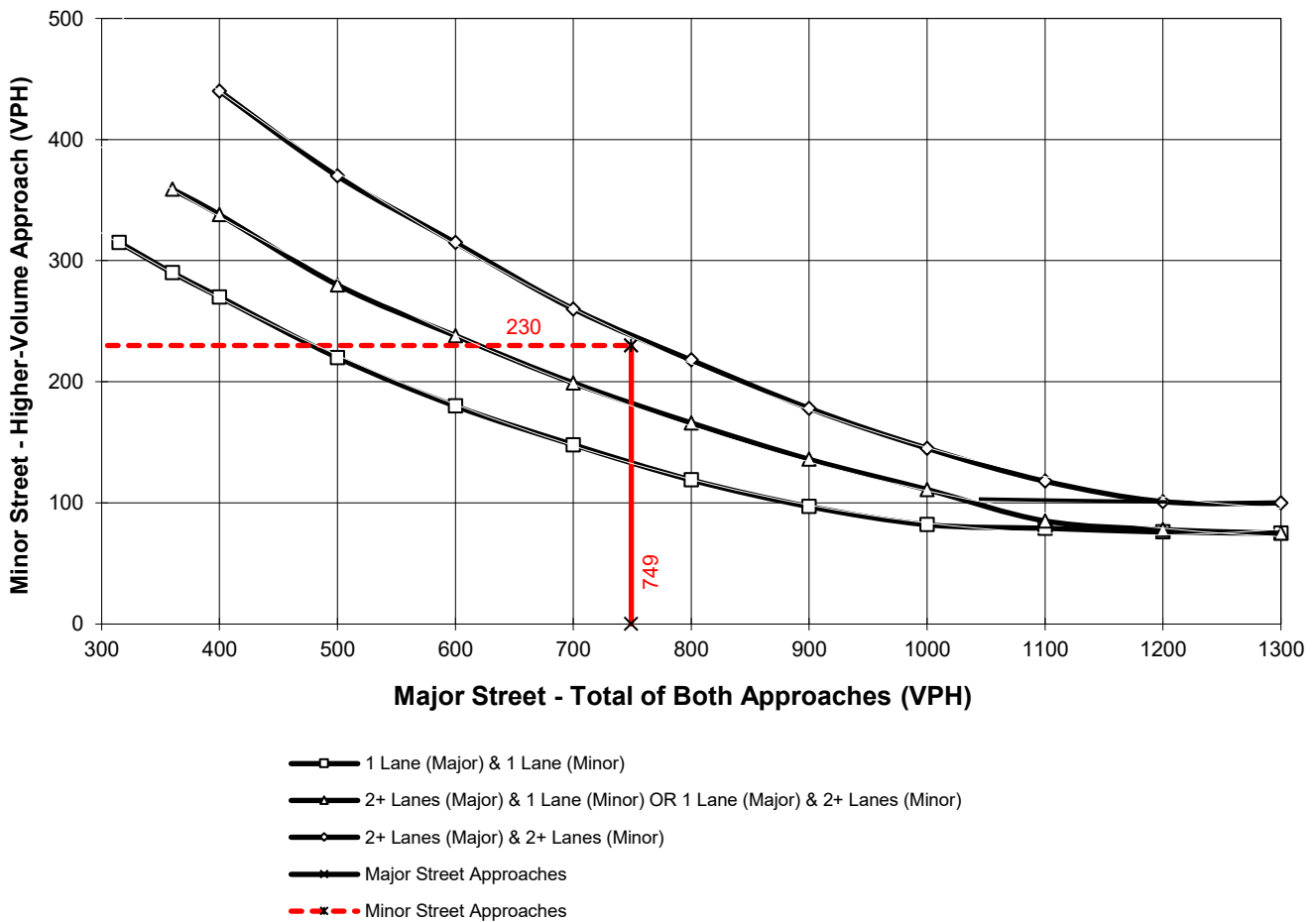
Major Street Name = **Menifee Rd.**

Total of Both Approaches (VPH) = **749**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Mapes Rd.**

High Volume Approach (VPH) = **230**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday AM Peak Hour**

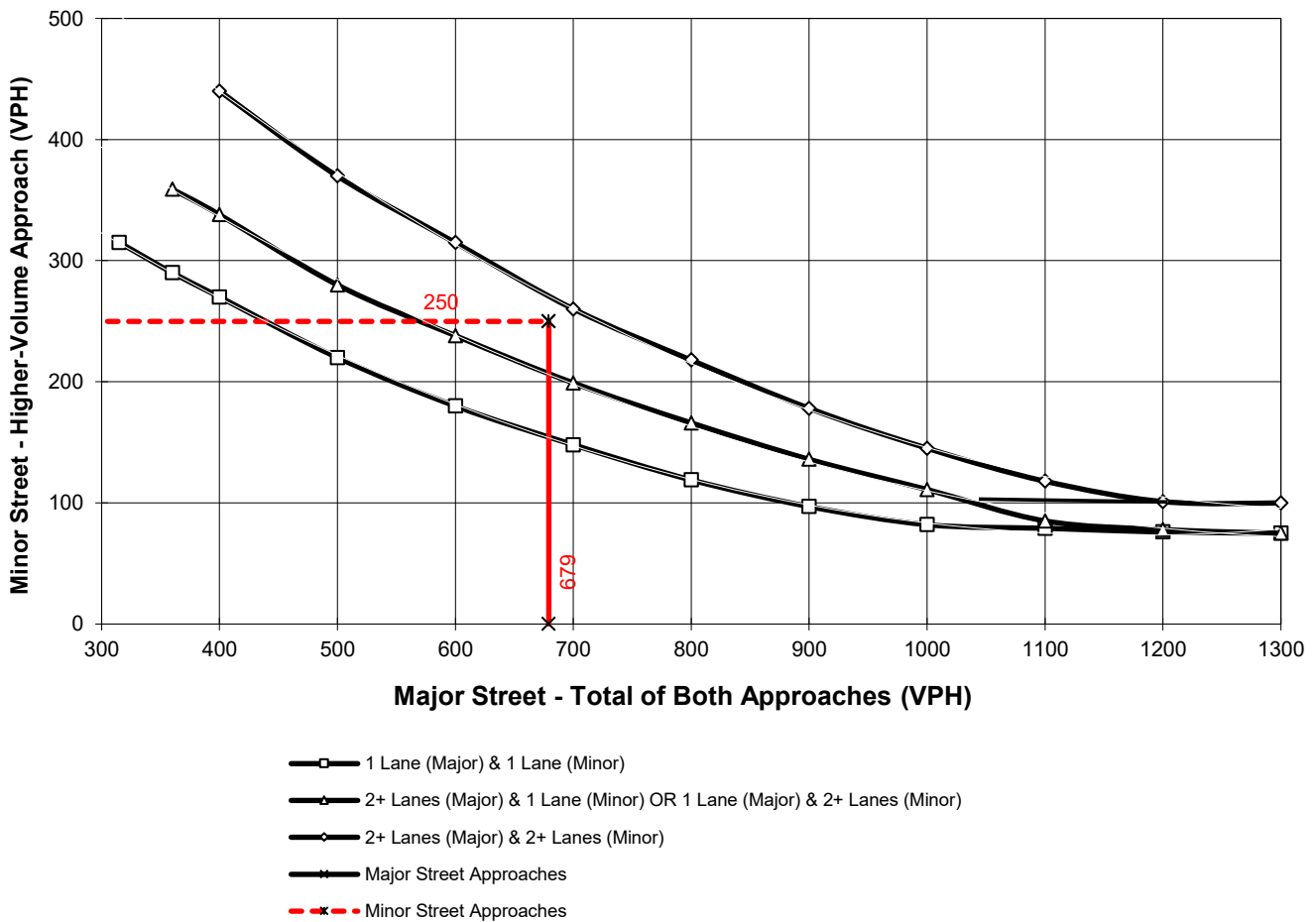
Major Street Name = **Menifee Rd.**

Total of Both Approaches (VPH) = **679**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Watson Rd.**

High Volume Approach (VPH) = **250**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = Existing (2020) Conditions - Weekday AM Peak Hour

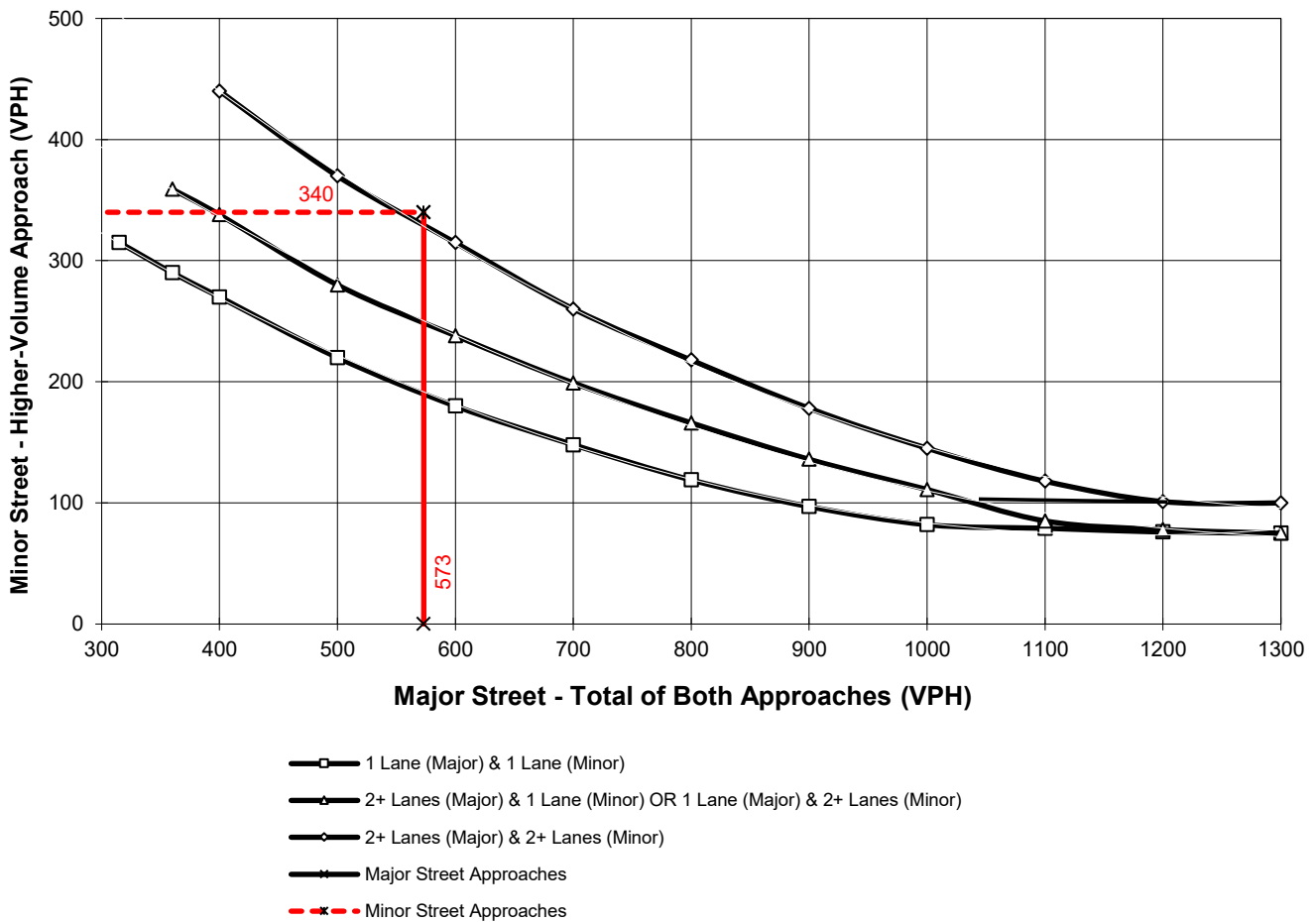
Major Street Name = Nuevo Rd.

Total of Both Approaches (VPH) = 573
 Number of Approach Lanes Major Street = 1

Minor Street Name = Lakeview Av.

High Volume Approach (VPH) = 340
 Number of Approach Lanes Minor Street = 1

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday PM Peak Hour**

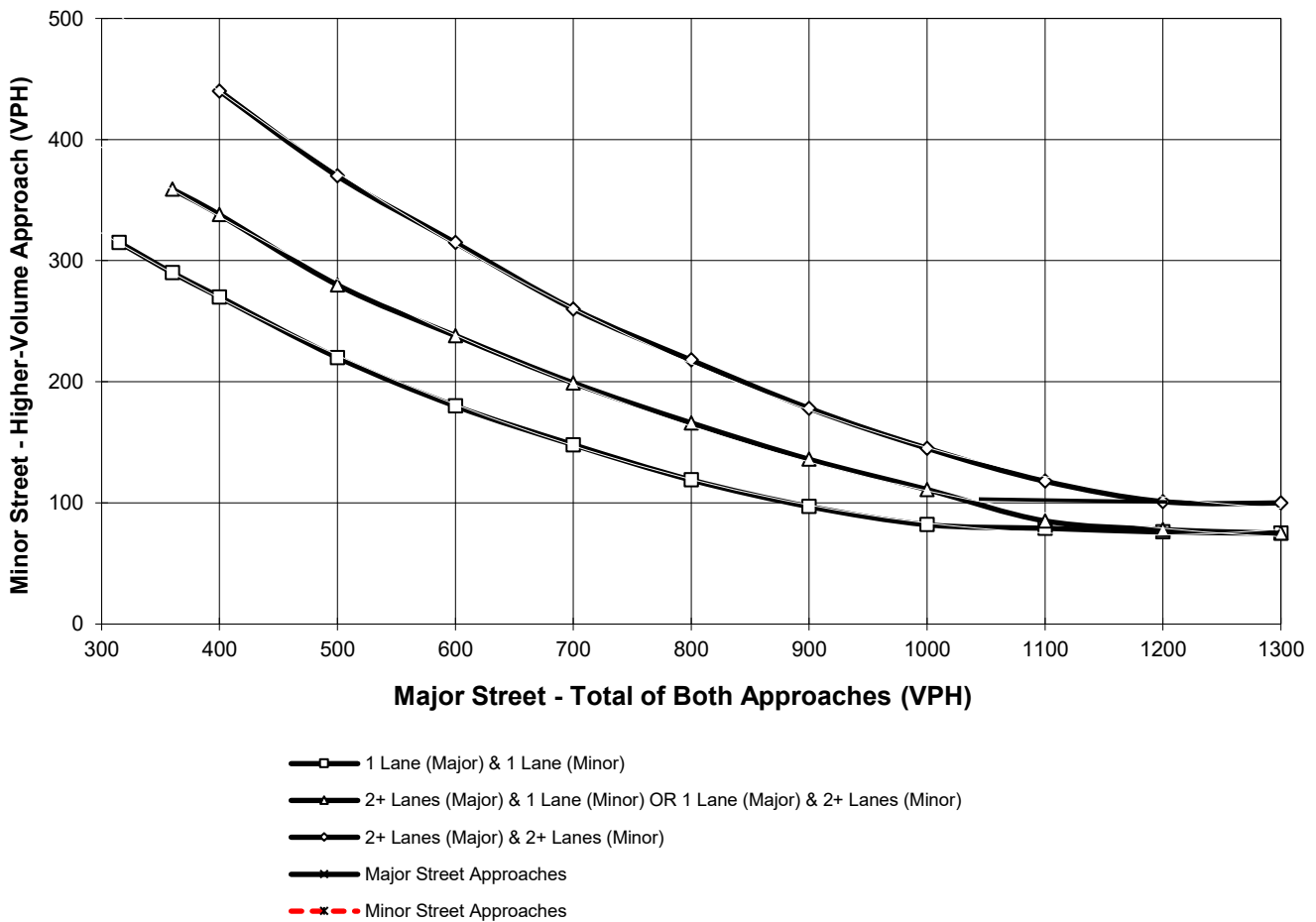
Major Street Name = **Montgomery Av.**

Total of Both Approaches (VPH) = **293**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Nuevo Rd.**

High Volume Approach (VPH) = **9**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2020) Conditions - Weekday AM Peak Hour**

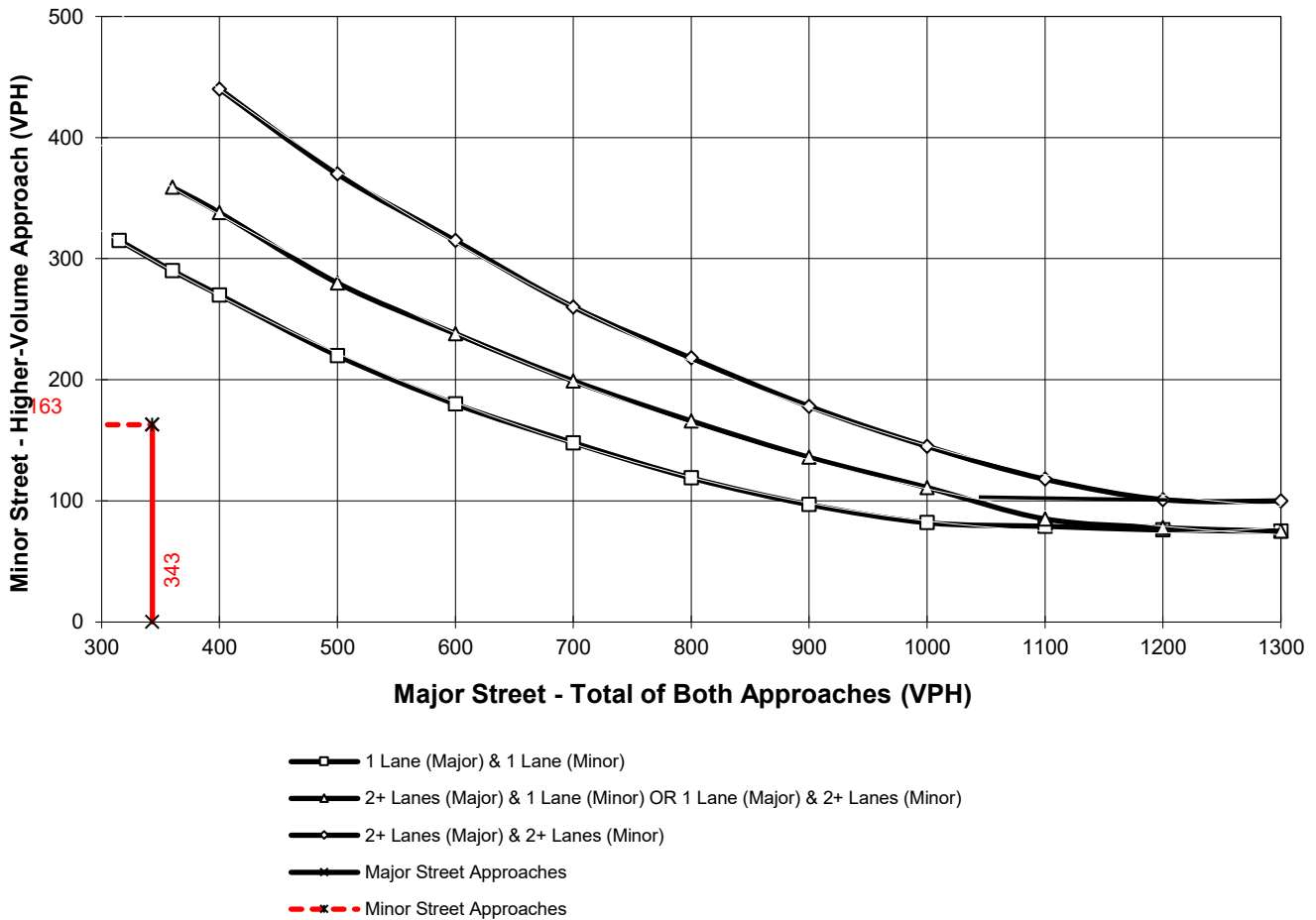
Major Street Name = **Contour Av.**

Total of Both Approaches (VPH) = **343**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Hansen Av.**

High Volume Approach (VPH) = **163**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = Existing (2020) Conditions - Weekday PM Peak Hour

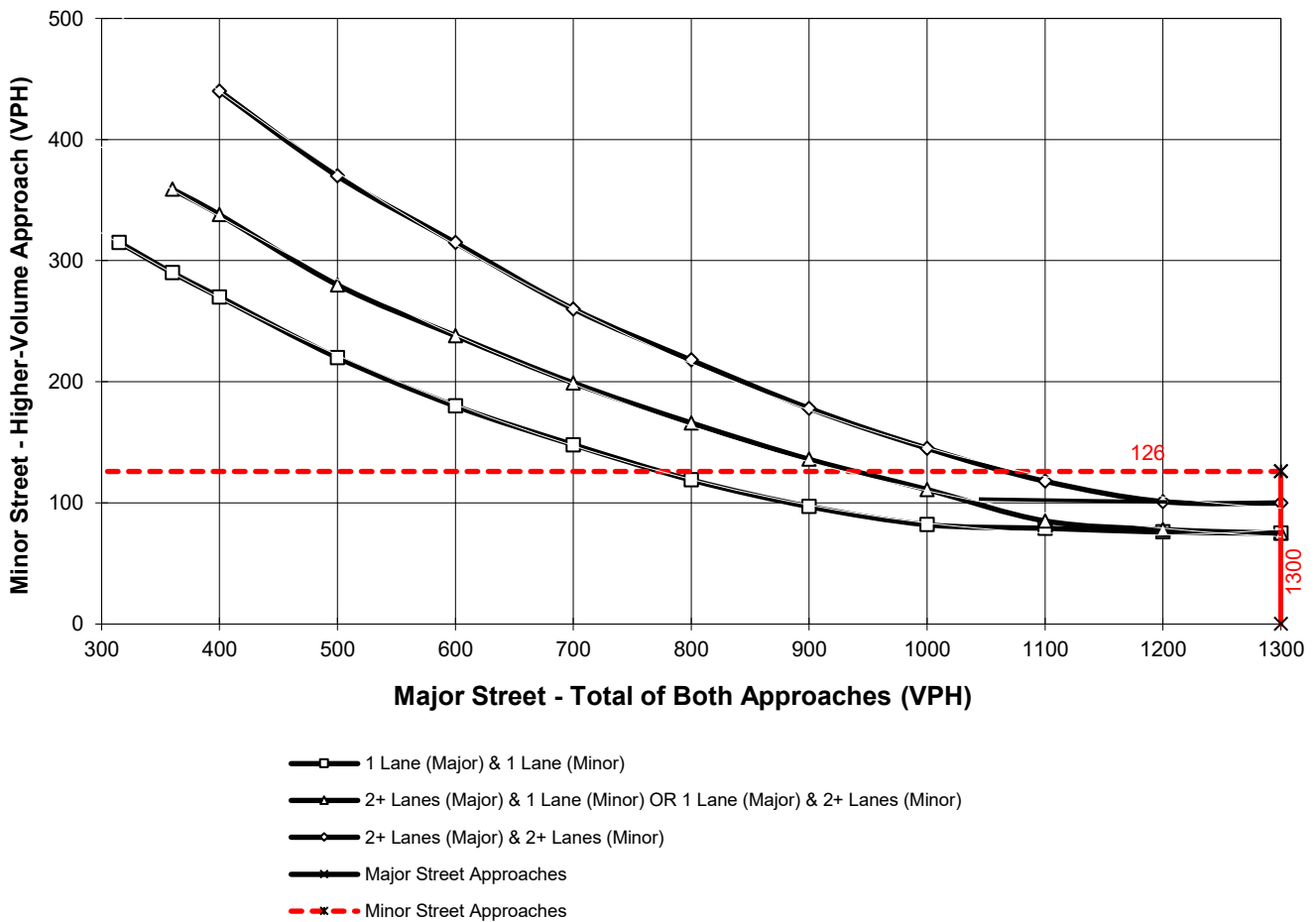
Major Street Name = Ramona Exwy.

Total of Both Approaches (VPH) = 1929
 Number of Approach Lanes Major Street = 1

Minor Street Name = Bridge St.

High Volume Approach (VPH) = 126
 Number of Approach Lanes Minor Street = 1

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 3.4:

EXISTING (2020) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Queues

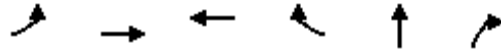


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	385	11	135	130	446	196
v/c Ratio	0.27	0.02	0.67	0.07	0.86	0.33
Control Delay	14.5	0.0	35.4	14.7	38.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	0.0	35.4	14.7	38.9	4.6
Queue Length 50th (ft)	53	0	48	21	148	0
Queue Length 95th (ft)	83	0	#115	42	#290	39
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1413	703	214	1973	543	621
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.02	0.63	0.07	0.82	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	263	559	253	851	15	87
v/c Ratio	0.78	0.21	0.14	0.84	0.10	0.36
Control Delay	27.0	0.3	9.1	16.5	27.1	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	0.3	9.1	16.5	27.1	8.2
Queue Length 50th (ft)	17	0	25	117	5	0
Queue Length 95th (ft)	#178	m0	43	#376	20	24
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	367	2707	1761	1013	152	242
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.21	0.14	0.84	0.10	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

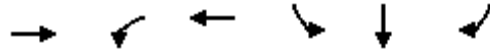
m Volume for 95th percentile queue is metered by upstream signal.

Queues

Stoneridge Commerce Center SP (JN 13265)

4: I-215 SB Ramps & Ramona Exwy.

05/19/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1028	316	950	329	330	230
v/c Ratio	0.82	0.89	0.45	0.63	0.63	0.40
Control Delay	37.1	46.5	4.8	39.3	39.4	15.1
Queue Delay	0.1	0.0	0.5	61.7	61.6	0.0
Total Delay	37.2	46.5	5.3	101.0	101.0	15.1
Queue Length 50th (ft)	331	74	28	209	210	52
Queue Length 95th (ft)	418	#339	18	314	315	120
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1255	369	2133	522	522	582
Starvation Cap Reductn	0	0	669	0	0	0
Spillback Cap Reductn	9	0	0	293	293	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.86	0.65	1.44	1.44	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
5: I-215 NB Ramps & Ramona Exwy.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	159	1233	978	721	144	147	492
v/c Ratio	0.67	0.58	0.65	0.69	0.28	0.28	0.91
Control Delay	41.9	24.6	29.4	7.9	29.7	29.8	53.2
Queue Delay	0.0	36.6	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	61.2	29.4	7.9	29.7	29.8	53.2
Queue Length 50th (ft)	119	491	301	37	77	78	277
Queue Length 95th (ft)	m144	565	398	177	131	134	#462
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2138	1514	1048	569	570	585
Starvation Cap Reductn	0	984	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	1.07	0.65	0.69	0.25	0.26	0.84

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

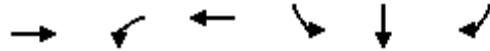
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

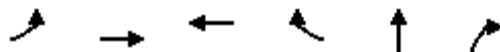
Queues
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	689	477	974	127	129	95
v/c Ratio	0.41	0.68	0.37	0.52	0.52	0.30
Control Delay	14.3	34.4	4.8	38.4	38.6	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	34.4	4.8	38.4	38.6	9.2
Queue Length 50th (ft)	99	114	74	63	64	0
Queue Length 95th (ft)	172	148	128	106	108	35
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	1693	1006	2641	460	462	503
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.47	0.37	0.28	0.28	0.19
Intersection Summary						



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	56	699	1053	327	385	712
v/c Ratio	0.39	0.33	0.40	0.34	0.74	0.70
Control Delay	44.9	10.4	16.1	3.4	35.9	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	10.4	16.1	3.4	35.9	19.2
Queue Length 50th (ft)	29	91	135	0	185	114
Queue Length 95th (ft)	64	156	206	52	241	151
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	153	2126	2616	976	724	1305
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.33	0.40	0.34	0.53	0.55
Intersection Summary						

Queues



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	346	40	354	169	409	182
v/c Ratio	0.29	0.06	0.94	0.08	1.05	0.37
Control Delay	15.6	0.2	51.9	8.8	85.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	0.2	51.9	8.8	85.8	6.3
Queue Length 50th (ft)	47	0	131	25	~166	0
Queue Length 95th (ft)	76	0	#279	47	#315	43
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1203	617	376	2226	391	492
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.06	0.94	0.08	1.05	0.37

Intersection Summary

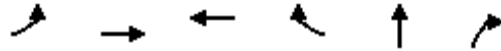
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	203	568	524	638	12	210
v/c Ratio	0.65	0.22	0.32	0.60	0.05	0.53
Control Delay	18.7	0.3	11.7	4.3	23.4	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	0.3	11.7	4.3	23.4	9.7
Queue Length 50th (ft)	12	0	61	6	4	0
Queue Length 95th (ft)	16	m0	94	56	16	48
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	376	2527	1635	1064	242	397
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.22	0.32	0.60	0.05	0.53

Intersection Summary

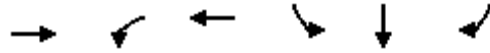
m Volume for 95th percentile queue is metered by upstream signal.

Queues

Stoneridge Commerce Center SP (JN 13265)

4: I-215 SB Ramps & Ramona Exwy.

05/19/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1218	346	785	498	500	192
v/c Ratio	0.98	0.95	0.37	0.95	0.96	0.31
Control Delay	55.6	54.0	4.3	68.0	68.4	5.7
Queue Delay	1.8	0.0	0.3	51.5	51.2	0.0
Total Delay	57.4	54.0	4.5	119.5	119.6	5.7
Queue Length 50th (ft)	425	141	14	362	363	1
Queue Length 95th (ft)	#582	#387	20	#583	#584	52
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1241	369	2133	522	523	623
Starvation Cap Reductn	0	0	649	0	0	0
Spillback Cap Reductn	12	0	0	311	312	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.94	0.53	2.36	2.37	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	205	1671	831	742	162	164	454
v/c Ratio	0.77	0.76	0.55	0.67	0.33	0.33	0.88
Control Delay	41.3	23.9	27.5	5.4	31.5	31.6	49.5
Queue Delay	0.0	48.7	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	72.6	27.5	5.4	31.5	31.6	49.5
Queue Length 50th (ft)	148	655	243	0	91	92	253
Queue Length 95th (ft)	m148	m668	325	90	147	149	#382
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2194	1511	1107	569	570	585
Starvation Cap Reductn	0	977	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	1.37	0.55	0.67	0.28	0.29	0.78

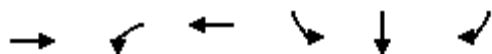
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
8: I-215 SB Ramps & Nuevo Rd.

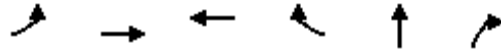


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	589	668	377	251	254	76
v/c Ratio	0.45	0.76	0.16	0.69	0.70	0.18
Control Delay	17.4	33.9	5.8	38.9	39.2	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	33.9	5.8	38.9	39.2	5.7
Queue Length 50th (ft)	88	158	33	121	122	0
Queue Length 95th (ft)	153	207	58	189	191	25
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	1322	1006	2395	460	462	499
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.66	0.16	0.55	0.55	0.15
Intersection Summary						

Queues
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/19/2020



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	57	793	913	386	100	514
v/c Ratio	0.37	0.31	0.29	0.34	0.32	0.77
Control Delay	42.9	5.8	10.0	2.4	31.9	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	5.8	10.0	2.4	31.9	27.2
Queue Length 50th (ft)	29	70	85	0	48	87
Queue Length 95th (ft)	64	128	145	46	83	132
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	163	2543	3179	1139	722	1264
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.31	0.29	0.34	0.14	0.41

Intersection Summary

APPENDIX 3.5:

EXISTING (2020) CONDITIONS FREEWAY FACILITY ANALYSIS WORKSHEETS

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HCS7 Freeway Facilities Report

Project Information

Analyst	CM	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020)
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

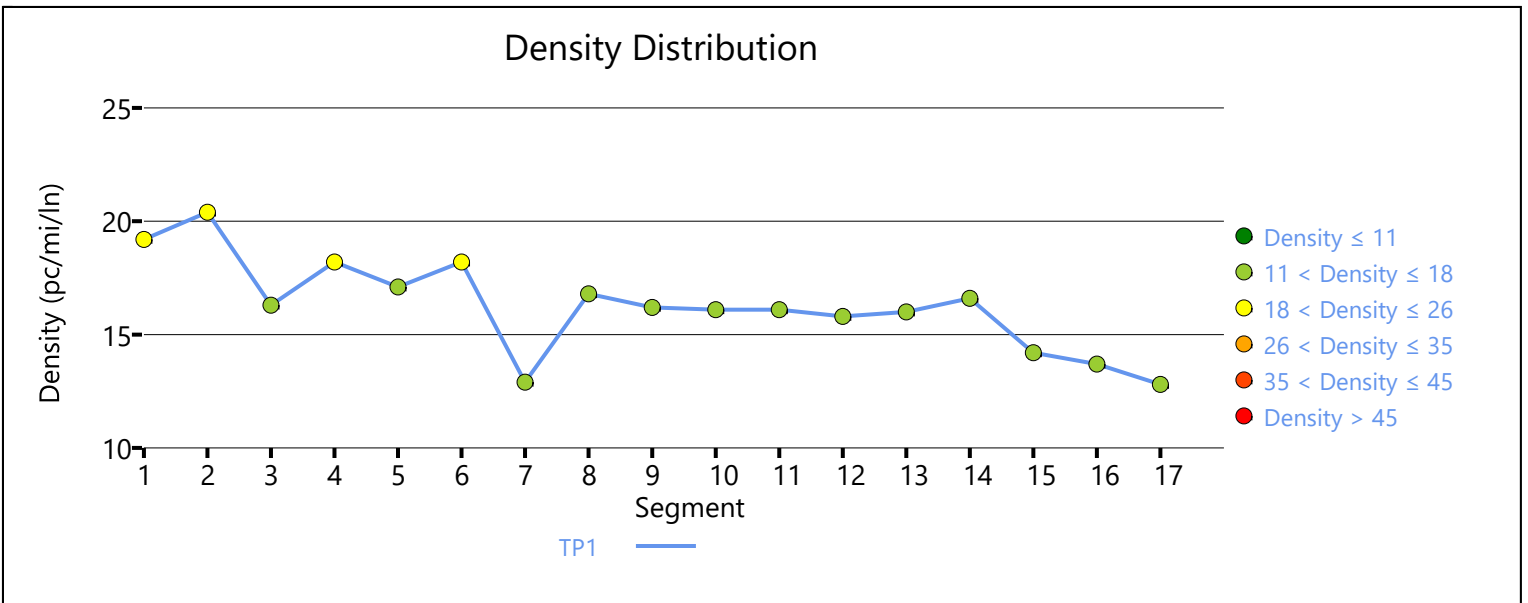
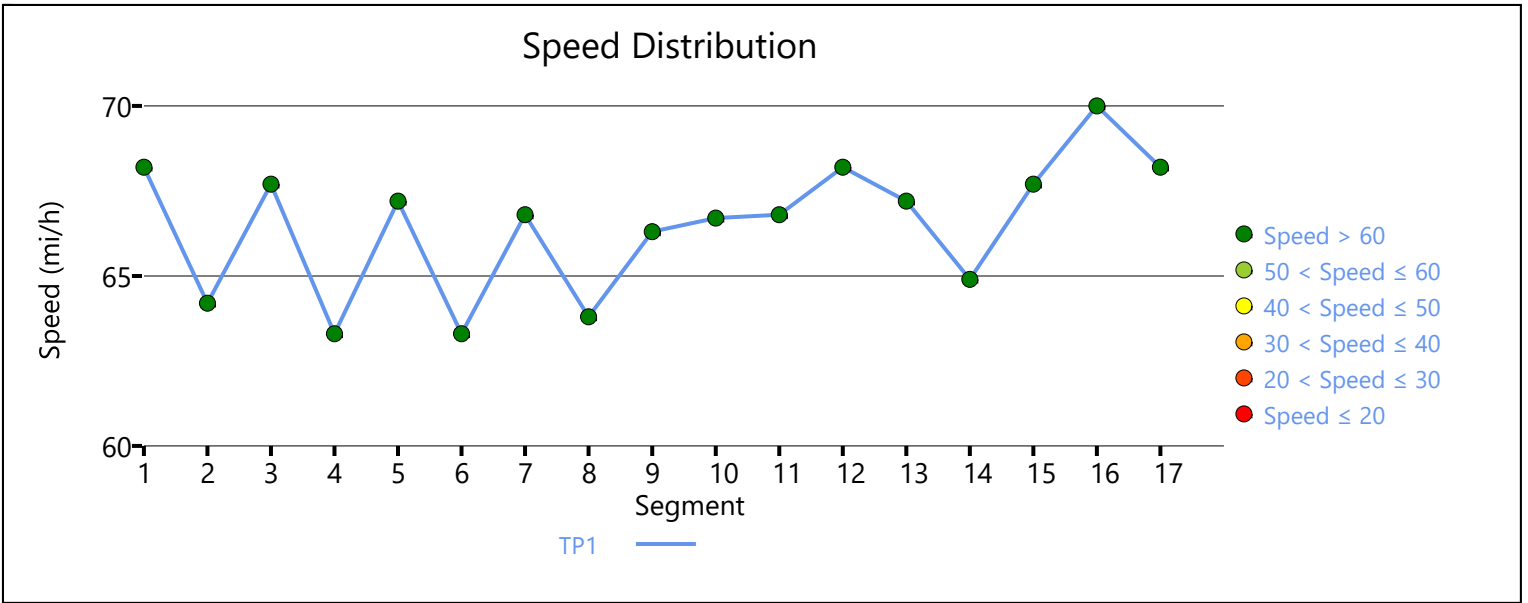
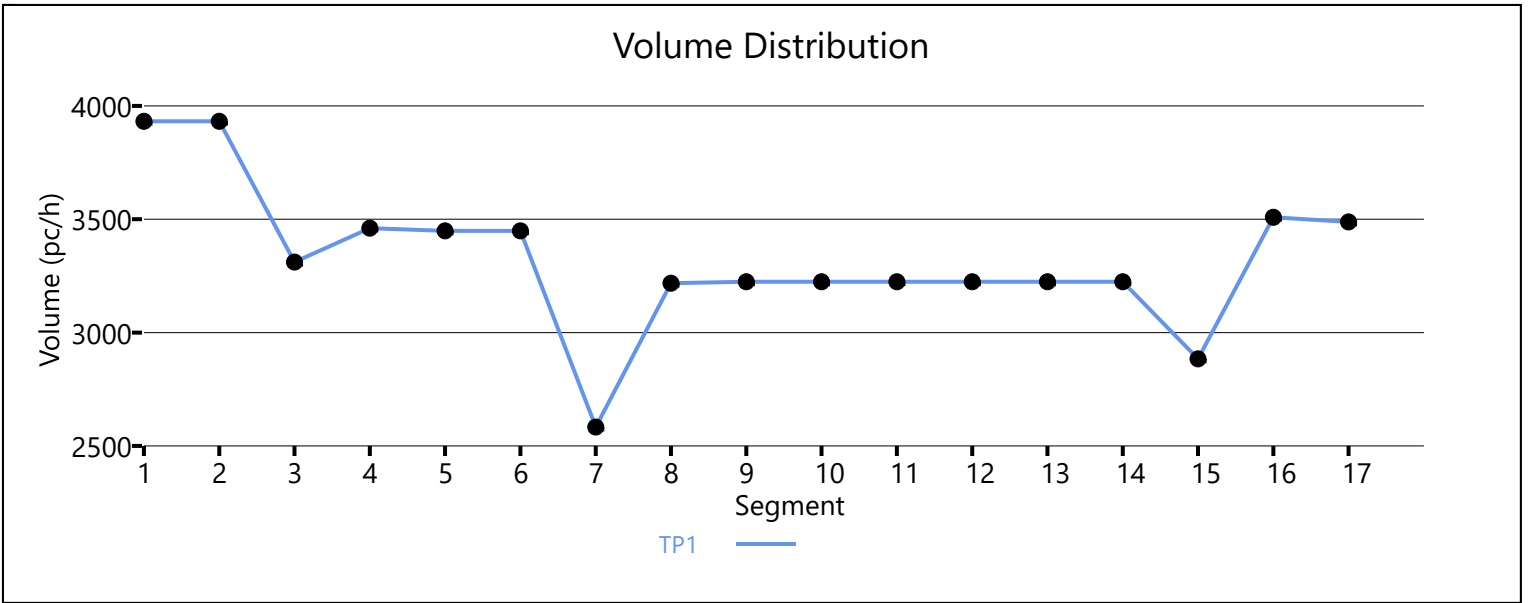
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.917		3932		7146		0.55		68.2		19.2		C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.917	0.847	3932	602	7200 ^{3.5}	2100 ¹	0.55	0.29	64.2	60.1	20.4	22.1	C

Segment 3: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		3311		7131		0.46		67.7		16.3		B	
Segment 4: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.935	0.862	3461	150	7200	2100	0.48	0.07	63.3	61.2	18.2	19.1	B	
Segment 5: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		3449		7116		0.48		67.2		17.1		B	
Segment 6: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.935	0.893	3449	884	6600	2100	0.52	0.42	63.3	59.4	18.2	22.0	C	
Segment 7: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		2583		7104		0.36		66.8		12.9		B	
Segment 8: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	0.952	3218	635	7200	2100	0.45	0.30	63.8	61.9	16.8	17.8	B	
Segment 9: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		3224		7089		0.45		66.3		16.2		B	
Segment 10: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	1.000	3224	0	7200	2000	0.45	0.00	66.7	61.1	16.1	15.9	B	
Segment 11: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		3224		7104		0.45		66.8		16.1		B	
Segment 12: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		

1	0.92	0.92	0.943	1.000	3224	0	7200	2000	0.45	0.00	68.2	65.6	15.8	15.6	B
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3224		7116		0.45		67.2		16.0		B
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.943	3224	340	7200	2100	0.45	0.16	64.9	60.8	16.6	19.0	B
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		2884		7131		0.40		67.7		14.2		B
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	3509	625	7200	2100	0.40	0.30	70.0	-	13.7	-	B
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3488		9528		0.37		68.2		12.8		B
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	66.9		16.5		15.5		7.8		B						
Facility Overall Results															
Space Mean Speed, mi/h					66.9			Density, veh/mi/ln			15.5				
Average Travel Time, min					7.8			Density, pc/mi/ln			16.5				



HCS7 Freeway Facilities Report

Project Information

Analyst	CM	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

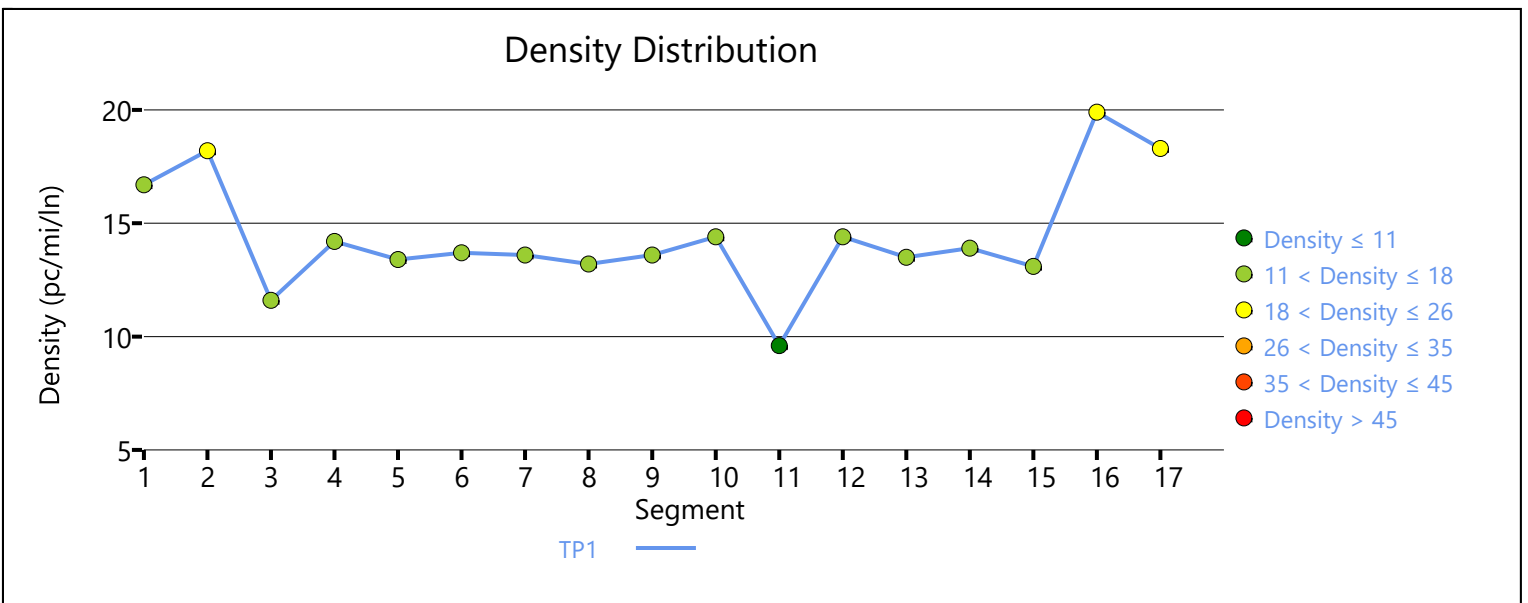
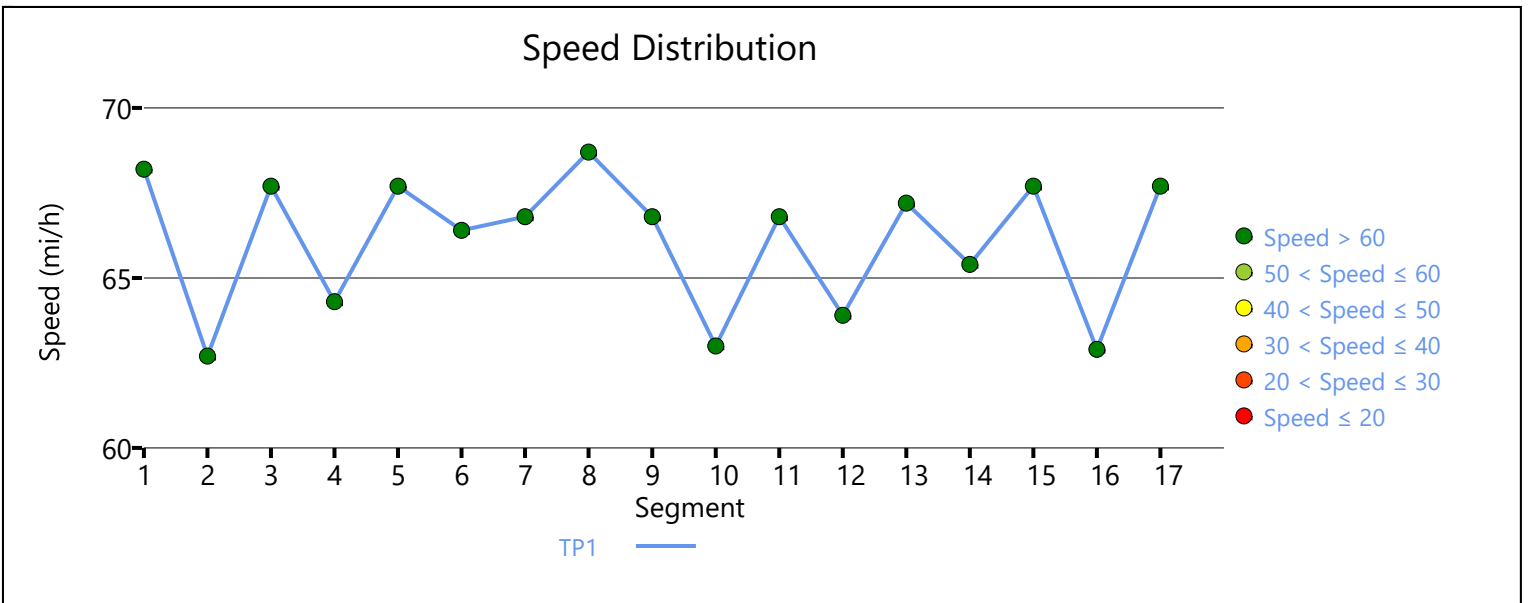
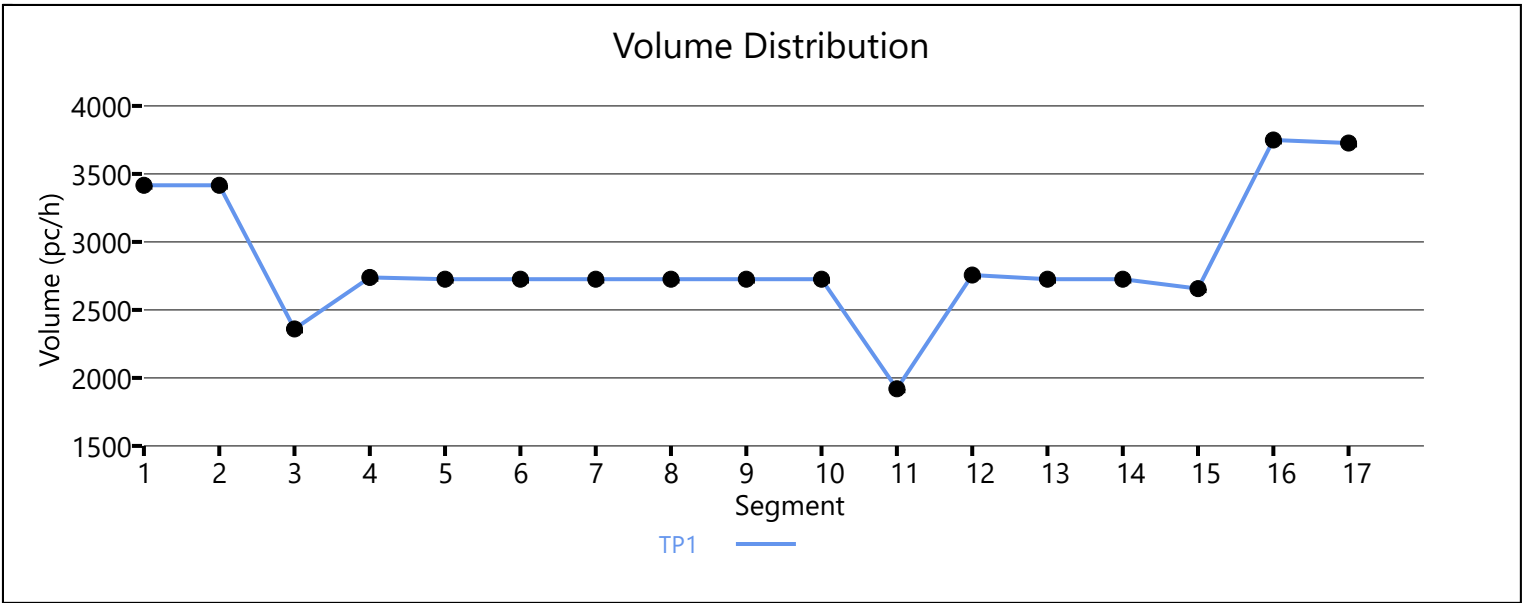
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3416		7146		0.48		68.2		16.7		B

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.980	3416	1067	7200 ^{3.5}	2100 ⁵	0.47	0.51	62.7	59.0	18.2	21.9	C

Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		2360		7131		0.33		67.7		11.6		B
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.962	2739	379	7200	2100	0.38	0.18	64.3	62.3	14.2	14.5	B
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		2726		7131		0.38		67.7		13.4		B
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	1.000	2726	0	7200	2000	0.38	0.00	66.4	61.1	13.7	13.3	B
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		2726		7104		0.38		66.8		13.6		B
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	1.000	2726	0	7200	2000	0.38	0.00	68.7	65.9	13.2	13.3	B
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		2726		7104		0.38		66.8		13.6		B
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.935	2726	813	7200	2100	0.38	0.39	63.0	59.6	14.4	17.1	B
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		1920		7104		0.27		66.8		9.6		A
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.943	0.909	2756	836	7200	2100	0.38	0.40	63.9	62.1	14.4	15.9	B
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		2726		7116		0.38		67.2		13.5		B
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.885	2726	98	7200	2100	0.38	0.05	65.4	61.4	13.9	14.8	B
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		2656		7131		0.37		67.7		13.1		B
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.885	3749	1093	7200	2100	0.52	0.52	62.9	61.1	19.9	21.8	C
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		3727		7131		0.52		67.7		18.3		C
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	66.6		14.6		13.7		7.6		B						
Facility Overall Results															
Space Mean Speed, mi/h					66.6			Density, veh/mi/ln			13.7				
Average Travel Time, min					7.6			Density, pc/mi/ln			14.6				



HCS7 Freeway Facilities Report

Project Information

Analyst	CM	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020)
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

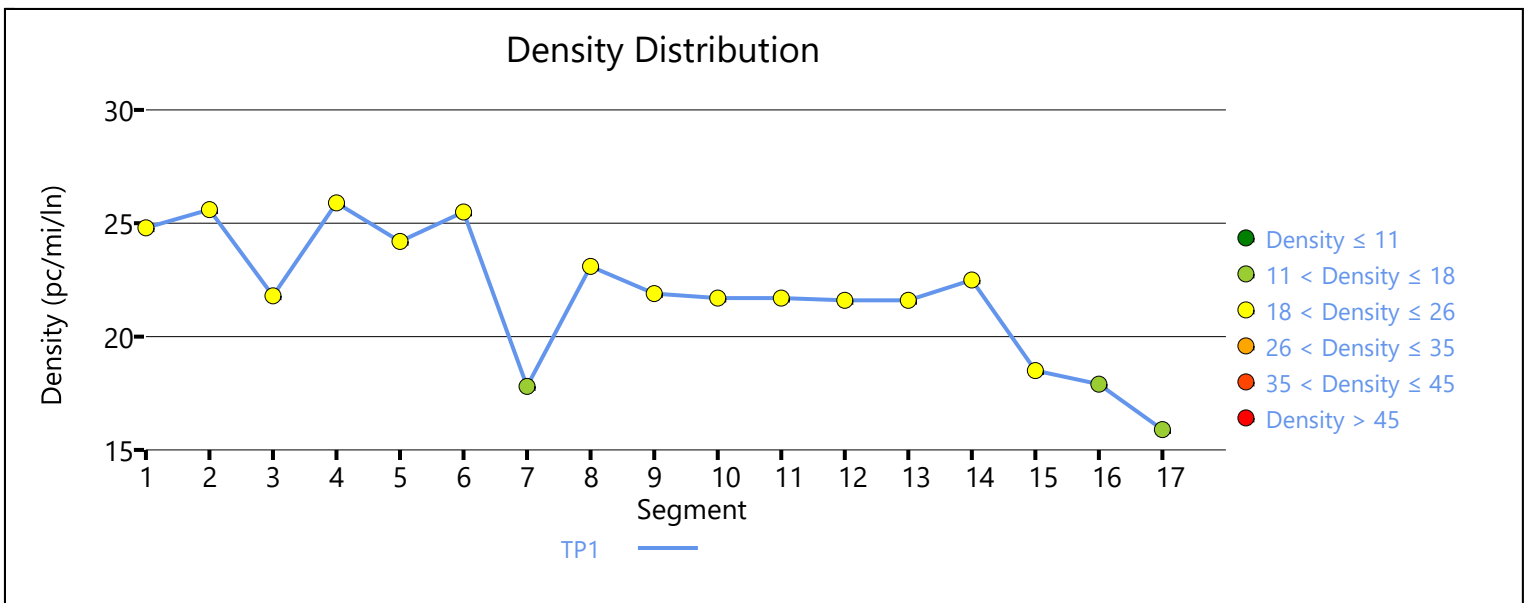
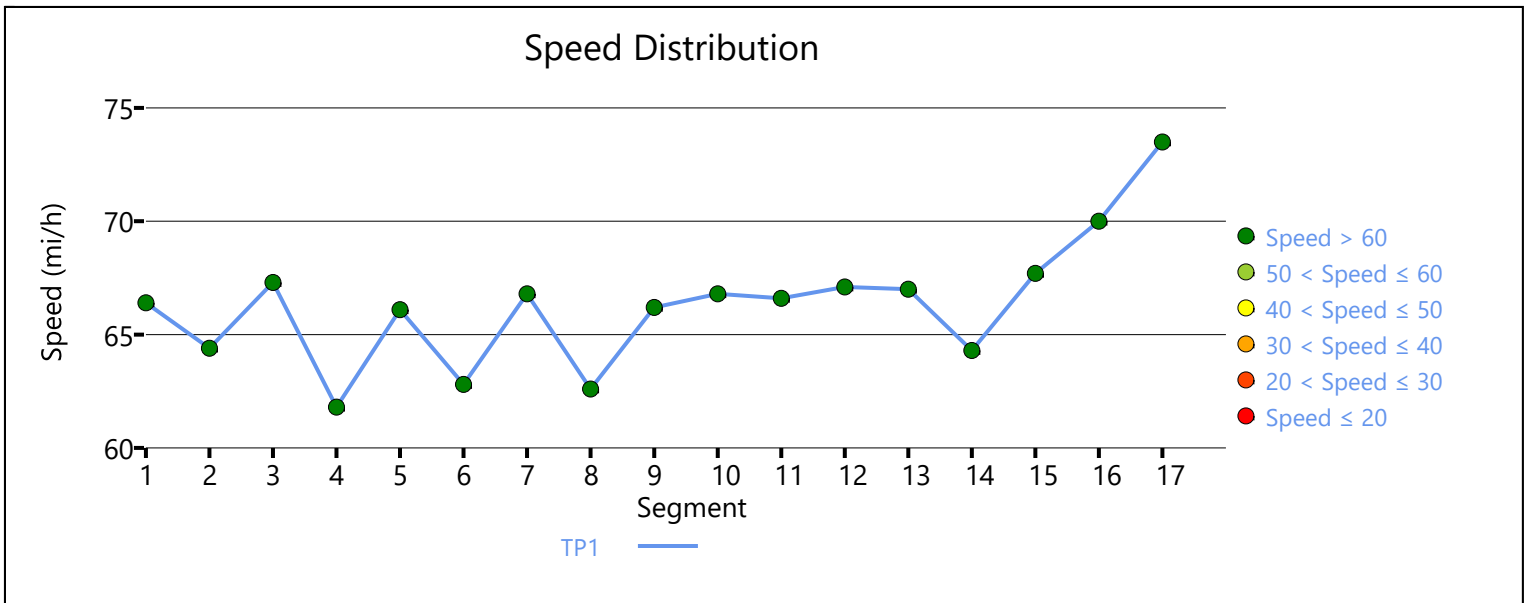
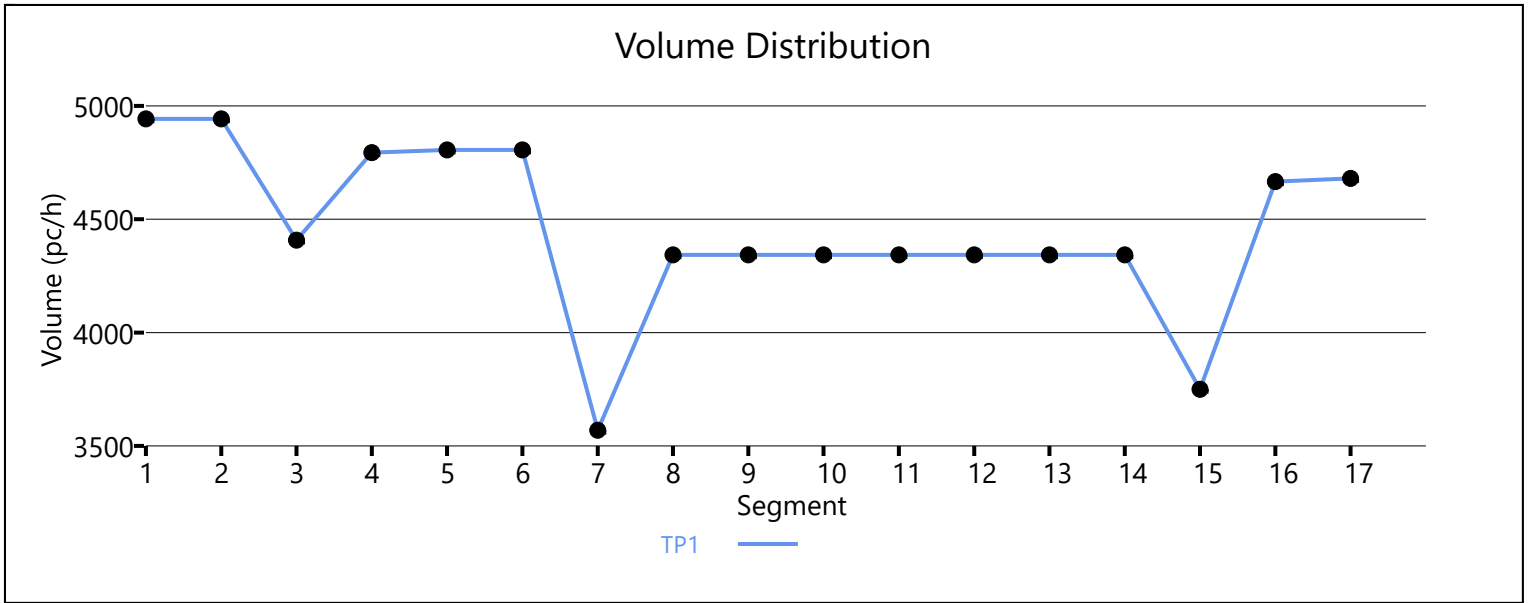
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		4943		7146		0.69		66.4		24.8		C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.840	4943	542	7200 ^{3.5}	2100 ⁹	0.69	0.26	64.4	60.3	25.6	26.5	C

Segment 3: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		4408		7131		0.62		67.3		21.8		C	
Segment 4: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.935	0.962	4794	386	7200	2100	0.67	0.18	61.8	59.9	25.9	25.9	C	
Segment 5: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		4806		7116		0.68		66.1		24.2		C	
Segment 6: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.935	0.935	4806	1237	6600	2100	0.73	0.59	62.8	58.5	25.5	29.0	D	
Segment 7: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		3569		7104		0.50		66.8		17.8		B	
Segment 8: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.935	0.980	4343	774	7200	2100	0.60	0.37	62.6	60.8	23.1	23.4	C	
Segment 9: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		4343		7089		0.61		66.2		21.9		C	
Segment 10: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	1.000	4343	0	7200	2000	0.60	0.00	66.8	61.1	21.7	21.4	C	
Segment 11: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		4343		7104		0.61		66.6		21.7		C	
Segment 12: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		

1	0.92	0.92	0.943	1.000	4343	0	7200	2000	0.60	0.00	67.1	64.8	21.6	20.9	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4343		7116		0.61		67.0		21.6		C
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	4343	601	7200	2100	0.60	0.29	64.3	60.1	22.5	24.9	C
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		3750		7131		0.53		67.7		18.5		C
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.990	4666	916	7200	2100	0.52	0.44	70.0	-	17.9	-	B
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4680		9600		0.49		73.5		15.9		B
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	66.4		22.2		20.8		7.9		C						
Facility Overall Results															
Space Mean Speed, mi/h					66.4			Density, veh/mi/ln			20.8				
Average Travel Time, min					7.9			Density, pc/mi/ln			22.2				



HCS7 Freeway Facilities Report

Project Information

Analyst	CM	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Existing (2020) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

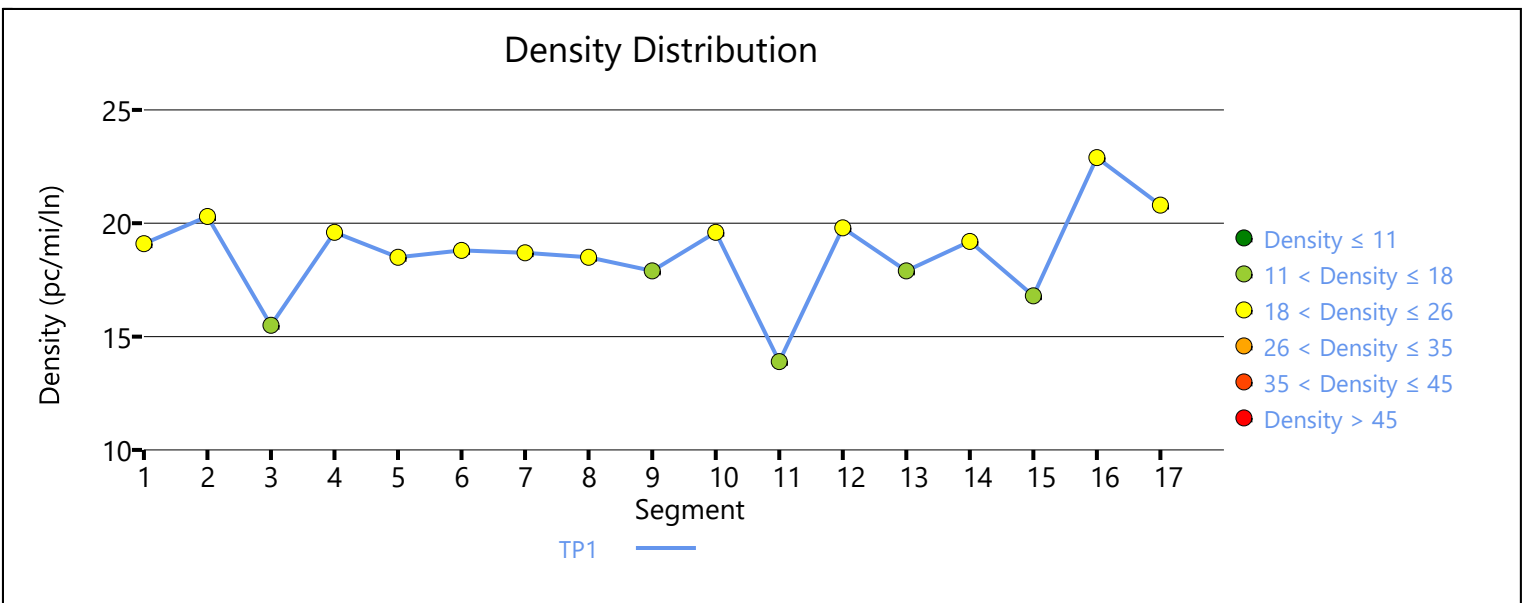
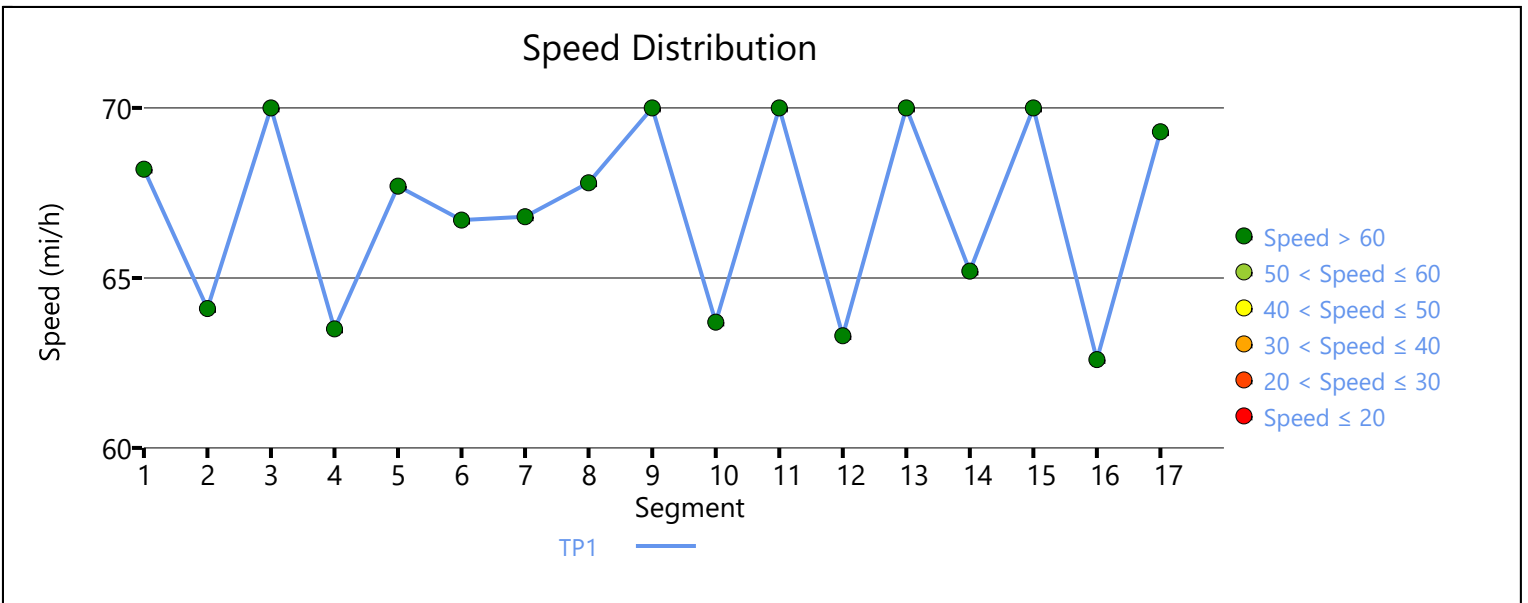
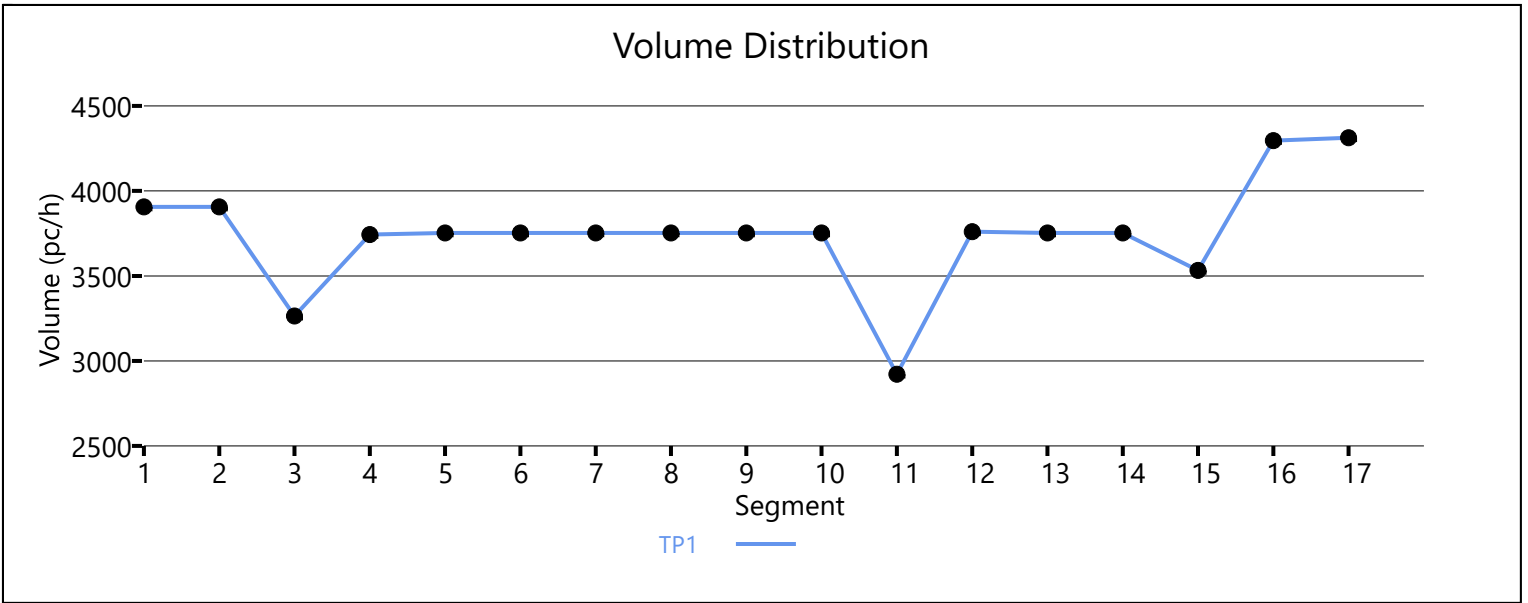
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3906		7146		0.55		68.2		19.1		C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	3906	659	7200 ^{3.5-13}	2100	0.54	0.31	64.1	60.0	20.3	23.4	C

Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3264		7200		0.45		70.0		15.5		B
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	3743	479	7200	2100	0.52	0.23	63.5	61.7	19.6	19.5	B
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3753		7131		0.53		67.7		18.5		C
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	1.000	3753	0	7200	2000	0.52	0.00	66.7	61.1	18.8	18.5	B
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3753		7104		0.53		66.8		18.7		C
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	1.000	3753	0	7200	2000	0.52	0.00	67.8	65.3	18.5	18.1	B
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3753		7200		0.52		70.0		17.9		B
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	3753	815	7200	2100	0.52	0.39	63.7	59.6	19.6	22.3	C
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		2922		7200		0.41		70.0		13.9		B
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.943	0.935	3760	838	7200	2100	0.52	0.40	63.3	61.5	19.8	20.6	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3753		7200		0.52		70.0		17.9		B
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.840	3753	210	7200	2100	0.52	0.10	65.2	61.1	19.2	20.3	C
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3533		7200		0.49		70.0		16.8		B
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.877	4296	763	7200	2100	0.60	0.36	62.6	60.7	22.9	23.5	C
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		4313		7200		0.60		69.3		20.8		C
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	67.6		18.8		17.7		7.5		C						
Facility Overall Results															
Space Mean Speed, mi/h					67.6			Density, veh/mi/ln			17.7				
Average Travel Time, min					7.5			Density, pc/mi/ln			18.8				



APPENDIX 3.6:
**EXISTING (2020) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS
WITH IMPROVEMENTS**

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Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

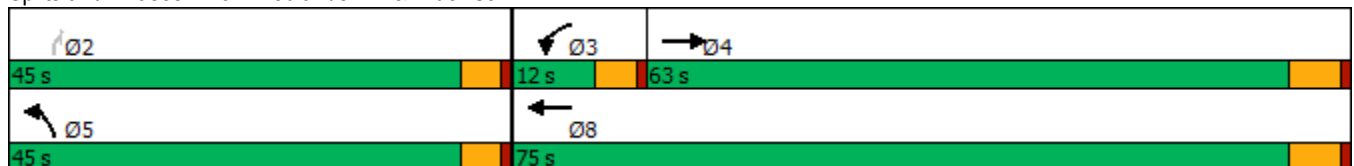


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↻	↻	↕	↻	↻
Traffic Volume (vph)	317	4	792	4	239
Future Volume (vph)	317	4	792	4	239
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	5	
Permitted Phases					2
Detector Phase	4	3	8	5	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	27.8	9.6	27.8	9.6	22.6
Total Split (s)	63.0	12.0	75.0	45.0	45.0
Total Split (%)	52.5%	10.0%	62.5%	37.5%	37.5%
Yellow Time (s)	4.8	3.6	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	Min
Act Effct Green (s)	67.4	5.1	69.3	6.6	7.6
Actuated g/C Ratio	0.77	0.06	0.79	0.08	0.09
v/c Ratio	0.29	0.05	0.33	0.04	0.71
Control Delay	4.5	41.5	3.1	37.0	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.5	41.5	3.1	37.0	15.4
LOS	A	D	A	D	B
Approach Delay	4.5		3.3	15.8	
Approach LOS	A		A	B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 87.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 5.8
 Intersection LOS: A
 Intersection Capacity Utilization 41.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩↩	↩	↩
Traffic Volume (veh/h)	317	27	4	792	4	239
Future Volume (veh/h)	317	27	4	792	4	239
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	382	33	5	954	5	288
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1109	96	12	2513	360	321
Arrive On Green	0.64	0.64	0.01	0.70	0.20	0.20
Sat Flow, veh/h	1724	149	1810	3705	1810	1610
Grp Volume(v), veh/h	0	415	5	954	5	288
Grp Sat Flow(s),veh/h/ln	0	1873	1810	1805	1810	1610
Q Serve(g_s), s	0.0	10.1	0.3	10.8	0.2	17.3
Cycle Q Clear(g_c), s	0.0	10.1	0.3	10.8	0.2	17.3
Prop In Lane		0.08	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1205	12	2513	360	321
V/C Ratio(X)	0.00	0.34	0.43	0.38	0.01	0.90
Avail Cap(c_a), veh/h	0	1205	135	2513	735	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.1	49.2	6.2	32.0	38.8
Incr Delay (d2), s/veh	0.0	0.8	8.8	0.4	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	0.1	3.3	0.1	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	8.9	58.0	6.7	32.0	42.5
LnGrp LOS	A	A	E	A	C	D
Approach Vol, veh/h	415			959	293	
Approach Delay, s/veh	8.9			6.9	42.3	
Approach LOS	A			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		24.4	5.2	69.8		75.0
Change Period (Y+Rc), s		4.6	4.6	5.8		5.8
Max Green Setting (Gmax), s		40.4	7.4	57.2		69.2
Max Q Clear Time (g_c+I1), s		19.3	2.3	12.1		12.8
Green Ext Time (p_c), s		0.5	0.0	2.5		7.6
Intersection Summary						
HCM 6th Ctrl Delay			13.6			
HCM 6th LOS			B			

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

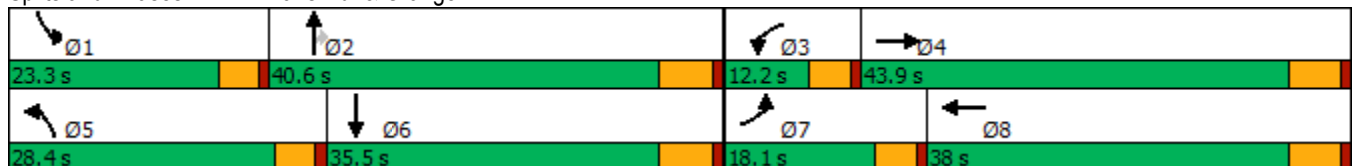


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↗	↖	↕
Traffic Volume (vph)	121	234	62	212	219	385	162	169	301
Future Volume (vph)	121	234	62	212	219	385	162	169	301
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8
Total Split (s)	18.1	43.9	12.2	38.0	28.4	40.6	40.6	23.3	35.5
Total Split (%)	15.1%	36.6%	10.2%	31.7%	23.7%	33.8%	33.8%	19.4%	29.6%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	13.2	37.3	7.5	31.7	22.9	30.3	30.3	18.0	25.4
Actuated g/C Ratio	0.12	0.33	0.07	0.28	0.20	0.27	0.27	0.16	0.22
v/c Ratio	0.88	0.87	0.79	0.94	0.92	0.61	0.45	0.90	0.82
Control Delay	88.6	51.6	95.0	67.3	76.6	39.7	14.2	81.3	47.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.6	51.6	95.0	67.3	76.6	39.7	14.2	81.3	47.6
LOS	F	D	F	E	E	D	B	F	D
Approach Delay		61.2		71.8		44.9			57.0
Approach LOS		E		E		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.1
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 56.2
 Intersection LOS: E
 Intersection Capacity Utilization 66.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗↖	
Traffic Volume (veh/h)	121	234	110	62	212	106	219	385	162	169	301	133
Future Volume (veh/h)	121	234	110	62	212	106	219	385	162	169	301	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	355	96	94	321	116	332	583	143	256	456	119
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	459	124	119	355	128	364	891	393	289	581	150
Arrive On Green	0.12	0.32	0.32	0.07	0.27	0.27	0.20	0.25	0.25	0.16	0.20	0.20
Sat Flow, veh/h	1810	1435	388	1810	1331	481	1810	3610	1594	1810	2837	735
Grp Volume(v), veh/h	183	0	451	94	0	437	332	583	143	256	289	286
Grp Sat Flow(s),veh/h/ln	1810	0	1823	1810	0	1812	1810	1805	1594	1810	1805	1766
Q Serve(g_s), s	9.9	0.0	22.4	5.1	0.0	23.3	17.9	14.5	7.4	13.8	15.2	15.4
Cycle Q Clear(g_c), s	9.9	0.0	22.4	5.1	0.0	23.3	17.9	14.5	7.4	13.8	15.2	15.4
Prop In Lane	1.00		0.21	1.00		0.27	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	215	0	583	119	0	484	364	891	393	289	370	362
V/C Ratio(X)	0.85	0.00	0.77	0.79	0.00	0.90	0.91	0.65	0.36	0.89	0.78	0.79
Avail Cap(c_a), veh/h	244	0	695	138	0	583	431	1256	555	338	536	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	0.0	30.7	46.0	0.0	35.4	39.0	33.8	31.2	41.1	37.6	37.7
Incr Delay (d2), s/veh	19.9	0.0	4.5	19.4	0.0	15.6	19.6	0.8	0.6	19.5	4.6	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	9.9	2.9	0.0	11.8	9.6	6.1	2.8	7.5	6.9	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	0.0	35.3	65.4	0.0	51.0	58.7	34.7	31.7	60.7	42.3	42.9
LnGrp LOS	E	A	D	E	A	D	E	C	C	E	D	D
Approach Vol, veh/h		634			531			1058			831	
Approach Delay, s/veh		43.3			53.5			41.8			48.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.5	30.5	11.2	37.8	24.7	26.3	16.5	32.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	18.7	34.8	7.6	38.1	23.8	29.7	13.5	32.2				
Max Q Clear Time (g_c+I1), s	15.8	16.5	7.1	24.4	19.9	17.4	11.9	25.3				
Green Ext Time (p_c), s	0.1	3.8	0.0	2.2	0.2	2.5	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay			45.9									
HCM 6th LOS			D									

Timings
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/03/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	13	113	33	174	28	238	69	202
Future Volume (vph)	13	113	33	174	28	238	69	202
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	31.0	31.0	31.0	31.0	59.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%	65.6%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	15.1	15.1	15.1	15.1	53.1	53.1	53.1	53.1
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.66	0.66	0.66	0.66
v/c Ratio	0.09	0.37	0.15	0.66	0.04	0.31	0.11	0.21
Control Delay	27.0	29.8	27.6	37.2	6.0	6.4	6.5	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	29.8	27.6	37.2	6.0	6.4	6.5	6.1
LOS	C	C	C	D	A	A	A	A
Approach Delay		29.6		36.0		6.4		6.2
Approach LOS		C		D		A		A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 80.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	






















Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

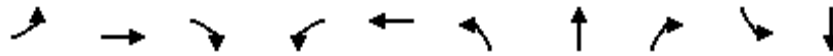
06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	113	7	33	174	43	28	238	111	69	202	31
Future Volume (veh/h)	13	113	7	33	174	43	28	238	111	69	202	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	123	8	36	189	47	30	259	121	75	220	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	294	19	227	245	61	812	832	389	698	1091	169
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1162	1765	115	1279	1469	365	1143	1225	572	1019	1607	248
Grp Volume(v), veh/h	14	0	131	36	0	236	30	0	380	75	0	254
Grp Sat Flow(s),veh/h/ln	1162	0	1879	1279	0	1834	1143	0	1797	1019	0	1855
Q Serve(g_s), s	0.9	0.0	4.8	2.0	0.0	9.5	0.8	0.0	6.6	2.5	0.0	3.9
Cycle Q Clear(g_c), s	10.4	0.0	4.8	6.8	0.0	9.5	4.7	0.0	6.6	9.1	0.0	3.9
Prop In Lane	1.00		0.06	1.00		0.20	1.00		0.32	1.00		0.13
Lane Grp Cap(c), veh/h	144	0	314	227	0	306	812	0	1221	698	0	1260
V/C Ratio(X)	0.10	0.00	0.42	0.16	0.00	0.77	0.04	0.00	0.31	0.11	0.00	0.20
Avail Cap(c_a), veh/h	335	0	622	437	0	607	812	0	1221	698	0	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	28.8	31.9	0.0	30.8	5.5	0.0	5.0	6.9	0.0	4.6
Incr Delay (d2), s/veh	0.3	0.0	0.9	0.3	0.0	4.1	0.1	0.0	0.7	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.1	0.6	0.0	4.3	0.1	0.0	1.6	0.4	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	29.7	32.2	0.0	34.9	5.6	0.0	5.7	7.2	0.0	5.0
LnGrp LOS	D	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		145			272			410			329	
Approach Delay, s/veh		30.3			34.6			5.7			5.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.0		18.3		59.0		18.3				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		52.5		25.6		52.5		25.6				
Max Q Clear Time (g_c+I1), s		8.6		12.4		11.1		11.5				
Green Ext Time (p_c), s		2.3		0.5		1.7		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				15.5								
HCM 6th LOS				B								

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

06/03/2020

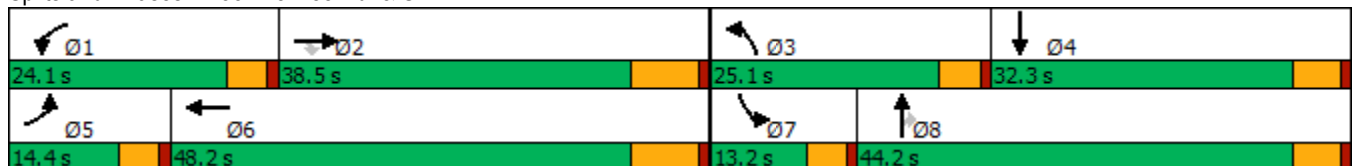


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗↗	↘	↘	↗↗	↘	↗	↘	↘	↗
Traffic Volume (vph)	65	623	87	173	635	184	237	170	34	214
Future Volume (vph)	65	623	87	173	635	184	237	170	34	214
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.0	36.0	9.6	29.0	9.6	15.3	15.3	9.6	32.3
Total Split (s)	14.4	38.5	38.5	24.1	48.2	25.1	44.2	44.2	13.2	32.3
Total Split (%)	12.0%	32.1%	32.1%	20.1%	40.2%	20.9%	36.8%	36.8%	11.0%	26.9%
Yellow Time (s)	3.6	6.0	6.0	3.6	6.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	7.0	4.6	7.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	7.9	33.6	33.6	14.7	42.8	15.4	32.8	32.8	6.7	19.4
Actuated g/C Ratio	0.08	0.32	0.32	0.14	0.41	0.15	0.31	0.31	0.06	0.18
v/c Ratio	0.52	0.59	0.15	0.74	0.52	0.75	0.44	0.29	0.32	0.75
Control Delay	64.4	34.9	0.5	63.2	27.5	62.8	33.0	5.6	58.8	54.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.4	34.9	0.5	63.2	27.5	62.8	33.0	5.6	58.8	54.5
LOS	E	C	A	E	C	E	C	A	E	D
Approach Delay		33.5			34.5		34.4			55.0
Approach LOS		C			C		C			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.1
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 36.4
 Intersection LOS: D
 Intersection Capacity Utilization 67.8%
 ICU Level of Service C
 Analysis Period (min) 15
























Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	623	87	173	635	66	184	237	170	34	214	26
Future Volume (veh/h)	65	623	87	173	635	66	184	237	170	34	214	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	677	35	188	690	23	200	258	78	37	233	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	92	1324	591	224	1567	52	236	470	398	60	284	1
Arrive On Green	0.05	0.37	0.37	0.12	0.44	0.44	0.13	0.25	0.25	0.03	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3565	119	1810	1900	1610	1810	1890	8
Grp Volume(v), veh/h	71	677	35	188	349	364	200	258	78	37	0	234
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1879	1810	1900	1610	1810	0	1899
Q Serve(g_s), s	3.6	13.7	1.3	9.5	12.6	12.6	10.1	11.1	3.6	1.9	0.0	11.2
Cycle Q Clear(g_c), s	3.6	13.7	1.3	9.5	12.6	12.6	10.1	11.1	3.6	1.9	0.0	11.2
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	92	1324	591	224	793	826	236	470	398	60	0	285
V/C Ratio(X)	0.77	0.51	0.06	0.84	0.44	0.44	0.85	0.55	0.20	0.62	0.00	0.82
Avail Cap(c_a), veh/h	189	1324	591	376	793	826	396	788	668	166	0	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.0	23.1	19.2	40.2	18.3	18.3	39.9	30.7	27.9	44.7	0.0	38.6
Incr Delay (d2), s/veh	5.1	1.4	0.2	3.3	1.8	1.7	3.6	1.0	0.2	3.9	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.6	0.5	4.2	5.1	5.3	4.4	4.8	1.3	0.9	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	24.5	19.4	43.4	20.0	20.0	43.5	31.7	28.1	48.6	0.0	44.5
LnGrp LOS	D	C	B	D	C	B	D	C	C	D	A	D
Approach Vol, veh/h		783			901			536				271
Approach Delay, s/veh		26.5			24.9			35.6				45.1
Approach LOS		C			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	41.4	16.8	19.4	9.4	48.2	7.7	28.5				
Change Period (Y+Rc), s	4.6	7.0	4.6	5.3	4.6	7.0	4.6	5.3				
Max Green Setting (Gmax), s	19.5	31.5	20.5	27.0	9.8	41.2	8.6	38.9				
Max Q Clear Time (g_c+I1), s	11.5	15.7	12.1	13.2	5.6	14.6	3.9	13.1				
Green Ext Time (p_c), s	0.1	3.9	0.2	0.9	0.0	4.0	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay				29.9								
HCM 6th LOS				C								

Timings
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

01/14/2022



Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↗	↘	↙
Traffic Volume (vph)	37	702	980	17
Future Volume (vph)	37	702	980	17
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	23.5	28.5
Total Split (s)	9.9	89.9	80.0	30.1
Total Split (%)	8.3%	74.9%	66.7%	25.1%
Yellow Time (s)	3.6	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effct Green (s)	5.3	89.5	83.7	10.0
Actuated g/C Ratio	0.05	0.87	0.81	0.10
v/c Ratio	0.42	0.44	0.71	0.19
Control Delay	62.8	3.9	12.6	30.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	62.8	3.9	12.6	30.9
LOS	E	A	B	C
Approach Delay		6.9	12.6	30.9
Approach LOS		A	B	C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 102.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 75.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 65: Ramona Expy & Bridge St



HCM 6th Signalized Intersection Summary
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

01/14/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶		↶	↷	
Traffic Volume (veh/h)	37	702	980	70	17	16	
Future Volume (veh/h)	37	702	980	70	17	16	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	39	731	1021	73	18	17	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	59	1541	1286	92	53	50	
Arrive On Green	0.03	0.81	0.73	0.73	0.06	0.06	
Sat Flow, veh/h	1810	1900	1752	125	856	808	
Grp Volume(v), veh/h	39	731	0	1094	36	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1877	1712	0	
Q Serve(g_s), s	2.2	12.1	0.0	38.2	2.1	0.0	
Cycle Q Clear(g_c), s	2.2	12.1	0.0	38.2	2.1	0.0	
Prop In Lane	1.00			0.07	0.50	0.47	
Lane Grp Cap(c), veh/h	59	1541	0	1377	107	0	
V/C Ratio(X)	0.66	0.47	0.00	0.79	0.34	0.00	
Avail Cap(c_a), veh/h	93	1541	0	1377	393	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	49.2	3.0	0.0	8.7	46.2	0.0	
Incr Delay (d2), s/veh	4.6	1.0	0.0	4.8	1.8	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.0	2.1	0.0	11.3	0.9	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	53.8	4.0	0.0	13.5	48.0	0.0	
LnGrp LOS	D	A	A	B	D	A	
Approach Vol, veh/h		770	1094		36		
Approach Delay, s/veh		6.6	13.5		48.0		
Approach LOS		A	B		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				89.9	12.9	8.0	81.9
Change Period (Y+Rc), s				6.5	6.5	4.6	6.5
Max Green Setting (Gmax), s				83.4	23.6	5.3	73.5
Max Q Clear Time (g_c+11), s				14.1	4.1	4.2	40.2
Green Ext Time (p_c), s				5.0	0.0	0.0	9.9

Intersection Summary

HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

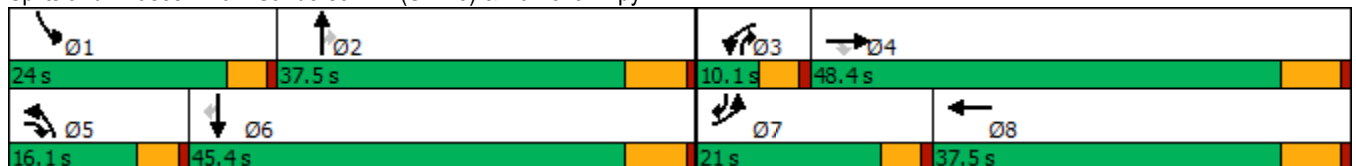
06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	478	321	60	48	536	682	137	975	65	573	511	301
Future Volume (vph)	478	321	60	48	536	682	137	975	65	573	511	301
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4			Free			2			6
Detector Phase	7	4	5	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	38.5	9.6	9.6	37.5		9.6	36.5	9.6	9.6	38.5	9.6
Total Split (s)	21.0	48.4	16.1	10.1	37.5		16.1	37.5	10.1	24.0	45.4	21.0
Total Split (%)	17.5%	40.3%	13.4%	8.4%	31.3%		13.4%	31.3%	8.4%	20.0%	37.8%	17.5%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5		3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5		4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Act Effct Green (s)	16.6	30.3	45.3	5.4	16.9	99.4	8.4	23.8	35.7	19.6	35.0	58.2
Actuated g/C Ratio	0.17	0.30	0.46	0.05	0.17	1.00	0.08	0.24	0.36	0.20	0.35	0.59
v/c Ratio	0.80	0.20	0.08	0.25	0.56	0.43	0.47	0.72	0.10	0.81	0.28	0.31
Control Delay	52.7	26.9	0.2	52.4	40.0	0.8	50.6	38.5	0.3	49.9	24.6	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	26.9	0.2	52.4	40.0	0.8	50.6	38.5	0.3	49.9	24.6	9.1
LOS	D	C	A	D	D	A	D	D	A	D	C	A
Approach Delay		39.4			19.3			37.8			31.7	
Approach LOS		D			B			D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 31.3
 Intersection LOS: C
 Intersection Capacity Utilization 77.7%
 ICU Level of Service D
 Analysis Period (min) 15





































Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (veh/h)	478	321	60	48	536	682	137	975	65	573	511	301
Future Volume (veh/h)	478	321	60	48	536	682	137	975	65	573	511	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	483	324	30	48	541	0	138	985	26	579	516	216
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	571	1385	528	140	851		213	1399	459	670	1918	849
Arrive On Green	0.16	0.27	0.27	0.04	0.15	0.00	0.06	0.25	0.25	0.19	0.37	0.37
Sat Flow, veh/h	3619	5187	1610	3510	5700	1610	3510	5700	1610	3619	5187	1610
Grp Volume(v), veh/h	483	324	30	48	541	0	138	985	26	579	516	216
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1900	1610	1755	1900	1610	1810	1729	1610
Q Serve(g_s), s	11.0	4.1	1.1	1.1	7.5	0.0	3.2	13.3	1.0	13.1	5.9	6.2
Cycle Q Clear(g_c), s	11.0	4.1	1.1	1.1	7.5	0.0	3.2	13.3	1.0	13.1	5.9	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	571	1385	528	140	851		213	1399	459	670	1918	849
V/C Ratio(X)	0.85	0.23	0.06	0.34	0.64		0.65	0.70	0.06	0.86	0.27	0.25
Avail Cap(c_a), veh/h	702	2570	896	228	2090		477	2090	655	830	2386	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	24.2	19.5	39.5	33.8	0.0	38.8	29.1	21.9	33.4	18.6	10.9
Incr Delay (d2), s/veh	6.7	0.1	0.0	0.5	0.8	0.0	1.2	0.7	0.1	6.8	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.5	0.4	0.5	3.2	0.0	1.3	5.5	0.3	5.8	2.1	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	24.3	19.5	40.0	34.6	0.0	40.1	29.8	22.0	40.2	18.7	11.1
LnGrp LOS	D	C	B	D	C		D	C	C	D	B	B
Approach Vol, veh/h		837			589	A		1149			1311	
Approach Delay, s/veh		34.0			35.1			30.8			27.0	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.3	27.2	8.0	29.1	9.7	37.8	17.9	19.1				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	19.4	31.0	5.5	41.9	11.5	38.9	16.4	31.0				
Max Q Clear Time (g_c+I1), s	15.1	15.3	3.1	6.1	5.2	8.2	13.0	9.5				
Green Ext Time (p_c), s	0.5	5.4	0.0	2.0	0.1	3.9	0.4	3.1				

Intersection Summary

HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

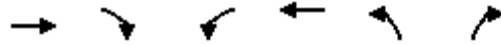
Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑↑	↖	↗
Traffic Volume (vph)	526	39	2	433	5	140
Future Volume (vph)	526	39	2	433	5	140
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	5	
Permitted Phases		4				2
Detector Phase	4	4	3	8	5	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	27.8	27.8	9.6	27.8	9.6	22.6
Total Split (s)	79.0	79.0	13.0	92.0	28.0	28.0
Total Split (%)	65.8%	65.8%	10.8%	76.7%	23.3%	23.3%
Yellow Time (s)	4.8	4.8	3.6	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	4.6	5.8	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	Min
Act Effct Green (s)	16.0	16.0	5.4	17.2	5.9	6.6
Actuated g/C Ratio	0.46	0.46	0.15	0.49	0.17	0.19
v/c Ratio	0.65	0.06	0.01	0.26	0.02	0.35
Control Delay	11.7	2.9	19.5	5.1	17.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.7	2.9	19.5	5.1	17.0	7.0
LOS	B	A	B	A	B	A
Approach Delay	11.1			5.1	7.4	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 35.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 8.4
 Intersection LOS: A
 Intersection Capacity Utilization 45.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑↑	↖	↗
Traffic Volume (veh/h)	526	39	2	433	5	140
Future Volume (veh/h)	526	39	2	433	5	140
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	560	41	2	461	5	149
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	799	676	6	2035	215	191
Arrive On Green	0.42	0.42	0.00	0.56	0.12	0.12
Sat Flow, veh/h	1900	1608	1810	3705	1810	1610
Grp Volume(v), veh/h	560	41	2	461	5	149
Grp Sat Flow(s),veh/h/ln	1900	1608	1810	1805	1810	1610
Q Serve(g_s), s	7.9	0.5	0.0	2.1	0.1	2.9
Cycle Q Clear(g_c), s	7.9	0.5	0.0	2.1	0.1	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	799	676	6	2035	215	191
V/C Ratio(X)	0.70	0.06	0.36	0.23	0.02	0.78
Avail Cap(c_a), veh/h	4249	3596	464	9506	1293	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	5.6	16.3	3.6	12.8	14.0
Incr Delay (d2), s/veh	1.1	0.0	14.1	0.1	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.1	0.0	0.1	0.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.9	5.7	30.4	3.6	12.8	16.6
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	601			463	154	
Approach Delay, s/veh	8.7			3.7	16.5	
Approach LOS	A			A	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		8.5	4.7	19.6		24.3
Change Period (Y+Rc), s		4.6	4.6	5.8		5.8
Max Green Setting (Gmax), s		23.4	8.4	73.2		86.2
Max Q Clear Time (g_c+I1), s		4.9	2.0	9.9		4.1
Green Ext Time (p_c), s		0.2	0.0	3.8		3.0
Intersection Summary						
HCM 6th Ctrl Delay			7.8			
HCM 6th LOS			A			

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

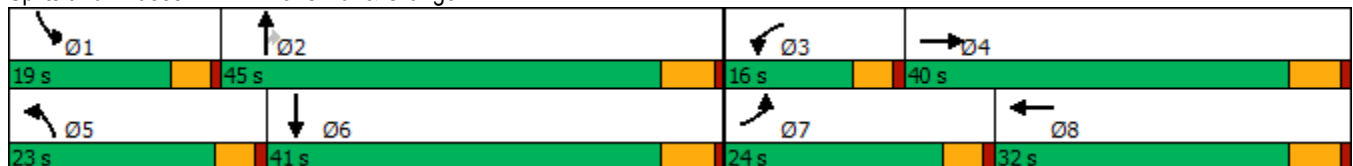


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↗	↖	↕
Traffic Volume (vph)	114	182	50	112	108	256	66	76	256
Future Volume (vph)	114	182	50	112	108	256	66	76	256
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8
Total Split (s)	24.0	40.0	16.0	32.0	23.0	45.0	45.0	19.0	41.0
Total Split (%)	20.0%	33.3%	13.3%	26.7%	19.2%	37.5%	37.5%	15.8%	34.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	10.0	19.1	7.5	14.4	9.8	16.6	16.6	8.4	15.4
Actuated g/C Ratio	0.15	0.29	0.11	0.22	0.15	0.25	0.25	0.13	0.24
v/c Ratio	0.44	0.51	0.26	0.46	0.43	0.30	0.13	0.35	0.45
Control Delay	36.5	26.3	37.5	28.7	36.6	23.6	0.5	37.2	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	26.3	37.5	28.7	36.6	23.6	0.5	37.2	22.9
LOS	D	C	D	C	D	C	A	D	C
Approach Delay		29.4		30.6		23.3			25.4
Approach LOS		C		C		C			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 65.3
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 26.6
 Intersection LOS: C
 Intersection Capacity Utilization 52.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	182	76	50	112	65	108	256	66	76	256	106
Future Volume (veh/h)	114	182	76	50	112	65	108	256	66	76	256	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	194	53	53	119	62	115	272	41	81	272	54
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	158	343	94	95	241	126	150	787	351	123	610	119
Arrive On Green	0.09	0.24	0.24	0.05	0.20	0.20	0.08	0.22	0.22	0.07	0.20	0.20
Sat Flow, veh/h	1810	1431	391	1810	1177	613	1810	3610	1610	1810	3010	589
Grp Volume(v), veh/h	121	0	247	53	0	181	115	272	41	81	161	165
Grp Sat Flow(s),veh/h/ln	1810	0	1822	1810	0	1790	1810	1805	1610	1810	1805	1794
Q Serve(g_s), s	3.2	0.0	5.9	1.4	0.0	4.4	3.1	3.1	1.0	2.2	3.9	4.0
Cycle Q Clear(g_c), s	3.2	0.0	5.9	1.4	0.0	4.4	3.1	3.1	1.0	2.2	3.9	4.0
Prop In Lane	1.00		0.21	1.00		0.34	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	158	0	437	95	0	366	150	787	351	123	366	364
V/C Ratio(X)	0.76	0.00	0.56	0.56	0.00	0.49	0.76	0.35	0.12	0.66	0.44	0.45
Avail Cap(c_a), veh/h	712	0	1264	418	0	951	675	2870	1280	528	1288	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	16.5	22.8	0.0	17.3	22.1	16.3	15.5	22.4	17.2	17.3
Incr Delay (d2), s/veh	2.9	0.0	1.1	1.9	0.0	1.0	3.0	0.3	0.1	2.2	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	2.1	0.6	0.0	1.6	1.2	1.1	0.3	0.9	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	17.6	24.7	0.0	18.4	25.2	16.6	15.6	24.7	18.0	18.1
LnGrp LOS	C	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		368			234			428				407
Approach Delay, s/veh		20.0			19.8			18.8				19.4
Approach LOS		C			B			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	16.5	7.2	17.6	8.7	15.8	8.9	15.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	14.4	39.2	11.4	34.2	18.4	35.2	19.4	26.2				
Max Q Clear Time (g_c+I1), s	4.2	5.1	3.4	7.9	5.1	6.0	5.2	6.4				
Green Ext Time (p_c), s	0.1	1.8	0.0	1.3	0.1	1.7	0.1	0.8				

Intersection Summary

HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Timings
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/03/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	21	151	9	68	7	196	51	200
Future Volume (vph)	21	151	9	68	7	196	51	200
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	27.6	27.6	27.6	27.6	62.4	62.4	62.4	62.4
Total Split (%)	30.7%	30.7%	30.7%	30.7%	69.3%	69.3%	69.3%	69.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	13.7	13.7	13.7	13.7	58.9	58.9	58.9	58.9
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.70	0.70	0.70	0.70
v/c Ratio	0.11	0.55	0.06	0.28	0.01	0.28	0.08	0.18
Control Delay	29.0	37.9	28.1	28.3	5.4	5.1	5.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	37.9	28.1	28.3	5.4	5.1	5.5	5.4
LOS	C	D	C	C	A	A	A	A
Approach Delay		36.8		28.3		5.1		5.4
Approach LOS		D		C		A		A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 84.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 14.1
 Intersection Capacity Utilization 50.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/03/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	151	5	9	68	11	7	196	127	51	200	16
Future Volume (veh/h)	21	151	5	9	68	11	7	196	127	51	200	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	164	5	10	74	12	8	213	138	55	217	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	235	7	145	205	33	883	774	501	772	1250	98
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1332	1834	56	1236	1595	259	1165	1077	698	1046	1739	136
Grp Volume(v), veh/h	23	0	169	10	0	86	8	0	351	55	0	234
Grp Sat Flow(s),veh/h/ln	1332	0	1890	1236	0	1853	1165	0	1774	1046	0	1875
Q Serve(g_s), s	1.2	0.0	6.7	0.6	0.0	3.3	0.2	0.0	5.4	1.5	0.0	3.1
Cycle Q Clear(g_c), s	4.5	0.0	6.7	7.3	0.0	3.3	3.3	0.0	5.4	6.9	0.0	3.1
Prop In Lane	1.00		0.03	1.00		0.14	1.00		0.39	1.00		0.07
Lane Grp Cap(c), veh/h	207	0	243	145	0	238	883	0	1275	772	0	1348
V/C Ratio(X)	0.11	0.00	0.70	0.07	0.00	0.36	0.01	0.00	0.28	0.07	0.00	0.17
Avail Cap(c_a), veh/h	416	0	539	339	0	529	883	0	1275	772	0	1348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	32.5	35.9	0.0	31.0	4.0	0.0	3.8	5.0	0.0	3.5
Incr Delay (d2), s/veh	0.2	0.0	3.6	0.2	0.0	0.9	0.0	0.0	0.5	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.1	0.2	0.0	1.5	0.0	0.0	1.1	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	0.0	36.0	36.1	0.0	31.9	4.1	0.0	4.4	5.2	0.0	3.8
LnGrp LOS	C	A	D	D	A	C	A	A	A	A	A	A
Approach Vol, veh/h		192			96			359			289	
Approach Delay, s/veh		35.7			32.4			4.4			4.1	
Approach LOS		D			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.4		15.4		62.4		15.4				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		55.9		22.2		55.9		22.2				
Max Q Clear Time (g_c+I1), s		7.4		8.7		8.9		9.3				
Green Ext Time (p_c), s		2.0		0.7		1.4		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				13.6								
HCM 6th LOS				B								

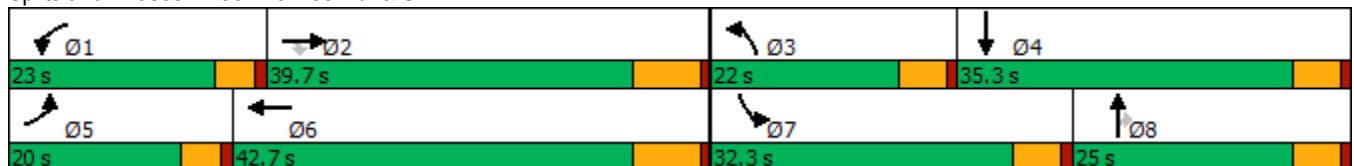
Timings
58: Menifee Rd. & SR-74

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	108	597	100	145	581	130	156	86	38	182
Future Volume (vph)	108	597	100	145	581	130	156	86	38	182
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.0	36.0	9.6	29.0	15.3	15.3	15.3	32.3	32.3
Total Split (s)	20.0	39.7	39.7	23.0	42.7	22.0	25.0	25.0	32.3	35.3
Total Split (%)	16.7%	33.1%	33.1%	19.2%	35.6%	18.3%	20.8%	20.8%	26.9%	29.4%
Yellow Time (s)	3.6	6.0	6.0	3.6	6.0	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	7.0	4.6	7.0	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	10.6	34.3	34.3	12.6	36.3	12.5	24.7	24.7	10.4	17.4
Actuated g/C Ratio	0.11	0.35	0.35	0.13	0.37	0.13	0.25	0.25	0.10	0.18
v/c Ratio	0.60	0.51	0.16	0.67	0.51	0.61	0.35	0.17	0.21	0.65
Control Delay	57.9	30.2	1.7	58.0	28.3	55.1	37.5	0.7	43.8	47.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	30.2	1.7	58.0	28.3	55.1	37.5	0.7	43.8	47.5
LOS	E	C	A	E	C	E	D	A	D	D
Approach Delay		30.4			33.9		35.2			46.9
Approach LOS		C			C		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.4
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 34.2
 Intersection LOS: C
 Intersection Capacity Utilization 61.0%
 ICU Level of Service B
 Analysis Period (min) 15
























Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	597	100	145	581	49	130	156	86	38	182	20
Future Volume (veh/h)	108	597	100	145	581	49	130	156	86	38	182	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	115	635	86	154	618	37	138	166	37	40	194	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	147	1440	642	191	1464	88	181	329	279	107	250	1
Arrive On Green	0.08	0.40	0.40	0.11	0.42	0.42	0.10	0.17	0.17	0.06	0.13	0.13
Sat Flow, veh/h	1810	3610	1610	1810	3461	207	1810	1900	1610	1810	1889	10
Grp Volume(v), veh/h	115	635	86	154	322	333	138	166	37	40	0	195
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1863	1810	1900	1610	1810	0	1898
Q Serve(g_s), s	5.3	10.8	2.9	7.0	10.6	10.6	6.3	6.7	1.6	1.8	0.0	8.4
Cycle Q Clear(g_c), s	5.3	10.8	2.9	7.0	10.6	10.6	6.3	6.7	1.6	1.8	0.0	8.4
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	147	1440	642	191	764	788	181	329	279	107	0	251
V/C Ratio(X)	0.78	0.44	0.13	0.81	0.42	0.42	0.76	0.50	0.13	0.37	0.00	0.78
Avail Cap(c_a), veh/h	330	1440	642	395	764	788	358	444	376	579	0	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	18.5	16.1	36.9	17.1	17.1	37.0	31.6	29.5	38.2	0.0	35.4
Incr Delay (d2), s/veh	3.5	1.0	0.4	3.1	1.7	1.7	6.5	1.2	0.2	2.1	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.3	1.0	3.1	4.2	4.3	2.9	2.9	0.6	0.8	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	19.5	16.5	40.0	18.8	18.8	43.4	32.8	29.7	40.3	0.0	40.5
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	A	D
Approach Vol, veh/h		836			809			341			235	
Approach Delay, s/veh		22.2			22.8			36.8			40.4	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	40.6	13.8	16.5	11.4	42.7	10.3	19.9				
Change Period (Y+Rc), s	4.6	7.0	5.3	5.3	4.6	7.0	5.3	5.3				
Max Green Setting (Gmax), s	18.4	32.7	16.7	30.0	15.4	35.7	27.0	19.7				
Max Q Clear Time (g_c+I1), s	9.0	12.8	8.3	10.4	7.3	12.6	3.8	8.7				
Green Ext Time (p_c), s	0.1	4.1	0.2	0.8	0.1	3.5	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				26.6								
HCM 6th LOS				C								

Timings
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

01/14/2022



Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↗	↔	↘
Traffic Volume (vph)	18	1016	856	65
Future Volume (vph)	18	1016	856	65
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	23.5	28.5
Total Split (s)	9.6	90.6	81.0	29.4
Total Split (%)	8.0%	75.5%	67.5%	24.5%
Yellow Time (s)	3.6	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	Min
Act Effct Green (s)	5.0	84.2	80.4	12.3
Actuated g/C Ratio	0.05	0.77	0.73	0.11
v/c Ratio	0.23	0.72	0.66	0.58
Control Delay	58.4	10.5	12.0	43.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	58.4	10.5	12.0	43.8
LOS	E	B	B	D
Approach Delay		11.4	12.0	43.8
Approach LOS		B	B	D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 109.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

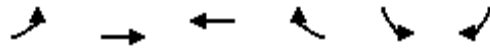
Splits and Phases: 65: Ramona Expy & Bridge St



HCM 6th Signalized Intersection Summary
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

01/14/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶		↶	↷	
Traffic Volume (veh/h)	18	1016	856	39	65	61	
Future Volume (veh/h)	18	1016	856	39	65	61	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	19	1047	882	25	67	-195	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	38	1764	1575	45	0	314	
Arrive On Green	0.02	0.93	0.86	0.86	0.00	0.00	
Sat Flow, veh/h	1810	1900	1839	52	-802	2334	
Grp Volume(v), veh/h	19	1047	0	907	0	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1891	0	0	
Q Serve(g_s), s	0.9	8.0	0.0	12.0	0.0	0.0	
Cycle Q Clear(g_c), s	0.9	8.0	0.0	12.0	0.0	0.0	
Prop In Lane	1.00			0.03	-0.53	1.54	
Lane Grp Cap(c), veh/h	38	1764	0	1619	0	0	
V/C Ratio(X)	0.50	0.59	0.00	0.56	0.00	0.00	
Avail Cap(c_a), veh/h	100	1764	0	1619	0	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	43.9	0.5	0.0	1.8	0.0	0.0	
Incr Delay (d2), s/veh	3.8	1.5	0.0	1.4	0.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	0.7	0.0	0.6	0.0	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	47.6	2.0	0.0	3.2	0.0	0.0	
LnGrp LOS	D	A	A	A	A	A	
Approach Vol, veh/h		1066	907		0		
Approach Delay, s/veh		2.8	3.2		0.0		
Approach LOS		A	A				
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.6	0.0	6.5	84.1
Change Period (Y+Rc), s				6.5	6.5	4.6	6.5
Max Green Setting (Gmax), s				84.1	22.9	5.0	74.5
Max Q Clear Time (g_c+I1), s				10.0	0.0	2.9	14.0
Green Ext Time (p_c), s				9.9	0.0	0.0	7.3
Intersection Summary							
HCM 6th Ctrl Delay			3.0				
HCM 6th LOS			A				

Notes

User approved volume balancing among the lanes for turning movement.

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

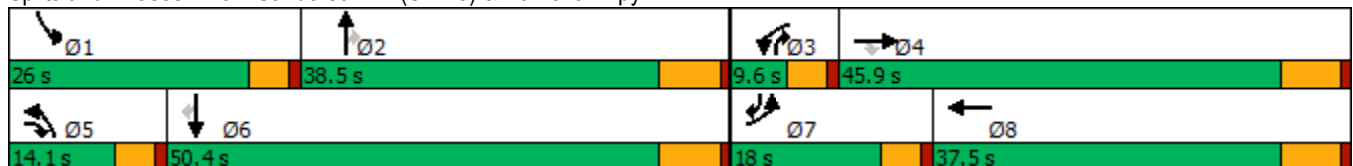
06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	540	138	36	357	555	113	634	30	737	1169	536
Future Volume (vph)	393	540	138	36	357	555	113	634	30	737	1169	536
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4			Free			2			6
Detector Phase	7	4	5	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	38.5	9.6	9.6	37.5		9.6	36.5	9.6	9.6	38.5	9.6
Total Split (s)	18.0	45.9	14.1	9.6	37.5		14.1	38.5	9.6	26.0	50.4	18.0
Total Split (%)	15.0%	38.3%	11.8%	8.0%	31.3%		11.8%	32.1%	8.0%	21.7%	42.0%	15.0%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5		3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5		4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Act Effct Green (s)	13.7	25.1	39.0	5.1	14.3	90.3	7.3	17.8	29.5	21.9	32.3	47.9
Actuated g/C Ratio	0.15	0.28	0.43	0.06	0.16	1.00	0.08	0.20	0.33	0.24	0.36	0.53
v/c Ratio	0.75	0.38	0.18	0.18	0.44	0.35	0.40	0.63	0.05	0.88	0.64	0.58
Control Delay	48.5	28.0	5.4	47.6	35.9	0.6	46.4	36.3	0.1	47.6	26.6	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	28.0	5.4	47.6	35.9	0.6	46.4	36.3	0.1	47.6	26.6	11.5
LOS	D	C	A	D	D	A	D	D	A	D	C	B
Approach Delay		32.6			15.7			36.4			29.6	
Approach LOS		C			B			D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 28.7
 Intersection LOS: C
 Intersection Capacity Utilization 71.3%
 ICU Level of Service C
 Analysis Period (min) 15





































Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (veh/h)	393	540	138	36	357	555	113	634	30	737	1169	536
Future Volume (veh/h)	393	540	138	36	357	555	113	634	30	737	1169	536
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	397	545	99	36	361	0	114	640	-10	744	1181	384
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	491	1235	481	124	692		212	986	363	844	1920	814
Arrive On Green	0.14	0.24	0.24	0.04	0.13	0.00	0.06	0.19	0.00	0.24	0.37	0.37
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	5187	1610	3510	5187	1590
Grp Volume(v), veh/h	397	545	99	36	361	0	114	640	-10	744	1181	384
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1729	1610	1755	1729	1590
Q Serve(g_s), s	8.2	6.7	3.4	0.7	4.9	0.0	2.4	8.5	0.0	15.3	13.9	11.7
Cycle Q Clear(g_c), s	8.2	6.7	3.4	0.7	4.9	0.0	2.4	8.5	0.0	15.3	13.9	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	491	1235	481	124	692		212	986	363	844	1920	814
V/C Ratio(X)	0.81	0.44	0.21	0.29	0.52		0.54	0.65	-0.03	0.88	0.62	0.47
Avail Cap(c_a), veh/h	628	2726	944	234	2145		445	2214	744	1002	3038	1156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	24.3	19.7	35.3	30.3	0.0	34.2	28.0	0.0	27.4	19.3	11.9
Incr Delay (d2), s/veh	4.8	0.2	0.2	0.5	0.6	0.0	0.8	0.7	0.0	7.3	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.4	1.1	0.3	1.9	0.0	0.9	3.2	0.0	6.4	4.7	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	24.6	19.9	35.7	30.9	0.0	35.0	28.8	0.0	34.8	19.6	12.3
LnGrp LOS	D	C	B	D	C		C	C	A	C	B	B
Approach Vol, veh/h		1041			397	A		744			2309	
Approach Delay, s/veh		28.5			31.3			30.1			23.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.6	20.8	7.2	24.3	9.1	34.2	15.1	16.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	21.4	32.0	5.0	39.4	9.5	43.9	13.4	31.0				
Max Q Clear Time (g_c+I1), s	17.3	10.5	2.7	8.7	4.4	15.9	10.2	6.9				
Green Ext Time (p_c), s	0.7	3.7	0.0	3.7	0.1	10.1	0.3	2.0				

Intersection Summary

HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 4.1:
POST-PROCESSING WORKSHEETS

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: RV
 Date: 5/21/20

LOCATION: Harvill & Cajalco
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	174	173	17300%	1	64	63	6300%
	Through	2	235	233	11650%	2	32	30	1500%
	Right	1	313	312	31200%	1	145	144	14400%
	NB Total	4	722	718	17950%	4	241	237	5925%
SOUTH BOUND	Left	1	68	67	6700%	1	414	413	41300%
	Through	2	25	23	1150%	2	417	415	20750%
	Right	1	38	37	3700%	1	181	180	18000%
	SB Total	4	131	127	3175%	4	1,012	1,008	25200%
EAST BOUND	Left	1	112	111	11100%	1	43	42	4200%
	Through	2	1,340	1,338	66900%	2	1,791	1,789	89450%
	Right	1	55	54	5400%	1	200	199	19900%
	EB Total	4	1,507	1,503	37575%	4	2,034	2,030	50750%
WEST BOUND	Left	1	110	109	10900%	1	393	392	39200%
	Through	2	1,498	1,496	74800%	2	1,536	1,534	76700%
	Right	1	224	223	22300%	1	85	84	8400%
	WB Total	4	1,832	1,828	45700%	4	2,014	2,010	50250%
TOTAL ENTERING VOLUME		16	4,192	4176	26100%	16	5,301	5285	33031%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	131	1,012			
North Leg	Outbound	571	160			
North Leg	TOTAL	702	1,172	9%	16%	7,398
South Leg	Inbound	722	241			
South Leg	Outbound	190	1,010			
South Leg	TOTAL	912	1,251	9%	12%	10,244
East Leg	Inbound	1,832	2,014			
East Leg	Outbound	1,721	2,350			
East Leg	TOTAL	3,553	4,364	7%	8%	51,674
West Leg	Inbound	1,507	2,034			
West Leg	Outbound	1,710	1,781			
West Leg	TOTAL	3,217	3,815	7%	8%	47,584
OVERALL TOTAL		8,384	10,602	7%	9%	116,900

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 5/22/20

LOCATION: I-215 SB Ramps & Harley Knox
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	1	151	150	15000%	1	95	94	9400%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	191	190	19000%	1	435	434	43400%
	SB Total	2	342	340	17000%	2	530	528	26400%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	599	597	29850%	2	555	553	27650%
	Right	1	62	61	6100%	1	106	105	10500%
	EB Total	3	661	658	21933%	3	661	658	21933%
WEST BOUND	Left	1	48	47	4700%	1	14	13	1300%
	Through	2	589	587	29350%	2	345	343	17150%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	3	637	634	21133%	3	359	356	11867%
TOTAL ENTERING VOLUME		8	1,640	1632	20400%	8	1,550	1542	19275%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	342	530			
North Leg	Outbound	0	0			
North Leg	TOTAL	342	530	4%	7%	7,835
South Leg	Inbound	0	0			
South Leg	Outbound	110	120			
South Leg	TOTAL	110	120	5%	6%	2,012
East Leg	Inbound	637	359			
East Leg	Outbound	750	650			
East Leg	TOTAL	1,387	1,009	9%	6%	15,912
West Leg	Inbound	661	661			
West Leg	Outbound	780	780			
West Leg	TOTAL	1,441	1,441	7%	7%	19,508
OVERALL TOTAL		3,280	3,100	7%	7%	45,267

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 5/22/20

LOCATION: I-215 NB Ramps & Harley Knox
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	261	260	26000%	1	89	88	8800%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	42	41	4100%	1	91	90	9000%
	NB Total	2	303	301	15050%	2	180	178	8900%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	1	474	473	47300%	1	247	246	24600%
	Through	2	268	266	13300%	2	403	401	20050%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	3	742	739	24633%	3	650	647	21567%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	369	367	18350%	2	264	262	13100%
	Right	1	106	105	10500%	1	166	165	16500%
	WB Total	3	475	472	15733%	3	430	427	14233%
TOTAL ENTERING VOLUME		8	1,520	1512	18900%	8	1,260	1252	15650%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	580	413			
North Leg	TOTAL	580	413	8%	6%	7,272
South Leg	Inbound	303	180			
South Leg	Outbound	0	0			
South Leg	TOTAL	303	180	10%	6%	3,102
East Leg	Inbound	475	430			
East Leg	Outbound	310	494			
East Leg	TOTAL	785	924	6%	8%	12,187
West Leg	Inbound	742	650			
West Leg	Outbound	630	353			
West Leg	TOTAL	1,372	1,003	9%	6%	15,912
OVERALL TOTAL		3,040	2,520	8%	7%	38,473

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 5/22/20

LOCATION: I-215 SB Ramps & Ramona
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	1	171	170	17000%	1	319	318	31800%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	180	179	17900%	1	281	280	28000%
	SB Total	2	351	349	17450%	2	600	598	29900%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	1,049	1,047	52350%	2	1,658	1,656	82800%
	Right	1	184	183	18300%	1	206	205	20500%
	EB Total	3	1,233	1,230	41000%	3	1,864	1,861	62033%
WEST BOUND	Left	1	196	195	19500%	1	201	200	20000%
	Through	2	1,170	1,168	58400%	2	1,425	1,423	71150%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	3	1,366	1,363	45433%	3	1,626	1,623	54100%
TOTAL ENTERING VOLUME		8	2,950	2942	36775%	8	4,090	4082	51025%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	351	600			
North Leg	Outbound	0	0			
North Leg	TOTAL	351	600	3%	5%	11,198
South Leg	Inbound	0	0			
South Leg	Outbound	380	407			
South Leg	TOTAL	380	407	5%	6%	7,151
East Leg	Inbound	1,366	1,626			
East Leg	Outbound	1,220	1,977			
East Leg	TOTAL	2,586	3,603	5%	7%	52,249
West Leg	Inbound	1,233	1,864			
West Leg	Outbound	1,350	1,706			
West Leg	TOTAL	2,583	3,570	5%	7%	52,698
OVERALL TOTAL		5,900	8,180	5%	7%	123,296

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 5/22/20

LOCATION: I-215 NB Ramps & Ramona
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	127	126	12600%	1	171	170	17000%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	224	223	22300%	1	190	189	18900%
	NB Total	2	351	349	17450%	2	361	359	17950%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	1	197	196	19600%	1	308	307	30700%
	Through	2	1,036	1,034	51700%	2	1,560	1,558	77900%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	3	1,233	1,230	41000%	3	1,868	1,865	62167%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	1,233	1,231	61550%	2	1,339	1,337	66850%
	Right	1	413	412	41200%	1	292	291	29100%
	WB Total	3	1,646	1,643	54767%	3	1,631	1,628	54267%
TOTAL ENTERING VOLUME		8	3,230	3222	40275%	8	3,860	3852	48150%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	610	600			
North Leg	TOTAL	610	600	5%	5%	11,198
South Leg	Inbound	351	361			
South Leg	Outbound	0	0			
South Leg	TOTAL	351	361	5%	5%	7,151
East Leg	Inbound	1,646	1,631			
East Leg	Outbound	1,260	1,750			
East Leg	TOTAL	2,906	3,381	6%	6%	52,249
West Leg	Inbound	1,233	1,868			
West Leg	Outbound	1,360	1,510			
West Leg	TOTAL	2,593	3,378	5%	6%	52,698
OVERALL TOTAL		6,460	7,720	5%	6%	123,296

U:\UcJobs\13100-13500\13200\13265\Post Processing\05_I-215 NB Ramps & Ramona - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 5/22/20

LOCATION: I-215 SB Ramps & Nuevo
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	0	-1	-100%	1	0	-1	-100%
	SB Total	2	0	-2	-100%	2	0	-2	-100%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	80	78	3900%	2	430	428	21400%
	Right	1	44	43	4300%	1	193	192	19200%
	EB Total	3	124	121	4033%	3	623	620	20667%
WEST BOUND	Left	1	56	55	5500%	1	47	46	4600%
	Through	2	450	448	22400%	2	220	218	10900%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	3	506	503	16767%	3	267	264	8800%
TOTAL ENTERING VOLUME		8	630	622	7775%	8	890	882	11025%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
South Leg	Inbound	0	0			
South Leg	Outbound	100	240			
South Leg	TOTAL	100	240	4%	10%	2,393
East Leg	Inbound	506	267			
East Leg	Outbound	80	430			
East Leg	TOTAL	586	697	7%	8%	8,523
West Leg	Inbound	124	623			
West Leg	Outbound	450	220			
West Leg	TOTAL	574	843	6%	9%	9,279
OVERALL TOTAL		1,260	1,780	6%	9%	20,195

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 5/22/20

LOCATION: I-215 NB Ramps & Nuevo
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	1	165	164	16400%	1	51	50	5000%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	150	149	14900%	1	243	242	24200%
	NB Total	2	315	313	15650%	2	294	292	14600%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	1	51	50	5000%	1	70	69	6900%
	Through	2	30	28	1400%	2	367	365	18250%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	3	81	78	2600%	3	437	434	14467%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	335	333	16650%	2	209	207	10350%
	Right	1	509	508	50800%	1	190	189	18900%
	WB Total	3	844	841	28033%	3	399	396	13200%
TOTAL ENTERING VOLUME		8	1,240	1232	15400%	8	1,130	1122	14025%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	560	260			
North Leg	TOTAL	560	260	9%	4%	6,579
South Leg	Inbound	315	294			
South Leg	Outbound	0	0			
South Leg	TOTAL	315	294	6%	6%	4,861
East Leg	Inbound	844	399			
East Leg	Outbound	180	610			
East Leg	TOTAL	1,024	1,009	6%	6%	16,284
West Leg	Inbound	81	437			
West Leg	Outbound	500	260			
West Leg	TOTAL	581	697	7%	8%	8,523
OVERALL TOTAL		2,480	2,260	7%	6%	36,247

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: RV
 Date: 5/21/20

LOCATION: Webster & Harley Knox
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	143	142	14200%	1	121	120	12000%
	Through	2	447	445	22250%	2	391	389	19450%
	Right	1	110	109	10900%	1	138	137	13700%
	NB Total	4	700	696	17400%	4	650	646	16150%
SOUTH BOUND	Left	1	86	85	8500%	1	173	172	17200%
	Through	2	272	270	13500%	2	615	613	30650%
	Right	1	112	111	11100%	1	152	151	15100%
	SB Total	4	470	466	11650%	4	940	936	23400%
EAST BOUND	Left	1	110	109	10900%	1	138	137	13700%
	Through	2	244	242	12100%	2	439	437	21850%
	Right	1	86	85	8500%	1	173	172	17200%
	EB Total	4	440	436	10900%	4	750	746	18650%
WEST BOUND	Left	1	112	111	11100%	1	152	151	15100%
	Through	2	415	413	20650%	2	337	335	16750%
	Right	1	143	142	14200%	1	121	120	12000%
	WB Total	4	670	666	16650%	4	610	606	15150%
TOTAL ENTERING VOLUME		16	2,280	2264	14150%	16	2,950	2934	18338%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	470	940			
North Leg	Outbound	700	650			
North Leg	TOTAL	1,170	1,590	8%	11%	14,626
South Leg	Inbound	700	650			
South Leg	Outbound	470	940			
South Leg	TOTAL	1,170	1,590	8%	11%	14,626
East Leg	Inbound	670	610			
East Leg	Outbound	440	750			
East Leg	TOTAL	1,110	1,360	9%	10%	12,988
West Leg	Inbound	440	750			
West Leg	Outbound	670	610			
West Leg	TOTAL	1,110	1,360	9%	10%	12,988
OVERALL TOTAL		4,560	5,900	8%	11%	55,228

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: RV
 Date: 5/21/20

LOCATION: Webster & Ramona
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	25	24	2400%	1	0	-1	-100%
	Through	2	13	11	550%	2	0	-2	-100%
	Right	1	2	1	100%	1	0	-1	-100%
	NB Total	4	40	36	900%	4	0	-4	-100%
SOUTH BOUND	Left	1	38	37	3700%	1	273	272	27200%
	Through	2	0	-2	-100%	2	52	50	2500%
	Right	1	396	395	39500%	1	890	889	88900%
	SB Total	4	434	430	10750%	4	1,215	1,211	30275%
EAST BOUND	Left	1	618	617	61700%	1	474	473	47300%
	Through	2	1,049	1,047	52350%	2	1,891	1,889	94450%
	Right	1	0	-1	-100%	1	40	39	3900%
	EB Total	4	1,667	1,663	41575%	4	2,405	2,401	60025%
WEST BOUND	Left	1	0	-1	-100%	1	9	8	800%
	Through	2	1,909	1,907	95350%	2	1,394	1,392	69600%
	Right	1	109	108	10800%	1	107	106	10600%
	WB Total	4	2,018	2,014	50350%	4	1,510	1,506	37650%
TOTAL ENTERING VOLUME		16	4,159	4143	25894%	16	5,130	5114	31963%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	434	1,215			
North Leg	Outbound	740	581			
North Leg	TOTAL	1,174	1,796	8%	12%	15,310
South Leg	Inbound	40	0			
South Leg	Outbound	0	101			
South Leg	TOTAL	40	101	8%	21%	477
East Leg	Inbound	2,018	1,510			
East Leg	Outbound	1,089	2,164			
East Leg	TOTAL	3,107	3,674	8%	9%	40,338
West Leg	Inbound	1,667	2,405			
West Leg	Outbound	2,330	2,284			
West Leg	TOTAL	3,997	4,689	8%	9%	52,249
OVERALL TOTAL		8,318	10,260	8%	9%	108,374

U:\UcJobs_13100-13500_13200\13265\Post Processing\[12_Webster & Ramona - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: RV
 Date: 5/21/20

LOCATION: Indian & Harley Knox
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	58	57	5700%	1	81	80	8000%
	Through	2	290	288	14400%	2	295	293	14650%
	Right	1	82	81	8100%	1	246	245	24500%
	NB Total	4	430	426	10650%	4	622	618	15450%
SOUTH BOUND	Left	1	102	101	10100%	1	326	325	32500%
	Through	2	187	185	9250%	2	559	557	27850%
	Right	1	71	70	7000%	1	108	107	10700%
	SB Total	4	360	356	8900%	4	993	989	24725%
EAST BOUND	Left	1	108	107	10700%	1	76	75	7500%
	Through	2	276	274	13700%	2	568	566	28300%
	Right	1	56	55	5500%	1	108	107	10700%
	EB Total	4	440	436	10900%	4	752	748	18700%
WEST BOUND	Left	1	157	156	15600%	1	242	241	24100%
	Through	2	541	539	26950%	2	421	419	20950%
	Right	1	302	301	30100%	1	169	168	16800%
	WB Total	4	1,000	996	24900%	4	832	828	20700%
TOTAL ENTERING VOLUME		16	2,230	2214	13838%	16	3,199	3183	19894%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	360	993			
North Leg	Outbound	700	540			
North Leg	TOTAL	1,060	1,533	8%	12%	12,810
South Leg	Inbound	430	622			
South Leg	Outbound	400	909			
South Leg	TOTAL	830	1,531	8%	14%	10,689
East Leg	Inbound	1,000	832			
East Leg	Outbound	460	1,140			
East Leg	TOTAL	1,460	1,972	9%	12%	16,647
West Leg	Inbound	440	752			
West Leg	Outbound	670	610			
West Leg	TOTAL	1,110	1,362	9%	10%	12,988
OVERALL TOTAL		4,460	6,398	8%	12%	53,134

U:\UcJobs_13100-13500_13200\13265\Post Processing\[13_Indian & Harley Knox - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: RV
 Date: 5/21/20

LOCATION: Indian & Ramona
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	131	130	13000%	1	252	251	25100%
	Through	2	127	125	6250%	2	249	247	12350%
	Right	1	51	50	5000%	1	200	199	19900%
	NB Total	4	309	305	7625%	4	701	697	17425%
SOUTH BOUND	Left	1	58	57	5700%	1	292	291	29100%
	Through	2	143	141	7050%	2	341	339	16950%
	Right	1	149	148	14800%	1	368	367	36700%
	SB Total	4	350	346	8650%	4	1,001	997	24925%
EAST BOUND	Left	1	195	194	19400%	1	236	235	23500%
	Through	2	703	701	35050%	2	1,698	1,696	84800%
	Right	1	192	191	19100%	1	220	219	21900%
	EB Total	4	1,090	1,086	27150%	4	2,154	2,150	53750%
WEST BOUND	Left	1	177	176	17600%	1	89	88	8800%
	Through	2	1,664	1,662	83100%	2	861	859	42950%
	Right	1	179	178	17800%	1	95	94	9400%
	WB Total	4	2,020	2,016	50400%	4	1,045	1,041	26025%
TOTAL ENTERING VOLUME		16	3,769	3753	23456%	16	4,901	4885	30531%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	350	1,001			
North Leg	Outbound	501	580			
North Leg	TOTAL	851	1,581	8%	14%	11,045
South Leg	Inbound	309	701			
South Leg	Outbound	512	650			
South Leg	TOTAL	821	1,351	6%	10%	13,392
East Leg	Inbound	2,020	1,045			
East Leg	Outbound	812	2,190			
East Leg	TOTAL	2,832	3,235	7%	8%	38,073
West Leg	Inbound	1,090	2,154			
West Leg	Outbound	1,944	1,481			
West Leg	TOTAL	3,034	3,635	8%	9%	40,338
OVERALL TOTAL		7,538	9,802	7%	10%	102,848

U:\UcJobs_13100-13500_13200\13265\Post Processing\[14_Indian & Ramona - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Indian & Placentia
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	68	67	6700%	1	95	94	9400%
	Through	2	50	48	2400%	2	96	94	4700%
	Right	1	14	13	1300%	1	89	88	8800%
	NB Total	4	132	128	3200%	4	280	276	6900%
SOUTH BOUND	Left	1	8	7	700%	1	137	136	13600%
	Through	2	34	32	1600%	2	228	226	11300%
	Right	1	39	38	3800%	1	145	144	14400%
	SB Total	4	81	77	1925%	4	510	506	12650%
EAST BOUND	Left	1	79	78	7800%	1	129	128	12800%
	Through	2	198	196	9800%	2	1,078	1,076	53800%
	Right	1	97	96	9600%	1	199	198	19800%
	EB Total	4	374	370	9250%	4	1,406	1,402	35050%
WEST BOUND	Left	1	99	98	9800%	1	54	53	5300%
	Through	2	993	991	49550%	2	312	310	15500%
	Right	1	81	80	8000%	1	35	34	3400%
	WB Total	4	1,173	1,169	29225%	4	401	397	9925%
TOTAL ENTERING VOLUME		16	1,760	1744	10900%	16	2,597	2581	16131%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	81	510			
North Leg	Outbound	210	260			
North Leg	TOTAL	291	770	5%	14%	5,511
South Leg	Inbound	132	280			
South Leg	Outbound	230	481			
South Leg	TOTAL	362	761	6%	13%	5,930
East Leg	Inbound	1,173	401			
East Leg	Outbound	220	1,304			
East Leg	TOTAL	1,393	1,705	9%	12%	14,698
West Leg	Inbound	374	1,406			
West Leg	Outbound	1,100	552			
West Leg	TOTAL	1,474	1,958	10%	13%	15,322
OVERALL TOTAL		3,520	5,194	8%	13%	41,461

U:\UcJobs_13100-13500_13200\13265\Post Processing\[15_Indian & Placentia - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: RV
 Date: 5/21/20

LOCATION: Perris & Iris
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	290	289	28900%	1	192	191	19100%
	Through	2	856	854	42700%	2	950	948	47400%
	Right	1	73	72	7200%	1	143	142	14200%
	NB Total	4	1,219	1,215	30375%	4	1,285	1,281	32025%
SOUTH BOUND	Left	1	38	37	3700%	1	89	88	8800%
	Through	2	800	798	39900%	2	1,064	1,062	53100%
	Right	1	150	149	14900%	1	120	119	11900%
	SB Total	4	988	984	24600%	4	1,273	1,269	31725%
EAST BOUND	Left	1	76	75	7500%	1	169	168	16800%
	Through	2	59	57	2850%	2	229	227	11350%
	Right	1	137	136	13600%	1	303	302	30200%
	EB Total	4	272	268	6700%	4	701	697	17425%
WEST BOUND	Left	1	124	123	12300%	1	97	96	9600%
	Through	2	209	207	10350%	2	99	97	4850%
	Right	1	69	68	6800%	1	54	53	5300%
	WB Total	4	402	398	9950%	4	250	246	6150%
TOTAL ENTERING VOLUME		16	2,881	2865	17906%	16	3,509	3493	21831%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	988	1,273			
North Leg	Outbound	1,001	1,173			
North Leg	TOTAL	1,989	2,446	7%	9%	27,778
South Leg	Inbound	1,219	1,285			
South Leg	Outbound	1,061	1,464			
South Leg	TOTAL	2,280	2,749	7%	9%	32,000
East Leg	Inbound	402	250			
East Leg	Outbound	170	461			
East Leg	TOTAL	572	711	7%	9%	8,020
West Leg	Inbound	272	701			
West Leg	Outbound	649	411			
West Leg	TOTAL	921	1,112	7%	9%	12,605
OVERALL TOTAL		5,762	7,018	7%	9%	80,403

U:\UcJobs_13100-13500_13200\13265\Post Processing\[16_Perris & Iris - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: RV
 Date: 5/21/20

LOCATION: Perris & Krameria
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	45	44	4400%	1	45	44	4400%
	Through	2	986	984	49200%	2	1,032	1,030	51500%
	Right	1	43	42	4200%	1	96	95	9500%
	NB Total	4	1,074	1,070	26750%	4	1,173	1,169	29225%
SOUTH BOUND	Left	1	87	86	8600%	1	192	191	19100%
	Through	2	869	867	43350%	2	1,164	1,162	58100%
	Right	1	90	89	8900%	1	90	89	8900%
	SB Total	4	1,046	1,042	26050%	4	1,446	1,442	36050%
EAST BOUND	Left	1	76	75	7500%	1	146	145	14500%
	Through	2	30	28	1400%	2	122	120	6000%
	Right	1	34	33	3300%	1	83	82	8200%
	EB Total	4	140	136	3400%	4	351	347	8675%
WEST BOUND	Left	1	72	71	7100%	1	64	63	6300%
	Through	2	66	64	3200%	2	44	42	2100%
	Right	1	163	162	16200%	1	112	111	11100%
	WB Total	4	301	297	7425%	4	220	216	5400%
TOTAL ENTERING VOLUME		16	2,561	2545	15906%	16	3,190	3174	19838%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,046	1,446			
North Leg	Outbound	1,225	1,290			
North Leg	TOTAL	2,271	2,736	7%	9%	32,000
South Leg	Inbound	1,074	1,173			
South Leg	Outbound	975	1,311			
South Leg	TOTAL	2,049	2,484	7%	9%	27,865
East Leg	Inbound	301	220			
East Leg	Outbound	160	410			
East Leg	TOTAL	461	630	7%	10%	6,468
West Leg	Inbound	140	351			
West Leg	Outbound	201	179			
West Leg	TOTAL	341	530	6%	9%	5,715
OVERALL TOTAL		5,122	6,380	7%	9%	72,048

U:\UcJobs_13100-13500_13200\13265\Post Processing\[17_Perris & Krameria - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: RV
 Date: 5/21/20

LOCATION: Perris & San Michele
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	6	5	500%	1	6	5	500%
	Through	2	938	936	46800%	2	925	923	46150%
	Right	0	157	157	#DIV/0!	0	234	234	#DIV/0!
	NB Total	3	1,101	1,098	36600%	3	1,165	1,162	38733%
SOUTH BOUND	Left	0	31	31	#DIV/0!	0	63	63	#DIV/0!
	Through	2	797	795	39750%	2	1,323	1,321	66050%
	Right	1	1	0	0%	1	2	1	100%
	SB Total	3	829	826	27533%	3	1,388	1,385	46167%
EAST BOUND	Left	1	1	0	0%	1	1	0	0%
	Through	0	2	2	#DIV/0!	0	3	3	#DIV/0!
	Right	1	7	6	600%	1	6	5	500%
	EB Total	2	10	8	400%	2	10	8	400%
WEST BOUND	Left	0	176	176	#DIV/0!	0	180	180	#DIV/0!
	Through	0	2	2	#DIV/0!	0	2	2	#DIV/0!
	Right	0	40	40	#DIV/0!	0	34	34	#DIV/0!
	WB Total	0	218	218	#DIV/0!	0	216	216	#DIV/0!
TOTAL ENTERING VOLUME		8	2,158	2150	26875%	8	2,779	2771	34638%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	829	1,388			
North Leg	Outbound	979	960			
North Leg	TOTAL	1,808	2,348	8%	10%	23,651
South Leg	Inbound	1,101	1,165			
South Leg	Outbound	980	1,509			
South Leg	TOTAL	2,081	2,674	7%	9%	29,062
East Leg	Inbound	218	216			
East Leg	Outbound	190	300			
East Leg	TOTAL	408	516	8%	10%	5,346
West Leg	Inbound	10	10			
West Leg	Outbound	9	10			
West Leg	TOTAL	19	20	3%	3%	605
OVERALL TOTAL		4,316	5,558	7%	9%	58,664

U:\UcJobs_13100-13500_13200\13265\Post Processing\[18_Perris & San Michele - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: RV
 Date: 5/21/20

LOCATION: Perris & Nandina
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	34	33	3300%	1	17	16	1600%
	Through	2	1,141	1,139	56950%	2	1,153	1,151	57550%
	Right	1	0	-1	-100%	1	6	5	500%
	NB Total	4	1,175	1,171	29275%	4	1,176	1,172	29300%
SOUTH BOUND	Left	1	0	-1	-100%	1	11	10	1000%
	Through	2	901	899	44950%	2	1,420	1,418	70900%
	Right	1	55	54	5400%	1	33	32	3200%
	SB Total	4	956	952	23800%	4	1,464	1,460	36500%
EAST BOUND	Left	1	14	13	1300%	1	66	65	6500%
	Through	2	0	-2	-100%	2	3	1	50%
	Right	1	7	6	600%	1	42	41	4100%
	EB Total	4	21	17	425%	4	111	107	2675%
WEST BOUND	Left	1	3	2	200%	1	4	3	300%
	Through	2	2	0	0%	2	1	-1	-50%
	Right	1	6	5	500%	1	6	5	500%
	WB Total	4	11	7	175%	4	11	7	175%
TOTAL ENTERING VOLUME		16	2,163	2147	13419%	16	2,762	2746	17163%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	956	1,464			
North Leg	Outbound	1,161	1,225			
North Leg	TOTAL	2,117	2,689	7%	9%	29,062
South Leg	Inbound	1,175	1,176			
South Leg	Outbound	911	1,466			
South Leg	TOTAL	2,086	2,642	8%	10%	27,659
East Leg	Inbound	11	11			
East Leg	Outbound	0	20			
East Leg	TOTAL	11	31	4%	10%	304
West Leg	Inbound	21	111			
West Leg	Outbound	91	51			
West Leg	TOTAL	112	162	6%	9%	1,726
OVERALL TOTAL		4,326	5,524	7%	9%	58,751

U:\UcJobs_13100-13500_13200\13265\Post Processing\[19_Perris & Nandina - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Perris & Harley Knox
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	209	208	20800%	1	155	154	15400%
	Through	2	790	788	39400%	2	709	707	35350%
	Right	1	414	413	41300%	1	406	405	40500%
	NB Total	4	1,413	1,409	35225%	4	1,270	1,266	31650%
SOUTH BOUND	Left	1	227	226	22600%	1	360	359	35900%
	Through	2	570	568	28400%	2	963	961	48050%
	Right	1	115	114	11400%	1	137	136	13600%
	SB Total	4	912	908	22700%	4	1,460	1,456	36400%
EAST BOUND	Left	1	66	65	6500%	1	148	147	14700%
	Through	2	309	307	15350%	2	764	762	38100%
	Right	1	86	85	8500%	1	228	227	22700%
	EB Total	4	461	457	11425%	4	1,140	1,136	28400%
WEST BOUND	Left	1	373	372	37200%	1	419	418	41800%
	Through	2	676	674	33700%	2	538	536	26800%
	Right	1	284	283	28300%	1	273	272	27200%
	WB Total	4	1,333	1,329	33225%	4	1,230	1,226	30650%
TOTAL ENTERING VOLUME		16	4,119	4103	25644%	16	5,100	5084	31775%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	912	1,460			
North Leg	Outbound	1,140	1,130			
North Leg	TOTAL	2,052	2,590	7%	9%	27,659
South Leg	Inbound	1,413	1,270			
South Leg	Outbound	1,029	1,610			
South Leg	TOTAL	2,442	2,880	7%	9%	33,215
East Leg	Inbound	1,333	1,230			
East Leg	Outbound	950	1,530			
East Leg	TOTAL	2,283	2,760	9%	11%	25,911
West Leg	Inbound	461	1,140			
West Leg	Outbound	1,000	830			
West Leg	TOTAL	1,461	1,970	9%	12%	16,647
OVERALL TOTAL		8,238	10,200	8%	10%	103,432

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Perris & Markham
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	5	4	400%	1	7	6	600%
	Through	2	1,399	1,397	69850%	2	1,254	1,252	62600%
	Right	1	5	4	400%	1	60	59	5900%
	NB Total	4	1,409	1,405	35125%	4	1,321	1,317	32925%
SOUTH BOUND	Left	1	5	4	400%	1	106	105	10500%
	Through	2	1,022	1,020	51000%	2	1,460	1,458	72900%
	Right	1	5	4	400%	1	13	12	1200%
	SB Total	4	1,032	1,028	25700%	4	1,579	1,575	39375%
EAST BOUND	Left	1	6	5	500%	1	10	9	900%
	Through	2	0	-2	-100%	2	4	2	100%
	Right	1	4	3	300%	1	6	5	500%
	EB Total	4	10	6	150%	4	20	16	400%
WEST BOUND	Left	1	4	3	300%	1	4	3	300%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	6	5	500%	1	6	5	500%
	WB Total	4	10	6	150%	4	10	6	150%
TOTAL ENTERING VOLUME		16	2,461	2445	15281%	16	2,930	2914	18213%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,032	1,579			
North Leg	Outbound	1,411	1,270			
North Leg	TOTAL	2,443	2,849	7%	9%	33,215
South Leg	Inbound	1,409	1,321			
South Leg	Outbound	1,030	1,470			
South Leg	TOTAL	2,439	2,791	7%	9%	32,687
East Leg	Inbound	10	10			
East Leg	Outbound	10	170			
East Leg	TOTAL	20	180	3%	23%	771
West Leg	Inbound	10	20			
West Leg	Outbound	10	20			
West Leg	TOTAL	20	40	7%	14%	294
OVERALL TOTAL		4,922	5,860	7%	9%	66,967

U:\UcJobs_13100-13500_13200\13265\Post Processing\[21_Perris & Markham - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Perris & Ramona
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	304	303	30300%	1	195	194	19400%
	Through	2	760	758	37900%	2	649	647	32350%
	Right	1	116	115	11500%	1	246	245	24500%
	NB Total	4	1,180	1,176	29400%	4	1,090	1,086	27150%
SOUTH BOUND	Left	1	143	142	14200%	1	355	354	35400%
	Through	2	513	511	25550%	2	835	833	41650%
	Right	1	374	373	37300%	1	281	280	28000%
	SB Total	4	1,030	1,026	25650%	4	1,471	1,467	36675%
EAST BOUND	Left	1	277	276	27600%	1	412	411	41100%
	Through	2	381	379	18950%	2	1,409	1,407	70350%
	Right	1	152	151	15100%	1	368	367	36700%
	EB Total	4	810	806	20150%	4	2,189	2,185	54625%
WEST BOUND	Left	1	205	204	20400%	1	187	186	18600%
	Through	2	1,342	1,340	67000%	2	565	563	28150%
	Right	1	373	372	37200%	1	209	208	20800%
	WB Total	4	1,920	1,916	47900%	4	961	957	23925%
TOTAL ENTERING VOLUME		16	4,940	4924	30775%	16	5,711	5695	35594%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,030	1,471			
North Leg	Outbound	1,410	1,270			
North Leg	TOTAL	2,440	2,741	7%	8%	32,687
South Leg	Inbound	1,180	1,090			
South Leg	Outbound	870	1,390			
South Leg	TOTAL	2,050	2,480	8%	9%	26,493
East Leg	Inbound	1,920	961			
East Leg	Outbound	640	2,010			
East Leg	TOTAL	2,560	2,971	7%	8%	34,987
West Leg	Inbound	810	2,189			
West Leg	Outbound	2,020	1,041			
West Leg	TOTAL	2,830	3,230	7%	8%	38,073
OVERALL TOTAL		9,880	11,422	7%	9%	132,240

U:\UcJobs_13100-13500_13200\13265\Post Processing\[22_Perris & Ramona - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Perris & Morgan
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	5	4	400%	1	5	4	400%
	Through	2	1,180	1,178	58900%	2	1,081	1,079	53950%
	Right	1	0	-1	-100%	1	0	-1	-100%
	NB Total	4	1,185	1,181	29525%	4	1,086	1,082	27050%
SOUTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	870	868	43400%	2	1,389	1,387	69350%
	Right	1	5	4	400%	1	5	4	400%
	SB Total	4	875	871	21775%	4	1,394	1,390	34750%
EAST BOUND	Left	1	0	-1	-100%	1	9	8	800%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	11	10	1000%
	EB Total	4	0	-4	-100%	4	20	16	400%
WEST BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	WB Total	4	0	-4	-100%	4	0	-4	-100%
TOTAL ENTERING VOLUME		16	2,060	2044	12775%	16	2,500	2484	15525%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	875	1,394			
North Leg	Outbound	1,180	1,090			
North Leg	TOTAL	2,055	2,484	8%	9%	26,493
South Leg	Inbound	1,185	1,086			
South Leg	Outbound	870	1,400			
South Leg	TOTAL	2,055	2,486	8%	9%	26,689
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
West Leg	Inbound	0	20			
West Leg	Outbound	10	10			
West Leg	TOTAL	10	30	5%	15%	196
OVERALL TOTAL		4,120	5,000	8%	9%	53,378

U:\UcJobs_13100-13500_13200\13265\Post Processing\[23_Perris & Morgan - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Perris & Rider
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	118	117	11700%	1	6	5	500%
	Through	2	1,145	1,143	57150%	2	973	971	48550%
	Right	1	0	-1	-100%	1	72	71	7100%
	NB Total	4	1,263	1,259	31475%	4	1,051	1,047	26175%
SOUTH BOUND	Left	1	0	-1	-100%	1	40	39	3900%
	Through	2	820	818	40900%	2	1,325	1,323	66150%
	Right	1	47	46	4600%	1	4	3	300%
	SB Total	4	867	863	21575%	4	1,369	1,365	34125%
EAST BOUND	Left	1	0	-1	-100%	1	58	57	5700%
	Through	2	0	-2	-100%	2	39	37	1850%
	Right	1	0	-1	-100%	1	144	143	14300%
	EB Total	4	0	-4	-100%	4	241	237	5925%
WEST BOUND	Left	1	10	9	900%	1	7	6	600%
	Through	2	5	3	150%	2	0	-2	-100%
	Right	1	5	4	400%	1	3	2	200%
	WB Total	4	20	16	400%	4	10	6	150%
TOTAL ENTERING VOLUME		16	2,150	2134	13338%	16	2,671	2655	16594%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	867	1,369			
North Leg	Outbound	1,150	1,034			
North Leg	TOTAL	2,017	2,403	8%	9%	25,496
South Leg	Inbound	1,263	1,051			
South Leg	Outbound	830	1,476			
South Leg	TOTAL	2,093	2,527	8%	9%	27,326
East Leg	Inbound	20	10			
East Leg	Outbound	0	151			
East Leg	TOTAL	20	161	2%	19%	857
West Leg	Inbound	0	241			
West Leg	Outbound	170	10			
West Leg	TOTAL	170	251	9%	14%	1,855
OVERALL TOTAL		4,300	5,342	8%	10%	55,534

U:\UcJobs_13100-13500_13200\13265\Post Processing\[24_Perris & Rider - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Perris & Placentia
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	518	517	51700%	1	226	225	22500%
	Through	2	1,070	1,068	53400%	2	772	770	38500%
	Right	1	144	143	14300%	1	330	329	32900%
	NB Total	4	1,732	1,728	43200%	4	1,328	1,324	33100%
SOUTH BOUND	Left	1	47	46	4600%	1	126	125	12500%
	Through	2	559	557	27850%	2	1,190	1,188	59400%
	Right	1	168	167	16700%	1	86	85	8500%
	SB Total	4	774	770	19250%	4	1,402	1,398	34950%
EAST BOUND	Left	1	66	65	6500%	1	162	161	16100%
	Through	2	80	78	3900%	2	624	622	31100%
	Right	1	106	105	10500%	1	654	653	65300%
	EB Total	4	252	248	6200%	4	1,440	1,436	35900%
WEST BOUND	Left	1	215	214	21400%	1	226	225	22500%
	Through	2	584	582	29100%	2	148	146	7300%
	Right	1	134	133	13300%	1	56	55	5500%
	WB Total	4	933	929	23225%	4	430	426	10650%
TOTAL ENTERING VOLUME		16	3,691	3675	22969%	16	4,600	4584	28650%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	774	1,402			
North Leg	Outbound	1,270	990			
North Leg	TOTAL	2,044	2,392	8%	9%	25,607
South Leg	Inbound	1,732	1,328			
South Leg	Outbound	880	2,070			
South Leg	TOTAL	2,612	3,398	8%	10%	33,104
East Leg	Inbound	933	430			
East Leg	Outbound	271	1,080			
East Leg	TOTAL	1,204	1,510	8%	10%	15,061
West Leg	Inbound	252	1,440			
West Leg	Outbound	1,270	460			
West Leg	TOTAL	1,522	1,900	9%	11%	17,115
OVERALL TOTAL		7,382	9,200	8%	10%	90,887

U:\UcJobs_13100-13500_13200\13265\Post Processing\[25_Perris & Placentia - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Perris & Orange
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	53	52	5200%	1	34	33	3300%
	Through	2	1,184	1,182	59100%	2	1,118	1,116	55800%
	Right	1	58	57	5700%	1	177	176	17600%
	NB Total	4	1,295	1,291	32275%	4	1,329	1,325	33125%
SOUTH BOUND	Left	1	73	72	7200%	1	169	168	16800%
	Through	2	935	933	46650%	2	1,410	1,408	70400%
	Right	1	66	65	6500%	1	33	32	3200%
	SB Total	4	1,074	1,070	26750%	4	1,612	1,608	40200%
EAST BOUND	Left	1	19	18	1800%	1	131	130	13000%
	Through	2	9	7	350%	2	186	184	9200%
	Right	1	12	11	1100%	1	173	172	17200%
	EB Total	4	40	36	900%	4	490	486	12150%
WEST BOUND	Left	1	143	142	14200%	1	112	111	11100%
	Through	2	91	89	4450%	2	23	21	1050%
	Right	1	227	226	22600%	1	85	84	8400%
	WB Total	4	461	457	11425%	4	220	216	5400%
TOTAL ENTERING VOLUME		16	2,870	2854	17838%	16	3,651	3635	22719%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	1,074	1,612			
North Leg	Outbound	1,430	1,334			
North Leg	TOTAL	2,504	2,946	8%	9%	33,104
South Leg	Inbound	1,295	1,329			
South Leg	Outbound	1,090	1,695			
South Leg	TOTAL	2,385	3,024	7%	9%	32,256
East Leg	Inbound	461	220			
East Leg	Outbound	140	532			
East Leg	TOTAL	601	752	7%	9%	8,220
West Leg	Inbound	40	490			
West Leg	Outbound	210	90			
West Leg	TOTAL	250	580	6%	14%	4,200
OVERALL TOTAL		5,740	7,302	7%	9%	77,780

U:\UcJobs_13100-13500_13200\13265\Post Processing\[26_Perris & Orange - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Perris & Nuevo
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	351	350	35000%	1	217	216	21600%
	Through	2	965	963	48150%	2	887	885	44250%
	Right	1	143	142	14200%	1	256	255	25500%
	NB Total	4	1,459	1,455	36375%	4	1,360	1,356	33900%
SOUTH BOUND	Left	1	76	75	7500%	1	235	234	23400%
	Through	2	729	727	36350%	2	1,206	1,204	60200%
	Right	1	186	185	18500%	1	200	199	19900%
	SB Total	4	991	987	24675%	4	1,641	1,637	40925%
EAST BOUND	Left	1	107	106	10600%	1	201	200	20000%
	Through	2	142	140	7000%	2	522	520	26000%
	Right	1	152	151	15100%	1	297	296	29600%
	EB Total	4	401	397	9925%	4	1,020	1,016	25400%
WEST BOUND	Left	1	272	271	27100%	1	171	170	17000%
	Through	2	626	624	31200%	2	254	252	12600%
	Right	1	192	191	19100%	1	115	114	11400%
	WB Total	4	1,090	1,086	27150%	4	540	536	13400%
TOTAL ENTERING VOLUME		16	3,941	3925	24531%	16	4,561	4545	28406%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	991	1,641			
North Leg	Outbound	1,264	1,203			
North Leg	TOTAL	2,255	2,844	119%	151%	1,889
South Leg	Inbound	1,459	1,360			
South Leg	Outbound	1,153	1,674			
South Leg	TOTAL	2,612	3,034	109%	126%	2,402
East Leg	Inbound	1,090	540			
East Leg	Outbound	361	1,013			
East Leg	TOTAL	1,451	1,553	283%	303%	513
West Leg	Inbound	401	1,020			
West Leg	Outbound	1,163	671			
West Leg	TOTAL	1,564	1,691	#DIV/0!	#DIV/0!	-
OVERALL TOTAL		7,882	9,122	164%	190%	4,804

U:\UcJobs_13100-13500_13200\13265\Post Processing\[27_Perris & Nuevo - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Redlands & Harley Knox
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	134	133	13300%	1	51	50	5000%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	66	65	6500%	1	70	69	6900%
	NB Total	2	200	198	9900%	2	121	119	5950%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	187	185	9250%	2	340	338	16900%
	Right	1	33	32	3200%	1	225	224	22400%
	EB Total	3	220	217	7233%	3	565	562	18733%
WEST BOUND	Left	1	37	36	3600%	1	205	204	20400%
	Through	2	432	430	21500%	2	229	227	11350%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	3	469	466	15533%	3	434	431	14367%
TOTAL ENTERING VOLUME		8	889	881	11013%	8	1,120	1112	13900%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
South Leg	Inbound	200	121			
South Leg	Outbound	70	430			
South Leg	TOTAL	270	551	7%	14%	3,844
East Leg	Inbound	469	434			
East Leg	Outbound	253	410			
East Leg	TOTAL	722	844	11%	13%	6,540
West Leg	Inbound	220	565			
West Leg	Outbound	566	280			
West Leg	TOTAL	786	845	10%	11%	7,576
OVERALL TOTAL		1,778	2,240	10%	12%	17,960

U:\UcJobs_13100-13500_13200\13265\Post Processing\[28_Redlands & Harley Knox - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Redlands & Markham
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	5	4	400%	1	8	7	700%
	Through	2	75	73	3650%	2	19	17	850%
	Right	1	68	67	6700%	1	68	67	6700%
	NB Total	4	148	144	3600%	4	95	91	2275%
SOUTH BOUND	Left	1	0	-1	-100%	1	4	3	300%
	Through	2	0	-2	-100%	2	288	286	14300%
	Right	1	0	-1	-100%	1	0	-1	-100%
	SB Total	4	0	-4	-100%	4	292	288	7200%
EAST BOUND	Left	1	1	0	0%	1	1	0	0%
	Through	2	5	3	150%	2	20	18	900%
	Right	1	4	3	300%	1	150	149	14900%
	EB Total	4	10	6	150%	4	171	167	4175%
WEST BOUND	Left	1	48	47	4700%	1	139	138	13800%
	Through	2	5	3	150%	2	2	0	0%
	Right	1	8	7	700%	1	1	0	0%
	WB Total	4	61	57	1425%	4	142	138	3450%
TOTAL ENTERING VOLUME		16	219	203	1269%	16	700	684	4275%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	292			
North Leg	Outbound	84	21			
North Leg	TOTAL	84	313	6%	23%	1,357
South Leg	Inbound	148	95			
South Leg	Outbound	52	577			
South Leg	TOTAL	200	672	5%	18%	3,675
East Leg	Inbound	61	142			
East Leg	Outbound	73	92			
East Leg	TOTAL	134	234	7%	12%	2,020
West Leg	Inbound	10	171			
West Leg	Outbound	10	10			
West Leg	TOTAL	20	181	3%	23%	771
OVERALL TOTAL		438	1,400	6%	18%	7,823

U:\UcJobs_13100-13500_13200\13265\Post Processing\[29_Redlands & Markham - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Redlands & Ramona
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	107	106	10600%	1	35	34	3400%
	Through	2	42	40	2000%	2	16	14	700%
	Right	1	94	93	9300%	1	80	79	7900%
	NB Total	4	243	239	5975%	4	131	127	3175%
SOUTH BOUND	Left	1	21	20	2000%	1	295	294	29400%
	Through	2	6	4	200%	2	138	136	6800%
	Right	1	24	23	2300%	1	128	127	12700%
	SB Total	4	51	47	1175%	4	561	557	13925%
EAST BOUND	Left	1	30	29	2900%	1	42	41	4100%
	Through	2	616	614	30700%	2	1,875	1,873	93650%
	Right	1	21	20	2000%	1	97	96	9600%
	EB Total	4	667	663	16575%	4	2,014	2,010	50250%
WEST BOUND	Left	1	53	52	5200%	1	95	94	9400%
	Through	2	1,790	1,788	89400%	2	797	795	39750%
	Right	1	78	77	7700%	1	41	40	4000%
	WB Total	4	1,921	1,917	47925%	4	933	929	23225%
TOTAL ENTERING VOLUME		16	2,882	2866	17913%	16	3,639	3623	22644%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	51	561			
North Leg	Outbound	150	99			
North Leg	TOTAL	201	660	5%	18%	3,675
South Leg	Inbound	243	131			
South Leg	Outbound	80	330			
South Leg	TOTAL	323	461	9%	13%	3,636
East Leg	Inbound	1,921	933			
East Leg	Outbound	731	2,250			
East Leg	TOTAL	2,652	3,183	7%	9%	36,452
West Leg	Inbound	667	2,014			
West Leg	Outbound	1,921	960			
West Leg	TOTAL	2,588	2,974	7%	9%	34,987
OVERALL TOTAL		5,764	7,278	7%	9%	78,750

U:\UcJobs_13100-13500_13200\13265\Post Processing\[30_Redlands & Ramona - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Redlands & Morgan
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	240	238	11900%	2	130	128	6400%
	Right	1	0	-1	-100%	1	0	-1	-100%
	NB Total	4	240	236	5900%	4	130	126	3150%
SOUTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	80	78	3900%	2	330	328	16400%
	Right	1	0	-1	-100%	1	0	-1	-100%
	SB Total	4	80	76	1900%	4	330	326	8150%
EAST BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	EB Total	4	0	-4	-100%	4	0	-4	-100%
WEST BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	WB Total	4	0	-4	-100%	4	0	-4	-100%
TOTAL ENTERING VOLUME		16	320	304	1900%	16	460	444	2775%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	80	330			
North Leg	Outbound	240	130			
North Leg	TOTAL	320	460	9%	13%	3,636
South Leg	Inbound	240	130			
South Leg	Outbound	80	330			
South Leg	TOTAL	320	460	9%	13%	3,633
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	TOTAL	0	0	0%	0%	2
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
OVERALL TOTAL		640	920	9%	13%	7,271

U:\UcJobs_13100-13500_13200\13265\Post Processing\[31_Redlands & Morgan - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Redlands & Rider
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	4	3	300%	1	2	1	100%
	Through	2	293	291	14550%	2	134	132	6600%
	Right	1	38	37	3700%	1	74	73	7300%
	NB Total	4	335	331	8275%	4	210	206	5150%
SOUTH BOUND	Left	1	22	21	2100%	1	93	92	9200%
	Through	2	77	75	3750%	2	353	351	17550%
	Right	1	3	2	200%	1	3	2	200%
	SB Total	4	102	98	2450%	4	449	445	11125%
EAST BOUND	Left	1	0	-1	-100%	1	19	18	1800%
	Through	2	0	-2	-100%	2	93	91	4550%
	Right	1	0	-1	-100%	1	39	38	3800%
	EB Total	4	0	-4	-100%	4	151	147	3675%
WEST BOUND	Left	1	43	42	4200%	1	58	57	5700%
	Through	2	13	11	550%	2	5	3	150%
	Right	1	97	96	9600%	1	28	27	2700%
	WB Total	4	153	149	3725%	4	91	87	2175%
TOTAL ENTERING VOLUME		16	590	574	3588%	16	901	885	5531%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	102	449			
North Leg	Outbound	390	181			
North Leg	TOTAL	492	630	9%	11%	5,547
South Leg	Inbound	335	210			
South Leg	Outbound	120	450			
South Leg	TOTAL	455	660	8%	12%	5,468
East Leg	Inbound	153	91			
East Leg	Outbound	60	260			
East Leg	TOTAL	213	351	7%	11%	3,105
West Leg	Inbound	0	151			
West Leg	Outbound	20	10			
West Leg	TOTAL	20	161	2%	19%	857
OVERALL TOTAL		1,180	1,802	8%	12%	14,977

U:\UcJobs_13100-13500_13200\13265\Post Processing\[32_Redlands & Rider - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Redlands & Placentia
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	702	701	70100%	1	300	299	29900%
	Through	2	282	280	14000%	2	133	131	6550%
	Right	1	71	70	7000%	1	125	124	12400%
	NB Total	4	1,055	1,051	26275%	4	558	554	13850%
SOUTH BOUND	Left	1	2	1	100%	1	16	15	1500%
	Through	2	78	76	3800%	2	366	364	18200%
	Right	1	21	20	2000%	1	39	38	3800%
	SB Total	4	101	97	2425%	4	421	417	10425%
EAST BOUND	Left	1	21	20	2000%	1	34	33	3300%
	Through	2	47	45	2250%	2	288	286	14300%
	Right	1	196	195	19500%	1	729	728	72800%
	EB Total	4	264	260	6500%	4	1,051	1,047	26175%
WEST BOUND	Left	1	66	65	6500%	1	75	74	7400%
	Through	2	157	155	7750%	2	71	69	3450%
	Right	1	7	6	600%	1	3	2	200%
	WB Total	4	230	226	5650%	4	149	145	3625%
TOTAL ENTERING VOLUME		16	1,650	1634	10213%	16	2,179	2163	13519%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	101	421			
North Leg	Outbound	310	170			
North Leg	TOTAL	411	591	8%	12%	4,839
South Leg	Inbound	1,055	558			
South Leg	Outbound	340	1,170			
South Leg	TOTAL	1,395	1,728	8%	10%	17,673
East Leg	Inbound	230	149			
East Leg	Outbound	120	429			
East Leg	TOTAL	350	578	8%	13%	4,426
West Leg	Inbound	264	1,051			
West Leg	Outbound	880	410			
West Leg	TOTAL	1,144	1,461	8%	10%	14,354
OVERALL TOTAL		3,300	4,358	8%	11%	41,292

U:\UcJobs_13100-13500_13200\13265\Post Processing\[33_Redlands & Placentia - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Redlands & Orange
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	369	368	36800%	1	154	153	15300%
	Through	2	838	836	41800%	2	580	578	28900%
	Right	1	37	36	3600%	1	19	18	1800%
	NB Total	4	1,244	1,240	31000%	4	753	749	18725%
SOUTH BOUND	Left	1	7	6	600%	1	6	5	500%
	Through	2	391	389	19450%	2	957	955	47750%
	Right	1	74	73	7300%	1	49	48	4800%
	SB Total	4	472	468	11700%	4	1,012	1,008	25200%
EAST BOUND	Left	1	38	37	3700%	1	83	82	8200%
	Through	2	15	13	650%	2	25	23	1150%
	Right	1	89	88	8800%	1	427	426	42600%
	EB Total	4	142	138	3450%	4	535	531	13275%
WEST BOUND	Left	1	10	9	900%	1	36	35	3500%
	Through	2	16	14	700%	2	17	15	750%
	Right	1	4	3	300%	1	7	6	600%
	WB Total	4	30	26	650%	4	60	56	1400%
TOTAL ENTERING VOLUME		16	1,888	1872	11700%	16	2,360	2344	14650%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	472	1,012			
North Leg	Outbound	880	670			
North Leg	TOTAL	1,352	1,682	8%	10%	17,102
South Leg	Inbound	1,244	753			
South Leg	Outbound	490	1,420			
South Leg	TOTAL	1,734	2,173	8%	10%	22,638
East Leg	Inbound	30	60			
East Leg	Outbound	59	50			
East Leg	TOTAL	89	110	9%	11%	1,028
West Leg	Inbound	142	535			
West Leg	Outbound	459	220			
West Leg	TOTAL	601	755	7%	9%	8,220
OVERALL TOTAL		3,776	4,720	8%	10%	48,988

U:\UcJobs_13100-13500_13200\13265\Post Processing\[34_Redlands & Orange - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Redlands & Nuevo
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	106	105	10500%	1	79	78	7800%
	Through	2	154	152	7600%	2	253	251	12550%
	Right	1	20	19	1900%	1	49	48	4800%
	NB Total	4	280	276	6900%	4	381	377	9425%
SOUTH BOUND	Left	1	54	53	5300%	1	117	116	11600%
	Through	2	149	147	7350%	2	309	307	15350%
	Right	1	287	286	28600%	1	187	186	18600%
	SB Total	4	490	486	12150%	4	613	609	15225%
EAST BOUND	Left	1	143	142	14200%	1	310	309	30900%
	Through	2	166	164	8200%	2	544	542	27100%
	Right	1	51	50	5000%	1	160	159	15900%
	EB Total	4	360	356	8900%	4	1,014	1,010	25250%
WEST BOUND	Left	1	40	39	3900%	1	50	49	4900%
	Through	2	697	695	34750%	2	274	272	13600%
	Right	1	113	112	11200%	1	97	96	9600%
	WB Total	4	850	846	21150%	4	421	417	10425%
TOTAL ENTERING VOLUME		16	1,980	1964	12275%	16	2,429	2413	15081%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	490	613			
North Leg	Outbound	410	660			
North Leg	TOTAL	900	1,273	48%	67%	1,889
South Leg	Inbound	280	381			
South Leg	Outbound	240	519			
South Leg	TOTAL	520	900	22%	37%	2,402
East Leg	Inbound	850	421			
East Leg	Outbound	240	710			
East Leg	TOTAL	1,090	1,131	212%	220%	513
West Leg	Inbound	360	1,014			
West Leg	Outbound	1,090	540			
West Leg	TOTAL	1,450	1,554	#DIV/0!	#DIV/0!	-
OVERALL TOTAL		3,960	4,858	82%	101%	4,804

U:\UcJobs_13100-13500_13200\13265\Post Processing\[35_Redlands & Nuevo - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Murrieta & Nuevo
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	599	598	59800%	1	334	333	33300%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	16	15	1500%	1	20	19	1900%
	NB Total	4	615	611	15275%	4	354	350	8750%
SOUTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	SB Total	4	0	-4	-100%	4	0	-4	-100%
EAST BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	124	122	6100%	2	330	328	16400%
	Right	1	233	232	23200%	1	500	499	49900%
	EB Total	4	357	353	8825%	4	830	826	20650%
WEST BOUND	Left	1	17	16	1600%	1	20	19	1900%
	Through	2	351	349	17450%	2	216	214	10700%
	Right	1	0	-1	-100%	1	0	-1	-100%
	WB Total	4	368	364	9100%	4	236	232	5800%
TOTAL ENTERING VOLUME		16	1,340	1324	8275%	16	1,420	1404	8775%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	TOTAL	0	0	0%	0%	1,889
South Leg	Inbound	615	354			
South Leg	Outbound	250	520			
South Leg	TOTAL	865	874	36%	36%	2,402
East Leg	Inbound	368	236			
East Leg	Outbound	140	350			
East Leg	TOTAL	508	586	99%	114%	513
West Leg	Inbound	357	830			
West Leg	Outbound	950	550			
West Leg	TOTAL	1,307	1,380	#DIV/0!	#DIV/0!	-
OVERALL TOTAL		2,680	2,840	56%	59%	4,804

U:\UcJobs_13100-13500_13200\13265\Post Processing\[36_Murrieta & Nuevo - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Laselle & Iris
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	216	215	21500%	1	172	171	17100%
	Through	2	448	446	22300%	2	392	390	19500%
	Right	1	546	545	54500%	1	476	475	47500%
	NB Total	4	1,210	1,206	30150%	4	1,040	1,036	25900%
SOUTH BOUND	Left	1	143	142	14200%	1	169	168	16800%
	Through	2	371	369	18450%	2	529	527	26350%
	Right	1	56	55	5500%	1	61	60	6000%
	SB Total	4	570	566	14150%	4	759	755	18875%
EAST BOUND	Left	1	47	46	4600%	1	67	66	6600%
	Through	2	514	512	25600%	2	737	735	36750%
	Right	1	149	148	14800%	1	256	255	25500%
	EB Total	4	710	706	17650%	4	1,060	1,056	26400%
WEST BOUND	Left	1	373	372	37200%	1	728	727	72700%
	Through	2	510	508	25400%	2	759	757	37850%
	Right	1	117	116	11600%	1	192	191	19100%
	WB Total	4	1,000	996	24900%	4	1,679	1,675	41875%
TOTAL ENTERING VOLUME		16	3,490	3474	21713%	16	4,538	4522	28263%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	570	759			
North Leg	Outbound	612	651			
North Leg	TOTAL	1,182	1,410	8%	10%	14,162
South Leg	Inbound	1,210	1,040			
South Leg	Outbound	893	1,513			
South Leg	TOTAL	2,103	2,553	8%	10%	26,763
East Leg	Inbound	1,000	1,679			
East Leg	Outbound	1,203	1,382			
East Leg	TOTAL	2,203	3,061	8%	10%	29,311
West Leg	Inbound	710	1,060			
West Leg	Outbound	782	992			
West Leg	TOTAL	1,492	2,052	8%	10%	19,782
OVERALL TOTAL		6,980	9,076	8%	10%	90,018

U:\UcJobs_13100-13500_13200\13265\Post Processing\[37_Laselle & Iris - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Laselle & Krameria
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	31	30	3000%	1	24	23	2300%
	Through	2	1,075	1,073	53650%	2	990	988	49400%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	3	1,106	1,103	36767%	3	1,014	1,011	33700%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	665	663	33150%	2	1,258	1,256	62800%
	Right	1	160	159	15900%	1	118	117	11700%
	SB Total	3	825	822	27400%	3	1,376	1,373	45767%
EAST BOUND	Left	1	176	175	17500%	1	184	183	18300%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	21	20	2000%	1	47	46	4600%
	EB Total	2	197	195	9750%	2	231	229	11450%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		8	2,128	2120	26500%	8	2,621	2613	32663%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	825	1,376			
North Leg	Outbound	1,251	1,174			
North Leg	TOTAL	2,076	2,550	8%	9%	27,258
South Leg	Inbound	1,106	1,014			
South Leg	Outbound	686	1,305			
South Leg	TOTAL	1,792	2,319	8%	10%	22,511
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
West Leg	Inbound	197	231			
West Leg	Outbound	191	142			
West Leg	TOTAL	388	373	9%	9%	4,323
OVERALL TOTAL		4,256	5,242	8%	10%	54,092

U:\UcJobs_13100-13500_13200\13265\Post Processing\[38_Laselle & Krameria - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Evans & Ramona
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	376	375	37500%	1	153	152	15200%
	Through	2	976	974	48700%	2	545	543	27150%
	Right	1	191	190	19000%	1	253	252	25200%
	NB Total	4	1,543	1,539	38475%	4	951	947	23675%
SOUTH BOUND	Left	1	146	145	14500%	1	363	362	36200%
	Through	2	389	387	19350%	2	1,050	1,048	52400%
	Right	1	287	286	28600%	1	220	219	21900%
	SB Total	4	822	818	20450%	4	1,633	1,629	40725%
EAST BOUND	Left	1	223	222	22200%	1	345	344	34400%
	Through	2	393	391	19550%	2	1,444	1,442	72100%
	Right	1	116	115	11500%	1	464	463	46300%
	EB Total	4	732	728	18200%	4	2,253	2,249	56225%
WEST BOUND	Left	1	194	193	19300%	1	296	295	29500%
	Through	2	1,288	1,286	64300%	2	557	555	27750%
	Right	1	372	371	37100%	1	220	219	21900%
	WB Total	4	1,854	1,850	46250%	4	1,073	1,069	26725%
TOTAL ENTERING VOLUME		16	4,951	4935	30844%	16	5,910	5894	36838%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	822	1,633			
North Leg	Outbound	1,571	1,110			
North Leg	TOTAL	2,393	2,743	9%	10%	28,099
South Leg	Inbound	1,543	951			
South Leg	Outbound	699	1,810			
South Leg	TOTAL	2,242	2,761	8%	9%	29,384
East Leg	Inbound	1,854	1,073			
East Leg	Outbound	730	2,060			
East Leg	TOTAL	2,584	3,133	8%	10%	31,151
West Leg	Inbound	732	2,253			
West Leg	Outbound	1,951	930			
West Leg	TOTAL	2,683	3,183	7%	9%	36,452
OVERALL TOTAL		9,902	11,820	8%	9%	125,086

U:\UcJobs_13100-13500_13200\13265\Post Processing\[39_Evans & Ramona - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Evans & Rider
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	60	59	5900%	1	32	31	3100%
	Through	2	859	857	42850%	2	784	782	39100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	NB Total	4	919	915	22875%	4	816	812	20300%
SOUTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	760	758	37900%	2	1,072	1,070	53500%
	Right	1	90	89	8900%	1	78	77	7700%
	SB Total	4	850	846	21150%	4	1,150	1,146	28650%
EAST BOUND	Left	1	51	50	5000%	1	176	175	17500%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	30	29	2900%	1	98	97	9700%
	EB Total	4	81	77	1925%	4	274	270	6750%
WEST BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	WB Total	4	0	-4	-100%	4	0	-4	-100%
TOTAL ENTERING VOLUME		16	1,850	1834	11463%	16	2,240	2224	13900%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	850	1,150			
North Leg	Outbound	910	960			
North Leg	TOTAL	1,760	2,110	7%	9%	23,809
South Leg	Inbound	919	816			
South Leg	Outbound	790	1,170			
South Leg	TOTAL	1,709	1,986	8%	9%	22,225
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	TOTAL	0	0	0%	0%	17
West Leg	Inbound	81	274			
West Leg	Outbound	150	110			
West Leg	TOTAL	231	384	7%	12%	3,273
OVERALL TOTAL		3,700	4,480	8%	9%	49,324

U:\UcJobs_13100-13500_13200\13265\Post Processing\[40_Evans & Rider - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Evans & Orange
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	14	13	1300%	1	22	21	2100%
	Through	2	982	980	49000%	2	886	884	44200%
	Right	1	74	73	7300%	1	93	92	9200%
	NB Total	4	1,070	1,066	26650%	4	1,001	997	24925%
SOUTH BOUND	Left	1	74	73	7300%	1	133	132	13200%
	Through	2	732	730	36500%	2	1,173	1,171	58550%
	Right	1	14	13	1300%	1	32	31	3100%
	SB Total	4	820	816	20400%	4	1,338	1,334	33350%
EAST BOUND	Left	1	33	32	3200%	1	24	23	2300%
	Through	2	22	20	1000%	2	23	21	1050%
	Right	1	25	24	2400%	1	23	22	2200%
	EB Total	4	80	76	1900%	4	70	66	1650%
WEST BOUND	Left	1	63	62	6200%	1	65	64	6400%
	Through	2	11	9	450%	2	16	14	700%
	Right	1	85	84	8400%	1	70	69	6900%
	WB Total	4	159	155	3875%	4	151	147	3675%
TOTAL ENTERING VOLUME		16	2,129	2113	13206%	16	2,560	2544	15900%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	820	1,338			
North Leg	Outbound	1,100	980			
North Leg	TOTAL	1,920	2,318	8%	9%	24,683
South Leg	Inbound	1,070	1,001			
South Leg	Outbound	820	1,261			
South Leg	TOTAL	1,890	2,262	8%	9%	24,554
East Leg	Inbound	159	151			
East Leg	Outbound	170	249			
East Leg	TOTAL	329	400	9%	11%	3,618
West Leg	Inbound	80	70			
West Leg	Outbound	39	70			
West Leg	TOTAL	119	140	9%	10%	1,359
OVERALL TOTAL		4,258	5,120	8%	9%	54,214

U:\UcJobs_13100-13500_13200\13265\Post Processing\[41_Evans & Orange - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Evans & Nuevo
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	70	69	6900%	1	40	39	3900%
	Through	2	690	688	34400%	2	685	683	34150%
	Right	1	83	82	8200%	1	136	135	13500%
	NB Total	4	843	839	20975%	4	861	857	21425%
SOUTH BOUND	Left	1	131	130	13000%	1	211	210	21000%
	Through	2	627	625	31250%	2	864	862	43100%
	Right	1	111	110	11000%	1	63	62	6200%
	SB Total	4	869	865	21625%	4	1,138	1,134	28350%
EAST BOUND	Left	1	53	52	5200%	1	97	96	9600%
	Through	2	57	55	2750%	2	174	172	8600%
	Right	1	30	29	2900%	1	79	78	7800%
	EB Total	4	140	136	3400%	4	350	346	8650%
WEST BOUND	Left	1	113	112	11200%	1	181	180	18000%
	Through	2	180	178	8900%	2	118	116	5800%
	Right	1	197	196	19600%	1	222	221	22100%
	WB Total	4	490	486	12150%	4	521	517	12925%
TOTAL ENTERING VOLUME		16	2,342	2326	14538%	16	2,870	2854	17838%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	869	1,138			
North Leg	Outbound	940	1,004			
North Leg	TOTAL	1,809	2,142	96%	113%	1,889
South Leg	Inbound	843	861			
South Leg	Outbound	770	1,124			
South Leg	TOTAL	1,613	1,985	67%	83%	2,402
East Leg	Inbound	490	521			
East Leg	Outbound	271	521			
East Leg	TOTAL	761	1,042	148%	203%	513
West Leg	Inbound	140	350			
West Leg	Outbound	361	221			
West Leg	TOTAL	501	571	#DIV/0!	#DIV/0!	-
OVERALL TOTAL		4,684	5,740	98%	119%	4,804

U:\UcJobs_13100-13500_13200\13265\Post Processing\[42_Evans & Nuevo - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Bradley & Ramona
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	52	51	5100%	1	2	1	100%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	39	38	3800%	1	8	7	700%
	NB Total	2	91	89	4450%	2	10	8	400%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	641	639	31950%	2	2,172	2,170	108500%
	Right	1	3	2	200%	1	40	39	3900%
	EB Total	3	644	641	21367%	3	2,212	2,209	73633%
WEST BOUND	Left	1	7	6	600%	1	60	59	5900%
	Through	2	1,918	1,916	95800%	2	948	946	47300%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	3	1,925	1,922	64067%	3	1,008	1,005	33500%
TOTAL ENTERING VOLUME		8	2,660	2652	33150%	8	3,230	3222	40275%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
South Leg	Inbound	91	10			
South Leg	Outbound	10	100			
South Leg	TOTAL	101	110	9%	10%	1,066
East Leg	Inbound	1,925	1,008			
East Leg	Outbound	680	2,180			
East Leg	TOTAL	2,605	3,188	8%	10%	32,303
West Leg	Inbound	644	2,212			
West Leg	Outbound	1,970	950			
West Leg	TOTAL	2,614	3,162	8%	10%	31,303
OVERALL TOTAL		5,320	6,460	8%	10%	64,672

U:\UcJobs_13100-13500_13200\13265\Post Processing\[43_Bradley & Ramona - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Bradley & Rider
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	0	-1	-100%	1	40	39	3900%
	Through	2	9	7	350%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	NB Total	4	9	5	125%	4	40	36	900%
SOUTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	SB Total	4	0	-4	-100%	4	0	-4	-100%
EAST BOUND	Left	1	1	0	0%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	50	49	4900%	1	40	39	3900%
	EB Total	4	51	47	1175%	4	40	36	900%
WEST BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	WB Total	4	0	-4	-100%	4	0	-4	-100%
TOTAL ENTERING VOLUME		16	60	44	275%	16	80	64	400%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	10	0			
North Leg	TOTAL	10	0	30%	0%	33
South Leg	Inbound	9	40			
South Leg	Outbound	50	40			
South Leg	TOTAL	59	80	8%	11%	702
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
West Leg	Inbound	51	40			
West Leg	Outbound	0	40			
West Leg	TOTAL	51	80	8%	12%	669
OVERALL TOTAL		120	160	9%	11%	1,404

U:\UcJobs_13100-13500_13200\13265\Post Processing\[44_Bradley & Rider - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Dunlap & Orange
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	165	164	16400%	1	186	185	18500%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	75	74	7400%	1	25	24	2400%
	NB Total	2	240	238	11900%	2	211	209	10450%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	165	163	8150%	2	95	93	4650%
	Right	1	85	84	8400%	1	354	353	35300%
	EB Total	3	250	247	8233%	3	449	446	14867%
WEST BOUND	Left	1	15	14	1400%	1	66	65	6500%
	Through	2	65	63	3150%	2	134	132	6600%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	3	80	77	2567%	3	200	197	6567%
TOTAL ENTERING VOLUME		8	570	562	7025%	8	860	852	10650%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
South Leg	Inbound	240	211			
South Leg	Outbound	100	420			
South Leg	TOTAL	340	631	8%	15%	4,220
East Leg	Inbound	80	200			
East Leg	Outbound	240	120			
East Leg	TOTAL	320	320	1%	1%	32,423
West Leg	Inbound	250	449			
West Leg	Outbound	230	320			
West Leg	TOTAL	480	769	8%	14%	5,684
OVERALL TOTAL		1,140	1,720	3%	4%	42,327

U:\UcJobs_13100-13500_13200\13265\Post Processing\[45_Dunlap & Orange - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Dunlap & Nuevo
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	80	79	7900%	1	94	93	9300%
	Through	2	72	70	3500%	2	139	137	6850%
	Right	1	48	47	4700%	1	86	85	8500%
	NB Total	4	200	196	4900%	4	319	315	7875%
SOUTH BOUND	Left	1	31	30	3000%	1	80	79	7900%
	Through	2	69	67	3350%	2	182	180	9000%
	Right	1	51	50	5000%	1	88	87	8700%
	SB Total	4	151	147	3675%	4	350	346	8650%
EAST BOUND	Left	1	32	31	3100%	1	65	64	6400%
	Through	2	191	189	9450%	2	363	361	18050%
	Right	1	47	46	4600%	1	91	90	9000%
	EB Total	4	270	266	6650%	4	519	515	12875%
WEST BOUND	Left	1	54	53	5300%	1	77	76	7600%
	Through	2	360	358	17900%	2	337	335	16750%
	Right	1	36	35	3500%	1	55	54	5400%
	WB Total	4	450	446	11150%	4	469	465	11625%
TOTAL ENTERING VOLUME		16	1,071	1055	6594%	16	1,657	1641	10256%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	151	350			
North Leg	Outbound	140	259			
North Leg	TOTAL	291	609	15%	32%	1,889
South Leg	Inbound	200	319			
South Leg	Outbound	170	350			
South Leg	TOTAL	370	669	15%	28%	2,402
East Leg	Inbound	450	469			
East Leg	Outbound	270	529			
East Leg	TOTAL	720	998	140%	195%	513
West Leg	Inbound	270	519			
West Leg	Outbound	491	519			
West Leg	TOTAL	761	1,038	#DIV/0!	#DIV/0!	-
OVERALL TOTAL		2,142	3,314	45%	69%	4,804

U:\UcJobs_13100-13500_13200\13265\Post Processing\[46_Dunlap & Nuevo - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Ramona & Rider
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	1,970	1,968	98400%	2	1,040	1,038	51900%
	Right	1	0	-1	-100%	1	0	-1	-100%
	NB Total	4	1,970	1,966	49150%	4	1,040	1,036	25900%
SOUTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	680	678	33900%	2	2,180	2,178	108900%
	Right	1	0	-1	-100%	1	0	-1	-100%
	SB Total	4	680	676	16900%	4	2,180	2,176	54400%
EAST BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	EB Total	4	0	-4	-100%	4	0	-4	-100%
WEST BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	WB Total	4	0	-4	-100%	4	0	-4	-100%
TOTAL ENTERING VOLUME		16	2,650	2634	16463%	16	3,220	3204	20025%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	680	2,180			
North Leg	Outbound	1,970	1,040			
North Leg	TOTAL	2,650	3,220	8%	10%	32,303
South Leg	Inbound	1,970	1,040			
South Leg	Outbound	680	2,180			
South Leg	TOTAL	2,650	3,220	8%	10%	32,303
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
OVERALL TOTAL		5,300	6,440	8%	10%	64,606

U:\UcJobs_13100-13500_13200\13265\Post Processing\[47_Ramona & Rider - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 11487
 Analyst: CP
 Date: 3/14/18

LOCATION: MCP WB Ramps & Antelope Rd.
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	545	543	27150%	2	298	296	14800%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	3	545	542	18067%	3	298	295	9833%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	430	428	21400%	2	1,494	1,492	74600%
	Right	1	0	-1	-100%	1	0	-1	-100%
	SB Total	3	430	427	14233%	3	1,494	1,491	49700%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	1	50	49	4900%	1	72	71	7100%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	865	864	86400%	1	446	445	44500%
	WB Total	2	915	913	45650%	2	518	516	25800%
TOTAL ENTERING VOLUME		8	1,890	1882	23525%	8	2,310	2302	28775%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	430	1,494			
North Leg	Outbound	1,410	744			
North Leg	TOTAL	1,840	2,238	6%	7%	32,303
South Leg	Inbound	545	298			
South Leg	Outbound	480	1,566			
South Leg	TOTAL	1,025	1,864	4%	7%	27,500
East Leg	Inbound	915	518			
East Leg	Outbound	0	0			
East Leg	TOTAL	915	518	9%	5%	10,391
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	TOTAL	0	0	0%	0%	24
OVERALL TOTAL		3,780	4,620	5%	7%	70,218

U:\UcJobs\13100-13500\13200\13265\Post Processing\49_MCP WB & Antelope - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 5/21/20

LOCATION: MCP EB Ramps & Antelope Rd.
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	520	518	25900%	2	260	258	12900%
	Right	1	37	36	3600%	1	36	35	3500%
	NB Total	3	557	554	18467%	3	296	293	9767%
SOUTH BOUND	Left	1	253	252	25200%	1	954	953	95300%
	Through	2	190	188	9400%	2	579	577	28850%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	3	443	440	14667%	3	1,533	1,530	51000%
EAST BOUND	Left	1	0	-1	-100%	1	10	9	900%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	0	-1	-100%	1	1	0	0%
	EB Total	2	0	-2	-100%	2	11	9	450%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		8	1,000	992	12400%	8	1,840	1832	22900%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	443	1,533			
North Leg	Outbound	520	270			
North Leg	TOTAL	963	1,803	4%	7%	27,500
South Leg	Inbound	557	296			
South Leg	Outbound	190	580			
South Leg	TOTAL	747	876	7%	8%	11,264
East Leg	Inbound	0	0			
East Leg	Outbound	290	990			
East Leg	TOTAL	290	990	3%	9%	10,770
West Leg	Inbound	0	11			
West Leg	Outbound	0	0			
West Leg	TOTAL	0	11	0%	11%	99
OVERALL TOTAL		2,000	3,680	4%	7%	49,633

U:\UcJobs\13100-13500\13200\13265\Post Processing\50_MCP EB & Antelope - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Antelope Rd. & Nuevo Rd.
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	1	122	121	12100%	1	462	461	46100%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	24	23	2300%	1	38	37	3700%
	SB Total	2	146	144	7200%	2	500	498	24900%
EAST BOUND	Left	1	33	32	3200%	1	27	26	2600%
	Through	2	228	226	11300%	2	504	502	25100%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	3	261	258	8600%	3	531	528	17600%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	426	424	21200%	2	295	293	14650%
	Right	1	317	316	31600%	1	194	193	19300%
	WB Total	3	743	740	24667%	3	489	486	16200%
TOTAL ENTERING VOLUME		8	1,150	1142	14275%	8	1,520	1512	18900%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	146	500			
North Leg	Outbound	350	221			
North Leg	TOTAL	496	721	9%	12%	5,792
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
East Leg	Inbound	743	489			
East Leg	Outbound	350	966			
East Leg	TOTAL	1,093	1,455	8%	11%	13,202
West Leg	Inbound	261	531			
West Leg	Outbound	450	333			
West Leg	TOTAL	711	864	8%	10%	8,528
OVERALL TOTAL		2,300	3,040	8%	11%	27,522

U:\UcJobs_13100-13500_13200\13265\Post Processing\[51_Antelope & Nuevo - Semi.xls]Output (3)

Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Menifee & Nuevo
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	412	411	41100%	1	306	305	30500%
	Through	2	89	87	4350%	2	94	92	4600%
	Right	1	149	148	14800%	1	211	210	21000%
	NB Total	4	650	646	16150%	4	611	607	15175%
SOUTH BOUND	Left	1	3	2	200%	1	9	8	800%
	Through	2	68	66	3300%	2	200	198	9900%
	Right	1	9	8	800%	1	13	12	1200%
	SB Total	4	80	76	1900%	4	222	218	5450%
EAST BOUND	Left	1	7	6	600%	1	12	11	1100%
	Through	2	99	97	4850%	2	240	238	11900%
	Right	1	225	224	22400%	1	604	603	60300%
	EB Total	4	331	327	8175%	4	856	852	21300%
WEST BOUND	Left	1	191	190	19000%	1	227	226	22600%
	Through	2	234	232	11600%	2	131	129	6450%
	Right	1	6	5	500%	1	4	3	300%
	WB Total	4	431	427	10675%	4	362	358	8950%
TOTAL ENTERING VOLUME		16	1,492	1476	9225%	16	2,051	2035	12719%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	80	222			
North Leg	Outbound	102	110			
North Leg	TOTAL	182	332	7%	13%	2,538
South Leg	Inbound	650	611			
South Leg	Outbound	484	1,031			
South Leg	TOTAL	1,134	1,642	9%	13%	13,085
East Leg	Inbound	431	362			
East Leg	Outbound	251	460			
East Leg	TOTAL	682	822	8%	10%	8,479
West Leg	Inbound	331	856			
West Leg	Outbound	655	450			
West Leg	TOTAL	986	1,306	9%	11%	11,484
OVERALL TOTAL		2,984	4,102	8%	12%	35,586

U:\UcJobs_13100-13500_13200\13265\Post Processing\[53_Menifee & Nuevo - Semi.xls]Output (3)

Project: Stoneridge SP
 Scenario: Horizon Year (2040)

Job #: 13265
 Analyst: CP
 Date: 5/21/20

LOCATION: Menifee & San Jacinto
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	103	143	41	40%	82	128	46	56%
	Through	251	566	315	125%	205	552	347	169%
	Right	13	12	-1	-8%	13	15	2	15%
	NB Total	367	721	355	97%	300	695	395	132%
SOUTH BOUND	Left	5	5	0	0%	3	4	1	33%
	Through	258	545	287	111%	222	752	530	239%
	Right	159	220	61	38%	121	203	82	68%
	SB Total	422	770	348	82%	346	959	613	177%
EAST BOUND	Left	127	182	56	44%	240	346	106	44%
	Through	5	3	-2	-40%	18	11	-7	-39%
	Right	85	115	30	35%	117	197	81	69%
	EB Total	217	300	84	39%	375	554	180	48%
WEST BOUND	Left	14	18	4	29%	7	10	3	43%
	Through	14	12	-2	-14%	12	9	-3	-25%
	Right	8	11	3	38%	1	1	0	0%
	WB Total	36	41	5	14%	20	20	0	0%
TOTAL ENTERING VOLUME		1,041	1,832	791	76%	1,041	2,228	1188	114%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	770	959			
North Leg	Outbound	759	899			
North Leg	TOTAL	1,529	1,858	11%	14%	13,479
South Leg	Inbound	721	695			
South Leg	Outbound	678	959			
South Leg	TOTAL	1,399	1,654	10%	12%	14,055
East Leg	Inbound	41	20			
East Leg	Outbound	20	30			
East Leg	TOTAL	61	50	#DIV/0!	#DIV/0!	-
West Leg	Inbound	300	554			
West Leg	Outbound	375	340			
West Leg	TOTAL	675	894	16%	21%	4,211
OVERALL TOTAL		3,664	4,456	12%	14%	31,745

U:\UcJobs\13100-13500\13200\13265\Post Processing\[54_Menifee & San Jacinto.xls]Output (3)

Project: Stoneridge SP
 Scenario: Horizon Year (2040)

Job #: 13265
 Analyst: CP
 Date: 5/21/20

LOCATION: Menifee & Ellis
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	17	47	30	176%	18	13	-5	-28%
	Through	355	714	359	101%	291	754	463	159%
	Right	0	0	0	#DIV/0!	2	0	-2	-100%
	NB Total	372	761	389	105%	311	767	456	147%
SOUTH BOUND	Left	0	0	0	#DIV/0!	1	0	-1	-100%
	Through	381	726	346	91%	333	923	590	177%
	Right	11	23	12	109%	5	8	3	60%
	SB Total	392	749	358	91%	339	931	592	175%
EAST BOUND	Left	7	6	-1	-14%	20	24	4	20%
	Through	1	0	-1	-100%	0	0	0	#DIV/0!
	Right	41	44	4	9%	11	7	-4	-36%
	EB Total	49	50	2	3%	31	31	0	0%
WEST BOUND	Left	0	0	0	#DIV/0!	1	0	-1	-100%
	Through	3	0	-3	-100%	1	0	-1	-100%
	Right	0	0	0	#DIV/0!	1	0	-1	-100%
	WB Total	3	0	-3	-100%	3	0	-3	-100%
TOTAL ENTERING VOLUME		815	1,560	745	91%	684	1,729	1045	153%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	749	931			
North Leg	Outbound	720	778			
North Leg	TOTAL	1,469	1,709	10%	12%	14,819
South Leg	Inbound	761	767			
South Leg	Outbound	770	930			
South Leg	TOTAL	1,531	1,697	10%	11%	15,641
East Leg	Inbound	0	0			
East Leg	Outbound	0	0			
East Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
West Leg	Inbound	50	31			
West Leg	Outbound	70	21			
West Leg	TOTAL	120	52	10%	4%	1,200
OVERALL TOTAL		3,120	3,458	10%	11%	31,660

U:\UcJobs\13100-13500\13200\13265\Post Processing\[53_Menifee & Ellis.xls]Output (3)

Project: Stoneridge SP
 Scenario: Horizon Year (2040)

Job #: 13265
 Analyst: CP
 Date: 5/21/20

LOCATION: Menifee & Mapes
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	22	73	51	232%	16	70	54	338%
	Through	244	562	319	131%	210	546	337	161%
	Right	12	26	15	126%	8	13	5	63%
	NB Total	277	661	384	139%	234	629	396	169%
SOUTH BOUND	Left	134	134	1	0%	73	27	-46	-63%
	Through	275	584	309	112%	240	720	481	201%
	Right	62	91	30	48%	34	34	0	0%
	SB Total	470	809	339	72%	347	781	435	125%
EAST BOUND	Left	16	23	8	48%	40	88	48	120%
	Through	36	53	18	49%	113	151	39	34%
	Right	18	55	38	214%	18	192	175	997%
	EB Total	69	131	63	91%	170	431	261	154%
WEST BOUND	Left	11	18	8	71%	6	28	22	367%
	Through	93	109	17	18%	35	55	20	57%
	Right	126	102	-24	-19%	82	76	-6	-7%
	WB Total	229	229	1	0%	123	159	36	29%
TOTAL ENTERING VOLUME		1,044	1,830	786	75%	873	2,000	1,127	129%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	809	781			
North Leg	Outbound	687	710			
North Leg	TOTAL	1,496	1,491	11%	11%	13,607
South Leg	Inbound	661	629			
South Leg	Outbound	657	940			
South Leg	TOTAL	1,318	1,569	9%	11%	14,931
East Leg	Inbound	229	159			
East Leg	Outbound	213	191			
East Leg	TOTAL	442	350	27%	22%	1,627
West Leg	Inbound	131	431			
West Leg	Outbound	273	159			
West Leg	TOTAL	404	590	12%	18%	3,362
OVERALL TOTAL		3,660	4,000	11%	12%	33,527

U:\UcJobs\13100-13500\13200\13265\Post Processing\56_Menifee & Mapes.xls]Output (3)

Project: Stoneridge SP
 Scenario: Horizon Year (2040)

Job #: 13265
 Analyst: CP
 Date: 5/21/20

LOCATION: Menifee & Watson
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	28	47	19	68%	7	13	6	86%
	Through	238	588	351	148%	196	587	392	200%
	Right	111	134	23	21%	127	146	19	15%
	NB Total	377	769	393	104%	330	746	417	126%
SOUTH BOUND	Left	69	81	12	17%	51	83	33	64%
	Through	202	521	319	158%	200	840	641	321%
	Right	31	50	20	64%	16	42	26	163%
	SB Total	302	652	351	116%	266	965	699	263%
EAST BOUND	Left	13	32	20	156%	21	52	32	154%
	Through	113	139	27	24%	151	145	-6	-4%
	Right	7	19	12	171%	5	12	7	140%
	EB Total	132	190	58	44%	177	209	33	18%
WEST BOUND	Left	33	56	23	70%	9	22	13	144%
	Through	174	186	12	7%	68	101	33	49%
	Right	43	68	25	58%	11	27	16	145%
	WB Total	250	310	60	24%	88	150	62	70%
TOTAL ENTERING VOLUME		1,060	1,921	861	81%	860	2,070	1210	141%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	652	965			
North Leg	Outbound	688	666			
North Leg	TOTAL	1,340	1,631	9%	11%	14,931
South Leg	Inbound	769	746			
South Leg	Outbound	596	874			
South Leg	TOTAL	1,365	1,620	9%	11%	15,062
East Leg	Inbound	310	150			
East Leg	Outbound	354	374			
East Leg	TOTAL	664	524	18%	14%	3,710
West Leg	Inbound	190	209			
West Leg	Outbound	283	156			
West Leg	TOTAL	473	365	15%	11%	3,229
OVERALL TOTAL		3,842	4,140	10%	11%	36,932

U:\UcJobs\13100-13500\13200\13265\Post Processing\56_Menifee & Watson.xls]Output (3)

Project: Stoneridge SP
 Scenario: Horizon Year (2040)

Job #: 13265
 Analyst: CP
 Date: 5/21/20

LOCATION: Menifee & Ethanac
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	184	325	142	77%	130	332	202	155%
	Through	237	496	259	109%	156	453	297	190%
	Right	170	240	70	41%	86	195	109	127%
	NB Total	591	1,061	471	80%	372	980	608	163%
SOUTH BOUND	Left	34	56	22	65%	38	136	99	263%
	Through	214	511	297	139%	182	724	543	299%
	Right	26	54	28	108%	20	80	61	310%
	SB Total	274	621	347	127%	239	940	702	294%
EAST BOUND	Left	65	162	98	151%	108	197	89	82%
	Through	623	1,053	430	69%	597	847	250	42%
	Right	87	214	127	146%	100	156	56	56%
	EB Total	775	1,429	655	85%	805	1,200	395	49%
WEST BOUND	Left	173	289	117	68%	145	218	73	50%
	Through	635	919	284	45%	581	897	317	55%
	Right	66	113	47	71%	49	85	37	75%
	WB Total	874	1,321	448	51%	774	1,200	426	55%
TOTAL ENTERING VOLUME		2,513	4,432	1919.5	76%	2,190	4,320	2131	97%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	621	940			
North Leg	Outbound	771	735			
North Leg	TOTAL	1,392	1,675	9%	11%	15,062
South Leg	Inbound	1,061	980			
South Leg	Outbound	1,014	1,098			
South Leg	TOTAL	2,075	2,078	10%	10%	21,137
East Leg	Inbound	1,321	1,200			
East Leg	Outbound	1,349	1,178			
East Leg	TOTAL	2,670	2,378	5%	5%	50,812
West Leg	Inbound	1,429	1,200			
West Leg	Outbound	1,298	1,309			
West Leg	TOTAL	2,727	2,509	5%	5%	50,962
OVERALL TOTAL		8,864	8,640	6%	6%	137,973

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Bernasconi & Orange
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	0	-1	-100%	1	0	-1	-100%
	NB Total	4	0	-4	-100%	4	0	-4	-100%
SOUTH BOUND	Left	1	8	7	700%	1	21	20	2000%
	Through	2	0	-2	-100%	2	0	-2	-100%
	Right	1	64	63	6300%	1	149	148	14800%
	SB Total	4	72	68	1700%	4	170	166	4150%
EAST BOUND	Left	1	30	29	2900%	1	55	54	5400%
	Through	2	162	160	8000%	2	359	357	17850%
	Right	1	0	-1	-100%	1	0	-1	-100%
	EB Total	4	192	188	4700%	4	414	410	10250%
WEST BOUND	Left	1	0	-1	-100%	1	0	-1	-100%
	Through	2	426	424	21200%	2	211	209	10450%
	Right	1	10	9	900%	1	5	4	400%
	WB Total	4	436	432	10800%	4	216	212	5300%
TOTAL ENTERING VOLUME		16	700	684	4275%	16	800	784	4900%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	72	170			
North Leg	Outbound	40	60			
North Leg	TOTAL	112	230	8%	16%	1,457
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
East Leg	Inbound	436	216			
East Leg	Outbound	170	380			
East Leg	TOTAL	606	596	9%	9%	6,446
West Leg	Inbound	192	414			
West Leg	Outbound	490	360			
West Leg	TOTAL	682	774	9%	10%	7,903
OVERALL TOTAL		1,400	1,600	9%	10%	15,806

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Lakeview & Nuevo
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	1	0	-1	-100%	1	13	12	1200%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	0	-1	-100%	1	170	169	16900%
	SB Total	2	0	-2	-100%	2	183	181	9050%
EAST BOUND	Left	1	0	-1	-100%	1	180	179	17900%
	Through	2	100	98	4900%	2	177	175	8750%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	3	100	97	3233%	3	357	354	11800%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	170	168	8400%	2	130	128	6400%
	Right	1	0	-1	-100%	1	10	9	900%
	WB Total	3	170	167	5567%	3	140	137	4567%
TOTAL ENTERING VOLUME		8	270	262	3275%	8	680	672	8400%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	183			
North Leg	Outbound	0	190			
North Leg	TOTAL	0	373	0%	10%	3,617
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
East Leg	Inbound	170	140			
East Leg	Outbound	100	190			
East Leg	TOTAL	270	330	8%	10%	3,237
West Leg	Inbound	100	357			
West Leg	Outbound	170	300			
West Leg	TOTAL	270	657	4%	10%	6,854
OVERALL TOTAL		540	1,360	4%	10%	13,708

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Montgomery & Nuevo
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	73	72	7200%	1	58	57	5700%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	17	16	1600%	1	23	22	2200%
	NB Total	2	90	88	4400%	2	81	79	3950%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	63	61	3050%	2	111	109	5450%
	Right	1	37	36	3600%	1	78	77	7700%
	EB Total	3	100	97	3233%	3	189	186	6200%
WEST BOUND	Left	1	13	12	1200%	1	24	23	2300%
	Through	2	97	95	4750%	2	86	84	4200%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	3	110	107	3567%	3	110	107	3567%
TOTAL ENTERING VOLUME		8	300	292	3650%	8	380	372	4650%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
South Leg	Inbound	90	81			
South Leg	Outbound	50	102			
South Leg	TOTAL	140	183	7%	10%	1,873
East Leg	Inbound	110	110			
East Leg	Outbound	80	134			
East Leg	TOTAL	190	244	8%	10%	2,402
West Leg	Inbound	100	189			
West Leg	Outbound	170	144			
West Leg	TOTAL	270	333	8%	10%	3,297
OVERALL TOTAL		600	760	8%	10%	7,572

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Hansen & Contour
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	2	68	66	3300%	2	97	95	4750%
	Right	1	8	7	700%	1	26	25	2500%
	NB Total	3	76	73	2433%	3	123	120	4000%
SOUTH BOUND	Left	1	2	1	100%	1	4	3	300%
	Through	2	91	89	4450%	2	92	90	4500%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	3	93	90	3000%	3	96	93	3100%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	1	25	24	2400%	1	18	17	1700%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	5	4	400%	1	3	2	200%
	WB Total	2	30	28	1400%	2	21	19	950%
TOTAL ENTERING VOLUME		8	199	191	2388%	8	240	232	2900%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	93	96			
North Leg	Outbound	73	100			
North Leg	TOTAL	166	196	9%	10%	1,889
South Leg	Inbound	76	123			
South Leg	Outbound	116	110			
South Leg	TOTAL	192	233	8%	10%	2,402
East Leg	Inbound	30	21			
East Leg	Outbound	10	30			
East Leg	TOTAL	40	51	8%	10%	513
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	TOTAL	0	0	#DIV/0!	#DIV/0!	-
OVERALL TOTAL		398	480	8%	10%	4,804

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Project: Stoneridge SP TIA
 Scenario: 2040

Job #: 13265
 Analyst: CP
 Date: 43972

LOCATION: Sanderson Av. (SR-79) & Ramona Exwy.
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	6	5	500%	1	5	4	400%
	Through	2	2,401	2,399	119950%	2	2,283	2,281	114050%
	Right	1	114	113	11300%	1	104	103	10300%
	NB Total	4	2,521	2,517	62925%	4	2,392	2,388	59700%
SOUTH BOUND	Left	1	863	862	86200%	1	724	723	72300%
	Through	2	1,872	1,870	93500%	2	2,643	2,641	132050%
	Right	1	46	45	4500%	1	33	32	3200%
	SB Total	4	2,781	2,777	69425%	4	3,400	3,396	84900%
EAST BOUND	Left	1	7	6	600%	1	32	31	3100%
	Through	2	3	1	50%	2	13	11	550%
	Right	1	1	0	0%	1	5	4	400%
	EB Total	4	11	7	175%	4	50	46	1150%
WEST BOUND	Left	1	78	77	7700%	1	116	115	11500%
	Through	2	17	15	750%	2	13	11	550%
	Right	1	753	752	75200%	1	699	698	69800%
	WB Total	4	848	844	21100%	4	828	824	20600%
TOTAL ENTERING VOLUME		16	6,161	6145	38406%	16	6,670	6654	41588%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	2,781	3,400			
North Leg	Outbound	3,161	3,014			
North Leg	TOTAL	5,942	6,414	7%	7%	89,145
South Leg	Inbound	2,521	2,392			
South Leg	Outbound	1,951	2,764			
South Leg	TOTAL	4,472	5,156	7%	8%	61,591
East Leg	Inbound	848	828			
East Leg	Outbound	980	841			
East Leg	TOTAL	1,828	1,669	7%	6%	27,443
West Leg	Inbound	11	50			
West Leg	Outbound	69	51			
West Leg	TOTAL	80	101	5%	7%	1,501
OVERALL TOTAL		12,322	13,340	7%	7%	179,680

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Project: Stoneridge SP
 Scenario: Horizon Year (2040)

Job #: 13265
 Analyst: CS
 Date: 2/10/22

LOCATION: Indian Av. & Morgan St.
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	103	138	35	34%	87	110	24	27%
	Through	197	348	151	77%	148	270	122	82%
	Right	4	9	5	125%	23	48	25	109%
	NB Total	304	495	191	63%	258	428	171	66%
SOUTH BOUND	Left	10	11	2	16%	20	18	-2	-8%
	Through	94	145	52	55%	237	503	266	112%
	Right	25	17	-8	-32%	24	13	-11	-46%
	SB Total	128	173	45	35%	281	534	254	90%
EAST BOUND	Left	15	11	-4	-27%	18	11	-7	-39%
	Through	60	55	-5	-8%	79	55	-24	-30%
	Right	72	87	16	22%	62	100	38	61%
	EB Total	147	153	7	4%	159	166	8	5%
WEST BOUND	Left	13	25	12	92%	23	47	24	104%
	Through	107	90	-17	-15%	30	16	-14	-47%
	Right	4	4	0	0%	12	9	-3	-25%
	WB Total	124	119	-5	-4%	65	72	7	11%
TOTAL ENTERING VOLUME		702	940	238	34%	762	1,200	439	58%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	173	534			
North Leg	Outbound	363	290			
North Leg	TOTAL	536	824	8%	12%	7,032
South Leg	Inbound	495	428			
South Leg	Outbound	257	650			
South Leg	TOTAL	752	1,078	11%	16%	6,864
East Leg	Inbound	119	72			
East Leg	Outbound	75	121			
East Leg	TOTAL	194	193	99%	98%	196
West Leg	Inbound	153	166			
West Leg	Outbound	245	139			
West Leg	TOTAL	398	305	1421%	1089%	28
OVERALL TOTAL		1,880	2,400	13%	17%	14,120

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Project: Stoneridge SP
 Scenario: Horizon Year (2040)

Job #: 13265
 Analyst: CS
 Date: 2/10/22

LOCATION: Indian Av. & Rider St.
 FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW									
APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
		EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFFERENCE	% CHANGE
NORTH BOUND	Left	7	9	2	29%	5	8	3	60%
	Through	122	228	107	88%	74	209	135	182%
	Right	30	27	-3	-8%	26	34	9	33%
	NB Total	158	264	106	67%	105	251	147	140%
SOUTH BOUND	Left	29	40	12	40%	59	89	31	52%
	Through	94	145	52	55%	218	450	232	106%
	Right	6	11	5	83%	4	8	4	100%
	SB Total	128	196	68	53%	281	547	267	95%
EAST BOUND	Left	13	24	12	92%	24	43	19	79%
	Through	57	53	-4	-7%	137	116	-21	-15%
	Right	32	33	2	5%	19	22	3	16%
	EB Total	101	110	9	9%	180	181	2	1%
WEST BOUND	Left	58	42	-16	-27%	36	28	-8	-22%
	Through	46	40	-6	-12%	23	16	-7	-30%
	Right	119	159	41	34%	89	107	19	21%
	WB Total	222	241	20	9%	148	151	4	2%
TOTAL ENTERING VOLUME		609	811	202.5	33%	712	1,130	418	59%

FORECAST PEAK HOUR TO ADT COMPARISON						
		VOLUMES		PERCENT OF ADT		ADT
		AM	PM	AM	PM	
North Leg	Inbound	196	547			
North Leg	Outbound	411	359			
North Leg	TOTAL	607	906	9%	13%	6,864
South Leg	Inbound	264	251			
South Leg	Outbound	220	500			
South Leg	TOTAL	484	751	9%	13%	5,605
East Leg	Inbound	241	151			
East Leg	Outbound	120	239			
East Leg	TOTAL	361	390	17%	19%	2,108
West Leg	Inbound	110	181			
West Leg	Outbound	60	32			
West Leg	TOTAL	170	213	36%	46%	468
OVERALL TOTAL		1,622	2,260	11%	15%	15,045

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APPENDIX 5.1:

EAP (2030) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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**Volume Development
AM Peak Hour**

1: Harvill Av. & Cajalco Expy.

	PHF: 0.937 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	400	378	126	208	160	17	33	827	185	228	947	212	3,720

2: I-215 SB Ramps & Harley Knox Bl.

	PHF: 0.935 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	753	11	224	0	441	12	154	148	0	1,742

3: I-215 NB Ramps & Harley Knox Bl.

	PHF: 0.944 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	12	5	100	0	0	0	300	893	0	0	290	1,049	2,649

4: I-215 SB Ramps & Ramona Exwy.

	PHF: 0.958 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	1,018	0	269	0	880	344	369	1,119	0	3,998

5: I-215 NB Ramps & Ramona Exwy.

	PHF: 0.964 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	336	4	575	0	0	0	187	1,711	0	0	1,152	917	4,880

6: I-215 SB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	306	0	85	0	317	146	334	528	0	1,717

7: I-215 NB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	168	0	462	0	0	0	68	555	0	0	693	570	2,517

8: I-215 SB Ramps & Nuevo Rd.

	PHF: 0.884 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	272	1	102	0	546	192	564	1,045	0	2,723

9: I-215 NB Ramps & Nuevo Rd.

	PHF: 0.890 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	414	3	952	0	0	0	60	758	0	0	1,195	355	3,737

10: Western Wy. & Harley Knox Bl.

	PHF: 0.982 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	7	0	43	82	910	1	0	1,295	52	2,391

11: Webster Av. & Harley Knox Bl.

	PHF: 0.939 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	55	1	43	0	0	0	0	789	37	7	1,117	1	2,052

12: Webster Av. & Ramona Exwy.

	PHF: 0.940 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	149	77	38	62	41	123	243	1,692	68	46	1,810	38	4,387

**Volume Development
AM Peak Hour**

13: Indian Av. & Harley Knox Bl.

	PHF: 0.927 7:00am			Count Date: 3/11/2020									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):	88	386	24	21	132	220	254	547	61	15	891	83	2,720

14: Indian Av. & Ramona Exwy.

	PHF: 0.983 7:00am			Count Date: 3/11/2020									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):	104	193	34	44	78	43	190	1,493	113	68	1,882	125	4,366

15: Indian Av. & Placentia Av.

	PHF: 0.684 7:00am			Count Date: 3/11/2020									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):	42	178	98	30	149	43	116	659	146	170	797	45	2,473

16: Perris Bl. & Iris Av.

	PHF: 0.871 7:15am			Count Date: 3/11/2020									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):	202	901	297	172	569	64	41	358	123	307	551	165	3,751

17: Perris Bl. & Krameria Av.

	PHF: 0.907 7:15am			Count Date: 3/11/2020									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):	95	1,065	241	82	848	9	21	174	102	227	174	206	3,245

18: Perris Bl. & San Michele Rd.

	PHF: 0.937 7:00am			Count Date: 3/11/2020									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):	134	1,342	2	1	1,103	91	44	0	28	4	0	0	2,751

19: Perris Bl. & Nandina Av.

	PHF: 0.920 7:00am			Count Date: 3/11/2020									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):	48	1,441	27	19	1,091	13	14	2	15	11	6	13	2,699

20: Perris Bl. & Harley Knox Av.

	PHF: 0.914 7:00am			Count Date: 3/11/2020									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):	262	1,236	15	60	811	288	252	305	38	12	436	185	3,901

21: Perris Bl. & Markham St.

	PHF: 0.941 7:00am			Count Date: 5/10/2017									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):	36	1,600	0	2	787	25	20	16	22	1	23	20	2,552

22: Perris Bl. & Ramona Exwy.

	PHF: 0.984 7:00am			Count Date: 3/11/2020									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):	339	903	107	173	382	227	383	1,061	127	108	1,481	177	5,470

23: Perris Bl. & Morgan St.

	PHF: 0.954 7:00am			Count Date: 3/11/2020									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):	47	1,326	197	11	549	77	29	9	31	75	24	2	2,377

24: Perris Bl. & Rider St.

	PHF: 0.933 7:00am			Count Date: 3/11/2020									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
EAP (PCE):													

**Volume Development
AM Peak Hour**

EAP (PCE):	43	1,268	134	63	480	32	27	159	17	253	344	298	3,118
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25: Perris Bl. & Placentia Av.

PHF: 0.897 7:00am

Count Date: 3/11/2020

EAP (PCE):	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	43	926	34	37	600	91	196	73	16	38	137	245	2,437

26: Perris Bl. & Orange Av.

PHF: 0.931 7:15am

Count Date: 3/11/2020

EAP (PCE):	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	185	759	101	104	546	38	17	263	141	182	472	163	2,971

27: Perris Bl. & Nuevo Rd.

PHF: 0.849 7:15am

Count Date: 3/11/2020

EAP (PCE):	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	202	562	248	164	438	271	437	712	93	236	669	165	4,195

28: Redlands Av. & Harley Knox Bl.

PHF: 0.833 7:00am

Count Date: 3/11/2020

EAP (PCE):	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	630	2	0	0	4	1	12	0	369	0	0	0	1,017

29: Redlands Av. & Markham St.

PHF: 0.836 7:00am

Count Date: 3/11/2020

EAP (PCE):	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	31	583	0	0	335	22	13	0	15	0	0	0	1,000

30: Redlands Av. & Ramona Exwy.

PHF: 0.961 7:00am

Count Date: 3/11/2020

EAP (PCE):	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	13	10	254	327	1	22	52	1,269	18	136	1,845	599	4,546

31: Redlands Av. & Morgan St.

PHF: 0.838 7:15

Count Date: 3/11/2020

EAP (PCE):	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	0	0	0	0	0	104	203	0	0	0	0	0	307

32: Redlands Av. & Rider St.

PHF: 0.831 7:00

Count Date: 3/11/2020

EAP (PCE):	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	5	0	313	2	0	1	2	408	32	12	972	1	1,750

33: Redlands Av. & Placentia Av.

PHF: 0.849 7:15

Count Date: 3/11/2020

EAP (PCE):	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	179	260	28	5	32	4	43	83	62	143	162	5	1,004

34: Redlands Av. & Orange Av.

PHF: 0.928 7:15

Count Date: 3/11/2020

EAP (PCE):	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	108	268	153	69	155	68	49	276	61	146	528	171	2,052

35: Redlands Av. & Nuevo Rd.

PHF: 0.815 7:00am

Count Date: 5/28/2019

EAP (PCE):	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
	143	257	155	44	257	87	69	779	172	222	1,093	45	3,324

36: Murrieta Rd. & Nuevo Rd.

PHF: 0.822 7:15am

Count Date: 1/0/1900

**Volume Development
AM Peak Hour**

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	93	135	208	167	146	221	150	749	97	235	821	183	3,205

37: Lasselle St. & Iris Av.

PHF: 0.933 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	304	637	563	110	566	104	136	486	311	705	672	60	4,654

38: Lasselle St. & Krameria Av.

PHF: 0.950 8:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	113	992	56	108	1,341	66	149	50	187	74	30	60	3,226

39: Evans Rd. & Ramona Exwy.

PHF: 0.943 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	535	493	31	230	297	423	300	1,349	182	17	1,622	362	5,842

40: Evans Rd. & Rider St.

PHF: 0.882 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	180	391	52	101	209	316	221	547	65	23	646	190	2,941

41: Evans Rd. & Orange Av.

PHF: 0.663 7:00am

Count Date: 2/1/2018

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	266	469	197	206	367	162	147	285	134	76	258	129	2,696

42: Evans Rd. & Nuevo Rd.

PHF: 0.842 7:00am

Count Date: 1/0/1900

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	41	0	590	495	629	0	0	650	94	2,500

43: Bradley Rd. & Ramona Exwy.

PHF: 0.884 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	245	0	32	0	0	0	0	1,546	41	18	1,612	0	3,493

44: Bradley Rd. & Rider St.

PHF: 0.881 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	17	44	41	186	10	96	32	748	8	13	618	83	1,899

45: Dunlap Dr. & Orange Av.

PHF: 0.898 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	334	0	0	0	0	0	0	0	180	0	2	0	516

46: Dunlap Dr. & Nuevo Rd.

PHF: 0.978 7:00am

Count Date: 9/23/2014

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	9	21	7	90	22	87	34	500	15	4	484	130	1,401

47: Ramona Exwy. & Rider St.

PHF: 0.875 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	271	1,392	1	0	1,393	185	236	0	377	0	0	1	3,856

48: Antelope Rd. & Ramona Exwy. - Future Intersection

**Volume Development
AM Peak Hour**

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	212	0	15	0	0	0	0	1,057	713	49	1,452	0	3,498

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	40	0	93	312	236	0	0	319	134	1,135

52: Street A & Ramona Exwy. - Future Intersection

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	85	0	21	0	0	0	0	785	287	71	1,416	0	2,665

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	197	0	322	0	0	0	0	168	105	313	244	0	1,349

54: Menifee Rd. & San Jacinto Av.

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	125	373	16	9	335	197	165	6	104	17	17	21	1,384

55: Menifee Rd. & Ellis Rd.

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	21	489	0	0	481	16	20	1	49	0	4	0	1,080

56: Menifee Rd. & Mapes Rd.

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	27	353	14	163	352	75	19	43	21	13	113	153	1,346

57: Menifee Rd. & Watson Rd.

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	34	323	135	87	256	40	26	137	9	40	212	63	1,363

58: Menifee Rd. & Ethanac Rd. (SR-74)

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	224	300	207	44	264	35	90	759	106	210	774	91	3,105

59: Bernasconi Rd. & Orange Av. - Future Intersection

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0

**Volume Development
AM Peak Hour**

60: Lakeview Av. & Ramona Exwy.

	PHF:	<u>0.904</u>		7:00									Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	240	0	151	0	0	0	0	625	180	176	1,248	0	2,619		

61: Lakeview Av. & Nuevo Rd.

	PHF:	<u>0.875</u>		7:30									Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	0	0	0	13	0	412	433	101	0	0	170	23	1,152		

62: Nuevo Rd. & Nuevo Rd./Montgomery Av.

	PHF:	<u>0.900</u>		8:00									Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	9	0	0	0	0	0	0	157	13	0	208	0	386		

63: Hansen Av./Davis Rd. & Ramona Exwy.

	PHF:	<u>0.930</u>		7:00									Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	146	2	90	1	1	6	2	729	43	32	1,271	1	2,325		

64: Hansen Av. & Contour Av.

	PHF:	<u>0.775</u>		8:00									Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	4	62	134	119	73	6	9	70	1	149	68	140	837		

65: Bridge St. & Ramona Exwy.

	PHF:	<u>0.962</u>		7:00									Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	0	0	0	20	0	19	44	884	0	0	1,293	85	2,345		

66: Warren Rd. & Ramona Exwy.

	PHF:	<u>0.966</u>		7:00									Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	300	2	312	1	1	0	5	756	145	183	1,077	2	2,784		

67: Sanderson Av. (SR-79) & Ramona Exwy.

	PHF:	<u>0.991</u>		7:00									Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	188	1,189	79	698	622	398	591	398	80	59	675	831	5,809		

**Volume Development
PM Peak Hour**

1: Harvill Av. & Cajalco Expy.													
PHF: <u>0.970</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	254	167	81	281	266	28	27	1,054	236	213	880	112	3,600
2: I-215 SB Ramps & Harley Knox Bl.													
PHF: <u>0.901</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	536	0	199	0	378	44	389	185	0	1,732
3: I-215 NB Ramps & Harley Knox Bl.													
PHF: <u>0.879</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	12	1	225	0	0	0	218	697	0	0	562	916	2,631
4: I-215 SB Ramps & Ramona Exwy.													
PHF: <u>0.988</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	1,336	2	232	0	1,029	453	418	974	0	4,443

**Volume Development
PM Peak Hour**

5: I-215 NB Ramps & Ramona Exwy.															
	PHF:	<u>0.975</u>	4:30pm											Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	382	2	536	0	0	0	243	2,123	0	0	1,010	1,172	5,468		
6: I-215 SB Ramps & Placentia Av. - Future Intersection															
	PHF:												Count Date:	<u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	0	0	0	551	0	71	0	492	166	717	682	0	2,678		
7: I-215 NB Ramps & Placentia Av. - Future Intersection															
	PHF:												Count Date:	<u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	141	0	362	0	0	0	82	961	0	0	1,258	719	3,524		
8: I-215 SB Ramps & Nuevo Rd.															
	PHF:	<u>0.948</u>	4:00pm											Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	0	0	0	581	4	88	0	434	247	988	436	0	2,779		

**Volume Development
PM Peak Hour**

9: I-215 NB Ramps & Nuevo Rd.													
PHF: <u>0.982</u> 4:00pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	119	0	712	0	0	0	68	947	0	0	1,305	461	3,613
10: Western Wy. & Harley Knox Bl.													
PHF: <u>0.893</u> 4:30pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	4	0	0	21	0	128	31	888	2	4	1,346	4	2,428
11: Webster Av. & Harley Knox Bl.													
PHF: <u>0.902</u> 4:30pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	68	0	49	0	0	0	0	774	87	10	1,137	0	2,125
12: Webster Av. & Ramona Exwy.													
PHF: <u>0.927</u> 4:30pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	182	29	20	104	50	180	198	2,058	34	30	1,853	56	4,794

**Volume Development
PM Peak Hour**

13: Indian Av. & Harley Knox Bl.													
	PHF: 0.909		4:15pm										Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	60	308	18	89	308	371	310	568	46	28	668	48	2,821
14: Indian Av. & Ramona Exwy.													
	PHF: 0.981		4:45pm										Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	151	98	41	101	180	40	90	1,983	185	137	1,647	62	4,715
15: Indian Av. & Placentia Av.													
	PHF: 0.713		4:15pm										Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	50	93	20	105	258	178	57	882	98	33	940	41	2,755
16: Perris Bl. & Iris Av.													
	PHF: 0.957		4:45pm										Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	242	836	301	271	898	24	26	481	162	325	358	127	4,051

**Volume Development
PM Peak Hour**

17: Perris Bl. & Krameria Av.													
	PHF: 0.917		4:30pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	46	1,095	189	135	1,097	11	30	140	106	189	90	96	3,224
18: Perris Bl. & San Michele Rd.													
	PHF: 0.887		4:15pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	77	1,207	0	5	1,300	104	163	0	196	1	0	0	3,053
19: Perris Bl. & Nandina Av.													
	PHF: 0.908		4:15pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	57	1,235	29	17	1,378	71	28	5	116	32	11	15	2,995
20: Perris Bl. & Harley Knox Av.													
	PHF: 0.911		4:15pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	72	962	13	117	1,166	339	322	248	107	7	311	84	3,747

**Volume Development
PM Peak Hour**

21: Perris Bl. & Markham St.													
PHF: <u>0.966</u> 4:30pm													
Count Date: <u>5/10/2017</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	26	981	2	12	1,251	33	38	13	59	0	5	4	2,423
22: Perris Bl. & Ramona Exwy.													
PHF: <u>0.974</u> 4:30pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	237	449	121	325	718	226	301	1,525	299	110	1,298	218	5,827
23: Perris Bl. & Morgan St.													
PHF: <u>0.947</u> 4:30pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	43	857	77	7	1,117	35	49	26	27	199	9	13	2,459
24: Perris Bl. & Rider St.													
PHF: <u>0.958</u> 4:30pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	34	752	254	156	1,156	38	43	285	85	288	109	133	3,333

**Volume Development
PM Peak Hour**

25: Perris Bl. & Placentia Av.													
	PHF: 0.925		4:30pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	10	819	87	165	1,164	176	89	69	27	56	30	123	2,815
26: Perris Bl. & Orange Av.													
	PHF: 0.941		4:00pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	251	775	232	199	1,057	55	27	371	290	252	260	93	3,862
27: Perris Bl. & Nuevo Rd.													
	PHF: 0.927		4:00pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	180	638	103	271	819	407	495	656	165	178	528	187	4,627
28: Redlands Av. & Harley Knox Bl.													
	PHF: 0.944		4:00pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	383	10	0	0	2	23	20	0	360	0	0	0	798

**Volume Development
PM Peak Hour**

29: Redlands Av. & Markham St.													
PHF: <u>0.875</u> 4:15pm											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	7	380	0	0	364	10	14	0	18	0	0	0	793
30: Redlands Av. & Ramona Exwy.													
PHF: <u>0.924</u> 4:30pm											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	15	0	154	357	9	26	25	2,018	29	199	1,695	357	4,883
31: Redlands Av. & Morgan St.													
PHF: <u>0.732</u> 16:30											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	0	0	208	123	0	0	0	0	0	331
32: Redlands Av. & Rider St.													
PHF: <u>0.935</u> 16:30											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	6	0	183	0	0	0	0	653	48	29	555	0	1,473

**Volume Development
PM Peak Hour**

33: Redlands Av. & Placentia Av.													
	PHF: 0.910		16:30		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	102	138	22	10	37	6	38	117	139	63	102	2	775

34: Redlands Av. & Orange Av.													
	PHF: 0.975		16:45		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	88	233	83	29	194	35	57	549	129	107	434	27	1,965

35: Redlands Av. & Nuevo Rd.													
	PHF: 0.968		4:45pm		Count Date: 5/28/2019								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	127	256	204	31	199	59	68	973	183	198	920	42	3,258

36: Murrieta Rd. & Nuevo Rd.													
	PHF: 0.912		5:00pm		Count Date:								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	29	86	207	52	51	73	85	932	20	135	888	33	2,589

**Volume Development
PM Peak Hour**

37: Lasselle St. & Iris Av.														
	PHF: 0.978		17:00										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAP (PCE):	238	643	573	212	778	100	179	482	348	781	671	77	5,082	
38: Lasselle St. & Krameria Av.														
	PHF: 0.900		4:15pm										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAP (PCE):	184	1,079	266	191	612	122	338	277	207	175	172	137	3,759	
39: Evans Rd. & Ramona Exwy.														
	PHF: 0.977		16:45										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAP (PCE):	268	391	9	345	634	414	484	1,584	517	21	1,568	334	6,569	
40: Evans Rd. & Rider St.														
	PHF: 0.925		17:00										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAP (PCE):	87	310	26	55	425	285	307	399	144	38	322	73	2,471	

**Volume Development
PM Peak Hour**

41: Evans Rd. & Orange Av.													
	<u>PHF:</u> 0.939		4:45pm										<u>Count Date:</u> 2/1/2018
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	131	312	80	92	311	129	139	221	92	60	137	79	1,783
42: Evans Rd. & Nuevo Rd.													
	<u>PHF:</u> 0.958		5:00pm										<u>Count Date:</u> 1/0/1900
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	94	0	344	496	695	0	0	712	55	2,396
43: Bradley Rd. & Ramona Exwy.													
	<u>PHF:</u> 0.948		16:45										<u>Count Date:</u> 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	90	0	16	0	0	0	0	1,695	235	31	1,651	0	3,719
44: Bradley Rd. & Rider St.													
	<u>PHF:</u> 0.957		16:00										<u>Count Date:</u> 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	16	7	6	41	13	88	107	309	13	7	309	79	995

**Volume Development
PM Peak Hour**

45: Dunlap Dr. & Orange Av.													
PHF: 0.954		17:00		Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	252	0	0	0	0	0	0	0	302	0	0	0	555

46: Dunlap Dr. & Nuevo Rd.													
PHF: 0.789		4:30pm		Count Date: 9/23/2014									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	7	40	2	138	26	54	73	656	7	6	655	98	1,763

47: Ramona Exwy. & Rider St.													
PHF: 0.940		16:45		Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	329	1,639	1	0	1,599	112	43	0	277	0	0	1	4,000

48: Antelope Rd. & Ramona Exwy. - Future Intersection													
PHF:				Count Date:									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	815	0	63	0	0	0	0	1,541	334	73	1,155	0	3,981

Volume Development
PM Peak Hour

49: MCP WB Ramps & Antelope Rd. - Future Intersection

PHF:	Count Date:												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0

50: MCP EB Ramps & Antelope Rd. - Future Intersection

PHF:	Count Date:												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0

51: Antelope Rd. & Nuevo Rd. - Future Intersection

PHF:	Count Date:												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	161	0	375	171	337	0	0	328	73	1,445

52: Street A & Ramona Exwy. - Future Intersection

PHF:	Count Date:												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	325	0	92	0	0	0	0	1,465	139	55	903	0	2,979

**Volume Development
PM Peak Hour**

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.													
	PHF: 0.973		16:15										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	146	0	317	0	0	0	0	270	214	299	249	0	1,495
54: Menifee Rd. & San Jacinto Av.													
	PHF: 0.964		16:30										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	100	287	16	17	351	160	299	22	142	9	15	7	1,423
55: Menifee Rd. & Ellis Rd.													
	PHF: 0.907		16:30										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	22	386	2	1	473	19	30	0	13	1	1	1	951
56: Menifee Rd. & Mapes Rd.													
	PHF: 0.892		16:30										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	20	286	10	89	359	41	49	137	21	7	43	100	1,162

**Volume Development
PM Peak Hour**

57: Menifee Rd. & Watson Rd.													
PHF: 0.809		16:00		Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	9	256	155	75	283	33	31	184	6	11	83	19	1,144
58: Menifee Rd. & Ethanac Rd. (SR-74)													
PHF: 0.944		16:30		Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	158	196	105	59	234	37	138	728	122	177	708	65	2,726
59: Bernasconi Rd. & Orange Av. - Future Intersection													
PHF:				Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0
60: Lakeview Av. & Ramona Exwy.													
PHF: 0.947		16:45		Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAP (PCE):	97	0	208	0	0	0	0	1,357	201	208	861	0	2,932

**Volume Development
PM Peak Hour**

61: Lakeview Av. & Nuevo Rd.														
	PHF:	<u>0.971</u>	16:00										Count Date:	<u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAP (PCE):	0	0	0	16	0	375	376	232	0	0	181	21	1,202	
62: Nuevo Rd. & Nuevo Rd./Montgomery Av.														
	PHF:	<u>0.903</u>	16:15										Count Date:	<u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAP (PCE):	11	0	0	0	0	0	0	213	27	0	156	0	407	
63: Hansen Av./Davis Rd. & Ramona Exwy.														
	PHF:	<u>0.968</u>	16:30										Count Date:	<u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAP (PCE):	63	5	87	2	2	5	2	1,277	95	105	1,002	2	2,647	
64: Hansen Av. & Contour Av.														
	PHF:	<u>0.935</u>	16:00										Count Date:	<u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAP (PCE):	4	115	100	98	96	16	11	21	6	67	27	74	634	

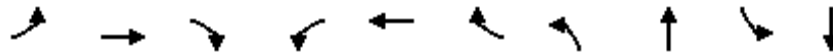
**Volume Development
PM Peak Hour**

65: Bridge St. & Ramona Exwy.															
	PHF:	<u>0.972</u>	16:15											Count Date:	<u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	0	0	0	79	0	74	21	1,353	0	0	1,095	48	2,670		
 66: Warren Rd. & Ramona Exwy.															
	PHF:	<u>0.953</u>	16:45											Count Date:	<u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	248	1	266	1	1	4	1	1,126	306	374	891	0	3,219		
 67: Sanderson Av. (SR-79) & Ramona Exwy.															
	PHF:	<u>0.986</u>	16:00											Count Date:	<u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAP (PCE):	149	772	37	898	1,424	668	513	685	195	44	447	677	6,508		

Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

05/20/2020

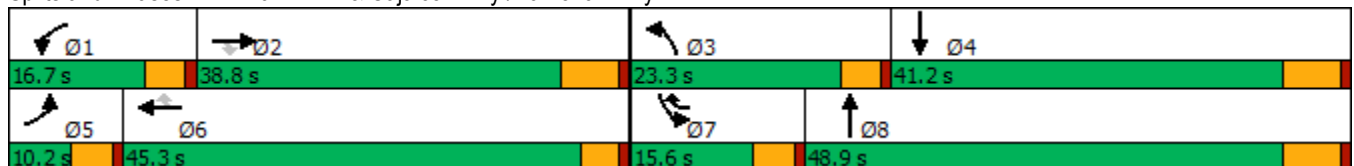


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↔	↘↗	↑↔
Traffic Volume (vph)	33	827	185	228	947	212	400	378	208	160
Future Volume (vph)	33	827	185	228	947	212	400	378	208	160
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	38.8	38.8	16.7	45.3	15.6	23.3	48.9	15.6	41.2
Total Split (%)	8.5%	32.3%	32.3%	13.9%	37.8%	13.0%	19.4%	40.8%	13.0%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.5	31.4	31.4	11.1	42.9	57.6	17.2	42.8	10.3	35.8
Actuated g/C Ratio	0.05	0.27	0.27	0.09	0.37	0.49	0.15	0.37	0.09	0.31
v/c Ratio	0.42	0.91	0.34	0.73	0.76	0.25	0.83	0.42	0.72	0.17
Control Delay	70.7	56.0	6.5	65.4	38.2	3.0	63.4	27.2	66.5	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.7	56.0	6.5	65.4	38.2	3.0	63.4	27.2	66.5	29.9
LOS	E	E	A	E	D	A	E	C	E	C
Approach Delay		47.7			37.3			43.3		49.7
Approach LOS		D			D			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.2
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 43.0
 Intersection LOS: D
 Intersection Capacity Utilization 67.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	33	827	185	228	947	212	400	378	126	208	160	17
Future Volume (veh/h)	33	827	185	228	947	212	400	378	126	208	160	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	880	132	243	1007	171	426	402	106	221	170	14
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	975	435	303	1181	656	488	1057	276	281	1065	87
Arrive On Green	0.03	0.27	0.27	0.09	0.33	0.33	0.14	0.37	0.37	0.08	0.32	0.32
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	2825	737	3510	3380	276
Grp Volume(v), veh/h	35	880	132	243	1007	171	426	255	253	221	90	94
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1756	1755	1805	1850
Q Serve(g_s), s	2.2	26.8	7.4	7.8	29.7	8.0	13.6	11.8	12.0	7.1	4.1	4.2
Cycle Q Clear(g_c), s	2.2	26.8	7.4	7.8	29.7	8.0	13.6	11.8	12.0	7.1	4.1	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.15
Lane Grp Cap(c), veh/h	53	975	435	303	1181	656	488	675	657	281	569	583
V/C Ratio(X)	0.66	0.90	0.30	0.80	0.85	0.26	0.87	0.38	0.38	0.79	0.16	0.16
Avail Cap(c_a), veh/h	89	1031	460	372	1291	704	575	675	657	338	569	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	40.2	33.1	51.2	35.8	22.4	48.1	26.0	26.1	51.5	28.2	28.2
Incr Delay (d2), s/veh	5.1	10.6	0.4	8.0	5.3	0.2	11.1	1.6	1.7	7.9	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	12.7	2.8	3.6	13.1	2.9	6.4	5.1	5.0	3.3	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	50.7	33.5	59.1	41.2	22.6	59.2	27.6	27.8	59.5	28.8	28.8
LnGrp LOS	E	D	C	E	D	C	E	C	C	E	C	C
Approach Vol, veh/h		1047			1421			934			405	
Approach Delay, s/veh		48.9			42.0			42.1			45.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	37.0	20.5	42.2	8.0	43.5	13.7	48.9				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	12.1	32.6	18.7	35.0	5.6	* 41	11.0	42.7				
Max Q Clear Time (g_c+I1), s	9.8	28.8	15.6	6.2	4.2	31.7	9.1	14.0				
Green Ext Time (p_c), s	0.1	2.0	0.3	0.9	0.0	4.5	0.1	2.8				

Intersection Summary

HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings



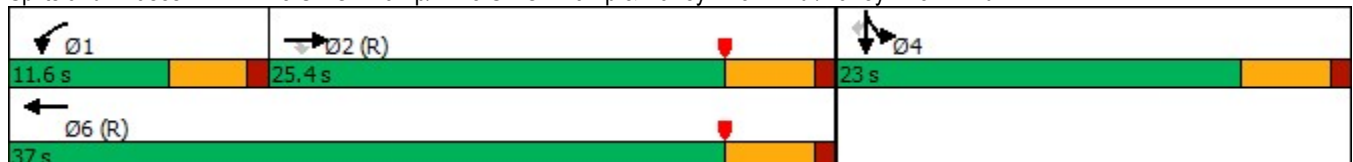
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↙	↑↑	↙	↙
Traffic Volume (vph)	441	12	154	148	11	224
Future Volume (vph)	441	12	154	148	11	224
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.4	25.4	11.6	37.0	23.0	23.0
Total Split (%)	42.3%	42.3%	19.3%	61.7%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.5	20.5	7.0	32.0	18.0	18.0
Actuated g/C Ratio	0.34	0.34	0.12	0.53	0.30	0.30
v/c Ratio	0.38	0.02	0.78	0.08	1.52	0.37
Control Delay	16.1	0.1	46.2	14.9	268.0	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	0.1	46.2	14.9	268.0	4.5
LOS	B	A	D	B	F	A
Approach Delay	15.7			30.9	209.2	
Approach LOS	B			C	F	

Intersection Summary

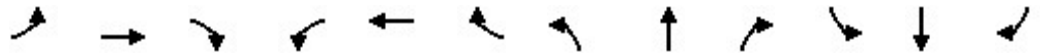
Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.52
 Intersection Signal Delay: 128.7
 Intersection Capacity Utilization 134.5%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



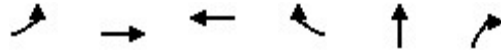
HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd. 02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑						↖	↗
Traffic Volume (veh/h)	0	441	12	154	148	0	0	0	0	767	11	224
Future Volume (veh/h)	0	441	12	154	148	0	0	0	0	767	11	224
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	469	13	164	157	0				816	12	179
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1244	555	206	1925	0				535	8	483
Arrive On Green	0.00	0.34	0.34	0.11	0.53	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1785	26	1610
Grp Volume(v), veh/h	0	469	13	164	157	0				828	0	179
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	5.9	0.3	5.3	1.3	0.0				18.0	0.0	5.3
Cycle Q Clear(g_c), s	0.0	5.9	0.3	5.3	1.3	0.0				18.0	0.0	5.3
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1244	555	206	1925	0				543	0	483
V/C Ratio(X)	0.00	0.38	0.02	0.80	0.08	0.00				1.52	0.00	0.37
Avail Cap(c_a), veh/h	0	1244	555	214	1925	0				543	0	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.8	13.0	25.9	6.8	0.0				21.0	0.0	16.5
Incr Delay (d2), s/veh	0.0	0.9	0.1	16.4	0.1	0.0				245.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.1	3.0	0.4	0.0				43.3	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.7	13.1	42.3	6.9	0.0				266.2	0.0	17.0
LnGrp LOS	A	B	B	D	A	A				F	A	B
Approach Vol, veh/h		482			321						1007	
Approach Delay, s/veh		15.6			25.0						221.9	
Approach LOS		B			C						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.3	25.7		23.0		37.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	7.1	20.4		18.0		32.0						
Max Q Clear Time (g_c+I1), s	7.3	7.9		20.0		3.3						
Green Ext Time (p_c), s	0.0	1.5		0.0		0.5						

Intersection Summary		
HCM 6th Ctrl Delay		132.0
HCM 6th LOS		F

Timings

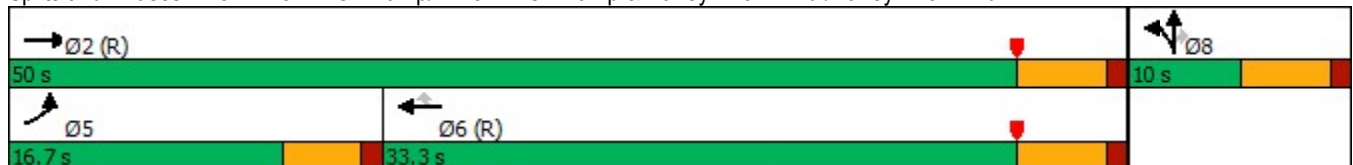


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	300	907	290	1053	5	100
Future Volume (vph)	300	907	290	1053	5	100
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	16.7	50.0	33.3	33.3	10.0	10.0
Total Split (%)	27.8%	83.3%	55.5%	55.5%	16.7%	16.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	11.9	45.0	28.6	28.6	5.0	5.0
Actuated g/C Ratio	0.20	0.75	0.48	0.48	0.08	0.08
v/c Ratio	0.89	0.36	0.18	1.15	0.12	0.44
Control Delay	37.9	0.0	9.5	94.7	27.4	11.7
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	37.9	0.3	9.5	94.7	27.4	11.7
LOS	D	A	A	F	C	B
Approach Delay		9.6	76.3		14.0	
Approach LOS		A	E		B	

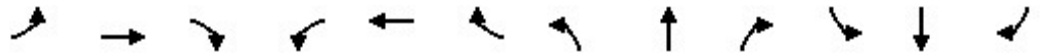
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 43.4
 Intersection LOS: D
 Intersection Capacity Utilization 134.5%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/11/2022

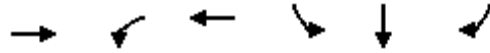


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↖	↗			
Traffic Volume (veh/h)	300	907	0	0	290	1053	12	5	100	0	0	0
Future Volume (veh/h)	300	907	0	0	290	1053	12	5	100	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	319	965	0	0	309	1057	13	5	42			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	367	2708	0	0	1704	760	110	42	134			
Arrive On Green	0.20	0.75	0.00	0.00	0.47	0.47	0.08	0.08	0.08			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1324	509	1610			
Grp Volume(v), veh/h	319	965	0	0	309	1057	18	0	42			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1834	0	1610			
Q Serve(g_s), s	10.2	5.5	0.0	0.0	3.0	28.3	0.5	0.0	1.5			
Cycle Q Clear(g_c), s	10.2	5.5	0.0	0.0	3.0	28.3	0.5	0.0	1.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.72		1.00			
Lane Grp Cap(c), veh/h	367	2708	0	0	1704	760	153	0	134			
V/C Ratio(X)	0.87	0.36	0.00	0.00	0.18	1.39	0.12	0.00	0.31			
Avail Cap(c_a), veh/h	368	2708	0	0	1704	760	153	0	134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.93	0.93	0.00	0.00	0.92	0.92	1.00	0.00	1.00			
Uniform Delay (d), s/veh	23.1	2.6	0.0	0.0	9.1	15.8	25.5	0.0	25.9			
Incr Delay (d2), s/veh	17.6	0.3	0.0	0.0	0.2	183.2	1.6	0.0	6.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.6	0.5	0.0	0.0	0.9	46.2	0.3	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	2.9	0.0	0.0	9.4	199.0	27.0	0.0	31.9			
LnGrp LOS	D	A	A	A	A	F	C	A	C			
Approach Vol, veh/h		1284			1366			60				
Approach Delay, s/veh		12.3			156.1			30.4				
Approach LOS		B			F			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			16.7	33.3		10.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		45.0			12.2	28.3		5.0				
Max Q Clear Time (g_c+I1), s		7.5			12.2	30.3		3.5				
Green Ext Time (p_c), s		4.4			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					85.2							
HCM 6th LOS					F							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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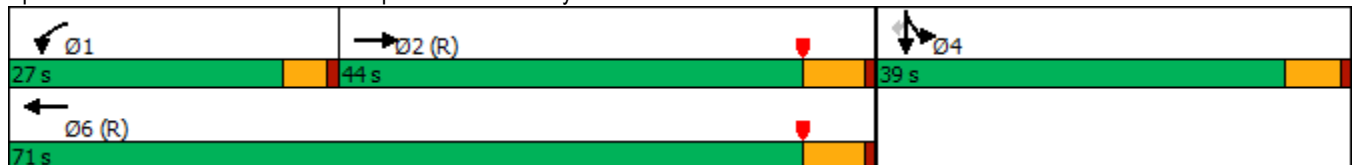


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↗
Traffic Volume (vph)	880	369	1119	1018	0	269
Future Volume (vph)	880	369	1119	1018	0	269
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.0	22.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	1.04	1.04	0.55	1.02	1.02	0.51
Control Delay	70.7	72.8	3.5	82.1	82.1	26.0
Queue Delay	3.7	0.0	0.8	45.8	45.8	0.0
Total Delay	74.5	72.8	4.3	127.9	127.9	26.0
LOS	E	E	A	F	F	C
Approach Delay	74.5		21.3		106.6	
Approach LOS	E		C		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 65.0
 Intersection LOS: E
 Intersection Capacity Utilization 164.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	880	344	369	1119	0	0	0	0	1018	0	269
Future Volume (veh/h)	0	880	344	369	1119	0	0	0	0	1018	0	269
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	917	261	384	1166	0				1060	0	207
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	956	271	370	2133	0				1102	0	490
Arrive On Green	0.00	0.35	0.35	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2861	785	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	598	580	384	1166	0				1060	0	207
Grp Sat Flow(s),veh/h/ln	0	1805	1747	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	35.6	35.8	22.5	28.4	0.0				31.7	0.0	11.3
Cycle Q Clear(g_c), s	0.0	35.6	35.8	22.5	28.4	0.0				31.7	0.0	11.3
Prop In Lane	0.00		0.45	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	624	603	370	2133	0				1102	0	490
V/C Ratio(X)	0.00	0.96	0.96	1.04	0.55	0.00				0.96	0.00	0.42
Avail Cap(c_a), veh/h	0	624	603	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.37	0.37	0.49	0.49	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.2	35.3	48.2	23.7	0.0				37.6	0.0	30.5
Incr Delay (d2), s/veh	0.0	14.1	14.9	42.8	0.5	0.0				19.3	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.9	16.6	14.7	12.7	0.0				16.2	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.3	50.2	91.1	24.2	0.0				57.0	0.0	33.2
LnGrp LOS	A	D	D	F	C	A				E	A	C
Approach Vol, veh/h		1178			1550						1267	
Approach Delay, s/veh		49.7			40.8						53.1	
Approach LOS		D			D						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	44.0		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	24.5	37.8		33.7		30.4						
Green Ext Time (p_c), s	0.0	0.1		0.0		5.4						

Intersection Summary

HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	187	1711	1152	917	336	4	575
Future Volume (vph)	187	1711	1152	917	336	4	575
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	15.9	62.0	41.6	41.6	36.5	36.5	36.5
Actuated g/C Ratio	0.14	0.56	0.38	0.38	0.33	0.33	0.33
v/c Ratio	0.75	0.88	0.88	0.92	0.31	0.31	1.02
Control Delay	36.2	30.2	41.3	24.3	29.3	29.2	76.2
Queue Delay	0.0	48.3	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	78.4	41.3	24.3	29.3	29.2	76.2
LOS	D	E	D	C	C	C	E
Approach Delay		74.3	33.8			58.8	
Approach LOS		E	C			E	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 54.2
 Intersection LOS: D
 Intersection Capacity Utilization 164.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	1711	0	0	1152	917	336	4	575	0	0	0
Future Volume (veh/h)	187	1711	0	0	1152	917	336	4	575	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	195	1782	0	0	1200	793	353	0	438			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	223	2166	0	0	1573	702	1069	0	476			
Arrive On Green	0.25	1.00	0.00	0.00	0.44	0.44	0.30	0.00	0.30			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	195	1782	0	0	1200	793	353	0	438			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	11.4	0.0	0.0	0.0	30.9	47.9	8.4	0.0	29.0			
Cycle Q Clear(g_c), s	11.4	0.0	0.0	0.0	30.9	47.9	8.4	0.0	29.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	223	2166	0	0	1573	702	1069	0	476			
V/C Ratio(X)	0.87	0.82	0.00	0.00	0.76	1.13	0.33	0.00	0.92			
Avail Cap(c_a), veh/h	304	2166	0	0	1573	702	1201	0	534			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.6	0.0	0.0	0.0	26.2	31.0	30.3	0.0	37.5			
Incr Delay (d2), s/veh	2.1	0.3	0.0	0.0	3.6	75.7	0.2	0.0	20.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.4	0.1	0.0	0.0	12.9	31.5	3.5	0.0	13.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.3	0.0	0.0	29.8	106.8	30.4	0.0	57.7			
LnGrp LOS	D	A	A	A	C	F	C	A	E			
Approach Vol, veh/h		1977			1993			791				
Approach Delay, s/veh		4.5			60.4			45.5				
Approach LOS		A			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.0			18.1	53.9		38.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		2.0			13.4	49.9		31.0				
Green Ext Time (p_c), s		11.6			0.2	0.0		1.5				

Intersection Summary

HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

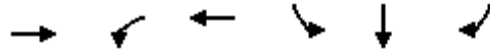
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

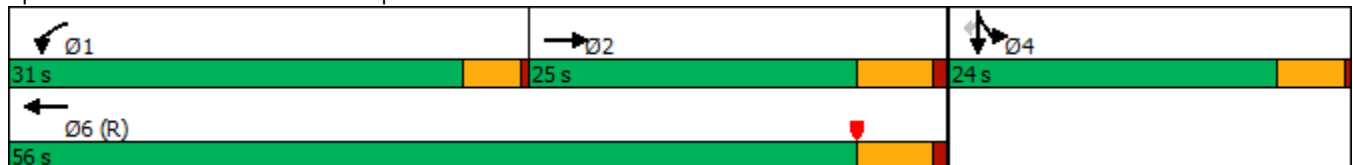


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	317	334	528	306	0	85
Future Volume (vph)	317	334	528	306	0	85
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	25.0	31.0	56.0	24.0	24.0	24.0
Total Split (%)	31.3%	38.8%	70.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	31.7	21.1	56.8	13.2	13.2	13.2
Actuated g/C Ratio	0.40	0.26	0.71	0.16	0.16	0.16
v/c Ratio	0.36	0.76	0.22	0.59	0.59	0.27
Control Delay	16.8	37.4	4.7	38.8	39.0	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	37.4	4.7	38.8	39.0	8.4
LOS	B	D	A	D	D	A
Approach Delay	16.8		17.4		32.3	
Approach LOS	B		B		C	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 20.6
 Intersection LOS: C
 Intersection Capacity Utilization 57.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	317	146	334	528	0	0	0	0	306	0	85
Future Volume (veh/h)	0	317	146	334	528	0	0	0	0	306	0	85
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	345	159	363	574	0				333	0	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	852	385	413	2279	0				459	0	202
Arrive On Green	0.00	0.35	0.35	0.23	0.63	0.00				0.13	0.00	0.13
Sat Flow, veh/h	0	2507	1091	1810	3705	0				3619	0	1591
Grp Volume(v), veh/h	0	257	247	363	574	0				333	0	92
Grp Sat Flow(s),veh/h/ln	0	1805	1698	1810	1805	0				1810	0	1591
Q Serve(g_s), s	0.0	8.6	8.8	15.5	5.6	0.0				7.1	0.0	4.3
Cycle Q Clear(g_c), s	0.0	8.6	8.8	15.5	5.6	0.0				7.1	0.0	4.3
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	637	600	413	2279	0				459	0	202
V/C Ratio(X)	0.00	0.40	0.41	0.88	0.25	0.00				0.72	0.00	0.46
Avail Cap(c_a), veh/h	0	637	600	611	2279	0				882	0	388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.93	0.93	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.5	19.6	29.8	6.5	0.0				33.6	0.0	32.4
Incr Delay (d2), s/veh	0.0	1.9	2.1	9.2	0.2	0.0				2.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	3.4	7.1	1.6	0.0				3.0	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.4	21.7	39.0	6.7	0.0				35.8	0.0	34.0
LnGrp LOS	A	C	C	D	A	A				D	A	C
Approach Vol, veh/h		504			937						425	
Approach Delay, s/veh		21.5			19.2						35.4	
Approach LOS		C			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.2	33.8		14.7		56.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	27.0	19.5		19.5		50.5						
Max Q Clear Time (g_c+I1), s	17.5	10.8		9.1		7.6						
Green Ext Time (p_c), s	0.8	1.2		1.1		2.2						

Intersection Summary

HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

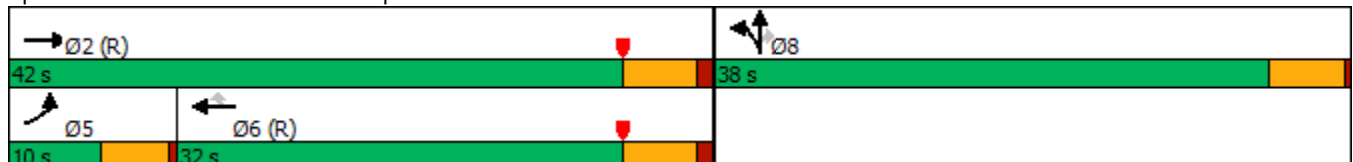


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	68	712	743	701	168	0	595
Future Volume (vph)	68	712	743	701	168	0	595
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	10.0	42.0	32.0	32.0	38.0	38.0	38.0
Total Split (%)	12.5%	52.5%	40.0%	40.0%	47.5%	47.5%	47.5%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	5.6	38.6	30.4	30.4	30.9	30.9	30.9
Actuated g/C Ratio	0.07	0.48	0.38	0.38	0.39	0.39	0.39
v/c Ratio	0.59	0.44	0.59	0.71	0.14	0.14	0.94
Control Delay	58.9	5.5	23.4	6.0	15.6	15.6	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	5.5	23.4	6.0	15.6	15.6	43.8
LOS	E	A	C	A	B	B	D
Approach Delay		10.1	15.0			37.6	
Approach LOS		B	B			D	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 19.5
 Intersection LOS: B
 Intersection Capacity Utilization 65.8%
 ICU Level of Service C
 Analysis Period (min) 15




















Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

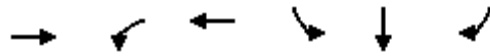
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	712	0	0	743	701	168	0	595	0	0	0
Future Volume (veh/h)	68	712	0	0	743	701	168	0	595	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	74	774	0	0	808	545	183	0	647			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	95	1647	0	0	1253	557	1493	0	662			
Arrive On Green	0.05	0.46	0.00	0.00	0.35	0.35	0.41	0.00	0.41			
Sat Flow, veh/h	1810	3705	0	0	3705	1603	3619	0	1604			
Grp Volume(v), veh/h	74	774	0	0	808	545	183	0	647			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1603	1810	0	1604			
Q Serve(g_s), s	3.2	11.9	0.0	0.0	15.1	26.9	2.5	0.0	31.8			
Cycle Q Clear(g_c), s	3.2	11.9	0.0	0.0	15.1	26.9	2.5	0.0	31.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	95	1647	0	0	1253	557	1493	0	662			
V/C Ratio(X)	0.77	0.47	0.00	0.00	0.64	0.98	0.12	0.00	0.98			
Avail Cap(c_a), veh/h	124	1647	0	0	1253	557	1493	0	662			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.4	15.1	0.0	0.0	22.0	25.8	14.5	0.0	23.1			
Incr Delay (d2), s/veh	12.5	0.8	0.0	0.0	2.6	33.3	0.0	0.0	29.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	4.3	0.0	0.0	6.0	14.0	0.9	0.0	15.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	15.9	0.0	0.0	24.5	59.1	14.6	0.0	52.4			
LnGrp LOS	D	B	A	A	C	E	B	A	D			
Approach Vol, veh/h		848			1353			830				
Approach Delay, s/veh		18.8			38.5			44.0				
Approach LOS		B			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		42.0			8.7	33.3		38.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		36.5			5.5	26.5		33.0				
Max Q Clear Time (g_c+I1), s		13.9			5.2	28.9		33.8				
Green Ext Time (p_c), s		3.0			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					34.5							
HCM 6th LOS					C							
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	546	564	1045	272	1	102
Future Volume (vph)	546	564	1045	272	1	102
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	33.4	19.8	57.1	12.9	12.9	12.9
Actuated g/C Ratio	0.42	0.25	0.71	0.16	0.16	0.16
v/c Ratio	0.57	0.74	0.46	0.56	0.57	0.35
Control Delay	20.3	33.0	6.1	38.0	38.2	12.6
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	20.3	33.0	6.5	38.0	38.2	12.6
LOS	C	C	A	D	D	B
Approach Delay	20.3		15.8		31.2	
Approach LOS	C		B		C	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 19.1
 Intersection Capacity Utilization 56.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	546	192	564	1045	0	0	0	0	272	1	102
Future Volume (veh/h)	0	546	192	564	1045	0	0	0	0	272	1	102
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	620	186	641	1188	0				310	0	56
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	926	277	764	2189	0				434	0	193
Arrive On Green	0.00	0.34	0.34	0.22	0.61	0.00				0.12	0.00	0.12
Sat Flow, veh/h	0	2831	820	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	409	397	641	1188	0				310	0	56
Grp Sat Flow(s),veh/h/ln	0	1805	1751	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	15.5	15.5	14.0	15.5	0.0				6.6	0.0	2.5
Cycle Q Clear(g_c), s	0.0	15.5	15.5	14.0	15.5	0.0				6.6	0.0	2.5
Prop In Lane	0.00		0.47	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	611	593	764	2189	0				434	0	193
V/C Ratio(X)	0.00	0.67	0.67	0.84	0.54	0.00				0.71	0.00	0.29
Avail Cap(c_a), veh/h	0	611	593	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.71	0.71	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.6	22.6	29.9	9.2	0.0				33.9	0.0	32.1
Incr Delay (d2), s/veh	0.0	5.7	5.9	3.5	0.7	0.0				2.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.7	6.6	5.7	4.6	0.0				2.8	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.3	28.6	33.5	9.9	0.0				36.1	0.0	32.9
LnGrp LOS	A	C	C	C	A	A				D	A	C
Approach Vol, veh/h		806			1829						366	
Approach Delay, s/veh		28.5			18.2						35.6	
Approach LOS		C			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	21.4	32.6		14.1		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	16.0	17.5		8.6		17.5						
Green Ext Time (p_c), s	1.4	1.2		1.0		5.5						

Intersection Summary

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

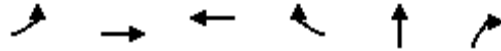
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

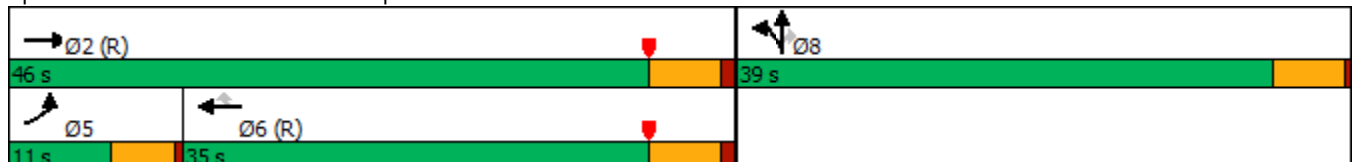


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↙	↗↗
Traffic Volume (vph)	60	746	1195	355	3	952
Future Volume (vph)	60	746	1195	355	3	952
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	6.1	42.4	33.6	33.6	32.1	32.1
Actuated g/C Ratio	0.07	0.50	0.40	0.40	0.38	0.38
v/c Ratio	0.52	0.47	0.65	0.45	0.68	0.90
Control Delay	52.2	15.5	24.1	4.1	27.7	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	15.5	24.1	4.1	27.7	31.9
LOS	D	B	C	A	C	C
Approach Delay		18.2	19.5		30.6	
Approach LOS		B	B		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 23.3
 Intersection LOS: C
 Intersection Capacity Utilization 63.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↑	↗↗			
Traffic Volume (veh/h)	60	746	12	0	1195	355	414	3	952	0	0	0
Future Volume (veh/h)	60	746	12	0	1195	355	414	3	952	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	67	838	13	0	1343	359	465	3	713			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	87	2094	32	0	2462	764	541	3	853			
Arrive On Green	0.05	0.58	0.58	0.00	0.47	0.47	0.30	0.30	0.30			
Sat Flow, veh/h	1810	3638	56	0	5358	1610	1798	12	2834			
Grp Volume(v), veh/h	67	416	435	0	1343	359	468	0	713			
Grp Sat Flow(s),veh/h/ln	1810	1805	1890	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.1	10.8	10.8	0.0	15.6	12.8	20.7	0.0	20.0			
Cycle Q Clear(g_c), s	3.1	10.8	10.8	0.0	15.6	12.8	20.7	0.0	20.0			
Prop In Lane	1.00		0.03	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	87	1039	1087	0	2462	764	545	0	853			
V/C Ratio(X)	0.77	0.40	0.40	0.00	0.55	0.47	0.86	0.00	0.84			
Avail Cap(c_a), veh/h	138	1039	1087	0	2462	764	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.80	0.80	0.80	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.0	10.0	10.0	0.0	15.8	15.1	28.0	0.0	27.7			
Incr Delay (d2), s/veh	4.4	0.9	0.9	0.0	0.9	2.1	6.4	0.0	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	3.6	3.8	0.0	5.4	4.4	9.1	0.0	6.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	10.9	10.8	0.0	16.7	17.2	34.4	0.0	31.0			
LnGrp LOS	D	B	B	A	B	B	C	A	C			
Approach Vol, veh/h		918			1702			1181				
Approach Delay, s/veh		13.3			16.8			32.4				
Approach LOS		B			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		54.4			8.6	45.9		30.6				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+I1), s		12.8			5.1	17.6		22.7				
Green Ext Time (p_c), s		2.9			0.0	5.2		2.9				
Intersection Summary												
HCM 6th Ctrl Delay				20.8								
HCM 6th LOS				C								

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

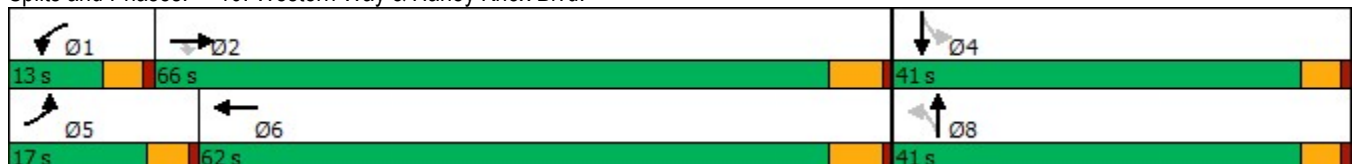


Lane Group	EBL	EBT	EBR	WBT	SBL	SBT	Ø1	Ø8
Lane Configurations	↖	↗↗↗	↘	←↗↗	↘	↘		
Traffic Volume (vph)	82	924	1	1299	7	0		
Future Volume (vph)	82	924	1	1299	7	0		
Turn Type	Prot	NA	Perm	NA	Perm	NA		
Protected Phases	5	2		6		4	1	8
Permitted Phases			2		4			
Detector Phase	5	2	2	6	4	4		
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	21.8	21.8	21.8	32.6	32.6	9.6	32.6
Total Split (s)	17.0	66.0	66.0	62.0	41.0	41.0	13.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	51.7%	34.2%	34.2%	11%	34%
Yellow Time (s)	3.6	4.8	4.8	4.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	5.8	5.8	4.6	4.6		
Lead/Lag	Lead	Lag	Lag	Lag			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.7	40.7	40.7	34.5	16.7	16.7		
Actuated g/C Ratio	0.19	0.79	0.79	0.67	0.32	0.32		
v/c Ratio	0.25	0.23	0.00	0.40	0.02	0.07		
Control Delay	30.7	4.6	0.0	11.6	23.7	0.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	30.7	4.6	0.0	11.6	23.7	0.2		
LOS	C	A	A	B	C	A		
Approach Delay		6.7		11.6		3.4		
Approach LOS		A		B		A		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 51.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 9.4
 Intersection LOS: A
 Intersection Capacity Utilization 51.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↖	↗	↑↑↑		↗	↖		↗	↖	
Traffic Volume (veh/h)	82	924	1	0	1299	52	0	0	0	7	0	43
Future Volume (veh/h)	82	924	1	0	1299	52	0	0	0	7	0	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	943	1	0	1326	51	0	0	0	7	0	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	3477	1079	4	2512	97	167	168	0	327	0	142
Arrive On Green	0.07	0.67	0.67	0.00	0.49	0.49	0.00	0.00	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1810	5187	1610	1810	5125	197	1398	1900	0	1810	0	1610
Grp Volume(v), veh/h	84	943	1	0	895	482	0	0	0	7	0	33
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1865	1398	1900	0	1810	0	1610
Q Serve(g_s), s	1.9	3.2	0.0	0.0	7.7	7.7	0.0	0.0	0.0	0.2	0.0	0.8
Cycle Q Clear(g_c), s	1.9	3.2	0.0	0.0	7.7	7.7	0.0	0.0	0.0	0.2	0.0	0.8
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	3477	1079	4	1695	914	167	168	0	327	0	142
V/C Ratio(X)	0.63	0.27	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.02	0.00	0.23
Avail Cap(c_a), veh/h	521	7245	2249	353	4509	2431	1224	1605	0	1695	0	1360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.4	2.9	2.3	0.0	7.6	7.6	0.0	0.0	0.0	18.0	0.0	18.3
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.0	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.0	0.0	1.6	1.8	0.0	0.0	0.0	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	2.9	2.3	0.0	7.8	8.0	0.0	0.0	0.0	18.0	0.0	19.1
LnGrp LOS	C	A	A	A	A	A	A	A	A	B	A	B
Approach Vol, veh/h		1028			1377			0				40
Approach Delay, s/veh		4.4			7.9			0.0				18.9
Approach LOS		A			A							B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	34.7		8.4	7.8	26.9		8.4				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+I1), s	0.0	5.2		2.8	3.9	9.7		0.0				
Green Ext Time (p_c), s	0.0	7.3		0.2	0.0	11.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Intersection			
Intersection Delay, s/veh	22.2		
Intersection LOS	C		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	1200	105
Demand Flow Rate, veh/h	0	1200	105
Vehicles Circulating, veh/h	7	59	854
Vehicles Exiting, veh/h	1252	900	46
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	23.6	6.4
Approach LOS	-	C	A
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.562	0.438
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	1200	59	46
Cap Entry Lane, veh/h	1346	653	653
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	1200	59	46
Cap Entry, veh/h	1346	653	653
V/C Ratio	0.892	0.090	0.070
Control Delay, s/veh	23.6	6.5	6.3
LOS	C	A	A
95th %tile Queue, veh	14	0	0

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

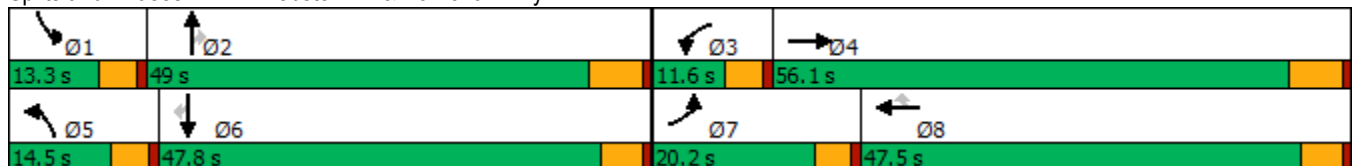
05/20/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	243	1692	46	1810	38	149	77	38	62	41	123
Future Volume (vph)	243	1692	46	1810	38	149	77	38	62	41	123
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.8	53.2	6.4	42.9	42.9	10.0	18.8	18.8	7.4	15.3	15.3
Actuated g/C Ratio	0.15	0.51	0.06	0.41	0.41	0.10	0.18	0.18	0.07	0.15	0.15
v/c Ratio	0.94	0.71	0.44	0.90	0.05	0.91	0.24	0.10	0.51	0.16	0.36
Control Delay	86.7	23.5	62.3	35.9	0.1	97.1	38.6	0.5	62.8	37.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.7	23.5	62.3	35.9	0.1	97.1	38.6	0.5	62.8	37.7	7.5
LOS	F	C	E	D	A	F	D	A	E	D	A
Approach Delay		31.1		35.9			66.3			28.2	
Approach LOS		C		D			E			C	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 103.6
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 35.1
 Intersection LOS: D
 Intersection Capacity Utilization 76.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	1692	68	46	1810	38	149	77	38	62	41	123
Future Volume (veh/h)	243	1692	68	46	1810	38	149	77	38	62	41	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	259	1800	52	49	1926	31	159	82	25	66	44	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	287	2798	81	68	2172	674	182	295	250	85	193	164
Arrive On Green	0.16	0.54	0.54	0.04	0.42	0.42	0.10	0.16	0.16	0.05	0.10	0.10
Sat Flow, veh/h	1810	5181	150	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	259	1201	651	49	1926	31	159	82	25	66	44	85
Grp Sat Flow(s),veh/h/ln	1810	1729	1873	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	13.8	24.0	24.1	2.6	33.7	1.1	8.5	3.7	1.3	3.5	2.1	4.9
Cycle Q Clear(g_c), s	13.8	24.0	24.1	2.6	33.7	1.1	8.5	3.7	1.3	3.5	2.1	4.9
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	1867	1012	68	2172	674	182	295	250	85	193	164
V/C Ratio(X)	0.90	0.64	0.64	0.72	0.89	0.05	0.87	0.28	0.10	0.77	0.23	0.52
Avail Cap(c_a), veh/h	287	1867	1012	129	2239	695	182	828	702	160	826	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	15.9	15.9	46.8	26.4	16.9	43.5	36.6	35.6	46.3	40.6	41.8
Incr Delay (d2), s/veh	28.5	0.8	1.4	5.3	4.6	0.0	32.7	0.5	0.2	5.4	0.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	8.3	9.1	1.2	13.2	0.4	5.4	1.7	0.5	1.7	1.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.1	16.7	17.3	52.1	31.0	16.9	76.3	37.1	35.8	51.7	41.2	44.4
LnGrp LOS	E	B	B	D	C	B	E	D	D	D	D	D
Approach Vol, veh/h		2111			2006			266			195	
Approach Delay, s/veh		23.3			31.3			60.4			46.1	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	21.5	8.3	59.2	14.5	16.2	20.2	47.3				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	5.5	5.7	4.6	26.1	10.5	6.9	15.8	35.7				
Green Ext Time (p_c), s	0.0	0.5	0.0	13.2	0.0	0.5	0.0	5.4				

Intersection Summary

HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

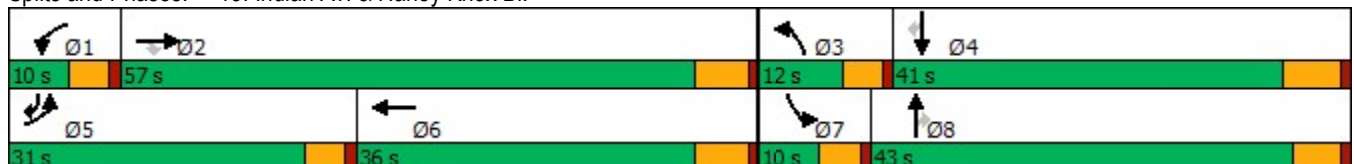
02/11/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	254	561	61	15	895	88	386	24	21	132	220	
Future Volume (vph)	254	561	61	15	895	88	386	24	21	132	220	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	
Protected Phases	5	2		1	6	3	8		7	4	5	
Permitted Phases			2					8			4	
Detector Phase	5	2	2	1	6	3	8	8	7	4	5	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6	
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0	
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	17.8	44.9	44.9	5.5	25.3	6.7	21.8	21.8	5.6	15.5	40.0	
Actuated g/C Ratio	0.21	0.53	0.53	0.06	0.30	0.08	0.26	0.26	0.07	0.18	0.47	
v/c Ratio	0.72	0.22	0.07	0.14	0.69	0.34	0.45	0.05	0.20	0.41	0.30	
Control Delay	46.2	13.4	0.8	50.3	30.9	47.4	29.9	0.2	51.2	37.1	11.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.2	13.4	0.8	50.3	30.9	47.4	29.9	0.2	51.2	37.1	11.4	
LOS	D	B	A	D	C	D	C	A	D	D	B	
Approach Delay		22.0			31.2		31.5			22.8		
Approach LOS		C			C		C			C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 85.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

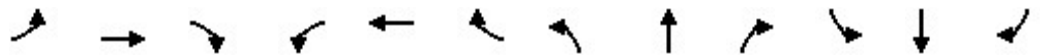
Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖↗	↑↑	↗	↖	↑	↗
Traffic Volume (veh/h)	254	561	61	15	895	83	88	386	24	21	132	220
Future Volume (veh/h)	254	561	61	15	895	83	88	386	24	21	132	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	273	603	57	16	962	70	95	415	20	23	142	189
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	324	2332	724	35	1429	104	218	673	300	47	286	531
Arrive On Green	0.18	0.45	0.45	0.02	0.29	0.29	0.06	0.19	0.19	0.03	0.15	0.15
Sat Flow, veh/h	1810	5187	1610	1810	4935	358	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	273	603	57	16	673	359	95	415	20	23	142	189
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1835	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	9.7	4.8	1.3	0.6	11.4	11.5	1.7	7.0	0.7	0.8	4.6	5.9
Cycle Q Clear(g_c), s	9.7	4.8	1.3	0.6	11.4	11.5	1.7	7.0	0.7	0.8	4.6	5.9
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	2332	724	35	1001	531	218	673	300	47	286	531
V/C Ratio(X)	0.84	0.26	0.08	0.46	0.67	0.67	0.44	0.62	0.07	0.49	0.50	0.36
Avail Cap(c_a), veh/h	718	3993	1239	147	1570	833	391	2041	910	147	994	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	11.4	10.4	32.3	20.9	20.9	30.1	24.9	22.3	32.0	25.9	16.9
Incr Delay (d2), s/veh	2.3	0.1	0.0	3.5	0.8	1.5	0.5	0.9	0.1	2.9	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	1.5	0.4	0.3	4.1	4.5	0.7	2.8	0.2	0.4	2.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	11.5	10.5	35.8	21.6	22.4	30.6	25.8	22.4	34.8	27.3	17.3
LnGrp LOS	C	B	B	D	C	C	C	C	C	C	C	B
Approach Vol, veh/h		933			1048			530			354	
Approach Delay, s/veh		16.4			22.1			26.5			22.5	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.9	35.7	8.7	16.2	16.5	25.1	6.3	18.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	26.4	30.2	5.4	* 38				
Max Q Clear Time (g_c+I1), s	2.6	6.8	3.7	7.9	11.7	13.5	2.8	9.0				
Green Ext Time (p_c), s	0.0	4.2	0.0	1.3	0.3	5.8	0.0	2.6				

Intersection Summary

HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

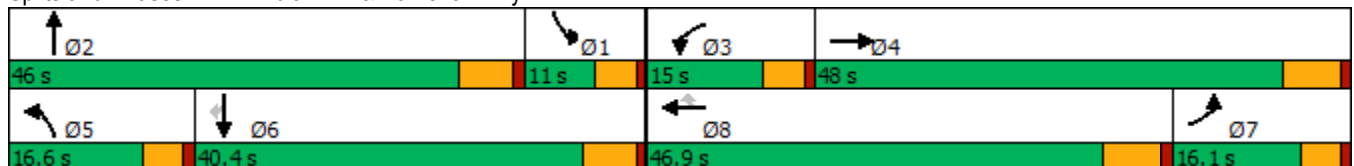


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	190	1493	68	1882	125	104	193	44	78	43
Future Volume (vph)	190	1493	68	1882	125	104	193	44	78	43
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.7	47.6	7.8	41.4	41.4	9.3	18.0	7.0	13.8	13.8
Actuated g/C Ratio	0.12	0.50	0.08	0.43	0.43	0.10	0.19	0.07	0.14	0.14
v/c Ratio	0.88	0.64	0.47	0.85	0.16	0.60	0.34	0.34	0.15	0.12
Control Delay	80.2	22.5	55.6	30.7	1.8	58.3	32.2	53.1	36.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.2	22.5	55.6	30.7	1.8	58.3	32.2	53.1	36.6	0.6
LOS	F	C	E	C	A	E	C	D	D	A
Approach Delay		28.6		29.8			40.4		31.6	
Approach LOS		C		C			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 30.2
 Intersection LOS: C
 Intersection Capacity Utilization 78.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1493	113	68	1882	125	104	193	34	44	78	43
Future Volume (veh/h)	190	1493	113	68	1882	125	104	193	34	44	78	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	194	1523	113	69	1920	99	106	197	24	45	80	37
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	2588	192	89	2236	694	135	384	46	106	419	187
Arrive On Green	0.13	0.53	0.53	0.05	0.43	0.43	0.07	0.12	0.12	0.06	0.12	0.12
Sat Flow, veh/h	1810	4927	365	1810	5187	1610	1810	3242	390	1810	3610	1610
Grp Volume(v), veh/h	194	1069	567	69	1920	99	106	109	112	45	80	37
Grp Sat Flow(s),veh/h/ln	1810	1729	1834	1810	1729	1610	1810	1805	1827	1810	1805	1610
Q Serve(g_s), s	9.5	19.2	19.2	3.4	30.2	3.4	5.2	5.1	5.2	2.2	1.8	1.3
Cycle Q Clear(g_c), s	9.5	19.2	19.2	3.4	30.2	3.4	5.2	5.1	5.2	2.2	1.8	1.3
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	228	1817	964	89	2236	694	135	214	217	106	419	187
V/C Ratio(X)	0.85	0.59	0.59	0.77	0.86	0.14	0.79	0.51	0.52	0.42	0.19	0.20
Avail Cap(c_a), veh/h	230	1817	964	208	2336	725	240	803	813	128	1382	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	14.7	14.7	42.4	23.2	15.6	41.1	37.4	37.4	41.0	36.1	18.1
Incr Delay (d2), s/veh	23.6	0.5	0.9	5.2	3.4	0.1	3.8	1.9	1.9	1.0	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	6.4	6.9	1.6	11.4	1.1	2.4	2.3	2.4	1.0	0.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	15.2	15.7	47.6	26.6	15.7	44.9	39.2	39.3	42.0	36.3	18.6
LnGrp LOS	E	B	B	D	C	B	D	D	D	D	D	B
Approach Vol, veh/h		1830			2088			327			162	
Approach Delay, s/veh		20.3			26.8			41.1			33.9	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	16.5	9.1	53.7	11.3	16.3	17.6	45.1				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	4.2	7.2	5.4	21.2	7.2	3.8	11.5	32.2				
Green Ext Time (p_c), s	0.0	1.2	0.0	10.6	0.0	0.5	0.0	6.7				

Intersection Summary

HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	170	45	178	98	30	149
Future Vol, veh/h	170	45	178	98	30	149
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	250	66	262	144	44	219
Number of Lanes	1	1	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	14	11.8	12
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	98	170	45	30	149
LT Vol	0	0	170	0	30	0
Through Vol	178	0	0	0	0	149
RT Vol	0	98	0	45	0	0
Lane Flow Rate	262	144	250	66	44	219
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.431	0.209	0.469	0.102	0.081	0.371
Departure Headway (Hd)	5.932	5.222	6.753	5.541	6.597	6.089
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	607	686	535	647	543	592
Service Time	3.67	2.96	4.489	3.276	4.337	3.828
HCM Lane V/C Ratio	0.432	0.21	0.467	0.102	0.081	0.37
HCM Control Delay	13.1	9.3	15.3	8.9	9.9	12.4
HCM Lane LOS	B	A	C	A	A	B
HCM 95th-tile Q	2.2	0.8	2.5	0.3	0.3	1.7

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

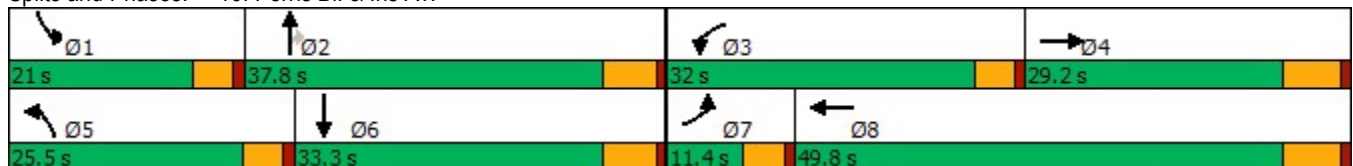


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	41	358	307	551	202	898	297	172	560
Future Volume (vph)	41	358	307	551	202	898	297	172	560
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.3	20.7	24.5	41.4	17.7	29.3	29.3	14.9	26.5
Actuated g/C Ratio	0.06	0.19	0.22	0.37	0.16	0.26	0.26	0.13	0.24
v/c Ratio	0.46	0.82	0.88	0.63	0.81	0.75	0.58	0.82	0.58
Control Delay	69.1	52.6	67.4	30.9	68.0	42.2	16.8	75.1	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	52.6	67.4	30.9	68.0	42.2	16.8	75.1	39.8
LOS	E	D	E	C	E	D	B	E	D
Approach Delay		53.9		41.8		40.5			47.5
Approach LOS		D		D		D			D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 44.2	Intersection LOS: D
Intersection Capacity Utilization 76.9%	ICU Level of Service D
Analysis Period (min) 15	

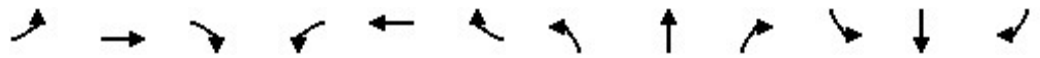
Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	41	358	123	307	551	165	202	898	297	172	560	64
Future Volume (veh/h)	41	358	123	307	551	165	202	898	297	172	560	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	411	104	353	633	107	232	1032	210	198	644	61
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	522	131	386	1110	187	266	1371	423	231	1181	111
Arrive On Green	0.04	0.18	0.18	0.21	0.36	0.36	0.15	0.26	0.26	0.13	0.24	0.24
Sat Flow, veh/h	1810	2858	716	1810	3085	521	1810	5187	1601	1810	4822	453
Grp Volume(v), veh/h	47	258	257	353	370	370	232	1032	210	198	460	245
Grp Sat Flow(s),veh/h/ln	1810	1805	1770	1810	1805	1801	1810	1729	1601	1810	1729	1817
Q Serve(g_s), s	2.6	13.6	13.9	19.1	16.5	16.6	12.5	18.3	11.1	10.7	11.6	11.7
Cycle Q Clear(g_c), s	2.6	13.6	13.9	19.1	16.5	16.6	12.5	18.3	11.1	10.7	11.6	11.7
Prop In Lane	1.00		0.40	1.00		0.29	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	66	329	323	386	649	648	266	1371	423	231	847	445
V/C Ratio(X)	0.71	0.78	0.80	0.91	0.57	0.57	0.87	0.75	0.50	0.86	0.54	0.55
Avail Cap(c_a), veh/h	123	415	407	496	787	786	378	1661	513	297	951	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	39.0	39.1	38.4	25.8	25.8	41.7	33.8	31.1	42.7	32.9	32.9
Incr Delay (d2), s/veh	5.2	7.5	8.4	16.3	0.8	0.8	11.2	1.6	0.9	14.8	0.5	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.4	6.4	9.7	6.7	6.7	6.2	7.4	4.1	5.5	4.7	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	46.4	47.4	54.7	26.6	26.6	52.9	35.4	32.0	57.5	33.4	34.0
LnGrp LOS	D	D	D	D	C	C	D	D	C	E	C	C
Approach Vol, veh/h		562			1093			1474			903	
Approach Delay, s/veh		47.4			35.7			37.7			38.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	32.2	25.9	24.4	19.3	30.3	8.2	42.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	12.7	20.3	21.1	15.9	14.5	13.7	4.6	18.6				
Green Ext Time (p_c), s	0.1	5.6	0.3	1.6	0.2	3.5	0.0	4.2				

Intersection Summary

HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

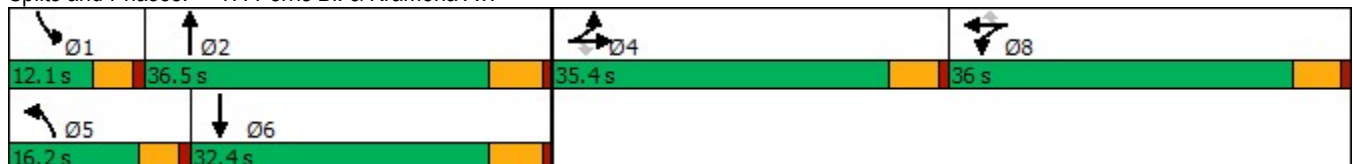


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕↕↕	↖	↕↕↕
Traffic Volume (vph)	174	102	174	206	95	1062	82	838
Future Volume (vph)	174	102	174	206	95	1062	82	838
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	19.5	19.5	29.9	29.9	10.2	32.8	7.9	30.5
Actuated g/C Ratio	0.18	0.18	0.28	0.28	0.10	0.31	0.07	0.29
v/c Ratio	0.62	0.29	0.85	0.37	0.60	0.90	0.67	0.63
Control Delay	48.0	8.1	53.3	6.2	62.9	44.5	75.1	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	8.1	53.3	6.2	62.9	44.5	75.1	36.9
LOS	D	A	D	A	E	D	E	D
Approach Delay	34.3		37.3			45.7		40.3
Approach LOS	C		D			D		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 106.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 41.5	Intersection LOS: D
Intersection Capacity Utilization 76.4%	ICU Level of Service D
Analysis Period (min) 15	

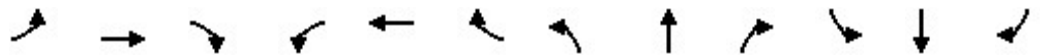
Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
 17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	21	174	102	227	174	206	95	1062	241	82	838	9
Future Volume (veh/h)	21	174	102	227	174	206	95	1062	241	82	838	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	191	57	249	191	101	104	1167	245	90	921	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	266	253	292	224	449	143	1399	294	126	1676	16
Arrive On Green	0.16	0.16	0.16	0.28	0.28	0.28	0.08	0.33	0.31	0.07	0.32	0.30
Sat Flow, veh/h	203	1687	1607	1046	802	1608	1810	4294	901	1810	5297	52
Grp Volume(v), veh/h	214	0	57	440	0	101	104	940	472	90	601	329
Grp Sat Flow(s),veh/h/ln	1890	0	1607	1848	0	1608	1810	1729	1738	1810	1729	1891
Q Serve(g_s), s	10.3	0.0	3.0	21.5	0.0	4.6	5.4	24.0	24.1	4.6	13.7	13.7
Cycle Q Clear(g_c), s	10.3	0.0	3.0	21.5	0.0	4.6	5.4	24.0	24.1	4.6	13.7	13.7
Prop In Lane	0.11		1.00	0.57		1.00	1.00		0.52	1.00		0.03
Lane Grp Cap(c), veh/h	298	0	253	516	0	449	143	1126	566	126	1094	598
V/C Ratio(X)	0.72	0.00	0.23	0.85	0.00	0.22	0.73	0.83	0.83	0.71	0.55	0.55
Avail Cap(c_a), veh/h	622	0	529	620	0	540	231	1178	592	154	1094	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	35.1	32.5	0.0	26.4	42.9	29.8	30.2	43.4	27.0	27.0
Incr Delay (d2), s/veh	3.3	0.0	0.4	9.6	0.0	0.3	2.7	5.1	9.7	8.0	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	1.2	10.5	0.0	1.7	2.4	10.0	10.9	2.3	5.4	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	35.5	42.1	0.0	26.7	45.6	34.9	39.9	51.5	27.6	28.1
LnGrp LOS	D	A	D	D	A	C	D	C	D	D	C	C
Approach Vol, veh/h		271			541			1516			1020	
Approach Delay, s/veh		40.2			39.2			37.2			29.8	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	35.1		19.0	11.5	34.2		30.7				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+I1), s	6.6	26.1		12.3	7.4	15.7		23.5				
Green Ext Time (p_c), s	0.0	3.2		1.2	0.0	4.1		1.7				

Intersection Summary

HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

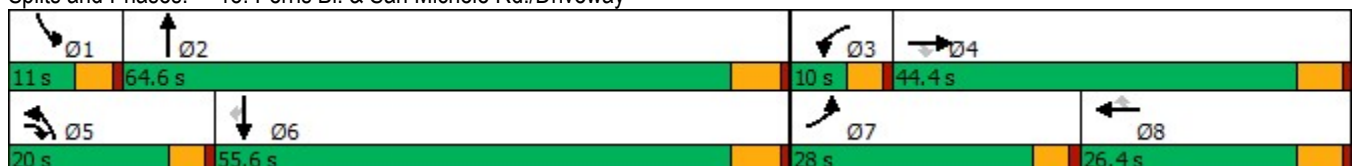


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	44	28	4	134	1339	1	1094	91		
Future Volume (vph)	44	28	4	134	1339	1	1094	91		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4								6
Detector Phase	7	5	3	5	2	1	6	6		
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.6	20.6	6.1	11.0	44.8	6.0	25.2	25.2		
Actuated g/C Ratio	0.16	0.35	0.10	0.18	0.75	0.10	0.42	0.42		
v/c Ratio	0.16	0.05	0.02	0.43	0.36	0.01	0.53	0.12		
Control Delay	32.5	0.1	38.8	33.4	8.2	39.0	16.5	0.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	32.5	0.1	38.8	33.4	8.2	39.0	16.5	0.3		
LOS	C	A	D	C	A	D	B	A		
Approach Delay					10.5		15.2			
Approach LOS					B		B			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 59.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 12.8
 Intersection LOS: B
 Intersection Capacity Utilization 52.4%
 ICU Level of Service A
 Analysis Period (min) 15

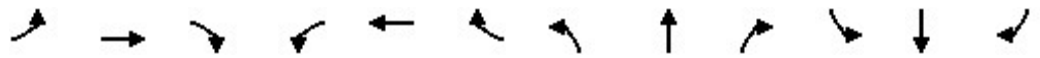
Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	0	28	4	0	0	134	1339	2	1	1094	91
Future Volume (veh/h)	44	0	28	4	0	0	134	1339	2	1	1094	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	0	11	4	0	0	143	1424	2	1	1164	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	206	340	10	127	107	186	2666	4	3	2061	640
Arrive On Green	0.05	0.00	0.11	0.01	0.00	0.00	0.10	0.50	0.50	0.00	0.40	0.40
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5349	8	1810	5187	1610
Grp Volume(v), veh/h	47	0	11	4	0	0	143	921	505	1	1164	76
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	1899	1810	1729	1610
Q Serve(g_s), s	1.3	0.0	0.3	0.1	0.0	0.0	4.1	9.6	9.6	0.0	9.2	1.6
Cycle Q Clear(g_c), s	1.3	0.0	0.3	0.1	0.0	0.0	4.1	9.6	9.6	0.0	9.2	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	206	340	10	127	107	186	1724	946	3	2061	640
V/C Ratio(X)	0.55	0.00	0.03	0.41	0.00	0.00	0.77	0.53	0.53	0.29	0.56	0.12
Avail Cap(c_a), veh/h	802	1403	1354	185	755	640	528	3850	2114	219	4891	1518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	16.5	26.2	0.0	0.0	23.1	9.1	9.1	26.3	12.4	10.1
Incr Delay (d2), s/veh	5.4	0.0	0.0	9.9	0.0	0.0	2.5	0.3	0.5	16.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.1	0.0	0.0	1.6	2.4	2.7	0.0	2.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	0.0	16.6	36.1	0.0	0.0	25.6	9.3	9.5	42.9	12.6	10.2
LnGrp LOS	C	A	B	D	A	A	C	A	A	D	B	B
Approach Vol, veh/h		58			4			1569			1241	
Approach Delay, s/veh		27.5			36.1			10.9			12.5	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	32.1	4.9	11.1	10.0	26.8	7.1	8.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.0	11.6	2.1	2.3	6.1	11.2	3.3	0.0				
Green Ext Time (p_c), s	0.0	12.1	0.0	0.0	0.1	9.8	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

Timings
19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖	↗	↖	↗	↗
Traffic Volume (vph)	14	2	11	6	13	48	1438	19	1082	13
Future Volume (vph)	14	2	11	6	13	48	1438	19	1082	13
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	11.0	41.4	11.0	41.4	41.4	15.0	60.6	12.0	57.6	11.0
Total Split (%)	8.8%	33.1%	8.8%	33.1%	33.1%	12.0%	48.5%	9.6%	46.1%	8.8%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.1	18.8	8.1	17.4	17.4	9.3	43.6	8.3	38.1	36.8
Actuated g/C Ratio	0.15	0.34	0.15	0.32	0.32	0.17	0.79	0.15	0.69	0.67
v/c Ratio	0.06	0.02	0.05	0.01	0.02	0.17	0.39	0.08	0.33	0.01
Control Delay	40.8	0.0	41.0	30.0	0.1	36.2	10.2	40.0	11.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	0.0	41.0	30.0	0.1	36.2	10.2	40.0	11.1	0.0
LOS	D	A	D	C	A	D	B	D	B	A
Approach Delay		18.5		21.3			11.0		11.5	
Approach LOS		B		C			B		B	

Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 55.2

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 11.4

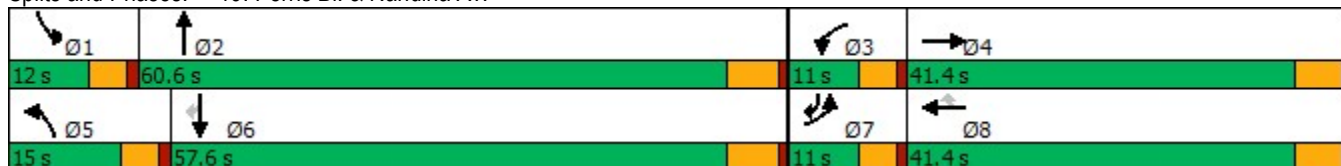
Intersection LOS: B

Intersection Capacity Utilization 54.5%

ICU Level of Service A

Analysis Period (min) 15

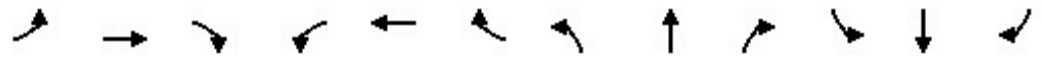
Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↖	↗	↗	↗↘↙		↗	↗↘↙	↗
Traffic Volume (veh/h)	14	2	15	11	6	13	48	1438	27	19	1082	13
Future Volume (veh/h)	14	2	15	11	6	13	48	1438	27	19	1082	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	2	7	12	7	6	52	1563	19	21	1176	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	144	128	27	145	123	87	2541	31	151	2678	860
Arrive On Green	0.02	0.08	0.08	0.02	0.08	0.08	0.05	0.48	0.48	0.08	0.52	0.52
Sat Flow, veh/h	1810	1805	1607	1810	1900	1610	1810	5282	64	1810	5187	1609
Grp Volume(v), veh/h	15	2	7	12	7	6	52	1023	559	21	1176	9
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1900	1610	1810	1729	1888	1810	1729	1609
Q Serve(g_s), s	0.5	0.1	0.2	0.4	0.2	0.2	1.7	13.1	13.1	0.6	8.5	0.2
Cycle Q Clear(g_c), s	0.5	0.1	0.2	0.4	0.2	0.2	1.7	13.1	13.1	0.6	8.5	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	33	144	128	27	145	123	87	1664	908	151	2678	860
V/C Ratio(X)	0.45	0.01	0.05	0.44	0.05	0.05	0.59	0.62	0.62	0.14	0.44	0.01
Avail Cap(c_a), veh/h	193	1084	966	193	1142	967	314	3163	1727	223	4484	1420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	25.4	25.5	29.3	25.6	25.6	27.9	11.5	11.5	25.5	9.1	6.5
Incr Delay (d2), s/veh	3.5	0.0	0.2	4.1	0.1	0.2	2.4	0.4	0.7	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.2	0.1	0.1	0.7	3.8	4.2	0.3	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	25.4	25.6	33.3	25.8	25.8	30.3	11.8	12.1	25.6	9.2	6.5
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	A	A
Approach Vol, veh/h		24			25			1634			1206	
Approach Delay, s/veh		30.0			29.4			12.5			9.4	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	34.6	5.5	10.2	7.5	36.7	5.7	10.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	54.8	6.4	36.0	10.4	51.8	6.4	36.0				
Max Q Clear Time (g_c+I1), s	2.6	15.1	2.4	2.2	3.7	10.5	2.5	2.2				
Green Ext Time (p_c), s	0.0	13.7	0.0	0.0	0.0	9.7	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

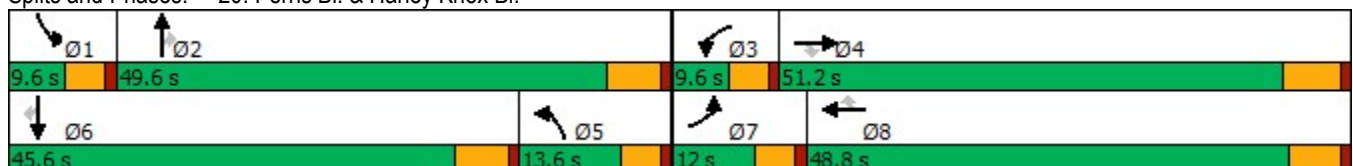
02/11/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	252	319	38	12	440	182	262	1236	15	51	811	288
Future Volume (vph)	252	319	38	12	440	182	262	1236	15	51	811	288
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				4		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	13.6	49.6	49.6	9.6	45.6	45.6
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	11.3%	41.3%	41.3%	8.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.8	28.8	28.8	5.2	17.9	17.9	11.2	32.8	32.8	5.2	24.3	24.3
Actuated g/C Ratio	0.09	0.35	0.35	0.06	0.22	0.22	0.13	0.40	0.40	0.06	0.29	0.29
v/c Ratio	1.65	0.28	0.06	0.06	0.43	0.42	0.61	0.66	0.02	0.25	0.59	0.50
Control Delay	343.9	21.4	0.2	46.4	29.0	10.3	43.6	24.0	0.1	46.7	27.4	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	343.9	21.4	0.2	46.4	29.0	10.3	43.6	24.0	0.1	46.7	27.4	10.0
LOS	F	C	A	D	C	B	D	C	A	D	C	A
Approach Delay		153.4			23.9			27.2			23.9	
Approach LOS		F			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 83
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.65
 Intersection Signal Delay: 45.4
 Intersection LOS: D
 Intersection Capacity Utilization 67.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (veh/h)	252	319	38	12	440	182	262	1236	15	51	811	288
Future Volume (veh/h)	252	319	38	12	440	182	262	1236	15	51	811	288
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	277	351	37	13	484	107	288	1358	13	56	891	208
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	187	905	404	56	848	263	502	2027	629	165	1443	447
Arrive On Green	0.10	0.25	0.25	0.02	0.16	0.16	0.14	0.39	0.39	0.05	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1608
Grp Volume(v), veh/h	277	351	37	13	484	107	288	1358	13	56	891	208
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1608
Q Serve(g_s), s	7.4	5.8	0.7	0.3	6.2	4.3	5.5	15.5	0.4	1.1	10.7	5.0
Cycle Q Clear(g_c), s	7.4	5.8	0.7	0.3	6.2	4.3	5.5	15.5	0.4	1.1	10.7	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	905	404	56	848	263	502	2027	629	165	1443	447
V/C Ratio(X)	1.48	0.39	0.09	0.23	0.57	0.41	0.57	0.67	0.02	0.34	0.62	0.46
Avail Cap(c_a), veh/h	187	2266	1010	245	3111	966	502	3168	984	245	2879	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	22.3	7.1	34.9	27.7	26.9	28.7	18.0	13.4	33.1	22.6	9.2
Incr Delay (d2), s/veh	243.9	0.3	0.1	0.8	0.6	1.0	1.0	0.4	0.0	0.5	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	2.2	0.4	0.1	2.4	1.6	2.2	5.3	0.1	0.4	3.9	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	276.0	22.6	7.2	35.6	28.3	27.9	29.7	18.4	13.4	33.6	23.0	10.0
LnGrp LOS	F	C	A	D	C	C	C	B	B	C	C	A
Approach Vol, veh/h		665			604			1659			1155	
Approach Delay, s/veh		127.3			28.4			20.3			21.2	
Approach LOS		F			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	33.8	5.7	24.2	16.0	25.7	12.0	17.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	9.0	* 40	7.4	* 43				
Max Q Clear Time (g_c+I1), s	3.1	17.5	2.3	7.8	7.5	12.7	9.4	8.2				
Green Ext Time (p_c), s	0.0	10.4	0.0	2.2	0.1	7.0	0.0	3.5				

Intersection Summary

HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

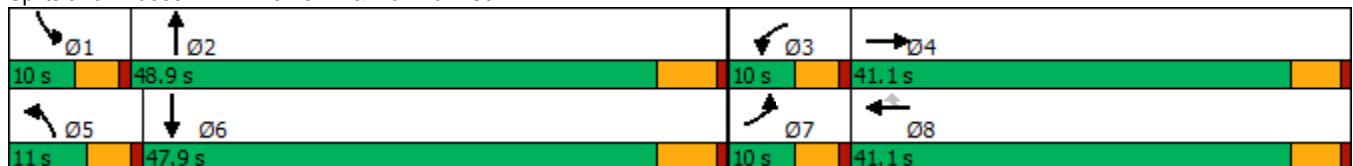


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↕	↙	↕	↗	↙	↕	↙	↕
Traffic Volume (vph)	20	16	1	23	20	36	1600	2	787
Future Volume (vph)	20	16	1	23	20	36	1600	2	787
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	10.0	41.1	10.0	41.1	41.1	11.0	48.9	10.0	47.9
Total Split (%)	9.1%	37.4%	9.1%	37.4%	37.4%	10.0%	44.5%	9.1%	43.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.0	14.4	5.8	14.4	14.4	6.4	42.2	5.8	39.8
Actuated g/C Ratio	0.10	0.25	0.10	0.25	0.25	0.11	0.72	0.10	0.68
v/c Ratio	0.11	0.05	0.01	0.05	0.04	0.19	0.45	0.01	0.25
Control Delay	37.5	13.5	39.0	22.1	0.1	36.5	11.1	38.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	13.5	39.0	22.1	0.1	36.5	11.1	38.0	10.7
LOS	D	B	D	C	A	D	B	D	B
Approach Delay		21.8		12.4			11.7		10.8
Approach LOS		C		B			B		B

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 58.5	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	
























Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
 21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	16	22	1	23	20	36	1600	0	2	787	25
Future Volume (veh/h)	20	16	22	1	23	20	36	1600	0	2	787	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	17	14	1	24	6	38	1702	0	2	837	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	264	192	3	207	176	72	2671	0	5	2466	79
Arrive On Green	0.02	0.13	0.13	0.00	0.11	0.11	0.04	0.51	0.00	0.00	0.48	0.48
Sat Flow, veh/h	1810	1994	1450	1810	1900	1610	1810	5358	0	1810	5158	166
Grp Volume(v), veh/h	21	15	16	1	24	6	38	1702	0	2	561	303
Grp Sat Flow(s),veh/h/ln	1810	1805	1639	1810	1900	1610	1810	1729	0	1810	1729	1866
Q Serve(g_s), s	0.7	0.4	0.5	0.0	0.7	0.2	1.2	13.7	0.0	0.1	5.8	5.8
Cycle Q Clear(g_c), s	0.7	0.4	0.5	0.0	0.7	0.2	1.2	13.7	0.0	0.1	5.8	5.8
Prop In Lane	1.00		0.88	1.00		1.00	1.00		0.00	1.00		0.09
Lane Grp Cap(c), veh/h	45	239	217	3	207	176	72	2671	0	5	1653	892
V/C Ratio(X)	0.47	0.06	0.07	0.32	0.12	0.03	0.53	0.64	0.00	0.40	0.34	0.34
Avail Cap(c_a), veh/h	169	1126	1023	169	1186	1005	201	3875	0	169	2523	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	21.9	21.9	28.8	23.2	23.0	27.2	10.1	0.0	28.7	9.4	9.4
Incr Delay (d2), s/veh	2.8	0.1	0.1	20.2	0.2	0.1	2.3	0.3	0.0	18.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.2	0.0	0.3	0.1	0.5	3.6	0.0	0.1	1.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	22.0	22.1	49.0	23.4	23.1	29.4	10.4	0.0	47.3	9.5	9.6
LnGrp LOS	C	C	C	D	C	C	C	B	A	D	A	A
Approach Vol, veh/h		52			31			1740			866	
Approach Delay, s/veh		25.5			24.2			10.8			9.6	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.8	35.5	4.7	12.7	6.9	33.4	6.0	11.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	5.4	43.1	5.4	36.0	6.4	42.1	5.4	36.0				
Max Q Clear Time (g_c+I1), s	2.1	15.7	2.0	2.5	3.2	7.8	2.7	2.7				
Green Ext Time (p_c), s	0.0	14.0	0.0	0.1	0.0	5.7	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				10.8								
HCM 6th LOS				B								

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

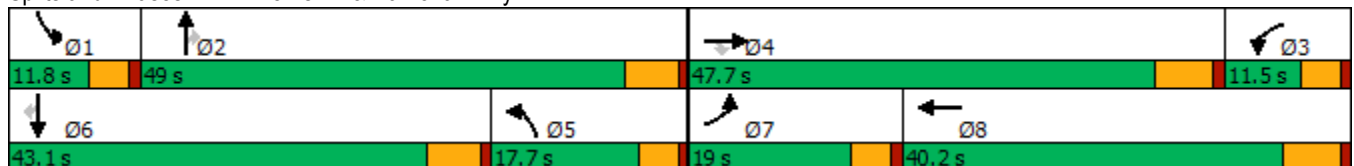
05/20/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	383	1061	127	108	1481	339	903	107	173	382	227	
Future Volume (vph)	383	1061	127	108	1481	339	903	107	173	382	227	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8	
Total Split (s)	19.0	47.7	47.7	11.5	40.2	17.7	49.0	49.0	11.8	43.1	43.1	
Total Split (%)	15.8%	39.8%	39.8%	9.6%	33.5%	14.8%	40.8%	40.8%	9.8%	35.9%	35.9%	
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	14.2	31.8	31.8	16.5	34.1	22.0	35.0	35.0	7.2	20.2	20.2	
Actuated g/C Ratio	0.13	0.28	0.28	0.15	0.31	0.20	0.31	0.31	0.06	0.18	0.18	
v/c Ratio	0.88	0.73	0.22	0.21	1.08	0.50	0.82	0.18	0.78	0.60	0.49	
Control Delay	70.1	39.2	2.3	47.9	85.4	44.6	41.9	1.2	76.5	45.4	8.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	70.1	39.2	2.3	47.9	85.4	44.6	41.9	1.2	76.5	45.4	8.0	
LOS	E	D	A	D	F	D	D	A	E	D	A	
Approach Delay		43.7			83.1		39.3			41.5		
Approach LOS		D			F		D			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 55.0	Intersection LOS: E
Intersection Capacity Utilization 91.2%	ICU Level of Service F
Analysis Period (min) 15	


































Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	383	1061	127	108	1481	177	339	903	107	173	382	227
Future Volume (veh/h)	383	1061	127	108	1481	177	339	903	107	173	382	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	391	1083	85	110	1511	162	346	921	61	177	390	173
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	449	1413	437	526	1469	157	735	1101	491	230	542	238
Arrive On Green	0.13	0.27	0.27	0.15	0.31	0.31	0.21	0.31	0.31	0.07	0.15	0.15
Sat Flow, veh/h	3510	5187	1605	3510	4755	509	3510	3610	1609	3510	3610	1588
Grp Volume(v), veh/h	391	1083	85	110	1099	574	346	921	61	177	390	173
Grp Sat Flow(s),veh/h/ln	1755	1729	1605	1755	1729	1806	1755	1805	1609	1755	1805	1588
Q Serve(g_s), s	12.0	21.1	4.5	3.0	34.0	34.0	9.5	26.2	1.9	5.5	11.3	8.4
Cycle Q Clear(g_c), s	12.0	21.1	4.5	3.0	34.0	34.0	9.5	26.2	1.9	5.5	11.3	8.4
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	1413	437	526	1069	558	735	1101	491	230	542	238
V/C Ratio(X)	0.87	0.77	0.19	0.21	1.03	1.03	0.47	0.84	0.12	0.77	0.72	0.73
Avail Cap(c_a), veh/h	459	1956	605	526	1069	558	735	1417	632	230	1224	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	36.8	30.8	41.0	38.0	38.0	38.1	35.7	10.9	50.6	44.6	24.3
Incr Delay (d2), s/veh	15.5	1.2	0.2	0.1	35.0	45.8	0.2	3.6	0.1	13.4	1.8	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	8.6	1.7	1.3	18.6	21.1	4.0	11.5	1.1	2.8	5.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.6	38.0	31.0	41.1	73.0	83.8	38.3	39.3	11.0	64.1	46.4	28.5
LnGrp LOS	E	D	C	D	F	F	D	D	B	E	D	C
Approach Vol, veh/h		1559			1783			1328			740	
Approach Delay, s/veh		43.8			74.5			37.7			46.4	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	39.4	22.7	36.2	28.9	22.3	18.7	40.2				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	7.2	43.2	6.9	* 42	13.1	* 37	14.4	34.0				
Max Q Clear Time (g_c+I1), s	7.5	28.2	5.0	23.1	11.5	13.3	14.0	36.0				
Green Ext Time (p_c), s	0.0	5.4	0.0	6.8	0.1	2.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

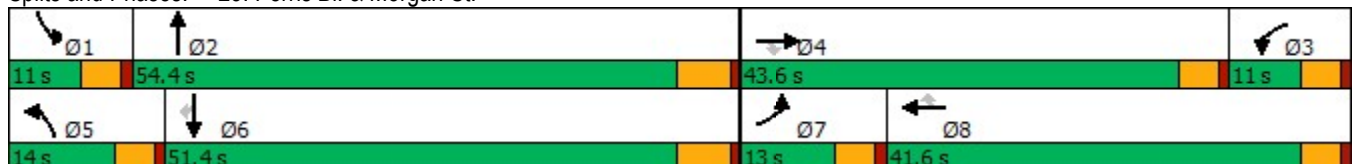


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	29	193	31	22	78	2	47	1326	11	549	77
Future Volume (vph)	29	193	31	22	78	2	47	1326	11	549	77
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	13.0	43.6	43.6	11.0	41.6	41.6	14.0	54.4	11.0	51.4	51.4
Total Split (%)	10.8%	36.3%	36.3%	9.2%	34.7%	34.7%	11.7%	45.3%	9.2%	42.8%	42.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.9	14.4	14.4	7.3	14.9	14.9	7.4	29.4	6.3	23.9	23.9
Actuated g/C Ratio	0.11	0.23	0.23	0.12	0.24	0.24	0.12	0.48	0.10	0.39	0.39
v/c Ratio	0.15	0.24	0.07	0.11	0.18	0.00	0.23	0.57	0.07	0.41	0.11
Control Delay	38.7	24.4	0.3	36.3	24.4	0.0	37.7	14.8	40.1	17.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	24.4	0.3	36.3	24.4	0.0	37.7	14.8	40.1	17.7	0.6
LOS	D	C	A	D	C	A	D	B	D	B	A
Approach Delay		23.1			26.5			15.5		16.1	
Approach LOS		C			C			B		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 61.5	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

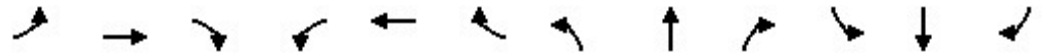
Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
 23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑		↘	↑↑	↗
Traffic Volume (veh/h)	29	193	31	22	78	2	47	1326	17	11	549	77
Future Volume (veh/h)	29	193	31	22	78	2	47	1326	17	11	549	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	203	17	23	82	1	49	1396	18	12	578	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	628	280	61	331	280	86	2290	30	27	1451	647
Arrive On Green	0.03	0.17	0.17	0.03	0.17	0.17	0.05	0.43	0.43	0.02	0.40	0.40
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5278	68	1810	3610	1610
Grp Volume(v), veh/h	31	203	17	23	82	1	49	915	499	12	578	64
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1888	1810	1805	1610
Q Serve(g_s), s	1.0	2.8	0.4	0.7	2.1	0.0	1.5	11.6	11.6	0.4	6.5	1.4
Cycle Q Clear(g_c), s	1.0	2.8	0.4	0.7	2.1	0.0	1.5	11.6	11.6	0.4	6.5	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	62	628	280	61	331	280	86	1501	819	27	1451	647
V/C Ratio(X)	0.50	0.32	0.06	0.38	0.25	0.00	0.57	0.61	0.61	0.44	0.40	0.10
Avail Cap(c_a), veh/h	266	2463	1099	203	1230	1042	298	2940	1605	203	2880	1285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	20.7	11.0	27.0	20.4	19.5	26.7	12.5	12.5	27.9	12.2	10.6
Incr Delay (d2), s/veh	2.4	0.3	0.1	1.4	0.4	0.0	2.2	0.4	0.7	4.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	0.2	0.3	0.9	0.0	0.6	3.5	3.8	0.2	2.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	21.0	11.1	28.4	20.8	19.5	28.9	12.9	13.2	31.9	12.4	10.7
LnGrp LOS	C	C	B	C	C	B	C	B	B	C	B	B
Approach Vol, veh/h		251			106			1463			654	
Approach Delay, s/veh		21.3			22.4			13.5			12.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	30.6	6.5	14.6	7.3	28.8	6.5	14.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	6.4	48.6	6.4	39.0	9.4	45.6	8.4	37.0				
Max Q Clear Time (g_c+I1), s	2.4	13.6	2.7	4.8	3.5	8.5	3.0	4.1				
Green Ext Time (p_c), s	0.0	11.2	0.0	1.5	0.0	4.1	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			14.4									
HCM 6th LOS			B									

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

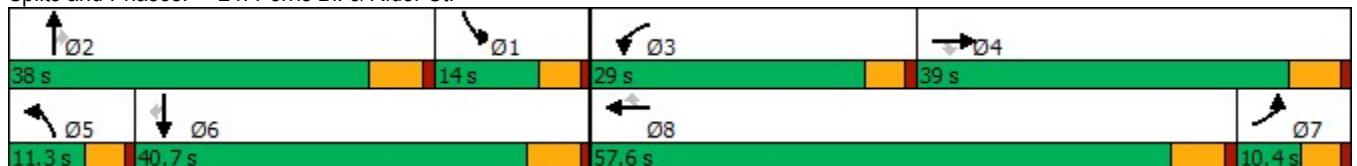
02/11/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	159	17	253	344	298	43	1088	134	63	427	32
Future Volume (vph)	27	159	17	253	344	298	43	1088	134	63	427	32
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	10.4	39.0	39.0	29.0	57.6	57.6	11.3	38.0	38.0	14.0	40.7	40.7
Total Split (%)	8.7%	32.5%	32.5%	24.2%	48.0%	48.0%	9.4%	31.7%	31.7%	11.7%	33.9%	33.9%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.3	14.2	14.2	17.7	29.8	29.8	6.4	27.9	27.9	7.7	31.6	31.6
Actuated g/C Ratio	0.11	0.16	0.16	0.20	0.34	0.34	0.07	0.32	0.32	0.09	0.36	0.36
v/c Ratio	0.15	0.29	0.05	0.74	0.30	0.43	0.35	0.70	0.23	0.42	0.24	0.05
Control Delay	40.9	35.8	0.2	48.6	25.9	7.9	53.4	30.4	3.8	52.5	22.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	35.8	0.2	48.6	25.9	7.9	53.4	30.4	3.8	52.5	22.1	0.1
LOS	D	D	A	D	C	A	D	C	A	D	C	A
Approach Delay		33.5			26.4			28.4			24.5	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 86.7
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 27.4
 Intersection LOS: C
 Intersection Capacity Utilization 65.5%
 ICU Level of Service C
 Analysis Period (min) 15

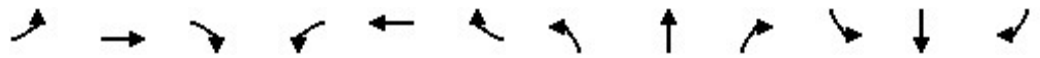
Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	27	159	17	253	344	298	43	1088	134	63	427	32
Future Volume (veh/h)	27	159	17	253	344	298	43	1088	134	63	427	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	171	9	272	370	210	46	1170	110	68	459	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	513	228	320	701	313	76	1683	523	93	1821	565
Arrive On Green	0.11	0.14	0.14	0.18	0.19	0.19	0.04	0.32	0.32	0.05	0.35	0.35
Sat Flow, veh/h	1810	3610	1607	1810	3610	1610	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	29	171	9	272	370	210	46	1170	110	68	459	24
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1610	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	1.0	3.1	0.3	10.5	6.6	8.7	1.8	14.2	1.9	2.7	4.5	0.4
Cycle Q Clear(g_c), s	1.0	3.1	0.3	10.5	6.6	8.7	1.8	14.2	1.9	2.7	4.5	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	513	228	320	701	313	76	1683	523	93	1821	565
V/C Ratio(X)	0.15	0.33	0.04	0.85	0.53	0.67	0.61	0.69	0.21	0.73	0.25	0.04
Avail Cap(c_a), veh/h	195	1663	740	613	2594	1157	168	2317	719	236	2512	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	27.9	26.7	28.8	26.1	26.9	34.0	21.2	4.9	33.7	16.7	5.3
Incr Delay (d2), s/veh	0.1	0.4	0.1	2.5	0.6	2.5	2.9	0.5	0.2	4.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	0.1	4.4	2.6	3.3	0.8	5.1	1.2	1.2	1.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	28.2	26.8	31.2	26.7	29.4	36.9	21.8	5.1	37.7	16.7	5.3
LnGrp LOS	C	C	C	C	C	C	D	C	A	D	B	A
Approach Vol, veh/h		209			852			1326			551	
Approach Delay, s/veh		28.3			28.8			20.9			18.8	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	29.2	17.3	16.0	7.6	31.1	13.6	19.8				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	9.4	* 32	24.4	33.2	6.7	34.9	5.8	* 52				
Max Q Clear Time (g_c+I1), s	4.7	16.2	12.5	5.1	3.8	6.5	3.0	10.7				
Green Ext Time (p_c), s	0.0	7.2	0.3	1.0	0.0	3.0	0.0	3.0				

Intersection Summary

HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

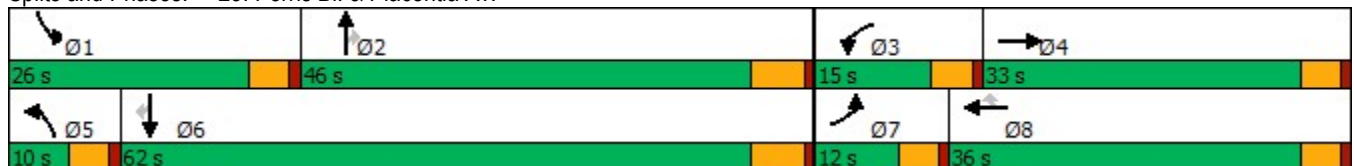


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	16	73	38	137	245	43	926	34	37	600	38
Future Volume (vph)	16	73	38	137	245	43	926	34	37	600	38
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	14.7	7.2	17.3	17.3	6.3	28.3	28.3	7.2	29.3	29.3
Actuated g/C Ratio	0.10	0.22	0.11	0.26	0.26	0.09	0.42	0.42	0.11	0.44	0.44
v/c Ratio	0.10	0.24	0.22	0.31	0.44	0.28	0.67	0.05	0.21	0.42	0.06
Control Delay	41.8	27.7	40.5	27.4	6.5	44.7	21.0	0.1	40.5	16.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	27.7	40.5	27.4	6.5	44.7	21.0	0.1	40.5	16.0	0.1
LOS	D	C	D	C	A	D	C	A	D	B	A
Approach Delay		29.9		16.4			21.3			16.5	
Approach LOS		C		B			C			B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 66.9
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 19.3
 Intersection Capacity Utilization 57.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	73	16	38	137	245	43	926	34	37	600	38
Future Volume (veh/h)	16	73	16	38	137	245	43	926	34	37	600	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	81	14	42	152	155	48	1029	29	41	667	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	39	274	47	77	369	313	84	1452	648	76	1435	639
Arrive On Green	0.02	0.17	0.17	0.04	0.19	0.19	0.05	0.40	0.40	0.04	0.40	0.40
Sat Flow, veh/h	1810	1578	273	1810	1900	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	18	0	95	42	152	155	48	1029	29	41	667	36
Grp Sat Flow(s),veh/h/ln	1810	0	1851	1810	1900	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	0.6	0.0	2.6	1.3	4.0	4.9	1.5	13.7	0.6	1.3	7.9	0.8
Cycle Q Clear(g_c), s	0.6	0.0	2.6	1.3	4.0	4.9	1.5	13.7	0.6	1.3	7.9	0.8
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	0	321	77	369	313	84	1452	648	76	1435	639
V/C Ratio(X)	0.46	0.00	0.30	0.55	0.41	0.50	0.57	0.71	0.04	0.54	0.46	0.06
Avail Cap(c_a), veh/h	232	0	912	327	1036	878	170	2519	1124	672	3522	1569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	20.7	27.0	20.3	20.7	26.9	14.4	10.5	27.1	12.8	10.7
Incr Delay (d2), s/veh	3.1	0.0	0.5	2.2	0.7	1.2	2.2	0.6	0.0	2.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.1	0.6	1.8	1.9	0.6	4.4	0.2	0.5	2.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	21.3	29.3	21.1	21.9	29.1	15.0	10.5	29.3	13.1	10.7
LnGrp LOS	C	A	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		113			349			1106			744	
Approach Delay, s/veh		22.8			22.4			15.5			13.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	29.0	7.0	14.6	7.3	28.7	5.9	15.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	3.3	15.7	3.3	4.6	3.5	9.9	2.6	6.9				
Green Ext Time (p_c), s	0.0	7.4	0.0	0.5	0.0	4.8	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

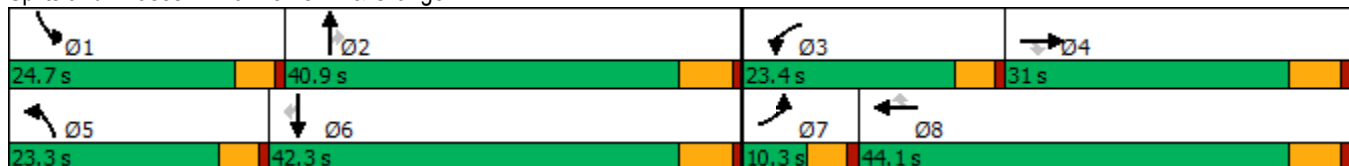


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	17	263	141	182	472	163	185	759	101	104	546	38
Future Volume (vph)	17	263	141	182	472	163	185	759	101	104	546	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	19.4	19.4	14.7	35.4	35.4	14.8	28.3	28.3	10.7	24.2	24.2
Actuated g/C Ratio	0.06	0.20	0.20	0.16	0.37	0.37	0.16	0.30	0.30	0.11	0.26	0.26
v/c Ratio	0.17	0.73	0.34	0.70	0.38	0.25	0.71	0.76	0.19	0.55	0.64	0.08
Control Delay	54.4	49.4	8.4	55.5	24.8	5.2	55.7	36.6	2.6	54.5	36.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	49.4	8.4	55.5	24.8	5.2	55.7	36.6	2.6	54.5	36.1	0.3
LOS	D	D	A	E	C	A	E	D	A	D	D	A
Approach Delay		35.8			27.7			36.7			36.9	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 34.1
 Intersection LOS: C
 Intersection Capacity Utilization 68.1%
 ICU Level of Service C
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	263	141	182	472	163	185	759	101	104	546	38
Future Volume (veh/h)	17	263	141	182	472	163	185	759	101	104	546	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	283	111	196	508	124	199	816	85	112	587	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	367	311	240	1101	490	243	1104	491	145	908	404
Arrive On Green	0.02	0.19	0.19	0.13	0.30	0.30	0.13	0.31	0.31	0.08	0.25	0.25
Sat Flow, veh/h	1810	1900	1610	1810	3610	1605	1810	3610	1607	1810	3610	1606
Grp Volume(v), veh/h	18	283	111	196	508	124	199	816	85	112	587	29
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1605	1810	1805	1607	1810	1805	1606
Q Serve(g_s), s	0.7	10.2	4.3	7.6	8.2	4.2	7.7	14.6	2.8	4.4	10.5	1.0
Cycle Q Clear(g_c), s	0.7	10.2	4.3	7.6	8.2	4.2	7.7	14.6	2.8	4.4	10.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	38	367	311	240	1101	490	243	1104	491	145	908	404
V/C Ratio(X)	0.47	0.77	0.36	0.82	0.46	0.25	0.82	0.74	0.17	0.77	0.65	0.07
Avail Cap(c_a), veh/h	143	663	562	471	1915	852	469	1755	781	504	1825	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	27.6	25.2	30.5	20.3	18.9	30.4	22.5	18.4	32.6	24.2	20.6
Incr Delay (d2), s/veh	3.4	3.4	0.7	2.6	0.3	0.3	2.6	1.0	0.2	3.3	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.5	1.6	3.2	3.1	1.4	3.3	5.6	1.0	1.9	4.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	31.1	25.9	33.0	20.6	19.2	33.0	23.5	18.5	35.8	24.9	20.7
LnGrp LOS	D	C	C	C	C	B	C	C	B	D	C	C
Approach Vol, veh/h		412			828			1100			728	
Approach Delay, s/veh		30.0			23.3			24.8			26.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	27.9	14.2	19.8	14.3	24.0	6.1	27.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	6.4	16.6	9.6	12.2	9.7	12.5	2.7	10.2				
Green Ext Time (p_c), s	0.1	5.2	0.2	1.5	0.2	3.7	0.0	3.6				
Intersection Summary												
HCM 6th Ctrl Delay			25.5									
HCM 6th LOS			C									

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

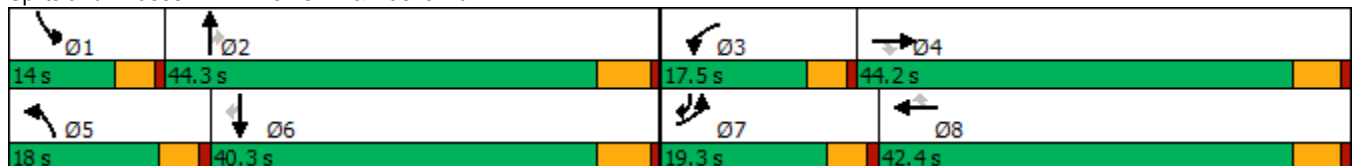
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	437	712	93	236	669	165	202	562	248	164	438	271
Future Volume (vph)	437	712	93	236	669	165	202	562	248	164	438	271
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.0	32.0	32.0	11.5	28.5	28.5	13.6	27.1	27.1	8.8	22.3	38.5
Actuated g/C Ratio	0.15	0.32	0.32	0.11	0.28	0.28	0.14	0.27	0.27	0.09	0.22	0.38
v/c Ratio	0.98	0.73	0.21	0.69	0.77	0.34	0.97	0.68	0.50	0.63	0.64	0.29
Control Delay	80.3	35.3	6.4	54.3	38.7	8.5	96.8	36.9	11.0	56.4	39.4	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.3	35.3	6.4	54.3	38.7	8.5	96.8	36.9	11.0	56.4	39.4	15.4
LOS	F	D	A	D	D	A	F	D	B	E	D	B
Approach Delay		49.0			37.5			42.5			35.2	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 41.6
 Intersection LOS: D
 Intersection Capacity Utilization 77.9%
 ICU Level of Service D
 Analysis Period (min) 15






























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 		
Traffic Volume (veh/h)	437	712	93	236	669	165	202	562	248	164	438	271
Future Volume (veh/h)	437	712	93	236	669	165	202	562	248	164	438	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.98	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	514	838	71	278	787	122	238	661	191	193	515	206
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	465	1284	520	340	1155	505	219	1052	446	254	877	1053
Arrive On Green	0.13	0.36	0.36	0.10	0.32	0.32	0.12	0.29	0.29	0.07	0.24	0.24
Sat Flow, veh/h	3510	3610	1463	3510	3610	1578	1810	3610	1530	3510	3610	2787
Grp Volume(v), veh/h	514	838	71	278	787	122	238	661	191	193	515	206
Grp Sat Flow(s),veh/h/ln	1755	1805	1463	1755	1805	1578	1810	1805	1530	1755	1805	1394
Q Serve(g_s), s	14.7	21.6	3.6	8.6	21.0	6.3	13.4	17.6	11.2	6.0	14.0	5.5
Cycle Q Clear(g_c), s	14.7	21.6	3.6	8.6	21.0	6.3	13.4	17.6	11.2	6.0	14.0	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	1284	520	340	1155	505	219	1052	446	254	877	1053
V/C Ratio(X)	1.11	0.65	0.14	0.82	0.68	0.24	1.09	0.63	0.43	0.76	0.59	0.20
Avail Cap(c_a), veh/h	465	1284	520	408	1204	526	219	1252	531	297	1122	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	30.0	24.2	49.1	32.8	27.8	48.8	34.1	31.8	50.5	37.1	23.4
Incr Delay (d2), s/veh	73.5	1.2	0.1	8.9	1.5	0.2	86.7	0.7	0.7	7.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	9.2	1.2	4.1	9.1	2.4	11.1	7.5	4.1	2.8	6.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.7	31.2	24.3	58.0	34.3	28.1	135.5	34.8	32.5	58.0	37.7	23.5
LnGrp LOS	F	C	C	E	C	C	F	C	C	E	D	C
Approach Vol, veh/h		1423			1187			1090			914	
Approach Delay, s/veh		63.5			39.2			56.4			38.8	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	38.1	15.3	44.9	18.0	32.8	19.3	40.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	8.0	19.6	10.6	23.6	15.4	16.0	16.7	23.0				
Green Ext Time (p_c), s	0.0	4.6	0.1	5.1	0.0	3.7	0.0	4.7				
Intersection Summary												
HCM 6th Ctrl Delay				50.7								
HCM 6th LOS				D								

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↑↗	↑↗		
Traffic Volume (vph)	12	369	630	2	4		
Future Volume (vph)	12	369	630	2	4		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	9.6	31.8	36.0	78.6	42.6	9.6	31.8
Total Split (%)	8.0%	26.5%	30.0%	65.5%	35.5%	8%	27%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	13.9	35.1	38.8	14.1		
Actuated g/C Ratio	0.09	0.21	0.54	0.60	0.22		
v/c Ratio	0.09	0.37	0.78	0.00	0.01		
Control Delay	38.8	0.9	24.7	7.0	21.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	38.8	0.9	24.7	7.0	21.2		
LOS	D	A	C	A	C		
Approach Delay				24.6	21.2		
Approach LOS				C	C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 65.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 16.1	Intersection LOS: B
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↗			↑↗	
Traffic Volume (veh/h)	12	0	369	0	0	0	630	2	0	0	4	1
Future Volume (veh/h)	12	0	369	0	0	0	630	2	0	0	4	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	14	0	367	0	0	0	759	2	0	0	5	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	31	506	429	3	325	0	810	1963	0	0	66	0
Arrive On Green	0.02	0.00	0.27	0.00	0.00	0.00	0.45	0.54	0.00	0.00	0.02	0.00
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	3800	0
Grp Volume(v), veh/h	14	0	367	0	0	0	759	2	0	0	5	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	0
Q Serve(g_s), s	0.5	0.0	12.8	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.1	0.0
Cycle Q Clear(g_c), s	0.5	0.0	12.8	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.1	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	31	506	429	3	325	0	810	1963	0	0	66	0
V/C Ratio(X)	0.45	0.00	0.86	0.00	0.00	0.00	0.94	0.00	0.00	0.00	0.08	0.00
Avail Cap(c_a), veh/h	153	838	710	153	877	0	964	4482	0	0	2278	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	28.7	0.0	20.6	0.0	0.0	0.0	15.5	6.1	0.0	0.0	28.4	0.0
Incr Delay (d2), s/veh	3.6	0.0	5.6	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.1	0.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	0.0	26.1	0.0	0.0	0.0	29.2	6.1	0.0	0.0	28.9	0.0
LnGrp LOS	C	A	C	A	A	A	C	A	A	A	C	A
Approach Vol, veh/h		381			0			761			5	
Approach Delay, s/veh		26.4			0.0			29.1			28.9	
Approach LOS		C						C			C	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		37.5	0.0	21.5	31.0	6.5	5.6	15.9				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.2	5.0	26.0	31.4	37.2	5.0	* 27				
Max Q Clear Time (g_c+I1), s		2.0	0.0	14.8	25.5	2.1	2.5	0.0				
Green Ext Time (p_c), s		0.0	0.0	1.0	0.8	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	15	31	583	335	22
Future Vol, veh/h	13	15	31	583	335	22
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	18	37	694	399	26
Number of Lanes	1	1	1	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	10	11.6	12.1
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	84%
Vol Right, %	0%	0%	0%	0%	100%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	292	292	13	15	223	134
LT Vol	31	0	0	13	0	0	0
Through Vol	0	292	292	0	0	223	112
RT Vol	0	0	0	0	15	0	22
Lane Flow Rate	37	347	347	15	18	266	159
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.062	0.533	0.368	0.033	0.032	0.436	0.256
Departure Headway (Hd)	6.028	5.526	3.818	7.726	6.512	5.902	5.786
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	589	645	927	465	551	614	624
Service Time	3.814	3.312	1.603	5.444	4.231	3.604	3.489
HCM Lane V/C Ratio	0.063	0.538	0.374	0.032	0.033	0.433	0.255
HCM Control Delay	9.2	14.5	8.9	10.7	9.4	13.1	10.5
HCM Lane LOS	A	B	A	B	A	B	B
HCM 95th-tile Q	0.2	3.2	1.7	0.1	0.1	2.2	1

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

05/20/2020

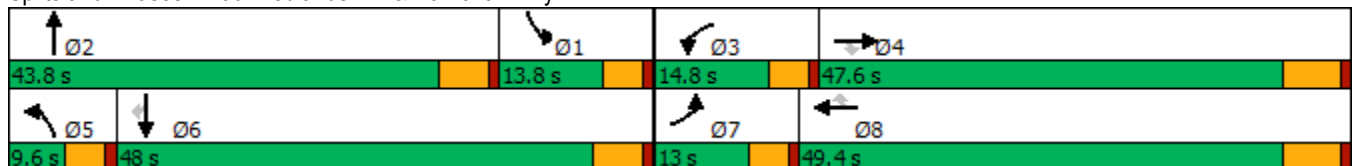


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗↗↗	↖	↖	↗↗↗	↖	↖	↗	↖	↗	↖
Traffic Volume (vph)	52	1269	18	136	1845	599	13	10	327	1	22
Future Volume (vph)	52	1269	18	136	1845	599	13	10	327	1	22
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	13.0	47.6	47.6	14.8	49.4	49.4	9.6	43.8	13.8	48.0	48.0
Total Split (%)	10.8%	39.7%	39.7%	12.3%	41.2%	41.2%	8.0%	36.5%	11.5%	40.0%	40.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	38.3	38.3	10.3	44.0	44.0	5.1	16.6	9.4	29.1	29.1
Actuated g/C Ratio	0.07	0.40	0.40	0.11	0.46	0.46	0.05	0.17	0.10	0.30	0.30
v/c Ratio	0.41	0.64	0.03	0.73	0.81	0.65	0.15	0.69	1.94	0.00	0.04
Control Delay	56.3	25.8	0.1	67.1	27.8	9.6	53.0	24.7	468.4	25.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	25.8	0.1	67.1	27.8	9.6	53.0	24.7	468.4	25.0	0.1
LOS	E	C	A	E	C	A	D	C	F	C	A
Approach Delay		26.7			25.7			26.1		437.7	
Approach LOS		C			C			C		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.94
 Intersection Signal Delay: 57.7
 Intersection LOS: E
 Intersection Capacity Utilization 105.2%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1269	18	136	1845	599	13	10	254	327	1	22
Future Volume (veh/h)	52	1269	18	136	1845	599	13	10	254	327	1	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.94	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1322	19	142	1922	624	14	10	265	341	1	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	1747	528	167	2027	620	29	16	429	151	696	583
Arrive On Green	0.04	0.34	0.34	0.09	0.39	0.39	0.02	0.29	0.29	0.08	0.37	0.37
Sat Flow, veh/h	1810	5187	1568	1810	5187	1587	1810	56	1473	1810	1900	1593
Grp Volume(v), veh/h	54	1322	19	142	1922	624	14	0	275	341	1	23
Grp Sat Flow(s),veh/h/ln	1810	1729	1568	1810	1729	1587	1810	0	1529	1810	1900	1593
Q Serve(g_s), s	3.3	25.0	0.9	8.5	39.6	29.7	0.8	0.0	17.1	9.2	0.0	1.0
Cycle Q Clear(g_c), s	3.3	25.0	0.9	8.5	39.6	29.7	0.8	0.0	17.1	9.2	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	70	1747	528	167	2027	620	29	0	445	151	696	583
V/C Ratio(X)	0.77	0.76	0.04	0.85	0.95	1.01	0.49	0.00	0.62	2.26	0.00	0.04
Avail Cap(c_a), veh/h	138	1947	589	167	2032	622	82	0	532	151	734	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	32.5	24.5	49.3	32.5	16.0	53.8	0.0	33.8	50.5	22.2	22.5
Incr Delay (d2), s/veh	6.6	1.6	0.0	30.1	10.3	37.8	4.7	0.0	1.6	587.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	10.0	0.3	5.1	17.1	15.8	0.4	0.0	6.4	28.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	34.1	24.6	79.4	42.9	53.8	58.6	0.0	35.3	637.7	22.2	22.5
LnGrp LOS	E	C	C	E	D	F	E	A	D	F	C	C
Approach Vol, veh/h		1395			2688			289			365	
Approach Delay, s/veh		34.9			47.3			36.5			597.3	
Approach LOS		C			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	37.5	14.8	43.4	6.3	45.8	8.9	49.3				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	9.2	* 38	10.2	41.4	5.0	42.6	8.4	43.2				
Max Q Clear Time (g_c+I1), s	11.2	19.1	10.5	27.0	2.8	3.0	5.3	41.6				
Green Ext Time (p_c), s	0.0	1.6	0.0	7.2	0.0	0.1	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	85.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔		↔	↔	↔
Traffic Vol, veh/h	203	0	0	0	0	104
Future Vol, veh/h	203	0	0	0	0	104
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	242	0	0	0	0	124
Number of Lanes	1	1	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	10.8	0	8
HCM LOS	B	-	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%	0%
Vol Thru, %	100%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	203	0	0	104
LT Vol	0	203	0	0	0
Through Vol	0	0	0	0	0
RT Vol	0	0	0	0	104
Lane Flow Rate	0	242	0	0	124
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0	0.35	0	0	0.154
Departure Headway (Hd)	5.136	5.218	4.717	5.192	4.487
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	681	0	0	805
Service Time	3.145	3.006	2.504	2.892	2.187
HCM Lane V/C Ratio	0	0.355	0	0	0.154
HCM Control Delay	8.1	10.8	7.5	7.9	8
HCM Lane LOS	N	B	N	N	A
HCM 95th-tile Q	0	1.6	0	0	0.5

Intersection	
Intersection Delay, s/veh	50.6
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	408	32	12	972	5	313
Future Vol, veh/h	408	32	12	972	5	313
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	492	39	14	1171	6	377
Number of Lanes	1	0	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	68.5	580.2	30.2
HCM LOS	F	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	0%	93%	0%	100%
Vol Right, %	0%	100%	7%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	313	440	12	972
LT Vol	5	0	0	12	0
Through Vol	0	0	408	0	972
RT Vol	0	313	32	0	0
Lane Flow Rate	6	377	530	14	1171
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.014	0.72	0.985	0.03	2.256
Departure Headway (Hd)	9.875	8.609	8.255	7.448	6.935
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	365	422	445	480	527
Service Time	7.575	6.309	6.255	5.203	4.69
HCM Lane V/C Ratio	0.016	0.893	1.191	0.029	2.222
HCM Control Delay	12.7	30.5	68.5	10.4	587.2
HCM Lane LOS	B	D	F	B	F
HCM 95th-tile Q	0	5.6	12.3	0.1	85.9

Intersection												
Intersection Delay, s/veh	13											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	83	62	143	162	5	179	260	28	5	32	4
Future Vol, veh/h	43	83	62	143	162	5	179	260	28	5	32	4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	51	98	73	168	191	6	211	306	33	6	38	5
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

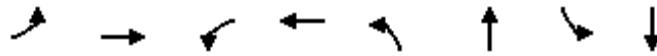
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	11.3	13.7	13.4	11.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	76%	0%	100%	0%	0%	97%	0%	100%	0%
Vol Right, %	0%	0%	24%	0%	0%	100%	0%	3%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	179	173	115	43	83	62	143	167	5	32	4
LT Vol	179	0	0	43	0	0	143	0	5	0	0
Through Vol	0	173	87	0	83	0	0	162	0	32	0
RT Vol	0	0	28	0	0	62	0	5	0	0	4
Lane Flow Rate	211	204	135	51	98	73	168	196	6	38	5
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.416	0.375	0.241	0.109	0.197	0.133	0.343	0.372	0.014	0.083	0.009
Departure Headway (Hd)	7.117	6.612	6.44	7.752	7.249	6.545	7.339	6.818	8.428	7.919	7.207
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	503	540	554	460	492	543	488	525	427	455	500
Service Time	4.893	4.388	4.216	5.545	5.042	4.338	5.12	4.599	6.128	5.619	4.907
HCM Lane V/C Ratio	0.419	0.378	0.244	0.111	0.199	0.134	0.344	0.373	0.014	0.084	0.01
HCM Control Delay	14.9	13.3	11.3	11.5	11.8	10.4	13.9	13.6	11.2	11.3	10
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	A
HCM 95th-tile Q	2	1.7	0.9	0.4	0.7	0.5	1.5	1.7	0	0.3	0

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

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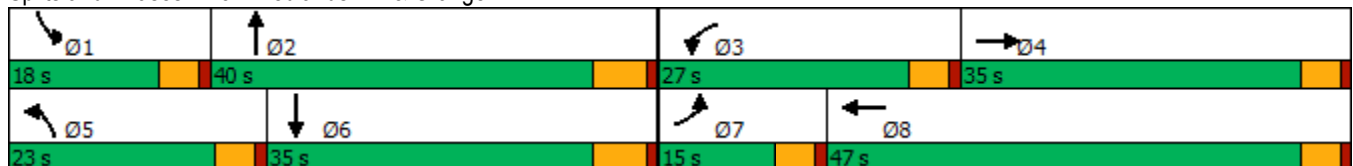


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	49	276	146	528	108	268	69	155
Future Volume (vph)	49	276	146	528	108	268	69	155
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.3	17.3	11.6	27.4	9.8	15.1	8.1	13.6
Actuated g/C Ratio	0.10	0.25	0.17	0.39	0.14	0.21	0.12	0.19
v/c Ratio	0.28	0.42	0.53	0.55	0.46	0.57	0.36	0.34
Control Delay	39.9	24.3	38.3	20.6	39.2	24.7	39.8	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	24.3	38.3	20.6	39.2	24.7	39.8	23.6
LOS	D	C	D	C	D	C	D	C
Approach Delay		26.3		23.7		27.7		27.4
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 70.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	49	276	61	146	528	171	108	268	153	69	155	68
Future Volume (veh/h)	49	276	61	146	528	171	108	268	153	69	155	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	297	42	157	568	153	116	288	111	74	167	49
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	91	832	116	204	911	245	152	534	201	111	518	147
Arrive On Green	0.05	0.26	0.26	0.11	0.32	0.32	0.08	0.21	0.21	0.06	0.19	0.19
Sat Flow, veh/h	1810	3172	444	1810	2809	754	1810	2558	963	1810	2773	790
Grp Volume(v), veh/h	53	168	171	157	364	357	116	201	198	74	107	109
Grp Sat Flow(s),veh/h/ln	1810	1805	1811	1810	1805	1758	1810	1805	1716	1810	1805	1758
Q Serve(g_s), s	1.6	4.2	4.3	4.7	9.4	9.5	3.5	5.5	5.7	2.2	2.8	3.0
Cycle Q Clear(g_c), s	1.6	4.2	4.3	4.7	9.4	9.5	3.5	5.5	5.7	2.2	2.8	3.0
Prop In Lane	1.00		0.24	1.00		0.43	1.00		0.56	1.00		0.45
Lane Grp Cap(c), veh/h	91	473	475	204	586	570	152	377	358	111	337	328
V/C Ratio(X)	0.58	0.35	0.36	0.77	0.62	0.63	0.77	0.53	0.55	0.67	0.32	0.33
Avail Cap(c_a), veh/h	341	993	997	734	1386	1349	603	1118	1062	439	954	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	16.6	16.6	23.8	15.8	15.8	24.8	19.5	19.5	25.4	19.4	19.5
Incr Delay (d2), s/veh	2.2	0.4	0.5	2.3	1.1	1.1	3.0	1.2	1.3	2.5	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.7	1.7	2.0	3.7	3.6	1.4	2.1	2.0	0.9	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	17.0	17.1	26.1	16.9	16.9	27.8	20.6	20.9	27.9	20.0	20.1
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	B	C
Approach Vol, veh/h		392			878			515			290	
Approach Delay, s/veh		18.5			18.6			22.3			22.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	17.3	10.8	19.1	9.2	16.1	7.4	22.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+I1), s	4.2	7.7	6.7	6.3	5.5	5.0	3.6	11.5				
Green Ext Time (p_c), s	0.0	2.2	0.2	2.1	0.1	1.0	0.0	5.4				

Intersection Summary

HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

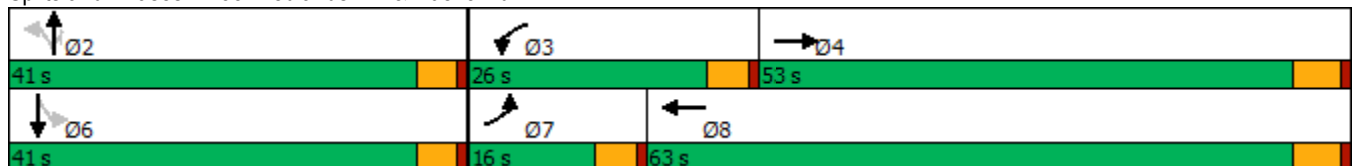


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗		↕
Traffic Volume (vph)	69	779	222	1093	143	257	155	44	257
Future Volume (vph)	69	779	222	1093	143	257	155	44	257
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.2	43.8	19.7	56.7	36.6	36.6	36.6		36.6
Actuated g/C Ratio	0.08	0.38	0.17	0.49	0.32	0.32	0.32		0.32
v/c Ratio	0.59	0.89	0.89	0.79	1.02	0.52	0.30		1.04
Control Delay	68.9	41.8	76.5	29.0	114.4	37.1	5.7		92.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	68.9	41.8	76.5	29.0	114.4	37.1	5.7		92.5
LOS	E	D	E	C	F	D	A		F
Approach Delay		43.7		36.7		48.3			92.5
Approach LOS		D		D		D			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 47.3
 Intersection LOS: D
 Intersection Capacity Utilization 91.5%
 ICU Level of Service F
 Analysis Period (min) 15






















Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	779	172	222	1093	45	143	257	155	44	257	87
Future Volume (veh/h)	69	779	172	222	1093	45	143	257	155	44	257	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	962	165	274	1349	49	177	317	131	54	317	85
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	1116	191	304	1679	61	190	633	536	76	355	90
Arrive On Green	0.06	0.37	0.37	0.17	0.47	0.47	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	3056	524	1810	3550	129	998	1900	1607	117	1065	271
Grp Volume(v), veh/h	85	568	559	274	685	713	177	317	131	456	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1775	1810	1805	1873	998	1900	1607	1453	0	0
Q Serve(g_s), s	5.1	31.8	31.9	16.2	35.2	35.4	2.6	14.6	6.5	19.2	0.0	0.0
Cycle Q Clear(g_c), s	5.1	31.8	31.9	16.2	35.2	35.4	36.4	14.6	6.5	33.8	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.07	1.00		1.00	0.12		0.19
Lane Grp Cap(c), veh/h	109	659	648	304	854	886	190	633	536	521	0	0
V/C Ratio(X)	0.78	0.86	0.86	0.90	0.80	0.80	0.93	0.50	0.24	0.88	0.00	0.00
Avail Cap(c_a), veh/h	189	787	773	355	952	988	190	633	536	521	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.6	32.1	32.1	44.6	24.4	24.5	43.4	29.1	26.4	36.0	0.0	0.0
Incr Delay (d2), s/veh	4.6	8.4	8.7	21.3	4.6	4.5	46.1	0.6	0.2	15.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	14.7	14.6	8.9	15.0	15.7	7.3	6.8	2.4	14.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	40.6	40.8	65.9	29.0	29.0	89.5	29.8	26.7	51.3	0.0	0.0
LnGrp LOS	E	D	D	E	C	C	F	C	C	D	A	A
Approach Vol, veh/h		1212			1672			625			456	
Approach Delay, s/veh		41.7			35.0			46.0			51.3	
Approach LOS		D			D			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0	22.9	45.3		41.0	11.2	57.1				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+I1), s		38.4	18.2	33.9		35.8	7.1	37.4				
Green Ext Time (p_c), s		0.0	0.1	6.0		0.2	0.0	9.4				
Intersection Summary												
HCM 6th Ctrl Delay			40.7									
HCM 6th LOS			D									

Timings

36: Murrieta Rd. & Nuevo Rd.

05/27/2020

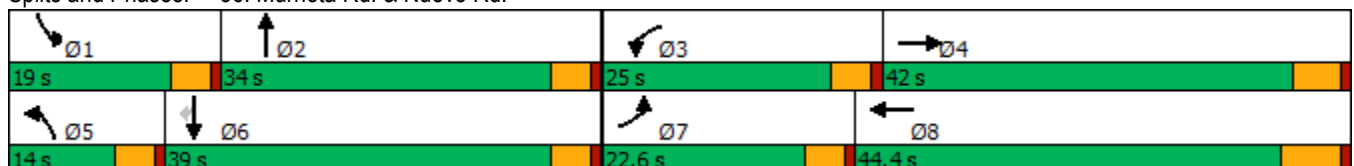


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	150	749	235	821	93	135	167	146	221
Future Volume (vph)	150	749	235	821	93	135	167	146	221
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	22.6	42.0	25.0	44.4	14.0	34.0	19.0	39.0	39.0
Total Split (%)	18.8%	35.0%	20.8%	37.0%	11.7%	28.3%	15.8%	32.5%	32.5%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.7	30.6	19.8	34.5	9.1	26.8	14.3	32.1	32.1
Actuated g/C Ratio	0.13	0.28	0.18	0.31	0.08	0.24	0.13	0.29	0.29
v/c Ratio	0.77	0.73	0.89	0.77	0.77	0.90	0.88	0.32	0.41
Control Delay	68.7	39.1	76.1	37.7	84.5	59.7	84.4	34.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	39.1	76.1	37.7	84.5	59.7	84.4	34.1	6.0
LOS	E	D	E	D	F	E	F	C	A
Approach Delay		43.5		45.0		64.9		38.2	
Approach LOS		D		D		E		D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 110.9	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 46.1	Intersection LOS: D
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary

36: Murrieta Rd. & Nuevo Rd.

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑		↗	↑	↗
Traffic Volume (veh/h)	150	749	97	235	821	183	93	135	208	167	146	221
Future Volume (veh/h)	150	749	97	235	821	183	93	135	208	167	146	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	913	72	287	1001	150	113	165	149	204	178	169
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	1263	99	323	1429	214	142	194	175	239	502	424
Arrive On Green	0.12	0.26	0.26	0.18	0.31	0.31	0.08	0.21	0.21	0.13	0.26	0.26
Sat Flow, veh/h	1810	4903	386	1810	4537	678	1810	920	831	1810	1900	1603
Grp Volume(v), veh/h	183	643	342	287	762	389	113	0	314	204	178	169
Grp Sat Flow(s),veh/h/ln	1810	1729	1831	1810	1729	1757	1810	0	1750	1810	1900	1603
Q Serve(g_s), s	9.1	15.6	15.7	14.2	17.8	17.9	5.6	0.0	15.8	10.1	7.0	8.0
Cycle Q Clear(g_c), s	9.1	15.6	15.7	14.2	17.8	17.9	5.6	0.0	15.8	10.1	7.0	8.0
Prop In Lane	1.00		0.21	1.00		0.39	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	219	891	472	323	1089	553	142	0	369	239	502	424
V/C Ratio(X)	0.84	0.72	0.72	0.89	0.70	0.70	0.79	0.00	0.85	0.85	0.35	0.40
Avail Cap(c_a), veh/h	355	1378	730	402	1427	725	185	0	560	284	712	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	31.1	31.1	36.8	27.6	27.7	41.6	0.0	34.8	39.0	27.4	27.8
Incr Delay (d2), s/veh	4.3	1.1	2.1	16.1	1.0	2.1	12.1	0.0	7.7	16.9	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.3	6.8	7.2	6.7	7.0	3.0	0.0	7.5	5.6	3.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	32.2	33.3	52.9	28.7	29.7	53.7	0.0	42.6	55.8	27.8	28.4
LnGrp LOS	D	C	C	D	C	C	D	A	D	E	C	C
Approach Vol, veh/h		1168			1438			427			551	
Approach Delay, s/veh		34.3			33.8			45.5			38.4	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	24.0	21.0	30.2	11.8	28.9	15.7	35.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	14.4	29.4	20.4	* 37	9.4	34.4	18.0	37.9				
Max Q Clear Time (g_c+I1), s	12.1	17.8	16.2	17.7	7.6	10.0	11.1	19.9				
Green Ext Time (p_c), s	0.1	1.5	0.2	6.0	0.0	1.6	0.1	6.4				

Intersection Summary

HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

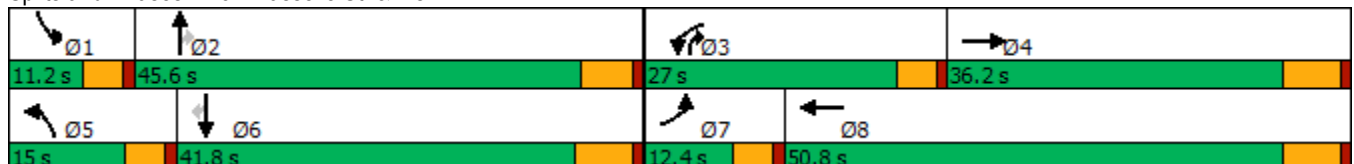


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖↗	↕↔	↖↗	↕↔	↖	↖↗	↕↔	↖
Traffic Volume (vph)	136	486	705	672	304	637	563	110	566	104
Future Volume (vph)	136	486	705	672	304	637	563	110	566	104
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.0	24.5	23.3	39.8	11.1	29.9	53.2	7.0	25.8	25.8
Actuated g/C Ratio	0.08	0.24	0.23	0.39	0.11	0.30	0.53	0.07	0.26	0.26
v/c Ratio	0.53	0.67	0.94	0.39	0.85	0.64	0.69	0.49	0.66	0.22
Control Delay	54.3	32.1	60.0	22.7	66.5	34.1	18.3	55.0	37.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	32.1	60.0	22.7	66.5	34.1	18.3	55.0	37.5	2.7
LOS	D	C	E	C	E	C	B	E	D	A
Approach Delay		35.3		41.0		34.8			35.3	
Approach LOS		D		D		C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 36.9
 Intersection LOS: D
 Intersection Capacity Utilization 80.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselie St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	136	486	311	705	672	60	304	637	563	110	566	104
Future Volume (veh/h)	136	486	311	705	672	60	304	637	563	110	566	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	146	523	235	758	723	47	327	685	501	118	609	49
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	850	369	777	1973	128	372	1170	855	198	1004	439
Arrive On Green	0.07	0.24	0.22	0.22	0.40	0.38	0.11	0.32	0.31	0.06	0.28	0.28
Sat Flow, veh/h	3510	3538	1536	3510	4973	322	3510	3610	1596	3510	3610	1577
Grp Volume(v), veh/h	146	511	247	758	502	268	327	685	501	118	609	49
Grp Sat Flow(s),veh/h/ln	1755	1729	1615	1755	1729	1836	1755	1805	1596	1755	1805	1577
Q Serve(g_s), s	4.2	13.7	14.4	22.3	10.6	10.8	9.5	16.4	22.1	3.4	15.2	2.4
Cycle Q Clear(g_c), s	4.2	13.7	14.4	22.3	10.6	10.8	9.5	16.4	22.1	3.4	15.2	2.4
Prop In Lane	1.00		0.95	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	831	388	777	1372	729	372	1170	855	198	1004	439
V/C Ratio(X)	0.64	0.61	0.64	0.98	0.37	0.37	0.88	0.59	0.59	0.60	0.61	0.11
Avail Cap(c_a), veh/h	284	1072	501	777	1558	827	372	1446	977	243	1314	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	35.2	36.4	40.1	22.1	22.3	45.8	29.3	16.4	47.9	32.5	27.9
Incr Delay (d2), s/veh	1.5	0.7	1.7	26.0	0.2	0.3	20.1	0.5	0.7	1.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.5	5.6	11.8	4.0	4.4	5.0	6.8	7.2	1.5	6.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.8	35.9	38.1	66.2	22.3	22.6	65.9	29.8	17.1	48.9	33.1	28.0
LnGrp LOS	D	D	D	E	C	C	E	C	B	D	C	C
Approach Vol, veh/h		904			1528			1513			776	
Approach Delay, s/veh		38.6			44.1			33.4			35.2	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	38.0	27.0	29.0	15.0	32.9	10.8	45.2				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	5.4	24.1	24.3	16.4	11.5	17.2	6.2	12.8				
Green Ext Time (p_c), s	0.0	5.6	0.0	3.7	0.0	3.6	0.0	4.8				

Intersection Summary

HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

38: Lasselle St. & Krameria Av.

05/20/2020

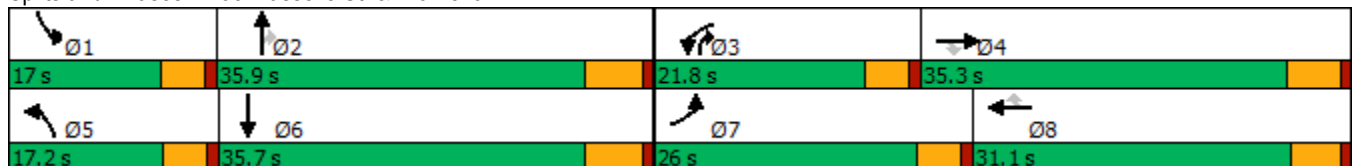


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↕	↗	↖	↕
Traffic Volume (vph)	149	50	187	74	30	60	113	992	56	108	1341
Future Volume (vph)	149	50	187	74	30	60	113	992	56	108	1341
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.7	17.3	15.8	8.9	14.2	13.0	10.1	33.8	42.7	10.0	33.6
Actuated g/C Ratio	0.17	0.21	0.20	0.11	0.18	0.16	0.13	0.42	0.53	0.12	0.42
v/c Ratio	0.51	0.13	0.42	0.39	0.10	0.18	0.52	0.69	0.07	0.51	0.99
Control Delay	41.1	28.8	7.6	44.1	32.1	1.4	46.5	26.8	3.3	46.3	49.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	28.8	7.6	44.1	32.1	1.4	46.5	26.8	3.3	46.3	49.7
LOS	D	C	A	D	C	A	D	C	A	D	D
Approach Delay		23.3			26.3			27.6			49.4
Approach LOS		C			C			C			D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 80.6
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 37.3
 Intersection LOS: D
 Intersection Capacity Utilization 71.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	50	187	74	30	60	113	992	56	108	1341	66
Future Volume (veh/h)	149	50	187	74	30	60	113	992	56	108	1341	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	53	99	78	32	16	119	1044	35	114	1412	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	210	409	311	115	302	232	166	1521	755	160	1478	59
Arrive On Green	0.12	0.22	0.20	0.06	0.16	0.14	0.09	0.42	0.41	0.09	0.42	0.39
Sat Flow, veh/h	1810	1900	1576	1810	1900	1603	1810	3610	1608	1810	3536	140
Grp Volume(v), veh/h	157	53	99	78	32	16	119	1044	35	114	719	749
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1603	1810	1805	1608	1810	1805	1871
Q Serve(g_s), s	6.4	1.7	4.1	3.2	1.1	0.7	4.8	17.9	0.9	4.6	29.2	29.4
Cycle Q Clear(g_c), s	6.4	1.7	4.1	3.2	1.1	0.7	4.8	17.9	0.9	4.6	29.2	29.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	210	409	311	115	302	232	166	1521	755	160	755	782
V/C Ratio(X)	0.75	0.13	0.32	0.68	0.11	0.07	0.72	0.69	0.05	0.71	0.95	0.96
Avail Cap(c_a), veh/h	525	784	621	425	679	550	315	1521	755	310	755	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	24.0	26.1	34.7	27.3	28.0	33.5	17.9	10.9	33.6	21.3	21.5
Incr Delay (d2), s/veh	2.0	0.1	0.6	2.6	0.2	0.1	2.2	1.3	0.0	2.2	22.0	22.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.7	1.5	1.4	0.5	0.2	2.1	6.6	0.3	2.0	15.0	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	24.1	26.7	37.3	27.4	28.1	35.7	19.2	10.9	35.8	43.4	43.7
LnGrp LOS	C	C	C	D	C	C	D	B	B	D	D	D
Approach Vol, veh/h		309			126			1198			1582	
Approach Delay, s/veh		30.2			33.6			20.6			43.0	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	35.9	8.8	20.3	10.9	35.7	12.8	16.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	6.6	19.9	5.2	6.1	6.8	31.4	8.4	3.1				
Green Ext Time (p_c), s	0.1	4.8	0.1	0.5	0.1	0.0	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

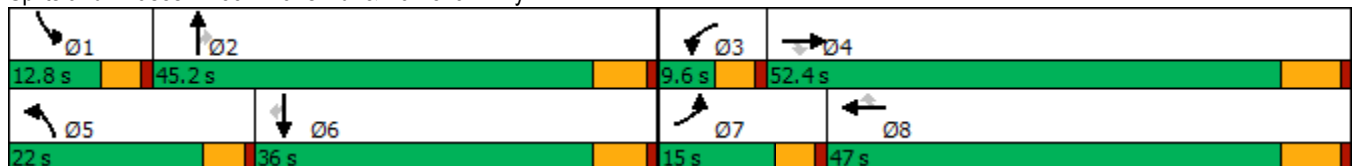
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	1349	182	17	1622	362	535	493	31	230	297	423
Future Volume (vph)	300	1349	182	17	1622	362	535	493	31	230	297	423
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	54.5	54.5	5.6	43.2	43.2	18.1	35.5	35.5	8.8	26.3	26.3
Actuated g/C Ratio	0.10	0.48	0.48	0.05	0.38	0.38	0.16	0.31	0.31	0.08	0.23	0.23
v/c Ratio	0.95	0.58	0.22	0.11	1.27	0.53	1.03	0.47	0.05	0.91	0.38	0.87
Control Delay	89.8	24.6	3.8	55.9	159.6	17.0	94.6	33.0	0.2	89.7	38.1	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.8	24.6	3.8	55.9	159.6	17.0	94.6	33.0	0.2	89.7	38.1	40.9
LOS	F	C	A	E	F	B	F	C	A	F	D	D
Approach Delay		33.2			132.9			63.2			51.9	
Approach LOS		C			F			E			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.6
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.27
 Intersection Signal Delay: 75.8
 Intersection LOS: E
 Intersection Capacity Utilization 96.3%
 ICU Level of Service F
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	300	1349	182	17	1622	362	535	493	31	230	297	423
Future Volume (veh/h)	300	1349	182	17	1622	362	535	493	31	230	297	423
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	319	1435	0	18	1726	249	569	524	14	245	316	278
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	343	2364		86	1380	616	562	1080	482	275	785	345
Arrive On Green	0.10	0.46	0.00	0.02	0.38	0.38	0.16	0.30	0.30	0.08	0.22	0.22
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1589
Grp Volume(v), veh/h	319	1435	0	18	1726	249	569	524	14	245	316	278
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1589
Q Serve(g_s), s	10.1	23.4	0.0	0.6	43.0	12.7	18.0	13.4	0.7	7.8	8.4	18.7
Cycle Q Clear(g_c), s	10.1	23.4	0.0	0.6	43.0	12.7	18.0	13.4	0.7	7.8	8.4	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	2364		86	1380	616	562	1080	482	275	785	345
V/C Ratio(X)	0.93	0.61		0.21	1.25	0.40	1.01	0.49	0.03	0.89	0.40	0.80
Avail Cap(c_a), veh/h	343	2364		175	1380	616	562	1323	590	275	1027	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	23.0	0.0	53.8	34.7	25.4	47.2	32.3	27.9	51.4	37.7	41.7
Incr Delay (d2), s/veh	30.5	0.5	0.0	0.4	118.8	0.4	41.1	0.3	0.0	27.6	0.3	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	8.7	0.0	0.2	39.9	4.6	10.8	5.7	0.3	4.4	3.6	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	23.5	0.0	54.2	153.5	25.8	88.4	32.6	27.9	79.0	38.1	49.5
LnGrp LOS	F	C		D	F	C	F	C	C	E	D	D
Approach Vol, veh/h		1754	A		1993			1107			839	
Approach Delay, s/veh		33.9			136.7			61.2			53.8	
Approach LOS		C			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	37.6	6.8	55.2	22.0	28.4	15.0	47.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	9.8	15.4	2.6	25.4	20.0	20.7	12.1	45.0				
Green Ext Time (p_c), s	0.0	3.2	0.0	9.3	0.0	2.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	78.1
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

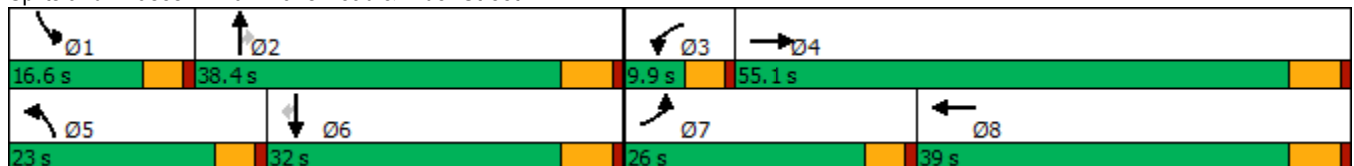


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	221	547	23	646	180	391	52	101	209	316
Future Volume (vph)	221	547	23	646	180	391	52	101	209	316
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	26.0	55.1	9.9	39.0	23.0	38.4	38.4	16.6	32.0	32.0
Total Split (%)	21.7%	45.9%	8.3%	32.5%	19.2%	32.0%	32.0%	13.8%	26.7%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.8	48.9	5.3	31.9	15.2	19.5	19.5	10.1	14.3	14.3
Actuated g/C Ratio	0.18	0.49	0.05	0.32	0.15	0.19	0.19	0.10	0.14	0.14
v/c Ratio	0.79	0.40	0.28	0.84	0.75	0.64	0.14	0.64	0.46	0.68
Control Delay	59.2	18.8	58.7	40.3	60.3	42.3	0.7	62.8	43.7	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	18.8	58.7	40.3	60.3	42.3	0.7	62.8	43.7	12.8
LOS	E	B	E	D	E	D	A	E	D	B
Approach Delay		29.5		40.8		44.0			31.2	
Approach LOS		C		D		D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.4
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 36.3
 Intersection LOS: D
 Intersection Capacity Utilization 71.8%
 ICU Level of Service C
 Analysis Period (min) 15























Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	547	65	23	646	190	180	391	52	101	209	316
Future Volume (veh/h)	221	547	65	23	646	190	180	391	52	101	209	316
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	251	622	58	26	734	172	205	444	41	115	238	218
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	289	1451	135	48	875	205	242	811	362	146	618	275
Arrive On Green	0.16	0.43	0.43	0.03	0.30	0.30	0.13	0.22	0.22	0.08	0.17	0.17
Sat Flow, veh/h	1810	3338	311	1810	2903	680	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	251	336	344	26	456	450	205	444	41	115	238	218
Grp Sat Flow(s),veh/h/ln	1810	1805	1844	1810	1805	1778	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.0	11.5	11.5	1.3	21.0	21.0	9.9	9.7	1.8	5.6	5.2	11.6
Cycle Q Clear(g_c), s	12.0	11.5	11.5	1.3	21.0	21.0	9.9	9.7	1.8	5.6	5.2	11.6
Prop In Lane	1.00		0.17	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	785	802	48	544	536	242	811	362	146	618	275
V/C Ratio(X)	0.87	0.43	0.43	0.54	0.84	0.84	0.85	0.55	0.11	0.79	0.39	0.79
Avail Cap(c_a), veh/h	435	1000	1021	108	673	663	374	1322	590	244	1063	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	17.5	17.5	42.8	29.1	29.1	37.7	30.5	27.5	40.2	32.7	35.4
Incr Delay (d2), s/veh	8.0	0.4	0.4	3.5	7.7	7.8	6.3	0.6	0.1	3.6	0.4	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	4.4	4.5	0.6	9.5	9.4	4.5	4.0	0.7	2.5	2.2	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	17.8	17.8	46.2	36.7	36.9	44.0	31.1	27.6	43.8	33.1	40.5
LnGrp LOS	D	B	B	D	D	D	D	C	C	D	C	D
Approach Vol, veh/h		931			932			690			571	
Approach Delay, s/veh		25.0			37.1			34.7			38.1	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	25.8	7.0	44.5	16.5	21.0	18.8	32.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	12.0	32.6	5.3	49.3	18.4	26.2	21.4	33.2				
Max Q Clear Time (g_c+I1), s	7.6	11.7	3.3	13.5	11.9	13.6	14.0	23.0				
Green Ext Time (p_c), s	0.0	2.7	0.0	4.1	0.1	1.7	0.2	3.8				
Intersection Summary												
HCM 6th Ctrl Delay				33.1								
HCM 6th LOS				C								

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

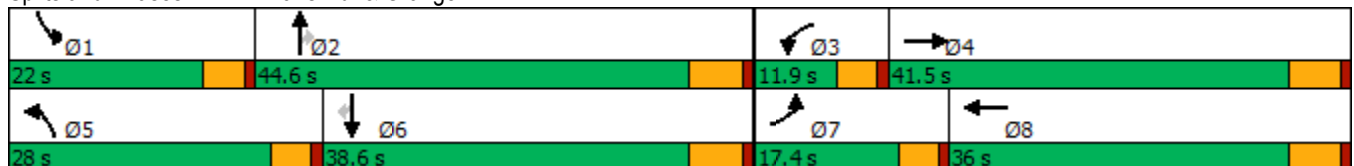


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	147	285	76	258	266	469	197	206	367	162
Future Volume (vph)	147	285	76	258	266	469	197	206	367	162
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.8	35.7	7.3	30.2	23.4	38.8	38.8	17.4	32.8	32.8
Actuated g/C Ratio	0.11	0.30	0.06	0.25	0.20	0.32	0.32	0.14	0.27	0.27
v/c Ratio	1.16	1.16	1.06	1.26	1.15	1.16	0.46	1.20	1.07	0.43
Control Delay	162.2	128.6	155.7	169.3	138.1	125.8	12.7	163.3	101.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	162.2	128.6	155.7	169.3	138.1	125.8	12.7	163.3	101.9	11.3
LOS	F	F	F	F	F	F	B	F	F	B
Approach Delay		137.3		167.1		105.5			99.2	
Approach LOS		F		F		F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 121.0
 Intersection LOS: F
 Intersection Capacity Utilization 83.4%
 ICU Level of Service E
 Analysis Period (min) 15























Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

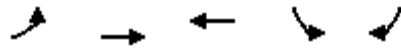
05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	285	134	76	258	129	266	469	197	206	367	162
Future Volume (veh/h)	147	285	134	76	258	129	266	469	197	206	367	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	432	132	115	391	181	403	711	196	312	556	162
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	193	413	126	110	309	143	353	614	517	262	519	440
Arrive On Green	0.11	0.30	0.30	0.06	0.25	0.25	0.20	0.32	0.32	0.14	0.27	0.27
Sat Flow, veh/h	1810	1387	424	1810	1227	568	1810	1900	1598	1810	1900	1608
Grp Volume(v), veh/h	223	0	564	115	0	572	403	711	196	312	556	162
Grp Sat Flow(s),veh/h/ln	1810	0	1810	1810	0	1795	1810	1900	1598	1810	1900	1608
Q Serve(g_s), s	12.8	0.0	35.7	7.3	0.0	30.2	23.4	38.8	11.4	17.4	32.8	9.8
Cycle Q Clear(g_c), s	12.8	0.0	35.7	7.3	0.0	30.2	23.4	38.8	11.4	17.4	32.8	9.8
Prop In Lane	1.00		0.23	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	0	539	110	0	452	353	614	517	262	519	440
V/C Ratio(X)	1.16	0.00	1.05	1.04	0.00	1.27	1.14	1.16	0.38	1.19	1.07	0.37
Avail Cap(c_a), veh/h	193	0	539	110	0	452	353	614	517	262	519	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	0.0	42.2	56.4	0.0	44.9	48.3	40.6	31.3	51.3	43.6	35.2
Incr Delay (d2), s/veh	112.9	0.0	51.7	98.3	0.0	136.3	92.3	88.1	0.5	116.6	59.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	0.0	22.9	6.3	0.0	30.0	19.2	32.3	4.3	16.2	23.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	166.5	0.0	93.8	154.7	0.0	181.2	140.6	128.7	31.8	167.9	103.3	35.7
LnGrp LOS	F	A	F	F	A	F	F	F	C	F	F	D
Approach Vol, veh/h		787			687			1310			1030	
Approach Delay, s/veh		114.4			176.8			117.9			112.3	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	44.6	11.9	41.5	28.0	38.6	17.4	36.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	19.4	40.8	9.3	37.7	25.4	34.8	14.8	32.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	126.3											
HCM 6th LOS	F											

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑	↖	↗
Traffic Volume (vph)	495	629	650	41	590
Future Volume (vph)	495	629	650	41	590
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.5	36.5	14.6	14.6
Total Split (s)	43.0	90.0	47.0	30.0	30.0
Total Split (%)	35.8%	75.0%	39.2%	25.0%	25.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	38.8	66.6	23.2	19.5	19.5
Actuated g/C Ratio	0.40	0.68	0.24	0.20	0.20
v/c Ratio	0.82	0.21	0.72	0.14	0.91
Control Delay	39.9	6.4	37.2	33.4	26.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	6.4	37.2	33.4	26.4
LOS	D	A	D	C	C
Approach Delay		21.1	37.2	26.9	
Approach LOS		C	D	C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 27.4	Intersection LOS: C
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

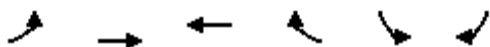
Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

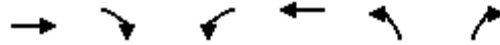


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑↑↑	↑↑↑↗		↘	↙	
Traffic Volume (veh/h)	495	629	650	94	41	590	
Future Volume (veh/h)	495	629	650	94	41	590	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	589	749	774	94	49	266	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	633	3419	1165	140	354	315	
Arrive On Green	0.35	0.66	0.25	0.25	0.20	0.20	
Sat Flow, veh/h	1810	5358	4846	563	1810	1610	
Grp Volume(v), veh/h	589	749	571	297	49	266	
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1780	1810	1610	
Q Serve(g_s), s	24.0	4.4	11.4	11.5	1.7	12.2	
Cycle Q Clear(g_c), s	24.0	4.4	11.4	11.5	1.7	12.2	
Prop In Lane	1.00			0.32	1.00	1.00	
Lane Grp Cap(c), veh/h	633	3419	862	444	354	315	
V/C Ratio(X)	0.93	0.22	0.66	0.67	0.14	0.84	
Avail Cap(c_a), veh/h	909	5665	1832	943	601	535	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	24.0	5.2	25.8	25.9	25.4	29.6	
Incr Delay (d2), s/veh	10.2	0.0	0.9	1.8	0.2	6.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	10.3	0.9	4.2	4.5	0.7	10.7	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	34.2	5.2	26.7	27.6	25.6	35.8	
LnGrp LOS	C	A	C	C	C	D	
Approach Vol, veh/h		1338	868		315		
Approach Delay, s/veh		18.0	27.0		34.2		
Approach LOS		B	C		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				56.9	19.6	31.3	25.6
Change Period (Y+Rc), s				6.5	4.6	4.6	6.5
Max Green Setting (Gmax), s				83.5	25.4	38.4	40.5
Max Q Clear Time (g_c+11), s				6.4	14.2	26.0	13.5
Green Ext Time (p_c), s				5.1	0.8	0.7	5.2
Intersection Summary							
HCM 6th Ctrl Delay			23.1				
HCM 6th LOS			C				

Timings
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

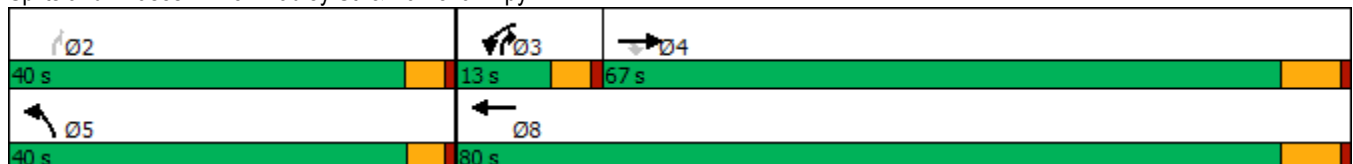


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵	
Traffic Volume (vph)	669	41	18	1352	245	32	
Future Volume (vph)	669	41	18	1352	245	32	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	33.7	33.7	5.9	39.4	17.4	28.1	
Actuated g/C Ratio	0.49	0.49	0.09	0.58	0.25	0.41	
v/c Ratio	0.43	0.06	0.13	0.74	0.61	0.05	
Control Delay	13.7	4.4	38.7	13.6	30.9	6.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.7	4.4	38.7	13.6	30.9	6.2	
LOS	B	A	D	B	C	A	
Approach Delay	13.1			13.9	28.1		
Approach LOS	B			B	C		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 68.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 15.3
 Intersection LOS: B
 Intersection Capacity Utilization 60.1%
 ICU Level of Service B
 Analysis Period (min) 15

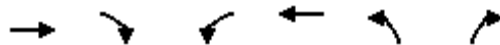
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	669	41	18	1352	245	32
Future Volume (veh/h)	669	41	18	1352	245	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	760	45	20	1536	278	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1792	798	43	2180	355	355
Arrive On Green	0.50	0.50	0.02	0.60	0.20	0.20
Sat Flow, veh/h	3705	1607	1810	3705	1810	1610
Grp Volume(v), veh/h	760	45	20	1536	278	19
Grp Sat Flow(s),veh/h/ln	1805	1607	1810	1805	1810	1610
Q Serve(g_s), s	7.4	0.8	0.6	16.2	8.0	0.5
Cycle Q Clear(g_c), s	7.4	0.8	0.6	16.2	8.0	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1792	798	43	2180	355	355
V/C Ratio(X)	0.42	0.06	0.46	0.70	0.78	0.05
Avail Cap(c_a), veh/h	3964	1765	276	4816	1166	1076
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	7.2	26.5	7.5	21.0	16.9
Incr Delay (d2), s/veh	0.2	0.0	2.8	0.4	3.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.2	0.3	2.9	3.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.0	7.2	29.4	7.9	24.8	17.0
LnGrp LOS	A	A	C	A	C	B
Approach Vol, veh/h	805			1556	297	
Approach Delay, s/veh	8.9			8.2	24.3	
Approach LOS	A			A	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.3	5.9	33.9		39.8
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		10.0	2.6	9.4		18.2
Green Ext Time (p_c), s		0.9	0.0	5.2		15.1
Intersection Summary						
HCM 6th Ctrl Delay			10.2			
HCM 6th LOS			B			

Timings
44: Bradley St. & Rider St.

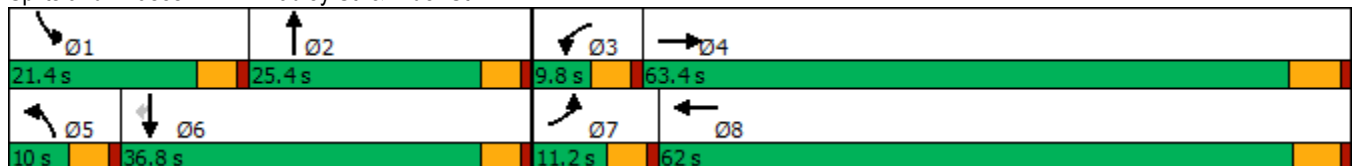


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↗
Traffic Volume (vph)	32	748	13	618	17	44	186	10	96
Future Volume (vph)	32	748	13	618	17	44	186	10	96
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	48.7	5.7	46.8	5.8	12.6	15.6	24.6	24.6
Actuated g/C Ratio	0.07	0.53	0.06	0.51	0.06	0.14	0.17	0.27	0.27
v/c Ratio	0.28	0.45	0.13	0.83	0.17	0.36	0.69	0.02	0.22
Control Delay	55.5	15.4	54.5	30.4	54.7	34.6	54.2	32.9	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	15.4	54.5	30.4	54.7	34.6	54.2	32.9	8.3
LOS	E	B	D	C	D	C	D	C	A
Approach Delay		17.0		30.9		37.9		38.4	
Approach LOS		B		C		D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 91.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 26.6
 Intersection LOS: C
 Intersection Capacity Utilization 63.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	748	8	13	618	83	17	44	41	186	10	96
Future Volume (veh/h)	32	748	8	13	618	83	17	44	41	186	10	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	850	8	15	702	75	19	50	29	211	11	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	1779	17	32	791	85	39	139	81	251	456	383
Arrive On Green	0.03	0.49	0.49	0.02	0.47	0.47	0.02	0.12	0.12	0.14	0.24	0.24
Sat Flow, veh/h	1810	3664	34	1810	1687	180	1810	1128	654	1810	1900	1593
Grp Volume(v), veh/h	36	419	439	15	0	777	19	0	79	211	11	57
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1810	0	1868	1810	0	1782	1810	1900	1593
Q Serve(g_s), s	1.6	12.9	12.9	0.7	0.0	31.5	0.9	0.0	3.4	9.5	0.4	2.3
Cycle Q Clear(g_c), s	1.6	12.9	12.9	0.7	0.0	31.5	0.9	0.0	3.4	9.5	0.4	2.3
Prop In Lane	1.00		0.02	1.00		0.10	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	61	876	919	32	0	876	39	0	219	251	456	383
V/C Ratio(X)	0.59	0.48	0.48	0.47	0.00	0.89	0.49	0.00	0.36	0.84	0.02	0.15
Avail Cap(c_a), veh/h	143	1249	1310	113	0	1269	117	0	445	365	735	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	14.4	14.4	40.5	0.0	20.1	40.3	0.0	33.5	35.0	24.2	24.9
Incr Delay (d2), s/veh	3.3	0.4	0.4	4.0	0.0	5.7	3.6	0.0	1.0	7.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.6	4.9	0.3	0.0	13.3	0.4	0.0	1.5	4.7	0.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	14.8	14.7	44.5	0.0	25.8	43.9	0.0	34.5	42.7	24.2	25.1
LnGrp LOS	D	B	B	D	A	C	D	A	C	D	C	C
Approach Vol, veh/h		894			792			98			279	
Approach Delay, s/veh		15.9			26.1			36.3			38.4	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	14.9	6.1	46.2	6.4	24.6	7.4	44.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	11.5	5.4	2.7	14.9	2.9	4.3	3.6	33.5				
Green Ext Time (p_c), s	0.1	0.3	0.0	5.5	0.0	0.2	0.0	5.6				

Intersection Summary

HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	7.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	180	0	2	334	0
Future Vol, veh/h	0	180	0	2	334	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	200	0	2	371	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	200	0	102
Stage 1	-	-	-	-	100
Stage 2	-	-	-	-	2
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1384	-	901
Stage 1	-	-	-	-	929
Stage 2	-	-	-	-	1026
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1384	-	901
Mov Cap-2 Maneuver	-	-	-	-	901
Stage 1	-	-	-	-	929
Stage 2	-	-	-	-	1026

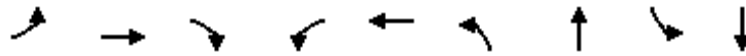
Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1384	-
HCM Lane V/C Ratio	0.412	-	-	-	-
HCM Control Delay (s)	11.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	2	-	-	0	-

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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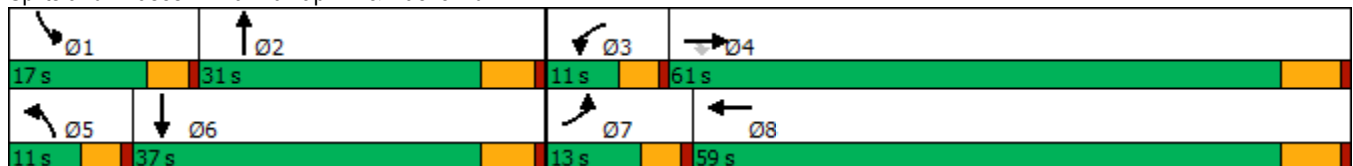


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	34	500	15	4	484	9	21	90	22
Future Volume (vph)	34	500	15	4	484	9	21	90	22
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	13.0	61.0	61.0	11.0	59.0	11.0	31.0	17.0	37.0
Total Split (%)	10.8%	50.8%	50.8%	9.2%	49.2%	9.2%	25.8%	14.2%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	41.0	41.0	7.5	37.0	7.6	15.8	12.1	21.2
Actuated g/C Ratio	0.12	0.61	0.61	0.11	0.55	0.11	0.23	0.18	0.31
v/c Ratio	0.16	0.44	0.01	0.02	0.62	0.04	0.06	0.29	0.19
Control Delay	43.7	14.2	0.0	45.8	21.5	45.3	31.7	39.9	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	14.2	0.0	45.8	21.5	45.3	31.7	39.9	11.5
LOS	D	B	A	D	C	D	C	D	B
Approach Delay		15.6			21.7		35.0		24.4
Approach LOS		B			C		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 67.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 20.0
 Intersection LOS: C
 Intersection Capacity Utilization 55.3%
 ICU Level of Service B
 Analysis Period (min) 15























Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

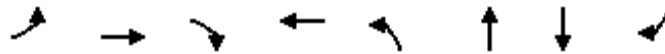
05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	500	15	4	484	130	9	21	7	90	22	87
Future Volume (veh/h)	34	500	15	4	484	130	9	21	7	90	22	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	510	10	4	494	115	9	21	5	92	22	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	67	814	690	10	592	138	21	201	48	119	113	210
Arrive On Green	0.04	0.43	0.43	0.01	0.40	0.40	0.01	0.14	0.14	0.07	0.19	0.19
Sat Flow, veh/h	1810	1900	1610	1810	1491	347	1810	1483	353	1810	594	1107
Grp Volume(v), veh/h	35	510	10	4	0	609	9	0	26	92	0	63
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1838	1810	0	1836	1810	0	1701
Q Serve(g_s), s	1.1	12.4	0.2	0.1	0.0	17.6	0.3	0.0	0.7	3.0	0.0	1.8
Cycle Q Clear(g_c), s	1.1	12.4	0.2	0.1	0.0	17.6	0.3	0.0	0.7	3.0	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.19	1.00		0.65
Lane Grp Cap(c), veh/h	67	814	690	10	0	729	21	0	249	119	0	323
V/C Ratio(X)	0.52	0.63	0.01	0.41	0.00	0.84	0.43	0.00	0.10	0.77	0.00	0.20
Avail Cap(c_a), veh/h	258	1756	1488	196	0	1636	196	0	785	381	0	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.9	13.2	9.7	29.2	0.0	16.0	28.9	0.0	22.3	27.1	0.0	20.1
Incr Delay (d2), s/veh	2.3	0.8	0.0	10.0	0.0	2.6	5.0	0.0	0.2	3.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.9	0.1	0.1	0.0	5.9	0.1	0.0	0.3	1.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	14.0	9.7	39.2	0.0	18.7	34.0	0.0	22.5	31.0	0.0	20.4
LnGrp LOS	C	B	A	D	A	B	C	A	C	C	A	C
Approach Vol, veh/h		555			613			35			155	
Approach Delay, s/veh		14.9			18.8			25.5			26.7	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	13.8	4.9	31.8	5.3	17.0	6.8	29.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	12.4	25.2	6.4	54.5	6.4	31.2	8.4	52.5				
Max Q Clear Time (g_c+I1), s	5.0	2.7	2.1	14.4	2.3	3.8	3.1	19.6				
Green Ext Time (p_c), s	0.0	0.1	0.0	3.0	0.0	0.3	0.0	3.8				
Intersection Summary												
HCM 6th Ctrl Delay				18.3								
HCM 6th LOS				B								

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖	↗	↕	↖	
Traffic Volume (vph)	236	0	377	0	271	1392	1393	185	
Future Volume (vph)	236	0	377	0	271	1392	1393	185	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4						6
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		25.6	25.6	25.6	13.2	68.8	51.0	51.0	
Actuated g/C Ratio		0.24	0.24	0.24	0.12	0.65	0.48	0.48	
v/c Ratio		0.77	0.78	0.00	0.70	0.67	0.91	0.25	
Control Delay		52.5	28.7	0.0	54.7	14.4	35.9	9.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		52.5	28.7	0.0	54.7	14.4	35.9	9.1	
LOS		D	C	A	D	B	D	A	
Approach Delay		37.9				21.0	32.8		
Approach LOS		D				C	C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.6	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 28.5	Intersection LOS: C
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	





















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

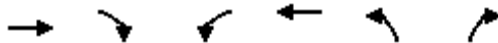
Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	0	377	0	0	1	271	1392	1	0	1393	185
Future Volume (veh/h)	236	0	377	0	0	1	271	1392	1	0	1393	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	0	285	0	0	1	308	1582	1	0	1583	161
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	399	0	361	0	0	361	387	2433	2	2	1797	802
Arrive On Green	0.22	0.00	0.22	0.00	0.00	0.22	0.11	0.66	0.66	0.00	0.50	0.50
Sat Flow, veh/h	1436	0	1610	0	0	1610	3510	3702	2	1810	3610	1610
Grp Volume(v), veh/h	268	0	285	0	0	1	308	771	812	0	1583	161
Grp Sat Flow(s),veh/h/ln	1436	0	1610	0	0	1610	1755	1805	1900	1810	1805	1610
Q Serve(g_s), s	16.6	0.0	15.6	0.0	0.0	0.0	8.0	23.9	23.9	0.0	36.7	5.2
Cycle Q Clear(g_c), s	16.7	0.0	15.6	0.0	0.0	0.0	8.0	23.9	23.9	0.0	36.7	5.2
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	399	0	361	0	0	361	387	1186	1248	2	1797	802
V/C Ratio(X)	0.67	0.00	0.79	0.00	0.00	0.00	0.80	0.65	0.65	0.00	0.88	0.20
Avail Cap(c_a), veh/h	652	0	644	0	0	644	616	1195	1257	97	1949	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	34.2	0.0	0.0	28.2	40.6	9.6	9.6	0.0	21.0	13.1
Incr Delay (d2), s/veh	2.0	0.0	3.9	0.0	0.0	0.0	1.4	1.2	1.2	0.0	4.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	6.2	0.0	0.0	0.0	3.3	7.0	7.4	0.0	13.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	38.1	0.0	0.0	28.2	42.0	10.8	10.8	0.0	25.8	13.2
LnGrp LOS	D	A	D	A	A	C	D	B	B	A	C	B
Approach Vol, veh/h		553			1			1891			1744	
Approach Delay, s/veh		37.4			28.2			15.9			24.6	
Approach LOS		D			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	68.0		25.6	14.9	53.1		25.6				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+1), s	0.0	25.9		18.7	10.0	38.7		2.0				
Green Ext Time (p_c), s	0.0	12.9		2.3	0.3	7.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)
04/27/2021

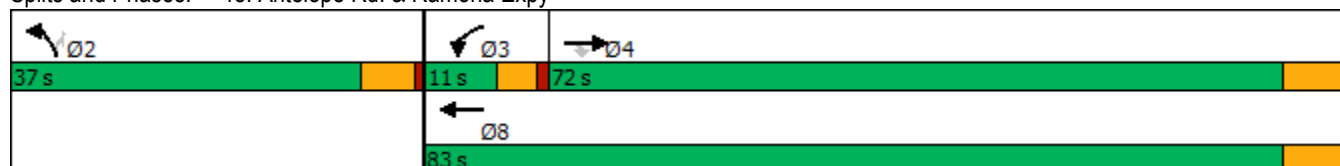


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (vph)	1057	713	49	1452	212	15
Future Volume (vph)	1057	713	49	1452	212	15
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	72.0	72.0	11.0	83.0	37.0	37.0
Total Split (%)	60.0%	60.0%	9.2%	69.2%	30.8%	30.8%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	67.8	67.8	6.1	76.6	12.1	12.1
Actuated g/C Ratio	0.67	0.67	0.06	0.76	0.12	0.12
v/c Ratio	0.47	0.58	0.49	0.58	0.55	0.08
Control Delay	9.5	2.6	61.8	6.5	46.9	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	2.6	61.8	6.5	46.9	18.2
LOS	A	A	E	A	D	B
Approach Delay	6.7			8.3	45.1	
Approach LOS	A			A	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 9.9
 Intersection LOS: A
 Intersection Capacity Utilization 58.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)
04/27/2021

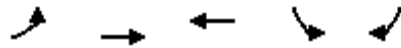


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1057	713	49	1452	212	15
Future Volume (veh/h)	1057	713	49	1452	212	15
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1149	775	53	1578	230	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2487	1109	70	2796	355	163
Arrive On Green	0.69	0.69	0.04	0.77	0.10	0.10
Sat Flow, veh/h	3705	1610	1810	3705	3510	1610
Grp Volume(v), veh/h	1149	775	53	1578	230	16
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1755	1610
Q Serve(g_s), s	14.3	28.5	2.9	17.3	6.2	0.9
Cycle Q Clear(g_c), s	14.3	28.5	2.9	17.3	6.2	0.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2487	1109	70	2796	355	163
V/C Ratio(X)	0.46	0.70	0.76	0.56	0.65	0.10
Avail Cap(c_a), veh/h	2487	1109	117	2796	1109	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	9.2	47.0	4.5	42.7	40.3
Incr Delay (d2), s/veh	0.6	3.7	6.0	0.8	2.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.9	1.3	3.4	2.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.6	12.9	53.0	5.3	44.7	40.6
LnGrp LOS	A	B	D	A	D	D
Approach Vol, veh/h	1924			1631	246	
Approach Delay, s/veh	9.7			6.8	44.4	
Approach LOS	A			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.8	8.4	74.6		83.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		31.2	6.4	65.5		76.5
Max Q Clear Time (g_c+I1), s		8.2	4.9	30.5		19.3
Green Ext Time (p_c), s		0.8	0.0	13.9		16.0
Intersection Summary						
HCM 6th Ctrl Delay			10.7			
HCM 6th LOS			B			

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↑	↖	↘	↗
Traffic Volume (vph)	312	236	319	40	93
Future Volume (vph)	312	236	319	40	93
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	39.3	90.5	51.2	29.5	29.5
Total Split (%)	32.8%	75.4%	42.7%	24.6%	24.6%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	23.7	84.0	55.6	10.1	10.1
Actuated g/C Ratio	0.22	0.79	0.52	0.09	0.09
v/c Ratio	0.84	0.17	0.51	0.25	0.41
Control Delay	57.9	3.0	19.3	48.7	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	3.0	19.3	48.7	14.6
LOS	E	A	B	D	B
Approach Delay		34.3	19.3	24.8	
Approach LOS		C	B	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 27.2
 Intersection LOS: C
 Intersection Capacity Utilization 64.7%
 ICU Level of Service C
 Analysis Period (min) 15

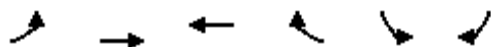
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	312	236	319	134	40	93	
Future Volume (veh/h)	312	236	319	134	40	93	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	339	257	347	146	43	101	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	372	1503	689	290	168	150	
Arrive On Green	0.21	0.79	0.54	0.54	0.09	0.09	
Sat Flow, veh/h	1810	1900	1270	534	1810	1610	
Grp Volume(v), veh/h	339	257	0	493	43	101	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1804	1810	1610	
Q Serve(g_s), s	19.4	3.5	0.0	18.3	2.3	6.4	
Cycle Q Clear(g_c), s	19.4	3.5	0.0	18.3	2.3	6.4	
Prop In Lane	1.00			0.30	1.00	1.00	
Lane Grp Cap(c), veh/h	372	1503	0	978	168	150	
V/C Ratio(X)	0.91	0.17	0.00	0.50	0.26	0.68	
Avail Cap(c_a), veh/h	591	1503	0	978	404	359	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	41.2	2.7	0.0	15.3	44.7	46.6	
Incr Delay (d2), s/veh	8.8	0.2	0.0	1.9	0.8	5.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	9.1	0.8	0.0	7.1	1.1	5.9	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	50.0	2.9	0.0	17.2	45.5	51.8	
LnGrp LOS	D	A	A	B	D	D	
Approach Vol, veh/h		596	493		144		
Approach Delay, s/veh		29.7	17.2		50.0		
Approach LOS		C	B		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.5	15.7	26.4	64.1
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				84.0	23.7	34.7	44.7
Max Q Clear Time (g_c+I1), s				5.5	8.4	21.4	20.3
Green Ext Time (p_c), s				1.4	0.3	0.4	2.9
Intersection Summary							
HCM 6th Ctrl Delay			27.0				
HCM 6th LOS			C				

Timings
52: Street A & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↵	↑	↵	↗
Traffic Volume (vph)	785	71	1416	85	21
Future Volume (vph)	785	71	1416	85	21
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	9.6	16.5	14.6	14.6
Total Split (s)	88.8	16.2	105.0	15.0	15.0
Total Split (%)	74.0%	13.5%	87.5%	12.5%	12.5%
Yellow Time (s)	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	86.8	9.1	98.5	10.2	10.2
Actuated g/C Ratio	0.72	0.08	0.82	0.09	0.09
v/c Ratio	0.46	0.57	0.99	0.60	0.15
Control Delay	7.4	69.0	31.0	69.6	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.4	69.0	31.0	69.6	21.3
LOS	A	E	C	E	C
Approach Delay	7.4		32.9	59.9	
Approach LOS	A		C	E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.8	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 23.7	Intersection LOS: C
Intersection Capacity Utilization 92.1%	ICU Level of Service F
Analysis Period (min) 15	

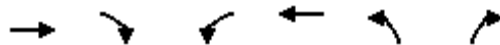
Splits and Phases: 52: Street A & Ramona Expy



HCM 6th Signalized Intersection Summary
52: Street A & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵	↵
Traffic Volume (veh/h)	785	287	71	1416	85	21
Future Volume (veh/h)	785	287	71	1416	85	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	853	312	77	1539	92	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1896	692	98	1568	148	132
Arrive On Green	0.73	0.73	0.05	0.83	0.08	0.08
Sat Flow, veh/h	2685	945	1810	1900	1810	1610
Grp Volume(v), veh/h	594	571	77	1539	92	23
Grp Sat Flow(s),veh/h/ln	1805	1730	1810	1900	1810	1610
Q Serve(g_s), s	15.7	15.8	5.0	89.0	5.9	1.6
Cycle Q Clear(g_c), s	15.7	15.8	5.0	89.0	5.9	1.6
Prop In Lane		0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1322	1267	98	1568	148	132
V/C Ratio(X)	0.45	0.45	0.78	0.98	0.62	0.17
Avail Cap(c_a), veh/h	1322	1267	176	1568	158	140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.4	6.4	55.7	9.6	53.0	51.0
Incr Delay (d2), s/veh	1.1	1.2	5.0	18.8	6.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	4.5	2.3	22.8	3.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.5	7.6	60.8	28.4	59.6	51.7
LnGrp LOS	A	A	E	C	E	D
Approach Vol, veh/h	1165			1616	115	
Approach Delay, s/veh	7.5			29.9	58.0	
Approach LOS	A			C	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.4	11.1	93.9		105.0
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		10.4	11.6	82.3		98.5
Max Q Clear Time (g_c+I1), s		7.9	7.0	17.8		91.0
Green Ext Time (p_c), s		0.1	0.0	8.5		6.4
Intersection Summary						
HCM 6th Ctrl Delay			22.0			
HCM 6th LOS			C			

Intersection	
Intersection Delay, s/veh	46.4
Intersection LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	105	313	244	197	322
Future Vol, veh/h	168	105	313	244	197	322
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	171	107	319	249	201	329
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	16.4	64.7	42.6
HCM LOS	C	F	E

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	38%	0%	56%
Vol Thru, %	0%	62%	44%
Vol Right, %	62%	38%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	519	273	557
LT Vol	197	0	313
Through Vol	0	168	244
RT Vol	322	105	0
Lane Flow Rate	530	279	568
Geometry Grp	1	1	1
Degree of Util (X)	0.906	0.511	1.006
Departure Headway (Hd)	6.159	6.607	6.371
Convergence, Y/N	Yes	Yes	Yes
Cap	588	543	568
Service Time	4.208	4.676	4.425
HCM Lane V/C Ratio	0.901	0.514	1
HCM Control Delay	42.6	16.4	64.7
HCM Lane LOS	E	C	F
HCM 95th-tile Q	11	2.9	14.8

Intersection	
Intersection Delay, s/veh	18.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	↕
Traffic Vol, veh/h	165	6	104	17	17	21	125	373	16	9	335	197
Future Vol, veh/h	165	6	104	17	17	21	125	373	16	9	335	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	179	7	113	18	18	23	136	405	17	10	364	214
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	14.7	12.5	19.1	20.1
HCM LOS	B	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	40%	0%	96%	0%	31%	3%	0%
Vol Thru, %	60%	92%	4%	0%	31%	97%	0%
Vol Right, %	0%	8%	0%	100%	38%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	312	203	171	104	55	344	197
LT Vol	125	0	165	0	17	9	0
Through Vol	187	187	6	0	17	335	0
RT Vol	0	16	0	104	21	0	197
Lane Flow Rate	339	220	186	113	60	374	214
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.659	0.413	0.419	0.217	0.136	0.708	0.362
Departure Headway (Hd)	7.009	6.747	8.12	6.907	8.177	6.814	6.085
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	515	535	444	520	439	531	591
Service Time	4.746	4.484	5.858	4.645	6.226	4.55	3.821
HCM Lane V/C Ratio	0.658	0.411	0.419	0.217	0.137	0.704	0.362
HCM Control Delay	22.3	14.2	16.6	11.6	12.5	24.5	12.3
HCM Lane LOS	C	B	C	B	B	C	B
HCM 95th-tile Q	4.8	2	2	0.8	0.5	5.6	1.6

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	49	0	4	0	21	489	0	0	481	16
Future Vol, veh/h	20	1	49	0	4	0	21	489	0	0	481	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	1	54	0	4	0	23	537	0	0	529	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1123	1121	538	1149	1130	537	547	0	0	537	0	0
Stage 1	538	538	-	583	583	-	-	-	-	-	-	-
Stage 2	585	583	-	566	547	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	185	208	547	177	205	548	1033	-	-	1041	-	-
Stage 1	531	526	-	502	502	-	-	-	-	-	-	-
Stage 2	501	502	-	513	521	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	177	201	547	155	198	548	1033	-	-	1041	-	-
Mov Cap-2 Maneuver	177	201	-	155	198	-	-	-	-	-	-	-
Stage 1	514	526	-	486	486	-	-	-	-	-	-	-
Stage 2	481	486	-	462	521	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.8	23.6	0.4	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1033	-	-	337	198	1041	-
HCM Lane V/C Ratio	0.022	-	-	0.228	0.022	-	-
HCM Control Delay (s)	8.6	0	-	18.8	23.6	0	-
HCM Lane LOS	A	A	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.1	0	-

Intersection												
Int Delay, s/veh	12.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	19	43	21	13	113	153	27	353	14	163	352	75
Future Vol, veh/h	19	43	21	13	113	153	27	353	14	163	352	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	46	22	14	120	163	29	376	15	173	374	80

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1343	1209	414	1236	1242	384	454	0	0	391	0	0
Stage 1	760	760	-	442	442	-	-	-	-	-	-	-
Stage 2	583	449	-	794	800	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	130	184	643	154	176	668	1117	-	-	1179	-	-
Stage 1	401	417	-	598	580	-	-	-	-	-	-	-
Stage 2	502	576	-	384	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	53	153	643	111	146	668	1117	-	-	1179	-	-
Mov Cap-2 Maneuver	98	239	-	198	242	-	-	-	-	-	-	-
Stage 1	391	356	-	582	565	-	-	-	-	-	-	-
Stage 2	291	561	-	276	341	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.5	45.8	0.6	2.4
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1117	-	-	204	366	1179	-
HCM Lane V/C Ratio	0.026	-	-	0.433	0.811	0.147	-
HCM Control Delay (s)	8.3	-	-	35.5	45.8	8.6	-
HCM Lane LOS	A	-	-	E	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2	7.1	0.5	-

Intersection												
Int Delay, s/veh	192.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	137	9	40	212	63	34	323	135	87	256	40
Future Vol, veh/h	26	137	9	40	212	63	34	323	135	87	256	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	30	157	10	46	244	72	39	371	155	100	294	46

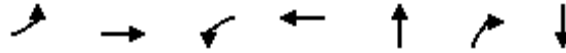
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1202	1121	317	1128	1067	449	340	0	0	526	0	0
Stage 1	517	517	-	527	527	-	-	-	-	-	-	-
Stage 2	685	604	-	601	540	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	163	208	728	183	~ 224	614	1230	-	-	1051	-	-
Stage 1	545	537	-	538	532	-	-	-	-	-	-	-
Stage 2	441	491	-	491	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	175	728	~ 36	~ 188	614	1230	-	-	1051	-	-
Mov Cap-2 Maneuver	-	175	-	~ 36	~ 188	-	-	-	-	-	-	-
Stage 1	520	474	-	513	508	-	-	-	-	-	-	-
Stage 2	193	468	-	285	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		\$ 828.9	0.6	2
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1230	-	-	-	135	1051	-
HCM Lane V/C Ratio	0.032	-	-	-	2.682	0.095	-
HCM Control Delay (s)	8	0	-	-	\$ 828.9	8.8	0
HCM Lane LOS	A	A	-	-	F	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	32.6	0.3	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Meniffee Rd. & SR-74

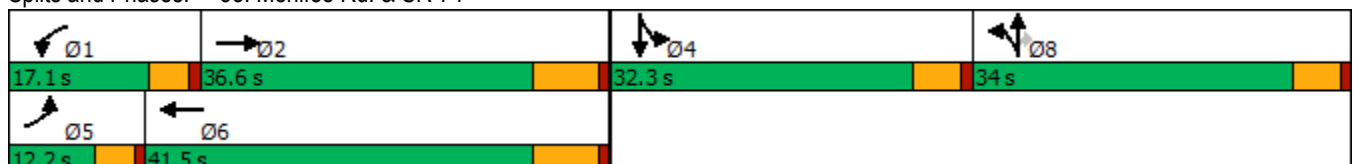


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	90	759	210	774	300	207	264
Future Volume (vph)	90	759	210	774	300	207	264
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	12.2	36.6	17.1	41.5	34.0	34.0	32.3
Total Split (%)	10.2%	30.5%	14.3%	34.6%	28.3%	28.3%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	7.6	29.6	12.5	34.5	28.7	28.7	26.1
Actuated g/C Ratio	0.06	0.25	0.10	0.29	0.24	0.24	0.22
v/c Ratio	0.87	1.08	1.23	0.93	1.30	0.44	0.93
Control Delay	110.7	96.2	185.5	56.2	188.1	14.0	75.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.7	96.2	185.5	56.2	188.1	14.0	75.2
LOS	F	F	F	E	F	B	E
Approach Delay		97.6		81.4	138.8		75.2
Approach LOS		F		F	F		E

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.1	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 99.2	Intersection LOS: F
Intersection Capacity Utilization 101.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 58: Meniffee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↕		↰	↕			↕	↗		↕	↗
Traffic Volume (veh/h)	90	759	106	210	774	91	224	300	207	44	264	35
Future Volume (veh/h)	90	759	106	210	774	91	224	300	207	44	264	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	843	96	233	860	83	249	333	121	49	293	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	812	92	190	963	93	192	256	388	53	314	40
Arrive On Green	0.06	0.25	0.25	0.10	0.29	0.29	0.24	0.24	0.24	0.22	0.22	0.22
Sat Flow, veh/h	1810	3266	372	1810	3326	321	796	1064	1610	240	1434	181
Grp Volume(v), veh/h	100	466	473	233	467	476	582	0	121	379	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1833	1810	1805	1842	1860	0	1610	1855	0	0
Q Serve(g_s), s	6.5	29.6	29.6	12.5	29.5	29.5	28.7	0.0	7.3	23.9	0.0	0.0
Cycle Q Clear(g_c), s	6.5	29.6	29.6	12.5	29.5	29.5	28.7	0.0	7.3	23.9	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.17	0.43		1.00	0.13		0.10
Lane Grp Cap(c), veh/h	115	449	456	190	523	534	448	0	388	407	0	0
V/C Ratio(X)	0.87	1.04	1.04	1.23	0.89	0.89	1.30	0.00	0.31	0.93	0.00	0.00
Avail Cap(c_a), veh/h	115	449	456	190	523	534	448	0	388	421	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.2	44.8	44.8	53.3	40.5	40.5	45.2	0.0	37.1	45.6	0.0	0.0
Incr Delay (d2), s/veh	43.9	52.8	52.5	139.6	20.2	19.9	149.9	0.0	0.5	27.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	19.3	19.6	12.8	15.3	15.6	31.1	0.0	2.8	13.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.2	97.6	97.3	192.9	60.7	60.4	195.1	0.0	37.6	72.8	0.0	0.0
LnGrp LOS	F	F	F	F	E	E	F	A	D	E	A	A
Approach Vol, veh/h		1039			1176			703				379
Approach Delay, s/veh		97.6			86.8			168.0				72.8
Approach LOS		F			F			F				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	36.6		31.4	12.2	41.5		34.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	12.5	29.6		27.0	7.6	34.5		28.7				
Max Q Clear Time (g_c+I1), s	14.5	31.6		25.9	8.5	31.5		30.7				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	1.5		0.0				

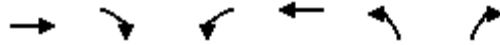
Intersection Summary

HCM 6th Ctrl Delay	105.9
HCM 6th LOS	F

Timings
59: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

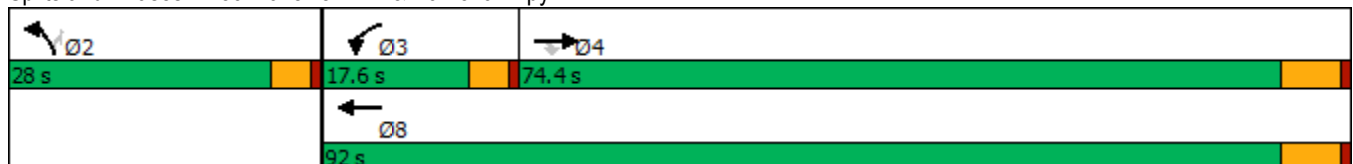


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	625	180	176	1248	240	151
Future Volume (vph)	625	180	176	1248	240	151
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	9.6	24.5	27.6	27.6
Total Split (s)	74.4	74.4	17.6	92.0	28.0	28.0
Total Split (%)	62.0%	62.0%	14.7%	76.7%	23.3%	23.3%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	68.0	68.0	13.0	85.6	20.9	20.9
Actuated g/C Ratio	0.58	0.58	0.11	0.73	0.18	0.18
v/c Ratio	0.63	0.20	0.98	1.00	0.83	0.40
Control Delay	20.3	4.9	112.9	42.7	68.7	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	4.9	112.9	42.7	68.7	9.0
LOS	C	A	F	D	E	A
Approach Delay	16.8			51.4		
Approach LOS	B			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 39.9
 Intersection LOS: D
 Intersection Capacity Utilization 87.7%
 ICU Level of Service E
 Analysis Period (min) 15













Splits and Phases: 59: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
59: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑		↖		↗			
Traffic Volume (veh/h)	0	625	180	176	1248	0	240	0	151	0	0	0
Future Volume (veh/h)	0	625	180	176	1248	0	240	0	151	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0	1900	0	1900			
Adj Flow Rate, veh/h	0	694	139	196	1387	0	267	0	85			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	1113	943	204	1402	0	300	0	267			
Arrive On Green	0.00	0.59	0.59	0.11	0.74	0.00	0.17	0.00	0.17			
Sat Flow, veh/h	0	1900	1610	1810	1900	0	1810	0	1610			
Grp Volume(v), veh/h	0	694	139	196	1387	0	267	0	85			
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0	1810	0	1610			
Q Serve(g_s), s	0.0	27.5	4.5	12.4	81.8	0.0	16.7	0.0	5.4			
Cycle Q Clear(g_c), s	0.0	27.5	4.5	12.4	81.8	0.0	16.7	0.0	5.4			
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1113	943	204	1402	0	300	0	267			
V/C Ratio(X)	0.00	0.62	0.15	0.96	0.99	0.00	0.89	0.00	0.32			
Avail Cap(c_a), veh/h	0	1117	947	204	1407	0	367	0	326			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	15.6	10.8	51.0	14.7	0.0	47.1	0.0	42.4			
Incr Delay (d2), s/veh	0.0	1.1	0.1	51.7	21.3	0.0	19.9	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	10.5	1.4	8.3	30.9	0.0	8.9	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.7	10.9	102.7	36.0	0.0	67.0	0.0	43.1			
LnGrp LOS	A	B	B	F	D	A	E	A	D			
Approach Vol, veh/h		833			1583			352				
Approach Delay, s/veh		15.7			44.2			61.2				
Approach LOS		B			D			E				
Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		23.7	17.6	74.1				91.7				
Change Period (Y+Rc), s		4.6	4.6	6.5				6.5				
Max Green Setting (Gmax), s		23.4	13.0	67.9				85.5				
Max Q Clear Time (g_c+I1), s		18.7	14.4	29.5				83.8				
Green Ext Time (p_c), s		0.5	0.0	5.0				1.5				
Intersection Summary												
HCM 6th Ctrl Delay			37.8									
HCM 6th LOS			D									

Intersection

Intersection Delay, s/veh 42.4

Intersection LOS E

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	433	101	170	23	13	412
Future Vol, veh/h	433	101	170	23	13	412
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	492	115	193	26	15	468
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	66.1	13.7	25.7
HCM LOS	F	B	D

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	81%	0%	3%
Vol Thru, %	19%	88%	0%
Vol Right, %	0%	12%	97%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	534	193	425
LT Vol	433	0	13
Through Vol	101	170	0
RT Vol	0	23	412
Lane Flow Rate	607	219	483
Geometry Grp	1	1	1
Degree of Util (X)	1.019	0.394	0.772
Departure Headway (Hd)	6.046	6.475	5.753
Convergence, Y/N	Yes	Yes	Yes
Cap	607	555	628
Service Time	4.046	4.533	3.797
HCM Lane V/C Ratio	1	0.395	0.769
HCM Control Delay	66.1	13.7	25.7
HCM Lane LOS	F	B	D
HCM 95th-tile Q	15.8	1.9	7.2

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	157	13	0	208	9	0
Future Vol, veh/h	157	13	0	208	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	174	14	0	231	10	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	188	0	412
Stage 1	-	-	-	-	181
Stage 2	-	-	-	-	231
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1398	-	600
Stage 1	-	-	-	-	855
Stage 2	-	-	-	-	812
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1398	-	600
Mov Cap-2 Maneuver	-	-	-	-	600
Stage 1	-	-	-	-	855
Stage 2	-	-	-	-	812

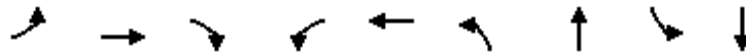
Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	600	-	-	1398	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Control Delay (s)	11.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Timings
62: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

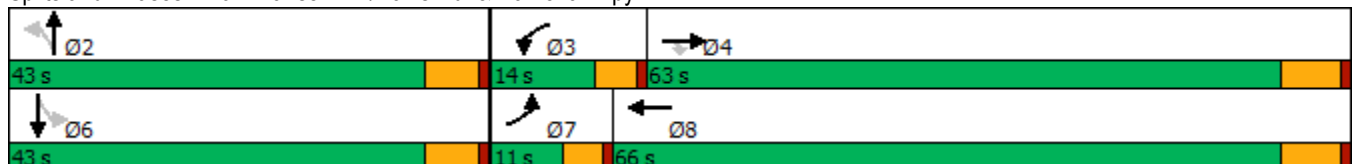


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗		↕		↕
Traffic Volume (vph)	2	700	40	32	1173	135	2	1	1
Future Volume (vph)	2	700	40	32	1173	135	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	11.0	63.0	63.0	14.0	66.0	43.0	43.0	43.0	43.0
Total Split (%)	9.2%	52.5%	52.5%	11.7%	55.0%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	28.8	28.8	6.5	31.4		17.2		17.2
Actuated g/C Ratio	0.09	0.45	0.45	0.10	0.50		0.27		0.27
v/c Ratio	0.01	0.46	0.06	0.18	0.71		0.59		0.02
Control Delay	39.0	14.6	2.0	36.3	15.7		26.3		15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	39.0	14.6	2.0	36.3	15.7		26.3		15.4
LOS	D	B	A	D	B		C		B
Approach Delay		14.0			16.2		26.3		15.4
Approach LOS		B			B		C		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 63.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 16.5
 Intersection LOS: B
 Intersection Capacity Utilization 62.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 62: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
62: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷		↷			↷	↷
Traffic Volume (veh/h)	2	700	40	32	1173	1	135	2	90	1	1	6
Future Volume (veh/h)	2	700	40	32	1173	1	135	2	90	1	1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	753	40	34	1261	1	145	2	55	1	1	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	1616	721	68	1786	1	308	14	75	102	84	207
Arrive On Green	0.00	0.45	0.45	0.04	0.48	0.48	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1810	3610	1610	1810	3702	3	1014	75	408	108	453	1120
Grp Volume(v), veh/h	2	753	40	34	615	647	202	0	0	6	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1899	1497	0	0	1681	0	0
Q Serve(g_s), s	0.1	7.5	0.7	0.9	13.7	13.7	6.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	7.5	0.7	0.9	13.7	13.7	6.5	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.72		0.27	0.17		0.67
Lane Grp Cap(c), veh/h	5	1616	721	68	871	916	398	0	0	393	0	0
V/C Ratio(X)	0.40	0.47	0.06	0.50	0.71	0.71	0.51	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	226	3980	1775	332	2096	2205	1199	0	0	1260	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.5	9.9	8.0	24.2	10.4	10.4	19.6	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	18.5	0.2	0.0	2.1	1.1	1.0	1.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.2	0.4	3.4	3.6	2.0	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	10.1	8.0	26.3	11.5	11.4	20.6	0.0	0.0	17.1	0.0	0.0
LnGrp LOS	D	B	A	C	B	B	C	A	A	B	A	A
Approach Vol, veh/h		795			1296			202				6
Approach Delay, s/veh		10.1			11.8			20.6				17.1
Approach LOS		B			B			C				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.3	6.5	29.4		15.3	4.7	31.2				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		37.2	9.4	56.5		37.2	6.4	59.5				
Max Q Clear Time (g_c+I1), s		8.5	2.9	9.5		2.1	2.1	15.7				
Green Ext Time (p_c), s		1.1	0.0	5.2		0.0	0.0	9.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

Intersection	
Intersection Delay, s/veh	15.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	70	1	149	68	140	4	62	134	119	73	6
Future Vol, veh/h	9	70	1	149	68	140	4	62	134	119	73	6
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	90	1	191	87	179	5	79	172	153	94	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	19.7	12.4	13.7
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	11%	42%	60%
Vol Thru, %	31%	88%	19%	37%
Vol Right, %	67%	1%	39%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	80	357	198
LT Vol	4	9	149	119
Through Vol	62	70	68	73
RT Vol	134	1	140	6
Lane Flow Rate	256	103	458	254
Geometry Grp	1	1	1	1
Degree of Util (X)	0.398	0.181	0.688	0.427
Departure Headway (Hd)	5.586	6.348	5.414	6.058
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	638	568	664	589
Service Time	3.68	4.348	3.491	4.151
HCM Lane V/C Ratio	0.401	0.181	0.69	0.431
HCM Control Delay	12.4	10.7	19.7	13.7
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.9	0.7	5.5	2.1

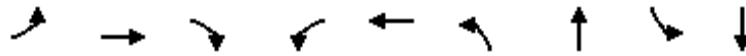
Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	884	1293	85	20	19
Future Vol, veh/h	44	884	1293	85	20	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	921	1347	89	21	20

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1436	0	0 2405 1392
Stage 1	-	-	- 1392 -
Stage 2	-	-	- 1013 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	479	-	- 37 176
Stage 1	-	-	- 233 -
Stage 2	-	-	- 354 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	479	-	- 33 176
Mov Cap-2 Maneuver	-	-	- 135 -
Stage 1	-	-	- 211 -
Stage 2	-	-	- 354 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	37.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	479	-	-	-	152
HCM Lane V/C Ratio	0.096	-	-	-	0.267
HCM Control Delay (s)	13.3	-	-	-	37.1
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	1

Timings
65: Warren Rd & Ramona Expy

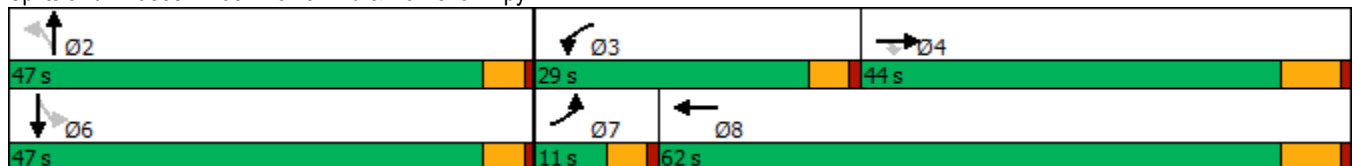


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗		↕
Traffic Volume (vph)	5	756	145	183	1077	300	2	1	1
Future Volume (vph)	5	756	145	183	1077	300	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	11.0	44.0	44.0	29.0	62.0	47.0	47.0	47.0	47.0
Total Split (%)	9.2%	36.7%	36.7%	24.2%	51.7%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	25.1	25.1	13.8	42.4	23.1	23.1		23.1
Actuated g/C Ratio	0.07	0.32	0.32	0.17	0.54	0.29	0.29		0.29
v/c Ratio	0.04	0.68	0.24	0.60	0.57	0.74	0.46		0.00
Control Delay	46.6	28.3	5.7	42.4	15.3	38.2	5.5		23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	46.6	28.3	5.7	42.4	15.3	38.2	5.5		23.0
LOS	D	C	A	D	B	D	A		C
Approach Delay		24.8			19.2		21.5		23.0
Approach LOS		C			B		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 79
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 21.5
 Intersection LOS: C
 Intersection Capacity Utilization 70.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 65: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
65: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗			↕	
Traffic Volume (veh/h)	5	756	145	183	1077	2	300	2	312	1	1	0
Future Volume (veh/h)	5	756	145	183	1077	2	300	2	312	1	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	779	86	189	1110	2	309	2	198	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	1151	513	241	1647	3	503	4	413	213	183	0
Arrive On Green	0.01	0.32	0.32	0.13	0.45	0.45	0.26	0.26	0.26	0.26	0.26	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3697	7	1439	16	1597	437	706	0
Grp Volume(v), veh/h	5	779	86	189	542	570	309	0	200	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1899	1439	0	1613	1143	0	0
Q Serve(g_s), s	0.1	10.2	2.1	5.5	12.9	12.9	5.4	0.0	5.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	10.2	2.1	5.5	12.9	12.9	11.1	0.0	5.7	5.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.50		0.00
Lane Grp Cap(c), veh/h	12	1151	513	241	804	846	503	0	417	395	0	0
V/C Ratio(X)	0.41	0.68	0.17	0.78	0.67	0.67	0.61	0.00	0.48	0.01	0.00	0.00
Avail Cap(c_a), veh/h	213	2494	1112	813	1846	1941	1255	0	1260	1164	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.9	16.1	13.3	22.8	11.9	11.9	19.0	0.0	17.0	15.1	0.0	0.0
Incr Delay (d2), s/veh	8.1	0.7	0.2	2.1	1.0	0.9	0.5	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.2	0.6	2.1	3.6	3.8	2.9	0.0	1.7	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	16.8	13.5	24.9	12.9	12.9	19.5	0.0	17.3	15.1	0.0	0.0
LnGrp LOS	D	B	B	C	B	B	B	A	B	B	A	A
Approach Vol, veh/h		870			1301			509				2
Approach Delay, s/veh		16.5			14.6			18.6				15.1
Approach LOS		B			B			B				B
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.6	11.8	23.8		18.6	5.0	30.7				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		42.4	24.4	37.5		42.4	6.4	55.5				
Max Q Clear Time (g_c+I1), s		13.1	7.5	12.2		7.7	2.1	14.9				
Green Ext Time (p_c), s		1.0	0.2	5.1		0.0	0.0	7.3				
Intersection Summary												
HCM 6th Ctrl Delay			16.0									
HCM 6th LOS			B									

Timings
66: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

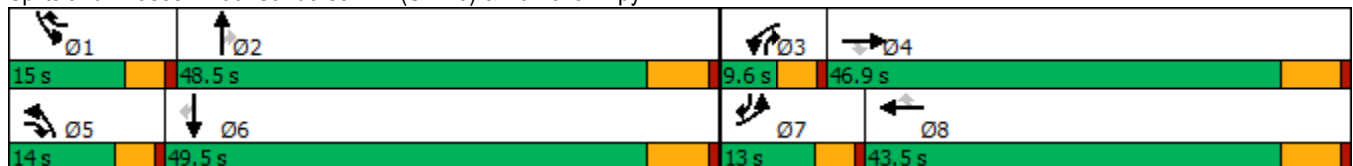
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	591	398	80	59	675	831	188	1189	79	698	622	398
Future Volume (vph)	591	398	80	59	675	831	188	1189	79	698	622	398
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	13.0	46.9	14.0	9.6	43.5	15.0	14.0	48.5	9.6	15.0	49.5	13.0
Total Split (%)	10.8%	39.1%	11.7%	8.0%	36.3%	12.5%	11.7%	40.4%	8.0%	12.5%	41.3%	10.8%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	32.4	47.8	5.0	26.7	43.7	8.9	40.3	51.9	10.5	41.9	56.9
Actuated g/C Ratio	0.08	0.30	0.44	0.05	0.25	0.40	0.08	0.37	0.48	0.10	0.39	0.53
v/c Ratio	2.19	0.37	0.11	0.37	0.77	1.21	0.66	0.89	0.10	2.09	0.45	0.46
Control Delay	571.2	31.8	4.3	59.7	44.1	134.0	61.6	42.5	5.0	524.7	26.7	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	571.2	31.8	4.3	59.7	44.1	134.0	61.6	42.5	5.0	524.7	26.7	15.7
LOS	F	C	A	E	D	F	E	D	A	F	C	B
Approach Delay		327.9			92.4			42.9			226.6	
Approach LOS		F			F			D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.3
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.19
 Intersection Signal Delay: 163.0
 Intersection LOS: F
 Intersection Capacity Utilization 114.3%
 ICU Level of Service H
 Analysis Period (min) 15

































Splits and Phases: 66: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

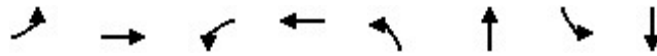
05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (veh/h)	591	398	80	59	675	831	188	1189	79	698	622	398
Future Volume (veh/h)	591	398	80	59	675	831	188	1189	79	698	622	398
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	597	402	50	60	682	714	190	1201	52	705	628	325
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	1239	666	127	1116	638	246	1257	619	305	1318	701
Arrive On Green	0.07	0.34	0.34	0.04	0.31	0.31	0.07	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	597	402	50	60	682	714	190	1201	52	705	628	325
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	8.4	9.8	2.2	2.0	19.3	37.0	6.4	38.9	2.5	10.4	16.0	17.1
Cycle Q Clear(g_c), s	8.4	9.8	2.2	2.0	19.3	37.0	6.4	38.9	2.5	10.4	16.0	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	1239	666	127	1116	638	246	1257	619	305	1318	701
V/C Ratio(X)	2.42	0.32	0.08	0.47	0.61	1.12	0.77	0.96	0.08	2.31	0.48	0.46
Avail Cap(c_a), veh/h	246	1239	666	147	1116	638	276	1267	623	305	1318	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	29.0	21.3	56.6	35.2	36.1	54.7	38.1	23.4	54.6	29.2	23.9
Incr Delay (d2), s/veh	652.5	0.2	0.0	1.0	1.0	73.2	9.7	15.8	0.1	600.1	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.9	4.1	0.8	0.9	8.1	29.9	3.0	18.6	0.9	29.8	6.5	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	708.1	29.2	21.3	57.6	36.2	109.4	64.4	53.9	23.5	654.8	29.5	24.4
LnGrp LOS	F	C	C	E	D	F	E	D	C	F	C	C
Approach Vol, veh/h		1049			1456			1443			1658	
Approach Delay, s/veh		415.2			73.0			54.2			294.4	
Approach LOS		F			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	48.2	8.9	47.6	13.0	50.2	13.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	10.4	42.0	5.0	40.4	9.4	43.0	8.4	37.0				
Max Q Clear Time (g_c+I1), s	12.4	40.9	4.0	11.8	8.4	19.1	10.4	39.0				
Green Ext Time (p_c), s	0.0	0.8	0.0	2.4	0.0	4.9	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											197.6	
HCM 6th LOS											F	

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

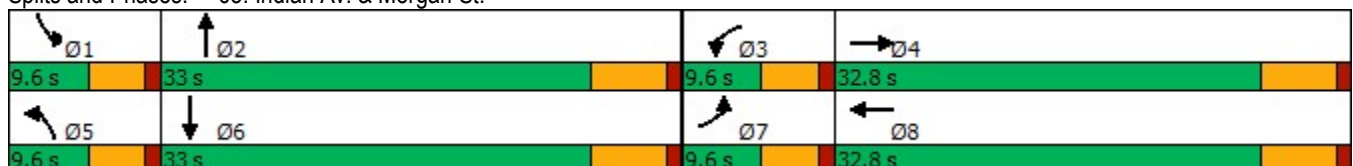


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	18	73	70	130	126	240	12	114
Future Volume (vph)	18	73	70	130	126	240	12	114
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	9.6	32.8	9.6	32.8	9.6	33.0	9.6	33.0
Total Split (%)	11.3%	38.6%	11.3%	38.6%	11.3%	38.8%	11.3%	38.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.1	12.9	5.1	18.8	5.1	35.8	5.1	27.6
Actuated g/C Ratio	0.07	0.19	0.07	0.27	0.07	0.52	0.07	0.40
v/c Ratio	0.15	0.24	0.55	0.14	0.99	0.24	0.09	0.11
Control Delay	36.4	12.7	51.9	18.7	116.1	7.4	35.6	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	12.7	51.9	18.7	116.1	7.4	35.6	12.7
LOS	D	B	D	B	F	A	D	B
Approach Delay		15.2		30.0		32.1		14.4
Approach LOS		B		C		C		B

Intersection Summary

Cycle Length: 85	
Actuated Cycle Length: 69.5	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 26.4	Intersection LOS: C
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕		↖	↕	
Traffic Volume (veh/h)	18	73	87	70	130	5	126	240	189	12	114	30
Future Volume (veh/h)	18	73	87	70	130	5	126	240	189	12	114	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	75	53	72	134	2	130	247	192	12	118	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	40	289	187	101	622	9	138	936	699	27	1231	254
Arrive On Green	0.02	0.14	0.14	0.06	0.17	0.17	0.08	0.48	0.48	0.01	0.41	0.41
Sat Flow, veh/h	1810	2100	1360	1810	3641	54	1810	1969	1471	1810	2973	612
Grp Volume(v), veh/h	19	64	64	72	66	70	130	226	213	12	70	73
Grp Sat Flow(s),veh/h/ln	1810	1805	1655	1810	1805	1890	1810	1805	1635	1810	1805	1780
Q Serve(g_s), s	0.7	2.1	2.3	2.6	2.1	2.1	4.7	4.9	5.2	0.4	1.6	1.6
Cycle Q Clear(g_c), s	0.7	2.1	2.3	2.6	2.1	2.1	4.7	4.9	5.2	0.4	1.6	1.6
Prop In Lane	1.00		0.82	1.00		0.03	1.00		0.90	1.00		0.34
Lane Grp Cap(c), veh/h	40	248	228	101	308	323	138	858	777	27	747	737
V/C Ratio(X)	0.47	0.26	0.28	0.71	0.21	0.22	0.94	0.26	0.27	0.44	0.09	0.10
Avail Cap(c_a), veh/h	138	742	680	138	742	777	138	858	777	138	747	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	25.3	25.4	30.5	23.4	23.4	30.2	10.3	10.4	32.1	11.7	11.8
Incr Delay (d2), s/veh	3.1	0.5	0.7	5.3	0.3	0.3	59.0	0.2	0.2	4.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.9	1.2	0.8	0.9	4.1	1.6	1.5	0.2	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	25.9	26.1	35.8	23.8	23.8	89.2	10.5	10.6	36.3	12.0	12.0
LnGrp LOS	C	C	C	D	C	C	F	B	B	D	B	B
Approach Vol, veh/h		147			208			569			155	
Approach Delay, s/veh		27.1			27.9			28.5			13.9	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	37.0	8.3	14.8	9.6	33.0	6.1	17.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	2.4	7.2	4.6	4.3	6.7	3.6	2.7	4.1				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.6	0.0	0.6	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			26.1									
HCM 6th LOS			C									

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	15	69	38	70	55	144	9	332	35	168	7
Future Volume (vph)	15	69	38	70	55	144	9	332	35	168	7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	5.7	13.4	13.4	7.6	17.4	17.4	5.7	20.7	5.7	22.4	22.4
Actuated g/C Ratio	0.12	0.28	0.28	0.16	0.36	0.36	0.12	0.43	0.12	0.46	0.46
v/c Ratio	0.08	0.08	0.08	0.29	0.05	0.24	0.05	0.28	0.19	0.12	0.01
Control Delay	30.1	17.1	0.3	32.2	13.7	4.6	30.0	15.6	30.5	13.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	17.1	0.3	32.2	13.7	4.6	30.0	15.6	30.5	13.9	0.0
LOS	C	B	A	C	B	A	C	B	C	B	A
Approach Delay		13.4			13.6			15.9		16.2	
Approach LOS		B			B			B		B	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 48.5

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 15.0

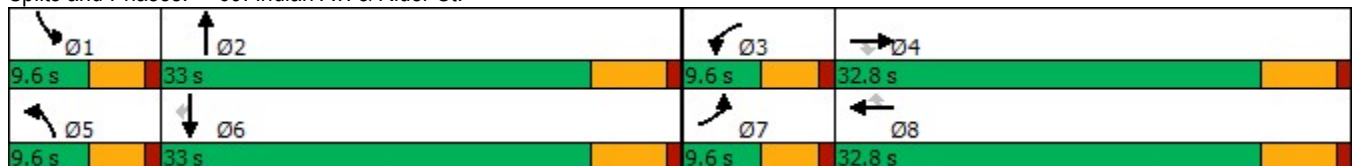
Intersection LOS: B

Intersection Capacity Utilization 38.5%

ICU Level of Service A

Analysis Period (min) 15

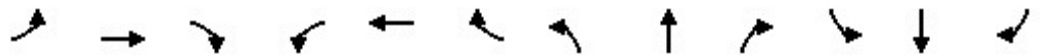
Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	69	38	70	55	144	9	332	36	35	168	7
Future Volume (veh/h)	15	69	38	70	55	144	9	332	36	35	168	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	80	36	81	64	124	10	386	15	41	195	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	39	626	279	130	809	361	24	816	32	81	947	422
Arrive On Green	0.02	0.17	0.17	0.07	0.22	0.22	0.01	0.23	0.23	0.04	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3543	137	1810	3610	1610
Grp Volume(v), veh/h	17	80	36	81	64	124	10	196	205	41	195	5
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1875	1810	1805	1610
Q Serve(g_s), s	0.4	0.8	0.8	1.9	0.6	2.8	0.2	4.1	4.1	1.0	1.8	0.1
Cycle Q Clear(g_c), s	0.4	0.8	0.8	1.9	0.6	2.8	0.2	4.1	4.1	1.0	1.8	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	39	626	279	130	809	361	24	416	432	81	947	422
V/C Ratio(X)	0.44	0.13	0.13	0.62	0.08	0.34	0.42	0.47	0.47	0.50	0.21	0.01
Avail Cap(c_a), veh/h	208	2246	1002	208	2246	1002	208	1131	1175	208	2263	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	15.2	15.2	19.6	13.3	14.2	21.3	14.4	14.4	20.3	12.5	11.8
Incr Delay (d2), s/veh	2.9	0.1	0.2	1.8	0.0	0.6	4.4	0.8	0.8	1.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.3	0.7	0.2	0.8	0.1	1.4	1.4	0.4	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	15.2	15.4	21.4	13.3	14.7	25.6	15.2	15.2	22.0	12.6	11.9
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		133			269			411			241	
Approach Delay, s/veh		16.4			16.4			15.5			14.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	15.8	7.7	13.3	5.2	17.2	5.5	15.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	3.0	6.1	3.9	2.8	2.2	3.8	2.4	4.8				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.5	0.0	1.0	0.0	0.7				

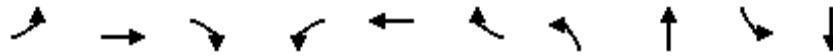
Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

05/20/2020

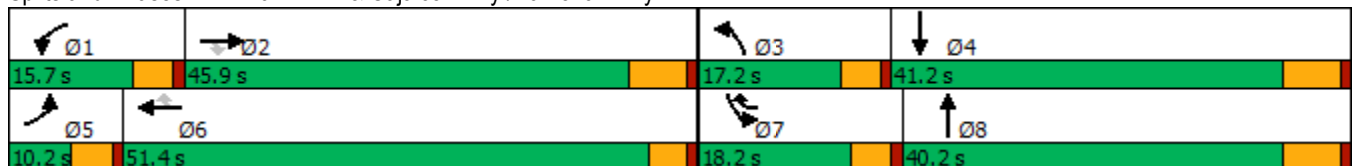


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑	↘↗	↑↑
Traffic Volume (vph)	27	1054	236	213	880	112	254	167	281	266
Future Volume (vph)	27	1054	236	213	880	112	254	167	281	266
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	45.9	45.9	15.7	51.4	18.2	17.2	40.2	18.2	41.2
Total Split (%)	8.5%	38.3%	38.3%	13.1%	42.8%	15.2%	14.3%	33.5%	15.2%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.4	38.5	38.5	10.3	49.1	61.6	11.7	34.2	12.6	35.1
Actuated g/C Ratio	0.05	0.33	0.33	0.09	0.42	0.53	0.10	0.29	0.11	0.30
v/c Ratio	0.34	0.92	0.36	0.72	0.60	0.13	0.75	0.24	0.77	0.28
Control Delay	66.6	50.8	7.6	66.2	29.3	2.8	65.9	24.2	65.8	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	50.8	7.6	66.2	29.3	2.8	65.9	24.2	65.8	32.0
LOS	E	D	A	E	C	A	E	C	E	C
Approach Delay		43.4			33.4			45.3		48.5
Approach LOS		D			C			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.2
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 41.1
 Intersection LOS: D
 Intersection Capacity Utilization 89.6%
 ICU Level of Service E
 Analysis Period (min) 15

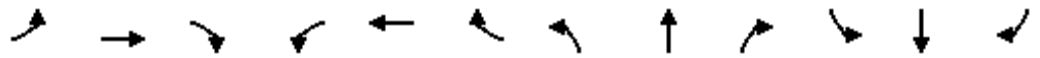
Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	27	1054	236	213	880	112	254	167	81	281	266	28
Future Volume (veh/h)	27	1054	236	213	880	112	254	167	81	281	266	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	1087	168	220	907	67	262	172	36	290	274	22
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	1197	534	280	1392	781	322	893	183	350	1040	83
Arrive On Green	0.03	0.33	0.33	0.08	0.39	0.39	0.09	0.30	0.30	0.10	0.31	0.31
Sat Flow, veh/h	1810	3610	1610	3510	3610	1608	3510	2984	611	3510	3385	270
Grp Volume(v), veh/h	28	1087	168	220	907	67	262	103	105	290	145	151
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1608	1755	1805	1790	1755	1805	1850
Q Serve(g_s), s	1.7	32.8	8.9	7.0	23.5	2.5	8.3	4.8	5.0	9.2	6.9	7.0
Cycle Q Clear(g_c), s	1.7	32.8	8.9	7.0	23.5	2.5	8.3	4.8	5.0	9.2	6.9	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		0.15
Lane Grp Cap(c), veh/h	47	1197	534	280	1392	781	322	540	536	350	555	568
V/C Ratio(X)	0.60	0.91	0.31	0.79	0.65	0.09	0.81	0.19	0.20	0.83	0.26	0.27
Avail Cap(c_a), veh/h	89	1258	561	342	1486	823	388	540	536	419	555	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	36.4	28.4	51.5	28.7	15.7	50.8	29.7	29.7	50.3	29.7	29.8
Incr Delay (d2), s/veh	4.5	9.5	0.3	7.5	0.9	0.0	8.8	0.8	0.8	9.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	15.1	3.3	3.3	9.7	0.9	3.9	2.1	2.2	4.4	3.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	45.9	28.7	59.0	29.7	15.8	59.6	30.4	30.5	59.8	30.9	30.9
LnGrp LOS	E	D	C	E	C	B	E	C	C	E	C	C
Approach Vol, veh/h		1283			1194			470			586	
Approach Delay, s/veh		43.9			34.3			46.7			45.2	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	44.0	15.1	41.2	7.5	50.1	16.0	40.3				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	11.1	39.7	12.6	35.0	5.6	* 47	13.6	34.0				
Max Q Clear Time (g_c+I1), s	9.0	34.8	10.3	9.0	3.7	25.5	11.2	7.0				
Green Ext Time (p_c), s	0.1	3.0	0.1	1.4	0.0	6.0	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

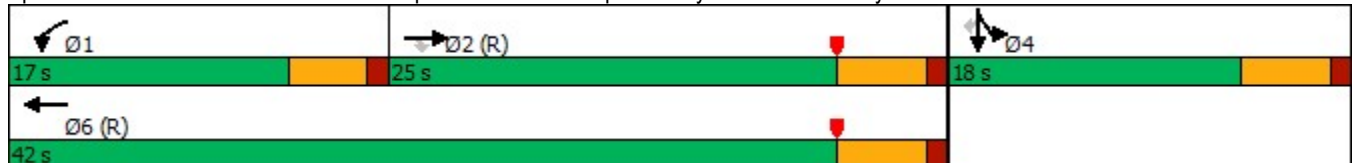


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↙	↑↑	↙	↙
Traffic Volume (vph)	378	44	389	185	0	199
Future Volume (vph)	378	44	389	185	0	199
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.0	25.0	17.0	42.0	18.0	18.0
Total Split (%)	41.7%	41.7%	28.3%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	20.0	20.0	12.5	37.0	13.0	13.0
Actuated g/C Ratio	0.33	0.33	0.21	0.62	0.22	0.22
v/c Ratio	0.35	0.08	1.15	0.09	1.54	0.42
Control Delay	16.1	0.3	111.9	8.3	278.0	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	0.3	111.9	8.3	278.0	6.3
LOS	B	A	F	A	F	A
Approach Delay	14.5			78.4	205.0	
Approach LOS	B			E	F	

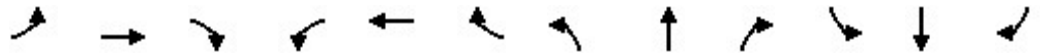
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.54
 Intersection Signal Delay: 116.8
 Intersection Capacity Utilization 119.8%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



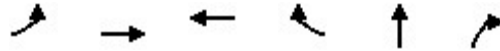
HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑						↖	↗
Traffic Volume (veh/h)	0	378	44	389	185	0	0	0	0	541	0	199
Future Volume (veh/h)	0	378	44	389	185	0	0	0	0	541	0	199
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	420	35	432	206	0				601	0	147
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1203	537	377	2226	0				392	0	349
Arrive On Green	0.00	0.33	0.33	0.35	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	420	35	432	206	0				601	0	147
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	5.3	0.9	12.5	0.0	0.0				13.0	0.0	4.7
Cycle Q Clear(g_c), s	0.0	5.3	0.9	12.5	0.0	0.0				13.0	0.0	4.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1203	537	377	2226	0				392	0	349
V/C Ratio(X)	0.00	0.35	0.07	1.15	0.09	0.00				1.53	0.00	0.42
Avail Cap(c_a), veh/h	0	1203	537	377	2226	0				392	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.92	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.1	13.6	19.6	0.0	0.0				23.5	0.0	20.3
Incr Delay (d2), s/veh	0.0	0.8	0.2	90.7	0.1	0.0				252.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.3	13.1	0.0	0.0				32.2	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.9	13.9	110.2	0.1	0.0				275.9	0.0	21.1
LnGrp LOS	A	B	B	F	A	A				F	A	C
Approach Vol, veh/h		455			638						748	
Approach Delay, s/veh		15.7			74.7						225.8	
Approach LOS		B			E						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.0	25.0		18.0		42.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	12.5	20.0		13.0		37.0						
Max Q Clear Time (g_c+I1), s	14.5	7.3		15.0		2.0						
Green Ext Time (p_c), s	0.0	1.4		0.0		0.8						

Intersection Summary		
HCM 6th Ctrl Delay		121.5
HCM 6th LOS		F

Timings

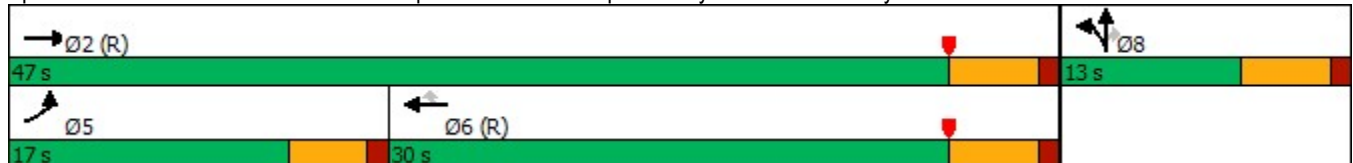


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	218	702	562	930	1	225
Future Volume (vph)	218	702	562	930	1	225
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	17.0	47.0	30.0	30.0	13.0	13.0
Total Split (%)	28.3%	78.3%	50.0%	50.0%	21.7%	21.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	11.2	42.0	26.3	26.3	8.0	8.0
Actuated g/C Ratio	0.19	0.70	0.44	0.44	0.13	0.13
v/c Ratio	0.74	0.32	0.40	1.03	0.06	0.60
Control Delay	21.9	0.2	12.8	49.2	23.5	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	0.2	12.8	49.2	23.5	10.9
LOS	C	A	B	D	C	B
Approach Delay		5.4	35.5		11.6	
Approach LOS		A	D		B	

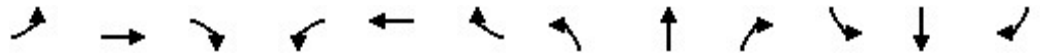
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 22.9
 Intersection LOS: C
 Intersection Capacity Utilization 119.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 02/11/2022

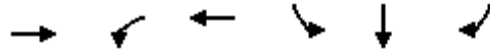


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↖	↗			
Traffic Volume (veh/h)	218	702	0	0	562	930	12	1	225	0	0	0
Future Volume (veh/h)	218	702	0	0	562	930	12	1	225	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	248	798	0	0	639	963	14	1	109			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	303	2527	0	0	1651	736	226	16	215			
Arrive On Green	0.06	0.23	0.00	0.00	0.46	0.46	0.13	0.13	0.13			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1694	121	1610			
Grp Volume(v), veh/h	248	798	0	0	639	963	15	0	109			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1815	0	1610			
Q Serve(g_s), s	8.1	11.0	0.0	0.0	7.0	27.4	0.4	0.0	3.8			
Cycle Q Clear(g_c), s	8.1	11.0	0.0	0.0	7.0	27.4	0.4	0.0	3.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.93		1.00			
Lane Grp Cap(c), veh/h	303	2527	0	0	1651	736	242	0	215			
V/C Ratio(X)	0.82	0.32	0.00	0.00	0.39	1.31	0.06	0.00	0.51			
Avail Cap(c_a), veh/h	377	2527	0	0	1651	736	242	0	215			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.95	0.95	0.00	0.00	0.79	0.79	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.4	11.2	0.0	0.0	10.7	16.3	22.7	0.0	24.2			
Incr Delay (d2), s/veh	8.5	0.3	0.0	0.0	0.5	146.3	0.5	0.0	8.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.2	3.5	0.0	0.0	2.2	37.3	0.2	0.0	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	11.5	0.0	0.0	11.3	162.5	23.2	0.0	32.5			
LnGrp LOS	D	B	A	A	B	F	C	A	C			
Approach Vol, veh/h		1046			1602			124				
Approach Delay, s/veh		17.3			102.2			31.4				
Approach LOS		B			F			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		47.0			14.6	32.4		13.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		42.0			12.5	25.0		8.0				
Max Q Clear Time (g_c+I1), s		13.0			10.1	29.4		5.8				
Green Ext Time (p_c), s		3.4			0.1	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay					67.0							
HCM 6th LOS					E							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↵	↑↑	↵	↵	↵
Traffic Volume (vph)	1029	418	974	1336	2	232
Future Volume (vph)	1029	418	974	1336	2	232
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.0	22.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	1.21	1.14	0.46	1.29	1.29	0.41
Control Delay	135.4	109.5	3.2	178.3	179.6	16.7
Queue Delay	0.1	0.0	0.4	26.0	26.0	0.0
Total Delay	135.4	109.5	3.6	204.3	205.6	16.7
LOS	F	F	A	F	F	B
Approach Delay	135.4		35.4		177.2	
Approach LOS	F		D		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 118.8
 Intersection LOS: F
 Intersection Capacity Utilization 194.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↑	↗
Traffic Volume (veh/h)	0	1029	453	418	974	0	0	0	0	1336	2	232
Future Volume (veh/h)	0	1029	453	418	974	0	0	0	0	1336	2	232
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1039	327	422	984	0				1350	0	165
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	936	292	370	2133	0				1102	0	490
Arrive On Green	0.00	0.35	0.35	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2803	845	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	689	677	422	984	0				1350	0	165
Grp Sat Flow(s),veh/h/ln	0	1805	1748	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	38.0	38.0	22.5	23.1	0.0				33.5	0.0	8.7
Cycle Q Clear(g_c), s	0.0	38.0	38.0	22.5	23.1	0.0				33.5	0.0	8.7
Prop In Lane	0.00		0.48	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	624	604	370	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.11	1.12	1.14	0.46	0.00				1.22	0.00	0.34
Avail Cap(c_a), veh/h	0	624	604	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.34	0.34	0.63	0.63	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.0	36.0	48.2	22.0	0.0				38.3	0.0	29.6
Incr Delay (d2), s/veh	0.0	56.3	62.4	82.2	0.5	0.0				109.4	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.2	25.4	18.8	10.4	0.0				30.7	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	92.3	98.4	130.4	22.4	0.0				147.7	0.0	31.5
LnGrp LOS	A	F	F	F	C	A				F	A	C
Approach Vol, veh/h		1366			1406						1515	
Approach Delay, s/veh		95.3			54.9						135.0	
Approach LOS		F			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	44.0		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	24.5	40.0		35.5		25.1						
Green Ext Time (p_c), s	0.0	0.0		0.0		4.3						

Intersection Summary

HCM 6th Ctrl Delay	96.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↙	↕	↕	↘	↙	↕	↘
Traffic Volume (vph)	243	2123	1010	1172	382	2	536
Future Volume (vph)	243	2123	1010	1172	382	2	536
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	17.7	62.7	40.4	40.4	35.8	35.8	35.8
Actuated g/C Ratio	0.16	0.57	0.37	0.37	0.33	0.33	0.33
v/c Ratio	0.86	1.06	0.79	1.12	0.35	0.36	0.96
Control Delay	39.3	60.1	36.5	80.2	30.2	30.3	61.3
Queue Delay	0.0	17.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	77.1	36.5	80.2	30.2	30.3	61.3
LOS	D	E	D	F	C	C	E
Approach Delay		73.2	59.9			48.4	
Approach LOS		E	E			D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.12
 Intersection Signal Delay: 63.7
 Intersection LOS: E
 Intersection Capacity Utilization 194.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗			↗↗	↘	↘	↗	↘			
Traffic Volume (veh/h)	243	2123	0	0	1010	1172	382	2	536	0	0	0
Future Volume (veh/h)	243	2123	0	0	1010	1172	382	2	536	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	251	2189	0	0	1041	1012	395	0	466			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	279	2113	0	0	1408	628	1123	0	500			
Arrive On Green	0.21	0.78	0.00	0.00	0.39	0.39	0.31	0.00	0.31			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	251	2189	0	0	1041	1012	395	0	466			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	14.9	64.4	0.0	0.0	27.2	42.9	9.3	0.0	30.9			
Cycle Q Clear(g_c), s	14.9	64.4	0.0	0.0	27.2	42.9	9.3	0.0	30.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	279	2113	0	0	1408	628	1123	0	500			
V/C Ratio(X)	0.90	1.04	0.00	0.00	0.74	1.61	0.35	0.00	0.93			
Avail Cap(c_a), veh/h	304	2113	0	0	1408	628	1201	0	534			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.9	12.2	0.0	0.0	28.8	33.6	29.4	0.0	36.8			
Incr Delay (d2), s/veh	3.5	18.3	0.0	0.0	3.5	282.7	0.2	0.0	22.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	13.7	0.0	0.0	11.6	64.6	3.9	0.0	14.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	30.4	0.0	0.0	32.3	316.3	29.6	0.0	59.6			
LnGrp LOS	D	F	A	A	C	F	C	A	E			
Approach Vol, veh/h		2440			2053			861				
Approach Delay, s/veh		32.1			172.3			45.8				
Approach LOS		C			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.4			21.5	48.9		39.6				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		66.4			16.9	44.9		32.9				
Green Ext Time (p_c), s		0.0			0.1	0.0		1.2				

Intersection Summary

HCM 6th Ctrl Delay	88.0
HCM 6th LOS	F

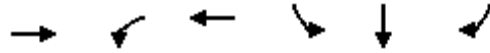
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

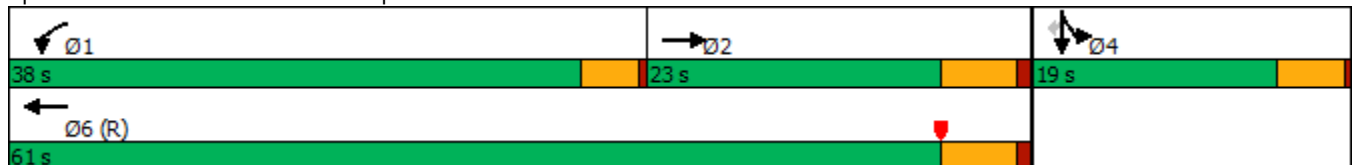


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↵	↑↑	↵	↵	↵
Traffic Volume (vph)	492	717	682	551	0	71
Future Volume (vph)	492	717	682	551	0	71
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	23.0	38.0	61.0	19.0	19.0	19.0
Total Split (%)	28.8%	47.5%	76.3%	23.8%	23.8%	23.8%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	17.5	34.0	55.5	14.5	14.5	14.5
Actuated g/C Ratio	0.22	0.42	0.69	0.18	0.18	0.18
v/c Ratio	0.90	1.02	0.30	0.96	0.97	0.21
Control Delay	44.2	61.7	5.1	78.3	79.1	7.3
Queue Delay	0.0	23.8	0.0	0.0	0.0	0.0
Total Delay	44.2	85.5	5.1	78.3	79.1	7.3
LOS	D	F	A	E	E	A
Approach Delay	44.2		46.3		70.6	
Approach LOS	D		D		E	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 51.4
 Intersection LOS: D
 Intersection Capacity Utilization 85.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	492	166	717	682	0	0	0	0	551	0	71
Future Volume (veh/h)	0	492	166	717	682	0	0	0	0	551	0	71
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	535	180	779	741	0				599	0	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	580	194	769	2504	0				656	0	289
Arrive On Green	0.00	0.22	0.22	0.43	0.69	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	2745	888	1810	3705	0				3619	0	1597
Grp Volume(v), veh/h	0	364	351	779	741	0				599	0	77
Grp Sat Flow(s),veh/h/ln	0	1805	1733	1810	1805	0				1810	0	1597
Q Serve(g_s), s	0.0	15.8	15.9	34.0	6.3	0.0				13.0	0.0	3.3
Cycle Q Clear(g_c), s	0.0	15.8	15.9	34.0	6.3	0.0				13.0	0.0	3.3
Prop In Lane	0.00		0.51	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	395	379	769	2504	0				656	0	289
V/C Ratio(X)	0.00	0.92	0.93	1.01	0.30	0.00				0.91	0.00	0.27
Avail Cap(c_a), veh/h	0	395	379	769	2504	0				656	0	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.68	0.68	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.6	30.6	23.0	4.7	0.0				32.1	0.0	28.2
Incr Delay (d2), s/veh	0.0	29.2	31.0	30.0	0.2	0.0				17.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.4	9.2	18.4	1.5	0.0				6.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	59.8	61.6	53.0	4.9	0.0				49.4	0.0	28.7
LnGrp LOS	A	E	E	F	A	A				D	A	C
Approach Vol, veh/h		715			1520						676	
Approach Delay, s/veh		60.7			29.6						47.1	
Approach LOS		E			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	38.0	23.0		19.0		61.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	34.0	17.5		14.5		55.5						
Max Q Clear Time (g_c+I1), s	36.0	17.9		15.0		8.3						
Green Ext Time (p_c), s	0.0	0.0		0.0		3.0						

Intersection Summary

HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↖	↗
Traffic Volume (vph)	82	1157	1442	945	141	0	471
Future Volume (vph)	82	1157	1442	945	141	0	471
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	10.0	52.2	42.2	42.2	27.8	27.8	27.8
Total Split (%)	12.5%	65.3%	52.8%	52.8%	34.8%	34.8%	34.8%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	5.5	46.7	38.7	38.7	22.8	22.8	22.8
Actuated g/C Ratio	0.07	0.58	0.48	0.48	0.28	0.28	0.28
v/c Ratio	0.72	0.60	0.90	0.84	0.16	0.16	0.98
Control Delay	54.7	5.5	28.5	11.1	22.5	22.5	61.6
Queue Delay	0.0	0.2	30.5	0.0	0.4	0.4	0.0
Total Delay	54.7	5.7	59.0	11.1	22.9	22.9	61.6
LOS	D	A	E	B	C	C	E
Approach Delay		8.9	40.0			52.7	
Approach LOS		A	D			D	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 32.7
 Intersection LOS: C
 Intersection Capacity Utilization 135.2%
 ICU Level of Service H
 Analysis Period (min) 15




















Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1157	0	0	1442	945	141	0	471	0	0	0
Future Volume (veh/h)	82	1157	0	0	1442	945	141	0	471	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	89	1258	0	0	1567	701	153	0	512			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	115	2107	0	0	1676	745	1031	0	456			
Arrive On Green	0.06	0.58	0.00	0.00	0.46	0.46	0.28	0.00	0.28			
Sat Flow, veh/h	1810	3705	0	0	3705	1605	3619	0	1602			
Grp Volume(v), veh/h	89	1258	0	0	1567	701	153	0	512			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1605	1810	0	1602			
Q Serve(g_s), s	3.9	17.8	0.0	0.0	32.9	33.2	2.5	0.0	22.8			
Cycle Q Clear(g_c), s	3.9	17.8	0.0	0.0	32.9	33.2	2.5	0.0	22.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	115	2107	0	0	1676	745	1031	0	456			
V/C Ratio(X)	0.78	0.60	0.00	0.00	0.94	0.94	0.15	0.00	1.12			
Avail Cap(c_a), veh/h	124	2107	0	0	1676	745	1031	0	456			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	36.9	10.6	0.0	0.0	20.3	20.4	21.4	0.0	28.6			
Incr Delay (d2), s/veh	2.3	0.1	0.0	0.0	11.2	21.3	0.0	0.0	79.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	5.3	0.0	0.0	13.9	14.5	1.0	0.0	18.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	10.8	0.0	0.0	31.5	41.7	21.4	0.0	108.3			
LnGrp LOS	D	B	A	A	C	D	C	A	F			
Approach Vol, veh/h		1347			2268			665				
Approach Delay, s/veh		12.6			34.6			88.3				
Approach LOS		B			C			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		52.2			9.6	42.6		27.8				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		46.7			5.5	36.7		22.8				
Max Q Clear Time (g_c+I1), s		19.8			5.9	35.2		24.8				
Green Ext Time (p_c), s		5.9			0.0	1.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

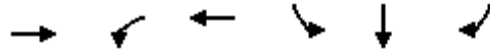
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	434	988	436	581	4	88
Future Volume (vph)	434	988	436	581	4	88
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	21.5	26.0	51.5	18.5	18.5	18.5
Actuated g/C Ratio	0.27	0.32	0.64	0.23	0.23	0.23
v/c Ratio	0.71	0.91	0.20	0.77	0.78	0.21
Control Delay	25.6	41.4	6.5	42.0	42.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	41.4	6.5	42.0	42.5	6.7
LOS	C	D	A	D	D	A
Approach Delay	25.6		30.8		37.6	
Approach LOS	C		C		D	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 31.2
 Intersection LOS: C
 Intersection Capacity Utilization 76.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	434	247	988	436	0	0	0	0	581	4	88
Future Volume (veh/h)	0	434	247	988	436	0	0	0	0	581	4	88
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	457	216	1040	459	0				615	0	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	640	300	1009	2189	0				742	0	330
Arrive On Green	0.00	0.27	0.27	0.29	0.61	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	2478	1118	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	345	328	1040	459	0				615	0	34
Grp Sat Flow(s),veh/h/ln	0	1805	1696	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	13.8	14.0	23.0	4.6	0.0				13.0	0.0	1.4
Cycle Q Clear(g_c), s	0.0	13.8	14.0	23.0	4.6	0.0				13.0	0.0	1.4
Prop In Lane	0.00		0.66	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	485	456	1009	2189	0				742	0	330
V/C Ratio(X)	0.00	0.71	0.72	1.03	0.21	0.00				0.83	0.00	0.10
Avail Cap(c_a), veh/h	0	485	456	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.82	0.82	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.4	26.5	28.5	7.1	0.0				30.4	0.0	25.8
Incr Delay (d2), s/veh	0.0	8.6	9.4	33.8	0.2	0.0				4.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.5	6.3	13.3	1.4	0.0				5.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.0	35.9	62.3	7.3	0.0				35.1	0.0	26.0
LnGrp LOS	A	D	D	F	A	A				D	A	C
Approach Vol, veh/h		673			1499						649	
Approach Delay, s/veh		35.5			45.4						34.6	
Approach LOS		D			D						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	27.0		20.9		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	25.0	16.0		15.0		6.6						
Green Ext Time (p_c), s	0.0	1.2		1.4		1.7						

Intersection Summary

HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

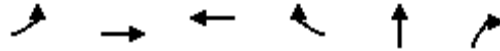
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

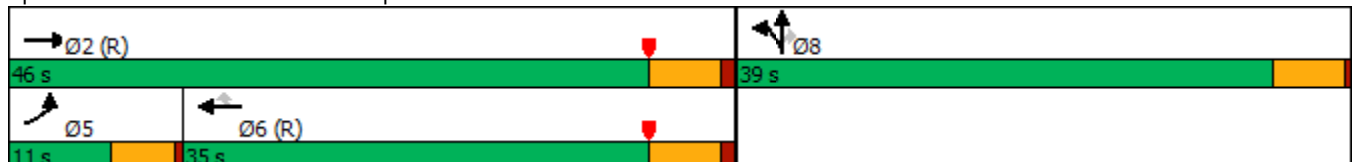


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↖	↗↗
Traffic Volume (vph)	68	947	1305	461	0	712
Future Volume (vph)	68	947	1305	461	0	712
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	7.3	50.3	40.4	40.4	24.2	24.2
Actuated g/C Ratio	0.09	0.59	0.48	0.48	0.28	0.28
v/c Ratio	0.45	0.45	0.54	0.46	0.24	0.81
Control Delay	45.6	11.5	18.9	3.7	22.8	30.0
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	45.6	11.8	18.9	3.7	22.8	30.0
LOS	D	B	B	A	C	C
Approach Delay		14.0	14.9		29.0	
Approach LOS		B	B		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 17.9
 Intersection LOS: B
 Intersection Capacity Utilization 76.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	947	0	0	1305	461	119	0	712	0	0	0
Future Volume (veh/h)	68	947	0	0	1305	461	119	0	712	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	69	966	0	0	1332	460	121	0	337			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	89	2620	0	0	3234	1004	273	0	427			
Arrive On Green	0.05	0.73	0.00	0.00	0.62	0.62	0.15	0.00	0.15			
Sat Flow, veh/h	1810	3705	0	0	5358	1610	1810	0	2834			
Grp Volume(v), veh/h	69	966	0	0	1332	460	121	0	337			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.2	8.5	0.0	0.0	11.1	12.8	5.2	0.0	9.7			
Cycle Q Clear(g_c), s	3.2	8.5	0.0	0.0	11.1	12.8	5.2	0.0	9.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	89	2620	0	0	3234	1004	273	0	427			
V/C Ratio(X)	0.77	0.37	0.00	0.00	0.41	0.46	0.44	0.00	0.79			
Avail Cap(c_a), veh/h	138	2620	0	0	3234	1004	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.61	0.61	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.9	4.4	0.0	0.0	8.1	8.4	32.9	0.0	34.8			
Incr Delay (d2), s/veh	3.3	0.2	0.0	0.0	0.4	1.5	0.4	0.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	1.9	0.0	0.0	3.2	3.7	2.2	0.0	3.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	4.6	0.0	0.0	8.5	9.9	33.3	0.0	36.0			
LnGrp LOS	D	A	A	A	A	A	C	A	D			
Approach Vol, veh/h		1035			1792			458				
Approach Delay, s/veh		7.2			8.9			35.3				
Approach LOS		A			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.2			8.7	58.5		17.8				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+I1), s		10.5			5.2	14.8		11.7				
Green Ext Time (p_c), s		4.2			0.0	6.0		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

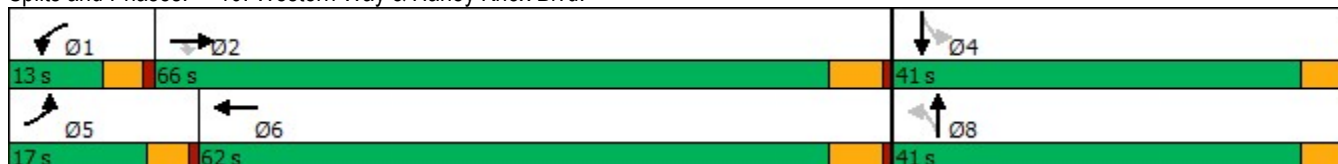


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↖	↖	↗
Traffic Volume (vph)	31	893	2	4	1360	4	21	0
Future Volume (vph)	31	893	2	4	1360	4	21	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA
Protected Phases	5	2		1	6			4
Permitted Phases			2			8	4	
Detector Phase	5	2	2	1	6	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	21.8	21.8	9.6	21.8	32.6	32.6	32.6
Total Split (s)	17.0	66.0	66.0	13.0	62.0	41.0	41.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	10.8%	51.7%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	31.7	31.7	5.7	29.3	13.4	13.4	13.4
Actuated g/C Ratio	0.11	0.55	0.55	0.10	0.51	0.23	0.23	0.23
v/c Ratio	0.17	0.35	0.00	0.02	0.58	0.01	0.07	0.29
Control Delay	33.8	8.3	0.0	35.8	12.2	23.5	23.7	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	8.3	0.0	35.8	12.2	23.5	23.7	6.3
LOS	C	A	A	D	B	C	C	A
Approach Delay		9.1			12.3			8.8
Approach LOS		A			B			A

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 58
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 10.9
 Intersection LOS: B
 Intersection Capacity Utilization 43.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↖	↖	↑↑↑		↖	↖		↖	↖	
Traffic Volume (veh/h)	31	893	2	4	1360	4	4	0	0	21	0	128
Future Volume (veh/h)	31	893	2	4	1360	4	4	0	0	21	0	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1003	2	4	1528	4	4	0	0	24	0	73
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	2805	871	10	2711	7	295	288	0	363	0	244
Arrive On Green	0.04	0.54	0.54	0.01	0.51	0.51	0.15	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1810	5187	1610	1810	5342	14	1348	1900	0	1440	0	1610
Grp Volume(v), veh/h	35	1003	2	4	989	543	4	0	0	24	0	73
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1897	1348	1900	0	1440	0	1610
Q Serve(g_s), s	0.9	5.5	0.0	0.1	9.8	9.8	0.1	0.0	0.0	0.7	0.0	2.0
Cycle Q Clear(g_c), s	0.9	5.5	0.0	0.1	9.8	9.8	2.1	0.0	0.0	0.7	0.0	2.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	2805	871	10	1755	963	295	288	0	363	0	244
V/C Ratio(X)	0.50	0.36	0.00	0.41	0.56	0.56	0.01	0.00	0.00	0.07	0.00	0.30
Avail Cap(c_a), veh/h	452	6296	1954	306	3918	2150	1080	1394	0	1202	0	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	6.5	5.2	24.6	8.4	8.4	19.6	0.0	0.0	18.2	0.0	18.7
Incr Delay (d2), s/veh	2.1	0.1	0.0	9.9	0.3	0.5	0.0	0.0	0.0	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	0.0	0.1	2.3	2.6	0.0	0.0	0.0	0.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	6.6	5.2	34.4	8.7	8.9	19.7	0.0	0.0	18.2	0.0	19.4
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		1040			1536			4				97
Approach Delay, s/veh		7.2			8.9			19.7				19.1
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	32.6		12.1	6.5	31.0		12.1				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+I1), s	2.1	7.5		4.0	2.9	11.8		4.1				
Green Ext Time (p_c), s	0.0	7.9		0.5	0.0	13.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Intersection			
Intersection Delay, s/veh	33.9		
Intersection LOS	D		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	1290	130
Demand Flow Rate, veh/h	0	1290	130
Vehicles Circulating, veh/h	11	76	866
Vehicles Exiting, veh/h	1355	920	108
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	36.6	6.7
Approach LOS	-	E	A
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.585	0.415
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	1290	76	54
Cap Entry Lane, veh/h	1325	646	646
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	1290	76	54
Cap Entry, veh/h	1325	646	646
V/C Ratio	0.973	0.118	0.084
Control Delay, s/veh	36.6	6.9	6.5
LOS	E	A	A
95th %tile Queue, veh	20	0	0

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

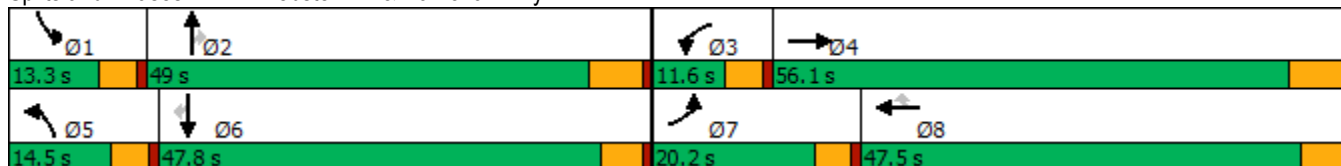
05/20/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	198	2058	30	1853	56	182	29	20	104	50	180
Future Volume (vph)	198	2058	30	1853	56	182	29	20	104	50	180
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.8	55.6	6.1	42.9	42.9	10.0	15.2	15.2	15.7	15.1	15.1
Actuated g/C Ratio	0.15	0.54	0.06	0.41	0.41	0.10	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.77	0.81	0.30	0.93	0.08	1.13	0.11	0.06	0.41	0.19	0.48
Control Delay	63.2	25.0	57.3	38.3	0.2	149.6	36.8	0.3	50.4	38.5	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	25.0	57.3	38.3	0.2	149.6	36.8	0.3	50.4	38.5	9.1
LOS	E	C	E	D	A	F	D	A	D	D	A
Approach Delay		28.3		37.5			122.4			26.4	
Approach LOS		C		D			F			C	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 103.5
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 36.4
 Intersection LOS: D
 Intersection Capacity Utilization 77.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	2058	34	30	1853	56	182	29	20	104	50	180
Future Volume (veh/h)	198	2058	34	30	1853	56	182	29	20	104	50	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	213	2213	32	32	1992	56	196	31	21	112	54	110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	2831	41	54	2235	694	187	247	209	141	198	168
Arrive On Green	0.14	0.54	0.54	0.03	0.43	0.43	0.10	0.13	0.13	0.08	0.10	0.10
Sat Flow, veh/h	1810	5268	76	1810	5187	1610	1810	1900	1606	1810	1900	1610
Grp Volume(v), veh/h	213	1452	793	32	1992	56	196	31	21	112	54	110
Grp Sat Flow(s),veh/h/ln	1810	1729	1886	1810	1729	1610	1810	1900	1606	1810	1900	1610
Q Serve(g_s), s	11.1	32.1	32.2	1.7	34.0	2.0	9.9	1.4	1.1	5.8	2.5	6.3
Cycle Q Clear(g_c), s	11.1	32.1	32.2	1.7	34.0	2.0	9.9	1.4	1.1	5.8	2.5	6.3
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	1858	1014	54	2235	694	187	247	209	141	198	168
V/C Ratio(X)	0.86	0.78	0.78	0.59	0.89	0.08	1.05	0.13	0.10	0.80	0.27	0.66
Avail Cap(c_a), veh/h	294	1858	1014	132	2293	712	187	848	717	164	846	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	17.7	17.7	45.9	25.2	16.1	43.0	36.9	36.8	43.5	39.6	41.3
Incr Delay (d2), s/veh	17.6	2.2	4.0	3.8	4.8	0.0	79.5	0.2	0.2	17.5	0.7	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	11.2	12.8	0.8	13.2	0.7	8.5	0.6	0.4	3.2	1.2	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	19.9	21.8	49.7	30.0	16.1	122.5	37.1	37.0	61.0	40.3	45.6
LnGrp LOS	E	B	C	D	C	B	F	D	D	E	D	D
Approach Vol, veh/h		2458			2080			248			276	
Approach Delay, s/veh		23.8			29.9			104.6			50.8	
Approach LOS		C			C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	18.6	7.5	57.7	14.5	16.2	17.7	47.5				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	7.8	3.4	3.7	34.2	11.9	8.3	13.1	36.0				
Green Ext Time (p_c), s	0.0	0.2	0.0	12.0	0.0	0.6	0.1	5.3				

Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

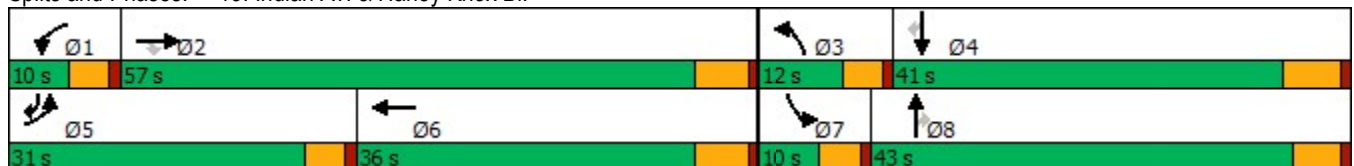


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↘↗	↑↑	↗	↘	↑	↗
Traffic Volume (vph)	310	573	46	28	682	60	308	18	89	308	371
Future Volume (vph)	310	573	46	28	682	60	308	18	89	308	371
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.2	43.6	43.6	5.5	21.9	6.4	23.3	23.3	5.7	24.5	53.2
Actuated g/C Ratio	0.24	0.46	0.46	0.06	0.23	0.07	0.25	0.25	0.06	0.26	0.56
v/c Ratio	0.80	0.26	0.06	0.30	0.67	0.28	0.38	0.04	0.91	0.69	0.43
Control Delay	52.0	17.7	0.2	57.7	36.9	51.0	31.1	0.2	116.1	42.0	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	17.7	0.2	57.7	36.9	51.0	31.1	0.2	116.1	42.0	12.5
LOS	D	B	A	E	D	D	C	A	F	D	B
Approach Delay		28.2			37.7		32.8			36.3	
Approach LOS		C			D		C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.4
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 33.6
 Intersection LOS: C
 Intersection Capacity Utilization 69.5%
 ICU Level of Service C
 Analysis Period (min) 15

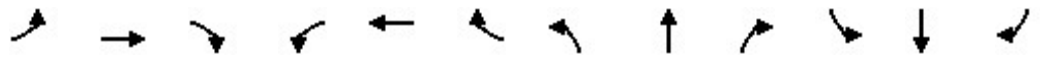
Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↖	↖	↑↑↑		↗	↑↑	↖	↖	↑	↖
Traffic Volume (veh/h)	310	573	46	28	682	48	60	308	18	89	308	371
Future Volume (veh/h)	310	573	46	28	682	48	60	308	18	89	308	371
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	341	630	44	31	749	39	66	338	11	98	338	324
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	387	2094	650	57	1118	58	175	763	341	126	439	717
Arrive On Green	0.21	0.40	0.40	0.03	0.22	0.22	0.05	0.21	0.21	0.07	0.23	0.23
Sat Flow, veh/h	1810	5187	1610	1810	5049	262	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	341	630	44	31	512	276	66	338	11	98	338	324
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1853	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	13.6	6.2	1.3	1.3	10.1	10.2	1.4	6.1	0.4	4.0	12.4	10.5
Cycle Q Clear(g_c), s	13.6	6.2	1.3	1.3	10.1	10.2	1.4	6.1	0.4	4.0	12.4	10.5
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	2094	650	57	766	410	175	763	341	126	439	717
V/C Ratio(X)	0.88	0.30	0.07	0.54	0.67	0.67	0.38	0.44	0.03	0.78	0.77	0.45
Avail Cap(c_a), veh/h	639	3551	1102	131	1397	748	347	1815	810	131	884	1094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	15.1	13.7	35.7	26.6	26.6	34.4	25.6	23.4	34.2	26.9	14.4
Incr Delay (d2), s/veh	4.5	0.1	0.0	2.9	1.0	1.9	0.5	0.4	0.0	22.2	2.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	2.1	0.4	0.6	3.9	4.3	0.6	2.4	0.1	2.4	5.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	15.2	13.7	38.6	27.6	28.5	34.9	26.1	23.4	56.4	29.8	14.9
LnGrp LOS	C	B	B	D	C	C	C	C	C	E	C	B
Approach Vol, veh/h		1015			819			415				760
Approach Delay, s/veh		21.1			28.3			27.4				26.8
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	36.0	8.3	23.5	20.6	22.4	9.8	22.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	26.4	30.2	5.4	* 38				
Max Q Clear Time (g_c+I1), s	3.3	8.2	3.4	14.4	15.6	12.2	6.0	8.1				
Green Ext Time (p_c), s	0.0	4.4	0.0	2.8	0.4	4.4	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

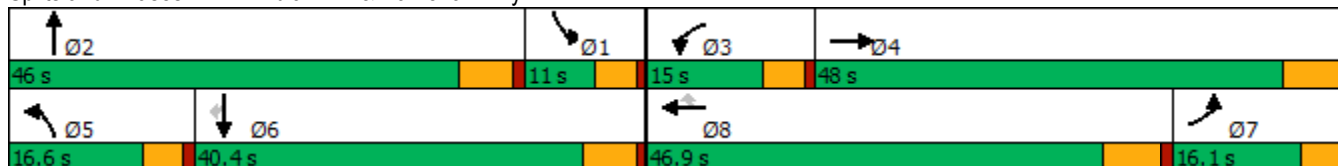


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	90	1983	137	1647	62	151	98	101	180	40
Future Volume (vph)	90	1983	137	1647	62	151	98	101	180	40
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.3	42.1	10.3	44.3	44.3	11.5	14.8	10.9	14.2	14.2
Actuated g/C Ratio	0.10	0.42	0.10	0.45	0.45	0.12	0.15	0.11	0.14	0.14
v/c Ratio	0.49	1.02	0.75	0.73	0.08	0.74	0.26	0.52	0.36	0.11
Control Delay	53.1	53.0	69.7	27.3	0.2	65.4	26.0	54.7	39.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	53.0	69.7	27.3	0.2	65.4	26.0	54.7	39.8	0.6
LOS	D	D	E	C	A	E	C	D	D	A
Approach Delay		53.0		29.6			46.5		39.6	
Approach LOS		D		C			D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 42.5
 Intersection LOS: D
 Intersection Capacity Utilization 84.4%
 ICU Level of Service E
 Analysis Period (min) 15























Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1983	185	137	1647	62	151	98	41	101	180	40
Future Volume (veh/h)	90	1983	185	137	1647	62	151	98	41	101	180	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	2023	167	140	1681	41	154	100	22	103	184	12
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	238	2227	183	173	2084	647	188	327	70	164	399	178
Arrive On Green	0.13	0.46	0.46	0.10	0.40	0.40	0.10	0.11	0.11	0.09	0.11	0.11
Sat Flow, veh/h	1810	4885	401	1810	5187	1610	1810	2958	633	1810	3610	1610
Grp Volume(v), veh/h	92	1428	762	140	1681	41	154	60	62	103	184	12
Grp Sat Flow(s),veh/h/ln	1810	1729	1828	1810	1729	1610	1810	1805	1786	1810	1805	1610
Q Serve(g_s), s	4.2	34.6	35.2	6.9	25.9	1.4	7.5	2.8	2.9	5.0	4.3	0.4
Cycle Q Clear(g_c), s	4.2	34.6	35.2	6.9	25.9	1.4	7.5	2.8	2.9	5.0	4.3	0.4
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	238	1576	833	173	2084	647	188	200	198	164	399	178
V/C Ratio(X)	0.39	0.91	0.91	0.81	0.81	0.06	0.82	0.30	0.31	0.63	0.46	0.07
Avail Cap(c_a), veh/h	238	1599	845	208	2335	725	240	803	794	164	1381	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	22.8	23.0	40.1	23.9	16.6	39.7	37.0	37.0	39.7	37.7	17.8
Incr Delay (d2), s/veh	0.4	7.7	14.3	15.2	2.0	0.0	12.8	0.8	0.9	5.7	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	13.7	16.2	3.6	9.7	0.5	3.9	1.2	1.3	2.4	1.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	30.5	37.2	55.3	25.9	16.6	52.5	37.8	38.0	45.4	38.5	18.0
LnGrp LOS	D	C	D	E	C	B	D	D	D	D	D	B
Approach Vol, veh/h		2282			1862			276			299	
Approach Delay, s/veh		33.0			27.9			46.1			40.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	15.8	13.2	47.4	14.0	15.8	18.1	42.5				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	7.0	4.9	8.9	37.2	9.5	6.3	6.2	27.9				
Green Ext Time (p_c), s	0.0	0.6	0.0	4.0	0.0	1.1	0.0	8.4				

Intersection Summary

HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↗	↗	↖	↖	↗	↖
Traffic Vol, veh/h	33	41	93	20	105	258
Future Vol, veh/h	33	41	93	20	105	258
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	60	137	29	154	379
Number of Lanes	1	1	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	9.3	9.1	12.2
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	20	33	41	105	258
LT Vol	0	0	33	0	105	0
Through Vol	93	0	0	0	0	258
RT Vol	0	20	0	41	0	0
Lane Flow Rate	137	29	49	60	154	379
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.202	0.038	0.089	0.09	0.234	0.523
Departure Headway (Hd)	5.329	4.624	6.596	5.386	5.464	4.962
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	672	770	542	662	656	725
Service Time	3.082	2.377	4.356	3.145	3.205	2.702
HCM Lane V/C Ratio	0.204	0.038	0.09	0.091	0.235	0.523
HCM Control Delay	9.4	7.6	10	8.7	9.9	13.1
HCM Lane LOS	A	A	A	A	A	B
HCM 95th-tile Q	0.8	0.1	0.3	0.3	0.9	3.1

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

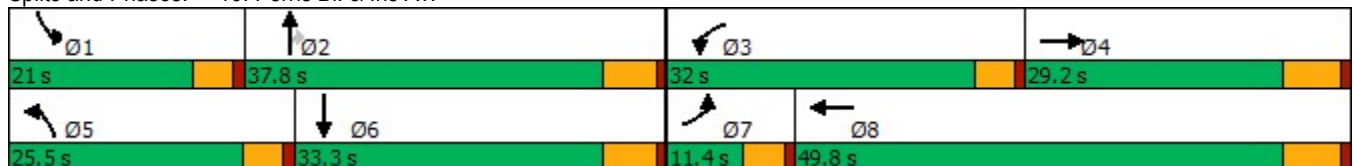


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	26	481	325	358	242	827	301	271	895
Future Volume (vph)	26	481	325	358	242	827	301	271	895
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.0	22.9	24.1	45.3	18.5	28.1	28.1	16.5	26.2
Actuated g/C Ratio	0.05	0.20	0.21	0.40	0.16	0.25	0.25	0.15	0.23
v/c Ratio	0.28	0.92	0.88	0.36	0.85	0.67	0.54	1.07	0.80
Control Delay	61.9	62.4	68.1	23.7	72.9	41.1	12.0	122.7	47.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	62.4	68.1	23.7	72.9	41.1	12.0	122.7	47.4
LOS	E	E	E	C	E	D	B	F	D
Approach Delay		62.3		41.6		40.3			64.5
Approach LOS		E		D		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 51.4
 Intersection LOS: D
 Intersection Capacity Utilization 86.7%
 ICU Level of Service E
 Analysis Period (min) 15

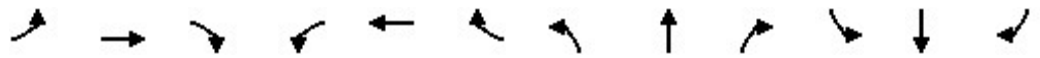
Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	
Traffic Volume (veh/h)	26	481	162	325	358	127	242	827	301	271	895	24
Future Volume (veh/h)	26	481	162	325	358	127	242	827	301	271	895	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	501	136	339	373	57	252	861	195	282	932	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	576	155	371	1205	183	284	1195	369	284	1213	18
Arrive On Green	0.03	0.20	0.20	0.21	0.38	0.38	0.16	0.23	0.23	0.16	0.23	0.23
Sat Flow, veh/h	1810	2809	758	1810	3139	476	1810	5187	1600	1810	5264	79
Grp Volume(v), veh/h	27	321	316	339	213	217	252	861	195	282	612	334
Grp Sat Flow(s),veh/h/ln	1810	1805	1762	1810	1805	1810	1810	1729	1600	1810	1729	1885
Q Serve(g_s), s	1.5	18.0	18.2	19.2	8.6	8.8	14.3	16.0	11.2	16.3	17.3	17.3
Cycle Q Clear(g_c), s	1.5	18.0	18.2	19.2	8.6	8.8	14.3	16.0	11.2	16.3	17.3	17.3
Prop In Lane	1.00		0.43	1.00		0.26	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	47	370	361	371	693	695	284	1195	369	284	797	434
V/C Ratio(X)	0.57	0.87	0.88	0.91	0.31	0.31	0.89	0.72	0.53	0.99	0.77	0.77
Avail Cap(c_a), veh/h	118	397	388	474	753	755	362	1588	490	284	910	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	40.2	40.3	40.7	22.5	22.5	43.2	37.1	35.3	44.0	37.6	37.6
Incr Delay (d2), s/veh	4.1	17.3	18.6	17.0	0.2	0.3	16.6	1.1	1.2	51.5	3.5	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.3	9.3	9.8	3.5	3.5	7.4	6.6	4.2	11.0	7.4	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	57.5	58.9	57.7	22.7	22.8	59.8	38.2	36.4	95.5	41.2	44.0
LnGrp LOS	D	E	E	E	C	C	E	D	D	F	D	D
Approach Vol, veh/h		664			769			1308			1228	
Approach Delay, s/veh		58.0			38.1			42.1			54.4	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	29.9	26.0	27.6	21.0	29.9	7.3	46.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	18.3	18.0	21.2	20.2	16.3	19.3	3.5	10.8				
Green Ext Time (p_c), s	0.0	5.2	0.3	1.0	0.2	3.5	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

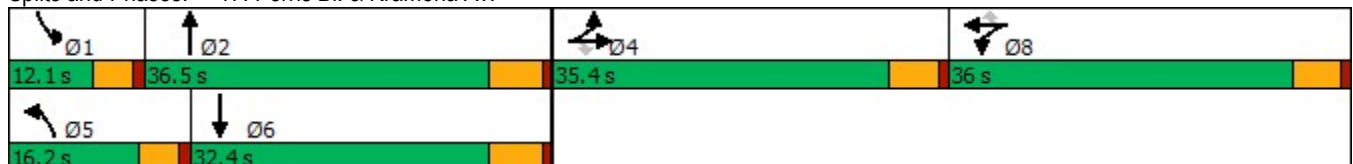


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕	↖	↕
Traffic Volume (vph)	140	106	90	96	46	1087	135	1094
Future Volume (vph)	140	106	90	96	46	1087	135	1094
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.8	17.8	22.3	22.3	8.0	33.0	8.2	35.5
Actuated g/C Ratio	0.18	0.18	0.23	0.23	0.08	0.34	0.08	0.36
v/c Ratio	0.54	0.30	0.72	0.23	0.34	0.80	0.97	0.64
Control Delay	42.8	8.6	46.0	6.3	52.2	34.8	113.6	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	8.6	46.0	6.3	52.2	34.8	113.6	31.1
LOS	D	A	D	A	D	C	F	C
Approach Delay	29.7		35.9			35.4		40.1
Approach LOS	C		D			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.6
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 36.8
 Intersection LOS: D
 Intersection Capacity Utilization 71.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
 17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	30	140	106	189	90	96	46	1087	189	135	1094	11
Future Volume (veh/h)	30	140	106	189	90	96	46	1087	189	135	1094	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	152	69	205	98	47	50	1182	184	147	1189	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	230	239	271	130	350	87	1552	242	176	2086	18
Arrive On Green	0.15	0.15	0.15	0.22	0.22	0.22	0.05	0.34	0.32	0.10	0.39	0.37
Sat Flow, veh/h	336	1547	1607	1243	594	1606	1810	4507	701	1810	5305	45
Grp Volume(v), veh/h	185	0	69	303	0	47	50	907	459	147	775	424
Grp Sat Flow(s),veh/h/ln	1883	0	1607	1838	0	1606	1810	1729	1751	1810	1729	1892
Q Serve(g_s), s	7.7	0.0	3.2	12.9	0.0	2.0	2.3	19.4	19.5	6.7	14.6	14.6
Cycle Q Clear(g_c), s	7.7	0.0	3.2	12.9	0.0	2.0	2.3	19.4	19.5	6.7	14.6	14.6
Prop In Lane	0.18		1.00	0.68		1.00	1.00		0.40	1.00		0.02
Lane Grp Cap(c), veh/h	280	0	239	401	0	350	87	1191	603	176	1359	744
V/C Ratio(X)	0.66	0.00	0.29	0.76	0.00	0.13	0.57	0.76	0.76	0.84	0.57	0.57
Avail Cap(c_a), veh/h	709	0	605	705	0	616	265	1347	682	176	1359	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	31.6	30.6	0.0	26.3	38.9	24.3	24.7	37.0	19.8	19.8
Incr Delay (d2), s/veh	2.6	0.0	0.7	2.9	0.0	0.2	2.2	2.3	4.5	26.9	0.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	1.2	5.7	0.0	0.7	1.0	7.5	8.1	4.1	5.3	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	0.0	32.2	33.5	0.0	26.5	41.0	26.6	29.1	63.9	20.4	20.9
LnGrp LOS	D	A	C	C	A	C	D	C	C	E	C	C
Approach Vol, veh/h		254			350			1416			1346	
Approach Delay, s/veh		35.1			32.5			27.9			25.3	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	32.7		16.4	8.0	36.8		22.2				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+I1), s	8.7	21.5		9.7	4.3	16.6		14.9				
Green Ext Time (p_c), s	0.0	5.4		1.1	0.0	5.0		1.6				

Intersection Summary

HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

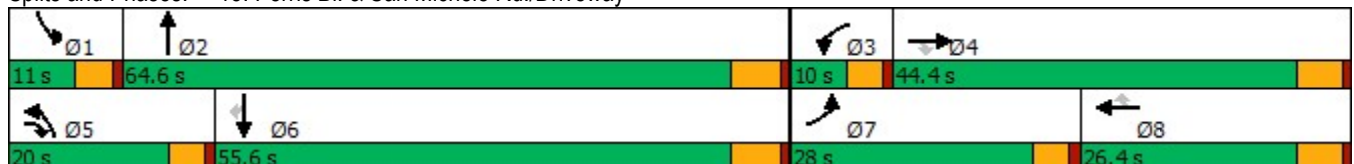


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations										
Traffic Volume (vph)	163	196	1	77	1199	5	1296	104		
Future Volume (vph)	163	196	1	77	1199	5	1296	104		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4								6
Detector Phase	7	5	3	5	2	1	6			6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.4	26.6	5.5	9.2	47.0	5.7	34.0	34.0		
Actuated g/C Ratio	0.20	0.34	0.07	0.12	0.60	0.07	0.43	0.43		
v/c Ratio	0.52	0.36	0.01	0.41	0.43	0.05	0.65	0.15		
Control Delay	38.8	10.9	49.0	44.8	11.5	48.0	20.7	1.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	38.8	10.9	49.0	44.8	11.5	48.0	20.7	1.1		
LOS	D	B	D	D	B	D	C	A		
Approach Delay					13.5		19.3			
Approach LOS					B		B			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 78.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 17.4
 Intersection LOS: B
 Intersection Capacity Utilization 58.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	0	196	1	0	0	77	1199	0	5	1296	104
Future Volume (veh/h)	163	0	196	1	0	0	77	1199	0	5	1296	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	0	130	1	0	0	87	1347	0	6	1456	98
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	311	364	3	66	56	113	2623	0	14	2340	725
Arrive On Green	0.13	0.00	0.16	0.00	0.00	0.00	0.06	0.51	0.00	0.01	0.45	0.45
Sat Flow, veh/h	1810	1900	1607	1810	1900	1610	1810	5358	0	1810	5187	1608
Grp Volume(v), veh/h	183	0	130	1	0	0	87	1347	0	6	1456	98
Grp Sat Flow(s),veh/h/ln	1810	1900	1607	1810	1900	1610	1810	1729	0	1810	1729	1608
Q Serve(g_s), s	6.2	0.0	4.3	0.0	0.0	0.0	3.0	11.0	0.0	0.2	13.6	2.3
Cycle Q Clear(g_c), s	6.2	0.0	4.3	0.0	0.0	0.0	3.0	11.0	0.0	0.2	13.6	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	311	364	3	66	56	113	2623	0	14	2340	725
V/C Ratio(X)	0.78	0.00	0.36	0.35	0.00	0.00	0.77	0.51	0.00	0.42	0.62	0.14
Avail Cap(c_a), veh/h	667	1167	1088	154	629	533	439	4805	0	182	4069	1262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	20.7	31.7	0.0	0.0	29.3	10.5	0.0	31.3	13.3	10.2
Incr Delay (d2), s/veh	5.4	0.0	0.6	25.2	0.0	0.0	4.1	0.2	0.0	7.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	1.5	0.0	0.0	0.0	1.3	3.2	0.0	0.1	4.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	21.3	56.9	0.0	0.0	33.4	10.6	0.0	38.4	13.6	10.3
LnGrp LOS	C	A	C	E	A	A	C	B	A	D	B	B
Approach Vol, veh/h		313			1			1434			1560	
Approach Delay, s/veh		27.6			56.9			12.0			13.5	
Approach LOS		C			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.1	37.9	4.7	15.8	8.6	34.4	12.9	7.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.2	13.0	2.0	6.3	5.0	15.6	8.2	0.0				
Green Ext Time (p_c), s	0.0	12.0	0.0	0.4	0.1	13.0	0.4	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

Timings
19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↕	↘	↕	↗	↘	↕	↘	↕	↗
Traffic Volume (vph)	28	5	32	11	15	57	1227	17	1374	71
Future Volume (vph)	28	5	32	11	15	57	1227	17	1374	71
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	12.0	41.4	13.0	42.4	42.4	16.0	59.6	11.0	54.6	12.0
Total Split (%)	9.6%	33.1%	10.4%	33.9%	33.9%	12.8%	47.7%	8.8%	43.7%	9.6%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.1	13.6	6.8	13.8	13.8	8.0	39.2	6.2	32.9	42.4
Actuated g/C Ratio	0.11	0.18	0.09	0.18	0.18	0.11	0.52	0.08	0.44	0.57
v/c Ratio	0.16	0.20	0.21	0.03	0.04	0.33	0.51	0.13	0.66	0.08
Control Delay	44.0	8.4	44.8	33.0	0.2	44.1	14.0	45.8	19.9	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	8.4	44.8	33.0	0.2	44.1	14.0	45.8	19.9	1.7
LOS	D	A	D	C	A	D	B	D	B	A
Approach Delay		15.2		31.2			15.4		19.3	
Approach LOS		B		C			B		B	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 74.8
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 17.6
 Intersection Capacity Utilization 61.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	↗
Traffic Volume (veh/h)	28	5	116	32	11	15	57	1227	29	17	1374	71
Future Volume (veh/h)	28	5	116	32	11	15	57	1227	29	17	1374	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	5	59	35	12	5	63	1348	23	19	1510	48
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	251	224	65	270	228	95	2275	39	140	2376	789
Arrive On Green	0.03	0.14	0.14	0.04	0.14	0.14	0.05	0.43	0.43	0.08	0.46	0.46
Sat Flow, veh/h	1810	1805	1610	1810	1900	1604	1810	5252	90	1810	5187	1607
Grp Volume(v), veh/h	31	5	59	35	12	5	63	887	484	19	1510	48
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1604	1810	1729	1884	1810	1729	1607
Q Serve(g_s), s	1.1	0.2	2.1	1.2	0.4	0.2	2.2	12.7	12.7	0.6	14.4	1.0
Cycle Q Clear(g_c), s	1.1	0.2	2.1	1.2	0.4	0.2	2.2	12.7	12.7	0.6	14.4	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	60	251	224	65	270	228	95	1498	816	140	2376	789
V/C Ratio(X)	0.52	0.02	0.26	0.54	0.04	0.02	0.67	0.59	0.59	0.14	0.64	0.06
Avail Cap(c_a), veh/h	207	1002	894	234	1085	915	318	2870	1564	179	3905	1263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	24.1	24.9	30.7	24.0	23.9	30.2	14.0	14.0	27.9	13.4	8.7
Incr Delay (d2), s/veh	2.6	0.0	0.6	2.5	0.1	0.0	3.0	0.4	0.7	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.8	0.5	0.2	0.1	1.0	4.0	4.5	0.3	4.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	24.1	25.6	33.2	24.1	24.0	33.1	14.4	14.7	28.1	13.7	8.7
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	A
Approach Vol, veh/h		95			52			1434				1577
Approach Delay, s/veh		28.1			30.2			15.3				13.7
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	33.9	6.9	14.4	8.0	35.5	6.7	14.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	53.8	8.4	36.0	11.4	48.8	7.4	37.0				
Max Q Clear Time (g_c+I1), s	2.6	14.7	3.2	4.1	4.2	16.4	3.1	2.4				
Green Ext Time (p_c), s	0.0	11.0	0.0	0.3	0.0	13.1	0.0	0.0				

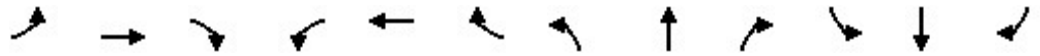
Intersection Summary

HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

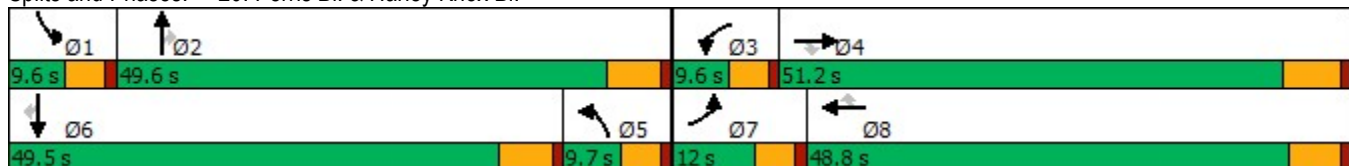


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (vph)	322	253	107	7	325	76	72	962	13	114	1166	339
Future Volume (vph)	322	253	107	7	325	76	72	962	13	114	1166	339
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	9.7	49.6	49.6	9.6	49.5	49.5
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.1%	41.3%	41.3%	8.0%	41.3%	41.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.8	26.7	26.7	5.3	15.7	15.7	5.4	30.3	30.3	5.3	32.9	32.9
Actuated g/C Ratio	0.10	0.33	0.33	0.07	0.19	0.19	0.07	0.37	0.37	0.07	0.41	0.41
v/c Ratio	2.03	0.23	0.18	0.04	0.36	0.19	0.34	0.55	0.02	0.55	0.61	0.43
Control Delay	510.8	21.8	2.0	45.9	29.1	1.0	46.9	21.7	0.1	51.9	22.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	510.8	21.8	2.0	45.9	29.1	1.0	46.9	21.7	0.1	51.9	22.0	4.6
LOS	F	C	A	D	C	A	D	C	A	D	C	A
Approach Delay		249.5			24.2			23.1			20.5	
Approach LOS		F			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 81.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.03
 Intersection Signal Delay: 63.2
 Intersection LOS: E
 Intersection Capacity Utilization 70.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)
02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (veh/h)	322	253	107	7	325	76	72	962	13	114	1166	339
Future Volume (veh/h)	322	253	107	7	325	76	72	962	13	114	1166	339
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	354	278	76	8	357	36	79	1057	10	125	1281	317
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	187	842	375	36	726	222	194	2054	638	225	2012	624
Arrive On Green	0.10	0.23	0.23	0.01	0.14	0.14	0.06	0.40	0.40	0.06	0.39	0.39
Sat Flow, veh/h	1810	3610	1610	3510	5187	1588	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	354	278	76	8	357	36	79	1057	10	125	1281	317
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1588	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	7.4	4.6	1.9	0.2	4.5	1.4	1.6	11.1	0.3	2.5	14.4	6.4
Cycle Q Clear(g_c), s	7.4	4.6	1.9	0.2	4.5	1.4	1.6	11.1	0.3	2.5	14.4	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	842	375	36	726	222	194	2054	638	225	2012	624
V/C Ratio(X)	1.89	0.33	0.20	0.22	0.49	0.16	0.41	0.51	0.02	0.56	0.64	0.51
Avail Cap(c_a), veh/h	187	2272	1014	246	3120	955	250	3178	987	246	3171	984
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	22.8	11.1	35.1	28.4	27.1	32.6	16.4	13.1	32.5	17.8	5.9
Incr Delay (d2), s/veh	419.9	0.2	0.3	1.1	0.5	0.3	0.5	0.2	0.0	1.0	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.8	1.8	0.9	0.1	1.8	0.5	0.6	3.8	0.1	1.0	4.9	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	452.0	23.0	11.4	36.2	28.9	27.4	33.1	16.6	13.1	33.4	18.1	6.5
LnGrp LOS	F	C	B	D	C	C	C	B	B	C	B	A
Approach Vol, veh/h		708			401			1146			1723	
Approach Delay, s/veh		236.2			28.9			17.7			17.1	
Approach LOS		F			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	34.1	5.3	22.9	9.8	33.5	12.0	16.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	5.1	* 44	7.4	* 43				
Max Q Clear Time (g_c+l1), s	4.5	13.1	2.2	6.6	3.6	16.4	9.4	6.5				
Green Ext Time (p_c), s	0.0	7.9	0.0	1.9	0.0	11.3	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	57.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

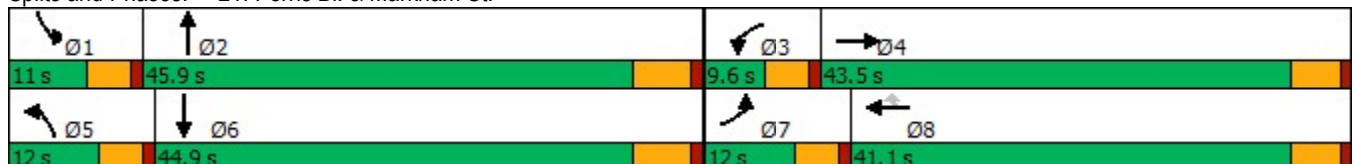


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	
Traffic Volume (vph)	38	13	5	4	26	981	12	1251	
Future Volume (vph)	38	13	5	4	26	981	12	1251	
Turn Type	Prot	NA	NA	Perm	Prot	NA	Prot	NA	
Protected Phases	7	4	8		5	2	1	6	3
Permitted Phases				8					
Detector Phase	7	4	8	8	5	2	1	6	
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	39.1	41.1	41.1	9.6	32.8	9.6	32.8	9.6
Total Split (s)	12.0	43.5	41.1	41.1	12.0	45.9	11.0	44.9	9.6
Total Split (%)	10.9%	39.5%	37.4%	37.4%	10.9%	41.7%	10.0%	40.8%	9%
Yellow Time (s)	3.6	4.1	4.1	4.1	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.1	5.1	5.1	4.6	5.8	4.6	5.8	
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min	None
Act Effct Green (s)	6.9	18.3	14.9	14.9	6.6	37.8	6.2	35.9	
Actuated g/C Ratio	0.11	0.29	0.24	0.24	0.11	0.61	0.10	0.58	
v/c Ratio	0.20	0.08	0.01	0.01	0.14	0.32	0.07	0.44	
Control Delay	38.2	6.8	24.6	0.0	38.3	12.0	39.3	15.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.2	6.8	24.6	0.0	38.3	12.0	39.3	15.0	
LOS	D	A	C	A	D	B	D	B	
Approach Delay		17.7	13.7			12.7		15.3	
Approach LOS		B	B			B		B	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 62.2
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 14.3
 Intersection LOS: B
 Intersection Capacity Utilization 44.5%
 ICU Level of Service A
 Analysis Period (min) 15

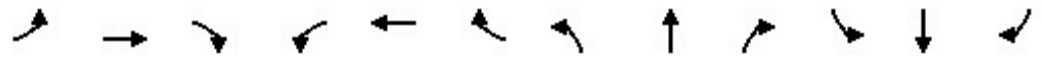
Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	38	13	59	0	5	4	26	981	2	12	1251	33
Future Volume (veh/h)	38	13	59	0	5	4	26	981	2	12	1251	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	13	39	0	5	2	27	1011	2	12	1290	34
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	75	440	393	4	212	179	56	2325	5	28	2177	57
Arrive On Green	0.04	0.24	0.24	0.00	0.11	0.11	0.03	0.44	0.44	0.02	0.42	0.42
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5345	11	1810	5193	137
Grp Volume(v), veh/h	39	13	39	0	5	2	27	654	359	12	859	465
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1898	1810	1729	1872
Q Serve(g_s), s	1.1	0.3	1.0	0.0	0.1	0.1	0.7	6.7	6.7	0.3	9.7	9.7
Cycle Q Clear(g_c), s	1.1	0.3	1.0	0.0	0.1	0.1	0.7	6.7	6.7	0.3	9.7	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	75	440	393	4	212	179	56	1504	826	28	1449	785
V/C Ratio(X)	0.52	0.03	0.10	0.00	0.02	0.01	0.48	0.43	0.43	0.43	0.59	0.59
Avail Cap(c_a), veh/h	264	1368	1220	179	1350	1144	264	2736	1502	229	2668	1444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	14.6	14.8	0.0	20.1	20.0	24.1	10.0	10.0	24.7	11.4	11.4
Incr Delay (d2), s/veh	2.0	0.0	0.1	0.0	0.0	0.0	2.3	0.2	0.4	3.9	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.3	0.0	0.0	0.0	0.3	1.8	2.0	0.2	2.7	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	14.6	15.0	0.0	20.1	20.1	26.5	10.2	10.3	28.6	11.8	12.1
LnGrp LOS	C	B	B	A	C	C	C	B	B	C	B	B
Approach Vol, veh/h		91			7			1040			1336	
Approach Delay, s/veh		19.6			20.1			10.7			12.0	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	27.8	0.0	17.5	6.2	27.0	6.7	10.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	6.4	40.1	5.0	38.4	7.4	39.1	7.4	36.0				
Max Q Clear Time (g_c+I1), s	2.3	8.7	0.0	3.0	2.7	11.7	3.1	2.1				
Green Ext Time (p_c), s	0.0	6.9	0.0	0.2	0.0	9.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

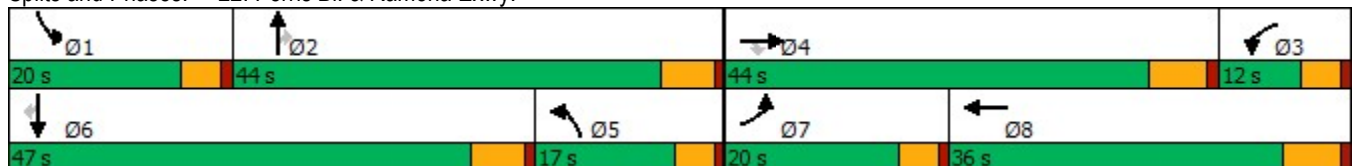
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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	301	1525	299	110	1298	237	449	121	325	718	226
Future Volume (vph)	301	1525	299	110	1298	237	449	121	325	718	226
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	20.0	44.0	44.0	12.0	36.0	17.0	44.0	44.0	20.0	47.0	47.0
Total Split (%)	16.7%	36.7%	36.7%	10.0%	30.0%	14.2%	36.7%	36.7%	16.7%	39.2%	39.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.0	37.5	37.5	6.9	31.4	10.9	26.4	26.4	13.5	29.0	29.0
Actuated g/C Ratio	0.12	0.35	0.35	0.07	0.30	0.10	0.25	0.25	0.13	0.27	0.27
v/c Ratio	0.72	0.85	0.42	0.50	1.03	0.68	0.51	0.24	0.75	0.75	0.40
Control Delay	55.7	38.3	8.2	57.7	67.9	57.1	36.3	2.7	56.7	40.1	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	38.3	8.2	57.7	67.9	57.1	36.3	2.7	56.7	40.1	9.2
LOS	E	D	A	E	E	E	D	A	E	D	A
Approach Delay		36.5			67.3		37.3			38.8	
Approach LOS		D			E		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 45.7
 Intersection LOS: D
 Intersection Capacity Utilization 83.8%
 ICU Level of Service E
 Analysis Period (min) 15


































Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	301	1525	299	110	1298	218	237	449	121	325	718	226
Future Volume (veh/h)	301	1525	299	110	1298	218	237	449	121	325	718	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	310	1572	208	113	1338	212	244	463	74	335	740	159
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	382	1846	572	174	1410	223	314	907	404	407	959	426
Arrive On Green	0.11	0.36	0.36	0.05	0.31	0.31	0.09	0.25	0.25	0.12	0.27	0.27
Sat Flow, veh/h	3510	5187	1607	3510	4511	715	3510	3610	1608	3510	3610	1605
Grp Volume(v), veh/h	310	1572	208	113	1026	524	244	463	74	335	740	159
Grp Sat Flow(s),veh/h/ln	1755	1729	1607	1755	1729	1767	1755	1805	1608	1755	1805	1605
Q Serve(g_s), s	8.7	28.1	9.6	3.2	29.1	29.1	6.8	11.0	2.8	9.4	19.0	5.8
Cycle Q Clear(g_c), s	8.7	28.1	9.6	3.2	29.1	29.1	6.8	11.0	2.8	9.4	19.0	5.8
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	382	1846	572	174	1081	553	314	907	404	407	959	426
V/C Ratio(X)	0.81	0.85	0.36	0.65	0.95	0.95	0.78	0.51	0.18	0.82	0.77	0.37
Avail Cap(c_a), veh/h	539	1956	606	259	1081	553	434	1376	613	539	1484	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	29.8	23.9	46.8	33.7	33.7	44.7	32.2	17.6	43.3	34.0	15.1
Incr Delay (d2), s/veh	4.2	3.7	0.4	1.5	16.5	26.1	3.8	0.4	0.2	5.9	1.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	11.3	3.4	1.4	13.7	15.5	3.0	4.6	1.3	4.2	8.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	33.5	24.3	48.3	50.2	59.8	48.4	32.7	17.9	49.2	35.3	15.7
LnGrp LOS	D	C	C	D	D	E	D	C	B	D	D	B
Approach Vol, veh/h		2090			1663			781			1234	
Approach Delay, s/veh		34.7			53.1			36.2			36.6	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	31.0	11.2	41.9	14.8	32.4	15.5	37.5				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	15.4	38.2	7.4	* 38	12.4	* 41	15.4	29.8				
Max Q Clear Time (g_c+I1), s	11.4	13.0	5.2	30.1	8.8	21.0	10.7	31.1				
Green Ext Time (p_c), s	0.3	3.0	0.0	5.6	0.2	5.1	0.3	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			40.6									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

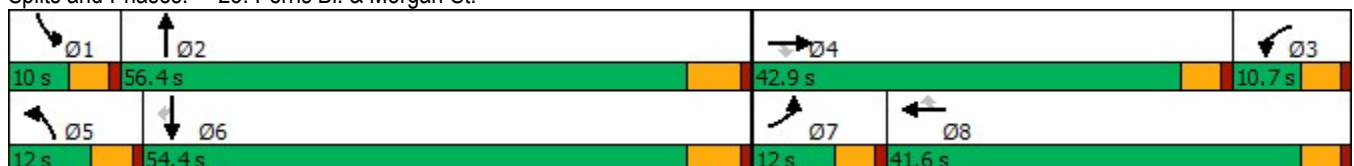


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	49	90	27	33	179	13	43	857	7	1117	35
Future Volume (vph)	49	90	27	33	179	13	43	857	7	1117	35
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	42.9	42.9	10.7	41.6	41.6	12.0	56.4	10.0	54.4	54.4
Total Split (%)	10.0%	35.8%	35.8%	8.9%	34.7%	34.7%	10.0%	47.0%	8.3%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.3	15.2	15.2	9.9	18.0	18.0	7.2	39.6	6.1	35.2	35.2
Actuated g/C Ratio	0.09	0.20	0.20	0.13	0.23	0.23	0.09	0.51	0.08	0.46	0.46
v/c Ratio	0.30	0.13	0.07	0.15	0.42	0.03	0.27	0.34	0.05	0.71	0.05
Control Delay	48.9	33.4	0.3	40.9	33.4	0.2	48.3	13.2	48.9	22.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	33.4	0.3	40.9	33.4	0.2	48.3	13.2	48.9	22.9	0.1
LOS	D	C	A	D	C	A	D	B	D	C	A
Approach Delay		32.7			32.5			14.8		22.3	
Approach LOS		C			C			B		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 76.9
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 21.2
 Intersection LOS: C
 Intersection Capacity Utilization 61.8%
 ICU Level of Service B
 Analysis Period (min) 15

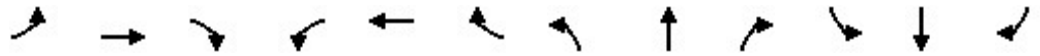
Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	90	27	33	179	13	43	857	14	7	1117	35
Future Volume (veh/h)	49	90	27	33	179	13	43	857	14	7	1117	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	95	11	35	188	5	45	902	13	7	1176	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	565	252	85	297	252	78	2527	36	17	1609	702
Arrive On Green	0.05	0.16	0.16	0.05	0.16	0.16	0.04	0.48	0.48	0.01	0.45	0.45
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5267	76	1810	3610	1575
Grp Volume(v), veh/h	52	95	11	35	188	5	45	592	323	7	1176	31
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1885	1810	1805	1575
Q Serve(g_s), s	1.8	1.5	0.3	1.2	5.9	0.2	1.6	6.8	6.9	0.2	17.1	0.7
Cycle Q Clear(g_c), s	1.8	1.5	0.3	1.2	5.9	0.2	1.6	6.8	6.9	0.2	17.1	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	85	565	252	85	297	252	78	1659	904	17	1609	702
V/C Ratio(X)	0.61	0.17	0.04	0.41	0.63	0.02	0.58	0.36	0.36	0.42	0.73	0.04
Avail Cap(c_a), veh/h	210	2169	967	173	1103	935	210	2745	1496	153	2752	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	23.3	13.8	29.5	25.2	22.8	29.9	10.4	10.4	31.4	14.5	10.0
Incr Delay (d2), s/veh	2.6	0.1	0.1	1.2	2.2	0.0	2.5	0.1	0.2	6.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.6	0.1	0.5	2.7	0.1	0.7	2.0	2.3	0.1	5.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	23.4	13.9	30.7	27.4	22.8	32.4	10.5	10.6	37.7	15.2	10.0
LnGrp LOS	C	C	B	C	C	C	C	B	B	D	B	B
Approach Vol, veh/h		158			228			960			1214	
Approach Delay, s/veh		25.7			27.8			11.6			15.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	36.4	7.6	14.6	7.3	34.2	7.6	14.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	5.4	50.6	6.1	38.3	7.4	48.6	7.4	37.0				
Max Q Clear Time (g_c+I1), s	2.2	8.9	3.2	3.5	3.6	19.1	3.8	7.9				
Green Ext Time (p_c), s	0.0	6.3	0.0	0.6	0.0	9.4	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

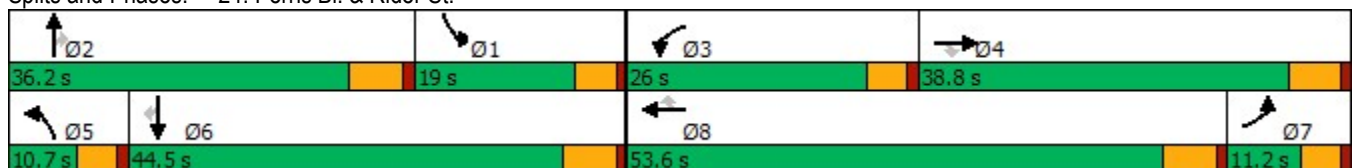
02/18/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	43	285	85	288	109	133	34	689	254	156	990	38	
Future Volume (vph)	43	285	85	288	109	133	34	689	254	156	990	38	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases			4			8			2			6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8	
Total Split (s)	11.2	38.8	38.8	26.0	53.6	53.6	10.7	36.2	36.2	19.0	44.5	44.5	
Total Split (%)	9.3%	32.3%	32.3%	21.7%	44.7%	44.7%	8.9%	30.2%	30.2%	15.8%	37.1%	37.1%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	15.0	15.5	15.5	20.1	25.4	25.4	5.8	20.5	20.5	12.2	31.6	31.6	
Actuated g/C Ratio	0.17	0.17	0.17	0.22	0.28	0.28	0.06	0.23	0.23	0.14	0.35	0.35	
v/c Ratio	0.15	0.48	0.22	0.74	0.11	0.24	0.30	0.61	0.47	0.67	0.57	0.06	
Control Delay	35.5	36.8	1.2	47.9	31.0	3.4	53.5	34.4	7.2	54.4	26.8	0.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	35.5	36.8	1.2	47.9	31.0	3.4	53.5	34.4	7.2	54.4	26.8	0.2	
LOS	D	D	A	D	C	A	D	C	A	D	C	A	
Approach Delay		29.3			33.2			28.0			29.6		
Approach LOS		C			C			C			C		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 89.8
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 29.7
 Intersection LOS: C
 Intersection Capacity Utilization 66.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	43	285	85	288	109	133	34	689	254	156	990	38
Future Volume (veh/h)	43	285	85	288	109	133	34	689	254	156	990	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	297	42	300	114	73	35	718	182	162	1031	24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	314	551	245	348	557	248	64	1183	366	203	1671	512
Arrive On Green	0.17	0.15	0.15	0.19	0.15	0.15	0.04	0.23	0.23	0.11	0.32	0.32
Sat Flow, veh/h	1810	3610	1604	1810	3610	1607	1810	5187	1606	1810	5187	1590
Grp Volume(v), veh/h	45	297	42	300	114	73	35	718	182	162	1031	24
Grp Sat Flow(s),veh/h/ln	1810	1805	1604	1810	1805	1607	1810	1729	1606	1810	1729	1590
Q Serve(g_s), s	1.5	5.3	1.6	11.2	1.9	2.8	1.3	8.7	3.9	6.1	11.8	0.4
Cycle Q Clear(g_c), s	1.5	5.3	1.6	11.2	1.9	2.8	1.3	8.7	3.9	6.1	11.8	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	551	245	348	557	248	64	1183	366	203	1671	512
V/C Ratio(X)	0.14	0.54	0.17	0.86	0.20	0.29	0.55	0.61	0.50	0.80	0.62	0.05
Avail Cap(c_a), veh/h	314	1703	757	554	2467	1098	158	2255	698	373	2870	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	27.4	25.8	27.3	25.8	26.2	33.2	24.2	7.3	30.3	20.0	4.1
Incr Delay (d2), s/veh	0.1	0.8	0.3	4.7	0.2	0.7	2.7	0.5	1.0	2.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.1	0.6	4.8	0.8	1.0	0.6	3.2	2.3	2.6	4.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	28.2	26.1	32.0	26.0	26.9	35.9	24.7	8.4	33.0	20.4	4.1
LnGrp LOS	C	C	C	C	C	C	D	C	A	C	C	A
Approach Vol, veh/h		384			487			935			1217	
Approach Delay, s/veh		27.5			29.8			21.9			21.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	21.7	18.1	16.5	7.1	28.3	17.9	16.6				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	14.4	* 30	21.4	33.0	6.1	38.7	6.6	* 48				
Max Q Clear Time (g_c+I1), s	8.1	10.7	13.2	7.3	3.3	13.8	3.5	4.8				
Green Ext Time (p_c), s	0.1	5.0	0.3	1.8	0.0	7.3	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

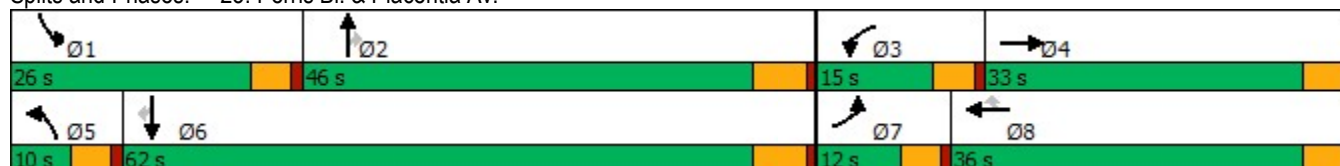


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	26	69	56	30	123	10	819	87	165	1164	10
Future Volume (vph)	26	69	56	30	123	10	819	87	165	1164	10
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.3	13.6	7.7	19.5	19.5	5.6	27.7	27.7	13.5	44.9	44.9
Actuated g/C Ratio	0.08	0.17	0.10	0.24	0.24	0.07	0.34	0.34	0.17	0.56	0.56
v/c Ratio	0.21	0.34	0.36	0.07	0.27	0.09	0.74	0.15	0.61	0.64	0.01
Control Delay	47.6	33.6	47.7	30.4	6.4	48.2	28.9	2.1	44.7	16.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.6	33.6	47.7	30.4	6.4	48.2	28.9	2.1	44.7	16.2	0.0
LOS	D	C	D	C	A	D	C	A	D	B	A
Approach Delay		36.6		20.9			26.6			19.6	
Approach LOS		D		C			C			B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 80.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 23.0
 Intersection LOS: C
 Intersection Capacity Utilization 58.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↗	↖	↗	↖
Traffic Volume (veh/h)	26	69	27	56	30	123	10	819	87	165	1164	10
Future Volume (veh/h)	26	69	27	56	30	123	10	819	87	165	1164	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	77	26	62	33	20	11	910	88	183	1293	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	200	68	93	319	270	25	1351	603	230	1759	784
Arrive On Green	0.03	0.15	0.15	0.05	0.17	0.17	0.01	0.37	0.37	0.13	0.49	0.49
Sat Flow, veh/h	1810	1359	459	1810	1900	1610	1810	3610	1610	1810	3610	1609
Grp Volume(v), veh/h	29	0	103	62	33	20	11	910	88	183	1293	5
Grp Sat Flow(s),veh/h/ln	1810	0	1817	1810	1900	1610	1810	1805	1610	1810	1805	1609
Q Serve(g_s), s	1.0	0.0	3.4	2.2	1.0	0.7	0.4	13.8	2.4	6.4	18.7	0.1
Cycle Q Clear(g_c), s	1.0	0.0	3.4	2.2	1.0	0.7	0.4	13.8	2.4	6.4	18.7	0.1
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	57	0	268	93	319	270	25	1351	603	230	1759	784
V/C Ratio(X)	0.51	0.00	0.38	0.66	0.10	0.07	0.44	0.67	0.15	0.80	0.73	0.01
Avail Cap(c_a), veh/h	205	0	789	288	912	773	149	2218	989	592	3101	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	25.2	30.5	23.0	22.9	32.0	17.1	13.5	27.7	13.4	8.6
Incr Delay (d2), s/veh	2.6	0.0	0.9	3.0	0.1	0.1	4.4	0.6	0.1	2.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.5	1.0	0.4	0.3	0.2	4.9	0.8	2.7	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	26.1	33.4	23.2	23.0	36.4	17.7	13.7	30.2	14.0	8.6
LnGrp LOS	C	A	C	C	C	C	D	B	B	C	B	A
Approach Vol, veh/h		132			115			1009			1481	
Approach Delay, s/veh		27.8			28.7			17.6			16.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	30.3	8.0	14.3	5.5	37.7	6.6	15.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	8.4	15.8	4.2	5.4	2.4	20.7	3.0	3.0				
Green Ext Time (p_c), s	0.2	6.5	0.0	0.5	0.0	11.2	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay			17.7									
HCM 6th LOS			B									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

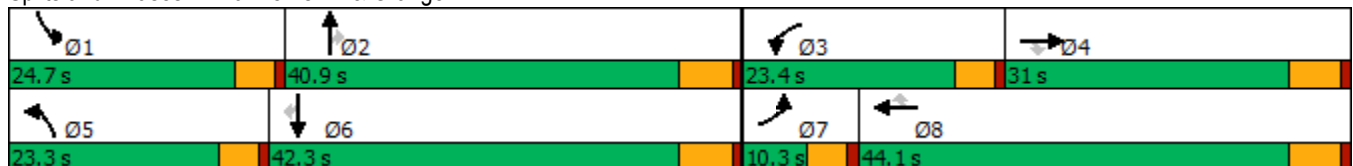
05/20/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	371	290	252	260	93	251	775	232	199	1057	55
Future Volume (vph)	27	371	290	252	260	93	251	775	232	199	1057	55
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	25.2	25.2	18.7	42.3	42.3	18.6	37.9	37.9	17.2	36.5	36.5
Actuated g/C Ratio	0.05	0.21	0.21	0.16	0.35	0.35	0.16	0.32	0.32	0.14	0.30	0.30
v/c Ratio	0.35	0.99	0.54	0.95	0.22	0.16	0.95	0.72	0.37	0.82	1.02	0.10
Control Delay	67.4	90.0	8.1	93.5	28.8	5.1	93.6	41.3	5.6	73.6	74.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.4	90.0	8.1	93.5	28.8	5.1	93.6	41.3	5.6	73.6	74.3	0.3
LOS	E	F	A	F	C	A	F	D	A	E	E	A
Approach Delay		54.6			52.1			45.2			71.0	
Approach LOS		D			D			D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.8
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 56.7
 Intersection LOS: E
 Intersection Capacity Utilization 93.9%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	371	290	252	260	93	251	775	232	199	1057	55
Future Volume (veh/h)	27	371	290	252	260	93	251	775	232	199	1057	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	395	222	268	277	72	267	824	208	212	1124	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	399	337	283	1230	545	282	1182	526	240	1098	489
Arrive On Green	0.03	0.21	0.21	0.16	0.34	0.34	0.16	0.33	0.33	0.13	0.30	0.30
Sat Flow, veh/h	1810	1900	1603	1810	3610	1599	1810	3610	1606	1810	3610	1609
Grp Volume(v), veh/h	29	395	222	268	277	72	267	824	208	212	1124	36
Grp Sat Flow(s),veh/h/ln	1810	1900	1603	1810	1805	1599	1810	1805	1606	1810	1805	1609
Q Serve(g_s), s	1.9	24.9	15.2	17.6	6.6	3.7	17.5	23.9	12.0	13.8	36.5	1.9
Cycle Q Clear(g_c), s	1.9	24.9	15.2	17.6	6.6	3.7	17.5	23.9	12.0	13.8	36.5	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	399	337	283	1230	545	282	1182	526	240	1098	489
V/C Ratio(X)	0.62	0.99	0.66	0.95	0.23	0.13	0.95	0.70	0.40	0.88	1.02	0.07
Avail Cap(c_a), veh/h	86	399	337	283	1230	545	282	1182	526	303	1098	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	47.3	43.5	50.1	28.2	27.3	50.2	35.2	31.2	51.1	41.8	29.7
Incr Delay (d2), s/veh	4.9	42.3	4.7	38.5	0.1	0.1	39.0	1.8	0.5	18.7	33.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	16.0	6.3	10.7	2.8	1.4	10.8	10.4	4.6	7.3	20.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	89.6	48.1	88.6	28.3	27.4	89.2	37.0	31.7	69.9	75.1	29.8
LnGrp LOS	E	F	D	F	C	C	F	D	C	E	F	C
Approach Vol, veh/h		646			617			1299			1372	
Approach Delay, s/veh		74.1			54.4			46.9			73.1	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.5	45.1	23.4	31.0	23.3	42.3	7.7	46.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	15.8	25.9	19.6	26.9	19.5	38.5	3.9	8.6				
Green Ext Time (p_c), s	0.1	4.0	0.0	0.0	0.0	0.0	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay				61.7								
HCM 6th LOS				E								

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

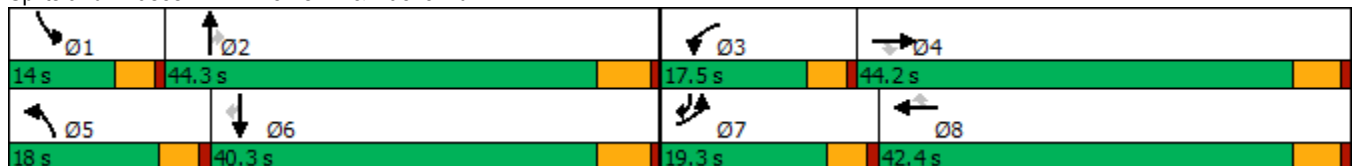
05/20/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	495	656	165	178	528	187	180	638	103	271	819	407
Future Volume (vph)	495	656	165	178	528	187	180	638	103	271	819	407
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.9	29.3	29.3	9.9	24.4	24.4	13.6	34.3	34.3	9.5	30.3	46.4
Actuated g/C Ratio	0.14	0.28	0.28	0.10	0.24	0.24	0.13	0.33	0.33	0.09	0.29	0.45
v/c Ratio	1.06	0.69	0.31	0.57	0.67	0.39	0.82	0.57	0.19	0.91	0.84	0.33
Control Delay	101.1	37.7	6.0	53.6	40.2	6.7	74.0	31.6	7.0	80.3	43.3	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.1	37.7	6.0	53.6	40.2	6.7	74.0	31.6	7.0	80.3	43.3	11.5
LOS	F	D	A	D	D	A	E	C	A	F	D	B
Approach Delay		57.6			35.8			37.1			41.3	
Approach LOS		E			D			D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 103.8	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 44.0	Intersection LOS: D
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

































Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 	 	 
Traffic Volume (veh/h)	495	656	165	178	528	187	180	638	103	271	819	407
Future Volume (veh/h)	495	656	165	178	528	187	180	638	103	271	819	407
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	532	705	117	191	568	138	194	686	78	291	881	249
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	470	1165	508	255	944	412	221	1204	517	300	1072	1201
Arrive On Green	0.13	0.32	0.32	0.07	0.26	0.26	0.12	0.33	0.33	0.09	0.30	0.30
Sat Flow, veh/h	3510	3610	1574	3510	3610	1577	1810	3610	1551	3510	3610	2767
Grp Volume(v), veh/h	532	705	117	191	568	138	194	686	78	291	881	249
Grp Sat Flow(s),veh/h/ln	1755	1805	1574	1755	1805	1577	1810	1805	1551	1755	1805	1384
Q Serve(g_s), s	14.7	18.1	6.0	5.9	15.1	7.8	11.6	17.2	3.9	9.1	24.9	6.2
Cycle Q Clear(g_c), s	14.7	18.1	6.0	5.9	15.1	7.8	11.6	17.2	3.9	9.1	24.9	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	1165	508	255	944	412	221	1204	517	300	1072	1201
V/C Ratio(X)	1.13	0.61	0.23	0.75	0.60	0.33	0.88	0.57	0.15	0.97	0.82	0.21
Avail Cap(c_a), veh/h	470	1275	556	412	1216	531	221	1265	544	300	1134	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	31.3	27.2	49.9	35.5	32.8	47.4	30.1	25.7	50.1	35.9	19.6
Incr Delay (d2), s/veh	83.1	0.7	0.2	1.7	0.6	0.5	29.7	0.6	0.1	43.1	4.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	7.7	2.2	2.6	6.6	3.0	6.9	7.2	1.4	5.7	11.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.6	32.0	27.4	51.6	36.2	33.3	77.2	30.7	25.8	93.1	40.7	19.6
LnGrp LOS	F	C	C	D	D	C	E	C	C	F	D	B
Approach Vol, veh/h		1354			897			958			1421	
Approach Delay, s/veh		70.4			39.0			39.7			47.7	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	42.4	12.6	40.8	18.0	38.4	19.3	34.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	11.1	19.2	7.9	20.1	13.6	26.9	16.7	17.1				
Green Ext Time (p_c), s	0.0	4.4	0.1	4.8	0.0	3.8	0.0	3.9				
Intersection Summary												
HCM 6th Ctrl Delay				51.0								
HCM 6th LOS				D								

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

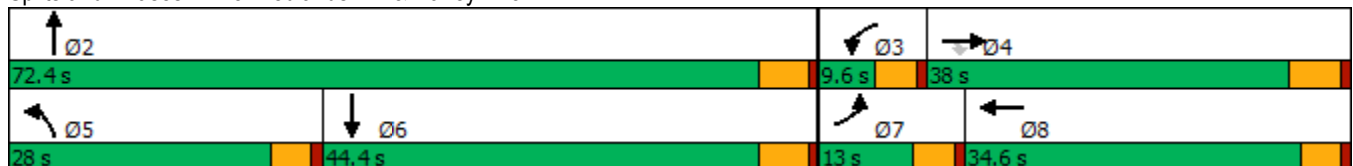


Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	20	360	383	10	2		
Future Volume (vph)	20	360	383	10	2		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	13.0	38.0	28.0	72.4	44.4	9.6	34.6
Total Split (%)	10.8%	31.7%	23.3%	60.3%	37.0%	8%	29%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	14.3	26.5	33.3	14.3		
Actuated g/C Ratio	0.10	0.24	0.44	0.55	0.24		
v/c Ratio	0.12	0.32	0.51	0.01	0.02		
Control Delay	36.7	0.7	23.2	7.3	0.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	36.7	0.7	23.2	7.3	0.0		
LOS	D	A	C	A	A		
Approach Delay				22.7			
Approach LOS				C			

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 60.5
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 12.4
 Intersection LOS: B
 Intersection Capacity Utilization 45.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↗			↑↗	
Traffic Volume (veh/h)	20	0	360	0	0	0	383	10	0	0	2	23
Future Volume (veh/h)	20	0	360	0	0	0	383	10	0	0	2	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	21	0	224	0	0	0	407	11	0	0	2	18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	459	389	5	182	0	494	1683	0	0	132	118
Arrive On Green	0.03	0.00	0.24	0.00	0.00	0.00	0.27	0.47	0.00	0.00	0.07	0.07
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	1900	1610
Grp Volume(v), veh/h	21	0	224	0	0	0	407	11	0	0	2	18
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	1610
Q Serve(g_s), s	0.4	0.0	4.7	0.0	0.0	0.0	8.1	0.1	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.4	0.0	4.7	0.0	0.0	0.0	8.1	0.1	0.0	0.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	47	459	389	5	182	0	494	1683	0	0	132	118
V/C Ratio(X)	0.44	0.00	0.58	0.00	0.00	0.00	0.82	0.01	0.00	0.00	0.02	0.15
Avail Cap(c_a), veh/h	397	1596	1353	236	1487	0	1105	6310	0	0	1836	1638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	12.8	0.0	0.0	0.0	13.1	5.5	0.0	0.0	16.5	16.6
Incr Delay (d2), s/veh	2.4	0.0	1.3	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	14.1	0.0	0.0	0.0	14.4	5.5	0.0	0.0	16.5	17.2
LnGrp LOS	C	A	B	A	A	A	B	A	A	A	B	B
Approach Vol, veh/h		245			0			418			20	
Approach Delay, s/veh		14.7			0.0			14.2			17.2	
Approach LOS		B						B			B	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		23.3	0.0	15.1	15.1	8.2	5.6	9.5				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		67.0	5.0	32.2	23.4	39.0	8.4	* 30				
Max Q Clear Time (g_c+I1), s		2.1	0.0	6.7	10.1	2.4	2.4	0.0				
Green Ext Time (p_c), s		0.0	0.0	0.7	0.5	0.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	18	7	380	364	10
Future Vol, veh/h	14	18	7	380	364	10
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	20	8	432	414	11
Number of Lanes	1	1	1	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left	SB		
Conflicting Lanes Left	2	2	0
Conflicting Approach Right		NB	EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	9.3	9.2	11.1
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	92%
Vol Right, %	0%	0%	0%	0%	100%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	190	190	14	18	243	131
LT Vol	7	0	0	14	0	0	0
Through Vol	0	190	190	0	0	243	121
RT Vol	0	0	0	0	18	0	10
Lane Flow Rate	8	216	216	16	20	276	149
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.013	0.329	0.226	0.031	0.034	0.41	0.22
Departure Headway (Hd)	5.983	5.481	3.774	7.114	5.906	5.358	5.304
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	597	654	944	506	610	667	672
Service Time	3.735	3.233	1.525	4.814	3.606	3.13	3.077
HCM Lane V/C Ratio	0.013	0.33	0.229	0.032	0.033	0.414	0.222
HCM Control Delay	8.8	10.9	7.6	10	8.8	11.9	9.6
HCM Lane LOS	A	B	A	A	A	B	A
HCM 95th-tile Q	0	1.4	0.9	0.1	0.1	2	0.8

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

05/20/2020

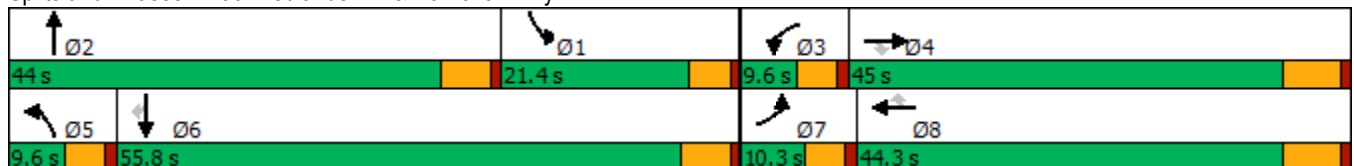


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗	↖	↑	↗
Traffic Volume (vph)	25	2018	29	199	1695	357	15	0	357	9	26
Future Volume (vph)	25	2018	29	199	1695	357	15	0	357	9	26
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.3	45.0	45.0	9.6	44.3	44.3	9.6	44.0	21.4	55.8	55.8
Total Split (%)	8.6%	37.5%	37.5%	8.0%	36.9%	36.9%	8.0%	36.7%	17.8%	46.5%	46.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	39.3	39.3	5.1	45.1	45.1	5.1	14.8	17.0	34.8	34.8
Actuated g/C Ratio	0.06	0.40	0.40	0.05	0.46	0.46	0.05	0.15	0.18	0.36	0.36
v/c Ratio	0.27	1.05	0.04	2.32	0.76	0.43	0.17	0.48	1.23	0.01	0.04
Control Delay	54.1	62.5	0.1	646.1	26.7	8.0	52.4	16.3	164.4	20.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	62.5	0.1	646.1	26.7	8.0	52.4	16.3	164.4	20.2	0.1
LOS	D	E	A	F	C	A	D	B	F	C	A
Approach Delay		61.5			78.4			19.5		150.3	
Approach LOS		E			E			B		F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.32	
Intersection Signal Delay: 75.0	Intersection LOS: E
Intersection Capacity Utilization 96.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	2018	29	199	1695	357	15	0	154	357	9	26
Future Volume (veh/h)	25	2018	29	199	1695	357	15	0	154	357	9	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	2193	27	216	1842	373	16	0	108	388	10	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	2188	678	98	2330	723	33	0	171	331	531	450
Arrive On Green	0.03	0.42	0.42	0.05	0.45	0.45	0.02	0.00	0.11	0.18	0.28	0.28
Sat Flow, veh/h	1810	5187	1606	1810	5187	1610	1810	0	1610	1810	1900	1610
Grp Volume(v), veh/h	27	2193	27	216	1842	373	16	0	108	388	10	14
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1729	1610	1810	0	1610	1810	1900	1610
Q Serve(g_s), s	1.4	38.8	0.9	5.0	27.9	6.7	0.8	0.0	5.9	16.8	0.4	0.6
Cycle Q Clear(g_c), s	1.4	38.8	0.9	5.0	27.9	6.7	0.8	0.0	5.9	16.8	0.4	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	2188	678	98	2330	723	33	0	171	331	531	450
V/C Ratio(X)	0.55	1.00	0.04	2.20	0.79	0.52	0.48	0.00	0.63	1.17	0.02	0.03
Avail Cap(c_a), veh/h	112	2188	678	98	2330	723	98	0	676	331	1041	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	26.6	15.6	43.5	21.6	3.5	44.7	0.0	39.4	37.6	24.0	24.1
Incr Delay (d2), s/veh	3.6	19.8	0.0	569.8	1.9	0.6	4.0	0.0	3.8	105.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	17.8	0.3	17.7	10.2	4.2	0.4	0.0	2.4	16.8	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	46.3	15.7	613.3	23.6	4.1	48.8	0.0	43.2	143.1	24.0	24.1
LnGrp LOS	D	F	B	F	C	A	D	A	D	F	C	C
Approach Vol, veh/h		2247			2431			124				412
Approach Delay, s/veh		46.0			73.0			43.9				136.2
Approach LOS		D			E			D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.2	15.2	9.6	45.0	6.3	31.1	7.1	47.5				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	16.8	* 39	5.0	38.8	5.0	50.4	5.7	38.1				
Max Q Clear Time (g_c+I1), s	18.8	7.9	7.0	40.8	2.8	2.6	3.4	29.9				
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.1	0.0	6.7				

Intersection Summary

HCM 6th Ctrl Delay	65.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗
Traffic Vol, veh/h	123	0	0	0	0	208
Future Vol, veh/h	123	0	0	0	0	208
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	168	0	0	0	0	285
Number of Lanes	1	1	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	10.4	0	9.2
HCM LOS	B	-	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	0%	0%
Vol Thru, %	100%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	123	0	0	208
LT Vol	0	123	0	0	0
Through Vol	0	0	0	0	0
RT Vol	0	0	0	0	208
Lane Flow Rate	0	168	0	0	285
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0	0.264	0	0	0.341
Departure Headway (Hd)	5.117	5.643	5.14	5.01	4.307
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	637	0	0	838
Service Time	3.146	3.377	2.874	2.722	2.018
HCM Lane V/C Ratio	0	0.264	0	0	0.34
HCM Control Delay	8.1	10.4	7.9	7.7	9.2
HCM Lane LOS	N	B	N	N	A
HCM 95th-tile Q	0	1.1	0	0	1.5

Intersection

Intersection Delay, s/veh 89.7

Intersection LOS F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	653	48	29	555	6	183
Future Vol, veh/h	653	48	29	555	6	183
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	695	51	31	590	6	195
Number of Lanes	1	0	1	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	139.3	54.7	14.2
HCM LOS	F	F	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	0%	93%	0%	100%
Vol Right, %	0%	100%	7%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	183	701	29	555
LT Vol	6	0	0	29	0
Through Vol	0	0	653	0	555
RT Vol	0	183	48	0	0
Lane Flow Rate	6	195	746	31	590
Geometry Grp	7	7	4	7	7
Degree of Util (X)	0.014	0.371	1.233	0.055	0.979
Departure Headway (Hd)	8.548	7.305	5.952	6.773	6.263
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	421	496	612	532	585
Service Time	6.248	5.005	3.985	4.473	3.963
HCM Lane V/C Ratio	0.014	0.393	1.219	0.058	1.009
HCM Control Delay	11.4	14.3	139.3	9.9	57
HCM Lane LOS	B	B	F	A	F
HCM 95th-tile Q	0	1.7	27.6	0.2	13.8

Intersection

Intersection Delay, s/veh10.2

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	117	139	63	102	2	102	138	22	10	37	6
Future Vol, veh/h	38	117	139	63	102	2	102	138	22	10	37	6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	129	153	69	112	2	112	152	24	11	41	7
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	10	10.5	10.4	9.9
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	68%	0%	100%	0%	0%	98%	0%	100%	0%
Vol Right, %	0%	0%	32%	0%	0%	100%	0%	2%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	92	68	38	117	139	63	104	10	37	6
LT Vol	102	0	0	38	0	0	63	0	10	0	0
Through Vol	0	92	46	0	117	0	0	102	0	37	0
RT Vol	0	0	22	0	0	139	0	2	0	0	6
Lane Flow Rate	112	101	75	42	129	153	69	114	11	41	7
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.208	0.173	0.123	0.076	0.216	0.227	0.13	0.198	0.022	0.076	0.011
Departure Headway (Hd)	6.681	6.177	5.949	6.547	6.047	5.346	6.752	6.239	7.221	6.716	6.009
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	580	602	547	594	671	531	575	495	533	594
Service Time	4.419	3.915	3.687	4.283	3.782	3.081	4.492	3.979	4.972	4.466	3.759
HCM Lane V/C Ratio	0.208	0.174	0.125	0.077	0.217	0.228	0.13	0.198	0.022	0.077	0.012
HCM Control Delay	11.2	10.2	9.5	9.8	10.4	9.7	10.5	10.5	10.1	10	8.8
HCM Lane LOS	B	B	A	A	B	A	B	B	B	A	A
HCM 95th-tile Q	0.8	0.6	0.4	0.2	0.8	0.9	0.4	0.7	0.1	0.2	0

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

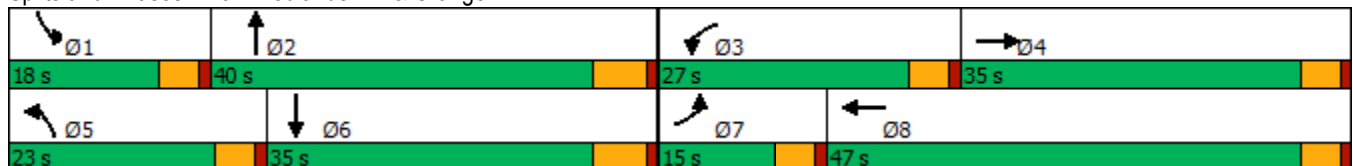


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	57	549	107	434	88	233	29	194
Future Volume (vph)	57	549	107	434	88	233	29	194
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	21.6	9.6	23.4	8.8	19.5	6.6	13.2
Actuated g/C Ratio	0.11	0.32	0.14	0.35	0.13	0.29	0.10	0.20
v/c Ratio	0.29	0.62	0.43	0.38	0.39	0.32	0.17	0.34
Control Delay	38.2	23.8	37.7	19.3	37.9	20.8	38.4	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	23.8	37.7	19.3	37.9	20.8	38.4	27.9
LOS	D	C	D	B	D	C	D	C
Approach Delay		25.0		22.7		24.5		29.1
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 67.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 24.8
 Intersection LOS: C
 Intersection Capacity Utilization 55.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	57	549	129	107	434	27	88	233	83	29	194	35
Future Volume (veh/h)	57	549	129	107	434	27	88	233	83	29	194	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	566	94	110	447	19	91	240	61	30	200	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	891	147	144	1106	47	126	651	162	61	622	77
Arrive On Green	0.05	0.29	0.29	0.08	0.31	0.31	0.07	0.23	0.23	0.03	0.19	0.19
Sat Flow, veh/h	1810	3086	511	1810	3525	150	1810	2850	707	1810	3228	398
Grp Volume(v), veh/h	59	330	330	110	228	238	91	150	151	30	111	114
Grp Sat Flow(s),veh/h/ln	1810	1805	1792	1810	1805	1870	1810	1805	1752	1810	1805	1821
Q Serve(g_s), s	1.7	8.5	8.5	3.2	5.3	5.3	2.6	3.7	3.9	0.9	2.8	2.9
Cycle Q Clear(g_c), s	1.7	8.5	8.5	3.2	5.3	5.3	2.6	3.7	3.9	0.9	2.8	2.9
Prop In Lane	1.00		0.29	1.00		0.08	1.00		0.40	1.00		0.22
Lane Grp Cap(c), veh/h	99	521	517	144	566	587	126	412	400	61	348	351
V/C Ratio(X)	0.60	0.63	0.64	0.76	0.40	0.40	0.72	0.36	0.38	0.49	0.32	0.33
Avail Cap(c_a), veh/h	355	1034	1026	764	1442	1494	627	1163	1129	457	993	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	16.4	16.5	23.9	14.3	14.3	24.2	17.2	17.3	25.2	18.4	18.5
Incr Delay (d2), s/veh	2.1	1.3	1.3	3.1	0.5	0.5	2.9	0.5	0.6	2.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.3	3.3	1.4	2.0	2.1	1.1	1.3	1.4	0.4	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	17.7	17.8	27.0	14.8	14.8	27.1	17.8	17.9	27.5	19.0	19.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		719			576			392			255	
Approach Delay, s/veh		18.5			17.1			20.0			20.0	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	17.9	8.8	19.9	8.3	16.0	7.5	21.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+I1), s	2.9	5.9	5.2	10.5	4.6	4.9	3.7	7.3				
Green Ext Time (p_c), s	0.0	1.6	0.1	4.3	0.1	1.1	0.0	3.2				

Intersection Summary

HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

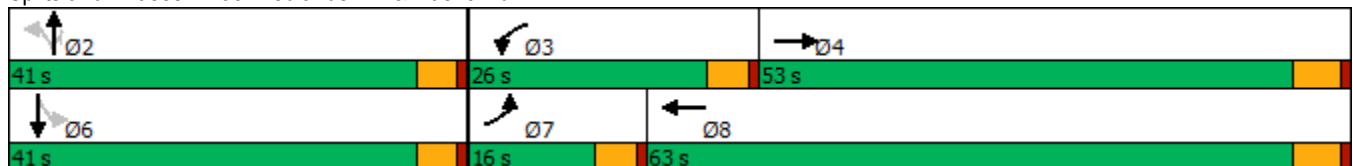


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↗		↕
Traffic Volume (vph)	68	973	198	920	127	256	204	31	199
Future Volume (vph)	68	973	198	920	127	256	204	31	199
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.2	38.4	15.1	48.2	22.1	22.1	22.1		22.1
Actuated g/C Ratio	0.09	0.42	0.17	0.53	0.24	0.24	0.24		0.24
v/c Ratio	0.43	0.80	0.68	0.52	0.78	0.57	0.39		0.74
Control Delay	54.0	29.0	51.5	17.0	65.3	37.4	6.7		44.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	54.0	29.0	51.5	17.0	65.3	37.4	6.7		44.8
LOS	D	C	D	B	E	D	A		D
Approach Delay		30.4		22.9		32.8			44.8
Approach LOS		C		C		C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 91.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 29.4
 Intersection LOS: C
 Intersection Capacity Utilization 90.4%
 ICU Level of Service E
 Analysis Period (min) 15






















Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	973	183	198	920	42	127	256	204	31	199	59
Future Volume (veh/h)	68	973	183	198	920	42	127	256	204	31	199	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	1003	144	204	948	41	131	264	156	32	205	42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	1307	187	249	1757	76	304	468	395	80	312	60
Arrive On Green	0.05	0.41	0.41	0.14	0.50	0.50	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3163	454	1810	3525	152	1149	1900	1604	97	1266	242
Grp Volume(v), veh/h	70	572	575	204	485	504	131	264	156	279	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1812	1810	1805	1872	1149	1900	1604	1605	0	0
Q Serve(g_s), s	2.7	19.6	19.7	7.9	13.3	13.3	0.8	8.8	5.8	3.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	19.6	19.7	7.9	13.3	13.3	12.6	8.8	5.8	11.7	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.08	1.00		1.00	0.11		0.15
Lane Grp Cap(c), veh/h	95	746	748	249	900	933	304	468	395	451	0	0
V/C Ratio(X)	0.74	0.77	0.77	0.82	0.54	0.54	0.43	0.56	0.39	0.62	0.00	0.00
Avail Cap(c_a), veh/h	286	1193	1197	538	1444	1497	602	960	811	885	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.6	18.2	18.2	30.2	12.4	12.4	25.4	23.8	22.7	24.5	0.0	0.0
Incr Delay (d2), s/veh	4.2	1.7	1.7	2.5	0.5	0.5	1.0	1.1	0.6	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	7.4	7.4	3.4	4.6	4.7	2.1	3.9	2.1	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	19.8	19.9	32.7	12.9	12.9	26.4	24.8	23.3	25.8	0.0	0.0
LnGrp LOS	D	B	B	C	B	B	C	C	C	C	A	A
Approach Vol, veh/h		1217			1193			551			279	
Approach Delay, s/veh		20.9			16.3			24.8			25.8	
Approach LOS		C			B			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.3	14.5	35.2		22.3	8.4	41.3				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+I1), s		14.6	9.9	21.7		13.7	4.7	15.3				
Green Ext Time (p_c), s		2.7	0.2	8.1		1.8	0.0	7.1				
Intersection Summary												
HCM 6th Ctrl Delay				20.3								
HCM 6th LOS				C								

Timings
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

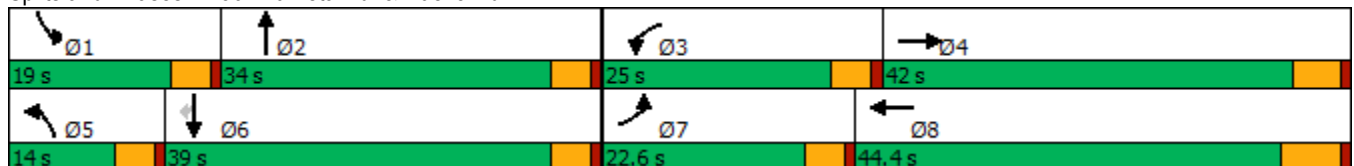


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	85	932	135	888	29	86	52	51	73
Future Volume (vph)	85	932	135	888	29	86	52	51	73
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	22.6	42.0	25.0	44.4	14.0	34.0	19.0	39.0	39.0
Total Split (%)	18.8%	35.0%	20.8%	37.0%	11.7%	28.3%	15.8%	32.5%	32.5%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.4	25.7	12.0	30.7	6.7	18.4	7.8	21.7	21.7
Actuated g/C Ratio	0.12	0.31	0.15	0.38	0.08	0.23	0.10	0.27	0.27
v/c Ratio	0.45	0.64	0.56	0.52	0.22	0.71	0.33	0.11	0.16
Control Delay	47.4	27.7	46.3	24.0	47.4	32.1	47.5	28.2	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	27.7	46.3	24.0	47.4	32.1	47.5	28.2	3.0
LOS	D	C	D	C	D	C	D	C	A
Approach Delay		29.3		26.9		33.5		23.4	
Approach LOS		C		C		C		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 81.7	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	↗
Traffic Volume (veh/h)	85	932	20	135	888	33	29	86	207	52	51	73
Future Volume (veh/h)	85	932	20	135	888	33	29	86	207	52	51	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	1024	17	148	976	32	32	95	119	57	56	39
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1688	28	191	1857	61	63	132	166	94	360	305
Arrive On Green	0.07	0.32	0.32	0.11	0.36	0.36	0.03	0.17	0.17	0.05	0.19	0.19
Sat Flow, veh/h	1810	5253	87	1810	5158	169	1810	767	960	1810	1900	1610
Grp Volume(v), veh/h	93	674	367	148	654	354	32	0	214	57	56	39
Grp Sat Flow(s),veh/h/ln	1810	1729	1882	1810	1729	1869	1810	0	1727	1810	1900	1610
Q Serve(g_s), s	2.9	9.6	9.6	4.6	8.7	8.7	1.0	0.0	6.8	1.8	1.4	1.2
Cycle Q Clear(g_c), s	2.9	9.6	9.6	4.6	8.7	8.7	1.0	0.0	6.8	1.8	1.4	1.2
Prop In Lane	1.00		0.05	1.00		0.09	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	121	1111	605	191	1245	673	63	0	298	94	360	305
V/C Ratio(X)	0.77	0.61	0.61	0.77	0.53	0.53	0.51	0.00	0.72	0.61	0.16	0.13
Avail Cap(c_a), veh/h	559	2174	1183	634	2251	1217	292	0	872	448	1123	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	16.6	16.7	25.4	14.7	14.7	27.6	0.0	22.8	27.0	19.7	19.6
Incr Delay (d2), s/veh	3.8	0.5	1.0	2.5	0.3	0.6	2.4	0.0	3.2	2.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	3.6	1.8	2.6	2.9	0.5	0.0	2.9	0.8	0.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	17.2	17.6	27.9	15.0	15.3	30.0	0.0	26.0	29.4	19.9	19.8
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	B	B
Approach Vol, veh/h		1134			1156			246			152	
Approach Delay, s/veh		18.4			16.8			26.5			23.4	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	14.6	10.8	25.2	6.6	15.6	8.5	27.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	14.4	29.4	20.4	* 37	9.4	34.4	18.0	37.9				
Max Q Clear Time (g_c+I1), s	3.8	8.8	6.6	11.6	3.0	3.4	4.9	10.7				
Green Ext Time (p_c), s	0.0	1.3	0.1	7.0	0.0	0.4	0.1	6.2				

Intersection Summary

HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

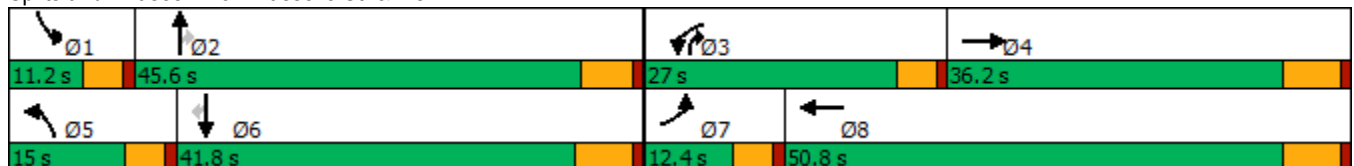


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	179	482	781	671	238	643	573	212	778	100
Future Volume (vph)	179	482	781	671	238	643	573	212	778	100
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	25.0	23.3	40.0	10.6	34.9	58.2	7.3	31.6	31.6
Actuated g/C Ratio	0.08	0.23	0.22	0.37	0.10	0.33	0.55	0.07	0.30	0.30
v/c Ratio	0.67	0.69	1.04	0.40	0.70	0.55	0.64	0.91	0.74	0.18
Control Delay	63.0	34.2	86.7	25.0	59.8	31.7	16.7	90.1	39.0	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	34.2	86.7	25.0	59.8	31.7	16.7	90.1	39.0	1.7
LOS	E	C	F	C	E	C	B	F	D	A
Approach Delay		39.3		56.5		30.4			45.5	
Approach LOS		D		E		C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 43.3
 Intersection LOS: D
 Intersection Capacity Utilization 84.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselie St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	179	482	348	781	671	77	238	643	573	212	778	100
Future Volume (veh/h)	179	482	348	781	671	77	238	643	573	212	778	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	492	270	797	685	52	243	656	447	216	794	65
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	265	822	381	775	1881	142	326	1137	836	243	1065	468
Arrive On Green	0.08	0.24	0.22	0.22	0.38	0.36	0.09	0.31	0.30	0.07	0.29	0.29
Sat Flow, veh/h	3510	3458	1603	3510	4913	370	3510	3610	1583	3510	3610	1587
Grp Volume(v), veh/h	183	492	270	797	481	256	243	656	447	216	794	65
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1826	1755	1805	1583	1755	1805	1587
Q Serve(g_s), s	5.3	13.2	16.2	23.0	10.4	10.5	7.0	15.8	19.5	6.4	20.7	3.1
Cycle Q Clear(g_c), s	5.3	13.2	16.2	23.0	10.4	10.5	7.0	15.8	19.5	6.4	20.7	3.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	822	381	775	1324	699	326	1137	836	243	1065	468
V/C Ratio(X)	0.69	0.60	0.71	1.03	0.36	0.37	0.74	0.58	0.53	0.89	0.75	0.14
Avail Cap(c_a), veh/h	283	1069	496	775	1554	821	371	1442	970	243	1310	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	35.3	37.5	40.6	23.0	23.2	46.0	29.9	16.4	48.1	33.2	27.0
Incr Delay (d2), s/veh	5.1	0.7	3.2	39.7	0.2	0.3	5.6	0.5	0.5	29.8	1.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.3	6.5	13.6	3.9	4.3	3.2	6.6	6.3	3.7	8.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	36.0	40.7	80.2	23.2	23.6	51.6	30.3	17.0	77.9	35.1	27.1
LnGrp LOS	D	D	D	F	C	C	D	C	B	E	D	C
Approach Vol, veh/h		945			1534			1346			1075	
Approach Delay, s/veh		40.4			52.9			29.7			43.2	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	37.2	27.0	28.7	13.7	34.7	11.9	43.9				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	8.4	21.5	25.0	18.2	9.0	22.7	7.3	12.5				
Green Ext Time (p_c), s	0.0	5.5	0.0	3.5	0.1	4.1	0.0	4.5				

Intersection Summary

HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Stoneridge Commerce Center SP (JN 13265)

38: Lasselle St. & Krameria Av.

05/20/2020

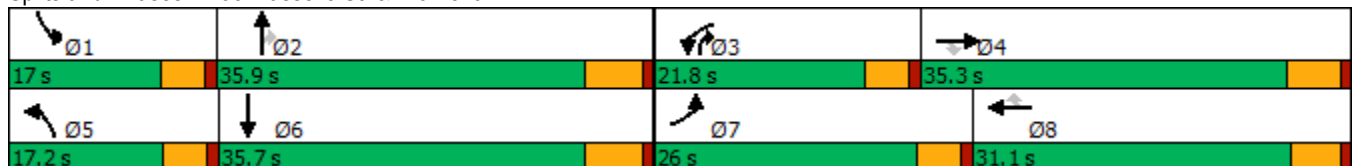


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↖	↗	↖	↖	↗	↖	↖	↗
Traffic Volume (vph)	338	277	207	175	172	137	184	1079	266	191	612
Future Volume (vph)	338	277	207	175	172	137	184	1079	266	191	612
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.1	25.6	24.2	14.7	18.2	17.1	13.2	32.0	46.7	13.0	31.8
Actuated g/C Ratio	0.22	0.25	0.24	0.14	0.18	0.17	0.13	0.32	0.46	0.13	0.31
v/c Ratio	0.96	0.64	0.42	0.74	0.56	0.39	0.87	1.05	0.35	0.91	0.73
Control Delay	77.3	41.2	6.7	59.6	44.0	8.7	78.1	76.6	6.3	86.6	35.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.3	41.2	6.7	59.6	44.0	8.7	78.1	76.6	6.3	86.6	35.7
LOS	E	D	A	E	D	A	E	E	A	F	D
Approach Delay		47.3			39.6			64.6			46.2
Approach LOS		D			D			E			D

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 101.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 53.1
 Intersection LOS: D
 Intersection Capacity Utilization 82.3%
 ICU Level of Service E
 Analysis Period (min) 15

























Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	277	207	175	172	137	184	1079	266	191	612	122
Future Volume (veh/h)	338	277	207	175	172	137	184	1079	266	191	612	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	376	308	124	194	191	91	204	1199	184	212	680	114
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	406	471	373	238	289	226	243	1174	714	240	999	167
Arrive On Green	0.22	0.25	0.23	0.13	0.15	0.14	0.13	0.33	0.31	0.13	0.32	0.30
Sat Flow, veh/h	1810	1900	1598	1810	1900	1603	1810	3610	1608	1810	3091	518
Grp Volume(v), veh/h	376	308	124	194	191	91	204	1199	184	212	397	397
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1603	1810	1805	1608	1810	1805	1804
Q Serve(g_s), s	20.0	14.3	6.3	10.2	9.3	5.1	10.8	31.9	7.0	11.3	18.7	18.8
Cycle Q Clear(g_c), s	20.0	14.3	6.3	10.2	9.3	5.1	10.8	31.9	7.0	11.3	18.7	18.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	406	471	373	238	289	226	243	1174	714	240	583	583
V/C Ratio(X)	0.93	0.65	0.33	0.82	0.66	0.40	0.84	1.02	0.26	0.88	0.68	0.68
Avail Cap(c_a), veh/h	406	606	487	328	525	425	243	1174	714	240	583	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	33.1	31.2	41.5	39.2	38.4	41.4	33.1	17.1	41.8	28.8	29.1
Incr Delay (d2), s/veh	26.8	1.6	0.5	7.6	2.6	1.2	20.9	31.9	0.2	29.0	3.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	6.5	2.4	5.0	4.5	2.0	6.0	18.1	2.5	6.8	8.1	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	34.7	31.7	49.1	41.8	39.5	62.3	65.0	17.3	70.8	32.0	32.3
LnGrp LOS	E	C	C	D	D	D	E	F	B	E	C	C
Approach Vol, veh/h		808			476			1587			1006	
Approach Delay, s/veh		47.9			44.3			59.1			40.3	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	35.9	16.9	28.3	17.2	35.7	26.0	19.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	13.3	33.9	12.2	16.3	12.8	20.8	22.0	11.3				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.7	0.0	3.1	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

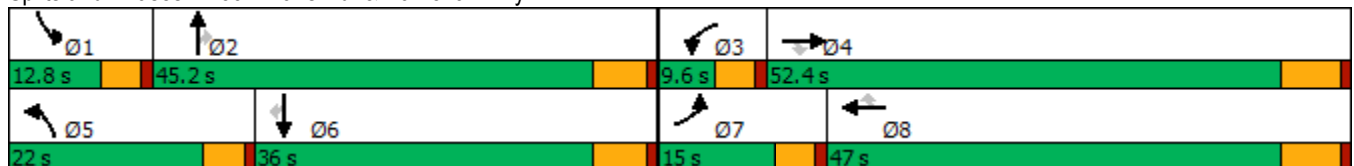
05/20/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	484	1584	517	21	1568	334	268	391	9	345	634	414
Future Volume (vph)	484	1584	517	21	1568	334	268	391	9	345	634	414
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	54.6	54.6	5.6	43.2	43.2	13.7	33.1	33.1	8.8	28.2	28.2
Actuated g/C Ratio	0.10	0.49	0.49	0.05	0.39	0.39	0.12	0.30	0.30	0.08	0.25	0.25
v/c Ratio	1.44	0.64	0.54	0.12	1.15	0.46	0.64	0.38	0.02	1.28	0.71	0.77
Control Delay	248.7	24.9	8.8	55.3	110.3	13.8	54.6	31.9	0.0	192.7	43.3	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	248.7	24.9	8.8	55.3	110.3	13.8	54.6	31.9	0.0	192.7	43.3	30.5
LOS	F	C	A	E	F	B	D	C	A	F	D	C
Approach Delay		63.6			92.9			40.6			76.5	
Approach LOS		E			F			D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 72.6
 Intersection LOS: E
 Intersection Capacity Utilization 95.7%
 ICU Level of Service F
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	484	1584	517	21	1568	334	268	391	9	345	634	414
Future Volume (veh/h)	484	1584	517	21	1568	334	268	391	9	345	634	414
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	494	1616	0	21	1600	234	273	399	8	352	647	248
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	364	2501		96	1465	653	361	925	413	292	854	375
Arrive On Green	0.10	0.48	0.00	0.03	0.41	0.41	0.10	0.26	0.26	0.08	0.24	0.24
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1586
Grp Volume(v), veh/h	494	1616	0	21	1600	234	273	399	8	352	647	248
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1586
Q Serve(g_s), s	11.0	24.8	0.0	0.6	43.0	10.7	8.0	9.8	0.4	8.8	17.7	15.0
Cycle Q Clear(g_c), s	11.0	24.8	0.0	0.6	43.0	10.7	8.0	9.8	0.4	8.8	17.7	15.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	2501		96	1465	653	361	925	413	292	854	375
V/C Ratio(X)	1.36	0.65		0.22	1.09	0.36	0.76	0.43	0.02	1.21	0.76	0.66
Avail Cap(c_a), veh/h	364	2501		186	1465	653	596	1404	626	292	1090	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	20.6	0.0	50.4	31.5	21.9	46.2	32.9	29.4	48.6	37.6	36.6
Incr Delay (d2), s/veh	177.0	0.6	0.0	0.4	52.9	0.3	1.2	0.3	0.0	121.0	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	8.9	0.0	0.3	27.4	3.7	3.4	4.1	0.1	8.6	7.7	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.5	21.2	0.0	50.8	84.4	22.2	47.5	33.3	29.5	169.6	40.0	38.9
LnGrp LOS	F	C		D	F	C	D	C	C	F	D	D
Approach Vol, veh/h		2110	A		1855			680			1247	
Approach Delay, s/veh		68.8			76.1			38.9			76.3	
Approach LOS		E			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	31.2	6.9	55.1	14.9	29.1	15.0	47.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	10.8	11.8	2.6	26.8	10.0	19.7	13.0	45.0				
Green Ext Time (p_c), s	0.0	2.4	0.0	10.2	0.3	3.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	69.3
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

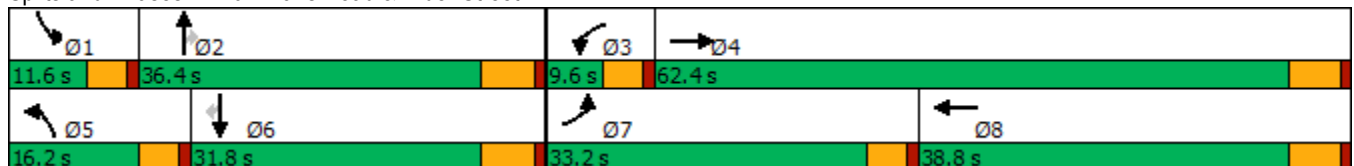


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕	↘	↕	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	307	399	38	322	87	310	26	55	425	285
Future Volume (vph)	307	399	38	322	87	310	26	55	425	285
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	33.2	62.4	9.6	38.8	16.2	36.4	36.4	11.6	31.8	31.8
Total Split (%)	27.7%	52.0%	8.0%	32.3%	13.5%	30.3%	30.3%	9.7%	26.5%	26.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.9	38.8	5.5	17.8	9.1	20.5	20.5	6.8	18.4	18.4
Actuated g/C Ratio	0.24	0.45	0.06	0.21	0.11	0.24	0.24	0.08	0.22	0.22
v/c Ratio	0.75	0.36	0.36	0.57	0.49	0.38	0.06	0.41	0.59	0.53
Control Delay	44.7	16.4	56.7	33.9	52.1	30.8	0.2	54.9	36.4	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	16.4	56.7	33.9	52.1	30.8	0.2	54.9	36.4	8.1
LOS	D	B	E	C	D	C	A	D	D	A
Approach Delay		26.6		35.9		33.4			27.2	
Approach LOS		C		D		C			C	

Intersection Summary























Cycle Length: 120
 Actuated Cycle Length: 85.4
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 29.6
 Intersection LOS: C
 Intersection Capacity Utilization 63.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)
05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	399	144	38	322	73	87	310	26	55	425	285
Future Volume (veh/h)	307	399	144	38	322	73	87	310	26	55	425	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	330	429	133	41	346	64	94	333	23	59	457	166
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	387	942	289	74	532	97	122	797	355	94	740	326
Arrive On Green	0.21	0.35	0.35	0.04	0.17	0.17	0.07	0.22	0.22	0.05	0.21	0.21
Sat Flow, veh/h	1810	2711	832	1810	3047	558	1810	3610	1610	1810	3610	1591
Grp Volume(v), veh/h	330	284	278	41	203	207	94	333	23	59	457	166
Grp Sat Flow(s),veh/h/ln	1810	1805	1738	1810	1805	1800	1810	1805	1610	1810	1805	1591
Q Serve(g_s), s	10.8	7.5	7.6	1.4	6.4	6.6	3.1	4.9	0.7	2.0	7.1	5.7
Cycle Q Clear(g_c), s	10.8	7.5	7.6	1.4	6.4	6.6	3.1	4.9	0.7	2.0	7.1	5.7
Prop In Lane	1.00		0.48	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	627	604	74	315	314	122	797	355	94	740	326
V/C Ratio(X)	0.85	0.45	0.46	0.55	0.65	0.66	0.77	0.42	0.06	0.63	0.62	0.51
Avail Cap(c_a), veh/h	844	1665	1603	147	971	968	342	1801	803	206	1530	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	15.5	15.5	28.9	23.5	23.6	28.1	20.5	18.9	28.5	22.2	21.6
Incr Delay (d2), s/veh	2.1	0.5	0.5	2.4	2.2	2.3	3.8	0.3	0.1	2.6	0.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	2.6	2.6	0.6	2.6	2.7	1.4	1.8	0.2	0.8	2.7	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	16.0	16.1	31.2	25.8	25.9	32.0	20.9	19.0	31.1	23.0	22.9
LnGrp LOS	C	B	B	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h		892			451			450			682	
Approach Delay, s/veh		19.5			26.3			23.1			23.7	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	19.3	7.1	27.1	8.7	18.4	17.7	16.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	7.0	30.6	5.0	56.6	11.6	26.0	28.6	33.0				
Max Q Clear Time (g_c+I1), s	4.0	6.9	3.4	9.6	5.1	9.1	12.8	8.6				
Green Ext Time (p_c), s	0.0	2.0	0.0	3.4	0.0	3.0	0.4	2.2				
Intersection Summary												
HCM 6th Ctrl Delay				22.5								
HCM 6th LOS				C								

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

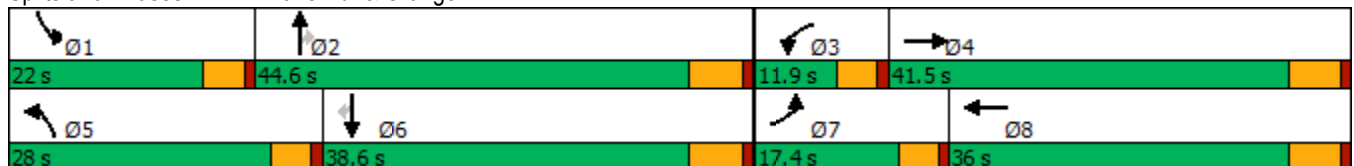


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	139	221	60	137	131	312	80	92	311	129
Future Volume (vph)	139	221	60	137	131	312	80	92	311	129
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	11.1	23.5	6.8	16.4	11.3	25.3	25.3	9.3	20.5	20.5
Actuated g/C Ratio	0.14	0.29	0.08	0.20	0.14	0.31	0.31	0.11	0.25	0.25
v/c Ratio	0.60	0.62	0.42	0.61	0.56	0.56	0.14	0.47	0.69	0.25
Control Delay	48.7	32.8	51.0	35.9	45.2	30.4	0.6	46.2	37.3	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	32.8	51.0	35.9	45.2	30.4	0.6	46.2	37.3	2.4
LOS	D	C	D	D	D	C	A	D	D	A
Approach Delay		37.7		39.2		29.5			30.4	
Approach LOS		D		D		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 81.3
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 33.4
 Intersection LOS: C
 Intersection Capacity Utilization 62.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

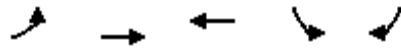


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	221	92	60	137	79	131	312	80	92	311	129
Future Volume (veh/h)	139	221	92	60	137	79	131	312	80	92	311	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	235	70	64	146	77	139	332	56	98	331	78
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	191	324	97	103	215	113	181	500	423	128	443	376
Arrive On Green	0.11	0.23	0.23	0.06	0.18	0.18	0.10	0.26	0.26	0.07	0.23	0.23
Sat Flow, veh/h	1810	1396	416	1810	1171	618	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	148	0	305	64	0	223	139	332	56	98	331	78
Grp Sat Flow(s),veh/h/ln	1810	0	1812	1810	0	1789	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	4.4	0.0	8.6	1.9	0.0	6.4	4.1	8.6	1.5	2.9	8.9	2.2
Cycle Q Clear(g_c), s	4.4	0.0	8.6	1.9	0.0	6.4	4.1	8.6	1.5	2.9	8.9	2.2
Prop In Lane	1.00		0.23	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	0	421	103	0	329	181	500	423	128	443	376
V/C Ratio(X)	0.78	0.00	0.72	0.62	0.00	0.68	0.77	0.66	0.13	0.77	0.75	0.21
Avail Cap(c_a), veh/h	420	0	1174	240	0	980	768	1338	1134	571	1131	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	19.5	25.4	0.0	21.0	24.2	18.1	15.5	25.2	19.6	17.0
Incr Delay (d2), s/veh	2.6	0.0	2.4	2.3	0.0	2.5	2.6	1.5	0.1	3.6	2.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.3	0.8	0.0	2.5	1.7	3.3	0.5	1.2	3.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	21.9	27.7	0.0	23.4	26.7	19.7	15.7	28.8	22.1	17.3
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	C	B
Approach Vol, veh/h		453			287			527			507	
Approach Delay, s/veh		23.4			24.4			21.1			22.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	20.3	7.7	18.6	10.1	18.7	10.4	15.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	4.9	10.6	3.9	10.6	6.1	10.9	6.4	8.4				
Green Ext Time (p_c), s	0.1	2.0	0.0	1.7	0.1	1.9	0.1	1.1				
Intersection Summary												
HCM 6th Ctrl Delay				22.7								
HCM 6th LOS				C								

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

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Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↘	↗
Traffic Volume (vph)	496	695	712	94	344
Future Volume (vph)	496	695	712	94	344
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.5	36.5	14.6	14.6
Total Split (s)	43.0	90.0	47.0	30.0	30.0
Total Split (%)	35.8%	75.0%	39.2%	25.0%	25.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	28.0	52.6	19.9	11.5	11.5
Actuated g/C Ratio	0.37	0.70	0.26	0.15	0.15
v/c Ratio	0.77	0.20	0.59	0.36	0.65
Control Delay	30.8	4.1	26.5	36.8	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	4.1	26.5	36.8	10.5
LOS	C	A	C	D	B
Approach Delay		15.2	26.5	16.2	
Approach LOS		B	C	B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 75.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 19.0
 Intersection LOS: B
 Intersection Capacity Utilization 63.9%
 ICU Level of Service B
 Analysis Period (min) 15

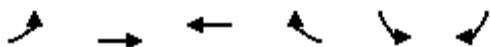
Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

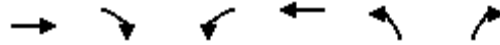


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↗	↑↑↑	↑↑↑		↖	↖	
Traffic Volume (veh/h)	496	695	712	55	94	344	
Future Volume (veh/h)	496	695	712	55	94	344	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	517	724	742	41	98	138	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	576	3331	1233	68	303	270	
Arrive On Green	0.32	0.64	0.24	0.24	0.17	0.17	
Sat Flow, veh/h	1810	5358	5202	277	1810	1610	
Grp Volume(v), veh/h	517	724	509	274	98	138	
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1850	1810	1610	
Q Serve(g_s), s	15.9	3.4	7.6	7.7	2.8	4.6	
Cycle Q Clear(g_c), s	15.9	3.4	7.6	7.7	2.8	4.6	
Prop In Lane	1.00			0.15	1.00	1.00	
Lane Grp Cap(c), veh/h	576	3331	847	453	303	270	
V/C Ratio(X)	0.90	0.22	0.60	0.60	0.32	0.51	
Avail Cap(c_a), veh/h	1191	7422	2400	1284	788	701	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	19.0	4.3	19.5	19.5	21.4	22.1	
Incr Delay (d2), s/veh	2.1	0.0	0.7	1.3	0.6	1.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.4	0.5	2.5	2.8	1.2	4.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	21.1	4.4	20.2	20.8	22.0	23.6	
LnGrp LOS	C	A	C	C	C	C	
Approach Vol, veh/h		1241	783		236		
Approach Delay, s/veh		11.3	20.4		22.9		
Approach LOS		B	C		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				44.0	14.4	23.2	20.8
Change Period (Y+Rc), s				6.5	4.6	4.6	6.5
Max Green Setting (Gmax), s				83.5	25.4	38.4	40.5
Max Q Clear Time (g_c+I1), s				5.4	6.6	17.9	9.7
Green Ext Time (p_c), s				4.9	0.7	0.7	4.6
Intersection Summary							
HCM 6th Ctrl Delay			15.7				
HCM 6th LOS			B				

Timings
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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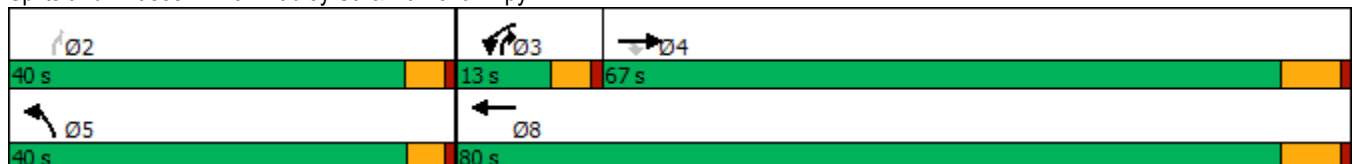


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵	
Traffic Volume (vph)	1302	235	31	723	90	16	
Future Volume (vph)	1302	235	31	723	90	16	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4					2
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effect Green (s)	38.0	38.0	7.5	43.4	11.7	19.0	
Actuated g/C Ratio	0.64	0.64	0.13	0.73	0.20	0.32	
v/c Ratio	0.60	0.23	0.15	0.29	0.27	0.03	
Control Delay	11.7	2.3	35.3	4.5	31.0	10.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.7	2.3	35.3	4.5	31.0	10.4	
LOS	B	A	D	A	C	B	
Approach Delay	10.3			5.8	27.9		
Approach LOS	B			A	C		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 59.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 9.6
 Intersection LOS: A
 Intersection Capacity Utilization 50.1%
 ICU Level of Service A
 Analysis Period (min) 15

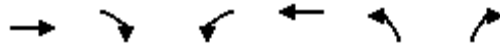
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵
Traffic Volume (veh/h)	1302	235	31	723	90	16
Future Volume (veh/h)	1302	235	31	723	90	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1371	227	33	761	95	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2067	921	67	2536	137	181
Arrive On Green	0.57	0.57	0.04	0.70	0.08	0.08
Sat Flow, veh/h	3705	1609	1810	3705	1810	1610
Grp Volume(v), veh/h	1371	227	33	761	95	5
Grp Sat Flow(s),veh/h/ln	1805	1609	1810	1805	1810	1610
Q Serve(g_s), s	13.0	3.5	0.9	3.9	2.5	0.1
Cycle Q Clear(g_c), s	13.0	3.5	0.9	3.9	2.5	0.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2067	921	67	2536	137	181
V/C Ratio(X)	0.66	0.25	0.49	0.30	0.70	0.03
Avail Cap(c_a), veh/h	4411	1966	307	5359	1297	1214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	5.3	23.4	2.8	22.3	19.6
Incr Delay (d2), s/veh	0.4	0.1	2.1	0.1	6.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.5	0.3	0.1	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.7	5.4	25.5	2.8	28.6	19.6
LnGrp LOS	A	A	C	A	C	B
Approach Vol, veh/h	1598			794	100	
Approach Delay, s/veh	7.3			3.8	28.1	
Approach LOS	A			A	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		8.2	6.4	34.9		41.3
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		4.5	2.9	15.0		5.9
Green Ext Time (p_c), s		0.3	0.0	13.4		5.1
Intersection Summary						
HCM 6th Ctrl Delay			7.0			
HCM 6th LOS			A			

Timings
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

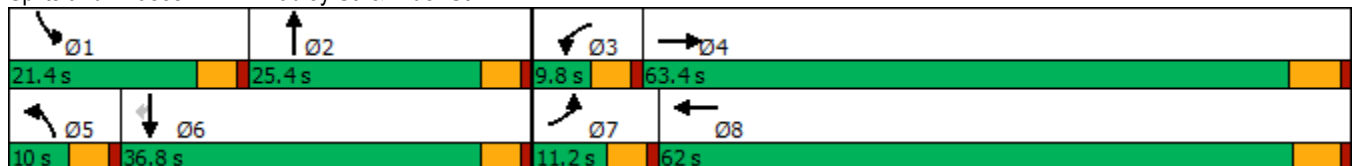


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕	↗
Traffic Volume (vph)	107	309	7	309	16	7	41	13	88
Future Volume (vph)	107	309	7	309	16	7	41	13	88
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	30.8	5.7	17.5	5.8	12.4	7.2	12.7	12.7
Actuated g/C Ratio	0.15	0.61	0.11	0.35	0.12	0.25	0.14	0.25	0.25
v/c Ratio	0.41	0.15	0.03	0.62	0.08	0.03	0.17	0.03	0.19
Control Delay	33.2	8.7	29.3	19.7	29.2	17.1	26.5	19.8	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	8.7	29.3	19.7	29.2	17.1	26.5	19.8	5.2
LOS	C	A	C	B	C	B	C	B	A
Approach Delay		14.8		19.9		24.0		12.7	
Approach LOS		B		B		C		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 50.1
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 16.8
 Intersection LOS: B
 Intersection Capacity Utilization 48.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	309	13	7	309	79	16	7	6	41	13	88
Future Volume (veh/h)	107	309	13	7	309	79	16	7	6	41	13	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	322	13	7	322	76	17	7	3	43	14	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	1317	53	17	443	105	39	166	71	84	298	251
Arrive On Green	0.08	0.37	0.37	0.01	0.30	0.30	0.02	0.13	0.13	0.05	0.16	0.16
Sat Flow, veh/h	1810	3533	142	1810	1485	351	1810	1262	541	1810	1900	1603
Grp Volume(v), veh/h	111	164	171	7	0	398	17	0	10	43	14	26
Grp Sat Flow(s),veh/h/ln	1810	1805	1871	1810	0	1836	1810	0	1803	1810	1900	1603
Q Serve(g_s), s	2.7	2.8	2.8	0.2	0.0	8.7	0.4	0.0	0.2	1.0	0.3	0.6
Cycle Q Clear(g_c), s	2.7	2.8	2.8	0.2	0.0	8.7	0.4	0.0	0.2	1.0	0.3	0.6
Prop In Lane	1.00		0.08	1.00		0.19	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	152	673	697	17	0	547	39	0	237	84	298	251
V/C Ratio(X)	0.73	0.24	0.25	0.42	0.00	0.73	0.44	0.00	0.04	0.51	0.05	0.10
Avail Cap(c_a), veh/h	268	2334	2419	211	0	2333	219	0	842	682	1373	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	9.6	9.6	21.9	0.0	14.0	21.5	0.0	16.9	20.7	16.0	16.1
Incr Delay (d2), s/veh	2.5	0.2	0.2	6.0	0.0	1.9	2.9	0.0	0.1	1.8	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.8	0.8	0.1	0.0	3.0	0.2	0.0	0.1	0.4	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	9.8	9.8	27.9	0.0	15.9	24.5	0.0	17.0	22.6	16.0	16.3
LnGrp LOS	C	A	A	C	A	B	C	A	B	C	B	B
Approach Vol, veh/h		446			405			27				83
Approach Delay, s/veh		13.0			16.1			21.7				19.5
Approach LOS		B			B			C				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	10.5	5.0	22.4	5.5	11.6	8.3	19.1				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	3.0	2.2	2.2	4.8	2.4	2.6	4.7	10.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.0	0.1	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	302	0	0	252	0
Future Vol, veh/h	0	302	0	0	252	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	318	0	0	265	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	318	0	160
Stage 1	-	-	-	-	159
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1253	-	836
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	1028
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1253	-	836
Mov Cap-2 Maneuver	-	-	-	-	836
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	1028

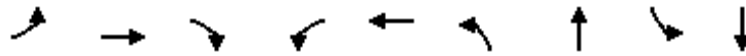
Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1253	-
HCM Lane V/C Ratio	0.317	-	-	-	-
HCM Control Delay (s)	11.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

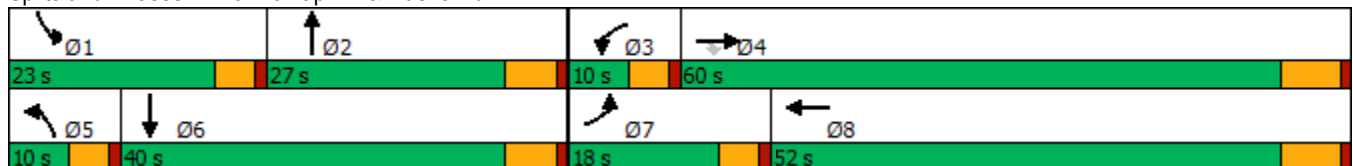


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	73	656	7	6	655	7	40	138	26
Future Volume (vph)	73	656	7	6	655	7	40	138	26
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	18.0	60.0	60.0	10.0	52.0	10.0	27.0	23.0	40.0
Total Split (%)	15.0%	50.0%	50.0%	8.3%	43.3%	8.3%	22.5%	19.2%	33.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.4	56.6	56.6	5.3	47.1	5.3	11.7	14.5	24.7
Actuated g/C Ratio	0.10	0.58	0.58	0.05	0.48	0.05	0.12	0.15	0.25
v/c Ratio	0.53	0.75	0.01	0.08	1.06	0.09	0.24	0.65	0.21
Control Delay	57.2	23.8	0.0	52.3	74.9	52.6	44.6	54.5	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.2	23.8	0.0	52.3	74.9	52.6	44.6	54.5	13.8
LOS	E	C	A	D	E	D	D	D	B
Approach Delay		26.9			74.7		45.7		39.6
Approach LOS		C			E		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 49.6
 Intersection LOS: D
 Intersection Capacity Utilization 73.2%
 ICU Level of Service D
 Analysis Period (min) 15























Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

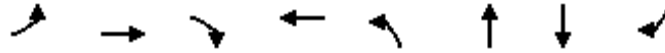
05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	656	7	6	655	98	7	40	2	138	26	54
Future Volume (veh/h)	73	656	7	6	655	98	7	40	2	138	26	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	830	6	8	829	109	9	51	2	175	33	50
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	1026	869	18	797	105	20	191	7	210	143	217
Arrive On Green	0.07	0.54	0.54	0.01	0.48	0.48	0.01	0.11	0.11	0.12	0.21	0.21
Sat Flow, veh/h	1810	1900	1610	1810	1645	216	1810	1816	71	1810	680	1031
Grp Volume(v), veh/h	92	830	6	8	0	938	9	0	53	175	0	83
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1861	1810	0	1887	1810	0	1712
Q Serve(g_s), s	4.7	33.5	0.2	0.4	0.0	45.5	0.5	0.0	2.4	8.9	0.0	3.8
Cycle Q Clear(g_c), s	4.7	33.5	0.2	0.4	0.0	45.5	0.5	0.0	2.4	8.9	0.0	3.8
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.04	1.00		0.60
Lane Grp Cap(c), veh/h	118	1026	869	18	0	902	20	0	199	210	0	360
V/C Ratio(X)	0.78	0.81	0.01	0.44	0.00	1.04	0.45	0.00	0.27	0.83	0.00	0.23
Avail Cap(c_a), veh/h	258	1082	917	104	0	902	104	0	426	355	0	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.2	17.7	10.0	46.2	0.0	24.2	46.1	0.0	38.7	40.6	0.0	30.8
Incr Delay (d2), s/veh	4.1	4.5	0.0	6.1	0.0	41.0	5.6	0.0	0.7	3.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	13.1	0.0	0.2	0.0	26.8	0.2	0.0	1.1	4.0	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	22.2	10.0	52.4	0.0	65.2	51.8	0.0	39.4	43.9	0.0	31.1
LnGrp LOS	D	C	A	D	A	F	D	A	D	D	A	C
Approach Vol, veh/h		928			946			62			258	
Approach Delay, s/veh		24.6			65.1			41.2			39.8	
Approach LOS		C			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	15.7	5.5	57.2	5.6	25.5	10.7	52.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	18.4	21.2	5.4	53.5	5.4	34.2	13.4	45.5				
Max Q Clear Time (g_c+I1), s	10.9	4.4	2.4	35.5	2.5	5.8	6.7	47.5				
Green Ext Time (p_c), s	0.1	0.1	0.0	5.0	0.0	0.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			44.3									
HCM 6th LOS			D									

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖	↗	↕	↖	
Traffic Volume (vph)	43	0	277	0	329	1639	1599	112	
Future Volume (vph)	43	0	277	0	329	1639	1599	112	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		14.6	14.6	14.6	13.2	68.8	51.0	51.0	
Actuated g/C Ratio		0.15	0.15	0.15	0.14	0.73	0.54	0.54	
v/c Ratio		0.21	0.70	0.00	0.72	0.66	0.87	0.13	
Control Delay		36.7	20.9	0.0	48.7	9.6	27.1	4.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		36.7	20.9	0.0	48.7	9.6	27.1	4.9	
LOS		D	C	A	D	A	C	A	
Approach Delay		23.1				16.1	25.6		
Approach LOS		C				B	C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 94.6	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	





















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	0	277	0	0	1	329	1639	1	0	1599	112
Future Volume (veh/h)	43	0	277	0	0	1	329	1639	1	0	1599	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	0	179	0	0	1	350	1744	1	0	1701	93
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	0	232	0	0	233	438	2677	2	2	1962	874
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.14	0.12	0.72	0.72	0.00	0.54	0.54
Sat Flow, veh/h	1433	0	1604	0	0	1610	3510	3702	2	1810	3610	1609
Grp Volume(v), veh/h	46	0	179	0	0	1	350	850	895	0	1701	93
Grp Sat Flow(s),veh/h/ln	1433	0	1604	0	0	1610	1755	1805	1900	1810	1805	1609
Q Serve(g_s), s	2.4	0.0	9.0	0.0	0.0	0.0	8.2	20.7	20.7	0.0	34.2	2.4
Cycle Q Clear(g_c), s	2.4	0.0	9.0	0.0	0.0	0.0	8.2	20.7	20.7	0.0	34.2	2.4
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	0	232	0	0	233	438	1305	1374	2	1962	874
V/C Ratio(X)	0.16	0.00	0.77	0.00	0.00	0.00	0.80	0.65	0.65	0.00	0.87	0.11
Avail Cap(c_a), veh/h	725	0	713	0	0	716	685	1328	1398	108	2168	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	34.6	0.0	0.0	30.8	35.8	6.1	6.1	0.0	16.6	9.3
Incr Delay (d2), s/veh	0.2	0.0	5.3	0.0	0.0	0.0	1.6	1.1	1.1	0.0	3.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.7	0.0	0.0	0.0	3.3	4.3	4.6	0.0	11.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	40.0	0.0	0.0	30.8	37.4	7.2	7.2	0.0	20.3	9.4
LnGrp LOS	C	A	D	A	A	C	D	A	A	A	C	A
Approach Vol, veh/h		225			1			2095			1794	
Approach Delay, s/veh		38.3			30.8			12.2			19.7	
Approach LOS		D			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	67.3		16.8	15.1	52.2		16.8				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+I1), s	0.0	22.7		11.0	10.2	36.2		2.0				
Green Ext Time (p_c), s	0.0	15.8		0.8	0.4	9.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)
04/27/2021

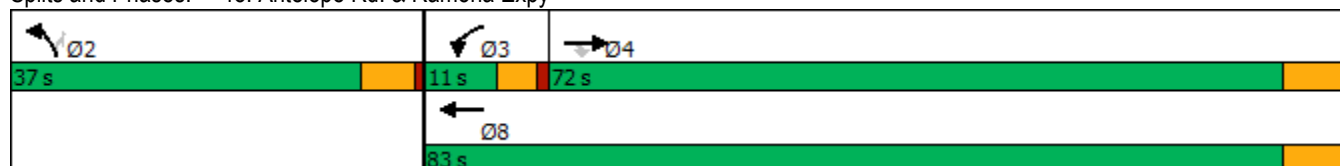


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1541	334	73	1155	815	63
Future Volume (vph)	1541	334	73	1155	815	63
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	72.0	72.0	11.0	83.0	37.0	37.0
Total Split (%)	60.0%	60.0%	9.2%	69.2%	30.8%	30.8%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	65.5	65.5	6.4	76.5	31.2	31.2
Actuated g/C Ratio	0.55	0.55	0.05	0.64	0.26	0.26
v/c Ratio	0.85	0.36	0.82	0.55	0.97	0.15
Control Delay	28.4	5.1	109.3	13.2	68.4	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.4	5.1	109.3	13.2	68.4	9.4
LOS	C	A	F	B	E	A
Approach Delay	24.3			18.9	64.2	
Approach LOS	C			B	E	

Intersection Summary

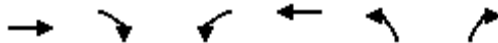
Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 31.4
 Intersection LOS: C
 Intersection Capacity Utilization 84.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)
04/27/2021

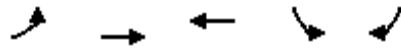


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (veh/h)	1541	334	73	1155	815	63
Future Volume (veh/h)	1541	334	73	1155	815	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1675	363	79	1255	886	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1970	879	97	2301	913	419
Arrive On Green	0.55	0.55	0.05	0.64	0.26	0.26
Sat Flow, veh/h	3705	1610	1810	3705	3510	1610
Grp Volume(v), veh/h	1675	363	79	1255	886	68
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1755	1610
Q Serve(g_s), s	47.2	15.9	5.2	23.2	30.0	3.9
Cycle Q Clear(g_c), s	47.2	15.9	5.2	23.2	30.0	3.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1970	879	97	2301	913	419
V/C Ratio(X)	0.85	0.41	0.82	0.55	0.97	0.16
Avail Cap(c_a), veh/h	1970	879	97	2301	913	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	16.0	56.2	12.1	43.9	34.3
Incr Delay (d2), s/veh	4.8	1.4	38.2	0.9	22.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.7	5.6	3.3	8.1	15.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.9	17.4	94.4	13.0	66.8	34.5
LnGrp LOS	C	B	F	B	E	C
Approach Vol, veh/h	2038			1334	954	
Approach Delay, s/veh	26.0			17.8	64.5	
Approach LOS	C			B	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		37.0	11.0	72.0		83.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		31.2	6.4	65.5		76.5
Max Q Clear Time (g_c+I1), s		32.0	7.2	49.2		25.2
Green Ext Time (p_c), s		0.0	0.0	11.0		10.5
Intersection Summary						
HCM 6th Ctrl Delay			32.0			
HCM 6th LOS			C			

Timings

51: Nuevo Rd. & Antelope Rd.

05/20/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↔	↘	↙
Traffic Volume (vph)	171	337	328	161	375
Future Volume (vph)	171	337	328	161	375
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	28.0	78.0	50.0	42.0	42.0
Total Split (%)	23.3%	65.0%	41.7%	35.0%	35.0%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	14.2	71.6	52.7	15.0	15.0
Actuated g/C Ratio	0.14	0.72	0.53	0.15	0.15
v/c Ratio	0.72	0.27	0.44	0.64	0.69
Control Delay	56.0	5.7	17.2	50.3	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	5.7	17.2	50.3	10.5
LOS	E	A	B	D	B
Approach Delay		22.7	17.2	22.4	
Approach LOS		C	B	C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 98.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 21.1	Intersection LOS: C
Intersection Capacity Utilization 55.2%	ICU Level of Service B
Analysis Period (min) 15	

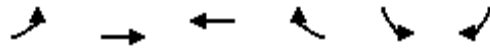
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↕	↗	↖		↘	↙	
Traffic Volume (veh/h)	171	337	328	73	161	375	
Future Volume (veh/h)	171	337	328	73	161	375	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	186	366	357	79	175	408	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	216	1178	694	154	495	440	
Arrive On Green	0.12	0.62	0.46	0.46	0.27	0.27	
Sat Flow, veh/h	1810	1900	1507	333	1810	1610	
Grp Volume(v), veh/h	186	366	0	436	175	408	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1840	1810	1610	
Q Serve(g_s), s	11.6	10.5	0.0	19.3	9.0	28.4	
Cycle Q Clear(g_c), s	11.6	10.5	0.0	19.3	9.0	28.4	
Prop In Lane	1.00			0.18	1.00	1.00	
Lane Grp Cap(c), veh/h	216	1178	0	848	495	440	
V/C Ratio(X)	0.86	0.31	0.00	0.51	0.35	0.93	
Avail Cap(c_a), veh/h	367	1178	0	848	568	505	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	49.8	10.3	0.0	22.0	33.7	40.8	
Incr Delay (d2), s/veh	4.5	0.7	0.0	2.2	0.4	21.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.3	4.0	0.0	8.2	3.9	2.7	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	54.3	11.0	0.0	24.2	34.1	62.6	
LnGrp LOS	D	B	A	C	C	E	
Approach Vol, veh/h		552	436		583		
Approach Delay, s/veh		25.6	24.2		54.0		
Approach LOS		C	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				78.0	37.3	18.4	59.6
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				71.5	36.2	23.4	43.5
Max Q Clear Time (g_c+I1), s				12.5	30.4	13.6	21.3
Green Ext Time (p_c), s				2.1	1.1	0.2	2.4
Intersection Summary							
HCM 6th Ctrl Delay			35.8				
HCM 6th LOS			D				

Timings
52: Street A & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

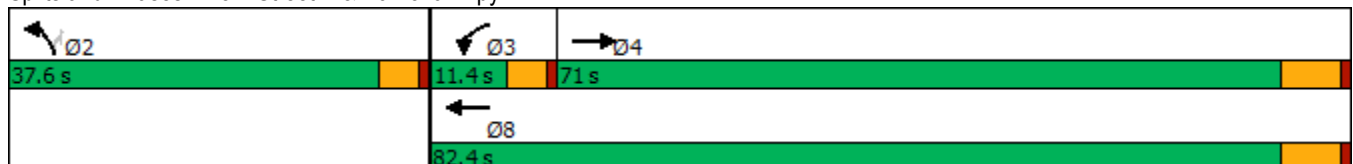


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑	↑
Traffic Volume (vph)	1465	55	903	325	92
Future Volume (vph)	1465	55	903	325	92
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	9.6	16.5	14.6	14.6
Total Split (s)	71.0	11.4	82.4	37.6	37.6
Total Split (%)	59.2%	9.5%	68.7%	31.3%	31.3%
Yellow Time (s)	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	67.1	6.4	76.1	26.4	26.4
Actuated g/C Ratio	0.59	0.06	0.67	0.23	0.23
v/c Ratio	0.83	0.59	0.77	0.84	0.22
Control Delay	24.7	77.1	19.3	60.1	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	77.1	19.3	60.1	7.7
LOS	C	E	B	E	A
Approach Delay	24.7		22.7	48.5	
Approach LOS	C		C	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 27.4
 Intersection LOS: C
 Intersection Capacity Utilization 74.8%
 ICU Level of Service D
 Analysis Period (min) 15

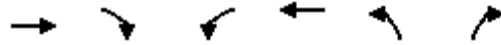
Splits and Phases: 52: Street A & Ramona Expy



HCM 6th Signalized Intersection Summary
52: Street A & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵	↵
Traffic Volume (veh/h)	1465	139	55	903	325	92
Future Volume (veh/h)	1465	139	55	903	325	92
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1592	118	60	982	353	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2041	150	78	1298	393	349
Arrive On Green	0.60	0.60	0.04	0.68	0.22	0.22
Sat Flow, veh/h	3504	251	1810	1900	1810	1610
Grp Volume(v), veh/h	837	873	60	982	353	73
Grp Sat Flow(s),veh/h/ln	1805	1855	1810	1900	1810	1610
Q Serve(g_s), s	38.6	39.6	3.6	37.7	21.1	4.1
Cycle Q Clear(g_c), s	38.6	39.6	3.6	37.7	21.1	4.1
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1081	1111	78	1298	393	349
V/C Ratio(X)	0.77	0.79	0.77	0.76	0.90	0.21
Avail Cap(c_a), veh/h	1081	1111	111	1298	537	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	16.9	52.6	11.5	42.3	35.7
Incr Delay (d2), s/veh	5.4	5.6	11.2	4.2	14.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	15.5	1.8	13.3	11.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	22.5	63.8	15.7	56.6	36.0
LnGrp LOS	C	C	E	B	E	D
Approach Vol, veh/h	1710			1042	426	
Approach Delay, s/veh	22.3			18.5	53.1	
Approach LOS	C			B	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		28.7	9.4	73.0		82.4
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		33.0	6.8	64.5		75.9
Max Q Clear Time (g_c+I1), s		23.1	5.6	41.6		39.7
Green Ext Time (p_c), s		1.0	0.0	12.1		8.0
Intersection Summary						
HCM 6th Ctrl Delay			25.2			
HCM 6th LOS			C			

Intersection	
Intersection Delay, s/veh	55.2
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	214	299	249	146	317
Future Vol, veh/h	270	214	299	249	146	317
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	278	221	308	257	151	327
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	40.9	82.3	38.2
HCM LOS	E	F	E

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	32%	0%	55%
Vol Thru, %	0%	56%	45%
Vol Right, %	68%	44%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	463	484	548
LT Vol	146	0	299
Through Vol	0	270	249
RT Vol	317	214	0
Lane Flow Rate	477	499	565
Geometry Grp	1	1	1
Degree of Util (X)	0.861	0.883	1.062
Departure Headway (Hd)	6.699	6.599	6.77
Convergence, Y/N	Yes	Yes	Yes
Cap	544	554	542
Service Time	4.699	4.599	4.77
HCM Lane V/C Ratio	0.877	0.901	1.042
HCM Control Delay	38.2	40.9	82.3
HCM Lane LOS	E	E	F
HCM 95th-tile Q	9.3	10	16.8

Intersection	
Intersection Delay, s/veh	21.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	↔
Traffic Vol, veh/h	299	22	142	9	15	7	100	287	16	17	351	160
Future Vol, veh/h	299	22	142	9	15	7	100	287	16	17	351	160
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	311	23	148	9	16	7	104	299	17	18	366	167
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	23.5	12.4	16.6	24.2
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	41%	0%	93%	0%	29%	5%	0%
Vol Thru, %	59%	90%	7%	0%	48%	95%	0%
Vol Right, %	0%	10%	0%	100%	23%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	244	160	321	142	31	368	160
LT Vol	100	0	299	0	9	17	0
Through Vol	144	144	22	0	15	351	0
RT Vol	0	16	0	142	7	0	160
Lane Flow Rate	254	166	334	148	32	383	167
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.531	0.335	0.726	0.272	0.077	0.763	0.297
Departure Headway (Hd)	7.535	7.252	7.815	6.623	8.595	7.165	6.423
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	479	497	465	543	416	506	560
Service Time	5.278	4.994	5.552	4.36	6.659	4.904	4.162
HCM Lane V/C Ratio	0.53	0.334	0.718	0.273	0.077	0.757	0.298
HCM Control Delay	18.5	13.6	28.7	11.8	12.4	29.5	11.9
HCM Lane LOS	C	B	D	B	B	D	B
HCM 95th-tile Q	3.1	1.5	5.8	1.1	0.2	6.7	1.2

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	13	1	1	1	22	386	2	1	473	19
Future Vol, veh/h	30	0	13	1	1	1	22	386	2	1	473	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	0	14	1	1	1	24	424	2	1	520	21

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1007	1007	531	1013	1016	425	541	0	0	426	0	0
Stage 1	533	533	-	473	473	-	-	-	-	-	-	-
Stage 2	474	474	-	540	543	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	221	243	552	219	240	634	1038	-	-	1144	-	-
Stage 1	534	528	-	576	562	-	-	-	-	-	-	-
Stage 2	575	561	-	530	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	215	235	552	208	233	634	1038	-	-	1144	-	-
Mov Cap-2 Maneuver	215	235	-	208	233	-	-	-	-	-	-	-
Stage 1	518	527	-	559	545	-	-	-	-	-	-	-
Stage 2	556	544	-	516	522	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.6	18	0.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1038	-	-	264	281	1144	-
HCM Lane V/C Ratio	0.023	-	-	0.179	0.012	0.001	-
HCM Control Delay (s)	8.6	0	-	21.6	18	8.2	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0	0	-

Intersection												
Int Delay, s/veh	10.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	49	137	21	7	43	100	20	286	10	89	359	41
Future Vol, veh/h	49	137	21	7	43	100	20	286	10	89	359	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	55	154	24	8	48	112	22	321	11	100	403	46

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1077	1002	426	1086	1020	327	449	0	0	332	0	0
Stage 1	626	626	-	371	371	-	-	-	-	-	-	-
Stage 2	451	376	-	715	649	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	198	244	633	196	239	719	1122	-	-	1239	-	-
Stage 1	475	480	-	653	623	-	-	-	-	-	-	-
Stage 2	592	620	-	425	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	137	220	633	108	215	719	1122	-	-	1239	-	-
Mov Cap-2 Maneuver	243	315	-	185	315	-	-	-	-	-	-	-
Stage 1	466	441	-	640	611	-	-	-	-	-	-	-
Stage 2	451	608	-	245	431	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	44.9		16.5		0.5		1.5	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1122	-	-	309	479	1239	-
HCM Lane V/C Ratio	0.02	-	-	0.753	0.352	0.081	-
HCM Control Delay (s)	8.3	-	-	44.9	16.5	8.2	-
HCM Lane LOS	A	-	-	E	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	5.7	1.6	0.3	-

Intersection												
Int Delay, s/veh	61.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	184	6	11	83	19	9	256	155	75	283	33
Future Vol, veh/h	31	184	6	11	83	19	9	256	155	75	283	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	227	7	14	102	23	11	316	191	93	349	41

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1052	1085	370	1107	1010	412	390	0	0	507	0	0
Stage 1	556	556	-	434	434	-	-	-	-	-	-	-
Stage 2	496	529	-	673	576	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	206	~ 218	680	189	242	644	1180	-	-	1068	-	-
Stage 1	519	516	-	604	585	-	-	-	-	-	-	-
Stage 2	559	530	-	448	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	112	~ 191	680	-	212	644	1180	-	-	1068	-	-
Mov Cap-2 Maneuver	112	~ 191	-	-	212	-	-	-	-	-	-	-
Stage 1	512	458	-	596	577	-	-	-	-	-	-	-
Stage 2	437	523	-	198	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	317.3		0.2	1.7
HCM LOS	F	-		

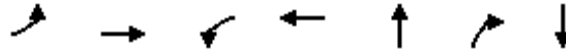
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1180	-	-	177	-	1068	-	-
HCM Lane V/C Ratio	0.009	-	-	1.541	-	0.087	-	-
HCM Control Delay (s)	8.1	0	-	\$ 317.3	-	8.7	0	-
HCM Lane LOS	A	A	-	F	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	17.7	-	0.3	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

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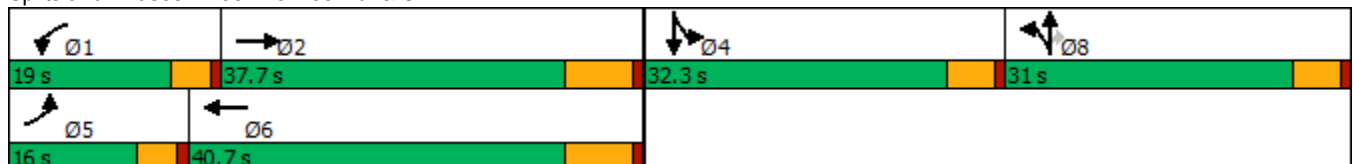


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	138	728	177	708	196	105	234
Future Volume (vph)	138	728	177	708	196	105	234
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	16.0	37.7	19.0	40.7	31.0	31.0	32.3
Total Split (%)	13.3%	31.4%	15.8%	33.9%	25.8%	25.8%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	11.1	31.0	13.8	33.8	25.3	25.3	24.8
Actuated g/C Ratio	0.09	0.26	0.12	0.29	0.22	0.22	0.21
v/c Ratio	0.86	0.96	0.88	0.80	0.94	0.25	0.89
Control Delay	94.1	63.1	89.3	45.4	78.8	6.6	68.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.1	63.1	89.3	45.4	78.8	6.6	68.8
LOS	F	E	F	D	E	A	E
Approach Delay		67.4		53.6	62.3		68.8
Approach LOS		E		D	E		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.1
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 61.9
 Intersection LOS: E
 Intersection Capacity Utilization 89.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	728	122	177	708	65	158	196	105	59	234	37
Future Volume (veh/h)	138	728	122	177	708	65	158	196	105	59	234	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	774	110	188	753	54	168	209	58	63	249	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	861	122	216	1005	72	181	225	351	70	276	21
Arrive On Green	0.10	0.27	0.27	0.12	0.29	0.29	0.22	0.22	0.22	0.20	0.20	0.20
Sat Flow, veh/h	1810	3173	451	1810	3416	245	828	1030	1610	355	1401	107
Grp Volume(v), veh/h	147	440	444	188	398	409	377	0	58	331	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1819	1810	1805	1856	1859	0	1610	1863	0	0
Q Serve(g_s), s	9.2	26.9	26.9	11.7	22.9	22.9	22.8	0.0	3.3	19.9	0.0	0.0
Cycle Q Clear(g_c), s	9.2	26.9	26.9	11.7	22.9	22.9	22.8	0.0	3.3	19.9	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.13	0.45		1.00	0.19		0.06
Lane Grp Cap(c), veh/h	175	490	493	216	531	546	406	0	351	367	0	0
V/C Ratio(X)	0.84	0.90	0.90	0.87	0.75	0.75	0.93	0.00	0.17	0.90	0.00	0.00
Avail Cap(c_a), veh/h	180	490	493	227	531	546	417	0	361	439	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.9	40.2	40.2	49.6	36.6	36.6	43.9	0.0	36.3	44.9	0.0	0.0
Incr Delay (d2), s/veh	26.5	22.0	22.0	26.2	9.3	9.1	26.9	0.0	0.2	19.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	14.4	14.5	6.7	10.9	11.2	12.9	0.0	1.3	10.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	62.3	62.2	75.8	45.9	45.7	70.8	0.0	36.5	64.0	0.0	0.0
LnGrp LOS	E	E	E	E	D	D	E	A	D	E	A	A
Approach Vol, veh/h		1031			995			435				331
Approach Delay, s/veh		64.4			51.5			66.2				64.0
Approach LOS		E			D			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.3	38.1		27.9	15.7	40.7		30.3				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	14.4	30.7		27.0	11.4	33.7		25.7				
Max Q Clear Time (g_c+I1), s	13.7	28.9		21.9	11.2	24.9		24.8				
Green Ext Time (p_c), s	0.0	0.9		0.7	0.0	2.9		0.2				

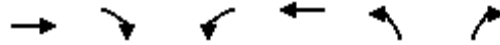
Intersection Summary

HCM 6th Ctrl Delay	60.0
HCM 6th LOS	E

Timings
59: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

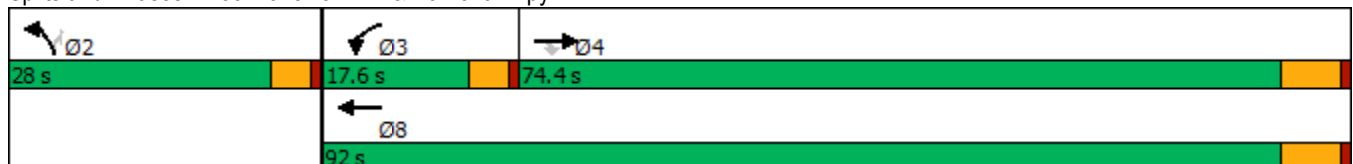


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	1357	201	208	861	97	208
Future Volume (vph)	1357	201	208	861	97	208
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	29.5	29.5	9.6	24.5	27.6	27.6
Total Split (s)	74.4	74.4	17.6	92.0	28.0	28.0
Total Split (%)	62.0%	62.0%	14.7%	76.7%	23.3%	23.3%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	67.9	67.9	13.0	85.5	12.3	12.3
Actuated g/C Ratio	0.62	0.62	0.12	0.79	0.11	0.11
v/c Ratio	1.21	0.21	1.02	0.61	0.50	0.60
Control Delay	123.3	6.6	114.6	7.2	54.2	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.3	6.6	114.6	7.2	54.2	14.9
LOS	F	A	F	A	D	B
Approach Delay	108.2			28.1		
Approach LOS	F			C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 108.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 70.6	Intersection LOS: E
Intersection Capacity Utilization 100.9%	ICU Level of Service G
Analysis Period (min) 15	



















Splits and Phases: 59: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
59: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1357	201	208	861	0	97	0	208	0	0	0
Future Volume (veh/h)	0	1357	201	208	861	0	97	0	208	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0	1900	0	1900			
Adj Flow Rate, veh/h	0	1428	168	219	906	0	102	0	160			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	1175	996	214	1479	0	218	0	194			
Arrive On Green	0.00	0.62	0.62	0.12	0.78	0.00	0.12	0.00	0.12			
Sat Flow, veh/h	0	1900	1610	1810	1900	0	1810	0	1610			
Grp Volume(v), veh/h	0	1428	168	219	906	0	102	0	160			
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0	1810	0	1610			
Q Serve(g_s), s	0.0	67.9	4.9	13.0	22.2	0.0	5.8	0.0	10.7			
Cycle Q Clear(g_c), s	0.0	67.9	4.9	13.0	22.2	0.0	5.8	0.0	10.7			
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1175	996	214	1479	0	218	0	194			
V/C Ratio(X)	0.00	1.22	0.17	1.02	0.61	0.00	0.47	0.00	0.83			
Avail Cap(c_a), veh/h	0	1175	996	214	1479	0	386	0	343			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	21.0	8.9	48.4	5.1	0.0	45.0	0.0	47.2			
Incr Delay (d2), s/veh	0.0	105.0	0.1	67.4	0.8	0.0	1.6	0.0	8.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	57.8	1.5	9.6	5.1	0.0	2.6	0.0	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	125.9	9.0	115.8	5.9	0.0	46.6	0.0	55.8			
LnGrp LOS	A	F	A	F	A	A	D	A	E			
Approach Vol, veh/h		1596			1125			262				
Approach Delay, s/veh		113.6			27.3			52.2				
Approach LOS		F			C			D				
Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		17.8	17.6	74.4				92.0				
Change Period (Y+Rc), s		4.6	4.6	6.5				6.5				
Max Green Setting (Gmax), s		23.4	13.0	67.9				85.5				
Max Q Clear Time (g_c+I1), s		12.7	15.0	69.9				24.2				
Green Ext Time (p_c), s		0.6	0.0	0.0				7.2				
Intersection Summary												
HCM 6th Ctrl Delay			75.7									
HCM 6th LOS			E									

Intersection	
Intersection Delay, s/veh	34.4
Intersection LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	376	232	181	21	16	375
Future Vol, veh/h	376	232	181	21	16	375
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	388	239	187	22	16	387
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	52.4	12.4	17.7
HCM LOS	F	B	C

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	0%	4%
Vol Thru, %	38%	90%	0%
Vol Right, %	0%	10%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	608	202	391
LT Vol	376	0	16
Through Vol	232	181	0
RT Vol	0	21	375
Lane Flow Rate	627	208	403
Geometry Grp	1	1	1
Degree of Util (X)	0.972	0.35	0.626
Departure Headway (Hd)	5.581	6.048	5.588
Convergence, Y/N	Yes	Yes	Yes
Cap	646	589	641
Service Time	3.645	4.14	3.67
HCM Lane V/C Ratio	0.971	0.353	0.629
HCM Control Delay	52.4	12.4	17.7
HCM Lane LOS	F	B	C
HCM 95th-tile Q	14.2	1.6	4.4

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	27	0	156	11	0
Future Vol, veh/h	213	27	0	156	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	237	30	0	173	12	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	267	0	425 252
Stage 1	-	-	-	-	252 -
Stage 2	-	-	-	-	173 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1308	-	590 792
Stage 1	-	-	-	-	795 -
Stage 2	-	-	-	-	862 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1308	-	590 792
Mov Cap-2 Maneuver	-	-	-	-	590 -
Stage 1	-	-	-	-	795 -
Stage 2	-	-	-	-	862 -

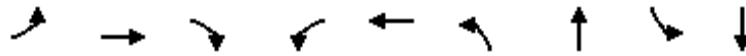
Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	590	-	-	1308	-
HCM Lane V/C Ratio	0.021	-	-	-	-
HCM Control Delay (s)	11.2	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Timings
62: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

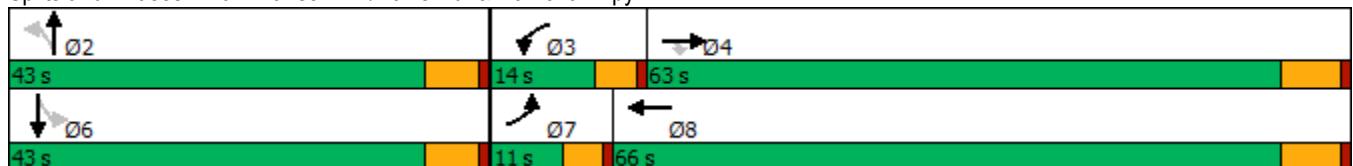


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗		↕		↕
Traffic Volume (vph)	2	1277	95	105	1002	63	5	2	2
Future Volume (vph)	2	1277	95	105	1002	63	5	2	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	11.0	63.0	63.0	14.0	66.0	43.0	43.0	43.0	43.0
Total Split (%)	9.2%	52.5%	52.5%	11.7%	55.0%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.2	35.8	35.8	8.9	48.0		13.3		13.3
Actuated g/C Ratio	0.07	0.47	0.47	0.12	0.64		0.18		0.18
v/c Ratio	0.02	0.77	0.12	0.51	0.45		0.51		0.03
Control Delay	42.0	19.9	5.3	45.5	8.6		27.0		22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	42.0	19.9	5.3	45.5	8.6		27.0		22.7
LOS	D	B	A	D	A		C		C
Approach Delay		18.9			12.1		27.0		22.7
Approach LOS		B			B		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 75.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 16.5
 Intersection LOS: B
 Intersection Capacity Utilization 71.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 62: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
62: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑			↕			↕	
Traffic Volume (veh/h)	2	1277	95	105	1002	2	63	5	87	2	2	5
Future Volume (veh/h)	2	1277	95	105	1002	2	63	5	87	2	2	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	1316	89	108	1033	2	65	5	51	2	2	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	1810	807	140	2128	4	188	33	95	103	91	121
Arrive On Green	0.00	0.50	0.50	0.08	0.58	0.58	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3696	7	669	229	655	205	630	835
Grp Volume(v), veh/h	2	1316	89	108	504	531	121	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1899	1553	0	0	1670	0	0
Q Serve(g_s), s	0.1	17.5	1.8	3.6	10.1	10.1	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	17.5	1.8	3.6	10.1	10.1	4.3	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.54		0.42	0.25		0.50
Lane Grp Cap(c), veh/h	5	1810	807	140	1039	1093	316	0	0	316	0	0
V/C Ratio(X)	0.40	0.73	0.11	0.77	0.49	0.49	0.38	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	189	3334	1487	278	1756	1847	1015	0	0	1057	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.5	12.0	8.1	27.7	7.6	7.6	24.1	0.0	0.0	22.5	0.0	0.0
Incr Delay (d2), s/veh	18.6	0.6	0.1	3.4	0.4	0.3	0.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.8	0.4	1.5	2.3	2.4	1.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	12.5	8.1	31.1	8.0	8.0	24.9	0.0	0.0	22.5	0.0	0.0
LnGrp LOS	D	B	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1407			1143			121				8
Approach Delay, s/veh		12.3			10.2			24.9				22.5
Approach LOS		B			B			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		14.7	9.3	37.2		14.7	4.8	41.7				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		37.2	9.4	56.5		37.2	6.4	59.5				
Max Q Clear Time (g_c+I1), s		6.3	5.6	19.5		2.2	2.1	12.1				
Green Ext Time (p_c), s		0.6	0.0	11.2		0.0	0.0	6.6				
Intersection Summary												
HCM 6th Ctrl Delay				12.0								
HCM 6th LOS				B								

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	21	6	67	27	74	4	115	100	98	96	16
Future Vol, veh/h	11	21	6	67	27	74	4	115	100	98	96	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	22	6	71	29	79	4	122	106	104	102	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	9.4	9.3	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	29%	40%	47%
Vol Thru, %	53%	55%	16%	46%
Vol Right, %	46%	16%	44%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	38	168	210
LT Vol	4	11	67	98
Through Vol	115	21	27	96
RT Vol	100	6	74	16
Lane Flow Rate	233	40	179	223
Geometry Grp	1	1	1	1
Degree of Util (X)	0.287	0.058	0.238	0.295
Departure Headway (Hd)	4.434	5.147	4.803	4.746
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	806	690	743	753
Service Time	2.486	3.223	2.864	2.798
HCM Lane V/C Ratio	0.289	0.058	0.241	0.296
HCM Control Delay	9.3	8.5	9.4	9.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.2	0.9	1.2

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	1353	1095	48	79	74
Future Vol, veh/h	21	1353	1095	48	79	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	1395	1129	49	81	76

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1178	0	0 2593 1154
Stage 1	-	-	- 1154 -
Stage 2	-	-	- 1439 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	600	-	- ~ 28 242
Stage 1	-	-	- 303 -
Stage 2	-	-	- 221 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	600	-	- ~ 27 242
Mov Cap-2 Maneuver	-	-	- 127 -
Stage 1	-	-	- 292 -
Stage 2	-	-	- 221 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	114.3
HCM LOS			F

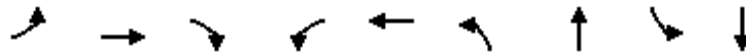
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	600	-	-	-	165
HCM Lane V/C Ratio	0.036	-	-	-	0.956
HCM Control Delay (s)	11.2	-	-	-	114.3
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	7.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
65: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

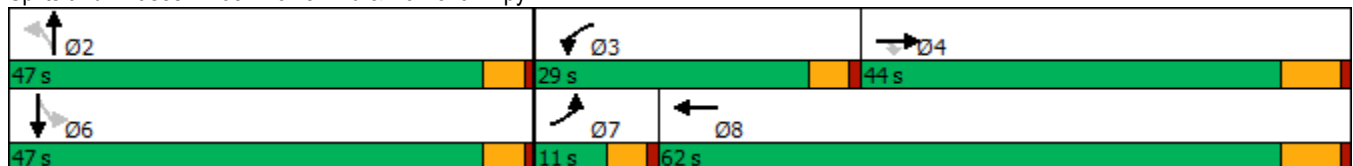


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗		↕
Traffic Volume (vph)	1	1126	306	374	891	248	1	1	1
Future Volume (vph)	1	1126	306	374	891	248	1	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	11.0	44.0	44.0	29.0	62.0	47.0	47.0	47.0	47.0
Total Split (%)	9.2%	36.7%	36.7%	24.2%	51.7%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	37.6	37.6	24.5	65.0	22.4	22.4		22.4
Actuated g/C Ratio	0.05	0.37	0.37	0.24	0.65	0.22	0.22		0.22
v/c Ratio	0.01	0.87	0.41	0.90	0.40	0.82	0.49		0.02
Control Delay	49.0	38.8	5.9	62.3	10.6	57.1	6.8		20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	49.0	38.8	5.9	62.3	10.6	57.1	6.8		20.7
LOS	D	D	A	E	B	E	A		C
Approach Delay		31.8			25.9		31.0		20.7
Approach LOS		C			C		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 29.3
 Intersection LOS: C
 Intersection Capacity Utilization 85.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 65: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
65: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑	↗	↵	↑↑		↵	↗			↕	
Traffic Volume (veh/h)	1	1126	306	374	891	0	248	1	266	1	1	4
Future Volume (veh/h)	1	1126	306	374	891	0	248	1	266	1	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	1185	224	394	938	0	261	1	164	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	1328	592	425	2172	0	370	2	375	104	109	166
Arrive On Green	0.00	0.37	0.37	0.24	0.60	0.00	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3610	1610	1810	3705	0	1436	10	1602	243	467	710
Grp Volume(v), veh/h	1	1185	224	394	938	0	261	0	165	4	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	0	1436	0	1612	1420	0	0
Q Serve(g_s), s	0.1	29.7	9.8	20.5	13.5	0.0	11.3	0.0	8.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	29.7	9.8	20.5	13.5	0.0	19.7	0.0	8.4	8.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.25		0.50
Lane Grp Cap(c), veh/h	2	1328	592	425	2172	0	370	0	377	379	0	0
V/C Ratio(X)	0.40	0.89	0.38	0.93	0.43	0.00	0.71	0.00	0.44	0.01	0.00	0.00
Avail Cap(c_a), veh/h	120	1408	628	459	2172	0	667	0	711	700	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.0	28.6	22.3	36.0	10.3	0.0	36.7	0.0	31.4	28.3	0.0	0.0
Incr Delay (d2), s/veh	34.8	7.3	0.4	23.1	0.1	0.0	0.9	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.7	3.4	11.0	4.2	0.0	5.6	0.0	3.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.8	36.0	22.7	59.1	10.4	0.0	37.6	0.0	31.7	28.3	0.0	0.0
LnGrp LOS	F	D	C	E	B	A	D	A	C	C	A	A
Approach Vol, veh/h		1410			1332			426				4
Approach Delay, s/veh		33.9			24.8			35.3				28.3
Approach LOS		C			C			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.1	27.2	41.9		27.1	4.7	64.4				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		42.4	24.4	37.5		42.4	6.4	55.5				
Max Q Clear Time (g_c+I1), s		21.7	22.5	31.7		10.4	2.1	15.5				
Green Ext Time (p_c), s		0.8	0.1	3.7		0.0	0.0	6.6				
Intersection Summary												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			C									

Timings
66: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

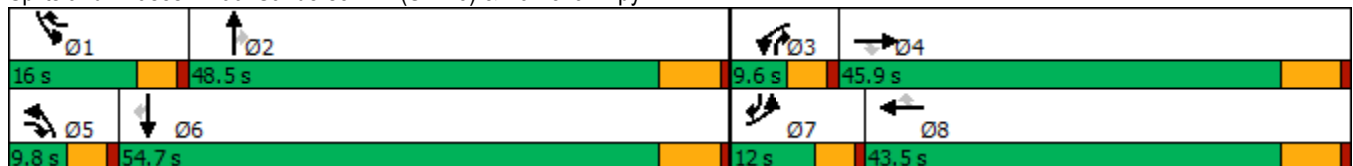
05/20/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	513	685	195	44	447	677	149	772	37	898	1424	668
Future Volume (vph)	513	685	195	44	447	677	149	772	37	898	1424	668
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	12.0	45.9	9.8	9.6	43.5	16.0	9.8	48.5	9.6	16.0	54.7	12.0
Total Split (%)	10.0%	38.3%	8.2%	8.0%	36.3%	13.3%	8.2%	40.4%	8.0%	13.3%	45.6%	10.0%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	28.5	40.3	5.0	23.9	41.9	5.2	41.4	53.0	11.5	47.7	57.1
Actuated g/C Ratio	0.07	0.27	0.38	0.05	0.22	0.39	0.05	0.39	0.50	0.11	0.45	0.54
v/c Ratio	2.12	0.72	0.29	0.27	0.56	1.01	0.88	0.56	0.04	2.41	0.89	0.73
Control Delay	544.7	40.4	11.2	56.4	39.0	65.5	95.8	28.3	0.1	664.5	36.4	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	544.7	40.4	11.2	56.4	39.0	65.5	95.8	28.3	0.1	664.5	36.4	19.4
LOS	F	D	B	E	D	E	F	C	A	F	D	B
Approach Delay		222.0			55.0			37.8			221.2	
Approach LOS		F			E			D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.41
 Intersection Signal Delay: 164.6
 Intersection LOS: F
 Intersection Capacity Utilization 92.4%
 ICU Level of Service F
 Analysis Period (min) 15

































Splits and Phases: 66: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/20/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (veh/h)	513	685	195	44	447	677	149	772	37	898	1424	668
Future Volume (veh/h)	513	685	195	44	447	677	149	772	37	898	1424	668
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	518	692	157	44	452	611	151	780	30	907	1438	557
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	1220	614	113	1113	649	152	1264	615	333	1450	738
Arrive On Green	0.06	0.34	0.34	0.03	0.31	0.31	0.04	0.35	0.35	0.09	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1590
Grp Volume(v), veh/h	518	692	157	44	452	611	151	780	30	907	1438	557
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1590
Q Serve(g_s), s	7.4	18.8	8.0	1.5	11.9	37.0	5.2	21.5	1.4	11.4	47.5	34.7
Cycle Q Clear(g_c), s	7.4	18.8	8.0	1.5	11.9	37.0	5.2	21.5	1.4	11.4	47.5	34.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1220	614	113	1113	649	152	1264	615	333	1450	738
V/C Ratio(X)	2.39	0.57	0.26	0.39	0.41	0.94	0.99	0.62	0.05	2.72	0.99	0.75
Avail Cap(c_a), veh/h	216	1220	614	146	1113	649	152	1264	615	333	1450	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	32.5	25.5	56.9	32.8	34.4	57.4	32.3	23.3	54.3	35.7	26.6
Incr Delay (d2), s/veh	640.7	0.6	0.2	0.8	0.2	21.9	70.6	0.9	0.0	782.3	21.6	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.4	7.8	2.9	0.6	5.0	19.6	3.7	8.9	0.5	41.1	23.4	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	697.0	33.2	25.7	57.8	33.1	56.3	127.9	33.3	23.4	836.6	57.3	31.0
LnGrp LOS	F	C	C	E	C	E	F	C	C	F	E	C
Approach Vol, veh/h		1367			1107			961			2902	
Approach Delay, s/veh		283.9			46.9			47.8			295.8	
Approach LOS		F			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	48.5	8.4	47.1	9.8	54.7	12.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	11.4	42.0	5.0	39.4	5.2	48.2	7.4	37.0				
Max Q Clear Time (g_c+I1), s	13.4	23.5	3.5	20.8	7.2	49.5	9.4	39.0				
Green Ext Time (p_c), s	0.0	4.5	0.0	4.3	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				212.1								
HCM 6th LOS				F								

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↕	↙	↕	↘	↕	↙	↕
Traffic Volume (vph)	22	96	198	37	105	180	24	289
Future Volume (vph)	22	96	198	37	105	180	24	289
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	9.6	32.8	9.6	32.8	9.6	33.0	9.6	33.0
Total Split (%)	11.3%	38.6%	11.3%	38.6%	11.3%	38.8%	11.3%	38.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.0	12.9	5.0	15.0	5.0	33.5	5.0	27.4
Actuated g/C Ratio	0.07	0.18	0.07	0.21	0.07	0.47	0.07	0.38
v/c Ratio	0.21	0.31	1.92	0.09	1.02	0.20	0.24	0.29
Control Delay	37.9	14.8	467.8	16.8	125.7	9.6	38.5	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	14.8	467.8	16.8	125.7	9.6	38.5	16.4
LOS	D	B	F	B	F	A	D	B
Approach Delay		17.4		372.9		42.0		17.9
Approach LOS		B		F		D		B

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 71.4

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.92

Intersection Signal Delay: 101.9

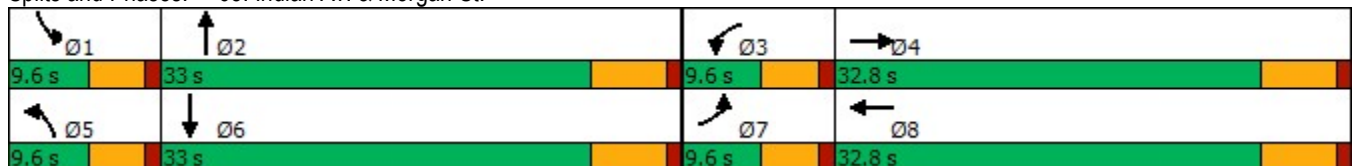
Intersection LOS: F

Intersection Capacity Utilization 51.4%

ICU Level of Service A

Analysis Period (min) 15

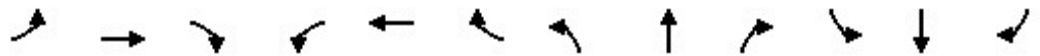
Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	22	96	76	198	37	15	105	180	92	24	289	29
Future Volume (veh/h)	22	96	76	198	37	15	105	180	92	24	289	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	119	51	244	46	14	130	222	107	30	357	30
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	355	145	134	514	150	134	1063	495	58	1357	113
Arrive On Green	0.03	0.14	0.14	0.07	0.19	0.19	0.07	0.44	0.44	0.03	0.40	0.40
Sat Flow, veh/h	1810	2501	1021	1810	2758	803	1810	2392	1113	1810	3372	282
Grp Volume(v), veh/h	27	84	86	244	29	31	130	166	163	30	190	197
Grp Sat Flow(s),veh/h/ln	1810	1805	1716	1810	1805	1756	1810	1805	1700	1810	1805	1849
Q Serve(g_s), s	1.0	2.8	3.1	5.0	0.9	1.0	4.8	3.8	4.0	1.1	4.8	4.8
Cycle Q Clear(g_c), s	1.0	2.8	3.1	5.0	0.9	1.0	4.8	3.8	4.0	1.1	4.8	4.8
Prop In Lane	1.00		0.59	1.00		0.46	1.00		0.65	1.00		0.15
Lane Grp Cap(c), veh/h	53	256	243	134	337	327	134	802	756	58	726	744
V/C Ratio(X)	0.51	0.33	0.35	1.82	0.09	0.09	0.97	0.21	0.22	0.52	0.26	0.26
Avail Cap(c_a), veh/h	134	721	686	134	721	701	134	802	756	134	726	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	26.1	26.2	31.3	22.7	22.8	31.2	11.5	11.5	32.2	13.5	13.5
Incr Delay (d2), s/veh	2.8	0.7	0.9	398.0	0.1	0.1	68.4	0.1	0.1	2.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	1.2	16.8	0.4	0.4	4.5	1.3	1.3	0.5	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	26.8	27.1	429.3	22.8	22.9	99.6	11.6	11.7	34.9	14.4	14.4
LnGrp LOS	D	C	C	F	C	C	F	B	B	C	B	B
Approach Vol, veh/h		197			304			459			417	
Approach Delay, s/veh		28.1			349.0			36.6			15.8	
Approach LOS		C			F			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	35.8	9.6	15.4	9.6	33.0	6.6	18.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	3.1	6.0	7.0	5.1	6.8	6.8	3.0	3.0				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.8	0.0	1.8	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	98.1
HCM 6th LOS	F

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

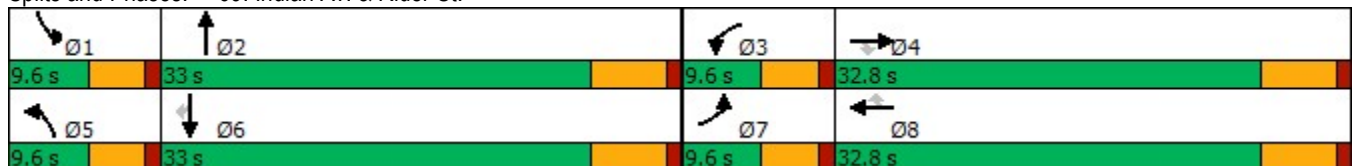
02/11/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	29	166	23	44	28	108	6	154	71	436	5	
Future Volume (vph)	29	166	23	44	28	108	6	154	71	436	5	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases			4			8					6	
Detector Phase	7	4	4	3	8	8	5	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8	
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0	
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	
Act Effct Green (s)	5.5	13.1	13.1	5.5	15.1	15.1	5.5	13.4	5.5	19.8	19.8	
Actuated g/C Ratio	0.11	0.25	0.25	0.11	0.29	0.29	0.11	0.26	0.11	0.38	0.38	
v/c Ratio	0.18	0.22	0.05	0.27	0.03	0.22	0.04	0.24	0.45	0.38	0.01	
Control Delay	31.3	18.4	0.2	32.8	16.9	4.0	30.3	16.2	38.5	14.7	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.3	18.4	0.2	32.8	16.9	4.0	30.3	16.2	38.5	14.7	0.0	
LOS	C	B	A	C	B	A	C	B	D	B	A	
Approach Delay		18.3			13.0			16.6		17.9		
Approach LOS		B			B			B		B		

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 52
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 16.9
 Intersection LOS: B
 Intersection Capacity Utilization 46.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	166	23	44	28	108	6	154	31	71	436	5
Future Volume (veh/h)	29	166	23	44	28	108	6	154	31	71	436	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	198	22	52	33	78	7	183	20	85	519	4
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	739	329	96	788	351	17	715	77	130	1013	452
Arrive On Green	0.04	0.20	0.20	0.05	0.22	0.22	0.01	0.22	0.22	0.07	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3286	355	1810	3610	1610
Grp Volume(v), veh/h	35	198	22	52	33	78	7	100	103	85	519	4
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1836	1810	1805	1610
Q Serve(g_s), s	0.9	2.1	0.5	1.3	0.3	1.8	0.2	2.1	2.1	2.1	5.5	0.1
Cycle Q Clear(g_c), s	0.9	2.1	0.5	1.3	0.3	1.8	0.2	2.1	2.1	2.1	5.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	71	739	329	96	788	351	17	393	400	130	1013	452
V/C Ratio(X)	0.49	0.27	0.07	0.54	0.04	0.22	0.42	0.25	0.26	0.65	0.51	0.01
Avail Cap(c_a), veh/h	197	2122	947	197	2122	947	197	1069	1087	197	2138	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	15.4	14.7	21.2	14.2	14.8	22.6	14.9	14.9	20.7	13.9	11.9
Incr Delay (d2), s/veh	2.0	0.2	0.1	1.8	0.0	0.3	6.0	0.3	0.3	2.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.2	0.5	0.1	0.6	0.1	0.7	0.7	0.8	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	15.6	14.8	23.0	14.2	15.1	28.6	15.2	15.2	22.8	14.3	11.9
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		255			163			210			608	
Approach Delay, s/veh		16.6			17.4			15.7			15.5	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	15.8	7.0	15.2	5.0	18.7	6.4	15.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	4.1	4.1	3.3	4.1	2.2	7.5	2.9	3.8				
Green Ext Time (p_c), s	0.0	0.9	0.0	1.1	0.0	3.0	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

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APPENDIX 5.2:

EAP (2030) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAP (2030)</u>
Jurisdiction: <u>County of Riverside</u>				<u>CM</u>		DATE <u>05/20/20</u>
Major Street: <u>Placentia Av.</u>				<u>CH</u>		DATE <u>05/20/20</u>
Minor Street: <u>I-215 SB Ramps</u>					Critical Approach Speed (Major) <u>45</u> mph	
					Critical Approach Speed (Minor) <u>25</u> mph	
Major Street Approach Lanes =		<u>2</u>	lane		Minor Street Approach Lanes =	<u>1</u> lane
Major Street Future ADT =		<u>1,103</u>	vpd		Minor Street Future ADT =	<u>911</u> vpd
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);					<input checked="" type="checkbox"/>	
					or	<input type="checkbox"/>
In built up area of isolated community of < 10,000 population						RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>1</u>	<u>1</u>	8,000	5,600	2,400	1,680
<u>2 + 1,103</u>	<u>1 911</u>	9,600	6,720	2,400	1,680
<u>2 +</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>1</u>	<u>1</u>	12,000	8,400	1,200	850
<u>2 + 1,103</u>	<u>1 911</u>	14,400	10,080	1,200	850 *
<u>2 +</u>	<u>2 +</u>	14,400	10,080	1,600	1,120
<u>1</u>	<u>2 +</u>	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
<u>Satisfied</u>	<u>Not Satisfied</u>				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	A	B			
	16%	11%			
			2 CONDITIONS 80%	2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

	<u> </u> DIST	<u> </u> CO	<u> </u> RTE	<u> </u> PM		TRAFFIC CONDITIONS	EAP (2030)	
Jurisdiction:	<u>County of Riverside</u>				CALC	<u>CM</u>	DATE <u>05/20/20</u>	
Major Street:	<u>Placentia Av.</u>				CHK	<u>CH</u>	DATE <u>05/20/20</u>	
Minor Street:	<u>I-215 NB Ramps</u>					Critical Approach Speed (Major)	<u>45</u> mph	
						Critical Approach Speed (Minor)	<u>25</u> mph	
Major Street Approach Lanes =	<u> 2 </u> lane				Minor Street Approach Lanes =	<u> 1 </u> lane		
Major Street Future ADT =	<u> 2,925 </u> vpd				Minor Street Future ADT =	<u> 911 </u> vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input checked="" type="checkbox"/>						or	RURAL (R)
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>							

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>		<u>RURAL</u>		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		XX		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		<u>Not Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
XX		XX		(Total of Both Approaches)		(One Direction Only)	
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>	<u>Major Street</u>	<u>Minor Street</u>				
1	1	1	1	8,000	5,600	2,400	1,680
2 + 2,925	1 911	2 +	2 +	9,600	6,720	2,400	1,680
2 +	2 +	2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		XX		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		<u>Not Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
XX		XX		(Total of Both Approaches)		(One Direction Only)	
Number of lanes for moving traffic on each approach		Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>	<u>Major Street</u>	<u>Minor Street</u>				
1	1	1	1	12,000	8,400	1,200	850
2 + 2,925	1 911	2 +	2 +	14,400	10,080	1,200	850 *
2 +	2 +	2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		XX		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>		<u>Not Satisfied</u>		80%		80%	
XX		XX		80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more		<u>A</u>	<u>B</u>	80%		80%	
		44%	29%	80%		80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2030) Conditions - Weekday AM Peak Hour**

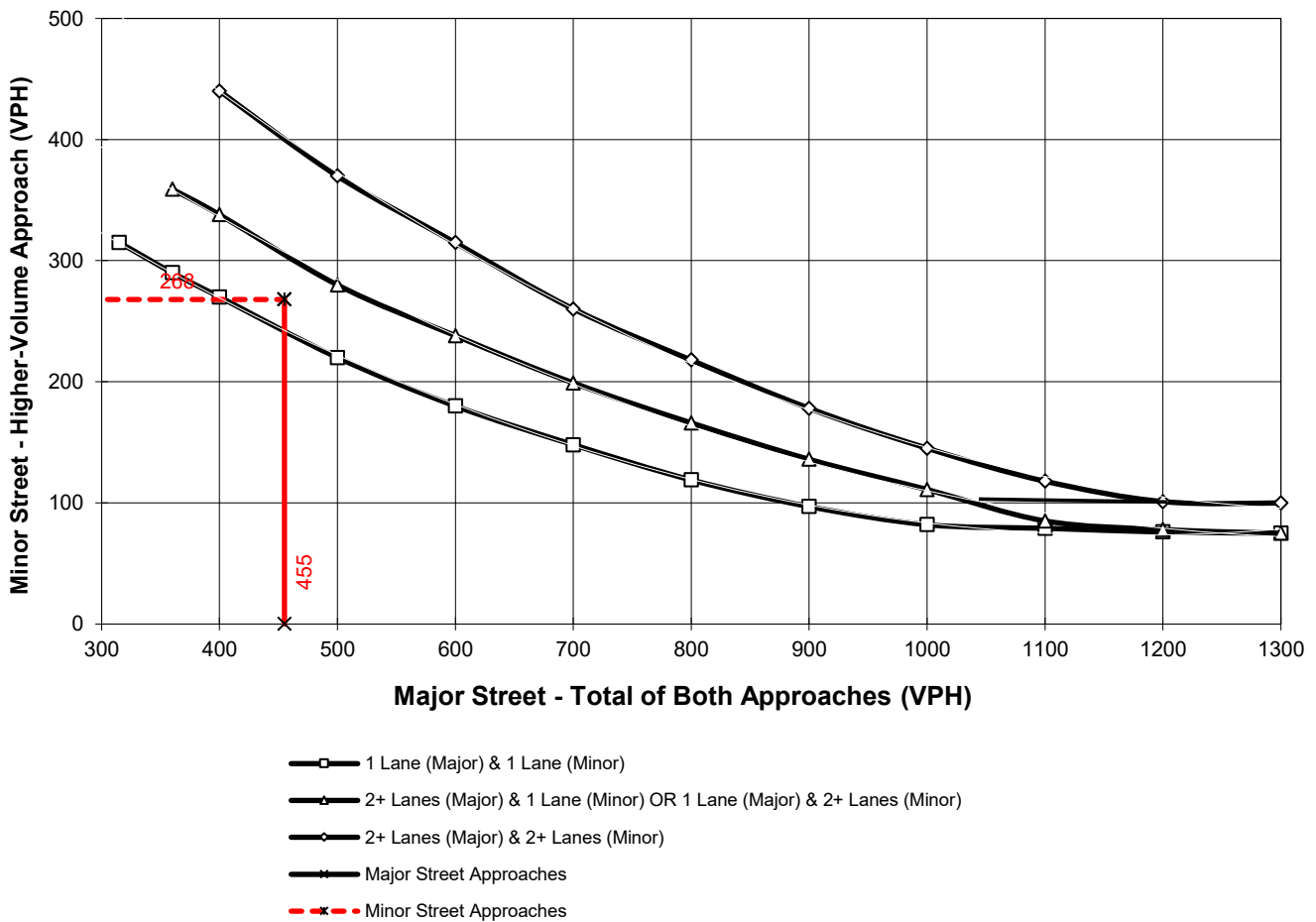
Major Street Name = **Indian Av.**

Total of Both Approaches (VPH) = **455**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Placentia Av.**

High Volume Approach (VPH) = **268**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2030) Conditions - Weekday PM Peak Hour**

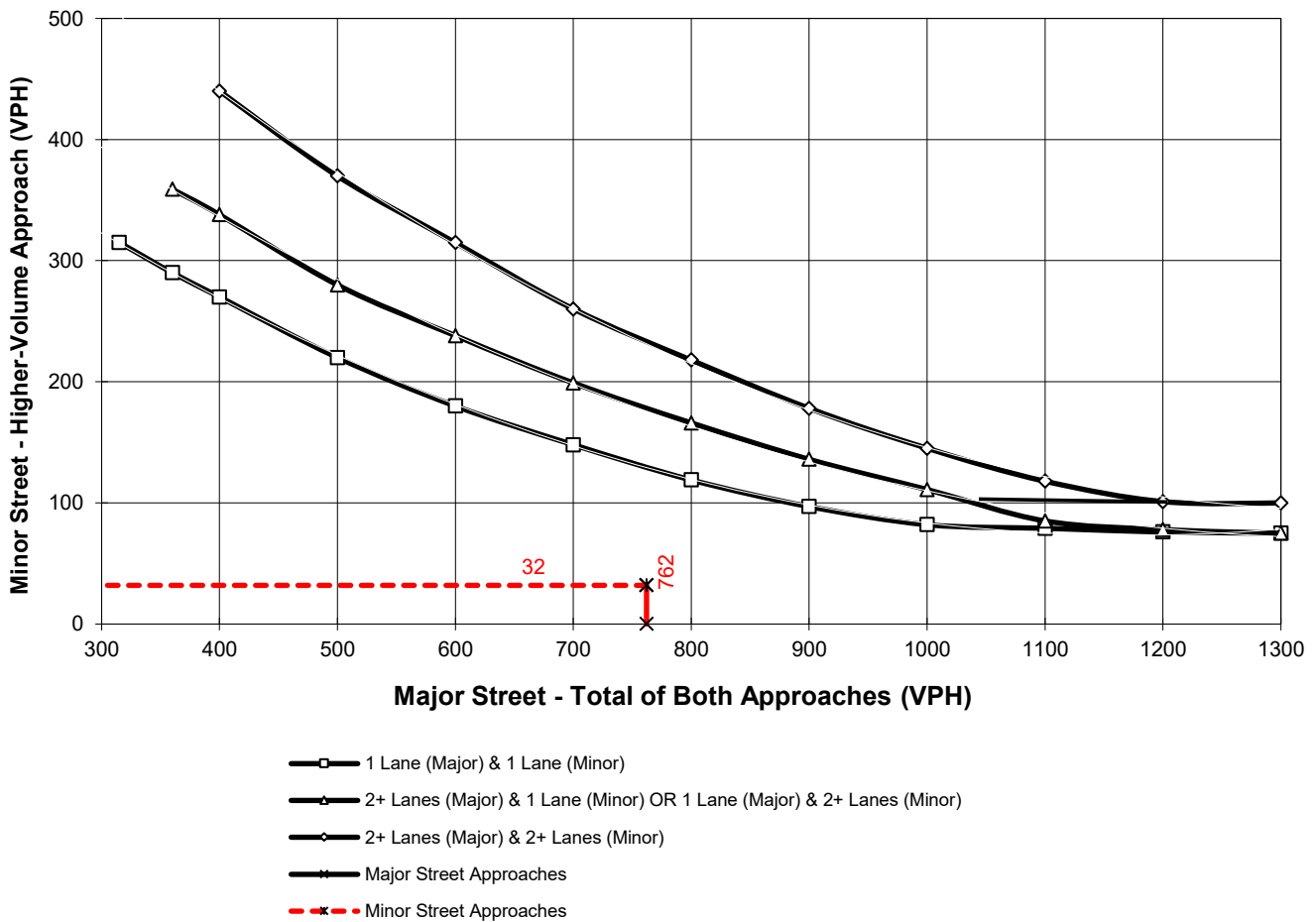
Major Street Name = **Redlands Av.**

Total of Both Approaches (VPH) = **762**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Markham St.**

High Volume Approach (VPH) = **32**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2030) Conditions - Weekday PM Peak Hour**

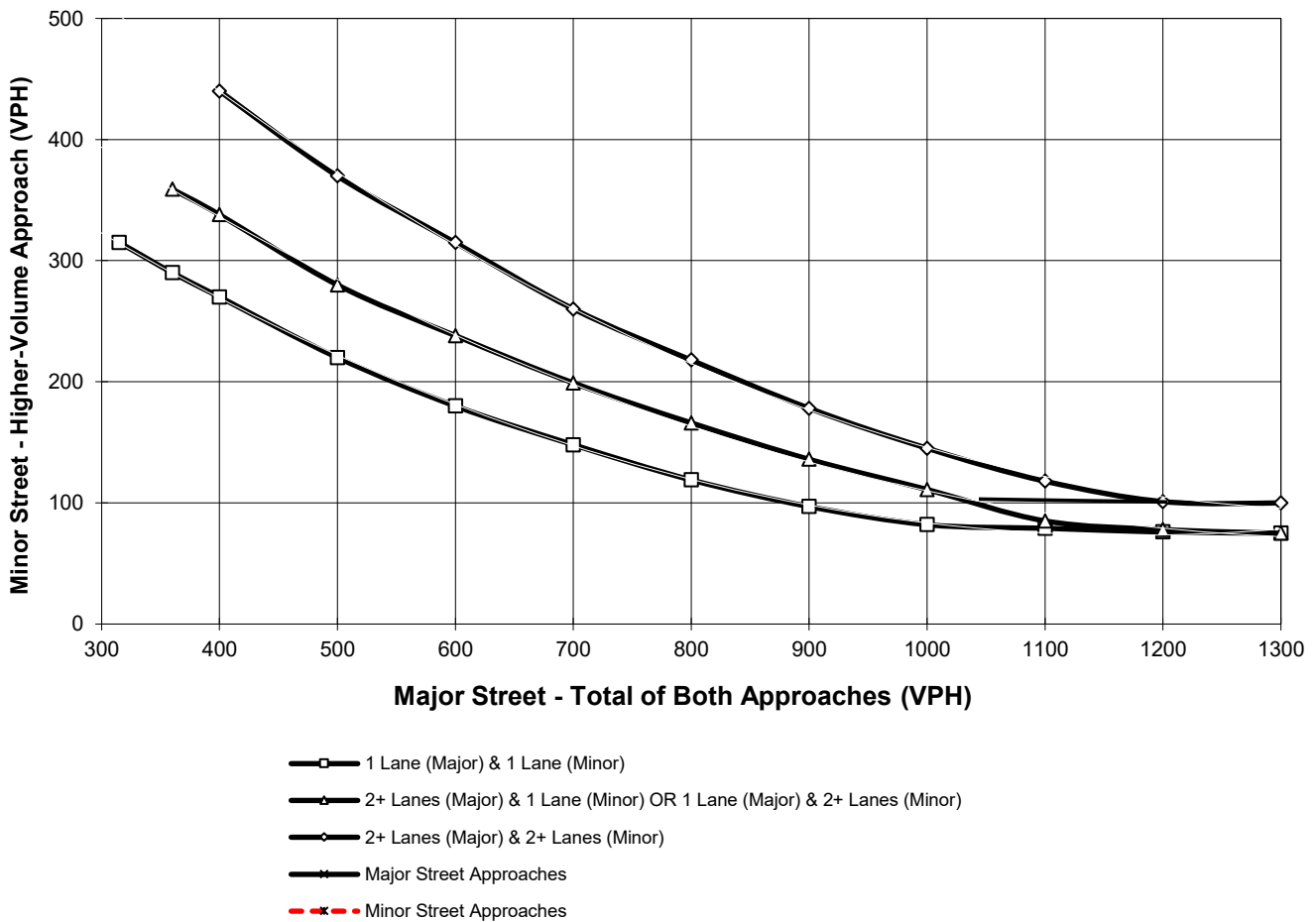
Major Street Name = **Redlands Av.**

Total of Both Approaches (VPH) = **208**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Morgan St.**

High Volume Approach (VPH) = **123**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2030) Conditions - Weekday AM Peak Hour**

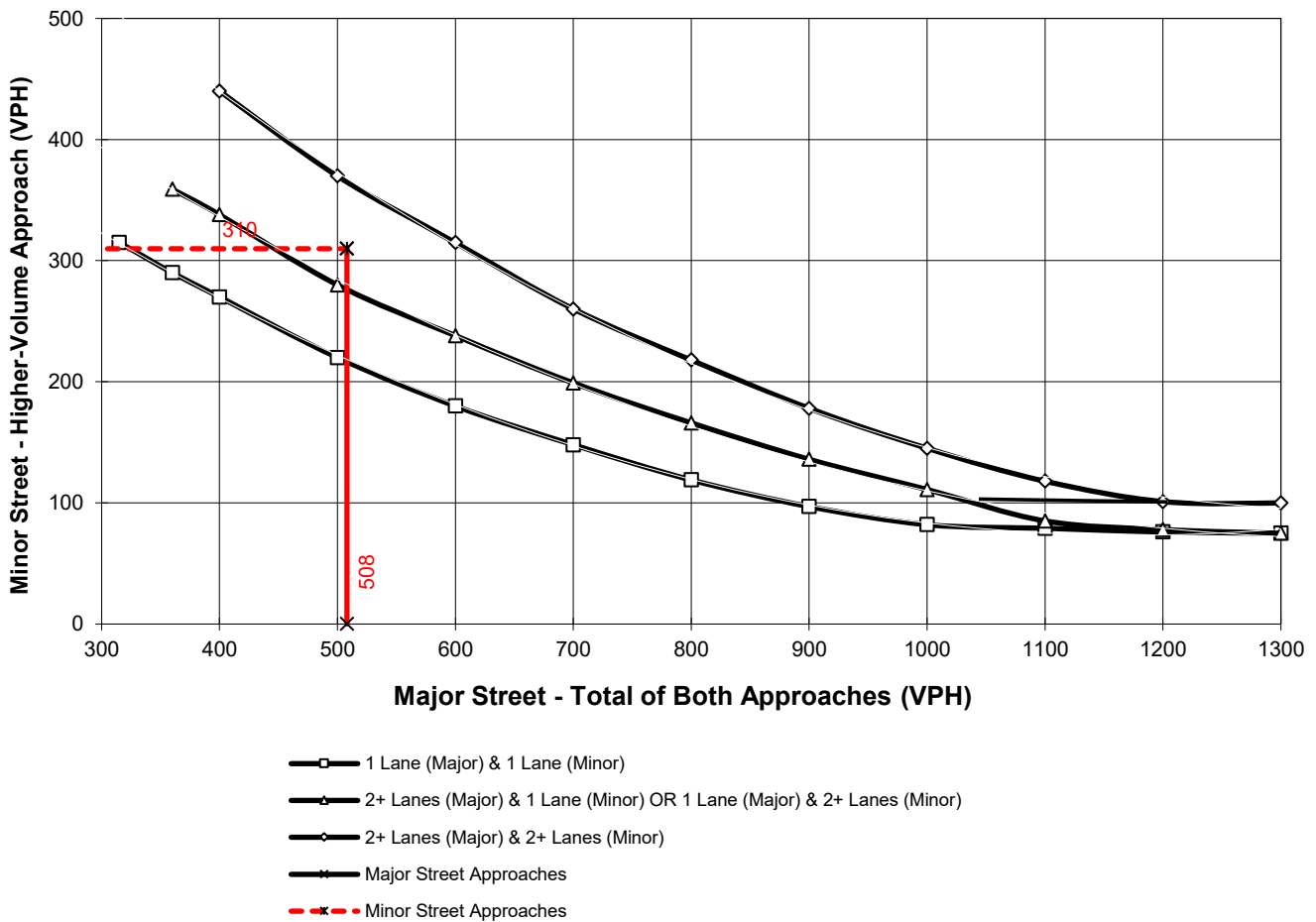
Major Street Name = **Redlands Av.**

Total of Both Approaches (VPH) = **508**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Placentia Av.**

High Volume Approach (VPH) = **310**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2030) Conditions - Weekday PM Peak Hour**

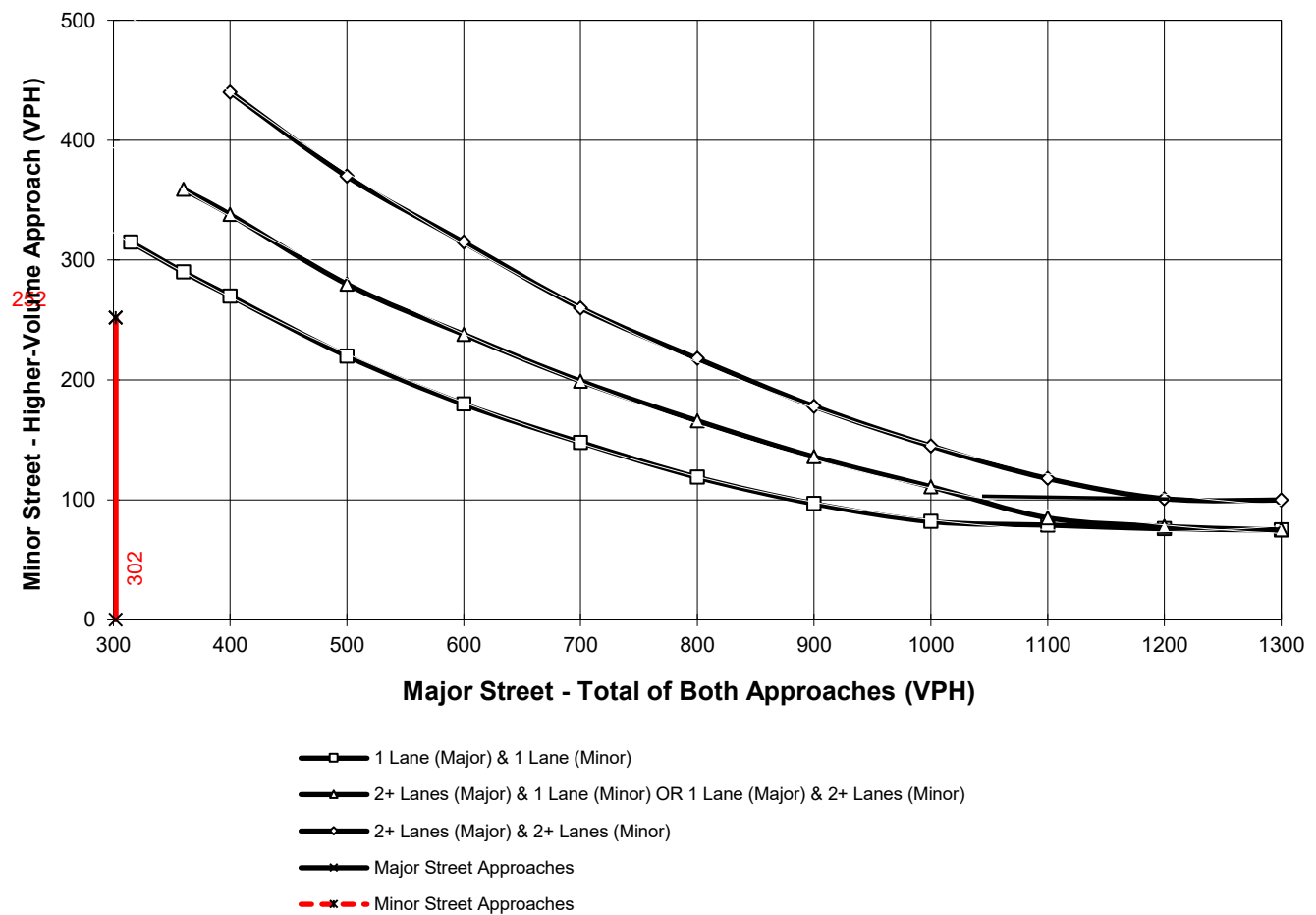
Major Street Name = **Orange Av.**

Total of Both Approaches (VPH) = **302**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dunlap Dr.**

High Volume Approach (VPH) = **252**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	<u>CALC</u>	<u>TRAFFIC CONDITIONS</u>	<u>EAP (2030)</u>
Jurisdiction: <u>County of Riverside</u>				CHK <u>CH</u>	DATE <u>05/20/20</u>	DATE <u>05/20/20</u>
Major Street: <u>Ramona Expy.</u>					Critical Approach Speed (Major) <u>45</u> mph	
Minor Street: <u>Antelope Rd.</u>					Critical Approach Speed (Minor) <u>25</u> mph	

Major Street Approach Lanes = 2 lane Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 41,438 vpd Minor Street Future ADT = 15,862 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); or **RURAL (R)**

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	<u>Minimum Requirements</u>			
CONDITION A - Minimum Vehicular Volume		EADT			
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Vehicles Per Day on Major Street</u>		<u>Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)</u>	
XX		<u>(Total of Both Approaches)</u>		<u>(One Direction Only)</u>	
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1	1	8,000	5,600	2,400	1,680
2 + 41,438	1 15,862	9,600	6,720 *	2,400	1,680 *
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		<u>Vehicles Per Day on Major Street</u>		<u>Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)</u>	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>(Total of Both Approaches)</u>		<u>(One Direction Only)</u>	
XX		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1	1	12,000	8,400	1,200	850
2 + 41,438	1 15,862	14,400	10,080 *	1,200	850 *
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
XX					
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	100%				
	<u>B</u>				
	100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>CM</u>	TRAFFIC CONDITIONS	<u>EAP (2030)</u>
Jurisdiction: <u>County of Riverside</u>				CHK <u>CH</u>		DATE <u>05/20/20</u>
Major Street: <u>Nuevo Rd.</u>					Critical Approach Speed (Major)	<u>45</u> mph
Minor Street: <u>Antelope Rd.</u>					Critical Approach Speed (Minor)	<u>25</u> mph

Major Street Approach Lanes = 2 lane Minor Street Approach Lanes: 1 lane

Major Street Future ADT = 12,177 vpd Minor Street Future ADT = 3,954 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); or **RURAL (R)**

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
XX					
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
<u>1</u>	<u>1</u>	8,000	5,600	2,400	1,680
<u>2 + 12,177</u>	<u>1 3,954</u>	9,600	6,720 *	2,400	1,680 *
<u>2 +</u>	<u>2 +</u>	9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
XX					
Number of lanes for moving traffic on each approach		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
<u>Major Street</u>	<u>Minor Street</u>				
<u>1</u>	<u>1</u>	12,000	8,400	1,200	850
<u>2 + 12,177</u>	<u>1 3,954</u>	14,400	10,080 *	1,200	850 *
<u>2 +</u>	<u>2 +</u>	14,400	10,080	1,600	1,120
<u>1</u>	<u>2 +</u>	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
XX					
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	100%				
	<u>B</u>				
	100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

	<u> </u>	<u> </u>	<u> </u>		TRAFFIC CONDITIONS	EAP (2030)	
	DIST	CO	RTE	PM	CALC <u>CM</u>	DATE <u>05/20/20</u>	
Jurisdiction:	<u>County of Riverside</u>				CHK <u>CH</u>	DATE <u>05/20/20</u>	
Major Street:	<u>Ramona Expy.</u>				Critical Approach Speed (Major)	<u>45</u> mph	
Minor Street:	<u>Street A</u>				Critical Approach Speed (Minor)	<u>25</u> mph	
Major Street Approach Lanes =	<u>2</u>			lane	Minor Street Approach Lanes:	<u>1</u> lane	
Major Street Future ADT =	<u>32,879</u>			vpd	Minor Street Future ADT =	<u>3,726</u> vpd	
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);						<input checked="" type="checkbox"/>	RURAL (R)
In built up area of isolated community of < 10,000 population						<input type="checkbox"/>	

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
XX	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1	1	8,000	5,600	2,400	1,680
2 + 32,879	1 3,726	9,600	6,720 *	2,400	1,680 *
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
XX	XX				
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1	1	12,000	8,400	1,200	850
2 + 32,879	1 3,726	14,400	10,080 *	1,200	850 *
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
XX	XX				
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u>				
	100%				
	<u>B</u>				
	100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2030) Conditions - Weekday AM Peak Hour**

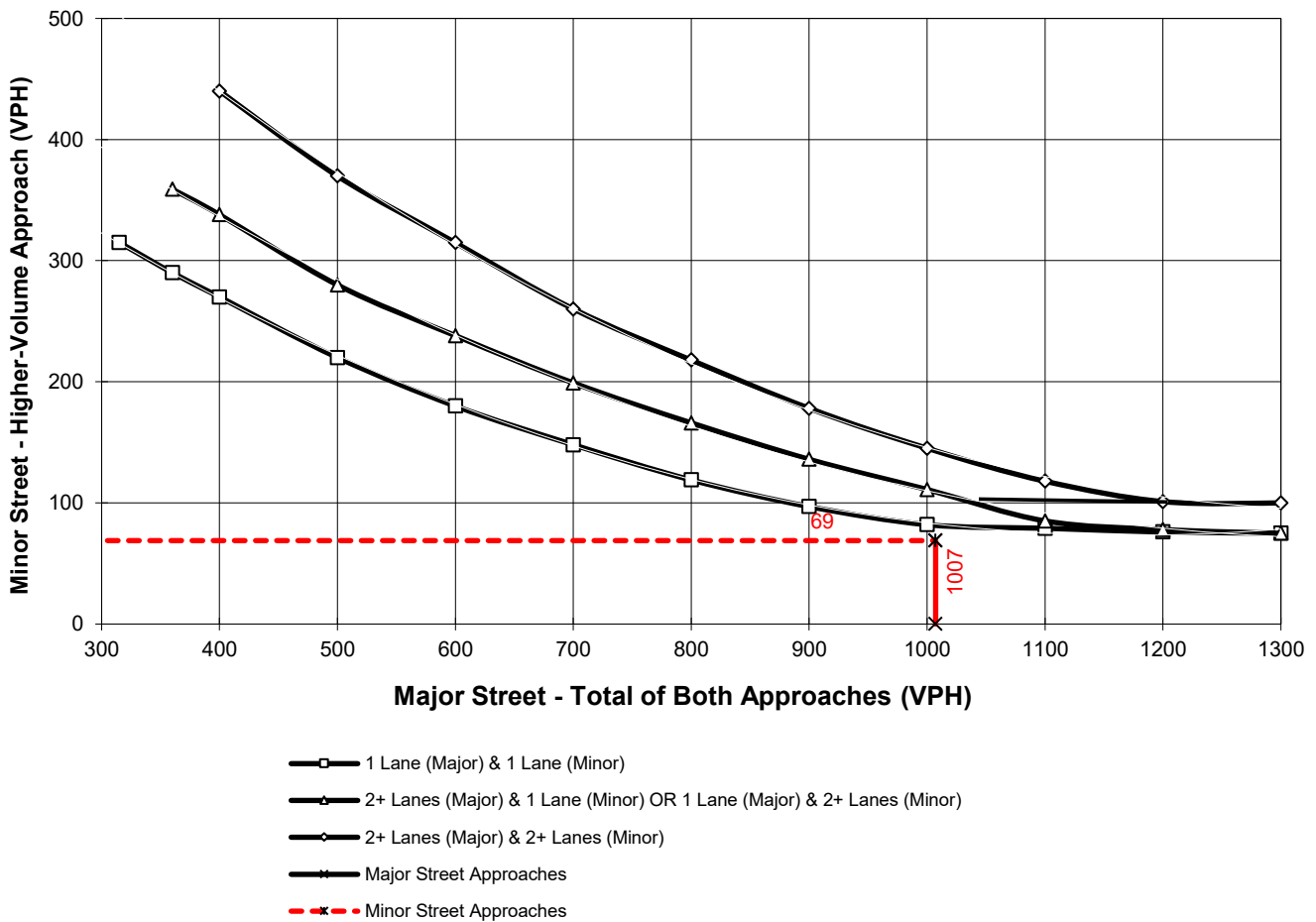
Major Street Name = **Menifee Rd.**

Total of Both Approaches (VPH) = **1007**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Ellis Rd.**

High Volume Approach (VPH) = **69**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2030) Conditions - Weekday PM Peak Hour**

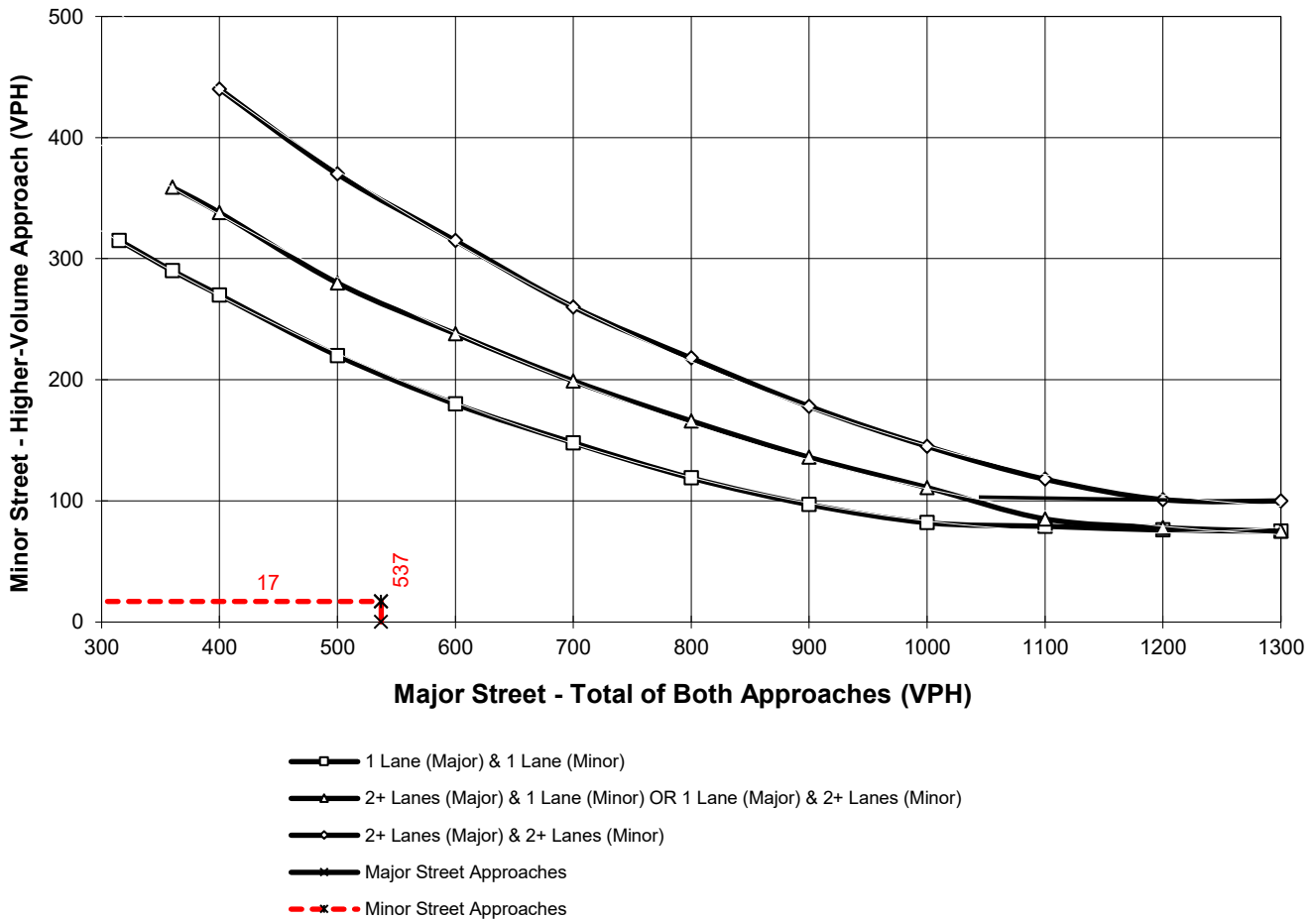
Major Street Name = **Montgomery Av.**

Total of Both Approaches (VPH) = **537**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Nuevo Rd.**

High Volume Approach (VPH) = **17**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAP (2030) Conditions - Weekday AM Peak Hour**

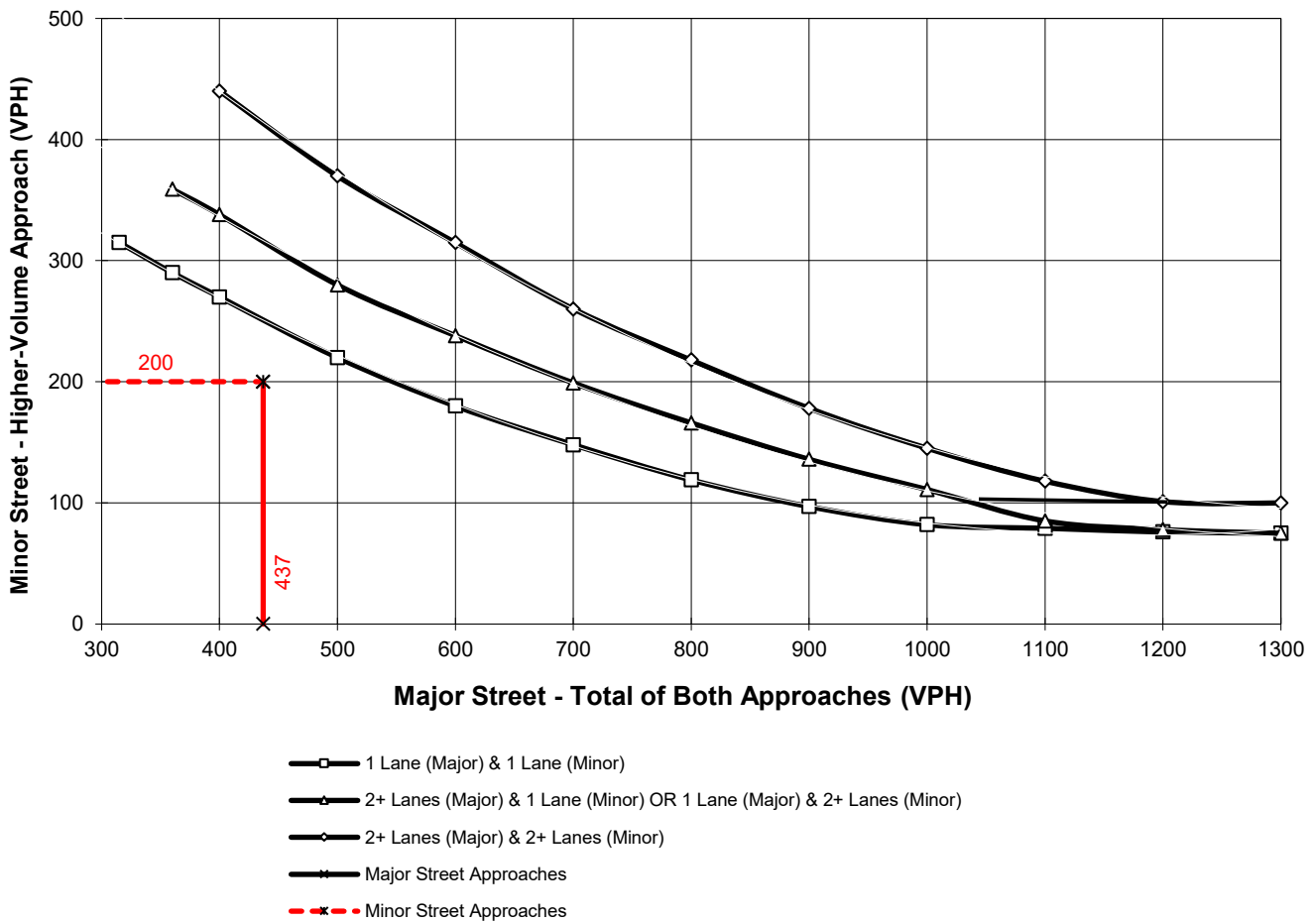
Major Street Name = **Contour Av.**

Total of Both Approaches (VPH) = **437**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Hansen Av.**

High Volume Approach (VPH) = **200**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 5.3:

EAP (2030) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Queues



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	469	13	164	157	813	238
v/c Ratio	0.38	0.02	0.78	0.08	1.50	0.37
Control Delay	16.1	0.1	46.2	14.9	256.1	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	0.1	46.2	14.9	256.1	4.5
Queue Length 50th (ft)	66	0	60	26	~421	0
Queue Length 95th (ft)	101	0	#150	48	#612	43
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1234	629	213	1925	543	651
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.02	0.77	0.08	1.50	0.37

Intersection Summary

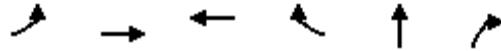
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	319	950	309	1116	18	106
v/c Ratio	0.89	0.35	0.18	1.15	0.12	0.44
Control Delay	37.9	0.0	9.5	93.0	27.4	11.7
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	37.9	0.3	9.5	93.0	27.4	11.7
Queue Length 50th (ft)	20	0	31	~409	6	0
Queue Length 95th (ft)	#200	m0	52	#629	23	34
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	367	2707	1719	974	152	242
Starvation Cap Reductn	0	958	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.54	0.18	1.15	0.12	0.44

Intersection Summary

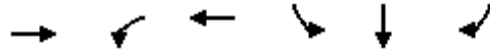
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1275	384	1166	530	530	280
v/c Ratio	1.04	1.04	0.55	1.02	1.02	0.51
Control Delay	70.7	72.8	3.5	82.1	82.1	26.0
Queue Delay	3.7	0.0	0.8	45.8	45.8	0.0
Total Delay	74.5	72.8	4.3	127.9	127.9	26.0
Queue Length 50th (ft)	~498	~213	18	~404	~404	115
Queue Length 95th (ft)	#636	m#352	m21	#636	#636	199
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1227	369	2133	522	522	546
Starvation Cap Reductn	0	0	600	0	0	0
Spillback Cap Reductn	12	0	0	379	379	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.05	1.04	0.76	3.71	3.71	0.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-215 NB Ramps & Ramona Exwy.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	195	1782	1200	955	178	176	599
v/c Ratio	0.75	0.88	0.88	0.92	0.31	0.31	1.02
Control Delay	36.2	30.2	41.3	24.3	29.3	29.2	76.2
Queue Delay	0.0	48.3	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	78.4	41.3	24.3	29.3	29.2	76.2
Queue Length 50th (ft)	148	715	417	217	97	96	~414
Queue Length 95th (ft)	m143	m697	#568	#564	161	158	#634
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2034	1364	1039	569	570	585
Starvation Cap Reductn	0	984	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	1.70	0.88	0.92	0.31	0.31	1.02

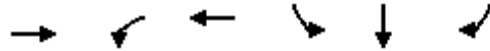
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	504	363	574	166	167	92
v/c Ratio	0.36	0.76	0.22	0.59	0.59	0.27
Control Delay	16.8	37.4	4.7	38.8	39.0	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	37.4	4.7	38.8	39.0	8.4
Queue Length 50th (ft)	73	166	42	82	82	0
Queue Length 95th (ft)	143	232	79	133	134	35
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	1409	612	2564	418	418	456
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.59	0.22	0.40	0.40	0.20

Intersection Summary

Queues

7: I-215 NB Ramps & Placentia Av.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	74	774	808	762	91	92	647
v/c Ratio	0.59	0.44	0.59	0.71	0.14	0.14	0.94
Control Delay	58.9	5.5	23.4	6.0	15.6	15.6	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	5.5	23.4	6.0	15.6	15.6	43.8
Queue Length 50th (ft)	35	64	181	0	28	29	247
Queue Length 95th (ft)	m#73	47	243	85	58	60	#465
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	129	1743	1371	1075	707	707	724
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.44	0.59	0.71	0.13	0.13	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

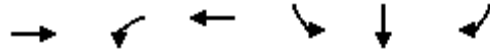
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



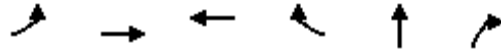
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	838	641	1188	154	156	116
v/c Ratio	0.57	0.74	0.46	0.56	0.57	0.35
Control Delay	20.3	33.0	6.1	38.0	38.2	12.6
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	20.3	33.0	6.5	38.0	38.2	12.6
Queue Length 50th (ft)	149	152	106	75	76	12
Queue Length 95th (ft)	251	185	182	123	124	49
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	1476	1023	2578	460	462	499
Starvation Cap Reductn	0	0	751	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.63	0.65	0.33	0.34	0.23

Intersection Summary

Queues
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	67	851	1343	399	468	1070
v/c Ratio	0.52	0.47	0.65	0.45	0.68	0.90
Control Delay	52.2	15.5	24.1	4.1	27.7	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	15.5	24.1	4.1	27.7	31.9
Queue Length 50th (ft)	35	156	228	0	197	246
Queue Length 95th (ft)	75	204	276	56	297	#348
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	138	1795	2051	880	724	1246
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.47	0.65	0.45	0.65	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	420	49	432	206	596	221
v/c Ratio	0.35	0.08	1.15	0.09	1.52	0.42
Control Delay	16.1	0.3	111.9	8.3	272.5	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	0.3	111.9	8.3	272.5	6.3
Queue Length 50th (ft)	58	0	~195	31	~312	0
Queue Length 95th (ft)	91	1	#354	55	#483	46
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1203	617	376	2226	391	523
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.08	1.15	0.09	1.52	0.42

Intersection Summary

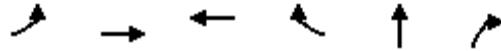
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	248	792	639	1041	15	256
v/c Ratio	0.74	0.31	0.40	1.02	0.06	0.59
Control Delay	21.9	0.2	12.8	44.5	23.5	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	0.2	12.8	44.5	23.5	10.6
Queue Length 50th (ft)	13	0	82	~285	5	2
Queue Length 95th (ft)	20	m0	117	#476	18	55
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	376	2527	1584	1024	241	432
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.31	0.40	1.02	0.06	0.59

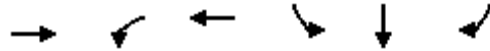
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: I-215 SB Ramps & Ramona Exwy.

05/20/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1497	422	984	674	677	234
v/c Ratio	1.21	1.14	0.46	1.29	1.29	0.41
Control Delay	135.4	109.5	3.2	178.3	179.6	16.7
Queue Delay	0.1	0.0	0.4	26.0	26.0	0.0
Total Delay	135.4	109.5	3.6	204.3	205.6	16.7
Queue Length 50th (ft)	~667	~321	21	~640	~643	60
Queue Length 95th (ft)	#807	m#494	24	#875	#881	130
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1234	369	2133	522	523	575
Starvation Cap Reductn	0	0	586	0	0	0
Spillback Cap Reductn	16	0	0	428	429	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.23	1.14	0.64	7.17	7.20	0.41

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-215 NB Ramps & Ramona Exwy.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	251	2189	1041	1208	197	199	553
v/c Ratio	0.86	1.06	0.79	1.12	0.35	0.36	0.96
Control Delay	39.3	60.1	36.5	80.2	30.2	30.3	61.3
Queue Delay	0.0	17.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	77.1	36.5	80.2	30.2	30.3	61.3
Queue Length 50th (ft)	182	~909	347	~616	109	111	337
Queue Length 95th (ft)	m148	m673	433	#877	176	178	#561
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2056	1326	1080	569	570	585
Starvation Cap Reductn	0	971	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	2.02	0.79	1.12	0.35	0.35	0.95

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

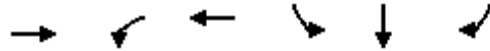
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: I-215 SB Ramps & Placentia Av.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	715	779	741	299	300	77
v/c Ratio	0.90	1.02	0.30	0.96	0.97	0.21
Control Delay	44.2	61.7	5.1	78.3	79.1	7.3
Queue Delay	0.0	23.8	0.0	0.0	0.0	0.0
Total Delay	44.2	85.5	5.1	78.3	79.1	7.3
Queue Length 50th (ft)	171	~392	63	157	157	0
Queue Length 95th (ft)	#273	#628	85	#317	#318	29
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	797	767	2504	310	310	359
Starvation Cap Reductn	0	48	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.08	0.30	0.96	0.97	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Stoneridge Commerce Center SP (JN 13265)

7: I-215 NB Ramps & Placentia Av.

06/02/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	89	1258	1567	1027	76	77	512
v/c Ratio	0.72	0.60	0.90	0.84	0.16	0.16	0.98
Control Delay	54.7	5.5	28.5	11.1	22.5	22.5	61.6
Queue Delay	0.0	0.2	30.5	0.0	0.4	0.4	0.0
Total Delay	54.7	5.7	59.0	11.1	22.9	22.9	61.6
Queue Length 50th (ft)	50	46	378	42	29	30	213
Queue Length 95th (ft)	m45	m23	#542	#414	64	64	#417
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	124	2107	1746	1221	488	488	520
Starvation Cap Reductn	0	222	0	0	0	0	0
Spillback Cap Reductn	0	0	270	0	184	184	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.67	1.06	0.84	0.25	0.25	0.98

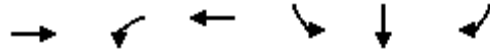
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
8: I-215 SB Ramps & Nuevo Rd.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	717	1040	459	306	310	93
v/c Ratio	0.71	0.91	0.20	0.77	0.78	0.21
Control Delay	25.6	41.4	6.5	42.0	42.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	41.4	6.5	42.0	42.5	6.7
Queue Length 50th (ft)	137	263	46	146	148	0
Queue Length 95th (ft)	198	#409	71	233	236	33
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	1013	1137	2323	460	462	502
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.91	0.20	0.67	0.67	0.19

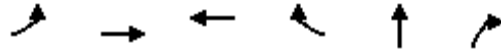
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/20/2020



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	69	966	1332	470	121	727
v/c Ratio	0.45	0.45	0.54	0.46	0.24	0.81
Control Delay	45.6	11.5	18.9	3.7	22.8	30.0
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	45.6	11.8	18.9	3.7	22.8	30.0
Queue Length 50th (ft)	36	139	187	0	49	169
Queue Length 95th (ft)	75	228	278	62	80	211
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	163	2135	2462	1013	722	1214
Starvation Cap Reductn	0	540	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.61	0.54	0.46	0.17	0.60

Intersection Summary

APPENDIX 5.4:

EAP (2030) CONDITIONS FREEWAY FACILITY ANALYSIS WORKSHEETS

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HCS7 Freeway Facilities Report

Project Information

Analyst	CM	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	EAP (2030) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

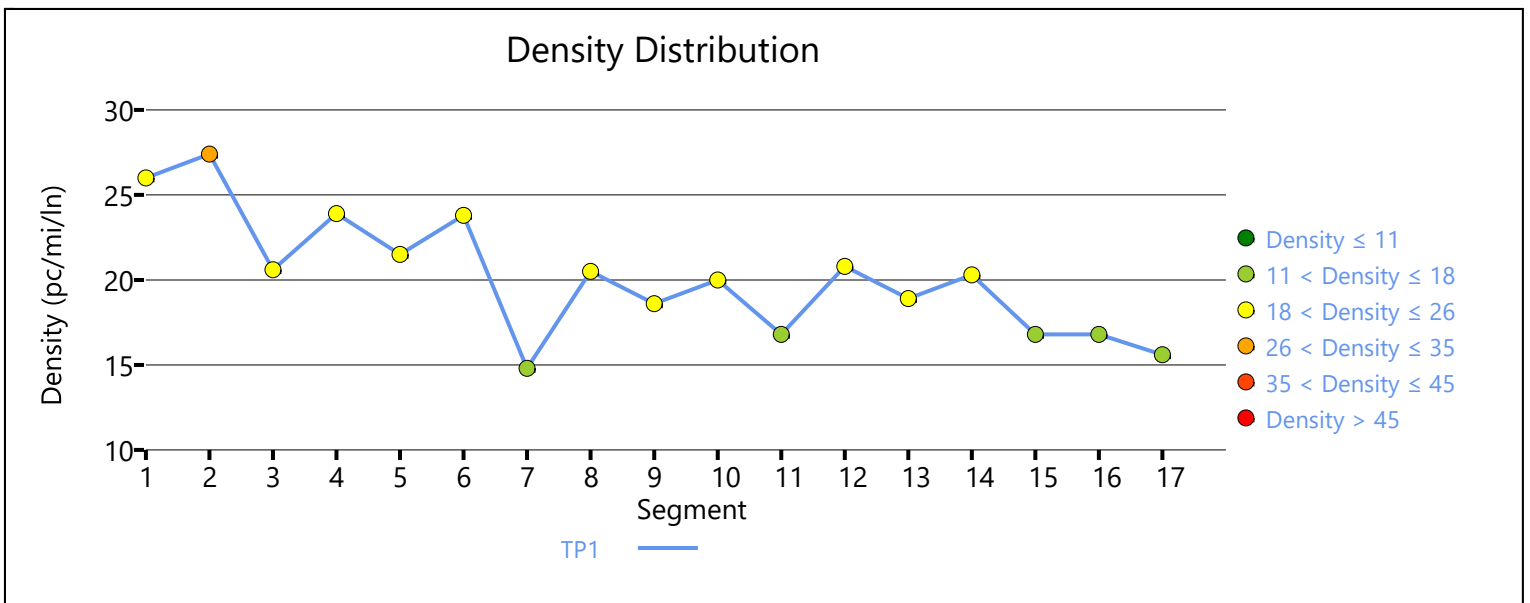
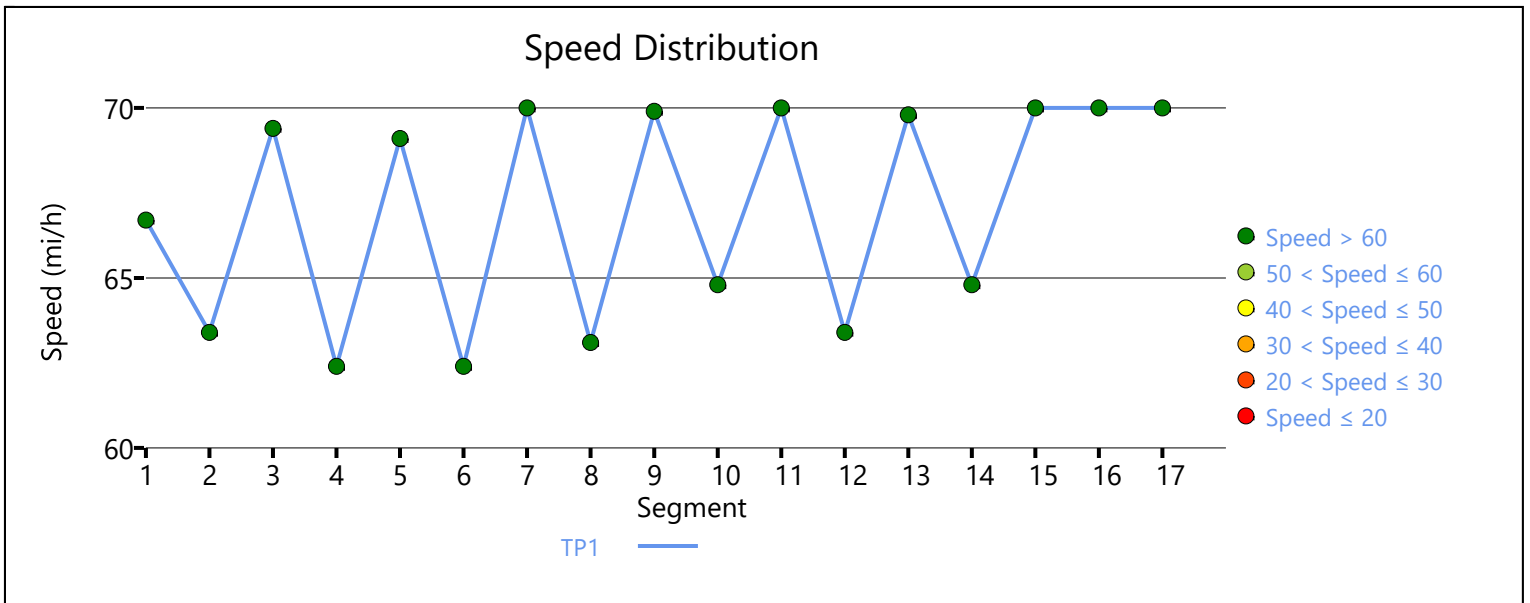
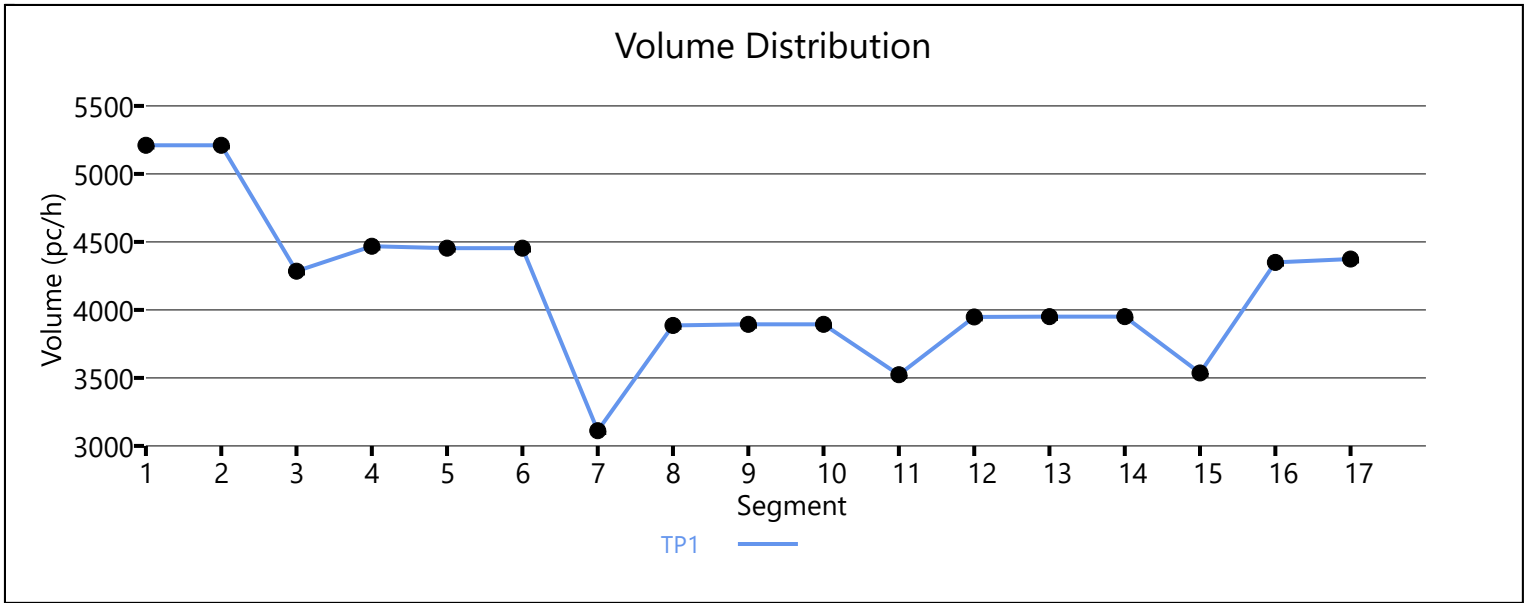
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.909	5211	7200	0.72	66.7	26.0	C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.909	0.769	5211	950	7200 ^{5.4}	2100 ^{4.1}	0.72	0.45	63.4	59.2	27.4	28.4	D

Segment 3: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		4285		7200		0.60		69.4		20.6		C	
Segment 4: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.935	0.862	4468	183	7200	2100	0.62	0.09	62.4	60.5	23.9	23.9	C	
Segment 5: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		4454		7200		0.62		69.1		21.5		C	
Segment 6: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.935	0.917	4454	1341	6600	2100	0.67	0.64	62.4	58.3	23.8	27.7	C	
Segment 7: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		3112		7200		0.43		70.0		14.8		B	
Segment 8: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	0.952	3886	774	7200	2100	0.54	0.37	63.1	61.3	20.5	21.3	C	
Segment 9: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		3894		7200		0.54		69.9		18.6		C	
Segment 10: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	0.952	3894	367	7200	2100	0.54	0.17	64.8	60.7	20.0	19.8	B	
Segment 11: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		3524		7200		0.49		70.0		16.8		B	
Segment 12: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		

1	0.92	0.92	0.943	0.952	3948	424	7200	2100	0.55	0.20	63.4	61.7	20.8	20.1	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3951		7200		0.55		69.8		18.9		C
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.943	3951	415	7200	2100	0.55	0.20	64.8	60.6	20.3	22.7	C
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3536		7200		0.49		70.0		16.8		B
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.971	4350	814	7200	2100	0.49	0.39	70.0	-	16.8	-	B
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4374		9600		0.46		70.0		15.6		B
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	67.6		20.4		19.0		7.7		C						
Facility Overall Results															
Space Mean Speed, mi/h					67.6			Density, veh/mi/ln			19.0				
Average Travel Time, min					7.7			Density, pc/mi/ln			20.4				



HCS7 Freeway Facilities Report

Project Information

Analyst	CM	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	EAP (2030) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

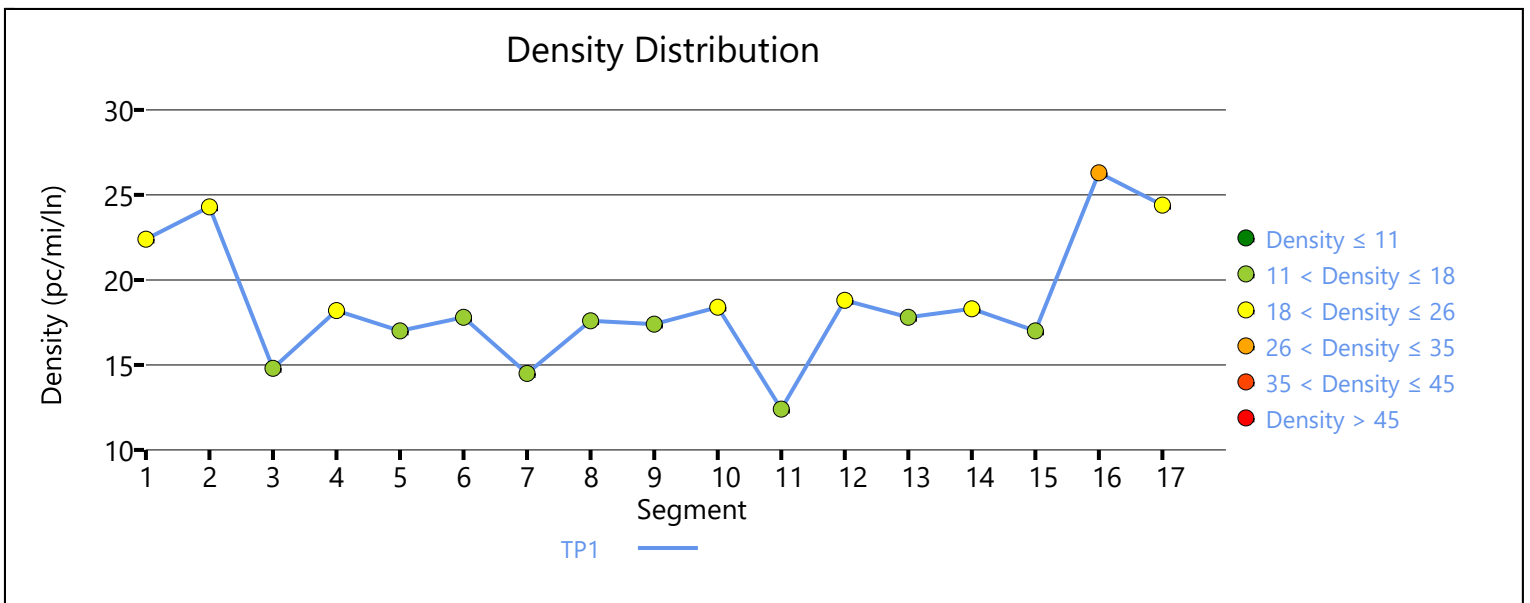
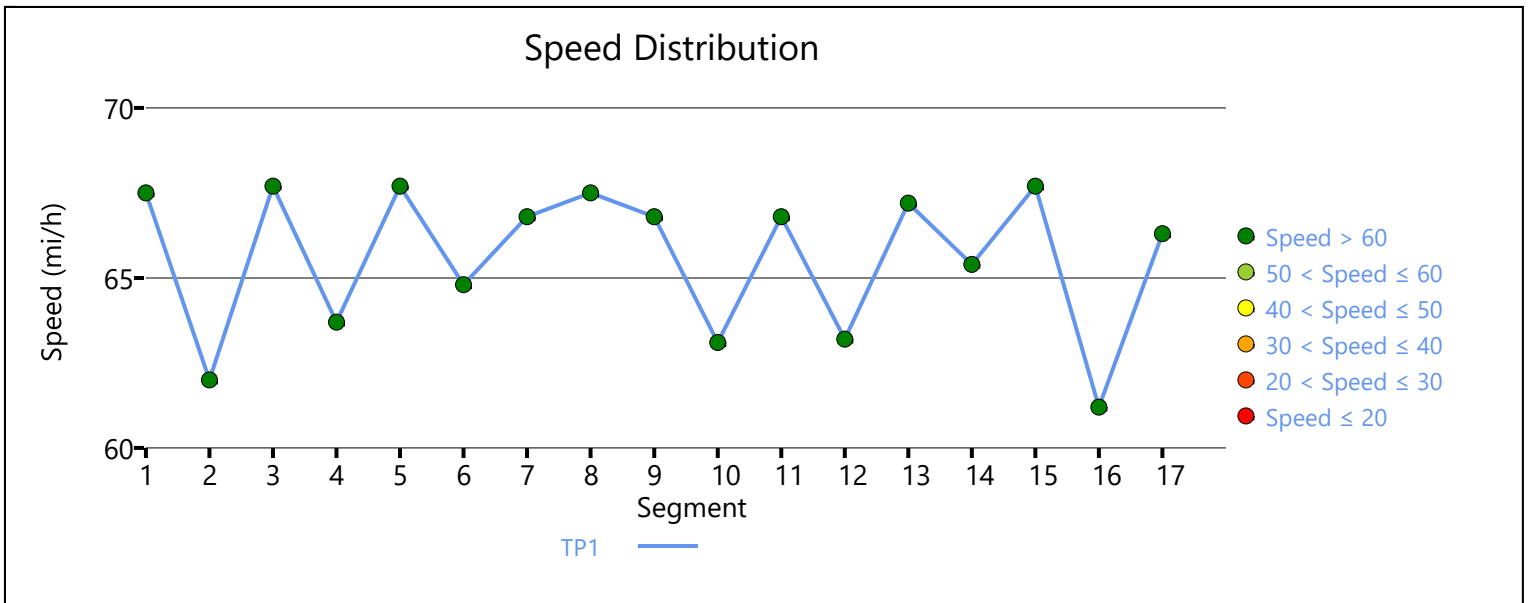
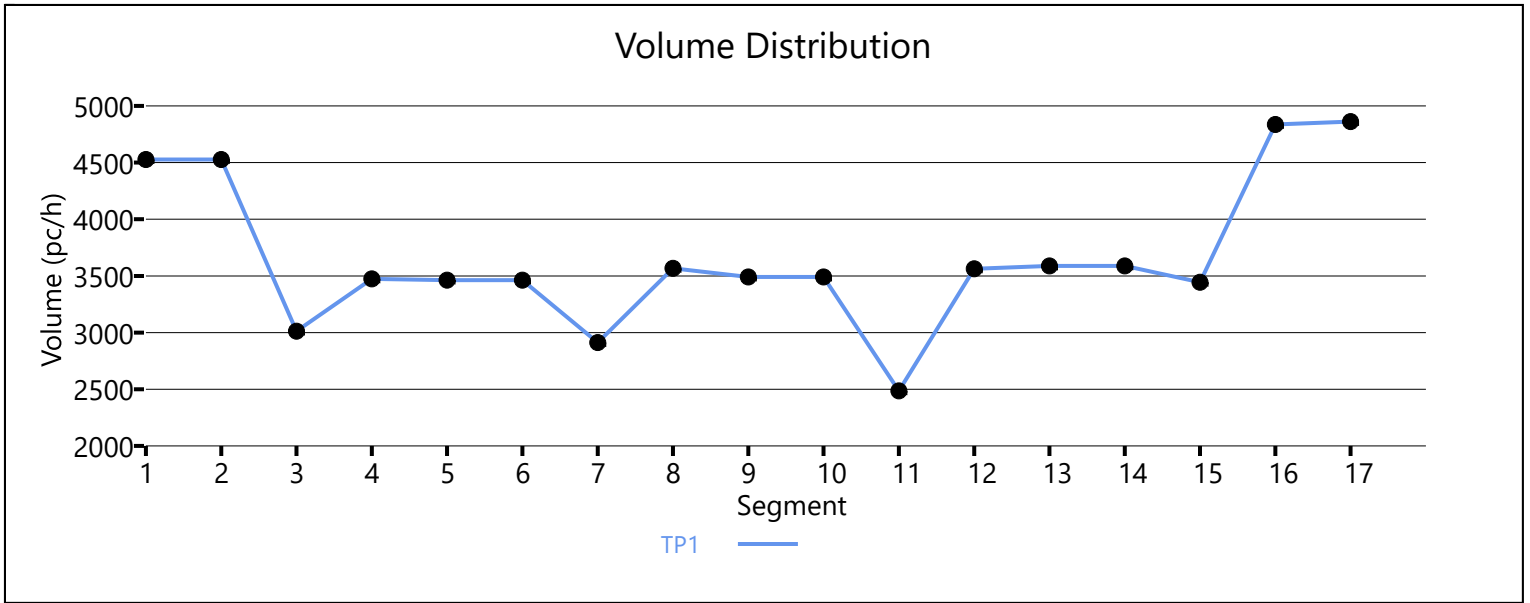
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.935	4527	7146	0.63	67.5	22.4	C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.980	4527	1500	7200 ^{5.4}	2100 ^{4.5}	0.63	0.71	62.0	57.9	24.3	28.1	D

Segment 3: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.917		3013		7131		0.42		67.7		14.8		B	
Segment 4: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.917	0.962	3474	461	7200	2100	0.48	0.22	63.7	61.9	18.2	18.2	B	
Segment 5: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.926		3463		7131		0.49		67.7		17.0		B	
Segment 6: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.926	0.870	3463	556	7200	2000	0.48	0.28	64.8	59.4	17.8	18.0	B	
Segment 7: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		2912		7104		0.41		66.8		14.5		B	
Segment 8: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.935	0.870	3567	655	7200	2000	0.50	0.33	67.5	65.1	17.6	19.0	B	
Segment 9: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		3491		7104		0.49		66.8		17.4		B	
Segment 10: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	0.935	3491	990	7200	2100	0.48	0.47	63.1	59.2	18.4	21.4	C	
Segment 11: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.952		2486		7104		0.35		66.8		12.4		B	
Segment 12: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		

1	0.92	0.92	0.952	0.917	3563	1077	7200	2100	0.49	0.51	63.2	61.5	18.8	20.3	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		3588		7116		0.50		67.2		17.8		B
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.885	3588	120	7200	2100	0.50	0.06	65.4	61.3	18.3	19.3	B
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3444		7131		0.48		67.7		17.0		B
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.870	4836	1392	7200	2100	0.67	0.66	61.2	59.2	26.3	27.7	C
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.917		4862		7131		0.68		66.3		24.4		C
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	66.0		18.7		17.4		7.7		C						
Facility Overall Results															
Space Mean Speed, mi/h					66.0			Density, veh/mi/ln			17.4				
Average Travel Time, min					7.7			Density, pc/mi/ln			18.7				



HCS7 Freeway Facilities Report

Project Information

Analyst	CM	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	EAP (2030) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

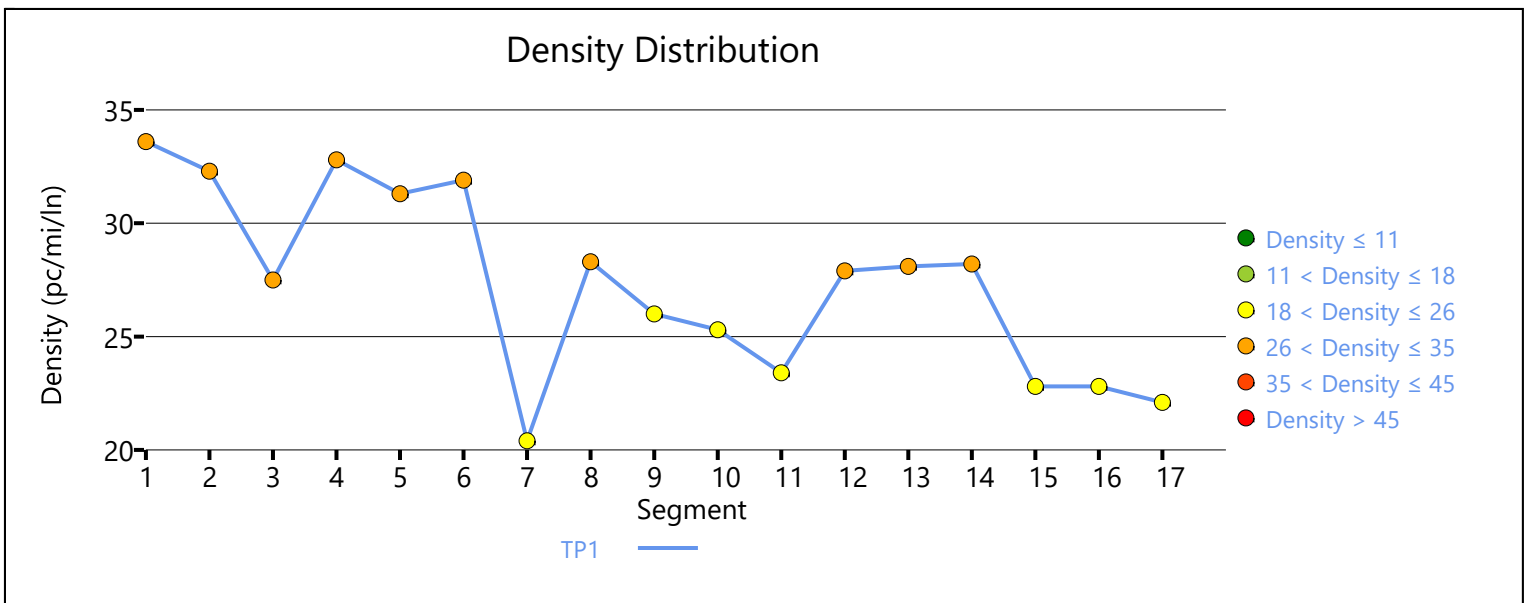
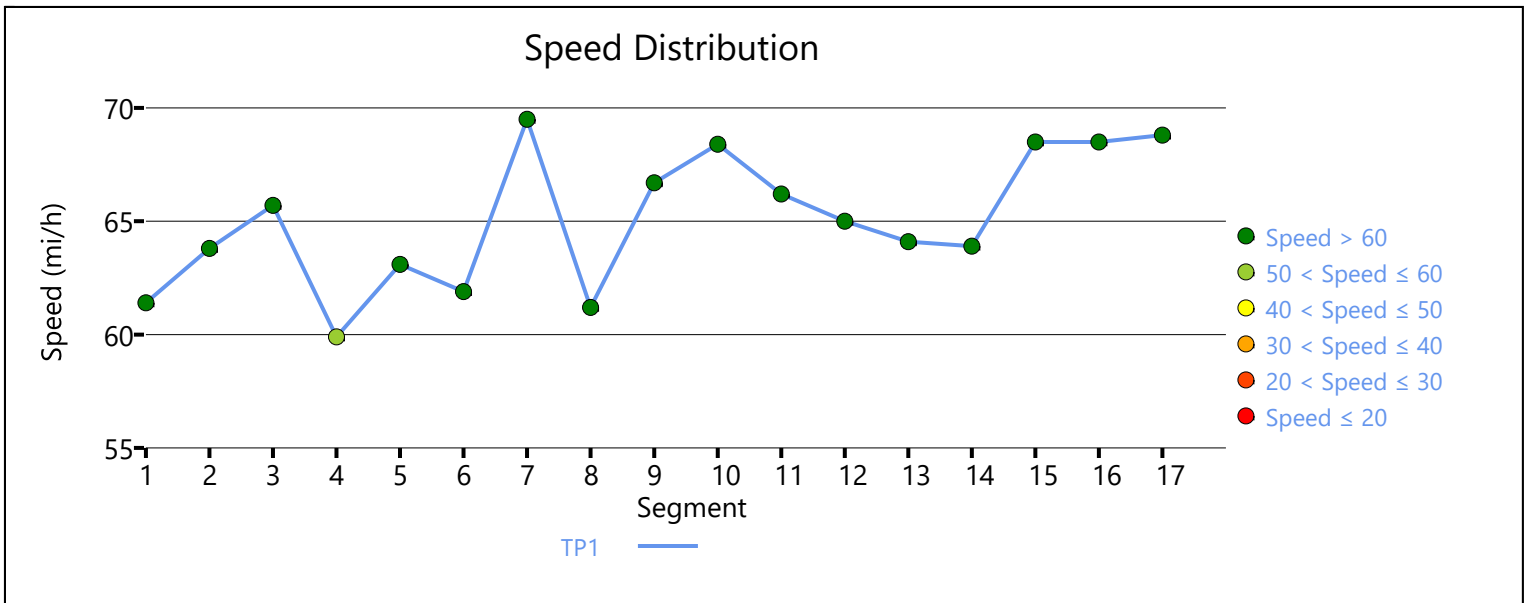
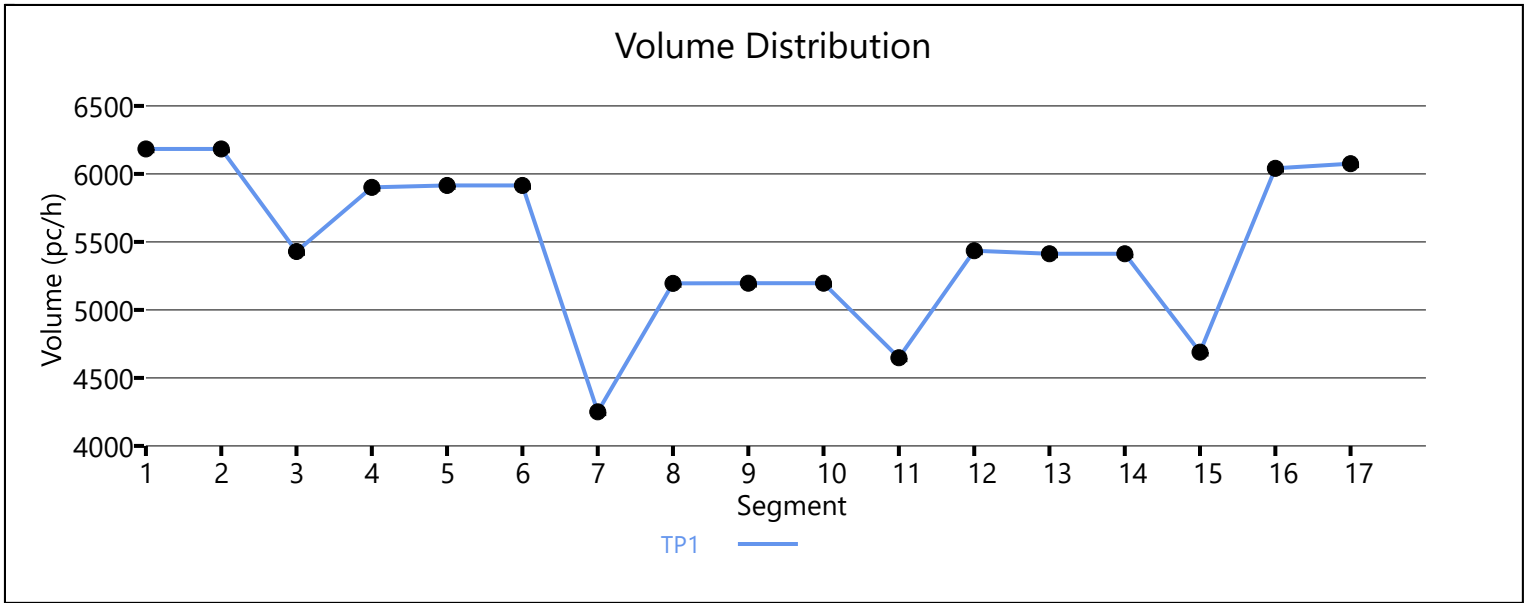
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92		0.917		6184		7200	0.86	61.4	33.6	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.917	0.806	6184	736	7200 ^{5.4}	2100 ⁹	0.86	0.35	63.8	59.8	32.3	31.9	D

Segment 3: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		5430		7200		0.75		65.7		27.5		D	
Segment 4: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.935	0.962	5901	471	7200	2100	0.82	0.22	59.9	57.8	32.8	31.2	D	
Segment 5: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		5915		7200		0.82		63.1		31.3		D	
Segment 6: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.935	0.943	5915	1649	6600	2100	0.90	0.79	61.9	57.5	31.9	34.3	D	
Segment 7: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		4251		7200		0.59		69.5		20.4		C	
Segment 8: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.935	0.980	5195	944	7200	2100	0.72	0.45	61.2	59.2	28.3	27.8	C	
Segment 9: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		5196		7200		0.72		66.7		26.0		C	
Segment 10: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	0.909	5196	610	7200	2100	0.72	0.29	68.4	63.6	25.3	26.0	C	
Segment 11: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.935		4648		7104		0.65		66.2		23.4		C	
Segment 12: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		

1	0.92	0.92	0.935	0.909	5435	787	7200	2100	0.75	0.37	65.0	62.4	27.9	28.1	D
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		5413		7116		0.76		64.1		28.1		D
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.980	5413	733	7200	2100	0.75	0.35	63.9	59.8	28.2	29.7	D
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		4689		7200		0.65		68.5		22.8		C
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.990	6041	1352	7200	2100	0.65	0.64	68.5	-	22.8	-	C
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		6075		9600		0.63		68.8		22.1		C
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	64.4		27.9		26.0		8.1		D						
Facility Overall Results															
Space Mean Speed, mi/h					64.4			Density, veh/mi/ln			26.0				
Average Travel Time, min					8.1			Density, pc/mi/ln			27.9				



HCS7 Freeway Facilities Report

Project Information

Analyst	CM	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	EAP (2030) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

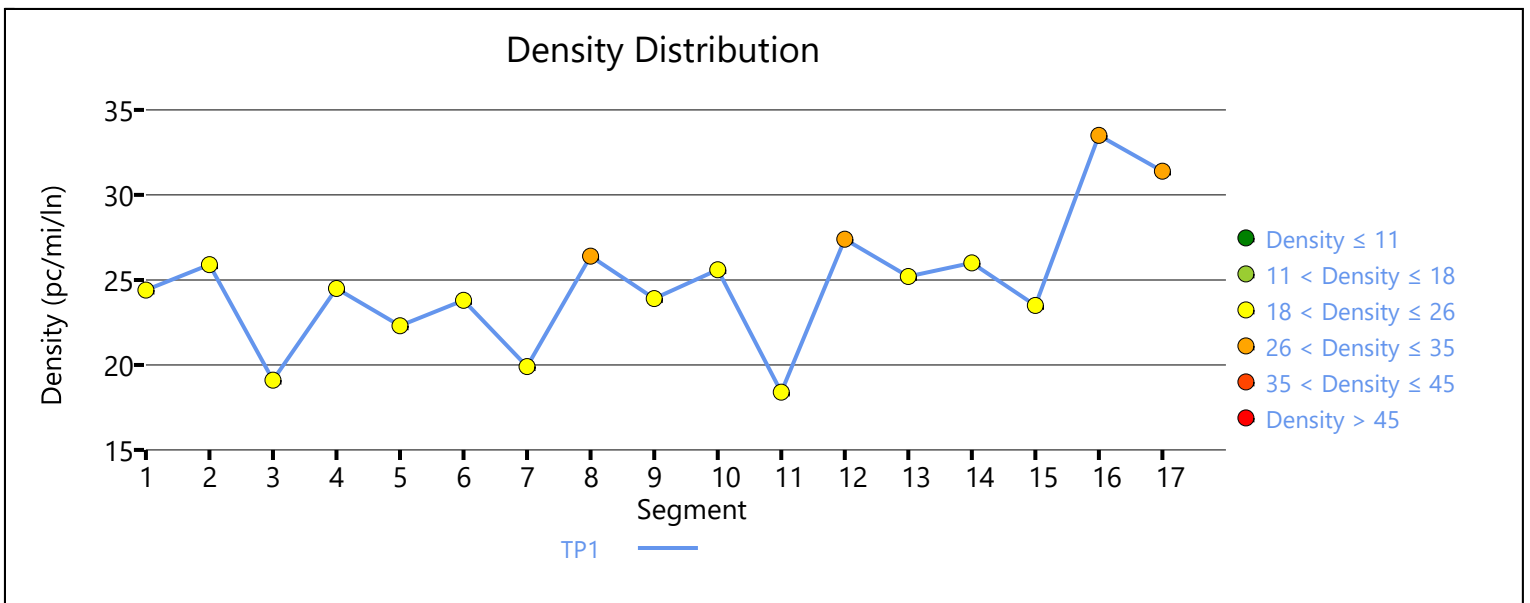
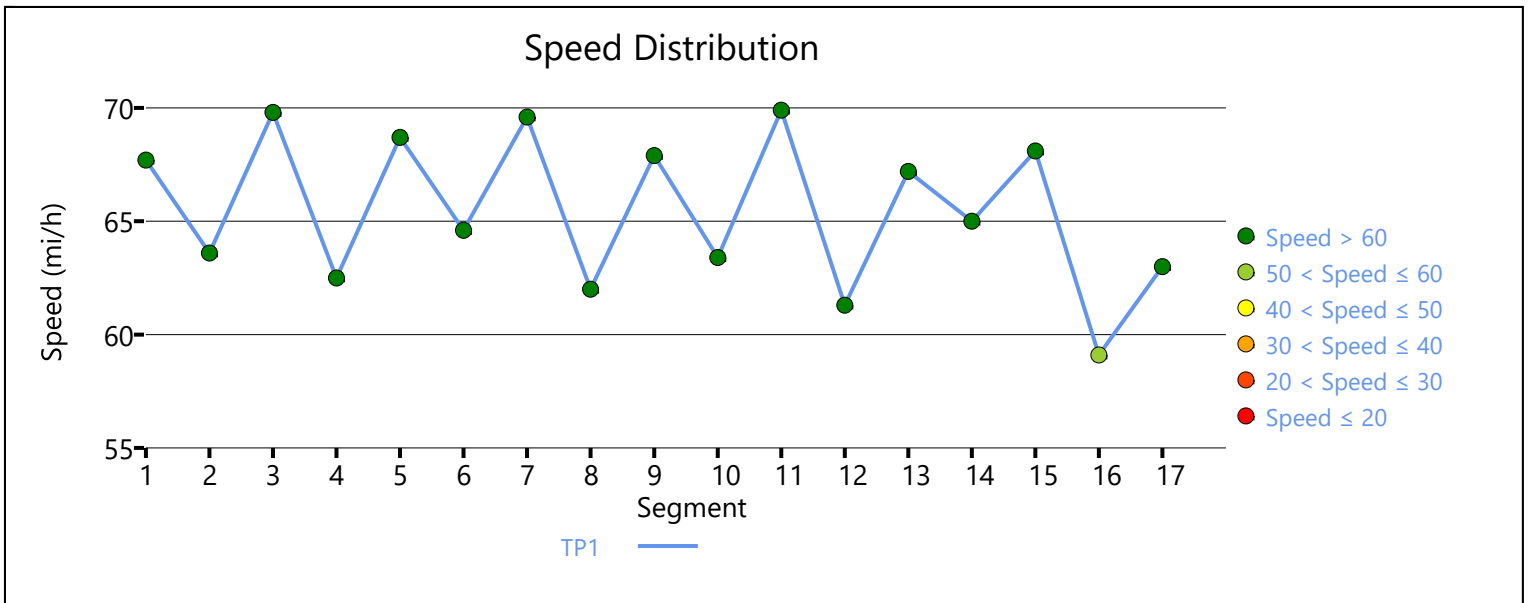
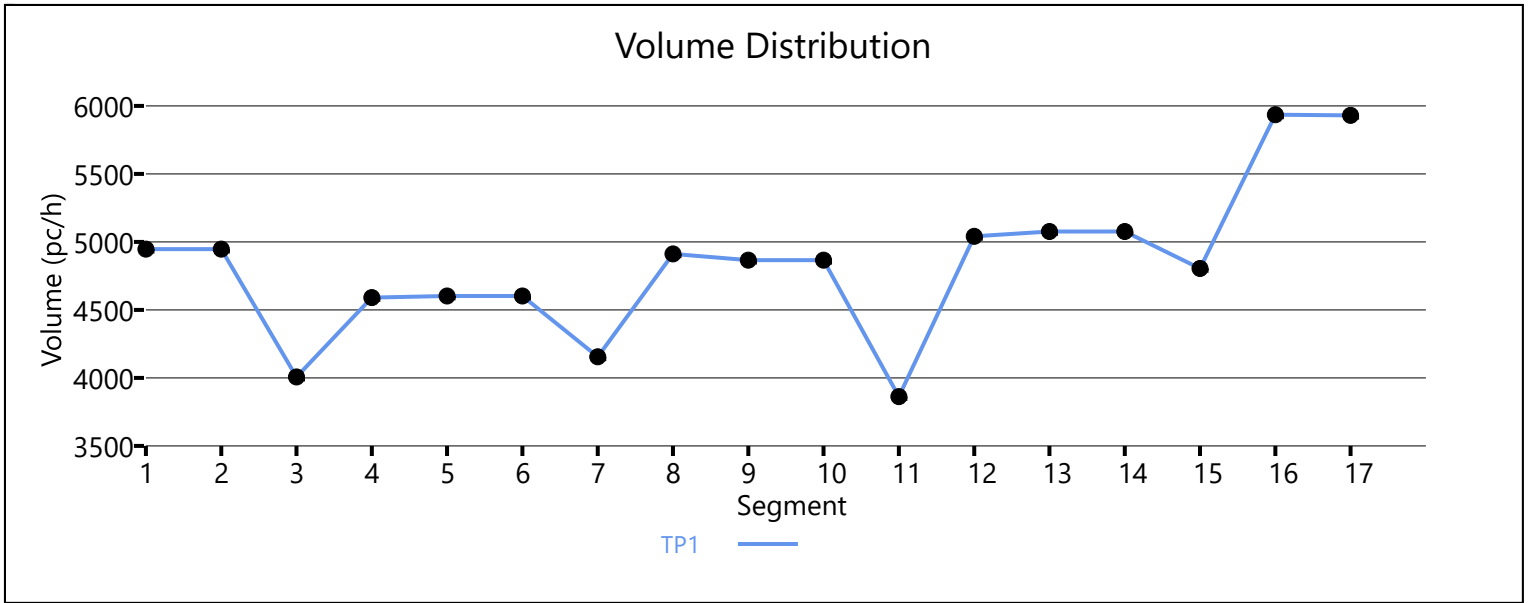
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	4947	7200	0.69	67.7	24.4	C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	4947	905	7200 ^{5.4}	2100 ¹³	0.69	0.43	63.6	59.4	25.9	28.6	D

Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4007		7200		0.56		69.8		19.1		C
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	4591	584	7200	2100	0.64	0.28	62.5	60.8	24.5	23.7	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4603		7200		0.64		68.7		22.3		C
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.943	4603	447	7200	2100	0.64	0.21	64.6	60.5	23.8	23.2	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4155		7200		0.58		69.6		19.9		C
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.943	4912	757	7200	2100	0.68	0.36	62.0	60.2	26.4	25.5	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4866		7200		0.68		67.9		23.9		C
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	4866	993	7200	2100	0.68	0.47	63.4	59.2	25.6	27.7	C
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3863		7200		0.54		69.9		18.4		C
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.952	0.943	5041	1178	7200	2100	0.70	0.56	61.3	59.3	27.4	27.5	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5077		7200		0.71		67.2		25.2		C
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.840	5077	255	7200	2100	0.71	0.12	65.0	61.0	26.0	26.4	C
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4805		7200		0.67		68.1		23.5		C
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.813	5935	1130	7200	2100	0.82	0.54	59.1	56.7	33.5	32.1	D
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		5931		7200		0.82		63.0		31.4		D
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	65.8		24.8		23.4		7.7		C						
Facility Overall Results															
Space Mean Speed, mi/h					65.8			Density, veh/mi/ln			23.4				
Average Travel Time, min					7.7			Density, pc/mi/ln			24.8				



APPENDIX 5.5:

**EAP (2030) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH
IMPROVEMENTS**

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Timings

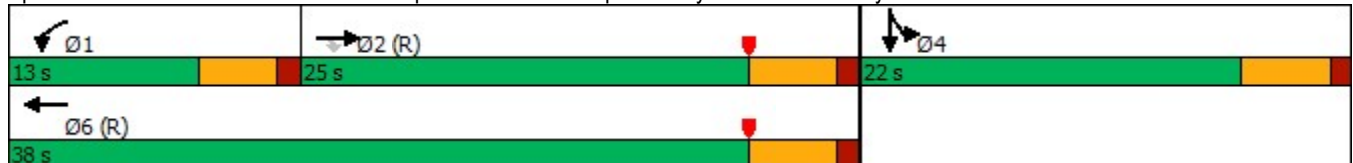


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Volume (vph)	441	12	154	148	767	11
Future Volume (vph)	441	12	154	148	767	11
Turn Type	NA	Perm	Prot	NA	Split	NA
Protected Phases	2		1	6	4	4
Permitted Phases		2				
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.0	25.0	13.0	38.0	22.0	22.0
Total Split (%)	41.7%	41.7%	21.7%	63.3%	36.7%	36.7%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	20.8	20.8	8.0	33.3	16.7	16.7
Actuated g/C Ratio	0.35	0.35	0.13	0.56	0.28	0.28
v/c Ratio	0.37	0.02	0.69	0.08	0.84	0.40
Control Delay	16.1	0.1	37.0	3.3	30.0	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	0.1	37.0	3.3	30.0	5.4
LOS	B	A	D	A	C	A
Approach Delay	15.7			20.5		24.2
Approach LOS	B			C		C

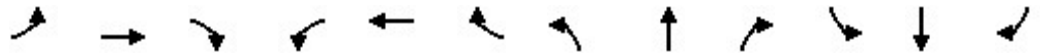
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 21.4
 Intersection LOS: C
 Intersection Capacity Utilization 113.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

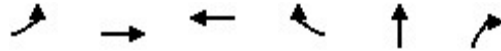


HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑					↖↗	↖	
Traffic Volume (veh/h)	0	441	12	154	148	0	0	0	0	767	11	224
Future Volume (veh/h)	0	441	12	154	148	0	0	0	0	767	11	224
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	469	2	164	157	0				816	12	73
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1361	607	206	2044	0				938	62	378
Arrive On Green	0.00	0.38	0.38	0.11	0.57	0.00				0.27	0.27	0.27
Sat Flow, veh/h	0	3705	1610	1810	3705	0				3510	232	1413
Grp Volume(v), veh/h	0	469	2	164	157	0				816	0	85
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1755	0	1646
Q Serve(g_s), s	0.0	5.6	0.0	5.3	1.2	0.0				13.3	0.0	2.4
Cycle Q Clear(g_c), s	0.0	5.6	0.0	5.3	1.2	0.0				13.3	0.0	2.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.86
Lane Grp Cap(c), veh/h	0	1361	607	206	2044	0				938	0	440
V/C Ratio(X)	0.00	0.34	0.00	0.79	0.08	0.00				0.87	0.00	0.19
Avail Cap(c_a), veh/h	0	1361	607	256	2044	0				995	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.4	11.7	25.9	5.9	0.0				21.0	0.0	17.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	10.1	0.1	0.0				8.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	0.0	2.6	0.3	0.0				5.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.1	11.7	36.0	6.0	0.0				29.1	0.0	17.2
LnGrp LOS	A	B	B	D	A	A				C	A	B
Approach Vol, veh/h		471			321						901	
Approach Delay, s/veh		14.1			21.3						28.0	
Approach LOS		B			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.3	27.6		21.0		39.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	8.5	20.0		17.0		33.0						
Max Q Clear Time (g_c+I1), s	7.3	7.6		15.3		3.2						
Green Ext Time (p_c), s	0.0	1.5		0.7		0.5						
Intersection Summary												
HCM 6th Ctrl Delay				22.8								
HCM 6th LOS				C								

Timings

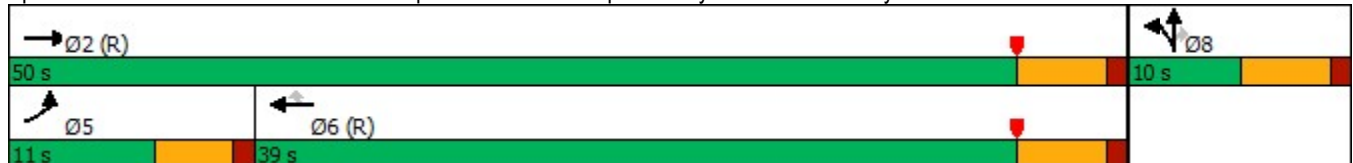


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↔↔	↑↑	↑↑	↔	↔	↔
Traffic Volume (vph)	300	907	290	1053	5	100
Future Volume (vph)	300	907	290	1053	5	100
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	11.0	50.0	39.0	39.0	10.0	10.0
Total Split (%)	18.3%	83.3%	65.0%	65.0%	16.7%	16.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	6.5	45.0	34.0	34.0	5.0	5.0
Actuated g/C Ratio	0.11	0.75	0.57	0.57	0.08	0.08
v/c Ratio	0.84	0.36	0.15	1.01	0.12	0.44
Control Delay	48.4	4.5	6.4	40.5	27.4	11.7
Queue Delay	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay	48.4	5.2	6.4	40.5	27.4	11.7
LOS	D	A	A	D	C	B
Approach Delay		15.9	33.1		14.0	
Approach LOS		B	C		B	

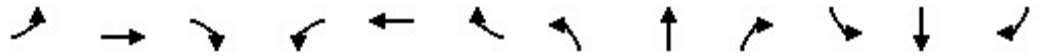
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 24.5
 Intersection LOS: C
 Intersection Capacity Utilization 113.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.

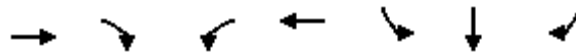


HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔		↔	↔			
Traffic Volume (veh/h)	300	907	0	0	290	1053	12	5	100	0	0	0
Future Volume (veh/h)	300	907	0	0	290	1053	12	5	100	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	319	965	0	0	309	907	13	5	-22			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	380	2708	0	0	2046	912	110	42	134			
Arrive On Green	0.22	1.00	0.00	0.00	0.57	0.57	0.08	0.08	0.00			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1324	509	1610			
Grp Volume(v), veh/h	319	965	0	0	309	907	18	0	-22			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1834	0	1610			
Q Serve(g_s), s	5.2	0.0	0.0	0.0	2.4	33.5	0.5	0.0	0.0			
Cycle Q Clear(g_c), s	5.2	0.0	0.0	0.0	2.4	33.5	0.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.72		1.00			
Lane Grp Cap(c), veh/h	380	2708	0	0	2046	912	153	0	134			
V/C Ratio(X)	0.84	0.36	0.00	0.00	0.15	0.99	0.12	0.00	-0.16			
Avail Cap(c_a), veh/h	380	2708	0	0	2046	912	153	0	134			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.69	0.69	0.00	0.00	0.92	0.92	1.00	0.00	0.00			
Uniform Delay (d), s/veh	23.0	0.0	0.0	0.0	6.2	12.9	25.5	0.0	0.0			
Incr Delay (d2), s/veh	10.4	0.3	0.0	0.0	0.1	27.2	1.6	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	0.1	0.0	0.0	0.7	14.5	0.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.3	0.0	0.0	6.3	40.1	27.0	0.0	0.0			
LnGrp LOS	C	A	A	A	A	D	C	A	A			
Approach Vol, veh/h		1284			1216			-4				
Approach Delay, s/veh		8.5			31.5			0.0				
Approach LOS		A			C			A				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			11.0	39.0		10.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		45.0			6.5	34.0		5.0				
Max Q Clear Time (g_c+I1), s		2.0			7.2	35.5		2.5				
Green Ext Time (p_c), s		4.5			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					19.7							
HCM 6th LOS					B							

Timings
4: I-215 SB Ramps & Ramona Exwy.

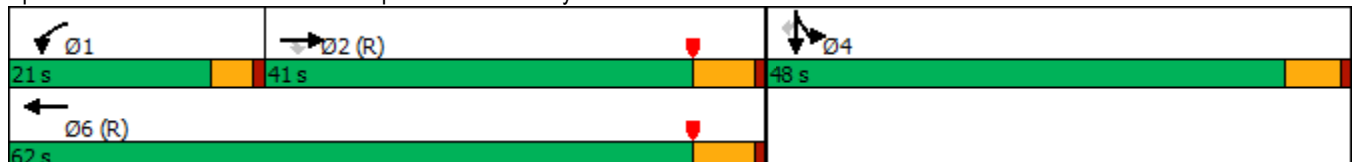


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↖↗	↑↑	↖	↖	↖
Traffic Volume (vph)	880	344	369	1119	1018	0	269
Future Volume (vph)	880	344	369	1119	1018	0	269
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	41.0	41.0	21.0	62.0	48.0	48.0	48.0
Total Split (%)	37.3%	37.3%	19.1%	56.4%	43.6%	43.6%	43.6%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	36.0	36.0	15.5	56.0	42.5	42.5	42.5
Actuated g/C Ratio	0.33	0.33	0.14	0.51	0.39	0.39	0.39
v/c Ratio	0.78	0.47	0.78	0.63	0.80	0.80	0.42
Control Delay	39.1	5.2	28.6	13.3	40.8	40.8	20.0
Queue Delay	0.0	0.0	0.0	2.1	59.9	59.9	0.0
Total Delay	39.1	5.2	28.6	15.4	100.7	100.7	20.0
LOS	D	A	C	B	F	F	C
Approach Delay	29.6			18.7		83.8	
Approach LOS	C			B		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 43.0
 Intersection LOS: D
 Intersection Capacity Utilization 153.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘	↗	↗
Traffic Volume (veh/h)	0	880	344	369	1119	0	0	0	0	1018	0	269
Future Volume (veh/h)	0	880	344	369	1119	0	0	0	0	1018	0	269
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	917	243	384	1166	0				1060	0	145
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1223	538	455	1838	0				1398	0	622
Arrive On Green	0.00	0.34	0.34	0.08	0.31	0.00				0.39	0.00	0.39
Sat Flow, veh/h	0	3705	1590	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	917	243	384	1166	0				1060	0	145
Grp Sat Flow(s),veh/h/ln	0	1805	1590	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	24.8	13.1	11.9	30.6	0.0				28.0	0.0	6.7
Cycle Q Clear(g_c), s	0.0	24.8	13.1	11.9	30.6	0.0				28.0	0.0	6.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1223	538	455	1838	0				1398	0	622
V/C Ratio(X)	0.00	0.75	0.45	0.84	0.63	0.00				0.76	0.00	0.23
Avail Cap(c_a), veh/h	0	1223	538	527	1838	0				1398	0	622
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.65	0.65	0.63	0.63	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.2	28.4	49.6	29.4	0.0				29.3	0.0	22.8
Incr Delay (d2), s/veh	0.0	2.8	1.8	7.1	1.1	0.0				3.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.6	5.0	5.7	14.0	0.0				12.1	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.0	30.2	56.7	30.4	0.0				33.2	0.0	23.6
LnGrp LOS	A	D	C	E	C	A				C	A	C
Approach Vol, veh/h		1160			1550						1205	
Approach Delay, s/veh		34.0			37.0						32.0	
Approach LOS		C			D						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.7	43.3		48.0		62.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	16.5	35.0		42.5		56.0						
Max Q Clear Time (g_c+I1), s	13.9	26.8		30.0		32.6						
Green Ext Time (p_c), s	0.4	2.8		3.9		5.1						

Intersection Summary

HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

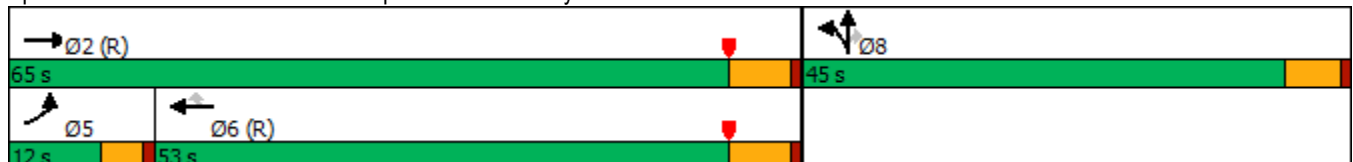


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶↶	↶↶	↶↶	↷	↶	↶	↷
Traffic Volume (vph)	187	1711	1152	917	336	4	575
Future Volume (vph)	187	1711	1152	917	336	4	575
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	12.0	65.0	53.0	53.0	45.0	45.0	45.0
Total Split (%)	10.9%	59.1%	48.2%	48.2%	40.9%	40.9%	40.9%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	7.8	59.6	47.3	47.3	38.9	38.9	38.9
Actuated g/C Ratio	0.07	0.54	0.43	0.43	0.35	0.35	0.35
v/c Ratio	0.79	0.91	0.77	0.84	0.29	0.29	0.97
Control Delay	50.0	37.0	31.1	13.2	27.1	27.0	60.5
Queue Delay	0.0	46.7	0.3	0.0	0.0	0.0	0.0
Total Delay	50.0	83.7	31.4	13.2	27.1	27.0	60.5
LOS	D	F	C	B	C	C	E
Approach Delay		80.4	23.3			48.1	
Approach LOS		F	C			D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 50.1
 Intersection LOS: D
 Intersection Capacity Utilization 153.4%
 ICU Level of Service H
 Analysis Period (min) 15























Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 							
Traffic Volume (veh/h)	187	1711	0	0	1152	917	336	4	575	0	0	0
Future Volume (veh/h)	187	1711	0	0	1152	917	336	4	575	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	195	1782	0	0	1200	486	353	0	391			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	239	2253	0	0	1859	829	982	0	437			
Arrive On Green	0.09	0.83	0.00	0.00	0.51	0.51	0.27	0.00	0.27			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	195	1782	0	0	1200	486	353	0	391			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	6.0	26.9	0.0	0.0	26.6	23.1	8.7	0.0	25.7			
Cycle Q Clear(g_c), s	6.0	26.9	0.0	0.0	26.6	23.1	8.7	0.0	25.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	239	2253	0	0	1859	829	982	0	437			
V/C Ratio(X)	0.81	0.79	0.00	0.00	0.65	0.59	0.36	0.00	0.89			
Avail Cap(c_a), veh/h	239	2253	0	0	1859	829	1300	0	578			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.52	0.52	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	49.3	5.8	0.0	0.0	19.4	18.5	32.3	0.0	38.6			
Incr Delay (d2), s/veh	10.8	1.5	0.0	0.0	1.7	3.0	0.2	0.0	13.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.8	4.5	0.0	0.0	10.4	8.4	3.7	0.0	11.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	7.4	0.0	0.0	21.1	21.6	32.6	0.0	52.0			
LnGrp LOS	E	A	A	A	C	C	C	A	D			
Approach Vol, veh/h		1977			1686			744				
Approach Delay, s/veh		12.6			21.3			42.8				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		74.6			12.0	62.6		35.4				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		59.0			7.5	47.0		39.5				
Max Q Clear Time (g_c+I1), s		28.9			8.0	28.6		27.7				
Green Ext Time (p_c), s		10.3			0.0	6.0		2.2				

Intersection Summary

HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

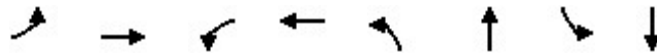
Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

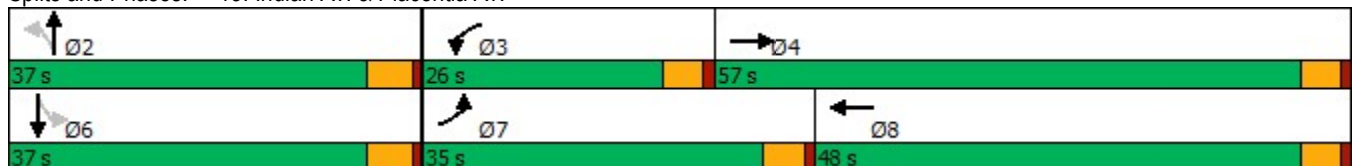


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	116	659	170	797	42	178	30	149
Future Volume (vph)	116	659	170	797	42	178	30	149
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	35.0	57.0	26.0	48.0	37.0	37.0	37.0	37.0
Total Split (%)	29.2%	47.5%	21.7%	40.0%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	11.8	53.0	14.7	55.9	21.4	21.4	21.4	21.4
Actuated g/C Ratio	0.11	0.51	0.14	0.54	0.21	0.21	0.21	0.21
v/c Ratio	0.61	0.48	0.72	0.47	0.26	0.77	0.31	0.54
Control Delay	58.3	18.7	59.7	17.2	38.6	49.9	43.6	40.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	18.7	59.7	17.2	38.6	49.9	43.6	40.1
LOS	E	B	E	B	D	D	D	D
Approach Delay		23.7		24.4		48.4		40.6
Approach LOS		C		C		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 28.7
 Intersection LOS: C
 Intersection Capacity Utilization 72.1%
 ICU Level of Service C
 Analysis Period (min) 15

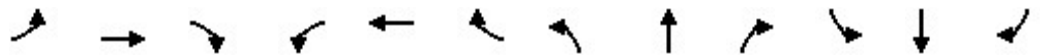
Splits and Phases: 15: Indian Av. & Placentia Av.



HCM 6th Signalized Intersection Summary
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	116	659	146	170	797	45	42	178	98	30	149	43
Future Volume (veh/h)	116	659	146	170	797	45	42	178	98	30	149	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	126	716	133	185	866	27	46	193	80	33	162	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	158	1619	301	220	2025	63	199	256	106	139	302	67
Arrive On Green	0.09	0.53	0.53	0.12	0.57	0.57	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3039	564	1810	3574	111	1203	1276	529	1124	1505	335
Grp Volume(v), veh/h	126	425	424	185	437	456	46	0	273	33	0	198
Grp Sat Flow(s),veh/h/ln	1810	1805	1798	1810	1805	1880	1203	0	1805	1124	0	1840
Q Serve(g_s), s	6.7	14.2	14.2	9.8	13.6	13.6	3.5	0.0	14.0	2.8	0.0	9.5
Cycle Q Clear(g_c), s	6.7	14.2	14.2	9.8	13.6	13.6	13.0	0.0	14.0	16.8	0.0	9.5
Prop In Lane	1.00		0.31	1.00		0.06	1.00		0.29	1.00		0.18
Lane Grp Cap(c), veh/h	158	961	958	220	1023	1065	199	0	362	139	0	369
V/C Ratio(X)	0.80	0.44	0.44	0.84	0.43	0.43	0.23	0.00	0.75	0.24	0.00	0.54
Avail Cap(c_a), veh/h	559	961	958	394	1023	1065	347	0	585	277	0	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.0	14.1	14.1	42.3	12.2	12.2	41.0	0.0	37.0	45.0	0.0	35.2
Incr Delay (d2), s/veh	3.5	1.5	1.5	3.3	1.3	1.3	0.6	0.0	3.2	0.9	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	6.0	6.0	4.6	5.7	5.9	1.1	0.0	6.4	0.8	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	15.5	15.5	45.6	13.5	13.4	41.6	0.0	40.2	45.8	0.0	36.4
LnGrp LOS	D	B	B	D	B	B	D	A	D	D	A	D
Approach Vol, veh/h		975			1078			319			231	
Approach Delay, s/veh		19.7			19.0			40.4			37.8	
Approach LOS		B			B			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.8	16.5	57.0		24.8	13.2	60.4				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		31.9	21.4	52.4		31.9	30.4	43.4				
Max Q Clear Time (g_c+I1), s		16.0	11.8	16.2		18.8	8.7	15.6				
Green Ext Time (p_c), s		1.5	0.2	6.8		0.9	0.2	6.8				
Intersection Summary												
HCM 6th Ctrl Delay				23.5								
HCM 6th LOS				C								

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

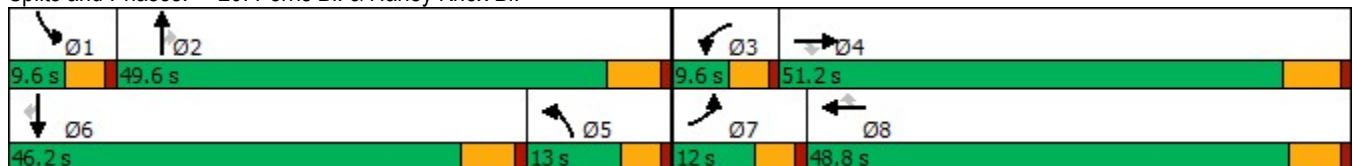
02/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	252	319	38	12	440	182	262	1236	15	51	811	288
Future Volume (vph)	252	319	38	12	440	182	262	1236	15	51	811	288
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	13.0	49.6	49.6	9.6	46.2	46.2
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	10.8%	41.3%	41.3%	8.0%	38.5%	38.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.8	28.8	28.8	5.3	17.9	17.9	11.0	32.7	32.7	5.3	24.3	24.3
Actuated g/C Ratio	0.09	0.35	0.35	0.06	0.22	0.22	0.13	0.39	0.39	0.06	0.29	0.29
v/c Ratio	0.84	0.28	0.06	0.06	0.43	0.42	0.62	0.66	0.02	0.25	0.59	0.49
Control Delay	63.9	21.4	0.2	46.4	28.9	10.3	43.9	24.1	0.1	46.7	27.3	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	21.4	0.2	46.4	28.9	10.3	43.9	24.1	0.1	46.7	27.3	9.8
LOS	E	C	A	D	C	B	D	C	A	D	C	A
Approach Delay		37.6			23.9			27.3			23.8	
Approach LOS		D			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 82.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 27.3
 Intersection LOS: C
 Intersection Capacity Utilization 61.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)
02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	252	319	38	12	440	182	262	1236	15	51	811	288
Future Volume (veh/h)	252	319	38	12	440	182	262	1236	15	51	811	288
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	277	351	37	13	484	107	288	1358	13	56	891	208
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	362	905	404	56	848	263	500	2027	629	165	1445	448
Arrive On Green	0.10	0.25	0.25	0.02	0.16	0.16	0.14	0.39	0.39	0.05	0.28	0.28
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1608
Grp Volume(v), veh/h	277	351	37	13	484	107	288	1358	13	56	891	208
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1608
Q Serve(g_s), s	5.5	5.8	0.7	0.3	6.2	4.3	5.5	15.5	0.4	1.1	10.7	5.0
Cycle Q Clear(g_c), s	5.5	5.8	0.7	0.3	6.2	4.3	5.5	15.5	0.4	1.1	10.7	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	905	404	56	848	263	500	2027	629	165	1445	448
V/C Ratio(X)	0.76	0.39	0.09	0.23	0.57	0.41	0.58	0.67	0.02	0.34	0.62	0.46
Avail Cap(c_a), veh/h	362	2266	1010	245	3111	966	500	3168	984	245	2922	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	22.3	7.1	34.9	27.7	26.9	28.7	18.0	13.4	33.1	22.5	9.2
Incr Delay (d2), s/veh	8.5	0.3	0.1	0.8	0.6	1.0	1.1	0.4	0.0	0.5	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.2	0.4	0.1	2.4	1.6	2.2	5.3	0.1	0.4	3.9	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	22.6	7.2	35.6	28.3	27.9	29.8	18.4	13.4	33.6	23.0	10.0
LnGrp LOS	D	C	A	D	C	C	C	B	B	C	C	A
Approach Vol, veh/h		665			604			1659			1155	
Approach Delay, s/veh		28.9			28.4			20.3			21.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	33.8	5.7	24.2	16.0	25.8	12.0	17.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	8.4	* 40	7.4	* 43				
Max Q Clear Time (g_c+l1), s	3.1	17.5	2.3	7.8	7.5	12.7	7.5	8.2				
Green Ext Time (p_c), s	0.0	10.4	0.0	2.2	0.1	7.1	0.0	3.5				

Intersection Summary

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

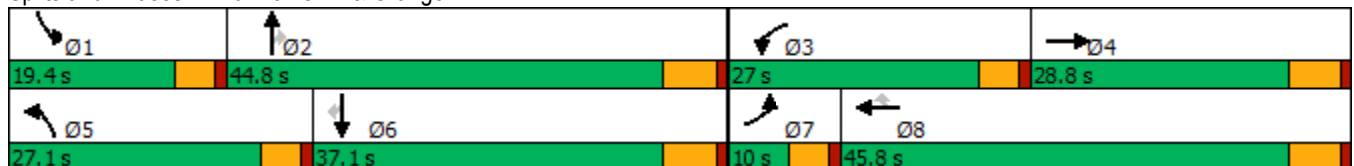
06/03/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	17	263	182	472	163	185	759	101	104	546	38	
Future Volume (vph)	17	263	182	472	163	185	759	101	104	546	38	
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4	3	8		5	2		1	6		
Permitted Phases					8			2			6	
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8	
Total Split (s)	10.0	28.8	27.0	45.8	45.8	27.1	44.8	44.8	19.4	37.1	37.1	
Total Split (%)	8.3%	24.0%	22.5%	38.2%	38.2%	22.6%	37.3%	37.3%	16.2%	30.9%	30.9%	
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	5.5	15.9	14.7	32.2	32.2	14.9	28.1	28.1	10.3	23.4	23.4	
Actuated g/C Ratio	0.06	0.18	0.16	0.35	0.35	0.16	0.31	0.31	0.11	0.26	0.26	
v/c Ratio	0.17	0.66	0.67	0.40	0.26	0.67	0.73	0.18	0.55	0.63	0.07	
Control Delay	53.4	36.1	50.7	25.3	5.4	50.7	33.5	2.4	53.5	34.9	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.4	36.1	50.7	25.3	5.4	50.7	33.5	2.4	53.5	34.9	0.3	
LOS	D	D	D	C	A	D	C	A	D	C	A	
Approach Delay		36.8		27.0			33.6			35.8		
Approach LOS		D		C			C			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 32.7
 Intersection LOS: C
 Intersection Capacity Utilization 66.0%
 ICU Level of Service C
 Analysis Period (min) 15
























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	263	141	182	472	163	185	759	101	104	546	38
Future Volume (veh/h)	17	263	141	182	472	163	185	759	101	104	546	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	283	111	196	508	124	199	816	85	112	587	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	424	163	243	1008	448	246	1138	507	145	937	417
Arrive On Green	0.02	0.17	0.17	0.13	0.28	0.28	0.14	0.32	0.32	0.08	0.26	0.26
Sat Flow, veh/h	1810	2551	978	1810	3610	1605	1810	3610	1607	1810	3610	1606
Grp Volume(v), veh/h	18	198	196	196	508	124	199	816	85	112	587	29
Grp Sat Flow(s),veh/h/ln	1810	1805	1724	1810	1805	1605	1810	1805	1607	1810	1805	1606
Q Serve(g_s), s	0.7	7.0	7.3	7.2	8.1	4.1	7.3	13.7	2.6	4.1	9.8	0.9
Cycle Q Clear(g_c), s	0.7	7.0	7.3	7.2	8.1	4.1	7.3	13.7	2.6	4.1	9.8	0.9
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	38	300	287	243	1008	448	246	1138	507	145	937	417
V/C Ratio(X)	0.47	0.66	0.68	0.81	0.50	0.28	0.81	0.72	0.17	0.77	0.63	0.07
Avail Cap(c_a), veh/h	143	607	580	593	2112	939	596	2059	917	392	1653	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	26.7	26.8	28.7	20.7	19.2	28.7	20.7	16.9	30.8	22.4	19.1
Incr Delay (d2), s/veh	3.3	2.5	2.9	2.4	0.4	0.3	2.4	0.9	0.2	3.3	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.9	2.9	3.0	3.0	1.4	3.0	5.1	0.9	1.8	3.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	29.2	29.7	31.2	21.1	19.6	31.1	21.6	17.1	34.1	23.1	19.2
LnGrp LOS	D	C	C	C	C	B	C	C	B	C	C	B
Approach Vol, veh/h		412			828			1100			728	
Approach Delay, s/veh		29.7			23.2			22.9			24.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	27.4	13.8	17.2	13.9	23.5	6.0	24.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	14.8	39.0	22.4	23.0	22.5	31.3	5.4	40.0				
Max Q Clear Time (g_c+I1), s	6.1	15.7	9.2	9.3	9.3	11.8	2.7	10.1				
Green Ext Time (p_c), s	0.1	5.7	0.2	1.7	0.2	3.5	0.0	3.6				
Intersection Summary												
HCM 6th Ctrl Delay			24.3									
HCM 6th LOS			C									

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

06/02/2020

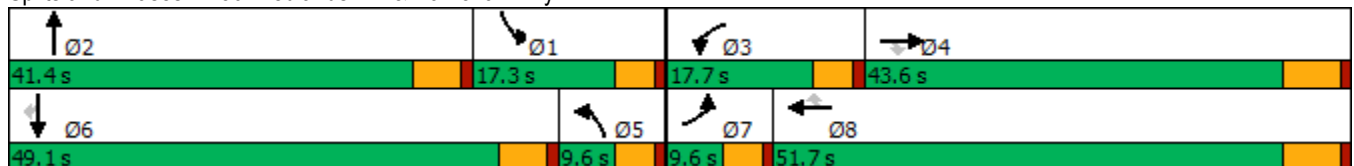


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗↗↗	↖	↖	↗↗↗	↖	↖	↗	↖↖	↗	↖
Traffic Volume (vph)	52	1269	18	136	1845	599	13	10	327	1	22
Future Volume (vph)	52	1269	18	136	1845	599	13	10	327	1	22
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	41.4	9.6	23.4	23.4
Total Split (s)	9.6	43.6	43.6	17.7	51.7	51.7	9.6	41.4	17.3	49.1	49.1
Total Split (%)	8.0%	36.3%	36.3%	14.8%	43.1%	43.1%	8.0%	34.5%	14.4%	40.9%	40.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	37.8	37.8	11.2	46.2	46.2	10.6	16.0	12.5	26.1	26.1
Actuated g/C Ratio	0.05	0.38	0.38	0.11	0.47	0.47	0.11	0.16	0.13	0.26	0.26
v/c Ratio	0.58	0.67	0.03	0.69	0.79	0.64	0.07	0.69	0.77	0.00	0.04
Control Delay	74.6	28.8	0.1	62.4	27.1	8.7	37.4	23.6	56.0	40.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.6	28.8	0.1	62.4	27.1	8.7	37.4	23.6	56.0	40.0	0.1
LOS	E	C	A	E	C	A	D	C	E	D	A
Approach Delay		30.1			24.7			24.3		52.4	
Approach LOS		C			C			C		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 28.4
 Intersection LOS: C
 Intersection Capacity Utilization 95.0%
 ICU Level of Service F
 Analysis Period (min) 15






























Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 		 		
Traffic Volume (veh/h)	52	1269	18	136	1845	599	13	10	254	327	1	22
Future Volume (veh/h)	52	1269	18	136	1845	599	13	10	254	327	1	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1322	3	142	1922	400	14	10	93	341	1	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	1836	555	171	2126	651	487	37	342	400	174	141
Arrive On Green	0.04	0.35	0.35	0.09	0.41	0.41	0.27	0.25	0.25	0.11	0.09	0.09
Sat Flow, veh/h	1810	5187	1568	1810	5187	1588	1810	149	1383	3510	1900	1542
Grp Volume(v), veh/h	54	1322	3	142	1922	400	14	0	103	341	1	2
Grp Sat Flow(s),veh/h/ln	1810	1729	1568	1810	1729	1588	1810	0	1532	1755	1900	1542
Q Serve(g_s), s	3.2	24.1	0.1	8.4	37.9	13.9	0.6	0.0	5.9	10.4	0.1	0.1
Cycle Q Clear(g_c), s	3.2	24.1	0.1	8.4	37.9	13.9	0.6	0.0	5.9	10.4	0.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	70	1836	555	171	2126	651	487	0	378	400	174	141
V/C Ratio(X)	0.77	0.72	0.01	0.83	0.90	0.61	0.03	0.00	0.27	0.85	0.01	0.01
Avail Cap(c_a), veh/h	83	1836	555	217	2162	662	487	0	505	408	761	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	30.6	4.2	48.6	30.2	10.4	29.4	0.0	33.2	47.5	45.1	33.1
Incr Delay (d2), s/veh	25.3	1.4	0.0	15.5	5.8	1.7	0.0	0.0	0.4	14.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	9.6	0.0	4.4	15.5	4.4	0.3	0.0	2.2	5.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.3	32.0	4.2	64.1	36.0	12.0	29.4	0.0	33.6	62.3	45.1	33.1
LnGrp LOS	E	C	A	E	D	B	C	A	C	E	D	C
Approach Vol, veh/h		1379			2464			117			344	
Approach Delay, s/veh		33.7			33.7			33.1			62.1	
Approach LOS		C			C			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	32.4	14.9	44.8	34.0	15.4	8.8	50.9				
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	12.7	36.0	13.1	37.4	5.0	43.7	5.0	45.5				
Max Q Clear Time (g_c+I1), s	12.4	7.9	10.4	26.1	2.6	2.1	5.2	39.9				
Green Ext Time (p_c), s	0.0	0.6	0.0	6.1	0.0	0.0	0.0	4.8				
Intersection Summary												
HCM 6th Ctrl Delay			36.0									
HCM 6th LOS			D									

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	→	↵	↕↕	↵	↗
Traffic Volume (vph)	408	12	972	5	313
Future Volume (vph)	408	12	972	5	313
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	5	
Permitted Phases					2
Detector Phase	4	3	8	5	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	27.8	9.6	27.8	9.6	22.6
Total Split (s)	77.0	9.6	77.0	33.4	23.8
Total Split (%)	64.2%	8.0%	64.2%	27.8%	19.8%
Yellow Time (s)	4.8	3.6	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	4.6	5.8	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	Min
Act Effct Green (s)	71.7	5.0	73.3	7.1	8.4
Actuated g/C Ratio	0.78	0.05	0.80	0.08	0.09
v/c Ratio	0.36	0.14	0.41	0.04	0.77
Control Delay	5.0	48.6	3.7	40.2	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	48.6	3.7	40.2	15.8
LOS	A	D	A	D	B
Approach Delay	5.0		4.2	16.2	
Approach LOS	A		A	B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 92.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 6.6
 Intersection LOS: A
 Intersection Capacity Utilization 51.5%
 ICU Level of Service A
 Analysis Period (min) 15

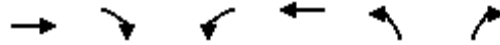
Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↕	↩	↩
Traffic Volume (veh/h)	408	32	12	972	5	313
Future Volume (veh/h)	408	32	12	972	5	313
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	492	39	14	1171	6	377
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1059	84	28	2399	446	397
Arrive On Green	0.61	0.61	0.02	0.66	0.25	0.25
Sat Flow, veh/h	1737	138	1810	3705	1810	1610
Grp Volume(v), veh/h	0	531	14	1171	6	377
Grp Sat Flow(s),veh/h/ln	0	1875	1810	1805	1810	1610
Q Serve(g_s), s	0.0	18.0	0.9	18.8	0.3	26.9
Cycle Q Clear(g_c), s	0.0	18.0	0.9	18.8	0.3	26.9
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1143	28	2399	446	397
V/C Ratio(X)	0.00	0.46	0.50	0.49	0.01	0.95
Avail Cap(c_a), veh/h	0	1143	77	2399	446	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.4	57.0	9.7	33.3	43.3
Incr Delay (d2), s/veh	0.0	1.4	4.9	0.7	0.0	32.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.2	0.4	6.6	0.1	13.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	13.8	61.9	10.4	33.3	75.4
LnGrp LOS	A	B	E	B	C	E
Approach Vol, veh/h	531			1185	383	
Approach Delay, s/veh	13.8			11.1	74.8	
Approach LOS	B			B	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		33.4	6.4	77.0		83.4
Change Period (Y+Rc), s		4.6	4.6	5.8		5.8
Max Green Setting (Gmax), s		28.8	5.0	71.2		71.2
Max Q Clear Time (g_c+I1), s		28.9	2.9	20.0		20.8
Green Ext Time (p_c), s		0.0	0.0	3.4		10.2
Intersection Summary						
HCM 6th Ctrl Delay			23.4			
HCM 6th LOS			C			

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

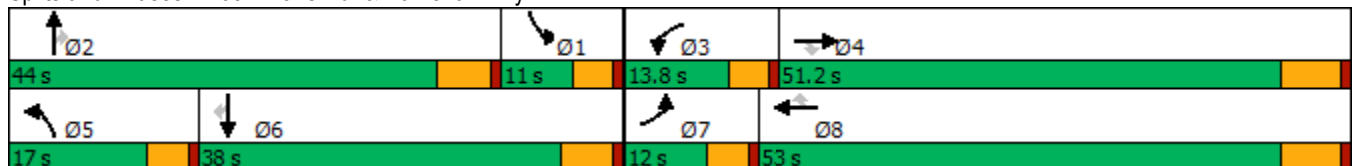
06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	1349	182	17	1622	362	535	493	31	230	297	423
Future Volume (vph)	300	1349	182	17	1622	362	535	493	31	230	297	423
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	12.0	51.2	51.2	13.8	53.0	53.0	17.0	44.0	44.0	11.0	38.0	38.0
Total Split (%)	10.0%	42.7%	42.7%	11.5%	44.2%	44.2%	14.2%	36.7%	36.7%	9.2%	31.7%	31.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.1	54.9	54.9	6.5	47.2	47.2	13.1	25.2	25.2	17.9	30.0	30.0
Actuated g/C Ratio	0.07	0.48	0.48	0.06	0.41	0.41	0.11	0.22	0.22	0.16	0.26	0.26
v/c Ratio	1.30	0.58	0.22	0.18	0.81	0.48	1.42	0.66	0.07	0.45	0.33	0.88
Control Delay	203.2	24.1	3.8	57.5	33.7	12.4	242.2	44.9	0.3	48.6	35.1	48.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	203.2	24.1	3.8	57.5	33.7	12.4	242.2	44.9	0.3	48.6	35.1	48.4
LOS	F	C	A	E	C	B	F	D	A	D	D	D
Approach Delay		51.4			30.0			143.3			44.3	
Approach LOS		D			C			F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.5
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.42
 Intersection Signal Delay: 59.6
 Intersection LOS: E
 Intersection Capacity Utilization 82.8%
 ICU Level of Service E
 Analysis Period (min) 15

































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 	 		 	 	
Traffic Volume (veh/h)	300	1349	182	17	1622	362	535	493	31	230	297	423
Future Volume (veh/h)	300	1349	182	17	1622	362	535	493	31	230	297	423
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	319	1435	0	18	1726	119	569	524	1	245	316	184
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	294	2582		47	2283	709	478	750	334	310	623	274
Arrive On Green	0.08	0.50	0.00	0.03	0.44	0.44	0.14	0.21	0.21	0.09	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1610	3510	3610	1589
Grp Volume(v), veh/h	319	1435	0	18	1726	119	569	524	1	245	316	184
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1610	1755	1805	1589
Q Serve(g_s), s	8.0	18.3	0.0	0.9	26.7	2.5	13.0	12.9	0.0	6.5	7.6	10.4
Cycle Q Clear(g_c), s	8.0	18.3	0.0	0.9	26.7	2.5	13.0	12.9	0.0	6.5	7.6	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	2582		47	2283	709	478	750	334	310	623	274
V/C Ratio(X)	1.09	0.56		0.38	0.76	0.17	1.19	0.70	0.00	0.79	0.51	0.67
Avail Cap(c_a), veh/h	294	2582		186	2661	826	478	1512	674	310	1285	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	16.7	0.0	45.8	22.4	5.4	41.3	35.1	19.9	42.7	35.8	37.0
Incr Delay (d2), s/veh	77.1	0.3	0.0	1.9	1.1	0.1	105.1	1.2	0.0	11.9	0.6	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	6.2	0.0	0.4	9.6	1.4	12.3	5.5	0.0	3.2	3.2	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.8	16.9	0.0	47.6	23.5	5.5	146.4	36.3	19.9	54.5	36.5	39.8
LnGrp LOS	F	B		D	C	A	F	D	B	D	D	D
Approach Vol, veh/h		1754	A		1863			1094			745	
Approach Delay, s/veh		35.8			22.6			93.5			43.2	
Approach LOS		D			C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	23.8	6.5	51.5	17.0	20.5	12.0	46.0				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	6.4	* 38	9.2	44.7	12.4	32.2	7.4	46.5				
Max Q Clear Time (g_c+I1), s	8.5	14.9	2.9	20.3	15.0	12.4	10.0	28.7				
Green Ext Time (p_c), s	0.0	3.2	0.0	10.1	0.0	2.3	0.0	10.9				

Intersection Summary

HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

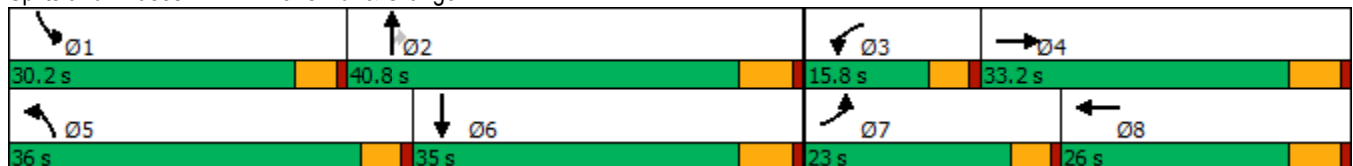


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗
Traffic Volume (vph)	147	285	76	258	266	469	197	206	367
Future Volume (vph)	147	285	76	258	266	469	197	206	367
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8
Total Split (s)	23.0	33.2	15.8	26.0	36.0	40.8	40.8	30.2	35.0
Total Split (%)	19.2%	27.7%	13.2%	21.7%	30.0%	34.0%	34.0%	25.2%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	16.6	26.4	10.1	19.8	28.1	33.6	33.6	22.6	28.0
Actuated g/C Ratio	0.15	0.23	0.09	0.17	0.25	0.30	0.30	0.20	0.25
v/c Ratio	0.85	0.76	0.72	0.91	0.90	0.67	0.51	0.87	0.90
Control Delay	75.9	44.2	77.1	61.3	66.5	39.4	17.9	68.9	53.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.9	44.2	77.1	61.3	66.5	39.4	17.9	68.9	53.7
LOS	E	D	E	E	E	D	B	E	D
Approach Delay		52.4		63.9		42.6			58.0
Approach LOS		D		E		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 52.5
 Intersection LOS: D
 Intersection Capacity Utilization 67.5%
 ICU Level of Service C
 Analysis Period (min) 15























Splits and Phases: 41: Evans Rd. & Orange Av.



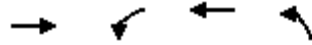
HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	285	134	76	258	129	266	469	197	206	367	162
Future Volume (veh/h)	147	285	134	76	258	129	266	469	197	206	367	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	432	132	115	391	150	403	711	196	312	556	162
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	255	652	197	143	455	172	436	1041	462	345	657	191
Arrive On Green	0.14	0.24	0.24	0.08	0.18	0.18	0.24	0.29	0.29	0.19	0.24	0.24
Sat Flow, veh/h	1810	2719	822	1810	2557	968	1810	3610	1602	1810	2759	801
Grp Volume(v), veh/h	223	285	279	115	274	267	403	711	196	312	363	355
Grp Sat Flow(s),veh/h/ln	1810	1805	1736	1810	1805	1720	1810	1805	1602	1810	1805	1755
Q Serve(g_s), s	12.4	14.7	15.0	6.4	15.2	15.5	22.4	18.0	10.2	17.4	19.7	19.9
Cycle Q Clear(g_c), s	12.4	14.7	15.0	6.4	15.2	15.5	22.4	18.0	10.2	17.4	19.7	19.9
Prop In Lane	1.00		0.47	1.00		0.56	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	255	433	416	143	321	306	436	1041	462	345	430	418
V/C Ratio(X)	0.87	0.66	0.67	0.80	0.85	0.87	0.93	0.68	0.42	0.91	0.84	0.85
Avail Cap(c_a), veh/h	324	481	462	197	354	338	552	1228	545	450	512	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	35.3	35.4	46.6	41.0	41.1	38.2	32.5	29.7	40.7	37.4	37.4
Incr Delay (d2), s/veh	16.3	2.9	3.2	10.7	16.9	19.8	17.1	1.3	0.6	15.8	10.7	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	6.5	6.4	3.2	7.9	8.0	11.5	7.6	3.8	8.9	9.6	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	38.2	38.6	57.3	57.9	60.9	55.2	33.7	30.3	56.6	48.1	48.9
LnGrp LOS	E	D	D	E	E	E	E	C	C	E	D	D
Approach Vol, veh/h		787			656			1310			1030	
Approach Delay, s/veh		44.4			59.0			39.8			50.9	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.2	35.5	12.7	30.5	29.4	30.3	19.1	24.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	25.6	35.0	11.2	27.4	31.4	29.2	18.4	20.2				
Max Q Clear Time (g_c+I1), s	19.4	20.0	8.4	17.0	24.4	21.9	14.4	17.5				
Green Ext Time (p_c), s	0.3	4.5	0.0	2.3	0.4	2.4	0.1	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			47.1									
HCM 6th LOS			D									

Timings
53: Menifee Rd. & Nuevo Rd.

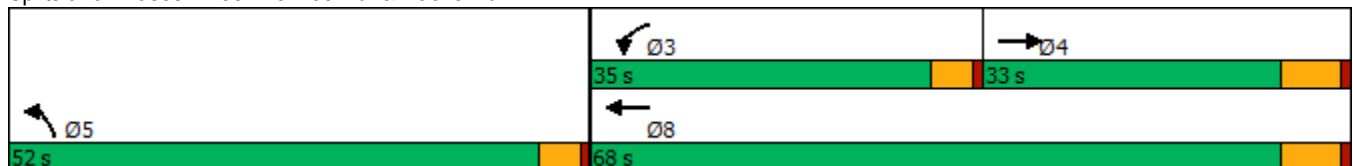


Lane Group	EBT	WBL	WBT	NBL
Lane Configurations	→	↘	←	↙
Traffic Volume (vph)	168	313	244	197
Future Volume (vph)	168	313	244	197
Turn Type	NA	Prot	NA	Prot
Protected Phases	4	3	8	5
Permitted Phases				
Detector Phase	4	3	8	5
Switch Phase				
Minimum Initial (s)	10.0	5.0	10.0	5.0
Minimum Split (s)	28.5	9.6	28.5	9.6
Total Split (s)	33.0	35.0	68.0	52.0
Total Split (%)	27.5%	29.2%	56.7%	43.3%
Yellow Time (s)	5.5	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	None	None
Act Effct Green (s)	18.1	20.1	43.3	29.2
Actuated g/C Ratio	0.21	0.24	0.51	0.35
v/c Ratio	0.69	0.74	0.26	0.83
Control Delay	40.9	44.3	13.8	34.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	40.9	44.3	13.8	34.4
LOS	D	D	B	C
Approach Delay	40.9		30.9	34.4
Approach LOS	D		C	C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 84.6	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 34.3	Intersection LOS: C
Intersection Capacity Utilization 76.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 53: Menifee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)
06/03/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	
Traffic Volume (veh/h)	168	105	313	244	197	322
Future Volume (veh/h)	168	105	313	244	197	322
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	171	56	319	249	201	252
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	258	84	383	924	228	286
Arrive On Green	0.19	0.19	0.21	0.49	0.30	0.30
Sat Flow, veh/h	1370	449	1810	1900	750	940
Grp Volume(v), veh/h	0	227	319	249	454	0
Grp Sat Flow(s),veh/h/ln	0	1819	1810	1900	1693	0
Q Serve(g_s), s	0.0	6.1	9.0	4.1	13.5	0.0
Cycle Q Clear(g_c), s	0.0	6.1	9.0	4.1	13.5	0.0
Prop In Lane		0.25	1.00		0.44	0.56
Lane Grp Cap(c), veh/h	0	342	383	924	516	0
V/C Ratio(X)	0.00	0.66	0.83	0.27	0.88	0.00
Avail Cap(c_a), veh/h	0	908	1036	2200	1511	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	20.0	20.0	8.1	17.5	0.0
Incr Delay (d2), s/veh	0.0	2.2	1.8	0.2	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	3.1	1.1	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	22.2	21.9	8.2	19.5	0.0
LnGrp LOS	A	C	C	A	B	A
Approach Vol, veh/h	227			568	454	
Approach Delay, s/veh	22.2			15.9	19.5	
Approach LOS	C			B	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		20.8	15.8	16.5		32.3
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		47.4	30.4	26.5		61.5
Max Q Clear Time (g_c+I1), s		15.5	11.0	8.1		6.1
Green Ext Time (p_c), s		0.7	0.4	1.0		1.3

Intersection Summary

HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
56: Menifee Rd. & Mapes Rd.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	19	43	13	113	27	353	163	352
Future Volume (vph)	19	43	13	113	27	353	163	352
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	28.4	28.4	28.4	28.4	9.8	44.6	17.0	51.8
Total Split (%)	31.6%	31.6%	31.6%	31.6%	10.9%	49.6%	18.9%	57.6%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	15.6	15.6	15.6	15.6	5.1	38.3	10.9	50.2
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.06	0.47	0.13	0.61
v/c Ratio	0.17	0.19	0.05	0.73	0.26	0.44	0.72	0.40
Control Delay	31.1	21.5	27.2	34.8	45.1	18.0	53.6	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	21.5	27.2	34.8	45.1	18.0	53.6	11.1
LOS	C	C	C	C	D	B	D	B
Approach Delay		23.7		34.4		19.8		22.9
Approach LOS		C		C		B		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 82.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 24.4
 Intersection LOS: C
 Intersection Capacity Utilization 58.7%
 ICU Level of Service B
 Analysis Period (min) 15

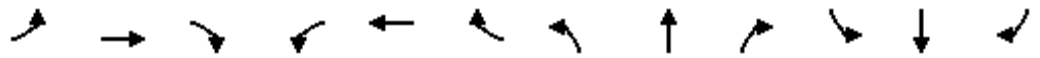
Splits and Phases: 56: Menifee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	19	43	21	13	113	153	27	353	14	163	352	75
Future Volume (veh/h)	19	43	21	13	113	153	27	353	14	163	352	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	46	22	14	120	163	29	376	15	173	374	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	244	117	318	147	199	53	853	34	210	845	181
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.03	0.47	0.47	0.12	0.56	0.56
Sat Flow, veh/h	1114	1215	581	1354	730	992	1810	1815	72	1810	1517	325
Grp Volume(v), veh/h	20	0	68	14	0	283	29	0	391	173	0	454
Grp Sat Flow(s),veh/h/ln	1114	0	1795	1354	0	1722	1810	0	1887	1810	0	1842
Q Serve(g_s), s	1.4	0.0	2.6	0.7	0.0	12.8	1.3	0.0	11.3	7.6	0.0	11.8
Cycle Q Clear(g_c), s	14.2	0.0	2.6	3.3	0.0	12.8	1.3	0.0	11.3	7.6	0.0	11.8
Prop In Lane	1.00		0.32	1.00		0.58	1.00		0.04	1.00		0.18
Lane Grp Cap(c), veh/h	137	0	361	318	0	346	53	0	887	210	0	1026
V/C Ratio(X)	0.15	0.00	0.19	0.04	0.00	0.82	0.54	0.00	0.44	0.82	0.00	0.44
Avail Cap(c_a), veh/h	217	0	490	416	0	470	116	0	887	276	0	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	27.0	28.4	0.0	31.1	38.9	0.0	14.4	35.1	0.0	10.6
Incr Delay (d2), s/veh	0.5	0.0	0.3	0.1	0.0	8.1	3.2	0.0	1.6	10.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.0	0.2	0.0	5.6	0.6	0.0	4.3	3.7	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	0.0	27.2	28.4	0.0	39.1	42.1	0.0	16.0	46.0	0.0	12.0
LnGrp LOS	D	A	C	C	A	D	D	A	B	D	A	B
Approach Vol, veh/h		88			297			420			627	
Approach Delay, s/veh		29.8			38.6			17.8			21.4	
Approach LOS		C			D			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	44.7		22.5	7.0	51.8		22.5				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	12.4	38.1		22.2	5.2	45.3		22.2				
Max Q Clear Time (g_c+I1), s	9.6	13.3		16.2	3.3	13.8		14.8				
Green Ext Time (p_c), s	0.1	2.0		0.1	0.0	2.5		0.9				

Intersection Summary

HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Timings
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	26	137	40	212	34	323	87	256
Future Volume (vph)	26	137	40	212	34	323	87	256
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	31.0	31.0	31.0	31.0	59.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%	65.6%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	17.8	17.8	17.8	17.8	52.7	52.7	52.7	52.7
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.64	0.64	0.64	0.64
v/c Ratio	0.20	0.39	0.17	0.73	0.05	0.42	0.18	0.27
Control Delay	29.4	29.3	27.0	39.0	7.2	8.8	8.4	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	29.3	27.0	39.0	7.2	8.8	8.4	7.7
LOS	C	C	C	D	A	A	A	A
Approach Delay		29.3		37.5		8.7		7.8
Approach LOS		C		D		A		A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 82.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	






















Splits and Phases: 57: Menifee Rd. & Watson Rd.



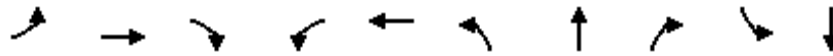
HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	137	9	40	212	63	34	323	135	87	256	40
Future Volume (veh/h)	26	137	9	40	212	63	34	323	135	87	256	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	149	10	43	230	68	37	351	147	95	278	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	150	370	25	259	296	87	701	819	343	553	1035	160
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1098	1761	118	1247	1409	416	1075	1272	533	914	1607	249
Grp Volume(v), veh/h	28	0	159	43	0	298	37	0	498	95	0	321
Grp Sat Flow(s),veh/h/ln	1098	0	1879	1247	0	1825	1075	0	1804	914	0	1855
Q Serve(g_s), s	2.0	0.0	6.0	2.5	0.0	12.6	1.3	0.0	11.1	4.6	0.0	6.1
Cycle Q Clear(g_c), s	14.6	0.0	6.0	8.5	0.0	12.6	7.3	0.0	11.1	15.7	0.0	6.1
Prop In Lane	1.00		0.06	1.00		0.23	1.00		0.30	1.00		0.13
Lane Grp Cap(c), veh/h	150	0	394	259	0	383	701	0	1162	553	0	1195
V/C Ratio(X)	0.19	0.00	0.40	0.17	0.00	0.78	0.05	0.00	0.43	0.17	0.00	0.27
Avail Cap(c_a), veh/h	264	0	590	389	0	573	701	0	1162	553	0	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	27.8	31.4	0.0	30.4	7.8	0.0	7.1	11.0	0.0	6.2
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.3	0.0	3.9	0.1	0.0	1.2	0.7	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.6	0.7	0.0	5.6	0.2	0.0	3.2	0.9	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	0.0	28.5	31.7	0.0	34.3	8.0	0.0	8.3	11.7	0.0	6.8
LnGrp LOS	D	A	C	C	A	C	A	A	A	B	A	A
Approach Vol, veh/h		187			341			535				416
Approach Delay, s/veh		29.9			34.0			8.3				7.9
Approach LOS		C			C			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.0		22.5		59.0		22.5				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		52.5		25.6		52.5		25.6				
Max Q Clear Time (g_c+I1), s		13.1		16.6		17.7		14.6				
Green Ext Time (p_c), s		3.1		0.5		2.2		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				16.8								
HCM 6th LOS				B								

Timings
58: Menifee Rd. & SR-74

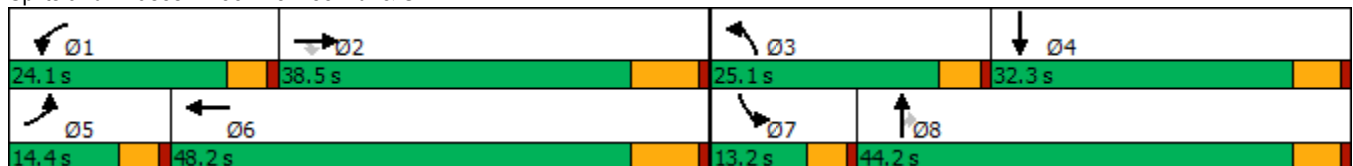


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑	↗	↘	↗
Traffic Volume (vph)	90	759	106	210	774	224	300	207	44	264
Future Volume (vph)	90	759	106	210	774	224	300	207	44	264
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.0	36.0	9.6	29.0	9.6	15.3	15.3	9.6	32.3
Total Split (s)	14.4	38.5	38.5	24.1	48.2	25.1	44.2	44.2	13.2	32.3
Total Split (%)	12.0%	32.1%	32.1%	20.1%	40.2%	20.9%	36.8%	36.8%	11.0%	26.9%
Yellow Time (s)	3.6	6.0	6.0	3.6	6.0	3.6	4.3	4.3	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	7.0	4.6	7.0	4.6	5.3	5.3	4.6	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	8.9	33.2	33.2	17.2	41.5	18.1	36.4	36.4	7.1	23.2
Actuated g/C Ratio	0.08	0.29	0.29	0.15	0.37	0.16	0.32	0.32	0.06	0.20
v/c Ratio	0.70	0.78	0.19	0.84	0.72	0.85	0.54	0.34	0.42	0.84
Control Delay	77.7	44.5	0.8	72.9	35.6	72.6	36.1	5.2	64.8	63.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.7	44.5	0.8	72.9	35.6	72.6	36.1	5.2	64.8	63.0
LOS	E	D	A	E	D	E	D	A	E	E
Approach Delay		42.8			42.9		38.5			63.2
Approach LOS		D			D		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.3
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 44.1
 Intersection LOS: D
 Intersection Capacity Utilization 79.0%
 ICU Level of Service D
 Analysis Period (min) 15
























Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	759	106	210	774	91	224	300	207	44	264	35
Future Volume (veh/h)	90	759	106	210	774	91	224	300	207	44	264	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	825	55	228	841	50	243	326	118	48	287	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	1148	512	260	1361	81	275	565	479	65	330	13
Arrive On Green	0.07	0.32	0.32	0.14	0.39	0.39	0.15	0.30	0.30	0.04	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	3462	206	1810	1900	1610	1810	1818	70
Grp Volume(v), veh/h	98	825	55	228	438	453	243	326	118	48	0	298
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1863	1810	1900	1610	1810	0	1887
Q Serve(g_s), s	5.6	21.2	2.5	12.9	20.4	20.4	13.8	15.3	5.8	2.8	0.0	16.1
Cycle Q Clear(g_c), s	5.6	21.2	2.5	12.9	20.4	20.4	13.8	15.3	5.8	2.8	0.0	16.1
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	124	1148	512	260	710	732	275	565	479	65	0	342
V/C Ratio(X)	0.79	0.72	0.11	0.88	0.62	0.62	0.88	0.58	0.25	0.74	0.00	0.87
Avail Cap(c_a), veh/h	169	1148	512	337	710	732	354	705	598	149	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.1	31.6	25.2	44.0	25.5	25.5	43.5	31.2	27.9	50.0	0.0	41.7
Incr Delay (d2), s/veh	11.1	3.9	0.4	15.7	4.0	3.9	16.2	0.9	0.3	6.0	0.0	11.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.3	1.0	6.6	8.8	9.1	7.0	6.6	2.1	1.3	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	35.5	25.7	59.7	29.5	29.4	59.7	32.2	28.2	56.0	0.0	53.3
LnGrp LOS	E	D	C	E	C	C	E	C	C	E	A	D
Approach Vol, veh/h		978			1119			687			346	
Approach Delay, s/veh		37.3			35.6			41.2			53.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.6	40.3	20.5	24.3	11.8	48.2	8.4	36.5				
Change Period (Y+Rc), s	4.6	7.0	4.6	5.3	4.6	7.0	4.6	5.3				
Max Green Setting (Gmax), s	19.5	31.5	20.5	27.0	9.8	41.2	8.6	38.9				
Max Q Clear Time (g_c+I1), s	14.9	23.2	15.8	18.1	7.6	22.4	4.8	17.3				
Green Ext Time (p_c), s	0.1	3.4	0.1	0.9	0.0	4.8	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay				39.4								
HCM 6th LOS				D								

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↘	↑↑↑	↘	↗
Traffic Volume (vph)	910	194	451	2362	299	225
Future Volume (vph)	910	194	451	2362	299	225
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	5	
Permitted Phases		4				5
Detector Phase	4	4	3	8	5	5
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	29.5	29.5	9.6	28.5	9.6	9.6
Total Split (s)	50.0	50.0	30.0	80.0	40.0	40.0
Total Split (%)	41.7%	41.7%	25.0%	66.7%	33.3%	33.3%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	33.7	33.7	26.2	64.6	23.0	23.0
Actuated g/C Ratio	0.34	0.34	0.26	0.65	0.23	0.23
v/c Ratio	0.56	0.31	1.03	0.76	0.78	0.44
Control Delay	27.8	6.4	88.0	14.4	50.1	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	6.4	88.0	14.4	50.1	6.8
LOS	C	A	F	B	D	A
Approach Delay	24.1			26.2	31.5	
Approach LOS	C			C	C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 99.1	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

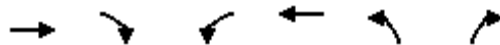
Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

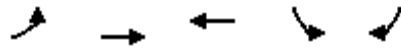


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Traffic Volume (veh/h)	910	194	451	2362	299	225
Future Volume (veh/h)	910	194	451	2362	299	225
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	989	151	490	2567	325	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1766	548	510	3491	369	328
Arrive On Green	0.34	0.34	0.28	0.67	0.20	0.20
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	989	151	490	2567	325	163
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	14.0	6.2	24.1	28.9	15.7	8.1
Cycle Q Clear(g_c), s	14.0	6.2	24.1	28.9	15.7	8.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1766	548	510	3491	369	328
V/C Ratio(X)	0.56	0.28	0.96	0.74	0.88	0.50
Avail Cap(c_a), veh/h	2502	777	510	4227	710	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	21.6	31.9	9.5	34.8	31.8
Incr Delay (d2), s/veh	0.3	0.3	30.0	0.5	2.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	2.1	13.7	7.3	6.8	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.5	21.9	61.9	10.1	37.6	32.2
LnGrp LOS	C	C	E	B	D	C
Approach Vol, veh/h	1140			3057	488	
Approach Delay, s/veh	24.2			18.4	35.8	
Approach LOS	C			B	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		23.0	30.0	37.2		67.2
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.4	25.4	43.5		73.5
Max Q Clear Time (g_c+I1), s		17.7	26.1	16.0		30.9
Green Ext Time (p_c), s		0.7	0.0	7.2		29.8
Intersection Summary						
HCM 6th Ctrl Delay			21.6			
HCM 6th LOS			C			

Timings
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↖	↔	↘	↙
Traffic Volume (vph)	433	101	170	13	412
Future Volume (vph)	433	101	170	13	412
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	27.1	27.8	27.8
Total Split (s)	35.0	62.1	27.1	27.9	27.9
Total Split (%)	38.9%	69.0%	30.1%	31.0%	31.0%
Yellow Time (s)	3.6	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	23.9	57.1	28.6	11.4	11.4
Actuated g/C Ratio	0.30	0.72	0.36	0.14	0.14
v/c Ratio	0.87	0.08	0.31	0.05	0.73
Control Delay	43.4	3.9	21.5	29.2	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	3.9	21.5	29.2	11.0
LOS	D	A	C	C	B
Approach Delay		35.9	21.5	11.5	
Approach LOS		D	C	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 79.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 24.5
 Intersection LOS: C
 Intersection Capacity Utilization 55.6%
 ICU Level of Service B
 Analysis Period (min) 15

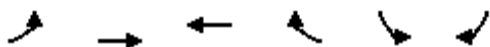
Splits and Phases: 61: Nuevo Rd. & Lakeview Av.



HCM 6th Signalized Intersection Summary
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↕	↗	↖		↘	↙	
Traffic Volume (veh/h)	433	101	170	23	13	412	
Future Volume (veh/h)	433	101	170	23	13	412	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	471	110	185	25	14	290	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	510	1270	545	74	368	328	
Arrive On Green	0.28	0.67	0.33	0.33	0.20	0.20	
Sat Flow, veh/h	1810	1900	1639	221	1810	1610	
Grp Volume(v), veh/h	471	110	0	210	14	290	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1860	1810	1610	
Q Serve(g_s), s	21.5	1.7	0.0	7.2	0.5	14.9	
Cycle Q Clear(g_c), s	21.5	1.7	0.0	7.2	0.5	14.9	
Prop In Lane	1.00			0.12	1.00	1.00	
Lane Grp Cap(c), veh/h	510	1270	0	619	368	328	
V/C Ratio(X)	0.92	0.09	0.00	0.34	0.04	0.88	
Avail Cap(c_a), veh/h	645	1270	0	619	469	417	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.7	5.0	0.0	21.4	27.2	33.0	
Incr Delay (d2), s/veh	14.9	0.1	0.0	1.5	0.0	16.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	11.0	0.6	0.0	3.3	0.2	13.8	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	44.7	5.1	0.0	22.9	27.3	49.6	
LnGrp LOS	D	A	A	C	C	D	
Approach Vol, veh/h		581	210		304		
Approach Delay, s/veh		37.2	22.9		48.6		
Approach LOS		D	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				62.1	23.2	28.6	33.5
Change Period (Y+Rc), s				5.1	5.8	4.6	5.1
Max Green Setting (Gmax), s				57.0	22.1	30.4	22.0
Max Q Clear Time (g_c+11), s				3.7	16.9	23.5	9.2
Green Ext Time (p_c), s				0.6	0.5	0.5	0.8
Intersection Summary							
HCM 6th Ctrl Delay			37.6				
HCM 6th LOS			D				

Timings
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

01/14/2022

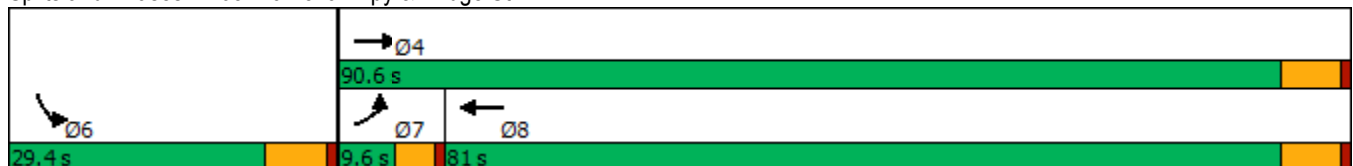


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↗	↖	↗
Traffic Volume (vph)	44	884	1293	20
Future Volume (vph)	44	884	1293	20
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	23.5	28.5
Total Split (s)	9.6	90.6	81.0	29.4
Total Split (%)	8.0%	75.5%	67.5%	24.5%
Yellow Time (s)	3.6	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effct Green (s)	5.0	90.2	80.9	10.0
Actuated g/C Ratio	0.05	0.87	0.78	0.10
v/c Ratio	0.53	0.56	0.97	0.22
Control Delay	71.0	5.0	34.2	30.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	71.0	5.0	34.2	30.8
LOS	E	A	C	C
Approach Delay		8.2	34.2	30.8
Approach LOS		A	C	C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 103.5	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 92.4%	ICU Level of Service F
Analysis Period (min) 15	

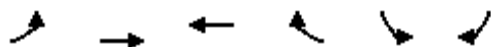
Splits and Phases: 65: Ramona Expy & Bridge St



HCM 6th Signalized Intersection Summary
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

01/14/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶		↶	↷	
Traffic Volume (veh/h)	44	884	1293	85	20	19	
Future Volume (veh/h)	44	884	1293	85	20	19	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	46	921	1347	89	21	20	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	64	1534	1283	85	58	55	
Arrive On Green	0.04	0.81	0.73	0.73	0.07	0.07	
Sat Flow, veh/h	1810	1900	1763	116	855	815	
Grp Volume(v), veh/h	46	921	0	1436	42	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1879	1711	0	
Q Serve(g_s), s	2.6	18.8	0.0	75.8	2.4	0.0	
Cycle Q Clear(g_c), s	2.6	18.8	0.0	75.8	2.4	0.0	
Prop In Lane	1.00			0.06	0.50	0.48	
Lane Grp Cap(c), veh/h	64	1534	0	1368	116	0	
V/C Ratio(X)	0.72	0.60	0.00	1.05	0.36	0.00	
Avail Cap(c_a), veh/h	87	1534	0	1368	376	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	49.7	3.7	0.0	14.2	46.4	0.0	
Incr Delay (d2), s/veh	9.1	1.7	0.0	38.5	1.9	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.3	3.5	0.0	34.1	1.0	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	58.8	5.5	0.0	52.6	48.3	0.0	
LnGrp LOS	E	A	A	F	D	A	
Approach Vol, veh/h		967	1436		42		
Approach Delay, s/veh		8.0	52.6		48.3		
Approach LOS		A	D		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.6	13.5	8.3	82.3
Change Period (Y+Rc), s				6.5	6.5	4.6	6.5
Max Green Setting (Gmax), s				84.1	22.9	5.0	74.5
Max Q Clear Time (g_c+I1), s				20.8	4.4	4.6	77.8
Green Ext Time (p_c), s				7.5	0.1	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

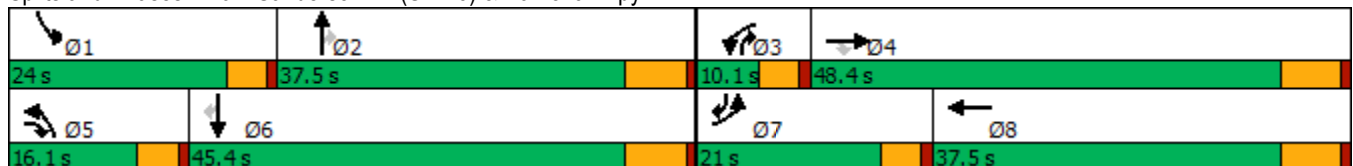
06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	591	398	80	59	675	831	188	1189	79	698	622	398
Future Volume (vph)	591	398	80	59	675	831	188	1189	79	698	622	398
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4			Free			2			6
Detector Phase	7	4	5	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	38.5	9.6	9.6	37.5		9.6	36.5	9.6	9.6	38.5	9.6
Total Split (s)	21.0	48.4	16.1	10.1	37.5		16.1	37.5	10.1	24.0	45.4	21.0
Total Split (%)	17.5%	40.3%	13.4%	8.4%	31.3%		13.4%	31.3%	8.4%	20.0%	37.8%	17.5%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5		3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5		4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Act Effct Green (s)	16.5	33.2	49.5	5.4	20.0	106.7	9.8	28.4	40.3	19.5	38.1	61.2
Actuated g/C Ratio	0.15	0.31	0.46	0.05	0.19	1.00	0.09	0.27	0.38	0.18	0.36	0.57
v/c Ratio	1.07	0.25	0.10	0.34	0.64	0.52	0.59	0.79	0.11	1.07	0.34	0.42
Control Delay	102.3	28.7	1.4	57.2	42.9	1.2	55.9	41.3	0.3	97.4	26.5	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.3	28.7	1.4	57.2	42.9	1.2	55.9	41.3	0.3	97.4	26.5	12.8
LOS	F	C	A	E	D	A	E	D	A	F	C	B
Approach Delay		67.3			21.3			41.0			52.2	
Approach LOS		E			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.7
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 43.8
 Intersection LOS: D
 Intersection Capacity Utilization 91.3%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	591	398	80	59	675	831	188	1189	79	698	622	398
Future Volume (veh/h)	591	398	80	59	675	831	188	1189	79	698	622	398
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	597	402	50	60	682	0	190	1201	40	705	628	314
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	581	1502	585	141	963		258	1498	488	688	1968	870
Arrive On Green	0.16	0.29	0.29	0.04	0.17	0.00	0.07	0.26	0.26	0.19	0.38	0.38
Sat Flow, veh/h	3619	5187	1610	3510	5700	1610	3510	5700	1610	3619	5187	1610
Grp Volume(v), veh/h	597	402	50	60	682	0	190	1201	40	705	628	314
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1900	1610	1755	1900	1610	1810	1729	1610
Q Serve(g_s), s	16.4	6.1	2.1	1.7	11.5	0.0	5.4	20.1	1.8	19.4	8.7	11.4
Cycle Q Clear(g_c), s	16.4	6.1	2.1	1.7	11.5	0.0	5.4	20.1	1.8	19.4	8.7	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	581	1502	585	141	963		258	1498	488	688	1968	870
V/C Ratio(X)	1.03	0.27	0.09	0.43	0.71		0.74	0.80	0.08	1.03	0.32	0.36
Avail Cap(c_a), veh/h	581	2129	779	189	1731		395	1731	553	688	1977	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	27.9	21.4	47.9	40.0	0.0	46.3	35.1	25.4	41.3	22.4	13.4
Incr Delay (d2), s/veh	44.3	0.1	0.1	0.8	1.0	0.0	1.6	2.5	0.1	40.8	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	2.4	0.7	0.7	5.1	0.0	2.3	8.9	0.7	11.9	3.2	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.2	28.0	21.4	48.6	41.0	0.0	47.9	37.6	25.5	82.2	22.5	13.7
LnGrp LOS	F	C	C	D	D		D	D	C	F	C	B
Approach Vol, veh/h		1049			742	A		1431			1647	
Approach Delay, s/veh		61.4			41.6			38.6			46.3	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	33.3	8.7	36.1	12.1	45.2	21.0	23.8				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	19.4	31.0	5.5	41.9	11.5	38.9	16.4	31.0				
Max Q Clear Time (g_c+I1), s	21.4	22.1	3.7	8.1	7.4	13.4	18.4	13.5				
Green Ext Time (p_c), s	0.0	4.7	0.0	2.6	0.1	5.0	0.0	3.7				

Intersection Summary

HCM 6th Ctrl Delay	46.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings

2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

02/19/2022



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (vph)	378	44	389	185	541	0
Future Volume (vph)	378	44	389	185	541	0
Turn Type	NA	Perm	Prot	NA	Split	NA
Protected Phases	2		1	6	4	4
Permitted Phases		2				
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.2	25.2	19.8	45.0	15.0	15.0
Total Split (%)	42.0%	42.0%	33.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.2	20.2	15.3	40.0	10.0	10.0
Actuated g/C Ratio	0.34	0.34	0.26	0.67	0.17	0.17
v/c Ratio	0.35	0.08	0.94	0.09	1.03	0.25
Control Delay	15.9	0.3	56.3	2.1	73.8	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	0.3	56.3	2.1	73.8	0.7
LOS	B	A	E	A	E	A
Approach Delay	14.3			38.8		54.2
Approach LOS	B			D		D

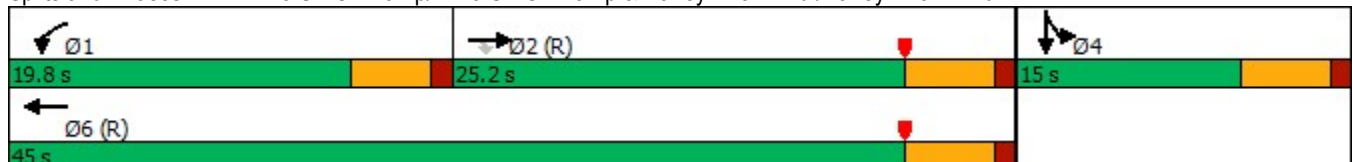
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 39.4
 Intersection Capacity Utilization 105.2%
 Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service G

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary

2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd.

02/19/2022

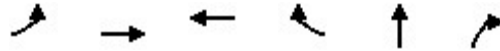


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↗↖	↗	
Traffic Volume (veh/h)	0	378	44	389	185	0	0	0	0	541	0	199
Future Volume (veh/h)	0	378	44	389	185	0	0	0	0	541	0	199
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	420	16	432	206	0				601	0	104
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1215	542	461	2407	0				585	0	268
Arrive On Green	0.00	0.34	0.34	0.43	1.00	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3705	1610	1810	3705	0				3510	0	1610
Grp Volume(v), veh/h	0	420	16	432	206	0				601	0	104
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1755	0	1610
Q Serve(g_s), s	0.0	5.2	0.4	13.7	0.0	0.0				10.0	0.0	3.5
Cycle Q Clear(g_c), s	0.0	5.2	0.4	13.7	0.0	0.0				10.0	0.0	3.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1215	542	461	2407	0				585	0	268
V/C Ratio(X)	0.00	0.35	0.03	0.94	0.09	0.00				1.03	0.00	0.39
Avail Cap(c_a), veh/h	0	1215	542	461	2407	0				585	0	268
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.9	13.3	16.8	0.0	0.0				25.0	0.0	22.3
Incr Delay (d2), s/veh	0.0	0.8	0.1	25.6	0.1	0.0				44.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.1	6.9	0.0	0.0				7.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.7	13.4	42.4	0.1	0.0				69.3	0.0	23.2
LnGrp LOS	A	B	B	D	A	A				F	A	C
Approach Vol, veh/h		436			638						705	
Approach Delay, s/veh		15.6			28.7						62.5	
Approach LOS		B			C						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.8	25.2		15.0		45.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	15.3	20.2		10.0		40.0						
Max Q Clear Time (g_c+I1), s	15.7	7.2		12.0		2.0						
Green Ext Time (p_c), s	0.0	1.3		0.0		0.8						
Intersection Summary												
HCM 6th Ctrl Delay				38.9								
HCM 6th LOS				D								

Timings

3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.

02/19/2022

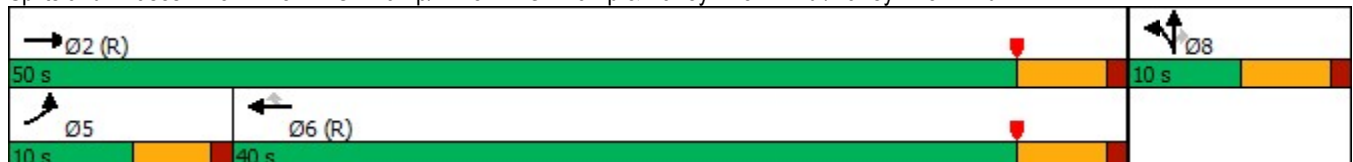


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↔↔	↑↑	↑↑	↔	↔	↔
Traffic Volume (vph)	218	702	562	930	1	225
Future Volume (vph)	218	702	562	930	1	225
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	10.0	50.0	40.0	40.0	10.0	10.0
Total Split (%)	16.7%	83.3%	66.7%	66.7%	16.7%	16.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effect Green (s)	5.5	45.0	35.0	35.0	5.0	5.0
Actuated g/C Ratio	0.09	0.75	0.58	0.58	0.08	0.08
v/c Ratio	0.77	0.29	0.30	0.91	0.10	0.69
Control Delay	44.4	4.7	6.8	19.8	27.1	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	4.7	6.8	19.8	27.1	16.2
LOS	D	A	A	B	C	B
Approach Delay		14.1	14.9		16.8	
Approach LOS		B	B		B	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 14.8
 Intersection LOS: B
 Intersection Capacity Utilization 105.2%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary

3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.

02/19/2022

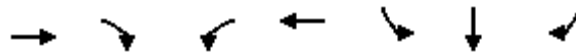


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↖			↖↖	↖↗		↖↖	↖↗			
Traffic Volume (veh/h)	218	702	0	0	562	930	12	1	225	0	0	0
Future Volume (veh/h)	218	702	0	0	562	930	12	1	225	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	248	798	0	0	639	963	14	1	57			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	322	2708	0	0	2106	939	141	10	134			
Arrive On Green	0.18	1.00	0.00	0.00	0.58	0.58	0.08	0.08	0.08			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1694	121	1610			
Grp Volume(v), veh/h	248	798	0	0	639	963	15	0	57			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1815	0	1610			
Q Serve(g_s), s	4.0	0.0	0.0	0.0	5.4	35.0	0.5	0.0	2.0			
Cycle Q Clear(g_c), s	4.0	0.0	0.0	0.0	5.4	35.0	0.5	0.0	2.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.93		1.00			
Lane Grp Cap(c), veh/h	322	2708	0	0	2106	939	151	0	134			
V/C Ratio(X)	0.77	0.29	0.00	0.00	0.30	1.03	0.10	0.00	0.42			
Avail Cap(c_a), veh/h	322	2708	0	0	2106	939	151	0	134			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.58	0.58	0.00	0.00	0.88	0.88	1.00	0.00	1.00			
Uniform Delay (d), s/veh	23.9	0.0	0.0	0.0	6.3	12.5	25.4	0.0	26.1			
Incr Delay (d2), s/veh	6.0	0.2	0.0	0.0	0.3	34.2	1.3	0.0	9.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	0.1	0.0	0.0	1.4	16.5	0.2	0.0	1.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	0.2	0.0	0.0	6.7	46.7	26.7	0.0	35.7			
LnGrp LOS	C	A	A	A	A	F	C	A	D			
Approach Vol, veh/h		1046			1602			72				
Approach Delay, s/veh		7.2			30.7			33.8				
Approach LOS		A			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			10.0	40.0		10.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		45.0			5.5	35.0		5.0				
Max Q Clear Time (g_c+I1), s		2.0			6.0	37.0		4.0				
Green Ext Time (p_c), s		3.5			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					21.7							
HCM 6th LOS					C							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

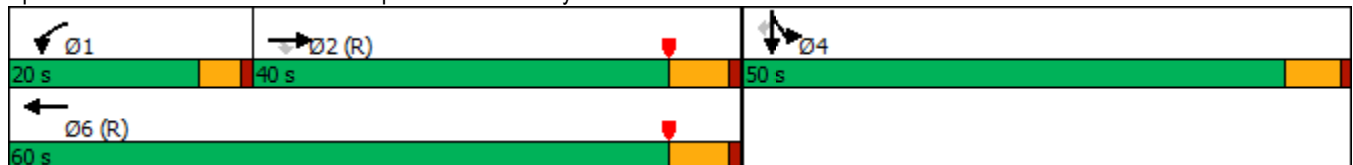


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↖↗	↑↑	↖	↖	↖
Traffic Volume (vph)	1029	453	418	974	1336	2	232
Future Volume (vph)	1029	453	418	974	1336	2	232
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	40.0	40.0	20.0	60.0	50.0	50.0	50.0
Total Split (%)	36.4%	36.4%	18.2%	54.5%	45.5%	45.5%	45.5%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	34.3	34.3	15.2	54.0	44.5	44.5	44.5
Actuated g/C Ratio	0.31	0.31	0.14	0.49	0.40	0.40	0.40
v/c Ratio	0.88	0.56	0.85	0.53	0.88	0.88	0.29
Control Delay	45.7	5.6	39.6	13.9	44.7	45.1	15.8
Queue Delay	0.0	0.0	0.0	0.4	53.1	53.0	0.0
Total Delay	45.7	5.6	39.6	14.3	97.8	98.1	15.8
LOS	D	A	D	B	F	F	B
Approach Delay	33.4			21.9		85.8	
Approach LOS	C			C		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 48.3
 Intersection LOS: D
 Intersection Capacity Utilization 179.8%
 ICU Level of Service H
 Analysis Period (min) 15













Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖↗	↑↑					↖	↗	↗
Traffic Volume (veh/h)	0	1029	453	418	974	0	0	0	0	1336	2	232
Future Volume (veh/h)	0	1029	453	418	974	0	0	0	0	1336	2	232
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1039	296	422	984	0				1350	0	229
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1201	509	485	1865	0				1464	0	651
Arrive On Green	0.00	0.32	0.32	0.13	0.49	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	3800	1610	3619	3800	0				3619	0	1610
Grp Volume(v), veh/h	0	1039	296	422	984	0				1350	0	229
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	28.3	16.9	12.6	19.6	0.0				39.0	0.0	10.9
Cycle Q Clear(g_c), s	0.0	28.3	16.9	12.6	19.6	0.0				39.0	0.0	10.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1201	509	485	1865	0				1464	0	651
V/C Ratio(X)	0.00	0.87	0.58	0.87	0.53	0.00				0.92	0.00	0.35
Avail Cap(c_a), veh/h	0	1201	509	510	1865	0				1464	0	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.72	0.72	0.80	0.80	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.4	31.5	46.7	19.2	0.0				31.1	0.0	22.7
Incr Delay (d2), s/veh	0.0	6.3	3.5	12.1	0.9	0.0				11.1	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.3	6.7	6.2	8.0	0.0				18.0	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.7	35.0	58.7	20.1	0.0				42.2	0.0	24.2
LnGrp LOS	A	D	D	E	C	A				D	A	C
Approach Vol, veh/h		1335			1406						1579	
Approach Delay, s/veh		40.2			31.7						39.6	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.2	40.8		50.0		60.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	15.5	34.0		44.5		54.0						
Max Q Clear Time (g_c+I1), s	14.6	30.3		41.0		21.6						
Green Ext Time (p_c), s	0.2	1.9		2.2		4.3						

Intersection Summary

HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

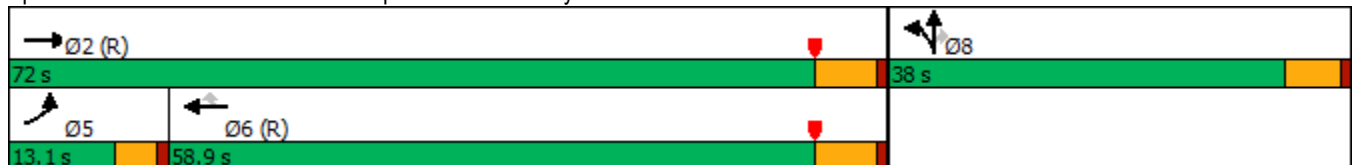


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↔↔	↑↑	↔↔	↗	↖	↕	↗
Traffic Volume (vph)	243	2123	1010	1172	382	2	536
Future Volume (vph)	243	2123	1010	1172	382	2	536
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	13.1	72.0	58.9	58.9	38.0	38.0	38.0
Total Split (%)	11.9%	65.5%	53.5%	53.5%	34.5%	34.5%	34.5%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	8.6	66.0	52.9	52.9	32.5	32.5	32.5
Actuated g/C Ratio	0.08	0.60	0.48	0.48	0.30	0.30	0.30
v/c Ratio	0.92	1.01	0.60	0.99	0.39	0.39	1.05
Control Delay	55.1	43.6	22.6	32.6	33.7	33.7	85.2
Queue Delay	0.0	35.3	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	78.9	22.6	32.6	33.7	33.7	85.2
LOS	E	E	C	C	C	C	F
Approach Delay		76.4	28.0			63.7	
Approach LOS		E	C			E	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 55.0
 Intersection LOS: D
 Intersection Capacity Utilization 179.8%
 ICU Level of Service H
 Analysis Period (min) 15
























Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 				
Traffic Volume (veh/h)	243	2123	0	0	1010	1172	382	2	536	0	0	0
Future Volume (veh/h)	243	2123	0	0	1010	1172	382	2	536	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	251	2189	0	0	1041	1012	395	0	357			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	274	2339	0	0	1909	851	896	0	399			
Arrive On Green	0.08	0.65	0.00	0.00	0.53	0.53	0.25	0.00	0.25			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	251	2189	0	0	1041	1012	395	0	357			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	7.8	59.7	0.0	0.0	21.0	58.2	10.1	0.0	23.6			
Cycle Q Clear(g_c), s	7.8	59.7	0.0	0.0	21.0	58.2	10.1	0.0	23.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	274	2339	0	0	1909	851	896	0	399			
V/C Ratio(X)	0.91	0.94	0.00	0.00	0.55	1.19	0.44	0.00	0.90			
Avail Cap(c_a), veh/h	274	2339	0	0	1909	851	1069	0	476			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.36	0.36	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	50.3	17.3	0.0	0.0	17.2	25.9	34.9	0.0	40.0			
Incr Delay (d2), s/veh	15.6	3.6	0.0	0.0	1.1	96.6	0.3	0.0	17.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.9	20.6	0.0	0.0	8.1	42.1	4.3	0.0	10.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	20.9	0.0	0.0	18.3	122.5	35.3	0.0	57.2			
LnGrp LOS	E	C	A	A	B	F	D	A	E			
Approach Vol, veh/h		2440			2053			752				
Approach Delay, s/veh		25.6			69.7			45.7				
Approach LOS		C			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		77.3			13.1	64.2		32.7				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		66.0			8.6	52.9		32.5				
Max Q Clear Time (g_c+I1), s		61.7			9.8	60.2		25.6				
Green Ext Time (p_c), s		3.5			0.0	0.0		1.7				

Intersection Summary

HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D

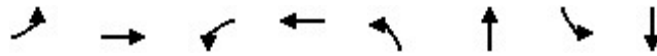
Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

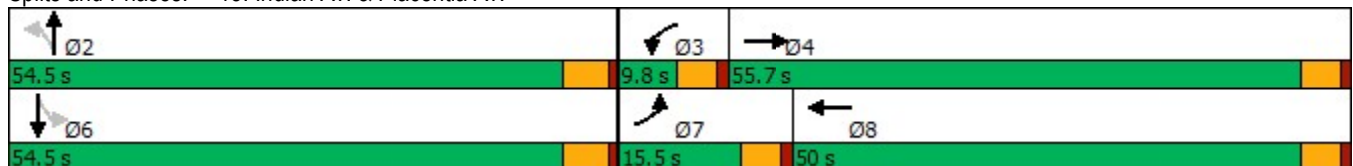


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	57	882	33	940	50	93	105	258
Future Volume (vph)	57	882	33	940	50	93	105	258
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	15.5	55.7	9.8	50.0	54.5	54.5	54.5	54.5
Total Split (%)	12.9%	46.4%	8.2%	41.7%	45.4%	45.4%	45.4%	45.4%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effect Green (s)	7.8	53.2	5.2	48.5	30.0	30.0	30.0	30.0
Actuated g/C Ratio	0.08	0.54	0.05	0.49	0.30	0.30	0.30	0.30
v/c Ratio	0.44	0.55	0.38	0.60	0.57	0.22	0.29	0.83
Control Delay	56.5	18.7	61.5	22.7	53.8	23.6	27.8	42.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	18.7	61.5	22.7	53.8	23.6	27.8	42.8
LOS	E	B	E	C	D	C	C	D
Approach Delay		20.8		24.0		32.8		39.9
Approach LOS		C		C		C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 26.4
 Intersection LOS: C
 Intersection Capacity Utilization 80.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 15: Indian Av. & Placentia Av.



HCM 6th Signalized Intersection Summary
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

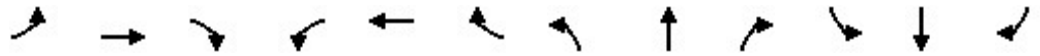


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	57	882	98	33	940	41	50	93	20	105	258	178
Future Volume (veh/h)	57	882	98	33	940	41	50	93	20	105	258	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	959	53	36	1022	34	54	101	0	114	280	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	1810	100	58	1810	60	152	574	0	419	352	188
Arrive On Green	0.04	0.52	0.52	0.03	0.51	0.51	0.30	0.30	0.00	0.30	0.30	0.30
Sat Flow, veh/h	1810	3478	192	1810	3565	119	973	1900	0	1314	1164	624
Grp Volume(v), veh/h	62	498	514	36	517	539	54	101	0	114	0	430
Grp Sat Flow(s),veh/h/ln	1810	1805	1865	1810	1805	1879	973	1900	0	1314	0	1788
Q Serve(g_s), s	3.3	17.9	17.9	1.9	19.4	19.4	5.3	3.8	0.0	6.9	0.0	21.7
Cycle Q Clear(g_c), s	3.3	17.9	17.9	1.9	19.4	19.4	27.0	3.8	0.0	10.7	0.0	21.7
Prop In Lane	1.00		0.10	1.00		0.06	1.00		0.00	1.00		0.35
Lane Grp Cap(c), veh/h	80	939	971	58	916	954	152	574	0	419	0	540
V/C Ratio(X)	0.77	0.53	0.53	0.62	0.56	0.56	0.35	0.18	0.00	0.27	0.00	0.80
Avail Cap(c_a), veh/h	201	939	971	96	916	954	348	956	0	683	0	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.4	15.6	15.6	47.0	16.7	16.7	43.9	25.3	0.0	29.2	0.0	31.5
Incr Delay (d2), s/veh	5.7	2.1	2.1	4.1	2.5	2.4	1.4	0.1	0.0	0.3	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.7	8.0	0.9	8.4	8.8	1.3	1.7	0.0	2.2	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	17.7	17.7	51.0	19.2	19.1	45.3	25.4	0.0	29.5	0.0	34.2
LnGrp LOS	D	B	B	D	B	B	D	C	A	C	A	C
Approach Vol, veh/h		1074			1092			155				544
Approach Delay, s/veh		19.7			20.2			32.3				33.2
Approach LOS		B			C			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		34.8	7.7	55.7		34.8	9.0	54.5				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		49.4	5.2	51.1		49.4	10.9	45.4				
Max Q Clear Time (g_c+I1), s		29.0	3.9	19.9		23.7	5.3	21.4				
Green Ext Time (p_c), s		0.7	0.0	8.3		3.1	0.0	8.1				
Intersection Summary												
HCM 6th Ctrl Delay				23.1								
HCM 6th LOS				C								

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

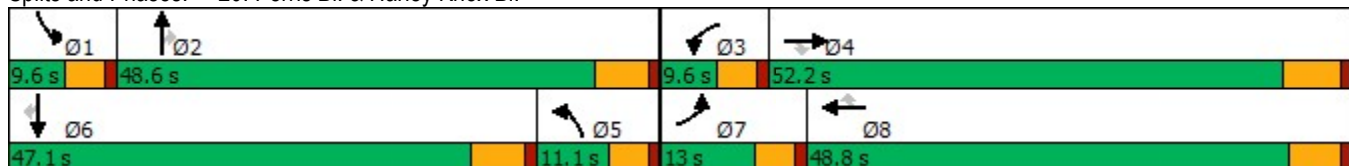


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (vph)	322	253	107	7	325	76	72	962	13	114	1166	339
Future Volume (vph)	322	253	107	7	325	76	72	962	13	114	1166	339
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	47.8	47.8	9.6	42.8	42.8
Total Split (s)	13.0	52.2	52.2	9.6	48.8	48.8	11.1	48.6	48.6	9.6	47.1	47.1
Total Split (%)	10.8%	43.5%	43.5%	8.0%	40.7%	40.7%	9.3%	40.5%	40.5%	8.0%	39.3%	39.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.8	27.8	27.8	5.3	15.8	15.8	6.2	31.3	31.3	5.3	33.0	33.0
Actuated g/C Ratio	0.11	0.33	0.33	0.06	0.19	0.19	0.07	0.38	0.38	0.06	0.40	0.40
v/c Ratio	0.95	0.23	0.18	0.04	0.36	0.19	0.30	0.54	0.02	0.57	0.62	0.44
Control Delay	77.0	22.0	2.0	46.6	30.2	1.0	45.6	22.0	0.1	53.7	23.4	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	22.0	2.0	46.6	30.2	1.0	45.6	22.0	0.1	53.7	23.4	4.9
LOS	E	C	A	D	C	A	D	C	A	D	C	A
Approach Delay		44.8			25.0			23.4			21.6	
Approach LOS		D			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 83.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 26.7
 Intersection LOS: C
 Intersection Capacity Utilization 61.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	322	253	107	7	325	76	72	962	13	114	1166	339
Future Volume (veh/h)	322	253	107	7	325	76	72	962	13	114	1166	339
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	354	278	56	8	357	29	79	1057	10	125	1281	241
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	410	886	395	36	721	221	194	2001	621	224	1960	608
Arrive On Green	0.12	0.25	0.25	0.01	0.14	0.14	0.06	0.39	0.39	0.06	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	5187	1588	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	354	278	56	8	357	29	79	1057	10	125	1281	241
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1588	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	7.1	4.5	1.4	0.2	4.6	1.2	1.6	11.3	0.3	2.5	14.7	4.6
Cycle Q Clear(g_c), s	7.1	4.5	1.4	0.2	4.6	1.2	1.6	11.3	0.3	2.5	14.7	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	410	886	395	36	721	221	194	2001	621	224	1960	608
V/C Ratio(X)	0.86	0.31	0.14	0.22	0.50	0.13	0.41	0.53	0.02	0.56	0.65	0.40
Avail Cap(c_a), veh/h	410	2308	1029	244	3100	949	317	3085	958	244	2977	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	22.2	10.6	35.3	28.6	27.2	32.9	17.0	13.7	32.7	18.5	5.5
Incr Delay (d2), s/veh	16.5	0.2	0.2	1.1	0.5	0.3	0.5	0.2	0.0	1.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	1.7	0.7	0.1	1.8	0.4	0.6	3.9	0.1	1.0	5.1	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	22.4	10.7	36.5	29.2	27.4	33.4	17.3	13.7	33.7	18.9	5.9
LnGrp LOS	D	C	B	D	C	C	C	B	B	C	B	A
Approach Vol, veh/h		688			394			1146			1647	
Approach Delay, s/veh		34.4			29.2			18.3			18.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	33.6	5.3	23.9	9.8	33.0	13.0	16.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	42.8	5.0	46.0	6.5	* 41	8.4	* 43				
Max Q Clear Time (g_c+I1), s	4.5	13.3	2.2	6.5	3.6	16.7	9.1	6.6				
Green Ext Time (p_c), s	0.0	7.8	0.0	1.8	0.0	10.4	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

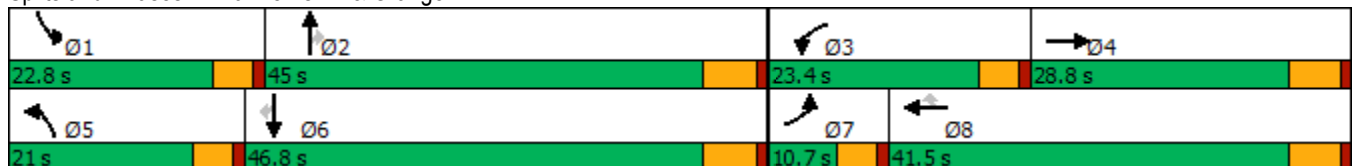
06/03/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	27	371	252	260	93	251	775	232	199	1057	55	
Future Volume (vph)	27	371	252	260	93	251	775	232	199	1057	55	
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4	3	8		5	2		1	6		
Permitted Phases					8			2			6	
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8	
Total Split (s)	10.7	28.8	23.4	41.5	41.5	21.0	45.0	45.0	22.8	46.8	46.8	
Total Split (%)	8.9%	24.0%	19.5%	34.6%	34.6%	17.5%	37.5%	37.5%	19.0%	39.0%	39.0%	
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	5.7	22.4	18.6	39.3	39.3	16.4	39.7	39.7	16.5	39.8	39.8	
Actuated g/C Ratio	0.05	0.19	0.16	0.33	0.33	0.14	0.34	0.34	0.14	0.34	0.34	
v/c Ratio	0.33	0.94	0.94	0.23	0.17	1.06	0.68	0.35	0.84	0.92	0.09	
Control Delay	65.5	58.2	91.2	30.5	5.5	124.1	37.5	5.1	77.7	51.2	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.5	58.2	91.2	30.5	5.5	124.1	37.5	5.1	77.7	51.2	0.3	
LOS	E	E	F	C	A	F	D	A	E	D	A	
Approach Delay		58.5		51.9			48.8			53.0		
Approach LOS		E		D			D			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 52.5	Intersection LOS: D
Intersection Capacity Utilization 94.1%	ICU Level of Service F
Analysis Period (min) 15	
























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
 26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	371	290	252	260	93	251	775	232	199	1057	55
Future Volume (veh/h)	27	371	290	252	260	93	251	775	232	199	1057	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	395	176	268	277	72	267	824	114	212	1124	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	452	199	290	1154	511	253	1243	553	240	1217	542
Arrive On Green	0.03	0.19	0.19	0.16	0.32	0.32	0.14	0.34	0.34	0.13	0.34	0.34
Sat Flow, veh/h	1810	2435	1071	1810	3610	1598	1810	3610	1606	1810	3610	1609
Grp Volume(v), veh/h	29	291	280	268	277	72	267	824	114	212	1124	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1701	1810	1805	1598	1810	1805	1606	1810	1805	1609
Q Serve(g_s), s	1.9	18.4	18.8	17.1	6.6	3.8	16.4	22.8	5.9	13.5	35.2	1.8
Cycle Q Clear(g_c), s	1.9	18.4	18.8	17.1	6.6	3.8	16.4	22.8	5.9	13.5	35.2	1.8
Prop In Lane	1.00		0.63	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	335	316	290	1154	511	253	1243	553	240	1217	542
V/C Ratio(X)	0.62	0.87	0.89	0.92	0.24	0.14	1.06	0.66	0.21	0.88	0.92	0.07
Avail Cap(c_a), veh/h	94	354	333	290	1154	511	253	1243	553	281	1261	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	46.4	46.6	48.6	29.4	28.4	50.5	32.7	27.1	50.0	37.4	26.4
Incr Delay (d2), s/veh	4.8	19.5	22.9	33.1	0.1	0.1	72.0	1.3	0.2	22.0	11.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.8	9.7	10.2	2.8	1.4	12.3	9.7	2.2	7.4	16.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	65.9	69.5	81.7	29.5	28.6	122.5	34.0	27.3	71.9	48.6	26.4
LnGrp LOS	E	E	E	F	C	C	F	C	C	E	D	C
Approach Vol, veh/h		600			617			1205			1372	
Approach Delay, s/veh		67.4			52.1			53.0			51.6	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.2	46.2	23.4	27.6	21.0	45.4	7.7	43.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	18.2	39.2	18.8	23.0	16.4	41.0	6.1	35.7				
Max Q Clear Time (g_c+I1), s	15.5	24.8	19.1	20.8	18.4	37.2	3.9	8.6				
Green Ext Time (p_c), s	0.1	4.8	0.0	0.7	0.0	2.4	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			54.6									
HCM 6th LOS			D									

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

06/02/2020

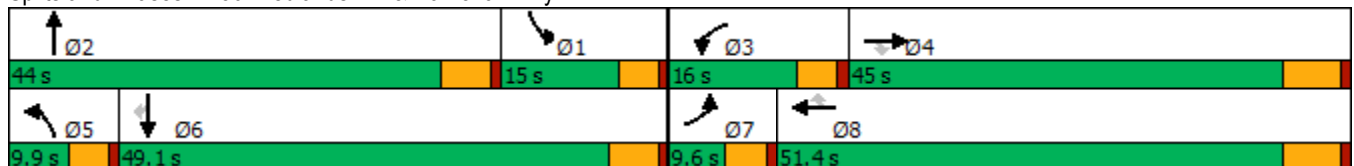


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↖↗	↑	↗
Traffic Volume (vph)	25	2018	29	199	1695	357	15	0	357	9	26
Future Volume (vph)	25	2018	29	199	1695	357	15	0	357	9	26
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	41.4	9.6	23.4	23.4
Total Split (s)	9.6	45.0	45.0	16.0	51.4	51.4	9.9	44.0	15.0	49.1	49.1
Total Split (%)	8.0%	37.5%	37.5%	13.3%	42.8%	42.8%	8.3%	36.7%	12.5%	40.9%	40.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	39.2	39.2	11.5	51.7	51.7	5.2	14.4	10.5	27.9	27.9
Actuated g/C Ratio	0.05	0.41	0.41	0.12	0.54	0.54	0.05	0.15	0.11	0.29	0.29
v/c Ratio	0.29	1.04	0.04	1.00	0.66	0.38	0.16	0.44	1.02	0.02	0.05
Control Delay	55.5	61.0	0.1	107.4	20.2	5.3	51.3	9.7	95.3	24.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	61.0	0.1	107.4	20.2	5.3	51.3	9.7	95.3	24.9	0.2
LOS	E	E	A	F	C	A	D	A	F	C	A
Approach Delay		60.1			25.5			13.3		87.4	
Approach LOS		E			C			B		F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 96.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 44.7	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗		↘↗	↑	↗
Traffic Volume (veh/h)	25	2018	29	199	1695	357	15	0	154	357	9	26
Future Volume (veh/h)	25	2018	29	199	1695	357	15	0	154	357	9	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	2193	21	216	1842	252	16	0	108	388	10	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	2190	678	225	2693	836	33	0	170	397	397	337
Arrive On Green	0.03	0.42	0.42	0.12	0.52	0.52	0.02	0.00	0.11	0.11	0.21	0.21
Sat Flow, veh/h	1810	5187	1606	1810	5187	1610	1810	0	1610	3510	1900	1610
Grp Volume(v), veh/h	27	2193	21	216	1842	252	16	0	108	388	10	1
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1729	1610	1810	0	1610	1755	1900	1610
Q Serve(g_s), s	1.4	38.8	0.7	10.9	24.3	4.1	0.8	0.0	5.9	10.1	0.4	0.0
Cycle Q Clear(g_c), s	1.4	38.8	0.7	10.9	24.3	4.1	0.8	0.0	5.9	10.1	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	2190	678	225	2693	836	33	0	170	397	397	337
V/C Ratio(X)	0.55	1.00	0.03	0.96	0.68	0.30	0.48	0.00	0.64	0.98	0.03	0.00
Avail Cap(c_a), veh/h	98	2190	678	225	2693	836	104	0	676	397	904	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	26.5	15.5	40.0	16.5	3.2	44.7	0.0	39.4	40.6	28.9	28.8
Incr Delay (d2), s/veh	3.5	19.5	0.0	48.9	0.7	0.2	4.0	0.0	3.9	38.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	17.8	0.2	7.6	8.3	2.3	0.4	0.0	2.4	6.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	46.1	15.6	89.0	17.2	3.4	48.7	0.0	43.3	79.3	28.9	28.8
LnGrp LOS	D	F	B	F	B	A	D	A	D	E	C	C
Approach Vol, veh/h		2241			2310			124			399	
Approach Delay, s/veh		45.8			22.4			44.0			77.9	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	15.1	16.0	45.0	6.3	24.6	7.1	53.9				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	10.4	* 39	11.4	38.8	5.3	43.7	5.0	45.2				
Max Q Clear Time (g_c+I1), s	12.1	7.9	12.9	40.8	2.8	2.4	3.4	26.3				
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.0	0.0	12.7				

Intersection Summary

HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑↑	↖	↗
Traffic Volume (vph)	653	48	29	555	6	183
Future Volume (vph)	653	48	29	555	6	183
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	5	
Permitted Phases		4				2
Detector Phase	4	4	3	8	5	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	27.8	27.8	9.6	27.8	9.6	22.6
Total Split (s)	79.0	79.0	13.0	92.0	28.0	28.0
Total Split (%)	65.8%	65.8%	10.8%	76.7%	23.3%	23.3%
Yellow Time (s)	4.8	4.8	3.6	4.8	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	4.6	5.8	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	Min
Act Effct Green (s)	24.1	24.1	6.4	27.3	6.5	7.3
Actuated g/C Ratio	0.52	0.52	0.14	0.59	0.14	0.16
v/c Ratio	0.71	0.06	0.13	0.28	0.02	0.47
Control Delay	13.9	2.8	27.0	4.3	25.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	2.8	27.0	4.3	25.5	9.2
LOS	B	A	C	A	C	A
Approach Delay	13.1			5.4	9.7	
Approach LOS	B			A	A	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 46.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 9.7
 Intersection Capacity Utilization 54.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A







Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	653	48	29	555	6	183
Future Volume (veh/h)	653	48	29	555	6	183
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	695	51	31	590	6	195
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	892	755	65	2201	278	248
Arrive On Green	0.47	0.47	0.04	0.61	0.15	0.15
Sat Flow, veh/h	1900	1608	1810	3705	1810	1610
Grp Volume(v), veh/h	695	51	31	590	6	195
Grp Sat Flow(s),veh/h/ln	1900	1608	1810	1805	1810	1610
Q Serve(g_s), s	13.5	0.8	0.7	3.4	0.1	5.1
Cycle Q Clear(g_c), s	13.5	0.8	0.7	3.4	0.1	5.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	892	755	65	2201	278	248
V/C Ratio(X)	0.78	0.07	0.48	0.27	0.02	0.79
Avail Cap(c_a), veh/h	3160	2675	345	7070	962	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	6.4	20.8	4.0	15.8	17.9
Incr Delay (d2), s/veh	1.5	0.0	2.0	0.1	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.2	0.3	0.4	0.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.3	6.4	22.8	4.1	15.8	20.0
LnGrp LOS	B	A	C	A	B	C
Approach Vol, veh/h	746			621	201	
Approach Delay, s/veh	11.0			5.0	19.9	
Approach LOS	B			A	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		11.4	6.2	26.5		32.6
Change Period (Y+Rc), s		4.6	4.6	5.8		5.8
Max Green Setting (Gmax), s		23.4	8.4	73.2		86.2
Max Q Clear Time (g_c+I1), s		7.1	2.7	15.5		5.4
Green Ext Time (p_c), s		0.3	0.0	5.2		4.1
Intersection Summary						
HCM 6th Ctrl Delay			9.7			
HCM 6th LOS			A			

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

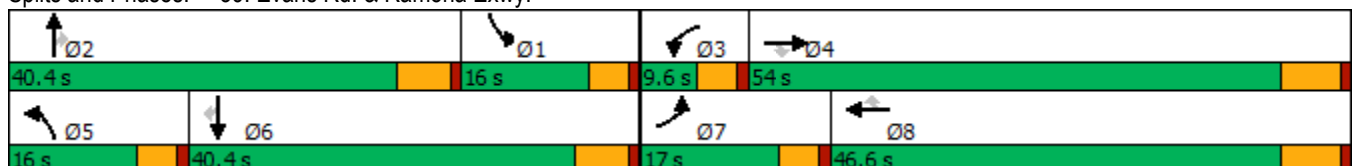
06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	484	1584	517	21	1568	334	268	391	9	345	634	414
Future Volume (vph)	484	1584	517	21	1568	334	268	391	9	345	634	414
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	17.0	54.0	54.0	9.6	46.6	46.6	16.0	40.4	40.4	16.0	40.4	40.4
Total Split (%)	14.2%	45.0%	45.0%	8.0%	38.8%	38.8%	13.3%	33.7%	33.7%	13.3%	33.7%	33.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.1	55.2	55.2	5.6	41.7	41.7	11.6	21.5	21.5	20.2	30.1	30.1
Actuated g/C Ratio	0.12	0.49	0.49	0.05	0.37	0.37	0.10	0.19	0.19	0.18	0.27	0.27
v/c Ratio	1.22	0.64	0.54	0.23	0.83	0.45	0.76	0.58	0.02	0.56	0.67	0.78
Control Delay	160.6	24.4	8.5	60.9	37.7	10.4	64.6	44.7	0.1	47.4	40.5	34.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	160.6	24.4	8.5	60.9	37.7	10.4	64.6	44.7	0.1	47.4	40.5	34.4
LOS	F	C	A	E	D	B	E	D	A	D	D	C
Approach Delay		46.7			33.2			52.1			40.4	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.6
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 42.0
 Intersection LOS: D
 Intersection Capacity Utilization 82.6%
 ICU Level of Service E
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 	 		 	 	
Traffic Volume (veh/h)	484	1584	517	21	1568	334	268	391	9	345	634	414
Future Volume (veh/h)	484	1584	517	21	1568	334	268	391	9	345	634	414
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	494	1616	0	21	1600	55	273	399	-27	352	647	167
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	438	2472		50	1969	611	356	586	262	592	870	382
Arrive On Green	0.12	0.48	0.00	0.03	0.38	0.38	0.10	0.16	0.00	0.17	0.24	0.24
Sat Flow, veh/h	3510	5187	1610	1810	5187	1610	3510	3610	1610	3510	3610	1586
Grp Volume(v), veh/h	494	1616	0	21	1600	55	273	399	-27	352	647	167
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1610	1755	1805	1610	1755	1805	1586
Q Serve(g_s), s	13.0	24.7	0.0	1.2	28.9	1.2	7.9	10.9	0.0	9.7	17.3	9.3
Cycle Q Clear(g_c), s	13.0	24.7	0.0	1.2	28.9	1.2	7.9	10.9	0.0	9.7	17.3	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	438	2472		50	1969	611	356	586	262	592	870	382
V/C Ratio(X)	1.13	0.65		0.42	0.81	0.09	0.77	0.68	-0.10	0.60	0.74	0.44
Avail Cap(c_a), veh/h	438	2487		97	2119	658	404	1260	562	592	1260	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	20.8	0.0	49.9	29.0	5.4	45.7	41.1	0.0	40.1	36.6	33.6
Incr Delay (d2), s/veh	83.2	0.6	0.0	2.1	2.4	0.1	6.3	1.4	0.0	1.1	1.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	8.9	0.0	0.5	11.2	0.8	3.6	4.8	0.0	4.1	7.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.8	21.4	0.0	52.0	31.4	5.4	52.0	42.5	0.0	41.2	38.0	34.4
LnGrp LOS	F	C		D	C	A	D	D	A	D	D	C
Approach Vol, veh/h		2110	A		1676			645			1166	
Approach Delay, s/veh		46.5			30.8			48.3			38.5	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.8	20.9	6.9	53.7	14.6	29.1	17.0	43.6				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	11.4	* 35	5.0	47.5	11.4	34.6	12.4	40.1				
Max Q Clear Time (g_c+I1), s	11.7	12.9	3.2	26.7	9.9	19.3	15.0	30.9				
Green Ext Time (p_c), s	0.0	2.3	0.0	10.7	0.1	4.0	0.0	6.2				

Intersection Summary

HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

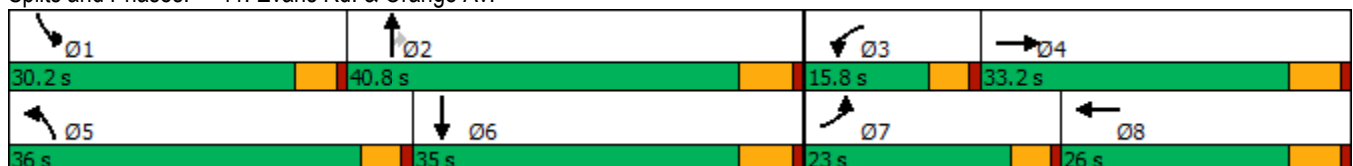


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕
Traffic Volume (vph)	147	285	76	258	266	469	197	206	367
Future Volume (vph)	147	285	76	258	266	469	197	206	367
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8
Total Split (s)	23.0	33.2	15.8	26.0	36.0	40.8	40.8	30.2	35.0
Total Split (%)	19.2%	27.7%	13.2%	21.7%	30.0%	34.0%	34.0%	25.2%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	16.6	26.4	10.1	19.8	28.1	33.6	33.6	22.6	28.0
Actuated g/C Ratio	0.15	0.23	0.09	0.17	0.25	0.30	0.30	0.20	0.25
v/c Ratio	0.85	0.76	0.72	0.91	0.90	0.67	0.51	0.87	0.90
Control Delay	75.9	44.2	77.1	61.3	66.5	39.4	17.9	68.9	53.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.9	44.2	77.1	61.3	66.5	39.4	17.9	68.9	53.7
LOS	E	D	E	E	E	D	B	E	D
Approach Delay		52.4		63.9		42.6			58.0
Approach LOS		D		E		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 52.5
 Intersection LOS: D
 Intersection Capacity Utilization 67.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷	↷	↶	↷	↷
Traffic Volume (veh/h)	147	285	134	76	258	129	266	469	197	206	367	162
Future Volume (veh/h)	147	285	134	76	258	129	266	469	197	206	367	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	432	132	115	391	150	403	711	196	312	556	162
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	255	652	197	143	455	172	436	1041	462	345	657	191
Arrive On Green	0.14	0.24	0.24	0.08	0.18	0.18	0.24	0.29	0.29	0.19	0.24	0.24
Sat Flow, veh/h	1810	2719	822	1810	2557	968	1810	3610	1602	1810	2759	801
Grp Volume(v), veh/h	223	285	279	115	274	267	403	711	196	312	363	355
Grp Sat Flow(s),veh/h/ln	1810	1805	1736	1810	1805	1720	1810	1805	1602	1810	1805	1755
Q Serve(g_s), s	12.4	14.7	15.0	6.4	15.2	15.5	22.4	18.0	10.2	17.4	19.7	19.9
Cycle Q Clear(g_c), s	12.4	14.7	15.0	6.4	15.2	15.5	22.4	18.0	10.2	17.4	19.7	19.9
Prop In Lane	1.00		0.47	1.00		0.56	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	255	433	416	143	321	306	436	1041	462	345	430	418
V/C Ratio(X)	0.87	0.66	0.67	0.80	0.85	0.87	0.93	0.68	0.42	0.91	0.84	0.85
Avail Cap(c_a), veh/h	324	481	462	197	354	338	552	1228	545	450	512	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	35.3	35.4	46.6	41.0	41.1	38.2	32.5	29.7	40.7	37.4	37.4
Incr Delay (d2), s/veh	16.3	2.9	3.2	10.7	16.9	19.8	17.1	1.3	0.6	15.8	10.7	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	6.5	6.4	3.2	7.9	8.0	11.5	7.6	3.8	8.9	9.6	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	38.2	38.6	57.3	57.9	60.9	55.2	33.7	30.3	56.6	48.1	48.9
LnGrp LOS	E	D	D	E	E	E	E	C	C	E	D	D
Approach Vol, veh/h		787			656			1310			1030	
Approach Delay, s/veh		44.4			59.0			39.8			50.9	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.2	35.5	12.7	30.5	29.4	30.3	19.1	24.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	25.6	35.0	11.2	27.4	31.4	29.2	18.4	20.2				
Max Q Clear Time (g_c+I1), s	19.4	20.0	8.4	17.0	24.4	21.9	14.4	17.5				
Green Ext Time (p_c), s	0.3	4.5	0.0	2.3	0.4	2.4	0.1	0.8				

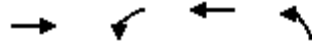
Intersection Summary

HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D

Timings
53: Menifee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations	→	↵	↑	↶
Traffic Volume (vph)	270	299	249	146
Future Volume (vph)	270	299	249	146
Turn Type	NA	Prot	NA	Prot
Protected Phases	4	3	8	5
Permitted Phases				
Detector Phase	4	3	8	5
Switch Phase				
Minimum Initial (s)	10.0	5.0	10.0	5.0
Minimum Split (s)	28.5	9.6	28.5	9.6
Total Split (s)	45.0	31.0	76.0	44.0
Total Split (%)	37.5%	25.8%	63.3%	36.7%
Yellow Time (s)	5.5	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	None	None	None	None
Act Effct Green (s)	30.6	20.9	56.4	27.8
Actuated g/C Ratio	0.32	0.22	0.59	0.29
v/c Ratio	0.84	0.79	0.23	0.86
Control Delay	44.4	53.5	11.0	42.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	44.4	53.5	11.0	42.4
LOS	D	D	B	D
Approach Delay	44.4		34.2	42.4
Approach LOS	D		C	D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.1
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 40.1
 Intersection LOS: D
 Intersection Capacity Utilization 84.5%
 ICU Level of Service E
 Analysis Period (min) 15

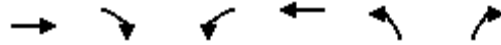
Splits and Phases: 53: Menifee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	
Traffic Volume (veh/h)	270	214	299	249	146	317
Future Volume (veh/h)	270	214	299	249	146	317
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	278	169	308	257	151	250
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	332	202	359	1077	169	280
Arrive On Green	0.30	0.30	0.20	0.57	0.27	0.27
Sat Flow, veh/h	1106	673	1810	1900	631	1045
Grp Volume(v), veh/h	0	447	308	257	402	0
Grp Sat Flow(s),veh/h/ln	0	1779	1810	1900	1680	0
Q Serve(g_s), s	0.0	15.8	11.1	4.6	15.5	0.0
Cycle Q Clear(g_c), s	0.0	15.8	11.1	4.6	15.5	0.0
Prop In Lane		0.38	1.00		0.38	0.62
Lane Grp Cap(c), veh/h	0	533	359	1077	451	0
V/C Ratio(X)	0.00	0.84	0.86	0.24	0.89	0.00
Avail Cap(c_a), veh/h	0	1018	710	1963	984	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	22.0	26.0	7.3	23.7	0.0
Incr Delay (d2), s/veh	0.0	3.6	2.3	0.1	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	4.3	1.2	5.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	25.6	28.4	7.4	26.2	0.0
LnGrp LOS	A	C	C	A	C	A
Approach Vol, veh/h	447			565	402	
Approach Delay, s/veh	25.6			18.8	26.2	
Approach LOS	C			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		22.7	18.0	26.7		44.6
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		39.4	26.4	38.5		69.5
Max Q Clear Time (g_c+I1), s		17.5	13.1	17.8		6.6
Green Ext Time (p_c), s		0.6	0.3	2.4		1.3
Intersection Summary						
HCM 6th Ctrl Delay			23.1			
HCM 6th LOS			C			
Notes						
User approved volume balancing among the lanes for turning movement.						

Timings
56: Meniffee Rd. & Mapes Rd.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	49	137	7	43	20	286	89	359
Future Volume (vph)	49	137	7	43	20	286	89	359
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	28.3	28.3	28.3	28.3	9.7	49.1	12.6	52.0
Total Split (%)	31.4%	31.4%	31.4%	31.4%	10.8%	54.6%	14.0%	57.8%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	13.6	13.6	13.6	13.6	5.1	44.4	7.3	50.5
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.06	0.55	0.09	0.63
v/c Ratio	0.26	0.54	0.04	0.41	0.19	0.31	0.60	0.37
Control Delay	32.3	35.6	27.9	14.2	42.5	12.4	52.7	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	35.6	27.9	14.2	42.5	12.4	52.7	10.1
LOS	C	D	C	B	D	B	D	B
Approach Delay		34.8		14.8		14.3		17.8
Approach LOS		C		B		B		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 80.5
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 19.5
 Intersection Capacity Utilization 61.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B






















Splits and Phases: 56: Meniffee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	137	21	7	43	100	20	286	10	89	359	41
Future Volume (veh/h)	49	137	21	7	43	100	20	286	10	89	359	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	149	23	8	47	109	22	311	11	97	390	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	186	258	40	185	82	189	44	999	35	125	991	114
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.02	0.55	0.55	0.07	0.59	0.59
Sat Flow, veh/h	1250	1607	248	1232	508	1179	1810	1824	65	1810	1672	193
Grp Volume(v), veh/h	53	0	172	8	0	156	22	0	322	97	0	435
Grp Sat Flow(s),veh/h/ln	1250	0	1855	1232	0	1688	1810	0	1888	1810	0	1865
Q Serve(g_s), s	3.2	0.0	6.7	0.5	0.0	6.6	0.9	0.0	7.2	4.1	0.0	9.6
Cycle Q Clear(g_c), s	9.8	0.0	6.7	7.1	0.0	6.6	0.9	0.0	7.2	4.1	0.0	9.6
Prop In Lane	1.00		0.13	1.00		0.70	1.00		0.03	1.00		0.10
Lane Grp Cap(c), veh/h	186	0	298	185	0	271	44	0	1035	125	0	1105
V/C Ratio(X)	0.28	0.00	0.58	0.04	0.00	0.58	0.50	0.00	0.31	0.78	0.00	0.39
Avail Cap(c_a), veh/h	341	0	527	337	0	480	119	0	1035	186	0	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	0.0	30.2	33.5	0.0	30.2	37.5	0.0	9.6	35.6	0.0	8.4
Incr Delay (d2), s/veh	0.8	0.0	1.8	0.1	0.0	1.9	3.2	0.0	0.8	5.7	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.9	0.1	0.0	2.6	0.4	0.0	2.5	1.8	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	32.0	33.6	0.0	32.1	40.7	0.0	10.4	41.3	0.0	9.5
LnGrp LOS	D	A	C	C	A	C	D	A	B	D	A	A
Approach Vol, veh/h		225			164			344			532	
Approach Delay, s/veh		32.8			32.2			12.3			15.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	49.1		18.7	6.5	52.6		18.7				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	8.0	42.6		22.1	5.1	45.5		22.1				
Max Q Clear Time (g_c+I1), s	6.1	9.2		11.8	2.9	11.6		9.1				
Green Ext Time (p_c), s	0.0	1.7		0.7	0.0	2.4		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				19.8								
HCM 6th LOS				B								

Timings
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	31	184	11	83	9	256	75	283
Future Volume (vph)	31	184	11	83	9	256	75	283
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	27.6	27.6	27.6	27.6	62.4	62.4	62.4	62.4
Total Split (%)	30.7%	30.7%	30.7%	30.7%	69.3%	69.3%	69.3%	69.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	14.7	14.7	14.7	14.7	57.4	57.4	57.4	57.4
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.68	0.68	0.68	0.68
v/c Ratio	0.15	0.62	0.08	0.33	0.01	0.36	0.13	0.27
Control Delay	29.5	39.8	28.4	28.8	5.7	6.2	6.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	39.8	28.4	28.8	5.7	6.2	6.3	6.3
LOS	C	D	C	C	A	A	A	A
Approach Delay		38.3		28.7		6.2		6.3
Approach LOS		D		C		A		A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 84.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 14.7
 Intersection Capacity Utilization 56.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	31	184	6	11	83	19	9	256	155	75	283	33
Future Volume (veh/h)	31	184	6	11	83	19	9	256	155	75	283	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	200	7	12	90	21	10	278	168	82	308	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	264	9	138	216	50	763	782	473	672	1177	138
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1302	1825	64	1194	1490	348	1053	1109	670	959	1670	195
Grp Volume(v), veh/h	34	0	207	12	0	111	10	0	446	82	0	344
Grp Sat Flow(s),veh/h/ln	1302	0	1889	1194	0	1837	1053	0	1779	959	0	1865
Q Serve(g_s), s	1.9	0.0	8.3	0.8	0.0	4.4	0.3	0.0	7.8	2.9	0.0	5.3
Cycle Q Clear(g_c), s	6.3	0.0	8.3	9.1	0.0	4.4	5.6	0.0	7.8	10.7	0.0	5.3
Prop In Lane	1.00		0.03	1.00		0.19	1.00		0.38	1.00		0.10
Lane Grp Cap(c), veh/h	208	0	273	138	0	266	763	0	1255	672	0	1315
V/C Ratio(X)	0.16	0.00	0.76	0.09	0.00	0.42	0.01	0.00	0.36	0.12	0.00	0.26
Avail Cap(c_a), veh/h	384	0	529	299	0	515	763	0	1255	672	0	1315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	32.6	36.9	0.0	30.9	5.2	0.0	4.6	6.7	0.0	4.2
Incr Delay (d2), s/veh	0.4	0.0	4.3	0.3	0.0	1.0	0.0	0.0	0.8	0.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.9	0.2	0.0	1.9	0.0	0.0	1.7	0.5	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	36.8	37.2	0.0	31.9	5.3	0.0	5.4	7.1	0.0	4.7
LnGrp LOS	C	A	D	D	A	C	A	A	A	A	A	A
Approach Vol, veh/h		241			123			456				426
Approach Delay, s/veh		36.5			32.4			5.4				5.2
Approach LOS		D			C			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.4		16.9		62.4		16.9				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		55.9		22.2		55.9		22.2				
Max Q Clear Time (g_c+I1), s		9.8		10.3		12.7		11.1				
Green Ext Time (p_c), s		2.7		0.9		2.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				14.0								
HCM 6th LOS				B								

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

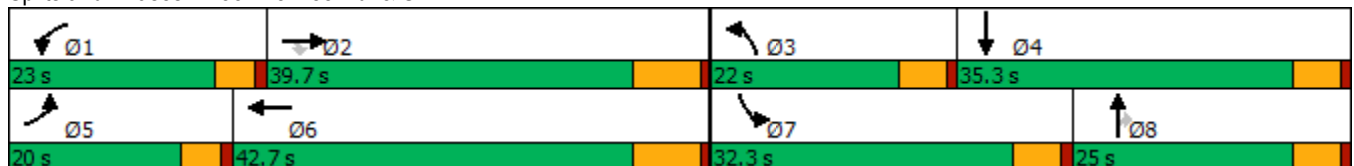
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	138	728	122	177	708	158	196	105	59	234
Future Volume (vph)	138	728	122	177	708	158	196	105	59	234
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.0	36.0	9.6	29.0	15.3	15.3	15.3	32.3	32.3
Total Split (s)	20.0	39.7	39.7	23.0	42.7	22.0	25.0	25.0	32.3	35.3
Total Split (%)	16.7%	33.1%	33.1%	19.2%	35.6%	18.3%	20.8%	20.8%	26.9%	29.4%
Yellow Time (s)	3.6	6.0	6.0	3.6	6.0	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	7.0	4.6	7.0	5.3	5.3	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	12.2	33.7	33.7	14.7	36.1	14.0	26.3	26.3	11.6	21.2
Actuated g/C Ratio	0.11	0.32	0.32	0.14	0.34	0.13	0.25	0.25	0.11	0.20
v/c Ratio	0.71	0.67	0.21	0.76	0.67	0.71	0.44	0.21	0.32	0.76
Control Delay	65.8	37.1	3.6	64.8	34.9	62.4	40.7	1.8	48.3	53.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	37.1	3.6	64.8	34.9	62.4	40.7	1.8	48.3	53.7
LOS	E	D	A	E	C	E	D	A	D	D
Approach Delay		37.0			40.5		39.2			52.7
Approach LOS		D			D		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 40.5
 Intersection LOS: D
 Intersection Capacity Utilization 71.7%
 ICU Level of Service C
 Analysis Period (min) 15
























Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

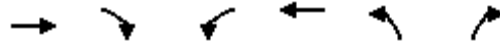
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	728	122	177	708	65	158	196	105	59	234	37
Future Volume (veh/h)	138	728	122	177	708	65	158	196	105	59	234	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	147	774	110	188	753	54	168	209	58	63	249	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	180	1284	573	223	1297	93	206	434	368	102	298	23
Arrive On Green	0.10	0.36	0.36	0.12	0.38	0.38	0.11	0.23	0.23	0.06	0.17	0.17
Sat Flow, veh/h	1810	3610	1610	1810	3416	245	1810	1900	1610	1810	1743	133
Grp Volume(v), veh/h	147	774	110	188	398	409	168	209	58	63	0	268
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1856	1810	1900	1610	1810	0	1876
Q Serve(g_s), s	7.5	16.5	4.4	9.6	16.5	16.5	8.5	9.0	2.7	3.2	0.0	13.0
Cycle Q Clear(g_c), s	7.5	16.5	4.4	9.6	16.5	16.5	8.5	9.0	2.7	3.2	0.0	13.0
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	180	1284	573	223	685	704	206	434	368	102	0	320
V/C Ratio(X)	0.82	0.60	0.19	0.84	0.58	0.58	0.81	0.48	0.16	0.62	0.00	0.84
Avail Cap(c_a), veh/h	296	1284	573	354	685	704	321	434	368	519	0	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	24.8	21.0	40.3	23.2	23.2	40.7	31.5	29.0	43.4	0.0	37.7
Incr Delay (d2), s/veh	3.4	2.1	0.7	5.5	3.6	3.5	8.7	0.8	0.2	5.9	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	6.9	1.6	4.3	7.0	7.2	4.0	3.9	1.0	1.5	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	26.9	21.7	45.8	26.8	26.7	49.4	32.3	29.2	49.3	0.0	43.5
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	A	D
Approach Vol, veh/h		1031			995			435			331	
Approach Delay, s/veh		28.9			30.4			38.5			44.6	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	40.5	16.0	21.4	14.0	42.7	10.6	26.8				
Change Period (Y+Rc), s	4.6	7.0	5.3	5.3	4.6	7.0	5.3	5.3				
Max Green Setting (Gmax), s	18.4	32.7	16.7	30.0	15.4	35.7	27.0	19.7				
Max Q Clear Time (g_c+I1), s	11.6	18.5	10.5	15.0	9.5	18.5	5.2	11.0				
Green Ext Time (p_c), s	0.1	4.5	0.2	1.1	0.1	4.1	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				32.8								
HCM 6th LOS				C								

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

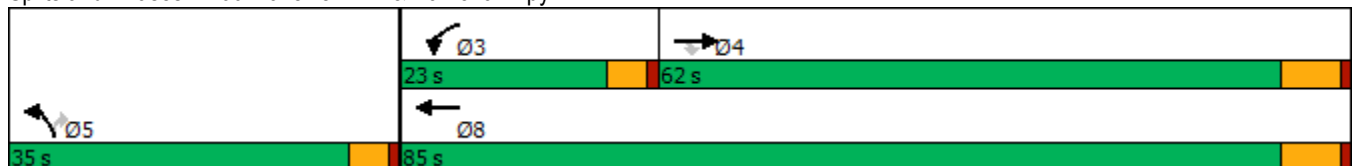


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↓
Traffic Volume (vph)	1357	201	208	861	97	208
Future Volume (vph)	1357	201	208	861	97	208
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	5	
Permitted Phases		4				5
Detector Phase	4	4	3	8	5	5
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	29.5	29.5	9.6	28.5	9.6	9.6
Total Split (s)	62.0	62.0	23.0	85.0	35.0	35.0
Total Split (%)	51.7%	51.7%	19.2%	70.8%	29.2%	29.2%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effect Green (s)	29.9	29.9	14.0	48.7	9.0	9.0
Actuated g/C Ratio	0.43	0.43	0.20	0.70	0.13	0.13
v/c Ratio	0.61	0.27	0.60	0.25	0.44	0.55
Control Delay	16.7	5.2	34.9	3.9	37.3	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	5.2	34.9	3.9	37.3	10.9
LOS	B	A	C	A	D	B
Approach Delay	15.2			9.9	19.3	
Approach LOS	B			A	B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 69.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 13.7
 Intersection LOS: B
 Intersection Capacity Utilization 56.2%
 ICU Level of Service B
 Analysis Period (min) 15

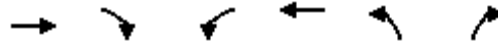
Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

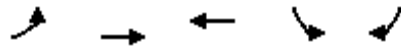


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↖	↗
Traffic Volume (veh/h)	1357	201	208	861	97	208
Future Volume (veh/h)	1357	201	208	861	97	208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1428	54	219	906	102	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2508	746	275	3643	158	141
Arrive On Green	0.46	0.46	0.15	0.70	0.09	0.09
Sat Flow, veh/h	5510	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1428	54	219	906	102	61
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1729	1810	1610
Q Serve(g_s), s	10.2	1.0	6.2	3.3	2.9	1.9
Cycle Q Clear(g_c), s	10.2	1.0	6.2	3.3	2.9	1.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2508	746	275	3643	158	141
V/C Ratio(X)	0.57	0.07	0.80	0.25	0.64	0.43
Avail Cap(c_a), veh/h	5693	1693	631	7713	1042	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	7.9	21.6	2.8	23.3	22.8
Incr Delay (d2), s/veh	0.2	0.0	2.0	0.0	1.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.2	2.3	0.1	1.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.5	7.9	23.6	2.9	24.9	23.6
LnGrp LOS	B	A	C	A	C	C
Approach Vol, veh/h	1482			1125	163	
Approach Delay, s/veh	10.4			6.9	24.4	
Approach LOS	B			A	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		9.2	12.6	30.9		43.6
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		30.4	18.4	55.5		78.5
Max Q Clear Time (g_c+I1), s		4.9	8.2	12.2		5.3
Green Ext Time (p_c), s		0.2	0.2	12.3		6.4
Intersection Summary						
HCM 6th Ctrl Delay			9.8			
HCM 6th LOS			A			

Timings
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↑	↖	↘	↗
Traffic Volume (vph)	376	232	181	16	375
Future Volume (vph)	376	232	181	16	375
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	27.1	27.8	27.8
Total Split (s)	34.0	61.1	27.1	28.9	28.9
Total Split (%)	37.8%	67.9%	30.1%	32.1%	32.1%
Yellow Time (s)	3.6	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	20.6	56.1	30.9	11.1	11.1
Actuated g/C Ratio	0.26	0.72	0.40	0.14	0.14
v/c Ratio	0.82	0.18	0.28	0.06	0.69
Control Delay	40.9	4.2	19.1	29.1	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	4.2	19.1	29.1	10.6
LOS	D	A	B	C	B
Approach Delay		26.9	19.1	11.4	
Approach LOS		C	B	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 78.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 20.5
 Intersection LOS: C
 Intersection Capacity Utilization 52.9%
 ICU Level of Service A
 Analysis Period (min) 15

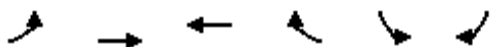
Splits and Phases: 61: Nuevo Rd. & Lakeview Av.



HCM 6th Signalized Intersection Summary
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/03/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↕	↗	↖		↘	↙	
Traffic Volume (veh/h)	376	232	181	21	16	375	
Future Volume (veh/h)	376	232	181	21	16	375	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	388	239	187	22	16	258	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	430	1295	647	76	337	299	
Arrive On Green	0.24	0.68	0.39	0.39	0.19	0.19	
Sat Flow, veh/h	1810	1900	1668	196	1810	1610	
Grp Volume(v), veh/h	388	239	0	209	16	258	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1865	1810	1610	
Q Serve(g_s), s	17.1	3.8	0.0	6.4	0.6	12.8	
Cycle Q Clear(g_c), s	17.1	3.8	0.0	6.4	0.6	12.8	
Prop In Lane	1.00			0.11	1.00	1.00	
Lane Grp Cap(c), veh/h	430	1295	0	723	337	299	
V/C Ratio(X)	0.90	0.18	0.00	0.29	0.05	0.86	
Avail Cap(c_a), veh/h	647	1295	0	723	509	453	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	30.4	4.8	0.0	17.4	27.5	32.4	
Incr Delay (d2), s/veh	8.5	0.3	0.0	1.0	0.1	10.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	8.1	1.2	0.0	2.8	0.2	11.5	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	38.8	5.1	0.0	18.4	27.5	42.9	
LnGrp LOS	D	A	A	B	C	D	
Approach Vol, veh/h		627	209		274		
Approach Delay, s/veh		26.0	18.4		42.0		
Approach LOS		C	B		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				61.1	21.1	24.1	37.0
Change Period (Y+Rc), s				5.1	5.8	4.6	5.1
Max Green Setting (Gmax), s				56.0	23.1	29.4	22.0
Max Q Clear Time (g_c+I1), s				5.8	14.8	19.1	8.4
Green Ext Time (p_c), s				1.4	0.5	0.5	0.9
Intersection Summary							
HCM 6th Ctrl Delay			28.5				
HCM 6th LOS			C				

Timings
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

01/14/2022



Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↑	↗	↘
Traffic Volume (vph)	21	1353	1095	79
Future Volume (vph)	21	1353	1095	79
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	23.5	28.5
Total Split (s)	9.6	91.2	81.6	28.8
Total Split (%)	8.0%	76.0%	68.0%	24.0%
Yellow Time (s)	3.6	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	Min
Act Effct Green (s)	5.0	84.8	81.1	13.8
Actuated g/C Ratio	0.04	0.76	0.73	0.12
v/c Ratio	0.28	0.97	0.86	0.64
Control Delay	61.7	31.0	21.5	48.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	61.7	31.0	21.5	48.4
LOS	E	C	C	D
Approach Delay		31.5	21.5	48.4
Approach LOS		C	C	D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.6	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 28.2	Intersection LOS: C
Intersection Capacity Utilization 91.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 65: Ramona Expy & Bridge St



HCM 6th Signalized Intersection Summary
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

01/14/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶		↶	↷	
Traffic Volume (veh/h)	21	1353	1095	48	79	74	
Future Volume (veh/h)	21	1353	1095	48	79	74	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	22	1395	1129	34	81	-182	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	42	1765	1569	47	0	310	
Arrive On Green	0.02	0.93	0.85	0.85	0.00	0.00	
Sat Flow, veh/h	1810	1900	1835	55	-1196	2687	
Grp Volume(v), veh/h	22	1395	0	1163	0	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1890	0	0	
Q Serve(g_s), s	1.1	18.0	0.0	21.2	0.0	0.0	
Cycle Q Clear(g_c), s	1.1	18.0	0.0	21.2	0.0	0.0	
Prop In Lane	1.00			0.03	-0.81	1.82	
Lane Grp Cap(c), veh/h	42	1765	0	1616	0	0	
V/C Ratio(X)	0.52	0.79	0.00	0.72	0.00	0.00	
Avail Cap(c_a), veh/h	99	1765	0	1616	0	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	44.0	0.9	0.0	2.5	0.0	0.0	
Incr Delay (d2), s/veh	3.6	3.7	0.0	2.8	0.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.5	1.8	0.0	1.3	0.0	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	47.6	4.6	0.0	5.3	0.0	0.0	
LnGrp LOS	D	A	A	A	A	A	
Approach Vol, veh/h		1417	1163		0		
Approach Delay, s/veh		5.2	5.3		0.0		
Approach LOS		A	A				
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				91.2	0.0	6.7	84.5
Change Period (Y+Rc), s				6.5	6.5	4.6	6.5
Max Green Setting (Gmax), s				84.7	22.3	5.0	75.1
Max Q Clear Time (g_c+I1), s				20.0	0.0	3.1	23.2
Green Ext Time (p_c), s				22.4	0.0	0.0	12.5
Intersection Summary							
HCM 6th Ctrl Delay			5.3				
HCM 6th LOS			A				
Notes							
User approved volume balancing among the lanes for turning movement.							

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

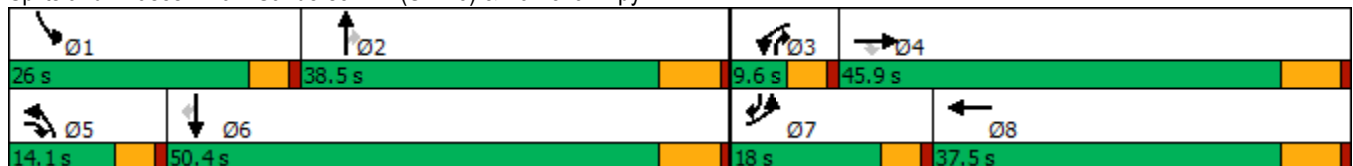
06/03/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	513	685	195	44	447	677	149	772	37	898	1424	668
Future Volume (vph)	513	685	195	44	447	677	149	772	37	898	1424	668
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4			Free			2			6
Detector Phase	7	4	5	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0		5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	38.5	9.6	9.6	37.5		9.6	36.5	9.6	9.6	38.5	9.6
Total Split (s)	18.0	45.9	14.1	9.6	37.5		14.1	38.5	9.6	26.0	50.4	18.0
Total Split (%)	15.0%	38.3%	11.8%	8.0%	31.3%		11.8%	32.1%	8.0%	21.7%	42.0%	15.0%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5		3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5		4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Act Effct Green (s)	13.6	26.8	41.7	5.1	16.0	96.4	8.2	22.4	34.1	21.8	35.9	51.5
Actuated g/C Ratio	0.14	0.28	0.43	0.05	0.17	1.00	0.09	0.23	0.35	0.23	0.37	0.53
v/c Ratio	1.05	0.48	0.26	0.24	0.53	0.42	0.51	0.65	0.06	1.15	0.74	0.75
Control Delay	95.3	31.2	9.2	51.9	39.1	0.8	50.9	36.3	0.2	116.4	29.7	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.3	31.2	9.2	51.9	39.1	0.8	50.9	36.3	0.2	116.4	29.7	19.6
LOS	F	C	A	D	D	A	D	D	A	F	C	B
Approach Delay		51.7			17.4			37.2			53.5	
Approach LOS		D			B			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.4
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 44.2
 Intersection LOS: D
 Intersection Capacity Utilization 82.3%
 ICU Level of Service E
 Analysis Period (min) 15





































Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/03/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (veh/h)	513	685	195	44	447	677	149	772	37	898	1424	668
Future Volume (veh/h)	513	685	195	44	447	677	149	772	37	898	1424	668
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	518	692	157	44	452	0	151	780	-3	907	1438	518
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	539	1299	507	132	698		225	1101	402	861	2040	873
Arrive On Green	0.15	0.25	0.25	0.04	0.13	0.00	0.06	0.21	0.00	0.25	0.39	0.39
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	5187	1610	3510	5187	1590
Grp Volume(v), veh/h	518	692	157	44	452	0	151	780	-3	907	1438	518
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1729	1610	1755	1729	1590
Q Serve(g_s), s	12.8	10.1	6.5	1.1	7.2	0.0	3.7	12.2	0.0	21.4	20.3	19.1
Cycle Q Clear(g_c), s	12.8	10.1	6.5	1.1	7.2	0.0	3.7	12.2	0.0	21.4	20.3	19.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	539	1299	507	132	698		225	1101	402	861	2040	873
V/C Ratio(X)	0.96	0.53	0.31	0.33	0.65		0.67	0.71	-0.01	1.05	0.70	0.59
Avail Cap(c_a), veh/h	539	2342	830	201	1843		382	1902	651	861	2610	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	28.3	22.7	40.9	35.8	0.0	39.9	31.9	0.0	32.9	22.2	13.3
Incr Delay (d2), s/veh	28.8	0.3	0.3	0.5	1.0	0.0	1.3	0.9	0.0	45.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	3.8	2.2	0.4	2.9	0.0	1.5	4.7	0.0	13.6	7.2	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	28.6	23.1	41.5	36.8	0.0	41.2	32.7	0.0	78.7	22.8	13.9
LnGrp LOS	E	C	C	D	D		D	C	A	F	C	B
Approach Vol, veh/h		1367			496	A		928			2863	
Approach Delay, s/veh		42.0			37.2			34.2			38.9	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	25.0	7.9	28.4	10.2	40.8	18.0	18.2				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	21.4	32.0	5.0	39.4	9.5	43.9	13.4	31.0				
Max Q Clear Time (g_c+I1), s	23.4	14.2	3.1	12.1	5.7	22.3	14.8	9.2				
Green Ext Time (p_c), s	0.0	4.4	0.0	4.8	0.1	11.8	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

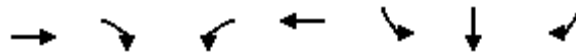
APPENDIX 5.6:

**EAP (2030) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH
IMPROVEMENTS**

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Queues

4: I-215 SB Ramps & Ramona Exwy.



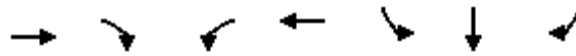
Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	917	358	384	1166	530	530	280
v/c Ratio	0.78	0.47	0.78	0.63	0.80	0.80	0.42
Control Delay	39.1	5.2	40.6	19.6	40.8	40.8	20.0
Queue Delay	0.0	0.0	0.0	0.8	0.4	0.4	0.0
Total Delay	39.1	5.2	40.6	20.4	41.1	41.1	20.0
Queue Length 50th (ft)	310	0	135	301	345	345	103
Queue Length 95th (ft)	390	65	187	362	#508	#508	176
Internal Link Dist (ft)	1444			390		1096	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	1180	762	525	1837	662	662	669
Starvation Cap Reductn	0	0	0	347	0	0	0
Spillback Cap Reductn	0	0	0	0	12	12	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.47	0.73	0.78	0.82	0.82	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

4: I-215 SB Ramps & Ramona Exwy.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1039	458	422	984	674	677	234
v/c Ratio	0.88	0.56	0.85	0.53	0.88	0.88	0.29
Control Delay	45.7	5.6	48.3	16.0	44.7	45.1	15.8
Queue Delay	0.0	0.0	0.0	0.2	1.6	1.7	0.0
Total Delay	45.7	5.6	48.3	16.2	46.3	46.8	15.8
Queue Length 50th (ft)	347	0	146	195	432	435	72
Queue Length 95th (ft)	#457	74	#220	236	#651	#656	130
Internal Link Dist (ft)	1444			390		1096	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	1184	818	508	1865	768	768	813
Starvation Cap Reductn	0	0	0	276	0	0	0
Spillback Cap Reductn	0	0	0	0	26	26	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.56	0.83	0.62	0.91	0.91	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

APPENDIX 6.1:

EAPC (2030) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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**Volume Development
AM Peak Hour**

1: Harvill Av. & Cajalco Expy.

	PHF: 0.937 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	406	392	165	287	168	36	82	886	209	374	1,181	440	4,625

2: I-215 SB Ramps & Harley Knox Bl.

	PHF: 0.935 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	0	1,243	11	534	0	571	34	208	252	0	2,852

3: I-215 NB Ramps & Harley Knox Bl.

	PHF: 0.944 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	72	5	309	0	0	0	402	1,411	0	0	388	1,215	3,802

4: I-215 SB Ramps & Ramona Exwy.

	PHF: 0.958 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	0	1,349	0	457	0	995	405	501	1,539	0	5,245

5: I-215 NB Ramps & Ramona Exwy.

	PHF: 0.964 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	527	4	654	0	0	0	244	2,101	0	0	1,512	1,529	6,569

6: I-215 SB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	0	463	0	85	0	317	146	384	528	0	1,924

7: I-215 NB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	168	0	595	0	0	0	68	712	0	0	743	701	2,988

8: I-215 SB Ramps & Nuevo Rd.

	PHF: 0.884 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	0	364	1	155	0	651	208	585	1,316	0	3,282

9: I-215 NB Ramps & Nuevo Rd.

	PHF: 0.890 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	414	3	952	0	0	0	60	955	0	0	1,488	355	4,227

10: Western Wy. & Harley Knox Bl.

	PHF: 0.982 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	1	0	2	8	0	51	108	1,602	10	12	1,550	55	3,399

11: Webster Av. & Harley Knox Bl.

	PHF: 0.939 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	113	1	44	0	0	0	0	1,302	184	10	1,322	1	2,979

12: Webster Av. & Ramona Exwy.

	PHF: 0.940 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	155	77	41	66	41	131	268	2,115	89	56	2,770	38	5,847

**Volume Development
AM Peak Hour**

13: Indian Av. & Harley Knox Bl.

	PHF: 0.927 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	118	415	47	22	139	291	542	708	125	63	997	84	3,552

14: Indian Av. & Ramona Exwy.

	PHF: 0.983 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	119	199	34	45	96	146	350	1,805	128	68	2,746	175	5,910

15: Indian Av. & Placentia Av.

	PHF: 0.684 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	42	188	98	35	152	94	290	774	146	170	927	59	2,975

16: Perris Bl. & Iris Av.

	PHF: 0.871 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	202	1,049	297	172	613	64	41	491	123	307	647	165	4,172

17: Perris Bl. & Krameria Av.

	PHF: 0.907 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	95	1,199	246	94	880	9	21	179	102	242	190	220	3,478

18: Perris Bl. & San Michele Rd.

	PHF: 0.937 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	134	1,756	2	1	1,530	91	44	0	28	4	0	0	3,592

19: Perris Bl. & Nandina Av.

	PHF: 0.920 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	54	1,848	27	19	1,506	25	21	2	21	11	6	13	3,552

20: Perris Bl. & Harley Knox Av.

	PHF: 0.914 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	281	1,308	19	88	842	337	271	549	45	14	503	206	4,462

21: Perris Bl. & Markham St.

	PHF: 0.941 7:00am		Count Date: 5/10/2017										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	37	1,651	6	7	840	25	20	16	25	9	23	25	2,684

22: Perris Bl. & Ramona Exwy.

	PHF: 0.984 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	404	944	129	211	423	242	388	1,290	207	177	2,334	324	7,075

23: Perris Bl. & Morgan St.

	PHF: 0.954 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	47	1,438	197	36	683	77	29	9	31	75	24	9	2,655

24: Perris Bl. & Rider St.

	PHF: 0.933 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>

**Volume Development
AM Peak Hour**

<hr/>	EAPC (PCE):	48	1,302	179	143	529	37	29	163	19	275	354	375	3,453
	25: Perris Bl. & Placentia Av.													
	PHF: 0.897	7:00am								Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	EAPC (PCE):	84	1,010	44	37	674	94	207	117	81	54	237	245	2,885
	26: Perris Bl. & Orange Av.													
	PHF: 0.931	7:15am								Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	EAPC (PCE):	185	759	101	104	546	38	17	263	141	182	472	163	2,971
	27: Perris Bl. & Nuevo Rd.													
	PHF: 0.849	7:15am								Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	EAPC (PCE):	202	562	248	164	438	271	437	759	93	236	860	165	4,433
	28: Redlands Av. & Harley Knox Bl.													
	PHF: 0.833	7:00am								Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	EAPC (PCE):	702	4	0	0	5	6	45	0	611	0	0	0	1,372
	29: Redlands Av. & Markham St.													
	PHF: 0.836	7:00am								Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	EAPC (PCE):	85	606	0	0	415	94	30	0	25	0	0	0	1,256
	30: Redlands Av. & Ramona Exwy.													
	PHF: 0.961	7:00am								Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	EAPC (PCE):	40	35	267	347	88	62	99	1,563	55	166	2,975	627	6,324
	31: Redlands Av. & Morgan St.													
	PHF: 0.838	7:15								Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	EAPC (PCE):	3	63	0	20	134	104	203	15	10	1	4	2	559
	32: Redlands Av. & Rider St.													
	PHF: 0.831	7:00								Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	EAPC (PCE):	6	35	326	17	38	54	33	433	33	16	980	5	1,978
	33: Redlands Av. & Placentia Av.													
	PHF: 0.849	7:15								Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	EAPC (PCE):	179	296	28	7	72	8	55	126	62	143	275	5	1,254
	34: Redlands Av. & Orange Av.													
	PHF: 0.928	7:15								Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	EAPC (PCE):	108	268	153	69	155	68	49	276	61	146	528	171	2,052
	35: Redlands Av. & Nuevo Rd.													
	PHF: 0.815	7:00am								Count Date:	5/28/2019			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	EAPC (PCE):	143	257	155	44	257	87	69	826	172	222	1,284	45	3,562
	36: Murrieta Rd. & Nuevo Rd.													
	PHF: 0.822	7:15am								Count Date:	1/0/1900			

**Volume Development
AM Peak Hour**

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	93	135	208	178	146	221	150	796	97	235	1,012	227	3,498

37: Lasselle St. & Iris Av.

PHF: 0.933 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	340	690	637	257	620	120	141	577	348	760	716	114	5,320

38: Lasselle St. & Krameria Av.

PHF: 0.950 8:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	173	1,065	56	166	1,363	134	207	81	227	111	70	60	3,713

39: Evans Rd. & Ramona Exwy.

PHF: 0.943 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	535	493	42	252	297	423	300	1,676	182	61	2,810	452	7,524

40: Evans Rd. & Rider St.

PHF: 0.882 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	235	465	104	101	247	318	226	563	84	40	681	190	3,254

41: Evans Rd. & Orange Av.

PHF: 0.663 7:00am

Count Date: 2/1/2018

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	266	469	197	206	367	162	147	285	134	76	258	129	2,696

42: Evans Rd. & Nuevo Rd.

PHF: 0.842 7:00am

Count Date: 1/0/1900

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	147	52	0	590	495	687	0	558	885	138	3,553

43: Bradley Rd. & Ramona Exwy.

PHF: 0.884 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	245	0	32	0	0	0	0	1,791	41	18	2,641	0	4,767

44: Bradley Rd. & Rider St.

PHF: 0.881 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	17	44	41	186	10	96	32	770	8	13	706	83	2,009

45: Dunlap Dr. & Orange Av.

PHF: 0.898 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	334	0	0	0	0	0	0	0	180	0	2	0	516

46: Dunlap Dr. & Nuevo Rd.

PHF: 0.978 7:00am

Count Date: 9/23/2014

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	9	21	7	101	22	87	34	716	15	4	1,322	174	2,510

47: Ramona Exwy. & Rider St.

PHF: 0.875 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	359	2,421	1	0	1,638	185	236	0	399	0	0	1	5,240

48: Antelope Rd. & Ramona Exwy. - Future Intersection

**Volume Development
AM Peak Hour**

	PHF:													Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	212	0	47	0	0	0	0	1,324	713	183	2,569	0	5,048	

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	PHF:													Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0	

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	PHF:													Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0	

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	PHF:													Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	0	0	0	62	0	93	312	485	0	0	1,289	222	2,464	

52: Street A & Ramona Exwy. - Future Intersection

	PHF:													Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	85	0	21	0	0	0	0	1,084	287	71	2,667	0	4,215	

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.

	PHF:	<u>0.978</u>	7:15											Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	197	94	322	0	376	1,059	272	168	105	313	244	0	3,150	

54: Menifee Rd. & San Jacinto Av.

	PHF:	<u>0.921</u>	7:15											Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	125	456	16	9	667	241	176	6	104	17	17	21	1,854	

55: Menifee Rd. & Ellis Rd.

	PHF:	<u>0.913</u>	7:00											Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	21	572	0	0	813	16	20	1	49	0	4	0	1,495	

56: Menifee Rd. & Mapes Rd.

	PHF:	<u>0.937</u>	7:00											Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	27	436	14	163	684	75	19	43	21	13	113	153	1,761	

57: Menifee Rd. & Watson Rd.

	PHF:	<u>0.870</u>	7:15											Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	34	406	135	87	588	40	26	137	9	40	212	63	1,778	

58: Menifee Rd. & Ethanac Rd. (SR-74)

	PHF:	<u>0.901</u>	7:00											Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	309	397	249	45	610	86	107	848	147	306	977	94	4,176	

59: Bernasconi Rd. & Orange Av. - Future Intersection

	PHF:													Count Date:
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0	

**Volume Development
AM Peak Hour**

60: Lakeview Av. & Ramona Exwy.													
	PHF: 0.904		7:00		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	299	24	225	81	178	168	23	910	194	451	2,362	12	4,926
61: Lakeview Av. & Nuevo Rd.													
	PHF: 0.875		7:30		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	0	13	0	412	433	101	0	0	170	23	1,152
62: Nuevo Rd. & Nuevo Rd./Montgomery Av.													
	PHF: 0.900		8:00		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	9	0	0	0	0	0	0	157	13	0	208	0	386
63: Hansen Av./Davis Rd. & Ramona Exwy.													
	PHF: 0.930		7:00		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	161	2	116	1	1	6	2	1,166	46	44	2,656	1	4,203
64: Hansen Av. & Contour Av.													
	PHF: 0.775		8:00		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	4	62	134	164	73	6	9	70	1	149	68	151	893
65: Bridge St. & Ramona Exwy.													
	PHF: 0.962		7:00		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	0	20	0	115	364	1,906	0	0	1,601	85	4,091
66: Warren Rd. & Ramona Exwy.													
	PHF: 0.966		7:00		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	441	2	312	1	1	0	5	1,310	613	183	1,244	2	4,114
67: Sanderson Av. (SR-79) & Ramona Exwy.													
	PHF: 0.991		7:00		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	201	1,189	79	698	622	469	826	547	123	59	720	831	6,365

**Volume Development
PM Peak Hour**

1: Harvill Av. & Cajalco Expy.													
	PHF: 0.970		4:30pm										Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	278	177	231	514	283	81	52	1,323	245	266	1,039	210	4,700
2: I-215 SB Ramps & Harley Knox Bl.													
	PHF: 0.901		4:30pm										Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	0	746	0	337	0	809	114	604	234	0	2,845
3: I-215 NB Ramps & Harley Knox Bl.													
	PHF: 0.879		4:30pm										Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	42	1	290	0	0	0	567	989	0	0	796	1,464	4,149
4: I-215 SB Ramps & Ramona Exwy.													
	PHF: 0.988		4:30pm										Count Date: 3/11/2020
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	0	2,102	2	305	0	1,478	655	620	1,211	0	6,372

**Volume Development
PM Peak Hour**

5: I-215 NB Ramps & Ramona Exwy.

PHF: 0.975 4:30pm Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	511	2	603	0	0	0	432	3,149	0	0	1,319	1,661	7,677

6: I-215 SB Ramps & Placentia Av. - Future Intersection

PHF: _____ Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	0	747	0	71	0	492	166	901	682	0	3,058

7: I-215 NB Ramps & Placentia Av. - Future Intersection

PHF: _____ Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	141	0	471	0	0	0	82	1,157	0	0	1,442	945	4,239

8: I-215 SB Ramps & Nuevo Rd.

PHF: 0.948 4:00pm Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	0	581	4	88	0	739	247	988	710	0	3,358

**Volume Development
PM Peak Hour**

9: I-215 NB Ramps & Nuevo Rd.													
PHF: 0.982 4:00pm													Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	119	0	712	0	0	0	68	1,252	0	0	1,579	461	4,192
10: Western Wy. & Harley Knox Bl.													
PHF: 0.893 4:30pm													Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	6	0	4	25	0	159	44	1,231	4	5	2,094	6	3,578
11: Webster Av. & Harley Knox Bl.													
PHF: 0.902 4:30pm													Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	138	0	53	0	0	0	0	1,029	161	12	1,689	0	3,082
12: Webster Av. & Ramona Exwy.													
PHF: 0.927 4:30pm													Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	234	29	20	104	50	180	198	3,012	101	30	2,733	56	6,747

**Volume Development
PM Peak Hour**

13: Indian Av. & Harley Knox Bl.													
PHF: <u>0.909</u> 4:15pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	124	312	72	92	340	684	398	700	86	56	843	51	3,758
14: Indian Av. & Ramona Exwy.													
PHF: <u>0.981</u> 4:45pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	191	220	41	205	187	168	398	2,988	197	137	2,229	162	7,123
15: Indian Av. & Placentia Av.													
PHF: <u>0.713</u> 4:15pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	50	98	20	120	270	360	127	1,115	98	33	1,168	50	3,509
16: Perris Bl. & Iris Av.													
PHF: <u>0.957</u> 4:45pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	242	929	301	271	1,063	24	26	592	162	325	507	127	4,569

**Volume Development
PM Peak Hour**

17: Perris Bl. & Krameria Av.														
	PHF: 0.917		4:30pm											
	Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	46	1,177	205	148	1,249	11	30	156	106	198	100	107	3,533	
18: Perris Bl. & San Michele Rd.														
	PHF: 0.887		4:15pm											
	Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	77	1,901	0	5	2,006	104	163	0	196	1	0	0	4,453	
19: Perris Bl. & Nandina Av.														
	PHF: 0.908		4:15pm											
	Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	59	1,906	29	17	2,079	76	51	5	137	32	11	15	4,418	
20: Perris Bl. & Harley Knox Av.														
	PHF: 0.911		4:15pm											
	Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	79	1,024	16	151	1,267	360	374	335	126	11	491	125	4,359	

**Volume Development
PM Peak Hour**

21: Perris Bl. & Markham St.													
	PHF: 0.966		4:30pm										Count Date: <u>5/10/2017</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	29	1,055	12	17	1,311	33	38	13	61	8	5	9	2,591
22: Perris Bl. & Ramona Exwy.													
	PHF: 0.974		4:30pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	351	510	195	489	768	233	319	2,532	384	152	1,874	308	8,115
23: Perris Bl. & Morgan St.													
	PHF: 0.947		4:30pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	43	1,064	77	20	1,281	35	49	26	27	199	9	45	2,875
24: Perris Bl. & Rider St.													
	PHF: 0.958		4:30pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	37	834	298	252	1,221	41	50	297	92	349	115	251	3,837

**Volume Development
PM Peak Hour**

25: Perris Bl. & Placentia Av.													
PHF: <u>0.925</u> 4:30pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	155	949	123	165	1,297	190	94	183	156	88	109	123	3,632
26: Perris Bl. & Orange Av.													
PHF: <u>0.941</u> 4:00pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	251	775	232	199	1,057	55	27	371	290	252	260	93	3,862
27: Perris Bl. & Nuevo Rd.													
PHF: <u>0.927</u> 4:00pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	180	638	103	271	819	407	495	874	165	178	646	187	4,963
28: Redlands Av. & Harley Knox Bl.													
PHF: <u>0.944</u> 4:00pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	586	11	0	0	4	34	46	0	457	0	0	0	1,138

**Volume Development
PM Peak Hour**

29: Redlands Av. & Markham St.													
	PHF: 0.875		4:15pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	20	449	0	0	397	30	93	0	68	0	0	0	1,057
30: Redlands Av. & Ramona Exwy.													
	PHF: 0.924		4:30pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	72	78	190	391	41	85	71	3,324	59	215	2,353	380	7,258
31: Redlands Av. & Morgan St.													
	PHF: 0.732		16:30										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	13	151	0	7	70	208	123	8	5	4	19	7	615
32: Redlands Av. & Rider St.													
	PHF: 0.935		16:30										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	6	35	190	6	39	39	47	666	55	46	587	16	1,731

**Volume Development
PM Peak Hour**

33: Redlands Av. & Placentia Av.													
PHF: <u>0.910</u> 16:30											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	102	173	22	12	83	21	44	261	139	63	198	2	1,119

34: Redlands Av. & Orange Av.													
PHF: <u>0.975</u> 16:45											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	88	233	83	29	194	35	57	549	129	107	434	27	1,965

35: Redlands Av. & Nuevo Rd.													
PHF: <u>0.968</u> 4:45pm											Count Date: <u>5/28/2019</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	127	256	204	31	199	59	68	1,191	183	198	1,038	42	3,594

36: Murrieta Rd. & Nuevo Rd.													
PHF: <u>0.912</u> 5:00pm											Count Date: _____		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	29	86	207	103	51	73	85	1,150	20	135	1,006	61	3,004

**Volume Development
PM Peak Hour**

37: Lasselle St. & Iris Av.														
	PHF: 0.978		17:00										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	268	701	634	293	820	110	195	542	383	867	780	247	5,840	

38: Lasselle St. & Krameria Av.														
	PHF: 0.900		4:15pm										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	228	1,144	266	252	667	171	428	294	247	201	201	137	4,235	

39: Evans Rd. & Ramona Exwy.														
	PHF: 0.977		16:45										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	268	391	58	447	634	414	484	2,960	517	48	2,265	389	8,875	

40: Evans Rd. & Rider St.														
	PHF: 0.925		17:00										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	123	372	60	55	513	290	311	440	205	96	349	73	2,887	

**Volume Development
PM Peak Hour**

41: Evans Rd. & Orange Av.													
PHF: <u>0.939</u> 4:45pm													
Count Date: <u>2/1/2018</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	131	312	80	92	311	129	139	221	92	60	137	79	1,783

42: Evans Rd. & Nuevo Rd.													
PHF: <u>0.958</u> 5:00pm													
Count Date: <u>1/0/1900</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	641	145	0	344	496	964	0	354	858	83	3,885

43: Bradley Rd. & Ramona Exwy.													
PHF: <u>0.948</u> 16:45													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	90	0	16	0	0	0	0	2,856	235	31	2,273	0	5,502

44: Bradley Rd. & Rider St.													
PHF: <u>0.957</u> 16:00													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	16	7	6	41	13	88	107	409	13	7	363	79	1,149

**Volume Development
PM Peak Hour**

45: Dunlap Dr. & Orange Av.													
PHF: 0.954		17:00		Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	252	0	0	0	0	0	0	0	302	0	0	0	555

46: Dunlap Dr. & Nuevo Rd.													
PHF: 0.789		4:30pm		Count Date: 9/23/2014									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	7	40	2	189	26	54	73	1,618	7	6	1,182	126	3,331

47: Ramona Exwy. & Rider St.													
PHF: 0.940		16:45		Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	383	2,261	1	0	2,760	112	43	0	377	0	0	1	5,937

48: Antelope Rd. & Ramona Exwy. - Future Intersection													
PHF:				Count Date:									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	815	0	216	0	0	0	0	2,802	334	156	1,832	0	6,155

Volume Development
PM Peak Hour

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
EAPC (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
EAPC (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
EAPC (PCE):	0	0	0	262	0	375	171	1,451	0	0	937	128	3,324

52: Street A & Ramona Exwy. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
EAPC (PCE):	325	0	92	0	0	0	0	2,879	139	55	1,663	0	5,153

**Volume Development
PM Peak Hour**

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.													
	PHF:	<u>0.973</u>		16:15							Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	146	429	317	0	223	665	1,216	270	214	299	249	0	4,028
 54: Menifee Rd. & San Jacinto Av.													
	PHF:	<u>0.964</u>		16:30							Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	100	665	16	17	556	188	350	22	142	9	15	7	2,085
 55: Menifee Rd. & Ellis Rd.													
	PHF:	<u>0.907</u>		16:30							Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	22	764	2	1	678	19	30	0	13	1	1	1	1,534
 56: Menifee Rd. & Mapes Rd.													
	PHF:	<u>0.892</u>		16:30							Count Date:	<u>3/11/2020</u>	
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	20	664	10	89	564	41	49	137	21	7	43	100	1,745

**Volume Development
PM Peak Hour**

57: Menifee Rd. & Watson Rd.															
	PHF:	<u>0.809</u>	16:00											Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAPC (PCE):	9	634	155	75	488	33	31	184	6	11	83	19	1,727		
 58: Menifee Rd. & Ethanac Rd. (SR-74)															
	PHF:	<u>0.944</u>	16:30											Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAPC (PCE):	225	592	211	61	457	68	191	966	237	247	873	67	4,194		
 59: Bernasconi Rd. & Orange Av. - Future Intersection															
	PHF:	<u> </u>												Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAPC (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0		
 60: Lakeview Av. & Ramona Exwy.															
	PHF:	<u>0.947</u>	16:45											Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
EAPC (PCE):	133	176	549	44	77	72	165	2,639	269	394	1,567	85	6,170		

**Volume Development
PM Peak Hour**

61: Lakeview Av. & Nuevo Rd.														
	PHF:	<u>0.971</u>	16:00										Count Date:	<u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	0	0	0	16	0	375	376	232	0	0	181	21	1,202	
62: Nuevo Rd. & Nuevo Rd./Montgomery Av.														
	PHF:	<u>0.903</u>	16:15										Count Date:	<u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	11	0	0	0	0	0	0	213	27	0	156	0	407	
63: Hansen Av./Davis Rd. & Ramona Exwy.														
	PHF:	<u>0.968</u>	16:30										Count Date:	<u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	72	5	110	2	2	5	2	2,926	113	138	1,970	2	5,347	
64: Hansen Av. & Contour Av.														
	PHF:	<u>0.935</u>	16:00										Count Date:	<u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
EAPC (PCE):	4	115	100	126	96	16	11	21	6	67	27	125	713	

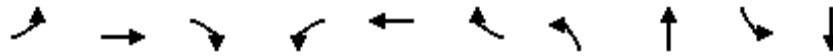
**Volume Development
PM Peak Hour**

65: Bridge St. & Ramona Exwy.													
	PHF: <u>0.972</u>		16:15		Count Date: <u>3/11/2020</u>								
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	0	0	0	79	0	445	236	2,041	0	0	2,280	48	5,129
 66: Warren Rd. & Ramona Exwy.													
	PHF: <u>0.953</u>		16:45		Count Date: <u>3/11/2020</u>								
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	793	1	266	1	1	4	1	1,498	622	374	1,532	0	5,093
 67: Sanderson Av. (SR-79) & Ramona Exwy.													
	PHF: <u>0.986</u>		16:00		Count Date: <u>3/11/2020</u>								
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
EAPC (PCE):	198	772	37	898	1,424	939	671	785	223	44	619	677	7,286

Timings
1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

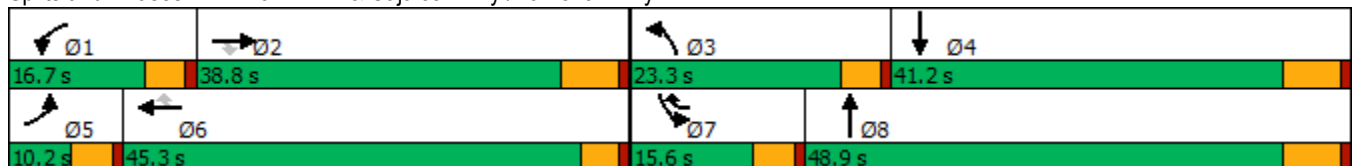


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑	↘↗	↑↑
Traffic Volume (vph)	82	886	209	374	1181	440	406	392	287	168
Future Volume (vph)	82	886	209	374	1181	440	406	392	287	168
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	38.8	38.8	16.7	45.3	15.6	23.3	48.9	15.6	41.2
Total Split (%)	8.5%	32.3%	32.3%	13.9%	37.8%	13.0%	19.4%	40.8%	13.0%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.6	32.6	32.6	12.1	40.8	56.3	17.6	42.7	11.0	36.1
Actuated g/C Ratio	0.05	0.27	0.27	0.10	0.34	0.47	0.15	0.36	0.09	0.30
v/c Ratio	1.04	0.96	0.38	1.13	1.02	0.54	0.84	0.47	0.95	0.20
Control Delay	163.9	64.4	8.2	135.6	71.2	13.9	65.5	28.1	93.5	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	163.9	64.4	8.2	135.6	71.2	13.9	65.5	28.1	93.5	29.0
LOS	F	E	A	F	E	B	E	C	F	C
Approach Delay		61.3			70.6			43.9		66.7
Approach LOS		E			E			D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 62.3
 Intersection LOS: E
 Intersection Capacity Utilization 78.1%
 ICU Level of Service D
 Analysis Period (min) 15

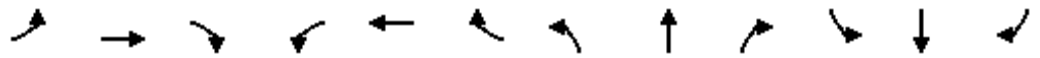
Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	82	886	209	374	1181	440	406	392	165	287	168	36
Future Volume (veh/h)	82	886	209	374	1181	440	406	392	165	287	168	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	943	157	398	1256	413	432	417	148	305	179	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	1017	454	349	1210	685	488	916	321	317	918	171
Arrive On Green	0.05	0.28	0.28	0.10	0.34	0.34	0.14	0.35	0.35	0.09	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	2610	916	3510	3037	566
Grp Volume(v), veh/h	87	943	157	398	1256	413	432	287	278	305	105	108
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1721	1755	1805	1798
Q Serve(g_s), s	5.6	30.9	9.4	12.1	40.8	24.1	14.7	14.9	15.2	10.5	5.2	5.4
Cycle Q Clear(g_c), s	5.6	30.9	9.4	12.1	40.8	24.1	14.7	14.9	15.2	10.5	5.2	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		0.31
Lane Grp Cap(c), veh/h	83	1017	454	349	1210	685	488	633	604	317	546	544
V/C Ratio(X)	1.04	0.93	0.35	1.14	1.04	0.60	0.89	0.45	0.46	0.96	0.19	0.20
Avail Cap(c_a), veh/h	83	1017	454	349	1210	685	539	633	604	317	546	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	42.5	34.8	54.8	40.5	27.0	51.4	30.5	30.6	55.1	31.5	31.5
Incr Delay (d2), s/veh	111.4	13.9	0.5	91.9	36.2	1.5	14.2	2.3	2.5	39.8	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	15.0	3.6	9.6	23.1	9.0	7.2	6.6	6.4	6.3	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	169.5	56.4	35.2	146.7	76.6	28.5	65.6	32.8	33.1	94.9	32.2	32.3
LnGrp LOS	F	E	D	F	F	C	E	C	C	F	C	C
Approach Vol, veh/h		1187			2067			997			518	
Approach Delay, s/veh		61.9			80.5			47.1			69.2	
Approach LOS		E			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	40.5	21.5	43.0	10.2	47.0	15.6	48.9				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	12.1	32.6	18.7	35.0	5.6	* 41	11.0	42.7				
Max Q Clear Time (g_c+I1), s	14.1	32.9	16.7	7.4	7.6	42.8	12.5	17.2				
Green Ext Time (p_c), s	0.0	0.0	0.2	1.0	0.0	0.0	0.0	3.1				

Intersection Summary

HCM 6th Ctrl Delay	67.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

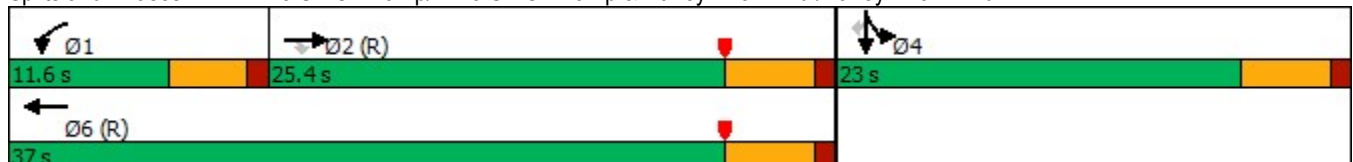


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↘
Traffic Volume (vph)	571	34	208	252	11	534
Future Volume (vph)	571	34	208	252	11	534
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.4	25.4	11.6	37.0	23.0	23.0
Total Split (%)	42.3%	42.3%	19.3%	61.7%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.4	20.4	7.1	32.0	18.0	18.0
Actuated g/C Ratio	0.34	0.34	0.12	0.53	0.30	0.30
v/c Ratio	0.49	0.06	1.04	0.14	2.48	0.73
Control Delay	17.4	0.2	96.6	11.7	691.3	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	0.2	96.6	11.7	691.3	12.0
LOS	B	A	F	B	F	B
Approach Delay	16.5			50.1	490.0	
Approach LOS	B			D	F	

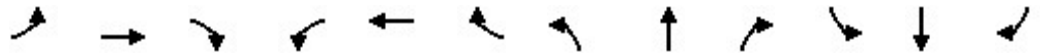
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.48
 Intersection Signal Delay: 319.6
 Intersection LOS: F
 Intersection Capacity Utilization 188.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/11/2022

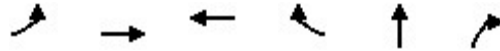


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑						↖	↗
Traffic Volume (veh/h)	0	571	34	208	252	0	0	0	0	1257	11	534
Future Volume (veh/h)	0	571	34	208	252	0	0	0	0	1257	11	534
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	607	36	221	268	0				1337	12	509
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1227	547	214	1925	0				538	5	483
Arrive On Green	0.00	0.34	0.34	0.24	1.00	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1794	16	1610
Grp Volume(v), veh/h	0	607	36	221	268	0				1349	0	509
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	8.0	0.9	7.1	0.0	0.0				18.0	0.0	18.0
Cycle Q Clear(g_c), s	0.0	8.0	0.9	7.1	0.0	0.0				18.0	0.0	18.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1227	547	214	1925	0				543	0	483
V/C Ratio(X)	0.00	0.49	0.07	1.03	0.14	0.00				2.48	0.00	1.05
Avail Cap(c_a), veh/h	0	1227	547	214	1925	0				543	0	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.98	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.7	13.4	22.9	0.0	0.0				21.0	0.0	21.0
Incr Delay (d2), s/veh	0.0	1.4	0.2	69.5	0.1	0.0				673.3	0.0	55.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.3	6.4	0.0	0.0				107.9	0.0	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	13.6	92.4	0.1	0.0				694.3	0.0	76.8
LnGrp LOS	A	B	B	F	A	A				F	A	F
Approach Vol, veh/h		643			489						1858	
Approach Delay, s/veh		16.9			41.8						525.1	
Approach LOS		B			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.6	25.4		23.0		37.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	7.1	20.4		18.0		32.0						
Max Q Clear Time (g_c+I1), s	9.1	10.0		20.0		2.0						
Green Ext Time (p_c), s	0.0	1.9		0.0		1.0						

Intersection Summary

HCM 6th Ctrl Delay	336.8
HCM 6th LOS	F

Timings

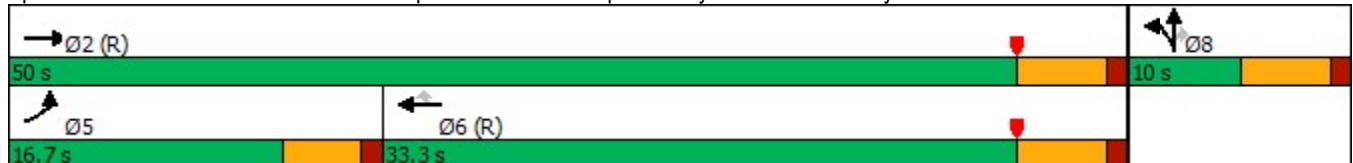


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	402	1425	388	1219	5	309
Future Volume (vph)	402	1425	388	1219	5	309
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	16.7	50.0	33.3	33.3	10.0	10.0
Total Split (%)	27.8%	83.3%	55.5%	55.5%	16.7%	16.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	12.2	45.0	28.3	28.3	5.0	5.0
Actuated g/C Ratio	0.20	0.75	0.47	0.47	0.08	0.08
v/c Ratio	1.17	0.56	0.24	1.38	0.54	1.36
Control Delay	114.4	4.8	9.9	194.2	41.9	206.8
Queue Delay	0.0	1.6	0.0	0.0	0.0	0.0
Total Delay	114.4	6.4	9.9	194.2	41.9	206.8
LOS	F	A	A	F	D	F
Approach Delay		30.2	149.7		173.9	
Approach LOS		C	F		F	

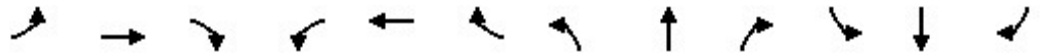
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.38
 Intersection Signal Delay: 95.0
 Intersection LOS: F
 Intersection Capacity Utilization 188.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/11/2022

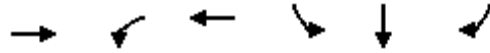


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↘	↗			
Traffic Volume (veh/h)	402	1425	0	0	388	1219	72	5	309	0	0	0
Future Volume (veh/h)	402	1425	0	0	388	1219	72	5	309	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	428	1516	0	0	413	1234	77	5	265			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	368	2708	0	0	1703	759	142	9	134			
Arrive On Green	0.27	1.00	0.00	0.00	0.47	0.47	0.08	0.08	0.08			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1704	111	1610			
Grp Volume(v), veh/h	428	1516	0	0	413	1234	82	0	265			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1815	0	1610			
Q Serve(g_s), s	12.2	0.1	0.0	0.0	4.1	28.3	2.6	0.0	5.0			
Cycle Q Clear(g_c), s	12.2	0.1	0.0	0.0	4.1	28.3	2.6	0.0	5.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.94		1.00			
Lane Grp Cap(c), veh/h	368	2708	0	0	1703	759	151	0	134			
V/C Ratio(X)	1.16	0.56	0.00	0.00	0.24	1.62	0.54	0.00	1.97			
Avail Cap(c_a), veh/h	368	2708	0	0	1703	759	151	0	134			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.86	0.86	0.00	0.00	0.85	0.85	1.00	0.00	1.00			
Uniform Delay (d), s/veh	21.9	0.0	0.0	0.0	9.5	15.9	26.4	0.0	27.5			
Incr Delay (d2), s/veh	96.3	0.7	0.0	0.0	0.3	286.3	13.2	0.0	464.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	13.9	0.3	0.0	0.0	1.3	67.9	1.6	0.0	19.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.2	0.7	0.0	0.0	9.7	302.2	39.6	0.0	491.9			
LnGrp LOS	F	A	A	A	A	F	D	A	F			
Approach Vol, veh/h		1944			1647			347				
Approach Delay, s/veh		26.6			228.8			385.0				
Approach LOS		C			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			16.7	33.3		10.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		45.0			12.2	28.3		5.0				
Max Q Clear Time (g_c+I1), s		2.1			14.2	30.3		7.0				
Green Ext Time (p_c), s		8.9			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					142.8							
HCM 6th LOS					F							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

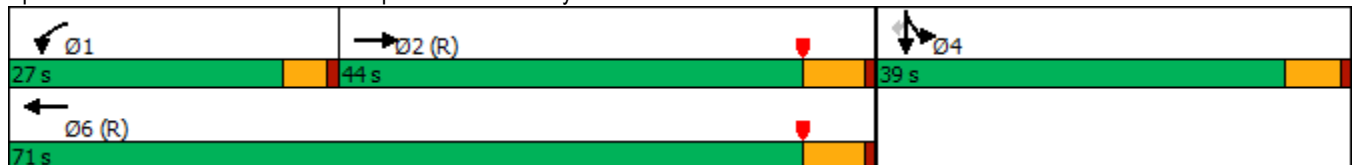


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	995	501	1539	1349	0	457
Future Volume (vph)	995	501	1539	1349	0	457
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.0	22.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	1.19	1.41	0.75	1.34	1.35	0.88
Control Delay	125.0	217.6	4.1	200.2	201.0	49.3
Queue Delay	0.0	0.0	2.2	25.5	25.5	0.0
Total Delay	125.0	217.6	6.3	225.7	226.5	49.3
LOS	F	F	A	F	F	D
Approach Delay	125.0		58.2		181.3	
Approach LOS	F		E		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.41
 Intersection Signal Delay: 118.4
 Intersection LOS: F
 Intersection Capacity Utilization 221.5%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	995	405	501	1539	0	0	0	0	1349	0	457
Future Volume (veh/h)	0	995	405	501	1539	0	0	0	0	1349	0	457
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1036	325	522	1603	0				1405	0	403
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	933	290	370	2133	0				1102	0	490
Arrive On Green	0.00	0.35	0.35	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2796	840	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	689	672	522	1603	0				1405	0	403
Grp Sat Flow(s),veh/h/ln	0	1805	1736	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	38.0	38.0	22.5	43.0	0.0				33.5	0.0	25.5
Cycle Q Clear(g_c), s	0.0	38.0	38.0	22.5	43.0	0.0				33.5	0.0	25.5
Prop In Lane	0.00		0.48	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	624	600	370	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.11	1.12	1.41	0.75	0.00				1.27	0.00	0.82
Avail Cap(c_a), veh/h	0	624	600	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.19	0.19	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.0	36.0	48.2	28.4	0.0				38.3	0.0	35.5
Incr Delay (d2), s/veh	0.0	52.5	59.0	186.1	0.2	0.0				130.8	0.0	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	24.5	24.7	29.5	19.1	0.0				34.0	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	88.5	95.0	234.4	28.6	0.0				169.1	0.0	49.8
LnGrp LOS	A	F	F	F	C	A				F	A	D
Approach Vol, veh/h		1361			2125						1808	
Approach Delay, s/veh		91.7			79.2						142.5	
Approach LOS		F			E						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	44.0		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	24.5	40.0		35.5		45.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		7.6						

Intersection Summary

HCM 6th Ctrl Delay	104.0
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↙	↕	↙	↘	↙	↕	↘
Traffic Volume (vph)	244	2101	1512	1529	527	4	654
Future Volume (vph)	244	2101	1512	1529	527	4	654
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	17.8	62.0	39.7	39.7	36.5	36.5	36.5
Actuated g/C Ratio	0.16	0.56	0.36	0.36	0.33	0.33	0.33
v/c Ratio	0.87	1.08	1.21	1.49	0.48	0.49	1.16
Control Delay	39.9	65.5	134.4	242.5	32.7	32.9	122.6
Queue Delay	0.0	12.4	0.1	0.0	0.0	0.0	0.0
Total Delay	39.9	77.9	134.5	242.5	32.7	32.9	122.6
LOS	D	E	F	F	C	C	F
Approach Delay		73.9	188.8			82.4	
Approach LOS		E	F			F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.49
 Intersection Signal Delay: 128.6
 Intersection LOS: F
 Intersection Capacity Utilization 221.5%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↗	↗			
Traffic Volume (veh/h)	244	2101	0	0	1512	1529	527	4	654	0	0	0
Future Volume (veh/h)	244	2101	0	0	1512	1529	527	4	654	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	254	2189	0	0	1575	1431	552	0	520			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	282	2035	0	0	1324	591	1201	0	534			
Arrive On Green	0.21	0.75	0.00	0.00	0.37	0.37	0.33	0.00	0.33			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	254	2189	0	0	1575	1431	552	0	520			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	15.0	62.0	0.0	0.0	40.4	40.4	13.2	0.0	35.1			
Cycle Q Clear(g_c), s	15.0	62.0	0.0	0.0	40.4	40.4	13.2	0.0	35.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	282	2035	0	0	1324	591	1201	0	534			
V/C Ratio(X)	0.90	1.08	0.00	0.00	1.19	2.42	0.46	0.00	0.97			
Avail Cap(c_a), veh/h	304	2035	0	0	1324	591	1201	0	534			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.8	13.8	0.0	0.0	34.8	34.8	29.0	0.0	36.3			
Incr Delay (d2), s/veh	3.6	35.2	0.0	0.0	93.0	645.4	0.3	0.0	32.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.3	20.6	0.0	0.0	33.4	120.4	5.5	0.0	17.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	49.0	0.0	0.0	127.9	680.2	29.3	0.0	68.3			
LnGrp LOS	D	F	A	A	F	F	C	A	E			
Approach Vol, veh/h		2443			3006			1072				
Approach Delay, s/veh		48.7			390.8			48.2				
Approach LOS		D			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.0			21.6	46.4		42.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		64.0			17.0	42.4		37.1				
Green Ext Time (p_c), s		0.0			0.1	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	206.3
HCM 6th LOS	F

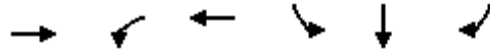
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

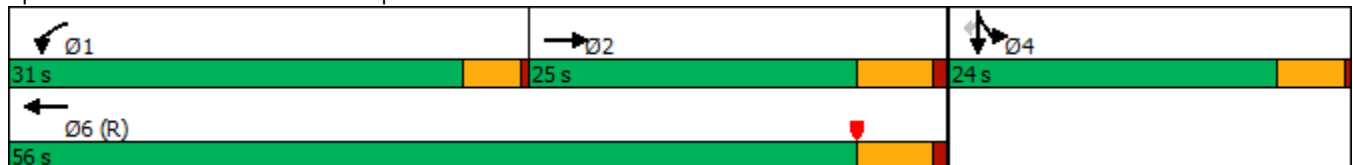


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	317	384	528	463	0	85
Future Volume (vph)	317	384	528	463	0	85
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	25.0	31.0	56.0	24.0	24.0	24.0
Total Split (%)	31.3%	38.8%	70.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	27.0	22.7	53.7	16.3	16.3	16.3
Actuated g/C Ratio	0.34	0.28	0.67	0.20	0.20	0.20
v/c Ratio	0.42	0.81	0.24	0.72	0.72	0.23
Control Delay	19.7	39.6	5.9	41.2	41.4	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	39.6	5.9	41.2	41.4	7.4
LOS	B	D	A	D	D	A
Approach Delay	19.7		20.1		36.0	
Approach LOS	B		C		D	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 24.5
 Intersection LOS: C
 Intersection Capacity Utilization 65.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	317	146	384	528	0	0	0	0	463	0	85
Future Volume (veh/h)	0	317	146	384	528	0	0	0	0	463	0	85
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	345	159	417	574	0				503	0	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	782	354	465	2279	0				631	0	278
Arrive On Green	0.00	0.32	0.32	0.26	0.63	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	2507	1091	1810	3705	0				3619	0	1596
Grp Volume(v), veh/h	0	257	247	417	574	0				503	0	92
Grp Sat Flow(s),veh/h/ln	0	1805	1698	1810	1805	0				1810	0	1596
Q Serve(g_s), s	0.0	9.0	9.2	17.8	5.6	0.0				10.7	0.0	4.0
Cycle Q Clear(g_c), s	0.0	9.0	9.2	17.8	5.6	0.0				10.7	0.0	4.0
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	585	550	465	2279	0				631	0	278
V/C Ratio(X)	0.00	0.44	0.45	0.90	0.25	0.00				0.80	0.00	0.33
Avail Cap(c_a), veh/h	0	585	550	611	2279	0				882	0	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.86	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.3	21.4	28.7	6.5	0.0				31.7	0.0	28.9
Incr Delay (d2), s/veh	0.0	2.4	2.6	11.6	0.2	0.0				3.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	3.7	8.4	1.6	0.0				4.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.7	24.0	40.3	6.7	0.0				35.2	0.0	29.6
LnGrp LOS	A	C	C	D	A	A				D	A	C
Approach Vol, veh/h		504			991						595	
Approach Delay, s/veh		23.9			20.8						34.3	
Approach LOS		C			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.6	31.4		18.4		56.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	27.0	19.5		19.5		50.5						
Max Q Clear Time (g_c+I1), s	19.8	11.2		12.7		7.6						
Green Ext Time (p_c), s	0.8	1.1		1.3		2.2						

Intersection Summary

HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

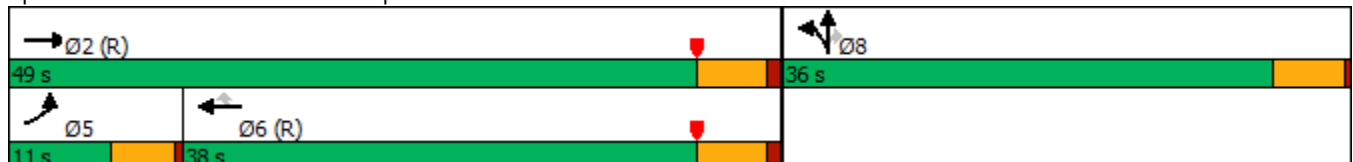


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↙	↔↔	↔↔	↘	↙	↔	↘
Traffic Volume (vph)	68	712	743	701	168	0	595
Future Volume (vph)	68	712	743	701	168	0	595
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	11.0	49.0	38.0	38.0	36.0	36.0	36.0
Total Split (%)	12.9%	57.6%	44.7%	44.7%	42.4%	42.4%	42.4%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	6.2	44.2	35.4	35.4	30.3	30.3	30.3
Actuated g/C Ratio	0.07	0.52	0.42	0.42	0.36	0.36	0.36
v/c Ratio	0.56	0.41	0.54	0.69	0.15	0.15	0.98
Control Delay	55.1	13.5	21.3	5.3	19.1	19.1	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	13.5	21.3	5.3	19.1	19.1	52.2
LOS	E	B	C	A	B	B	D
Approach Delay		17.1	13.5			44.9	
Approach LOS		B	B			D	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 22.5
 Intersection LOS: C
 Intersection Capacity Utilization 65.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
 7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↗	↗			
Traffic Volume (veh/h)	68	712	0	0	743	701	168	0	595	0	0	0
Future Volume (veh/h)	68	712	0	0	743	701	168	0	595	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	74	774	0	0	808	762	183	0	647			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	96	1847	0	0	1466	651	1320	0	585			
Arrive On Green	0.05	0.51	0.00	0.00	0.41	0.41	0.36	0.00	0.36			
Sat Flow, veh/h	1810	3705	0	0	3705	1604	3619	0	1604			
Grp Volume(v), veh/h	74	774	0	0	808	762	183	0	647			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1604	1810	0	1604			
Q Serve(g_s), s	3.4	11.3	0.0	0.0	14.6	34.5	2.9	0.0	31.0			
Cycle Q Clear(g_c), s	3.4	11.3	0.0	0.0	14.6	34.5	2.9	0.0	31.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	96	1847	0	0	1466	651	1320	0	585			
V/C Ratio(X)	0.77	0.42	0.00	0.00	0.55	1.17	0.14	0.00	1.11			
Avail Cap(c_a), veh/h	138	1847	0	0	1466	651	1320	0	585			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.8	12.9	0.0	0.0	19.3	25.2	18.1	0.0	27.0			
Incr Delay (d2), s/veh	7.4	0.6	0.0	0.0	1.5	92.3	0.0	0.0	69.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	4.0	0.0	0.0	5.6	27.9	1.1	0.0	21.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	13.5	0.0	0.0	20.8	117.5	18.1	0.0	96.8			
LnGrp LOS	D	B	A	A	C	F	B	A	F			
Approach Vol, veh/h		848			1570			830				
Approach Delay, s/veh		16.4			67.7			79.4				
Approach LOS		B			E			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		49.0			9.0	40.0		36.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		43.5			6.5	32.5		31.0				
Max Q Clear Time (g_c+I1), s		13.3			5.4	36.5		33.0				
Green Ext Time (p_c), s		3.1			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	57.3
HCM 6th LOS	E

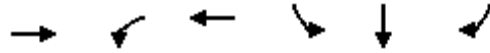
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

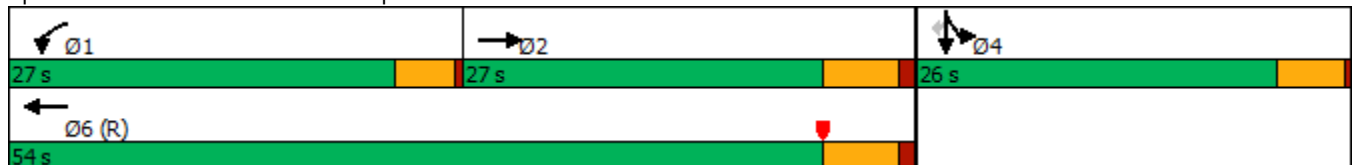


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	651	585	1316	364	1	155
Future Volume (vph)	651	585	1316	364	1	155
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	30.6	20.0	54.6	15.4	15.4	15.4
Actuated g/C Ratio	0.38	0.25	0.68	0.19	0.19	0.19
v/c Ratio	0.72	0.76	0.61	0.63	0.63	0.46
Control Delay	26.2	33.8	9.0	37.4	37.5	17.6
Queue Delay	0.0	0.0	0.7	0.0	0.0	0.0
Total Delay	26.2	33.8	9.7	37.4	37.5	17.6
LOS	C	C	A	D	D	B
Approach Delay	26.2		17.1		31.5	
Approach LOS	C		B		C	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 21.8
 Intersection LOS: C
 Intersection Capacity Utilization 63.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	651	208	585	1316	0	0	0	0	364	1	155
Future Volume (veh/h)	0	651	208	585	1316	0	0	0	0	364	1	155
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	740	204	665	1495	0				415	0	116
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	928	256	787	2189	0				552	0	245
Arrive On Green	0.00	0.33	0.33	0.22	0.61	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	2889	770	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	478	466	665	1495	0				415	0	116
Grp Sat Flow(s),veh/h/ln	0	1805	1760	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	19.2	19.2	14.5	22.3	0.0				8.8	0.0	5.3
Cycle Q Clear(g_c), s	0.0	19.2	19.2	14.5	22.3	0.0				8.8	0.0	5.3
Prop In Lane	0.00		0.44	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	599	584	787	2189	0				552	0	245
V/C Ratio(X)	0.00	0.80	0.80	0.85	0.68	0.00				0.75	0.00	0.47
Avail Cap(c_a), veh/h	0	599	584	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.43	0.43	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.3	24.3	29.7	10.6	0.0				32.5	0.0	31.0
Incr Delay (d2), s/veh	0.0	10.6	10.8	2.4	0.8	0.0				2.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.0	8.8	5.8	6.6	0.0				3.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.9	35.1	32.1	11.3	0.0				34.6	0.0	32.4
LnGrp LOS	A	C	D	C	B	A				C	A	C
Approach Vol, veh/h		944			2160						531	
Approach Delay, s/veh		35.0			17.7						34.1	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	21.9	32.1		16.7		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	16.5	21.2		10.8		24.3						
Green Ext Time (p_c), s	1.4	0.1		1.4		7.4						

Intersection Summary

HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

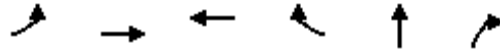
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

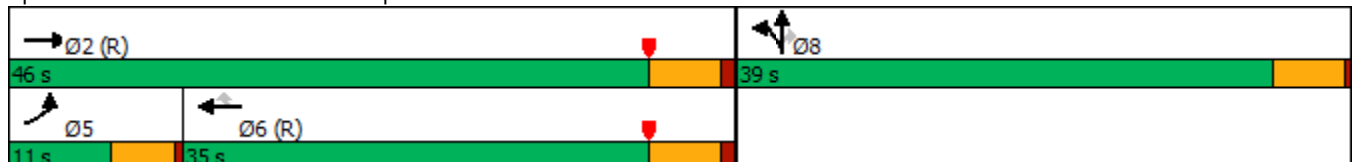


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↖	↗↗
Traffic Volume (vph)	60	943	1488	355	3	952
Future Volume (vph)	60	943	1488	355	3	952
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	6.1	41.5	32.7	32.7	33.0	33.0
Actuated g/C Ratio	0.07	0.49	0.38	0.38	0.39	0.39
v/c Ratio	0.52	0.61	0.84	0.46	0.66	0.92
Control Delay	52.2	18.0	29.9	4.2	26.7	36.3
Queue Delay	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay	52.2	18.5	29.9	4.2	26.7	36.3
LOS	D	B	C	A	C	D
Approach Delay		20.5	25.0		33.4	
Approach LOS		C	C		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 26.6
 Intersection LOS: C
 Intersection Capacity Utilization 68.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

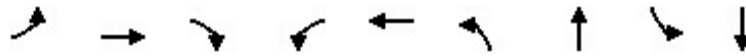


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↑	↗↗			
Traffic Volume (veh/h)	60	943	12	0	1488	355	414	3	952	0	0	0
Future Volume (veh/h)	60	943	12	0	1488	355	414	3	952	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	67	1060	13	0	1672	359	465	3	713			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	87	2102	26	0	2462	764	541	3	853			
Arrive On Green	0.05	0.58	0.58	0.00	0.47	0.47	0.30	0.30	0.30			
Sat Flow, veh/h	1810	3652	45	0	5358	1610	1798	12	2834			
Grp Volume(v), veh/h	67	524	549	0	1672	359	468	0	713			
Grp Sat Flow(s),veh/h/ln	1810	1805	1892	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.1	14.8	14.8	0.0	21.2	12.8	20.7	0.0	20.0			
Cycle Q Clear(g_c), s	3.1	14.8	14.8	0.0	21.2	12.8	20.7	0.0	20.0			
Prop In Lane	1.00		0.02	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	87	1039	1089	0	2462	764	545	0	853			
V/C Ratio(X)	0.77	0.50	0.50	0.00	0.68	0.47	0.86	0.00	0.84			
Avail Cap(c_a), veh/h	138	1039	1089	0	2462	764	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.65	0.65	0.65	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.0	10.8	10.8	0.0	17.3	15.1	28.0	0.0	27.7			
Incr Delay (d2), s/veh	3.6	1.1	1.1	0.0	1.5	2.1	6.4	0.0	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	4.9	5.2	0.0	7.4	4.4	9.1	0.0	6.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	11.9	11.9	0.0	18.8	17.2	34.4	0.0	31.0			
LnGrp LOS	D	B	B	A	B	B	C	A	C			
Approach Vol, veh/h		1140			2031			1181				
Approach Delay, s/veh		13.8			18.5			32.4				
Approach LOS		B			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		54.4			8.6	45.9		30.6				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+I1), s		16.8			5.1	23.2		22.7				
Green Ext Time (p_c), s		3.8			0.0	4.1		2.9				
Intersection Summary												
HCM 6th Ctrl Delay				21.0								
HCM 6th LOS				C								

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

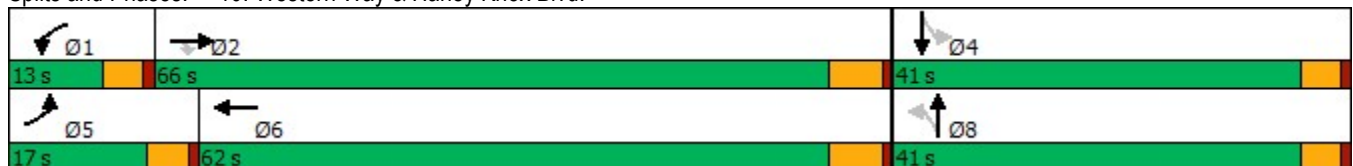


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↖	↗	↖	↗
Traffic Volume (vph)	108	1616	10	12	1554	1	0	8	0
Future Volume (vph)	108	1616	10	12	1554	1	0	8	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	21.8	21.8	9.6	21.8	32.6	32.6	32.6	32.6
Total Split (s)	17.0	66.0	66.0	13.0	62.0	41.0	41.0	41.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	10.8%	51.7%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.1	51.3	51.3	6.7	40.3	15.0	15.0	15.0	15.0
Actuated g/C Ratio	0.16	0.79	0.79	0.10	0.62	0.23	0.23	0.23	0.23
v/c Ratio	0.39	0.40	0.01	0.06	0.51	0.00	0.00	0.02	0.11
Control Delay	38.3	6.5	0.0	41.1	12.4	29.0	0.0	29.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	6.5	0.0	41.1	12.4	29.0	0.0	29.4	0.4
LOS	D	A	A	D	B	C	A	C	A
Approach Delay		8.5			12.6		9.7		4.3
Approach LOS		A			B		A		A

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 64.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 58.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↘	↗	↑↑↑		↗	↘		↗	↘	
Traffic Volume (veh/h)	108	1616	10	12	1554	55	1	0	2	8	0	51
Future Volume (veh/h)	108	1616	10	12	1554	55	1	0	2	8	0	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	1649	10	12	1586	54	1	0	2	8	0	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	3092	960	28	2742	93	246	0	163	282	0	163
Arrive On Green	0.08	0.60	0.60	0.02	0.53	0.53	0.10	0.00	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1810	5187	1610	1810	5151	175	1388	0	1610	1437	0	1610
Grp Volume(v), veh/h	110	1649	10	12	1065	575	1	0	2	8	0	41
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1868	1388	0	1610	1437	0	1610
Q Serve(g_s), s	3.1	9.8	0.1	0.3	10.9	10.9	0.0	0.0	0.1	0.3	0.0	1.2
Cycle Q Clear(g_c), s	3.1	9.8	0.1	0.3	10.9	10.9	1.3	0.0	0.1	0.3	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	3092	960	28	1841	995	246	0	163	282	0	163
V/C Ratio(X)	0.77	0.53	0.01	0.43	0.58	0.58	0.00	0.00	0.01	0.03	0.00	0.25
Avail Cap(c_a), veh/h	430	5978	1856	291	3721	2010	1072	0	1122	1138	0	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	6.2	4.3	25.5	8.3	8.3	22.2	0.0	21.1	21.3	0.0	21.6
Incr Delay (d2), s/veh	3.3	0.1	0.0	3.9	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.9	0.0	0.2	2.6	2.8	0.0	0.0	0.0	0.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	6.4	4.3	29.4	8.5	8.8	22.2	0.0	21.1	21.3	0.0	22.4
LnGrp LOS	C	A	A	C	A	A	C	A	C	C	A	C
Approach Vol, veh/h		1769			1652			3				49
Approach Delay, s/veh		7.7			8.8			21.5				22.3
Approach LOS		A			A			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	36.9		9.9	8.7	33.6		9.9				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+I1), s	2.3	11.8		3.2	5.1	12.9		3.3				
Green Ext Time (p_c), s	0.0	16.9		0.2	0.1	14.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Intersection			
Intersection Delay, s/veh	73.1		
Intersection LOS	F		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	1422	167
Demand Flow Rate, veh/h	0	1422	167
Vehicles Circulating, veh/h	11	120	1400
Vehicles Exiting, veh/h	1531	1447	207
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	80.1	13.4
Approach LOS	-	F	B
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.719	0.281
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	1422	120	47
Cap Entry Lane, veh/h	1273	397	397
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	1422	120	47
Cap Entry, veh/h	1273	397	397
V/C Ratio	1.117	0.302	0.118
Control Delay, s/veh	80.1	14.5	10.9
LOS	F	B	B
95th %tile Queue, veh	34	1	0

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

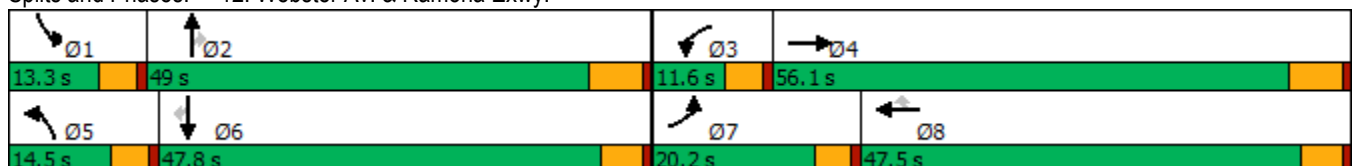
05/27/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	268	2115	56	2770	38	155	77	41	66	41	131
Future Volume (vph)	268	2115	56	2770	38	155	77	41	66	41	131
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.8	53.0	6.6	42.9	42.9	10.0	18.7	18.7	7.6	15.3	15.3
Actuated g/C Ratio	0.15	0.51	0.06	0.41	0.41	0.10	0.18	0.18	0.07	0.15	0.15
v/c Ratio	1.04	0.89	0.52	1.37	0.05	0.95	0.24	0.11	0.53	0.16	0.39
Control Delay	108.7	29.7	66.1	198.2	0.1	104.4	38.7	0.5	63.4	37.7	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.7	29.7	66.1	198.2	0.1	104.4	38.7	0.5	63.4	37.7	8.6
LOS	F	C	E	F	A	F	D	A	E	D	A
Approach Delay		38.2		193.0			70.2			28.8	
Approach LOS		D		F			E			C	

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 103.6	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay: 115.1	Intersection LOS: F
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	2115	89	56	2770	38	155	77	41	66	41	131
Future Volume (veh/h)	268	2115	89	56	2770	38	155	77	41	66	41	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	285	2250	75	60	2947	31	165	82	29	70	44	93
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	284	2784	92	78	2210	686	180	285	241	91	191	162
Arrive On Green	0.16	0.54	0.54	0.04	0.43	0.43	0.10	0.15	0.15	0.05	0.10	0.10
Sat Flow, veh/h	1810	5156	171	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	285	1506	819	60	2947	31	165	82	29	70	44	93
Grp Sat Flow(s),veh/h/ln	1810	1729	1869	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	15.6	35.3	35.7	3.3	42.4	1.1	9.0	3.8	1.6	3.8	2.1	5.5
Cycle Q Clear(g_c), s	15.6	35.3	35.7	3.3	42.4	1.1	9.0	3.8	1.6	3.8	2.1	5.5
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	1867	1009	78	2210	686	180	285	241	91	191	162
V/C Ratio(X)	1.00	0.81	0.81	0.77	1.33	0.05	0.92	0.29	0.12	0.77	0.23	0.57
Avail Cap(c_a), veh/h	284	1867	1009	127	2210	686	180	817	693	158	815	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	18.6	18.7	47.1	28.5	16.7	44.4	37.6	36.6	46.7	41.2	42.7
Incr Delay (d2), s/veh	54.6	2.7	5.1	6.0	153.2	0.0	43.2	0.6	0.2	5.2	0.6	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	12.6	14.5	1.5	46.9	0.4	6.1	1.8	0.6	1.8	1.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.5	21.4	23.8	53.1	181.7	16.7	87.6	38.1	36.8	51.9	41.8	45.9
LnGrp LOS	F	C	C	D	F	B	F	D	D	D	D	D
Approach Vol, veh/h		2610			3038			276			207	
Approach Delay, s/veh		30.3			177.5			67.5			47.1	
Approach LOS		C			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	21.1	8.9	59.9	14.5	16.2	20.2	48.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	5.8	5.8	5.3	37.7	11.0	7.5	17.6	44.4				
Green Ext Time (p_c), s	0.0	0.5	0.0	10.0	0.0	0.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	105.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

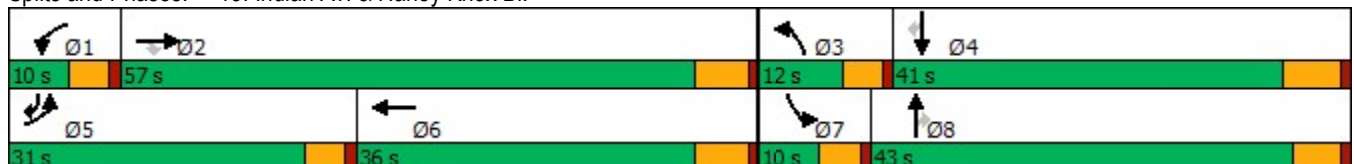
02/11/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	542	722	125	63	1001	118	415	47	22	139	291	
Future Volume (vph)	542	722	125	63	1001	118	415	47	22	139	291	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	
Protected Phases	5	2		1	6	3	8		7	4	5	
Permitted Phases				2					8		4	
Detector Phase	5	2	2	1	6	3	8	8	7	4	5	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6	
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0	
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	26.7	49.8	49.8	5.5	28.6	7.0	25.2	25.2	5.3	16.4	49.4	
Actuated g/C Ratio	0.27	0.50	0.50	0.05	0.29	0.07	0.25	0.25	0.05	0.16	0.49	
v/c Ratio	1.21	0.30	0.15	0.69	0.79	0.52	0.49	0.10	0.25	0.48	0.38	
Control Delay	148.0	16.3	3.7	84.3	38.4	55.3	34.6	0.4	56.7	42.8	13.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	148.0	16.3	3.7	84.3	38.4	55.3	34.6	0.4	56.7	42.8	13.6	
LOS	F	B	A	F	D	E	C	A	E	D	B	
Approach Delay		66.6			40.9		36.0			24.7		
Approach LOS		E			D		D			C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 100.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 48.0	Intersection LOS: D
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖↗	↑↑	↗	↖	↑	↗
Traffic Volume (veh/h)	542	722	125	63	1001	84	118	415	47	22	139	291
Future Volume (veh/h)	542	722	125	63	1001	84	118	415	47	22	139	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	583	776	125	68	1076	71	127	446	45	24	149	265
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	522	2669	829	88	1366	90	195	651	290	45	284	706
Arrive On Green	0.29	0.51	0.51	0.05	0.27	0.27	0.06	0.18	0.18	0.02	0.15	0.15
Sat Flow, veh/h	1810	5187	1610	1810	4971	328	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	583	776	125	68	748	399	127	446	45	24	149	265
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1841	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	26.4	7.8	3.7	3.4	18.3	18.4	3.2	10.6	2.2	1.2	6.6	10.1
Cycle Q Clear(g_c), s	26.4	7.8	3.7	3.4	18.3	18.4	3.2	10.6	2.2	1.2	6.6	10.1
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	522	2669	829	88	950	506	195	651	290	45	284	706
V/C Ratio(X)	1.12	0.29	0.15	0.77	0.79	0.79	0.65	0.69	0.16	0.53	0.52	0.38
Avail Cap(c_a), veh/h	522	2902	901	107	1141	608	284	1483	662	107	723	1077
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	12.7	11.7	43.0	30.7	30.7	42.4	35.1	31.6	44.1	35.9	17.3
Incr Delay (d2), s/veh	75.5	0.1	0.1	19.6	3.1	5.8	1.4	1.3	0.2	3.6	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.4	2.6	1.2	1.9	7.5	8.4	1.4	4.5	0.8	0.6	3.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.1	12.7	11.8	62.6	33.8	36.5	43.7	36.4	31.9	47.7	37.4	17.6
LnGrp LOS	F	B	B	E	C	D	D	D	C	D	D	B
Approach Vol, veh/h		1484			1215			618			438	
Approach Delay, s/veh		50.1			36.3			37.6			26.0	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	52.9	9.7	19.9	31.0	30.9	6.9	22.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	26.4	30.2	5.4	* 38				
Max Q Clear Time (g_c+I1), s	5.4	9.8	5.2	12.1	28.4	20.4	3.2	12.6				
Green Ext Time (p_c), s	0.0	5.9	0.0	1.6	0.0	4.8	0.0	2.8				

Intersection Summary

HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

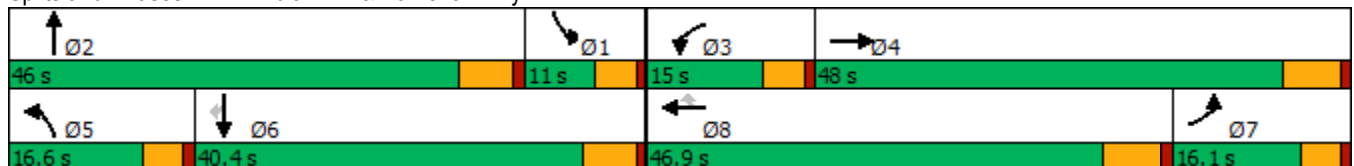


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗	↗	↗↗↗	↗	↗	↗↗	↗	↗↗	↗
Traffic Volume (vph)	350	1805	68	2746	175	119	199	45	96	146
Future Volume (vph)	350	1805	68	2746	175	119	199	45	96	146
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.6	47.0	7.8	41.1	41.1	10.2	20.9	7.3	13.8	13.8
Actuated g/C Ratio	0.12	0.48	0.08	0.42	0.42	0.10	0.21	0.07	0.14	0.14
v/c Ratio	1.68	0.80	0.48	1.29	0.23	0.65	0.31	0.34	0.19	0.40
Control Delay	353.0	27.2	56.6	161.6	4.6	60.3	31.8	53.1	37.3	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	353.0	27.2	56.6	161.6	4.6	60.3	31.8	53.1	37.3	7.2
LOS	F	C	E	F	A	E	C	D	D	A
Approach Delay		77.1		150.0			41.4		24.5	
Approach LOS		E		F			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.68
 Intersection Signal Delay: 109.3
 Intersection LOS: F
 Intersection Capacity Utilization 105.0%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑	↗	↖	↑↑		↖	↑↑	↗
Traffic Volume (veh/h)	350	1805	128	68	2746	175	119	199	34	45	96	146
Future Volume (veh/h)	350	1805	128	68	2746	175	119	199	34	45	96	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	357	1842	129	69	2802	150	121	203	24	46	98	142
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	2609	182	89	2262	702	152	374	44	124	406	181
Arrive On Green	0.12	0.53	0.53	0.05	0.44	0.44	0.08	0.11	0.11	0.07	0.11	0.11
Sat Flow, veh/h	1810	4950	346	1810	5187	1610	1810	3254	380	1810	3610	1610
Grp Volume(v), veh/h	357	1285	686	69	2802	150	121	111	116	46	98	142
Grp Sat Flow(s),veh/h/ln	1810	1729	1838	1810	1729	1610	1810	1805	1829	1810	1805	1610
Q Serve(g_s), s	11.5	26.1	26.3	3.5	40.7	5.4	6.1	5.4	5.6	2.3	2.3	5.7
Cycle Q Clear(g_c), s	11.5	26.1	26.3	3.5	40.7	5.4	6.1	5.4	5.6	2.3	2.3	5.7
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	223	1823	969	89	2262	702	152	208	210	124	406	181
V/C Ratio(X)	1.60	0.71	0.71	0.77	1.24	0.21	0.80	0.54	0.55	0.37	0.24	0.78
Avail Cap(c_a), veh/h	223	1823	969	202	2262	702	233	778	788	124	1339	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	16.6	16.6	43.8	26.3	16.4	42.0	38.9	39.0	41.5	37.8	20.7
Incr Delay (d2), s/veh	290.4	1.3	2.4	5.2	111.3	0.2	5.2	2.2	2.2	0.7	0.3	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.8	9.0	9.9	1.6	37.8	1.8	2.9	2.4	2.5	1.0	1.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	331.3	17.9	19.0	49.0	137.6	16.5	47.2	41.1	41.2	42.2	38.1	27.9
LnGrp LOS	F	B	B	D	F	B	D	D	D	D	D	C
Approach Vol, veh/h		2328			3021			348			286	
Approach Delay, s/veh		66.3			129.6			43.3			33.7	
Approach LOS		E			F			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	16.5	9.2	55.4	12.4	16.3	17.7	46.9				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	4.3	7.6	5.5	28.3	8.1	7.7	13.5	42.7				
Green Ext Time (p_c), s	0.0	1.2	0.0	9.6	0.0	1.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	95.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↘	↗	↘	↘	↗
Traffic Vol, veh/h	170	59	188	98	35	152
Future Vol, veh/h	170	59	188	98	35	152
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	250	87	276	144	51	224
Number of Lanes	1	1	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	14	12.3	12.2
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	98	170	59	35	152
LT Vol	0	0	170	0	35	0
Through Vol	188	0	0	0	0	152
RT Vol	0	98	0	59	0	0
Lane Flow Rate	276	144	250	87	51	224
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.462	0.212	0.474	0.135	0.096	0.383
Departure Headway (Hd)	6.012	5.302	6.83	5.616	6.681	6.173
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	600	676	527	638	536	583
Service Time	3.752	3.041	4.571	3.358	4.426	3.917
HCM Lane V/C Ratio	0.46	0.213	0.474	0.136	0.095	0.384
HCM Control Delay	13.8	9.5	15.6	9.2	10.1	12.7
HCM Lane LOS	B	A	C	A	B	B
HCM 95th-tile Q	2.4	0.8	2.5	0.5	0.3	1.8

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

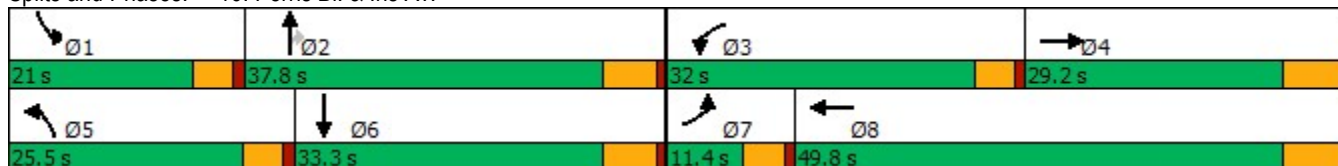


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↗	↗	↘	↗
Traffic Volume (vph)	41	491	307	647	202	1046	297	172	604
Future Volume (vph)	41	491	307	647	202	1046	297	172	604
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.3	23.1	25.0	44.0	18.0	31.1	31.1	15.1	28.2
Actuated g/C Ratio	0.05	0.20	0.22	0.38	0.16	0.27	0.27	0.13	0.24
v/c Ratio	0.48	0.99	0.91	0.70	0.83	0.86	0.60	0.84	0.61
Control Delay	71.2	75.9	71.8	33.5	71.5	48.0	20.3	79.5	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.2	75.9	71.8	33.5	71.5	48.0	20.3	79.5	41.3
LOS	E	E	E	C	E	D	C	E	D
Approach Delay		75.6		44.0		45.8			49.2
Approach LOS		E		D		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 50.7
 Intersection LOS: D
 Intersection Capacity Utilization 82.9%
 ICU Level of Service E
 Analysis Period (min) 15

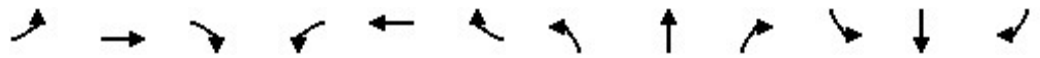
Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	41	491	123	307	647	165	202	1046	297	172	604	64
Future Volume (veh/h)	41	491	123	307	647	165	202	1046	297	172	604	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	564	104	353	744	107	232	1202	210	198	694	61
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	618	114	382	1201	173	262	1404	433	227	1221	107
Arrive On Green	0.03	0.20	0.20	0.21	0.38	0.38	0.14	0.27	0.27	0.13	0.25	0.25
Sat Flow, veh/h	1810	3044	560	1810	3164	455	1810	5187	1601	1810	4856	424
Grp Volume(v), veh/h	47	334	334	353	424	427	232	1202	210	198	493	262
Grp Sat Flow(s),veh/h/ln	1810	1805	1798	1810	1805	1814	1810	1729	1601	1810	1729	1822
Q Serve(g_s), s	2.9	20.2	20.3	21.4	21.3	21.3	14.1	24.6	12.3	12.0	13.9	14.1
Cycle Q Clear(g_c), s	2.9	20.2	20.3	21.4	21.3	21.3	14.1	24.6	12.3	12.0	13.9	14.1
Prop In Lane	1.00		0.31	1.00		0.25	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	62	366	365	382	685	689	262	1404	433	227	870	458
V/C Ratio(X)	0.76	0.91	0.92	0.92	0.62	0.62	0.89	0.86	0.48	0.87	0.57	0.57
Avail Cap(c_a), veh/h	110	372	370	444	704	708	339	1486	459	266	870	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	43.5	43.6	43.2	28.1	28.1	46.9	38.7	34.2	48.0	36.5	36.6
Incr Delay (d2), s/veh	6.8	25.8	26.7	21.9	1.6	1.6	16.8	5.0	0.8	20.9	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	11.2	11.3	11.4	8.9	8.9	7.3	10.6	4.7	6.6	5.8	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	69.3	70.3	65.0	29.7	29.7	63.7	43.6	35.0	68.8	37.4	38.3
LnGrp LOS	E	E	E	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		715			1204			1644			953	
Approach Delay, s/veh		69.2			40.1			45.4			44.2	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	36.0	28.2	28.9	20.8	33.9	8.4	48.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	14.0	26.6	23.4	22.3	16.1	16.1	4.9	23.3				
Green Ext Time (p_c), s	0.1	3.6	0.2	0.3	0.1	3.4	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

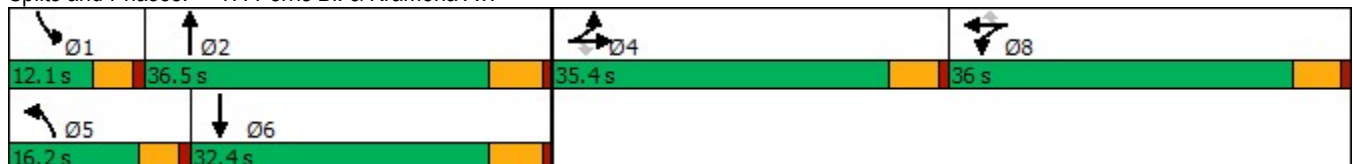


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕↕↕	↖	↕↕↕
Traffic Volume (vph)	179	102	190	220	95	1196	94	870
Future Volume (vph)	179	102	190	220	95	1196	94	870
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.0	20.0	31.4	31.4	10.2	32.6	8.1	30.5
Actuated g/C Ratio	0.18	0.18	0.29	0.29	0.09	0.30	0.07	0.28
v/c Ratio	0.63	0.29	0.89	0.39	0.61	1.02	0.76	0.66
Control Delay	48.9	8.1	57.4	7.2	64.0	66.2	84.5	38.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	8.1	57.4	7.2	64.0	66.2	84.5	38.3
LOS	D	A	E	A	E	E	F	D
Approach Delay	35.1		40.4			66.1		42.7
Approach LOS	D		D			E		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 52.0
 Intersection LOS: D
 Intersection Capacity Utilization 81.6%
 ICU Level of Service D
 Analysis Period (min) 15

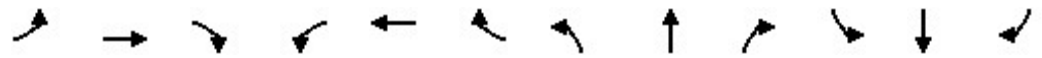
Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
 17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	21	179	102	242	190	220	95	1196	246	94	870	9
Future Volume (veh/h)	21	179	102	242	190	220	95	1196	246	94	870	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	197	57	266	209	117	104	1314	250	103	956	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	31	267	254	300	236	466	141	1393	265	140	1682	16
Arrive On Green	0.16	0.16	0.16	0.29	0.29	0.29	0.08	0.32	0.30	0.08	0.32	0.30
Sat Flow, veh/h	198	1693	1607	1035	813	1609	1810	4376	832	1810	5299	50
Grp Volume(v), veh/h	220	0	57	475	0	117	104	1038	526	103	624	341
Grp Sat Flow(s),veh/h/ln	1890	0	1607	1848	0	1609	1810	1729	1750	1810	1729	1891
Q Serve(g_s), s	11.3	0.0	3.2	25.1	0.0	5.7	5.7	29.9	29.9	5.7	15.3	15.3
Cycle Q Clear(g_c), s	11.3	0.0	3.2	25.1	0.0	5.7	5.7	29.9	29.9	5.7	15.3	15.3
Prop In Lane	0.10		1.00	0.56		1.00	1.00		0.48	1.00		0.03
Lane Grp Cap(c), veh/h	298	0	254	536	0	466	141	1101	557	140	1098	600
V/C Ratio(X)	0.74	0.00	0.22	0.89	0.00	0.25	0.74	0.94	0.94	0.74	0.57	0.57
Avail Cap(c_a), veh/h	581	0	494	579	0	504	216	1101	557	144	1098	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	0.0	37.5	34.6	0.0	27.7	46.0	33.9	34.3	46.1	29.0	29.0
Incr Delay (d2), s/veh	3.6	0.0	0.4	14.6	0.0	0.3	2.8	15.4	24.8	15.4	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	1.2	12.9	0.0	2.2	2.6	14.0	15.8	3.1	6.1	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	0.0	38.0	49.2	0.0	28.0	48.8	49.3	59.2	61.5	29.7	30.3
LnGrp LOS	D	A	D	D	A	C	D	D	E	E	C	C
Approach Vol, veh/h		277			592			1668			1068	
Approach Delay, s/veh		43.2			45.0			52.4			33.0	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	36.5		20.1	12.0	36.4		33.6				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+l1), s	7.7	31.9		13.3	7.7	17.3		27.1				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	3.8		1.1				

Intersection Summary

HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	44	28	4	134	1753	1	1521	91		
Future Volume (vph)	44	28	4	134	1753	1	1521	91		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4						6		
Detector Phase	7	5	3	5	2	1	6	6		
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.5	21.5	5.9	11.8	56.5	5.9	36.6	36.6		
Actuated g/C Ratio	0.13	0.30	0.08	0.17	0.79	0.08	0.51	0.51		
v/c Ratio	0.20	0.05	0.03	0.48	0.46	0.01	0.61	0.11		
Control Delay	39.4	0.2	45.5	41.1	8.2	46.0	16.4	0.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	39.4	0.2	45.5	41.1	8.2	46.0	16.4	0.2		
LOS	D	A	D	D	A	D	B	A		
Approach Delay					10.6		15.5			
Approach LOS					B		B			

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 71.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 13.1

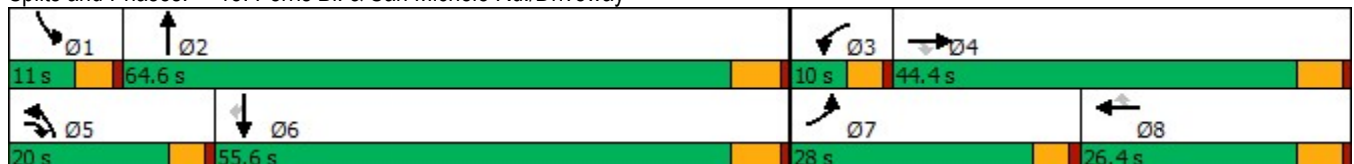
Intersection LOS: B

Intersection Capacity Utilization 60.4%

ICU Level of Service B

Analysis Period (min) 15

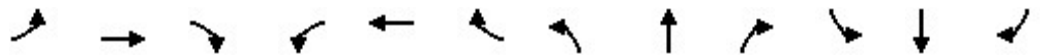
Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	0	28	4	0	0	134	1753	2	1	1521	91
Future Volume (veh/h)	44	0	28	4	0	0	134	1753	2	1	1521	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	0	11	4	0	0	143	1865	2	1	1618	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	189	322	10	116	98	183	3130	3	3	2516	781
Arrive On Green	0.04	0.00	0.10	0.01	0.00	0.00	0.10	0.58	0.58	0.00	0.49	0.49
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5351	6	1810	5187	1610
Grp Volume(v), veh/h	47	0	11	4	0	0	143	1205	662	1	1618	76
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	1899	1810	1729	1610
Q Serve(g_s), s	1.7	0.0	0.4	0.1	0.0	0.0	5.1	14.7	14.7	0.0	15.4	1.7
Cycle Q Clear(g_c), s	1.7	0.0	0.4	0.1	0.0	0.0	5.1	14.7	14.7	0.0	15.4	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	189	322	10	116	98	183	2022	1111	3	2516	781
V/C Ratio(X)	0.59	0.00	0.03	0.41	0.00	0.00	0.78	0.60	0.60	0.36	0.64	0.10
Avail Cap(c_a), veh/h	642	1123	1115	148	605	513	422	3082	1693	176	3915	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	21.2	32.7	0.0	0.0	28.9	8.7	8.7	32.9	12.7	9.2
Incr Delay (d2), s/veh	6.9	0.0	0.0	10.1	0.0	0.0	2.8	0.3	0.5	27.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.1	0.1	0.0	0.0	2.1	3.8	4.3	0.0	4.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	0.0	21.3	42.8	0.0	0.0	31.7	9.0	9.2	60.5	13.0	9.2
LnGrp LOS	D	A	C	D	A	A	C	A	A	E	B	A
Approach Vol, veh/h		58			4			2010			1695	
Approach Delay, s/veh		34.7			42.8			10.7			12.8	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	44.4	5.0	11.9	11.3	37.8	7.5	9.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.0	16.7	2.1	2.4	7.1	17.4	3.7	0.0				
Green Ext Time (p_c), s	0.0	18.2	0.0	0.0	0.1	14.6	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Timings
19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

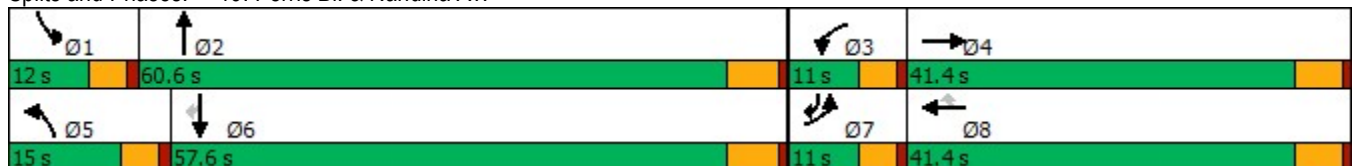


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	21	2	11	6	13	54	1845	19	1497	25
Future Volume (vph)	21	2	11	6	13	54	1845	19	1497	25
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	11.0	41.4	11.0	41.4	41.4	15.0	60.6	12.0	57.6	11.0
Total Split (%)	8.8%	33.1%	8.8%	33.1%	33.1%	12.0%	48.5%	9.6%	46.1%	8.8%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.2	16.7	6.8	15.1	15.1	8.5	51.8	7.1	43.4	47.6
Actuated g/C Ratio	0.12	0.24	0.10	0.22	0.22	0.12	0.74	0.10	0.62	0.68
v/c Ratio	0.11	0.03	0.07	0.02	0.03	0.27	0.53	0.12	0.51	0.02
Control Delay	45.3	0.0	46.5	34.5	0.2	43.6	12.4	46.1	14.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	0.0	46.5	34.5	0.2	43.6	12.4	46.1	14.3	0.3
LOS	D	A	D	C	A	D	B	D	B	A
Approach Delay		21.7		24.3			13.3		14.5	
Approach LOS		C		C			B		B	

Intersection Summary

Cycle Length: 125	
Actuated Cycle Length: 70	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 14.0	Intersection LOS: B
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

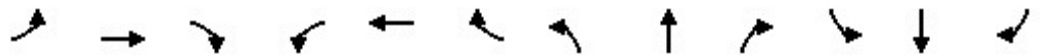
Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	2	21	11	6	13	54	1845	27	19	1497	25
Future Volume (veh/h)	21	2	21	11	6	13	54	1845	27	19	1497	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	2	14	12	7	6	59	2005	19	21	1627	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	166	147	27	154	131	86	2909	28	123	2952	957
Arrive On Green	0.03	0.09	0.09	0.01	0.08	0.08	0.05	0.55	0.55	0.07	0.57	0.57
Sat Flow, veh/h	1810	1805	1607	1810	1900	1610	1810	5299	50	1810	5187	1609
Grp Volume(v), veh/h	23	2	14	12	7	6	59	1308	716	21	1627	22
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1900	1610	1810	1729	1891	1810	1729	1609
Q Serve(g_s), s	0.9	0.1	0.6	0.5	0.3	0.3	2.4	20.2	20.3	0.8	14.5	0.4
Cycle Q Clear(g_c), s	0.9	0.1	0.6	0.5	0.3	0.3	2.4	20.2	20.3	0.8	14.5	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	46	166	147	27	154	131	86	1898	1038	123	2952	957
V/C Ratio(X)	0.50	0.01	0.09	0.45	0.05	0.05	0.69	0.69	0.69	0.17	0.55	0.02
Avail Cap(c_a), veh/h	157	881	785	157	928	786	255	2570	1406	182	3645	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	30.4	30.7	36.0	31.2	31.2	34.6	12.1	12.1	32.4	10.0	6.1
Incr Delay (d2), s/veh	3.1	0.0	0.3	4.3	0.1	0.1	3.6	0.5	0.9	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.2	0.1	0.1	1.1	6.1	6.8	0.3	4.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	30.5	31.0	40.3	31.4	31.4	38.1	12.5	13.0	32.6	10.1	6.1
LnGrp LOS	D	C	C	D	C	C	D	B	B	C	B	A
Approach Vol, veh/h		39			25			2083			1670	
Approach Delay, s/veh		35.4			35.7			13.4			10.4	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	46.3	5.7	12.2	8.1	47.8	6.5	11.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	54.8	6.4	36.0	10.4	51.8	6.4	36.0				
Max Q Clear Time (g_c+I1), s	2.8	22.3	2.5	2.6	4.4	16.5	2.9	2.3				
Green Ext Time (p_c), s	0.0	18.2	0.0	0.0	0.0	14.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

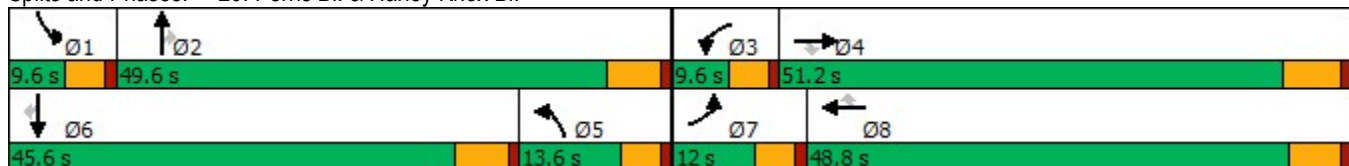


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (vph)	271	563	45	14	507	203	281	1308	19	79	842	337
Future Volume (vph)	271	563	45	14	507	203	281	1308	19	79	842	337
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	13.6	49.6	49.6	9.6	45.6	45.6
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	11.3%	41.3%	41.3%	8.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	30.1	30.1	5.2	19.5	19.5	12.1	35.6	35.6	5.2	26.2	26.2
Actuated g/C Ratio	0.09	0.35	0.35	0.06	0.22	0.22	0.14	0.41	0.41	0.06	0.30	0.30
v/c Ratio	1.87	0.50	0.07	0.07	0.48	0.46	0.64	0.68	0.03	0.42	0.59	0.59
Control Delay	441.6	25.0	0.2	47.9	30.6	12.3	45.3	24.6	0.1	51.7	28.2	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	441.6	25.0	0.2	47.9	30.6	12.3	45.3	24.6	0.1	51.7	28.2	16.2
LOS	F	C	A	D	C	B	D	C	A	D	C	B
Approach Delay		152.2			25.8			27.9			26.5	
Approach LOS		F			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 87.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.87
 Intersection Signal Delay: 51.6
 Intersection LOS: D
 Intersection Capacity Utilization 71.6%
 ICU Level of Service C
 Analysis Period (min) 15

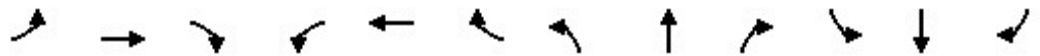
Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	271	563	45	14	507	203	281	1308	19	79	842	337
Future Volume (veh/h)	271	563	45	14	507	203	281	1308	19	79	842	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	298	619	44	15	557	130	309	1437	18	87	925	262
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	173	925	413	63	926	287	546	2059	639	192	1456	452
Arrive On Green	0.10	0.26	0.26	0.02	0.18	0.18	0.16	0.40	0.40	0.05	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1608
Grp Volume(v), veh/h	298	619	44	15	557	130	309	1437	18	87	925	262
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1608
Q Serve(g_s), s	7.4	11.9	0.9	0.3	7.6	5.6	6.3	17.9	0.5	1.9	12.1	7.4
Cycle Q Clear(g_c), s	7.4	11.9	0.9	0.3	7.6	5.6	6.3	17.9	0.5	1.9	12.1	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	925	413	63	926	287	546	2059	639	192	1456	452
V/C Ratio(X)	1.72	0.67	0.11	0.24	0.60	0.45	0.57	0.70	0.03	0.45	0.64	0.58
Avail Cap(c_a), veh/h	173	2100	937	227	2884	895	546	2938	912	227	2669	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	25.8	7.5	37.5	29.2	28.4	30.2	19.4	14.2	35.4	24.3	11.0
Incr Delay (d2), s/veh	347.7	0.8	0.1	0.7	0.6	1.1	0.9	0.4	0.0	0.6	0.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.7	4.7	0.6	0.1	3.0	2.1	2.5	6.3	0.2	0.8	4.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	382.6	26.7	7.6	38.2	29.9	29.5	31.1	19.9	14.2	36.1	24.8	12.2
LnGrp LOS	F	C	A	D	C	C	C	B	B	D	C	B
Approach Vol, veh/h		961			702			1764			1274	
Approach Delay, s/veh		136.2			30.0			21.8			23.0	
Approach LOS		F			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	36.5	6.0	26.0	17.8	27.5	12.0	20.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	9.0	* 40	7.4	* 43				
Max Q Clear Time (g_c+I1), s	3.9	19.9	2.3	13.9	8.3	14.1	9.4	9.6				
Green Ext Time (p_c), s	0.0	10.7	0.0	4.1	0.1	7.5	0.0	4.2				

Intersection Summary

HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

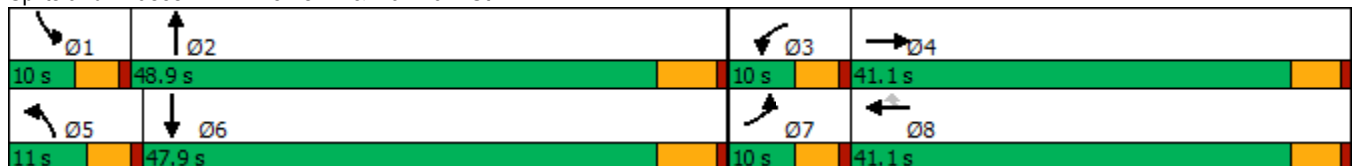


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↗	↙	↕	↙	↕
Traffic Volume (vph)	20	16	9	23	25	37	1651	7	840
Future Volume (vph)	20	16	9	23	25	37	1651	7	840
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	10.0	41.1	10.0	41.1	41.1	11.0	48.9	10.0	47.9
Total Split (%)	9.1%	37.4%	9.1%	37.4%	37.4%	10.0%	44.5%	9.1%	43.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.0	14.4	5.9	14.4	14.4	6.4	43.3	5.8	41.0
Actuated g/C Ratio	0.10	0.24	0.10	0.24	0.24	0.11	0.73	0.10	0.69
v/c Ratio	0.12	0.05	0.06	0.05	0.06	0.20	0.47	0.04	0.26
Control Delay	38.1	13.3	37.9	22.7	0.2	37.2	11.3	37.9	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	13.3	37.9	22.7	0.2	37.2	11.3	37.9	10.7
LOS	D	B	D	C	A	D	B	D	B
Approach Delay		21.3		15.2			11.8		10.9
Approach LOS		C		B			B		B

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 59.7
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 11.8
 Intersection LOS: B
 Intersection Capacity Utilization 57.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
 21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	20	16	25	9	23	25	37	1651	6	7	840	25
Future Volume (veh/h)	20	16	25	9	23	25	37	1651	6	7	840	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	17	18	10	24	12	39	1756	6	7	894	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	245	219	23	235	200	72	2693	9	17	2451	74
Arrive On Green	0.02	0.14	0.14	0.01	0.12	0.12	0.04	0.50	0.50	0.01	0.47	0.47
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5336	18	1810	5170	156
Grp Volume(v), veh/h	21	17	18	10	24	12	39	1138	624	7	598	323
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1896	1810	1729	1868
Q Serve(g_s), s	0.7	0.5	0.6	0.3	0.7	0.4	1.3	14.5	14.5	0.2	6.5	6.6
Cycle Q Clear(g_c), s	0.7	0.5	0.6	0.3	0.7	0.4	1.3	14.5	14.5	0.2	6.5	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	45	245	219	23	235	200	72	1745	957	17	1639	885
V/C Ratio(X)	0.47	0.07	0.08	0.43	0.10	0.06	0.54	0.65	0.65	0.42	0.36	0.37
Avail Cap(c_a), veh/h	164	1091	973	164	1148	973	194	2502	1372	164	2444	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	22.5	22.5	29.2	23.1	23.0	28.1	10.9	10.9	29.3	10.0	10.0
Incr Delay (d2), s/veh	2.9	0.1	0.2	4.7	0.2	0.1	2.3	0.4	0.8	6.2	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.2	0.2	0.3	0.1	0.5	4.0	4.5	0.1	1.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	22.6	22.7	33.8	23.3	23.2	30.4	11.3	11.6	35.5	10.1	10.2
LnGrp LOS	C	C	C	C	C	C	C	B	B	D	B	B
Approach Vol, veh/h		56			46			1801			928	
Approach Delay, s/veh		26.0			25.6			11.8			10.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.1	35.9	5.4	13.2	7.0	34.0	6.1	12.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	5.4	43.1	5.4	36.0	6.4	42.1	5.4	36.0				
Max Q Clear Time (g_c+I1), s	2.2	16.5	2.3	2.6	3.3	8.6	2.7	2.7				
Green Ext Time (p_c), s	0.0	13.6	0.0	0.1	0.0	6.2	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

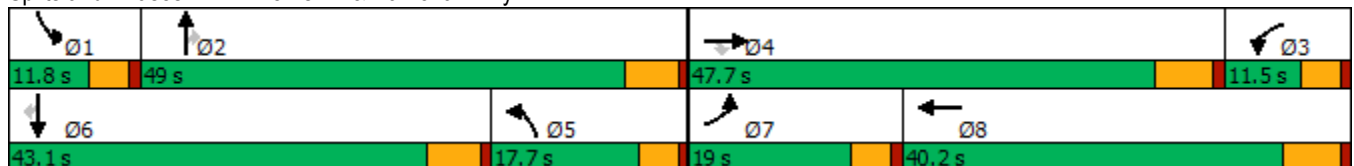


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (vph)	388	1290	207	177	2334	404	944	129	211	423	242
Future Volume (vph)	388	1290	207	177	2334	404	944	129	211	423	242
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	19.0	47.7	47.7	11.5	40.2	17.7	49.0	49.0	11.8	43.1	43.1
Total Split (%)	15.8%	39.8%	39.8%	9.6%	33.5%	14.8%	40.8%	40.8%	9.8%	35.9%	35.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.4	37.2	37.2	11.3	34.1	22.4	37.1	37.1	7.2	21.9	21.9
Actuated g/C Ratio	0.13	0.33	0.33	0.10	0.30	0.20	0.33	0.33	0.06	0.19	0.19
v/c Ratio	0.90	0.78	0.32	0.52	1.77	0.60	0.82	0.21	0.97	0.62	0.49
Control Delay	73.9	38.3	5.0	57.7	375.8	47.2	41.8	2.5	108.0	45.9	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.9	38.3	5.0	57.7	375.8	47.2	41.8	2.5	108.0	45.9	7.7
LOS	E	D	A	E	F	D	D	A	F	D	A
Approach Delay		42.0			355.9		39.8			50.3	
Approach LOS		D			F		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.77
 Intersection Signal Delay: 168.4
 Intersection LOS: F
 Intersection Capacity Utilization 113.3%
 ICU Level of Service H
 Analysis Period (min) 15


































Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	388	1290	207	177	2334	324	404	944	129	211	423	242
Future Volume (veh/h)	388	1290	207	177	2334	324	404	944	129	211	423	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	396	1316	166	181	2382	312	412	963	84	215	432	188
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	451	1636	506	359	1413	179	722	1136	506	226	587	258
Arrive On Green	0.13	0.32	0.32	0.10	0.30	0.30	0.21	0.31	0.31	0.06	0.16	0.16
Sat Flow, veh/h	3510	5187	1606	3510	4657	591	3510	3610	1609	3510	3610	1589
Grp Volume(v), veh/h	396	1316	166	181	1749	945	412	963	84	215	432	188
Grp Sat Flow(s),veh/h/ln	1755	1729	1606	1755	1729	1791	1755	1805	1609	1755	1805	1589
Q Serve(g_s), s	12.4	26.1	8.8	5.5	34.0	34.0	11.8	27.9	2.9	6.8	12.8	9.3
Cycle Q Clear(g_c), s	12.4	26.1	8.8	5.5	34.0	34.0	11.8	27.9	2.9	6.8	12.8	9.3
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	451	1636	506	359	1049	543	722	1136	506	226	587	258
V/C Ratio(X)	0.88	0.80	0.33	0.50	1.67	1.74	0.57	0.85	0.17	0.95	0.74	0.73
Avail Cap(c_a), veh/h	451	1921	594	359	1049	543	722	1391	620	226	1201	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	35.2	29.3	47.6	39.0	39.0	40.1	35.9	13.4	52.3	44.6	24.1
Incr Delay (d2), s/veh	17.0	2.2	0.4	0.4	304.6	340.2	0.7	4.3	0.2	46.4	1.8	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	10.6	3.3	2.3	57.9	65.3	5.0	12.3	1.5	4.4	5.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	37.4	29.7	48.1	343.7	379.3	40.7	40.2	13.5	98.7	46.5	28.0
LnGrp LOS	E	D	C	D	F	F	D	D	B	F	D	C
Approach Vol, veh/h		1878			2875			1459			835	
Approach Delay, s/veh		42.6			336.8			38.8			55.8	
Approach LOS		D			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	41.1	17.7	41.5	28.9	24.0	19.0	40.2				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	7.2	43.2	6.9	* 42	13.1	* 37	14.4	34.0				
Max Q Clear Time (g_c+I1), s	8.8	29.9	7.5	28.1	13.8	14.8	14.4	36.0				
Green Ext Time (p_c), s	0.0	5.3	0.0	7.3	0.0	3.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	163.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

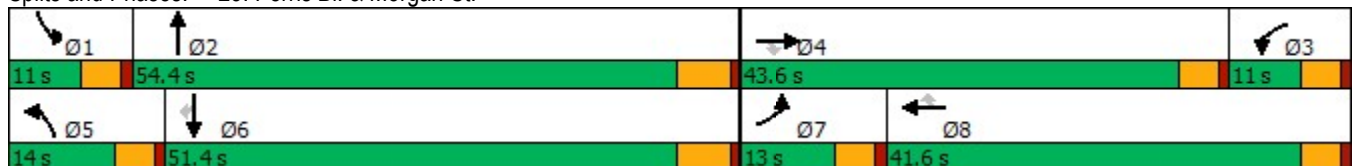


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	29	193	31	22	78	9	47	1438	36	683	77
Future Volume (vph)	29	193	31	22	78	9	47	1438	36	683	77
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	13.0	43.6	43.6	11.0	41.6	41.6	14.0	54.4	11.0	51.4	51.4
Total Split (%)	10.8%	36.3%	36.3%	9.2%	34.7%	34.7%	11.7%	45.3%	9.2%	42.8%	42.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.9	16.7	16.7	7.4	15.3	15.3	7.5	32.3	6.7	31.5	31.5
Actuated g/C Ratio	0.10	0.24	0.24	0.10	0.22	0.22	0.11	0.46	0.09	0.44	0.44
v/c Ratio	0.18	0.24	0.07	0.12	0.20	0.02	0.26	0.65	0.22	0.45	0.10
Control Delay	44.6	27.9	0.3	42.0	30.1	0.1	43.9	18.9	45.9	17.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	27.9	0.3	42.0	30.1	0.1	43.9	18.9	45.9	17.8	0.5
LOS	D	C	A	D	C	A	D	B	D	B	A
Approach Delay		26.4			30.1			19.7		17.4	
Approach LOS		C			C			B		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 70.9	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 20.1	Intersection LOS: C
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

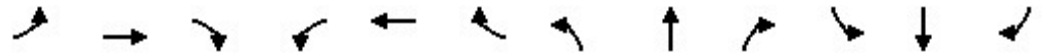
Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
 23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑		↘	↑↑	↗
Traffic Volume (veh/h)	29	193	31	22	78	9	47	1438	17	36	683	77
Future Volume (veh/h)	29	193	31	22	78	9	47	1438	17	36	683	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	203	17	23	82	8	49	1514	18	38	719	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	580	259	60	305	259	83	2384	28	70	1603	715
Arrive On Green	0.03	0.16	0.16	0.03	0.16	0.16	0.05	0.45	0.45	0.04	0.44	0.44
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5284	63	1810	3610	1610
Grp Volume(v), veh/h	31	203	17	23	82	8	49	991	541	38	719	64
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1889	1810	1805	1610
Q Serve(g_s), s	1.0	3.1	0.4	0.8	2.3	0.3	1.6	13.7	13.7	1.3	8.6	1.4
Cycle Q Clear(g_c), s	1.0	3.1	0.4	0.8	2.3	0.3	1.6	13.7	13.7	1.3	8.6	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	60	580	259	60	305	259	83	1560	852	70	1603	715
V/C Ratio(X)	0.51	0.35	0.07	0.38	0.27	0.03	0.59	0.64	0.64	0.54	0.45	0.09
Avail Cap(c_a), veh/h	245	2270	1013	187	1133	961	274	2710	1480	187	2654	1184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	23.1	13.0	29.4	22.8	22.0	29.0	13.1	13.1	29.3	12.0	10.0
Incr Delay (d2), s/veh	2.5	0.4	0.1	1.5	0.5	0.0	2.5	0.4	0.8	2.4	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.3	0.2	0.4	1.1	0.1	0.7	4.2	4.7	0.6	2.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	23.5	13.1	30.8	23.3	22.0	31.5	13.5	13.9	31.7	12.2	10.0
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		251			113			1581			821	
Approach Delay, s/veh		23.8			24.7			14.2			12.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	33.8	6.7	14.6	7.5	33.3	6.7	14.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	6.4	48.6	6.4	39.0	9.4	45.6	8.4	37.0				
Max Q Clear Time (g_c+I1), s	3.3	15.7	2.8	5.1	3.6	10.6	3.0	4.3				
Green Ext Time (p_c), s	0.0	12.3	0.0	1.5	0.0	5.2	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

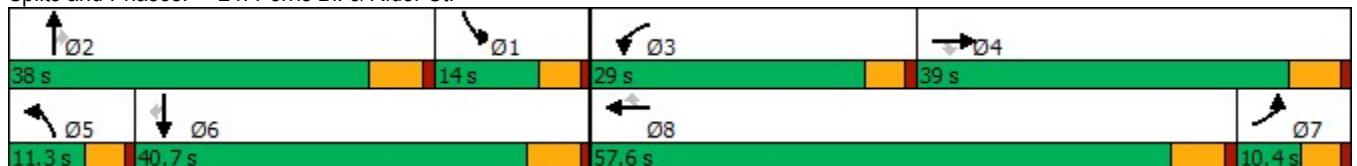
02/11/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	163	19	275	354	375	48	1122	179	143	476	37
Future Volume (vph)	29	163	19	275	354	375	48	1122	179	143	476	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	10.4	39.0	39.0	29.0	57.6	57.6	11.3	38.0	38.0	14.0	40.7	40.7
Total Split (%)	8.7%	32.5%	32.5%	24.2%	48.0%	48.0%	9.4%	31.7%	31.7%	11.7%	33.9%	33.9%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.5	14.0	14.0	19.5	30.7	30.7	6.3	29.6	29.6	9.6	35.3	35.3
Actuated g/C Ratio	0.10	0.15	0.15	0.21	0.33	0.33	0.07	0.31	0.31	0.10	0.38	0.38
v/c Ratio	0.17	0.32	0.05	0.79	0.32	0.56	0.43	0.74	0.31	0.84	0.26	0.06
Control Delay	42.3	37.9	0.3	53.0	27.2	13.2	58.6	33.3	7.5	80.0	23.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	37.9	0.3	53.0	27.2	13.2	58.6	33.3	7.5	80.0	23.4	0.2
LOS	D	D	A	D	C	B	E	C	A	E	C	A
Approach Delay		35.2			29.0			30.8			34.4	
Approach LOS		D			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 31.3
 Intersection LOS: C
 Intersection Capacity Utilization 71.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	163	19	275	354	375	48	1122	179	143	476	37
Future Volume (veh/h)	29	163	19	275	354	375	48	1122	179	143	476	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	175	11	296	381	293	52	1206	158	154	512	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	452	201	338	860	384	77	1632	507	189	2031	630
Arrive On Green	0.06	0.13	0.13	0.19	0.24	0.24	0.04	0.31	0.31	0.10	0.39	0.39
Sat Flow, veh/h	1810	3610	1606	1810	3610	1610	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	31	175	11	296	381	293	52	1206	158	154	512	30
Grp Sat Flow(s),veh/h/ln	1810	1805	1606	1810	1805	1610	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	1.3	3.6	0.5	13.0	7.4	13.9	2.3	17.0	3.3	6.8	5.5	0.6
Cycle Q Clear(g_c), s	1.3	3.6	0.5	13.0	7.4	13.9	2.3	17.0	3.3	6.8	5.5	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	452	201	338	860	384	77	1632	507	189	2031	630
V/C Ratio(X)	0.29	0.39	0.05	0.88	0.44	0.76	0.68	0.74	0.31	0.81	0.25	0.05
Avail Cap(c_a), veh/h	128	1463	651	539	2283	1018	148	2039	633	208	2210	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	32.9	31.5	32.4	26.6	29.0	38.7	25.1	6.3	35.9	16.8	6.9
Incr Delay (d2), s/veh	0.5	0.5	0.1	5.8	0.4	3.2	3.9	1.1	0.3	17.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	0.2	5.8	3.0	5.3	1.1	6.5	2.0	3.8	2.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	33.5	31.7	38.2	26.9	32.2	42.5	26.2	6.6	53.8	16.9	7.0
LnGrp LOS	D	C	C	D	C	C	D	C	A	D	B	A
Approach Vol, veh/h		217			970			1416			696	
Approach Delay, s/veh		33.9			32.0			24.6			24.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	31.6	19.9	16.1	8.1	37.9	10.6	25.3				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	9.4	* 32	24.4	33.2	6.7	34.9	5.8	* 52				
Max Q Clear Time (g_c+I1), s	8.8	19.0	15.0	5.6	4.3	7.5	3.3	15.9				
Green Ext Time (p_c), s	0.0	6.8	0.3	1.0	0.0	3.4	0.0	3.4				
Intersection Summary												
HCM 6th Ctrl Delay				27.4								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

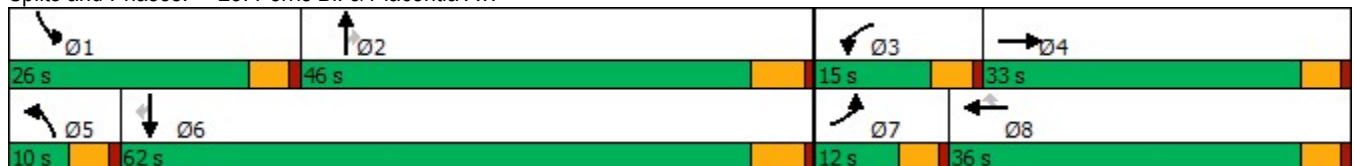
02/11/2022

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	27	117	54	237	245	84	1010	44	37	674	41
Future Volume (vph)	27	117	54	237	245	84	1010	44	37	674	41
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	17.1	7.7	20.9	20.9	6.0	34.8	34.8	7.1	29.7	29.7
Actuated g/C Ratio	0.08	0.22	0.10	0.26	0.26	0.08	0.44	0.44	0.09	0.38	0.38
v/c Ratio	0.21	0.54	0.34	0.52	0.43	0.68	0.71	0.06	0.25	0.55	0.07
Control Delay	46.7	33.0	46.5	33.1	6.3	70.0	24.1	0.2	46.0	21.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.7	33.0	46.5	33.1	6.3	70.0	24.1	0.2	46.0	21.1	0.2
LOS	D	C	D	C	A	E	C	A	D	C	A
Approach Delay		34.6		22.2			26.6			21.2	
Approach LOS		C		C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 79
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 24.8
 Intersection LOS: C
 Intersection Capacity Utilization 65.1%
 ICU Level of Service C
 Analysis Period (min) 15

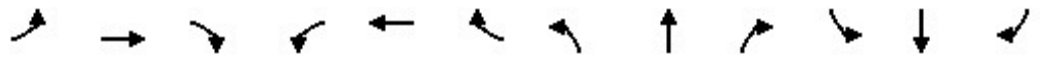
Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	117	81	54	237	245	84	1010	44	37	674	41
Future Volume (veh/h)	27	117	81	54	237	245	84	1010	44	37	674	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	130	86	60	263	155	93	1122	40	41	749	40
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	187	124	93	370	314	120	1516	676	74	1424	634
Arrive On Green	0.03	0.18	0.18	0.05	0.19	0.19	0.07	0.42	0.42	0.04	0.39	0.39
Sat Flow, veh/h	1810	1067	706	1810	1900	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	30	0	216	60	263	155	93	1122	40	41	749	40
Grp Sat Flow(s),veh/h/ln	1810	0	1773	1810	1900	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	1.0	0.0	7.2	2.0	8.1	5.4	3.2	16.4	0.9	1.4	10.0	1.0
Cycle Q Clear(g_c), s	1.0	0.0	7.2	2.0	8.1	5.4	3.2	16.4	0.9	1.4	10.0	1.0
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	0	311	93	370	314	120	1516	676	74	1424	634
V/C Ratio(X)	0.51	0.00	0.69	0.64	0.71	0.49	0.78	0.74	0.06	0.56	0.53	0.06
Avail Cap(c_a), veh/h	213	0	802	300	950	805	156	2311	1031	617	3231	1439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	24.3	29.2	23.6	22.5	28.9	15.3	10.8	29.6	14.5	11.8
Incr Delay (d2), s/veh	2.5	0.0	2.8	2.7	2.5	1.2	12.1	0.7	0.0	2.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.1	0.9	3.7	2.1	1.7	5.5	0.3	0.6	3.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	0.0	27.1	31.9	26.2	23.7	41.0	16.0	10.9	32.0	14.8	11.8
LnGrp LOS	C	A	C	C	C	C	D	B	B	C	B	B
Approach Vol, veh/h		246			478			1255			830	
Approach Delay, s/veh		27.7			26.1			17.7			15.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	32.2	7.8	15.6	8.8	30.6	6.6	16.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	3.4	18.4	4.0	9.2	5.2	12.0	3.0	10.1				
Green Ext Time (p_c), s	0.0	7.9	0.0	1.2	0.0	5.5	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

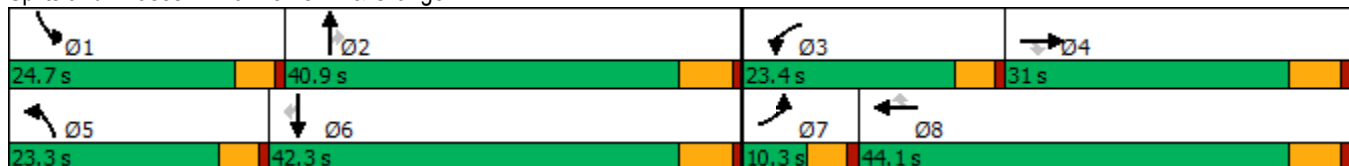


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	17	263	141	182	472	163	185	759	101	104	546	38
Future Volume (vph)	17	263	141	182	472	163	185	759	101	104	546	38
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	19.4	19.4	14.7	35.4	35.4	14.8	28.3	28.3	10.7	24.2	24.2
Actuated g/C Ratio	0.06	0.20	0.20	0.16	0.37	0.37	0.16	0.30	0.30	0.11	0.26	0.26
v/c Ratio	0.17	0.73	0.34	0.70	0.38	0.25	0.71	0.76	0.19	0.55	0.64	0.08
Control Delay	54.4	49.4	8.4	55.5	24.8	5.2	55.7	36.6	2.6	54.5	36.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	49.4	8.4	55.5	24.8	5.2	55.7	36.6	2.6	54.5	36.1	0.3
LOS	D	D	A	E	C	A	E	D	A	D	D	A
Approach Delay		35.8			27.7			36.7			36.9	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 34.1
 Intersection LOS: C
 Intersection Capacity Utilization 68.1%
 ICU Level of Service C
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
 26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	263	141	182	472	163	185	759	101	104	546	38
Future Volume (veh/h)	17	263	141	182	472	163	185	759	101	104	546	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	283	111	196	508	124	199	816	85	112	587	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	367	311	240	1101	490	243	1104	491	145	908	404
Arrive On Green	0.02	0.19	0.19	0.13	0.30	0.30	0.13	0.31	0.31	0.08	0.25	0.25
Sat Flow, veh/h	1810	1900	1610	1810	3610	1605	1810	3610	1607	1810	3610	1606
Grp Volume(v), veh/h	18	283	111	196	508	124	199	816	85	112	587	29
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1605	1810	1805	1607	1810	1805	1606
Q Serve(g_s), s	0.7	10.2	4.3	7.6	8.2	4.2	7.7	14.6	2.8	4.4	10.5	1.0
Cycle Q Clear(g_c), s	0.7	10.2	4.3	7.6	8.2	4.2	7.7	14.6	2.8	4.4	10.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	38	367	311	240	1101	490	243	1104	491	145	908	404
V/C Ratio(X)	0.47	0.77	0.36	0.82	0.46	0.25	0.82	0.74	0.17	0.77	0.65	0.07
Avail Cap(c_a), veh/h	143	663	562	471	1915	852	469	1755	781	504	1825	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	27.6	25.2	30.5	20.3	18.9	30.4	22.5	18.4	32.6	24.2	20.6
Incr Delay (d2), s/veh	3.4	3.4	0.7	2.6	0.3	0.3	2.6	1.0	0.2	3.3	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.5	1.6	3.2	3.1	1.4	3.3	5.6	1.0	1.9	4.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	31.1	25.9	33.0	20.6	19.2	33.0	23.5	18.5	35.8	24.9	20.7
LnGrp LOS	D	C	C	C	C	B	C	C	B	D	C	C
Approach Vol, veh/h		412			828			1100			728	
Approach Delay, s/veh		30.0			23.3			24.8			26.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	27.9	14.2	19.8	14.3	24.0	6.1	27.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	6.4	16.6	9.6	12.2	9.7	12.5	2.7	10.2				
Green Ext Time (p_c), s	0.1	5.2	0.2	1.5	0.2	3.7	0.0	3.6				
Intersection Summary												
HCM 6th Ctrl Delay			25.5									
HCM 6th LOS			C									

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

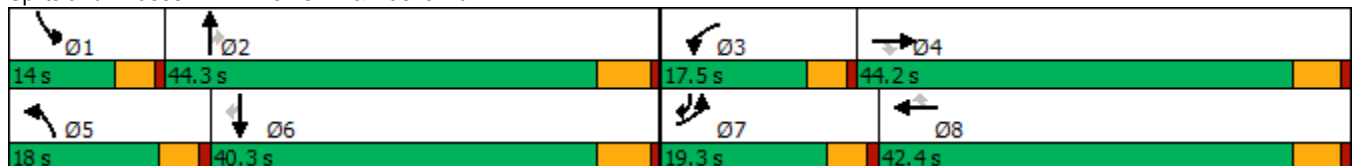
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	437	759	93	236	860	165	202	562	248	164	438	271
Future Volume (vph)	437	759	93	236	860	165	202	562	248	164	438	271
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.8	38.0	38.0	11.8	35.0	35.0	13.5	27.9	27.9	8.9	23.3	39.3
Actuated g/C Ratio	0.14	0.35	0.35	0.11	0.33	0.33	0.13	0.26	0.26	0.08	0.22	0.37
v/c Ratio	1.06	0.70	0.19	0.72	0.86	0.32	1.05	0.70	0.52	0.67	0.66	0.30
Control Delay	103.9	34.2	6.2	58.9	43.1	12.1	120.3	40.4	11.5	61.1	42.4	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.9	34.2	6.2	58.9	43.1	12.1	120.3	40.4	11.5	61.1	42.4	17.4
LOS	F	C	A	E	D	B	F	D	B	E	D	B
Approach Delay		55.8			42.0			49.3			38.1	
Approach LOS		E			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 46.9
 Intersection LOS: D
 Intersection Capacity Utilization 82.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)
05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↖↗	↕	↖	↖	↕	↖	↖↗	↕	↖↗
Traffic Volume (veh/h)	437	759	93	236	860	165	202	562	248	164	438	271
Future Volume (veh/h)	437	759	93	236	860	165	202	562	248	164	438	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.98	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	514	893	71	278	1012	122	238	661	191	193	515	206
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	460	1302	529	339	1178	515	216	1043	442	253	872	1044
Arrive On Green	0.13	0.36	0.36	0.10	0.33	0.33	0.12	0.29	0.29	0.07	0.24	0.24
Sat Flow, veh/h	3510	3610	1466	3510	3610	1578	1810	3610	1529	3510	3610	2787
Grp Volume(v), veh/h	514	893	71	278	1012	122	238	661	191	193	515	206
Grp Sat Flow(s),veh/h/ln	1755	1805	1466	1755	1805	1578	1810	1805	1529	1755	1805	1393
Q Serve(g_s), s	14.7	23.6	3.7	8.7	29.4	6.3	13.4	17.9	11.4	6.1	14.2	5.6
Cycle Q Clear(g_c), s	14.7	23.6	3.7	8.7	29.4	6.3	13.4	17.9	11.4	6.1	14.2	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	460	1302	529	339	1178	515	216	1043	442	253	872	1044
V/C Ratio(X)	1.12	0.69	0.13	0.82	0.86	0.24	1.10	0.63	0.43	0.76	0.59	0.20
Avail Cap(c_a), veh/h	460	1302	529	404	1190	520	216	1238	525	294	1110	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	30.5	24.1	49.7	35.4	27.6	49.4	34.7	32.4	51.1	37.7	23.9
Incr Delay (d2), s/veh	78.2	1.5	0.1	9.3	6.5	0.2	91.1	0.8	0.7	7.9	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	10.1	1.3	4.2	13.5	2.4	11.3	7.6	4.2	2.9	6.1	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	127.0	32.0	24.2	59.0	41.8	27.8	140.5	35.5	33.1	59.0	38.3	24.0
LnGrp LOS	F	C	C	E	D	C	F	D	C	E	D	C
Approach Vol, veh/h		1478			1412			1090			914	
Approach Delay, s/veh		64.6			44.0			58.0			39.4	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	38.2	15.4	45.9	18.0	32.9	19.3	42.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	8.1	19.9	10.7	25.6	15.4	16.2	16.7	31.4				
Green Ext Time (p_c), s	0.0	4.6	0.1	5.1	0.0	3.7	0.0	3.2				

Intersection Summary

HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	45	611	702	4	5		
Future Volume (vph)	45	611	702	4	5		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	9.6	31.8	36.0	78.6	42.6	9.6	31.8
Total Split (%)	8.0%	26.5%	30.0%	65.5%	35.5%	8%	27%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	10.3	13.9	35.1	38.8	14.1		
Actuated g/C Ratio	0.16	0.21	0.54	0.60	0.22		
v/c Ratio	0.19	0.62	0.87	0.00	0.02		
Control Delay	34.3	2.4	29.5	6.8	16.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	34.3	2.4	29.5	6.8	16.9		
LOS	C	A	C	A	B		
Approach Delay				29.4	16.9		
Approach LOS				C	B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 65.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↕			↕	↗
Traffic Volume (veh/h)	45	0	611	0	0	0	702	4	0	0	5	6
Future Volume (veh/h)	45	0	611	0	0	0	702	4	0	0	5	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	54	0	658	0	0	0	846	5	0	0	6	6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	648	549	2	449	0	745	1848	0	0	73	63
Arrive On Green	0.04	0.00	0.34	0.00	0.00	0.00	0.41	0.51	0.00	0.00	0.04	0.04
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	1937	1579
Grp Volume(v), veh/h	54	0	658	0	0	0	846	5	0	0	6	6
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	1616
Q Serve(g_s), s	2.2	0.0	26.0	0.0	0.0	0.0	31.4	0.1	0.0	0.0	0.2	0.3
Cycle Q Clear(g_c), s	2.2	0.0	26.0	0.0	0.0	0.0	31.4	0.1	0.0	0.0	0.2	0.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		0.98
Lane Grp Cap(c), veh/h	81	648	549	2	449	0	745	1848	0	0	72	64
V/C Ratio(X)	0.67	0.00	1.20	0.00	0.00	0.00	1.13	0.00	0.00	0.00	0.08	0.10
Avail Cap(c_a), veh/h	119	648	549	119	678	0	745	3467	0	0	881	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	25.1	0.0	0.0	0.0	22.4	9.1	0.0	0.0	35.3	35.3
Incr Delay (d2), s/veh	3.5	0.0	105.8	0.0	0.0	0.0	76.8	0.0	0.0	0.0	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	25.5	0.0	0.0	0.0	27.5	0.0	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	0.0	130.9	0.0	0.0	0.0	99.2	9.1	0.0	0.0	35.7	35.9
LnGrp LOS	D	A	F	A	A	A	F	A	A	A	D	D
Approach Vol, veh/h		712			0			851			12	
Approach Delay, s/veh		124.0			0.0			98.7			35.8	
Approach LOS		F						F			D	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		44.4	0.0	31.8	36.0	8.4	8.0	23.8				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.2	5.0	26.0	31.4	37.2	5.0	* 27				
Max Q Clear Time (g_c+I1), s		2.1	0.0	28.0	33.4	2.3	4.2	0.0				
Green Ext Time (p_c), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	109.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	25	85	606	415	94
Future Vol, veh/h	30	25	85	606	415	94
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	30	101	721	494	112
Number of Lanes	1	1	1	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	11.3	14.1	15.8
HCM LOS	B	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	60%
Vol Right, %	0%	0%	0%	0%	100%	0%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	303	303	30	25	277	232
LT Vol	85	0	0	30	0	0	0
Through Vol	0	303	303	0	0	277	138
RT Vol	0	0	0	0	25	0	94
Lane Flow Rate	101	361	361	36	30	329	277
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.187	0.616	0.444	0.084	0.06	0.578	0.464
Departure Headway (Hd)	6.651	6.147	4.433	8.45	7.229	6.32	6.035
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	588	808	423	493	570	597
Service Time	4.4	3.896	2.182	6.227	5.006	4.065	3.78
HCM Lane V/C Ratio	0.188	0.614	0.447	0.085	0.061	0.577	0.464
HCM Control Delay	10.9	18.3	10.7	12	10.5	17.4	13.9
HCM Lane LOS	B	C	B	B	B	C	B
HCM 95th-tile Q	0.7	4.2	2.3	0.3	0.2	3.7	2.4

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

05/27/2020

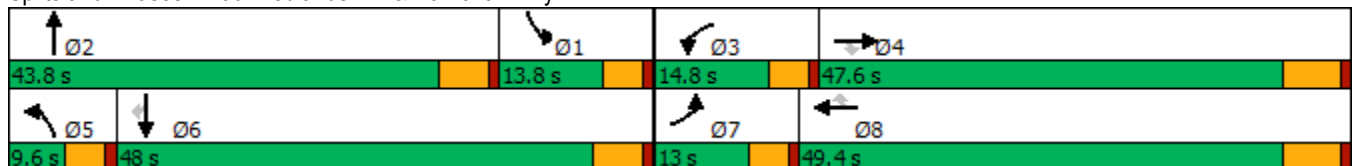


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗	↖	↑	↗
Traffic Volume (vph)	99	1563	55	166	2975	627	40	35	347	88	62
Future Volume (vph)	99	1563	55	166	2975	627	40	35	347	88	62
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	13.0	47.6	47.6	14.8	49.4	49.4	9.6	43.8	13.8	48.0	48.0
Total Split (%)	10.8%	39.7%	39.7%	12.3%	41.2%	41.2%	8.0%	36.5%	11.5%	40.0%	40.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.2	41.5	41.5	10.3	43.6	43.6	5.0	18.5	9.3	26.9	26.9
Actuated g/C Ratio	0.08	0.41	0.41	0.10	0.43	0.43	0.05	0.18	0.09	0.27	0.27
v/c Ratio	0.70	0.76	0.08	0.94	1.38	0.77	0.47	0.76	2.17	0.18	0.13
Control Delay	72.5	29.5	0.2	99.7	200.0	21.3	67.1	30.2	571.2	29.9	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.5	29.5	0.2	99.7	200.0	21.3	67.1	30.2	571.2	29.9	1.2
LOS	E	C	A	F	F	C	E	C	F	C	A
Approach Delay		31.1			165.8			34.5		403.6	
Approach LOS		C			F			C		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.17
 Intersection Signal Delay: 140.8
 Intersection Capacity Utilization 129.7%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	1563	55	166	2975	627	40	35	267	347	88	62
Future Volume (veh/h)	99	1563	55	166	2975	627	40	35	267	347	88	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.94	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	1628	57	173	3099	653	42	36	278	361	92	65
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1844	558	159	1934	591	58	52	400	144	655	549
Arrive On Green	0.07	0.36	0.36	0.09	0.37	0.37	0.03	0.29	0.29	0.08	0.34	0.34
Sat Flow, veh/h	1810	5187	1569	1810	5187	1586	1810	178	1375	1810	1900	1592
Grp Volume(v), veh/h	103	1628	57	173	3099	653	42	0	314	361	92	65
Grp Sat Flow(s),veh/h/ln	1810	1729	1569	1810	1729	1586	1810	0	1553	1810	1900	1592
Q Serve(g_s), s	6.5	34.2	2.8	10.2	43.2	30.8	2.7	0.0	20.8	9.2	3.9	3.2
Cycle Q Clear(g_c), s	6.5	34.2	2.8	10.2	43.2	30.8	2.7	0.0	20.8	9.2	3.9	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		1.00
Lane Grp Cap(c), veh/h	128	1844	558	159	1934	591	58	0	451	144	655	549
V/C Ratio(X)	0.81	0.88	0.10	1.09	1.60	1.10	0.73	0.00	0.70	2.51	0.14	0.12
Avail Cap(c_a), veh/h	131	1854	561	159	1934	591	78	0	515	144	699	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	35.1	25.0	52.8	36.3	18.5	55.6	0.0	36.5	53.3	26.1	25.9
Incr Delay (d2), s/veh	26.9	5.4	0.1	96.1	273.5	69.0	11.3	0.0	3.5	700.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	14.3	1.0	8.7	65.8	21.3	1.4	0.0	8.1	32.1	1.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	40.5	25.0	148.9	309.8	87.5	66.9	0.0	40.0	754.1	26.2	26.0
LnGrp LOS	E	D	C	F	F	F	E	A	D	F	C	C
Approach Vol, veh/h		1788			3925			356			518	
Approach Delay, s/veh		42.2			265.7			43.2			533.4	
Approach LOS		D			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	39.1	14.8	47.4	8.3	45.4	12.8	49.4				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	9.2	* 38	10.2	41.4	5.0	42.6	8.4	43.2				
Max Q Clear Time (g_c+I1), s	11.2	22.8	12.2	36.2	4.7	5.9	8.5	45.2				
Green Ext Time (p_c), s	0.0	1.7	0.0	4.0	0.0	0.7	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	214.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷			↶	↷
Traffic Vol, veh/h	203	15	10	1	4	2	3	63	0	20	134	104
Future Vol, veh/h	203	15	10	1	4	2	3	63	0	20	134	104
Peak Hour Factor	0.84	0.92	0.84	0.92	0.92	0.92	0.84	0.84	0.92	0.92	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	242	16	12	1	4	2	4	75	0	22	160	124
Number of Lanes	1	1	0	1	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	12.1	8.5	9.2	9.5
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	13%	0%
Vol Thru, %	0%	100%	0%	60%	0%	67%	87%	0%
Vol Right, %	0%	0%	0%	40%	0%	33%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	63	203	25	1	6	154	104
LT Vol	3	0	203	0	1	0	20	0
Through Vol	0	63	0	15	0	4	134	0
RT Vol	0	0	0	10	0	2	0	104
Lane Flow Rate	4	75	242	28	1	7	181	124
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.006	0.118	0.399	0.04	0.002	0.01	0.275	0.161
Departure Headway (Hd)	6.144	5.64	5.939	5.154	6.295	5.554	5.464	4.695
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	579	631	602	689	563	637	654	760
Service Time	3.92	3.416	3.709	2.924	4.095	3.353	3.219	2.449
HCM Lane V/C Ratio	0.007	0.119	0.402	0.041	0.002	0.011	0.277	0.163
HCM Control Delay	9	9.2	12.6	8.1	9.1	8.4	10.3	8.4
HCM Lane LOS	A	A	B	A	A	A	B	A
HCM 95th-tile Q	0	0.4	1.9	0.1	0	0	1.1	0.6

Intersection

Intersection Delay, s/veh 26.6

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	33	433	33	16	980	5	6	35	326	17	38	54
Future Vol, veh/h	33	433	33	16	980	5	6	35	326	17	38	54
Peak Hour Factor	0.92	0.83	0.83	0.83	0.83	0.92	0.83	0.92	0.83	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	36	522	40	19	1181	5	7	38	393	18	41	59
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	147.3	738.7	58.6	19.4
HCM LOS	F	F	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	10%	0%	93%	0%	99%	0%	41%
Vol Right, %	0%	90%	0%	7%	0%	1%	0%	59%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	361	33	466	16	985	17	92
LT Vol	6	0	33	0	16	0	17	0
Through Vol	0	35	0	433	0	980	0	38
RT Vol	0	326	0	33	0	5	0	54
Lane Flow Rate	7	431	36	561	19	1186	18	100
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.017	0.905	0.084	1.228	0.045	2.613	0.051	0.251
Departure Headway (Hd)	11.4	10.18	10.964	10.377	8.981	8.457	13.819	12.823
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	316	362	329	354	401	439	261	282
Service Time	9.1	7.88	8.664	8.077	6.681	6.157	11.519	10.523
HCM Lane V/C Ratio	0.022	1.191	0.109	1.585	0.047	2.702	0.069	0.355
HCM Control Delay	14.3	59.3	14.7	155.8	12.1	750.5	17.3	19.8
HCM Lane LOS	B	F	B	F	B	F	C	C
HCM 95th-tile Q	0.1	9.1	0.3	18.5	0.1	90.4	0.2	1

Intersection

Intersection Delay, s/veh 18.2

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↗	↙	↑	↗	↙	↑↗		↙	↑	↗
Traffic Vol, veh/h	55	126	62	143	275	5	179	296	28	7	72	8
Future Vol, veh/h	55	126	62	143	275	5	179	296	28	7	72	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	65	148	73	168	324	6	211	348	33	8	85	9
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

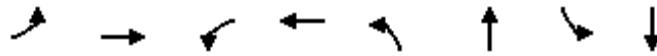
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	14.1	23	17	13.9
HCM LOS	B	C	C	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	78%	0%	100%	0%	0%	98%	0%	100%	0%
Vol Right, %	0%	0%	22%	0%	0%	100%	0%	2%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	179	197	127	55	126	62	143	280	7	72	8
LT Vol	179	0	0	55	0	0	143	0	7	0	0
Through Vol	0	197	99	0	126	0	0	275	0	72	0
RT Vol	0	0	28	0	0	62	0	5	0	0	8
Lane Flow Rate	211	232	149	65	148	73	168	329	8	85	9
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.481	0.497	0.313	0.159	0.344	0.155	0.382	0.701	0.022	0.213	0.022
Departure Headway (Hd)	8.216	7.707	7.55	8.855	8.349	7.641	8.169	7.656	9.578	9.065	8.346
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	467	475	404	430	468	441	471	372	395	427
Service Time	5.978	5.469	5.312	6.632	6.125	5.417	5.929	5.417	7.368	6.854	6.135
HCM Lane V/C Ratio	0.482	0.497	0.314	0.161	0.344	0.156	0.381	0.699	0.022	0.215	0.021
HCM Control Delay	18.4	17.9	13.7	13.3	15.5	11.8	15.9	26.6	12.6	14.3	11.3
HCM Lane LOS	C	C	B	B	C	B	C	D	B	B	B
HCM 95th-tile Q	2.5	2.7	1.3	0.6	1.5	0.5	1.8	5.4	0.1	0.8	0.1

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

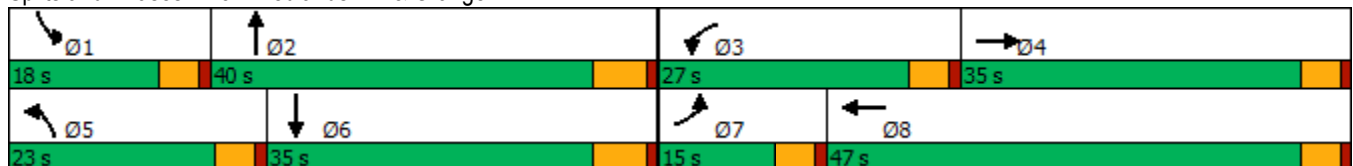


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	49	276	146	528	108	268	69	155
Future Volume (vph)	49	276	146	528	108	268	69	155
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.3	17.3	11.6	27.4	9.8	15.1	8.1	13.6
Actuated g/C Ratio	0.10	0.25	0.17	0.39	0.14	0.21	0.12	0.19
v/c Ratio	0.28	0.42	0.53	0.55	0.46	0.57	0.36	0.34
Control Delay	39.9	24.3	38.3	20.6	39.2	24.7	39.8	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	24.3	38.3	20.6	39.2	24.7	39.8	23.6
LOS	D	C	D	C	D	C	D	C
Approach Delay		26.3		23.7		27.7		27.4
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 70.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
 34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕		↵	↕		↵	↕	
Traffic Volume (veh/h)	49	276	61	146	528	171	108	268	153	69	155	68
Future Volume (veh/h)	49	276	61	146	528	171	108	268	153	69	155	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	297	42	157	568	153	116	288	111	74	167	49
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	91	832	116	204	911	245	152	534	201	111	518	147
Arrive On Green	0.05	0.26	0.26	0.11	0.32	0.32	0.08	0.21	0.21	0.06	0.19	0.19
Sat Flow, veh/h	1810	3172	444	1810	2809	754	1810	2558	963	1810	2773	790
Grp Volume(v), veh/h	53	168	171	157	364	357	116	201	198	74	107	109
Grp Sat Flow(s),veh/h/ln	1810	1805	1811	1810	1805	1758	1810	1805	1716	1810	1805	1758
Q Serve(g_s), s	1.6	4.2	4.3	4.7	9.4	9.5	3.5	5.5	5.7	2.2	2.8	3.0
Cycle Q Clear(g_c), s	1.6	4.2	4.3	4.7	9.4	9.5	3.5	5.5	5.7	2.2	2.8	3.0
Prop In Lane	1.00		0.24	1.00		0.43	1.00		0.56	1.00		0.45
Lane Grp Cap(c), veh/h	91	473	475	204	586	570	152	377	358	111	337	328
V/C Ratio(X)	0.58	0.35	0.36	0.77	0.62	0.63	0.77	0.53	0.55	0.67	0.32	0.33
Avail Cap(c_a), veh/h	341	993	997	734	1386	1349	603	1118	1062	439	954	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	16.6	16.6	23.8	15.8	15.8	24.8	19.5	19.5	25.4	19.4	19.5
Incr Delay (d2), s/veh	2.2	0.4	0.5	2.3	1.1	1.1	3.0	1.2	1.3	2.5	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.7	1.7	2.0	3.7	3.6	1.4	2.1	2.0	0.9	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	17.0	17.1	26.1	16.9	16.9	27.8	20.6	20.9	27.9	20.0	20.1
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	B	C
Approach Vol, veh/h		392			878			515			290	
Approach Delay, s/veh		18.5			18.6			22.3			22.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	17.3	10.8	19.1	9.2	16.1	7.4	22.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+1), s	4.2	7.7	6.7	6.3	5.5	5.0	3.6	11.5				
Green Ext Time (p_c), s	0.0	2.2	0.2	2.1	0.1	1.0	0.0	5.4				

Intersection Summary

HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

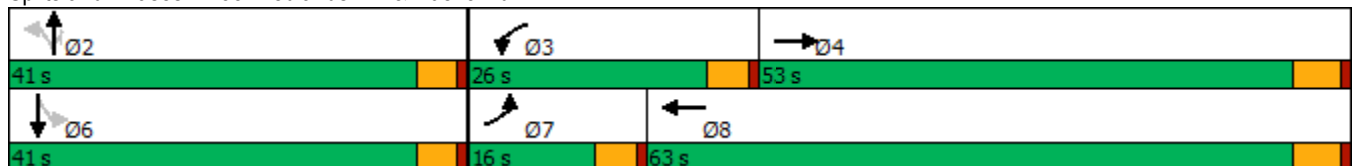


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗		↕
Traffic Volume (vph)	69	826	222	1284	143	257	155	44	257
Future Volume (vph)	69	826	222	1284	143	257	155	44	257
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.2	45.2	19.9	58.1	36.5	36.5	36.5		36.5
Actuated g/C Ratio	0.08	0.39	0.17	0.50	0.31	0.31	0.31		0.31
v/c Ratio	0.59	0.91	0.89	0.91	1.05	0.53	0.30		1.07
Control Delay	69.6	44.5	77.7	36.8	123.6	37.8	5.7		101.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	69.6	44.5	77.7	36.8	123.6	37.8	5.7		101.5
LOS	E	D	E	D	F	D	A		F
Approach Delay		46.1		42.6		51.0			101.5
Approach LOS		D		D		D			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 51.4
 Intersection LOS: D
 Intersection Capacity Utilization 92.7%
 ICU Level of Service F
 Analysis Period (min) 15






















Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	826	172	222	1284	45	143	257	155	44	257	87
Future Volume (veh/h)	69	826	172	222	1284	45	143	257	155	44	257	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	85	1020	165	274	1585	49	177	317	131	54	317	85
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	1173	189	303	1741	54	165	614	519	72	334	85
Arrive On Green	0.06	0.38	0.38	0.17	0.49	0.49	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3088	499	1810	3572	110	998	1900	1607	113	1033	263
Grp Volume(v), veh/h	85	595	590	274	799	835	177	317	131	456	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1782	1810	1805	1877	998	1900	1607	1409	0	0
Q Serve(g_s), s	5.2	34.4	34.5	16.7	45.8	46.3	0.0	15.3	6.8	21.1	0.0	0.0
Cycle Q Clear(g_c), s	5.2	34.4	34.5	16.7	45.8	46.3	36.4	15.3	6.8	36.4	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.06	1.00		1.00	0.12		0.19
Lane Grp Cap(c), veh/h	108	686	677	303	880	915	165	614	519	491	0	0
V/C Ratio(X)	0.78	0.87	0.87	0.90	0.91	0.91	1.07	0.52	0.25	0.93	0.00	0.00
Avail Cap(c_a), veh/h	183	763	753	344	923	960	165	614	519	491	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.2	32.3	32.4	46.0	26.5	26.7	45.2	31.0	28.1	38.9	0.0	0.0
Incr Delay (d2), s/veh	4.6	9.8	10.1	23.0	12.3	12.5	91.0	0.8	0.3	24.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	16.1	16.0	9.3	21.2	22.3	8.9	7.2	2.6	15.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	42.1	42.5	69.0	38.8	39.1	136.2	31.7	28.3	63.0	0.0	0.0
LnGrp LOS	E	D	D	E	D	D	F	C	C	E	A	A
Approach Vol, veh/h		1270			1908			625			456	
Approach Delay, s/veh		43.3			43.3			60.6			63.0	
Approach LOS		D			D			E			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0	23.4	48.2		41.0	11.3	60.3				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+11), s		38.4	18.7	36.5		38.4	7.2	48.3				
Green Ext Time (p_c), s		0.0	0.1	5.5		0.0	0.0	6.6				
Intersection Summary												
HCM 6th Ctrl Delay				47.9								
HCM 6th LOS				D								

Timings
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

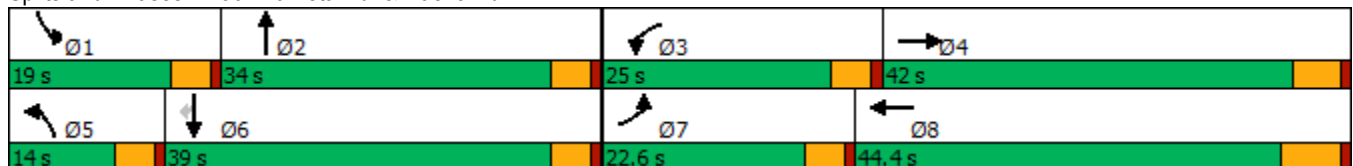


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	150	796	235	1012	93	135	178	146	221
Future Volume (vph)	150	796	235	1012	93	135	178	146	221
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	22.6	42.0	25.0	44.4	14.0	34.0	19.0	39.0	39.0
Total Split (%)	18.8%	35.0%	20.8%	37.0%	11.7%	28.3%	15.8%	32.5%	32.5%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.0	33.2	19.8	37.0	9.1	27.3	14.5	32.7	32.7
Actuated g/C Ratio	0.13	0.29	0.17	0.32	0.08	0.24	0.13	0.29	0.29
v/c Ratio	0.78	0.73	0.92	0.91	0.79	0.91	0.95	0.33	0.42
Control Delay	70.6	39.2	81.5	45.9	88.8	62.3	99.3	34.9	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	39.2	81.5	45.9	88.8	62.3	99.3	34.9	6.0
LOS	E	D	F	D	F	E	F	C	A
Approach Delay		43.7		51.6		67.9		44.2	
Approach LOS		D		D		E		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 50.1
 Intersection LOS: D
 Intersection Capacity Utilization 79.6%
 ICU Level of Service D
 Analysis Period (min) 15

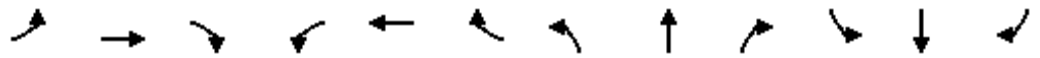
Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	↖
Traffic Volume (veh/h)	150	796	97	235	1012	227	93	135	208	178	146	221
Future Volume (veh/h)	150	796	97	235	1012	227	93	135	208	178	146	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	971	72	287	1234	204	113	165	149	217	178	169
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	1363	101	319	1489	246	141	191	172	249	507	427
Arrive On Green	0.12	0.28	0.28	0.18	0.33	0.33	0.08	0.21	0.21	0.14	0.27	0.27
Sat Flow, veh/h	1810	4928	365	1810	4464	738	1810	920	831	1810	1900	1603
Grp Volume(v), veh/h	183	681	362	287	956	482	113	0	314	217	178	169
Grp Sat Flow(s),veh/h/ln	1810	1729	1834	1810	1729	1744	1810	0	1750	1810	1900	1603
Q Serve(g_s), s	9.9	17.8	17.8	15.6	25.5	25.5	6.2	0.0	17.4	11.8	7.6	8.7
Cycle Q Clear(g_c), s	9.9	17.8	17.8	15.6	25.5	25.5	6.2	0.0	17.4	11.8	7.6	8.7
Prop In Lane	1.00		0.20	1.00		0.42	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	216	957	507	319	1153	582	141	0	363	249	507	427
V/C Ratio(X)	0.85	0.71	0.71	0.90	0.83	0.83	0.80	0.00	0.87	0.87	0.35	0.40
Avail Cap(c_a), veh/h	325	1262	669	368	1307	659	170	0	513	260	652	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	32.7	32.7	40.4	30.8	30.8	45.5	0.0	38.4	42.4	29.8	30.2
Incr Delay (d2), s/veh	8.1	1.3	2.4	20.6	4.1	7.9	16.7	0.0	10.6	24.3	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	7.3	7.9	8.3	10.3	11.0	3.4	0.0	8.5	6.9	3.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	34.0	35.1	61.0	34.9	38.7	62.1	0.0	49.1	66.7	30.2	30.7
LnGrp LOS	D	C	D	E	C	D	E	A	D	E	C	C
Approach Vol, veh/h		1226			1725			427			564	
Approach Delay, s/veh		36.9			40.3			52.5			44.4	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	25.4	22.3	34.2	12.4	31.3	16.6	40.0				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	14.4	29.4	20.4	* 37	9.4	34.4	18.0	37.9				
Max Q Clear Time (g_c+I1), s	13.8	19.4	17.6	19.8	8.2	10.7	11.9	27.5				
Green Ext Time (p_c), s	0.0	1.4	0.1	6.1	0.0	1.6	0.1	5.9				

Intersection Summary

HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

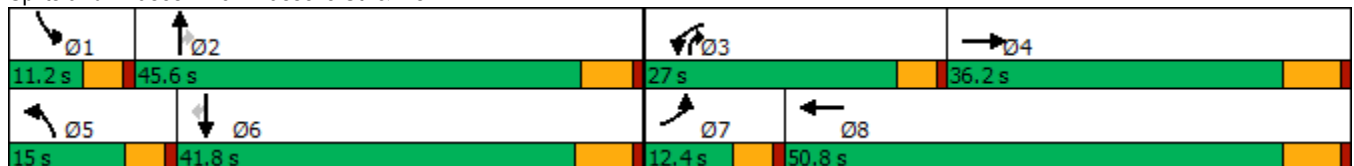


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖↗	↕↔	↖↗	↕↔	↖	↖↗	↕↔	↖
Traffic Volume (vph)	141	577	760	716	340	690	637	257	620	120
Future Volume (vph)	141	577	760	716	340	690	637	257	620	120
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.1	28.1	23.2	43.2	11.1	32.2	55.4	7.3	28.4	28.4
Actuated g/C Ratio	0.08	0.26	0.22	0.40	0.10	0.30	0.52	0.07	0.27	0.27
v/c Ratio	0.57	0.73	1.07	0.43	1.01	0.68	0.80	1.16	0.70	0.24
Control Delay	58.9	35.1	96.0	23.5	98.6	36.5	25.1	154.9	39.7	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	35.1	96.0	23.5	98.6	36.5	25.1	154.9	39.7	3.9
LOS	E	D	F	C	F	D	C	F	D	A
Approach Delay		38.3		58.1		44.8			65.1	
Approach LOS		D		E		D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 51.3
 Intersection LOS: D
 Intersection Capacity Utilization 86.5%
 ICU Level of Service E
 Analysis Period (min) 15

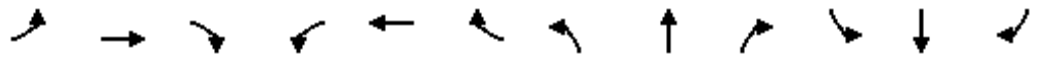
Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lassel St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	141	577	348	760	716	114	340	690	637	257	620	120
Future Volume (veh/h)	141	577	348	760	716	114	340	690	637	257	620	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	152	620	275	817	770	105	366	742	581	276	667	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	881	382	716	1789	242	342	1219	851	224	1110	486
Arrive On Green	0.07	0.25	0.23	0.20	0.39	0.37	0.10	0.34	0.33	0.06	0.31	0.31
Sat Flow, veh/h	3510	3539	1535	3510	4610	624	3510	3610	1597	3510	3610	1580
Grp Volume(v), veh/h	152	606	289	817	576	299	366	742	581	276	667	66
Grp Sat Flow(s),veh/h/ln	1755	1729	1616	1755	1729	1776	1755	1805	1597	1755	1805	1580
Q Serve(g_s), s	4.8	18.0	18.6	23.0	13.8	14.1	11.0	19.3	30.2	7.2	17.7	3.4
Cycle Q Clear(g_c), s	4.8	18.0	18.6	23.0	13.8	14.1	11.0	19.3	30.2	7.2	17.7	3.4
Prop In Lane	1.00		0.95	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	861	402	716	1342	689	342	1219	851	224	1110	486
V/C Ratio(X)	0.67	0.70	0.72	1.14	0.43	0.43	1.07	0.61	0.68	1.23	0.60	0.14
Avail Cap(c_a), veh/h	262	988	461	716	1435	737	342	1332	901	224	1210	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	38.5	39.7	44.9	25.3	25.7	50.9	31.1	19.5	52.8	33.2	28.2
Incr Delay (d2), s/veh	3.5	1.9	4.6	79.6	0.2	0.4	68.1	0.7	2.0	136.6	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.5	7.7	17.4	5.4	5.7	7.9	8.1	10.4	7.3	7.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	40.5	44.3	124.5	25.6	26.1	118.9	31.8	21.5	189.4	33.9	28.3
LnGrp LOS	E	D	D	F	C	C	F	C	C	F	C	C
Approach Vol, veh/h		1047			1692			1689			1009	
Approach Delay, s/veh		43.6			73.4			47.2			76.1	
Approach LOS		D			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	42.5	27.0	32.1	15.0	38.7	11.3	47.8				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	9.2	32.2	25.0	20.6	13.0	19.7	6.8	16.1				
Green Ext Time (p_c), s	0.0	4.0	0.0	3.6	0.0	3.8	0.0	5.5				

Intersection Summary

HCM 6th Ctrl Delay	60.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

38: Lasselle St. & Krameria Av.

05/27/2020

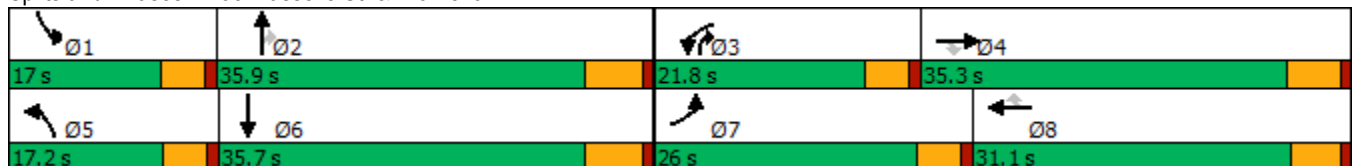


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	207	81	227	111	70	60	173	1065	56	166	1363
Future Volume (vph)	207	81	227	111	70	60	173	1065	56	166	1363
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.3	17.7	16.3	10.9	13.9	12.8	12.6	32.5	43.4	12.3	32.2
Actuated g/C Ratio	0.20	0.20	0.18	0.12	0.16	0.14	0.14	0.36	0.48	0.14	0.36
v/c Ratio	0.59	0.23	0.49	0.53	0.25	0.19	0.72	0.86	0.07	0.71	1.23
Control Delay	42.3	31.9	8.0	47.9	36.6	1.5	56.1	36.2	3.1	56.0	138.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	31.9	8.0	47.9	36.6	1.5	56.1	36.2	3.1	56.0	138.7
LOS	D	C	A	D	D	A	E	D	A	E	F
Approach Delay		25.5			33.1			37.5			130.5
Approach LOS		C			C			D			F

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 89.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 77.2
 Intersection LOS: E
 Intersection Capacity Utilization 80.4%
 ICU Level of Service D
 Analysis Period (min) 15

























Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	81	227	111	70	60	173	1065	56	166	1363	134
Future Volume (veh/h)	207	81	227	111	70	60	173	1065	56	166	1363	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	85	141	117	74	16	182	1121	35	175	1435	128
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	270	399	304	162	278	214	231	1389	739	224	1274	113
Arrive On Green	0.15	0.21	0.19	0.09	0.15	0.13	0.13	0.38	0.37	0.12	0.38	0.36
Sat Flow, veh/h	1810	1900	1576	1810	1900	1603	1810	3610	1608	1810	3347	297
Grp Volume(v), veh/h	218	85	141	117	74	16	182	1121	35	175	770	793
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1603	1810	1805	1608	1810	1805	1838
Q Serve(g_s), s	9.7	3.1	6.6	5.2	2.9	0.7	8.1	23.1	1.0	7.8	31.7	31.7
Cycle Q Clear(g_c), s	9.7	3.1	6.6	5.2	2.9	0.7	8.1	23.1	1.0	7.8	31.7	31.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	270	399	304	162	278	214	231	1389	739	224	687	700
V/C Ratio(X)	0.81	0.21	0.46	0.72	0.27	0.07	0.79	0.81	0.05	0.78	1.12	1.13
Avail Cap(c_a), veh/h	478	714	566	387	619	501	287	1389	739	283	687	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	27.2	29.8	36.9	31.6	31.6	35.2	22.8	12.4	35.4	25.8	25.9
Incr Delay (d2), s/veh	2.2	0.3	1.1	2.3	0.5	0.1	8.7	3.6	0.0	8.0	72.2	77.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	1.4	2.5	2.3	1.3	0.3	3.9	9.4	0.3	3.7	25.7	27.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	27.5	30.9	39.2	32.1	31.7	43.9	26.5	12.4	43.4	98.0	103.0
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	F	F
Approach Vol, veh/h		444			207			1338			1738	
Approach Delay, s/veh		32.9			36.1			28.5			94.8	
Approach LOS		C			D			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	36.0	11.4	21.5	14.6	35.7	16.4	16.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	9.8	25.1	7.2	8.6	10.1	33.7	11.7	4.9				
Green Ext Time (p_c), s	0.1	3.0	0.1	0.8	0.1	0.0	0.2	0.3				

Intersection Summary

HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

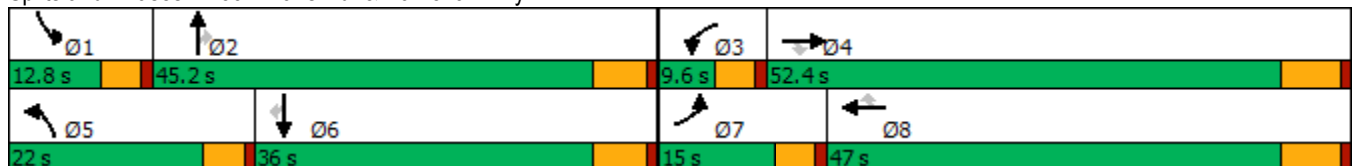
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	1676	182	61	2810	452	535	493	42	252	297	423
Future Volume (vph)	300	1676	182	61	2810	452	535	493	42	252	297	423
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	50.7	50.7	5.6	43.2	43.2	18.1	35.5	35.5	8.8	26.3	26.3
Actuated g/C Ratio	0.10	0.44	0.44	0.05	0.38	0.38	0.16	0.31	0.31	0.08	0.23	0.23
v/c Ratio	0.95	0.78	0.24	0.38	2.20	0.66	1.03	0.47	0.07	1.00	0.38	0.87
Control Delay	89.8	31.7	3.9	61.4	564.4	23.0	94.6	33.0	0.2	107.8	38.1	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.8	31.7	3.9	61.4	564.4	23.0	94.6	33.0	0.2	107.8	38.1	40.9
LOS	F	C	A	E	F	C	F	C	A	F	D	D
Approach Delay		37.4			481.5			62.5			57.4	
Approach LOS		D			F			E			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.6
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.20
 Intersection Signal Delay: 239.7
 Intersection LOS: F
 Intersection Capacity Utilization 129.1%
 ICU Level of Service H
 Analysis Period (min) 15

































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	300	1676	182	61	2810	452	535	493	42	252	297	423
Future Volume (veh/h)	300	1676	182	61	2810	452	535	493	42	252	297	423
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	319	1783	0	65	2989	345	569	524	26	268	316	278
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	343	2263		154	1380	616	562	1080	482	275	785	345
Arrive On Green	0.10	0.44	0.00	0.04	0.38	0.38	0.16	0.30	0.30	0.08	0.22	0.22
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1589
Grp Volume(v), veh/h	319	1783	0	65	2989	345	569	524	26	268	316	278
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1589
Q Serve(g_s), s	10.1	33.2	0.0	2.0	43.0	18.9	18.0	13.4	1.3	8.6	8.4	18.7
Cycle Q Clear(g_c), s	10.1	33.2	0.0	2.0	43.0	18.9	18.0	13.4	1.3	8.6	8.4	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	2263		154	1380	616	562	1080	482	275	785	345
V/C Ratio(X)	0.93	0.79		0.42	2.17	0.56	1.01	0.49	0.05	0.98	0.40	0.80
Avail Cap(c_a), veh/h	343	2263		175	1380	616	562	1323	590	275	1027	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	27.2	0.0	52.4	34.7	27.3	47.2	32.3	28.1	51.7	37.7	41.7
Incr Delay (d2), s/veh	30.5	1.9	0.0	0.7	526.7	1.2	41.1	0.3	0.0	47.2	0.3	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	12.7	0.0	0.9	118.1	6.9	10.8	5.7	0.5	5.5	3.6	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	29.2	0.0	53.0	561.5	28.4	88.4	32.6	28.1	98.9	38.1	49.5
LnGrp LOS	F	C		D	F	C	F	C	C	F	D	D
Approach Vol, veh/h		2102	A		3399			1119			862	
Approach Delay, s/veh		37.0			497.6			60.9			60.7	
Approach LOS		D			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	37.6	8.9	53.1	22.0	28.4	15.0	47.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	10.6	15.4	4.0	35.2	20.0	20.7	12.1	45.0				
Green Ext Time (p_c), s	0.0	3.3	0.0	7.5	0.0	2.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	252.6
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

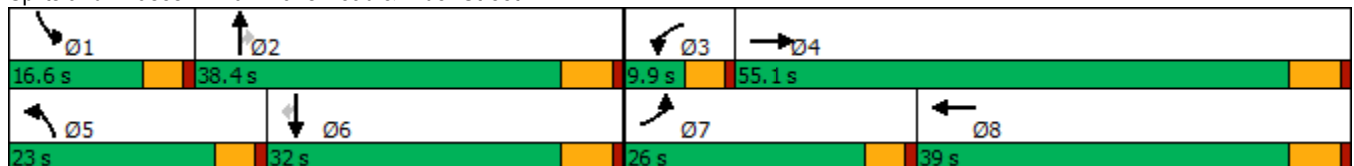


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↘	↗	↗	↘	↗	↗
Traffic Volume (vph)	226	563	40	681	235	465	104	101	247	318
Future Volume (vph)	226	563	40	681	235	465	104	101	247	318
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	26.0	55.1	9.9	39.0	23.0	38.4	38.4	16.6	32.0	32.0
Total Split (%)	21.7%	45.9%	8.3%	32.5%	19.2%	32.0%	32.0%	13.8%	26.7%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	18.4	48.7	5.3	33.4	18.3	23.6	23.6	10.2	15.4	15.4
Actuated g/C Ratio	0.17	0.46	0.05	0.31	0.17	0.22	0.22	0.10	0.14	0.14
v/c Ratio	0.82	0.45	0.51	0.89	0.86	0.66	0.25	0.67	0.54	0.71
Control Delay	65.1	21.5	72.3	46.0	70.7	42.8	3.8	67.1	46.2	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	21.5	72.3	46.0	70.7	42.8	3.8	67.1	46.2	15.4
LOS	E	C	E	D	E	D	A	E	D	B
Approach Delay		32.8		47.1		45.9			34.7	
Approach LOS		C		D		D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.5
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 40.4
 Intersection LOS: D
 Intersection Capacity Utilization 76.1%
 ICU Level of Service D
 Analysis Period (min) 15























Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	563	84	40	681	190	235	465	104	101	247	318
Future Volume (veh/h)	226	563	84	40	681	190	235	465	104	101	247	318
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	640	79	45	774	172	267	528	100	115	281	220
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	1369	169	64	876	195	299	920	410	144	610	272
Arrive On Green	0.16	0.42	0.42	0.04	0.30	0.30	0.17	0.25	0.25	0.08	0.17	0.17
Sat Flow, veh/h	1810	3235	399	1810	2935	652	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	257	357	362	45	476	470	267	528	100	115	281	220
Grp Sat Flow(s),veh/h/ln	1810	1805	1828	1810	1805	1783	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	14.0	14.3	14.3	2.5	25.3	25.3	14.5	12.8	5.0	6.3	7.1	13.2
Cycle Q Clear(g_c), s	14.0	14.3	14.3	2.5	25.3	25.3	14.5	12.8	5.0	6.3	7.1	13.2
Prop In Lane	1.00		0.22	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	764	774	64	539	532	299	920	410	144	610	272
V/C Ratio(X)	0.88	0.47	0.47	0.70	0.88	0.88	0.89	0.57	0.24	0.80	0.46	0.81
Avail Cap(c_a), veh/h	385	885	896	95	596	589	331	1170	522	216	941	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	20.8	20.8	48.0	33.6	33.6	41.1	32.7	29.8	45.5	37.6	40.2
Incr Delay (d2), s/veh	14.5	0.4	0.4	5.0	13.7	13.9	22.2	0.6	0.3	6.5	0.5	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	5.7	5.8	1.2	12.4	12.3	8.0	5.4	1.9	3.0	3.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	21.3	21.3	53.0	47.3	47.5	63.4	33.3	30.1	52.0	38.2	46.8
LnGrp LOS	E	C	C	D	D	D	E	C	C	D	D	D
Approach Vol, veh/h		976			991			895			616	
Approach Delay, s/veh		30.4			47.7			41.9			43.8	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	31.4	8.2	48.4	21.2	22.8	20.7	35.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	12.0	32.6	5.3	49.3	18.4	26.2	21.4	33.2				
Max Q Clear Time (g_c+I1), s	8.3	14.8	4.5	16.3	16.5	15.2	16.0	27.3				
Green Ext Time (p_c), s	0.0	3.3	0.0	4.4	0.1	1.8	0.2	2.7				
Intersection Summary												
HCM 6th Ctrl Delay			40.6									
HCM 6th LOS			D									

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

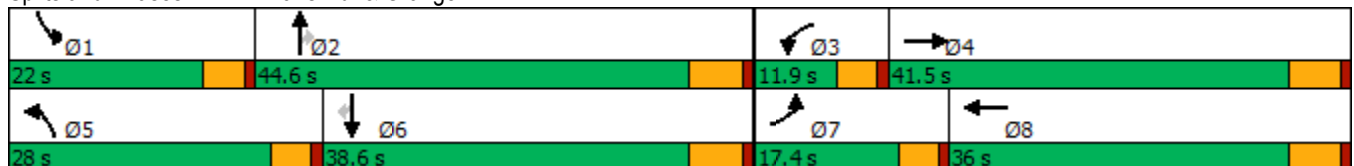


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	147	285	76	258	266	469	197	206	367	162
Future Volume (vph)	147	285	76	258	266	469	197	206	367	162
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.8	35.7	7.3	30.2	23.4	38.8	38.8	17.4	32.8	32.8
Actuated g/C Ratio	0.11	0.30	0.06	0.25	0.20	0.32	0.32	0.14	0.27	0.27
v/c Ratio	1.16	1.16	1.06	1.26	1.15	1.16	0.46	1.20	1.07	0.43
Control Delay	162.2	128.6	155.7	169.3	138.1	125.8	12.7	163.3	101.9	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	162.2	128.6	155.7	169.3	138.1	125.8	12.7	163.3	101.9	11.3
LOS	F	F	F	F	F	F	B	F	F	B
Approach Delay		137.3		167.1		105.5			99.2	
Approach LOS		F		F		F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 121.0
 Intersection LOS: F
 Intersection Capacity Utilization 83.4%
 ICU Level of Service E
 Analysis Period (min) 15























Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

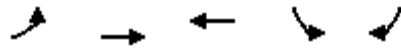
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	285	134	76	258	129	266	469	197	206	367	162
Future Volume (veh/h)	147	285	134	76	258	129	266	469	197	206	367	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	432	132	115	391	181	403	711	196	312	556	162
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	193	413	126	110	309	143	353	614	517	262	519	440
Arrive On Green	0.11	0.30	0.30	0.06	0.25	0.25	0.20	0.32	0.32	0.14	0.27	0.27
Sat Flow, veh/h	1810	1387	424	1810	1227	568	1810	1900	1598	1810	1900	1608
Grp Volume(v), veh/h	223	0	564	115	0	572	403	711	196	312	556	162
Grp Sat Flow(s),veh/h/ln	1810	0	1810	1810	0	1795	1810	1900	1598	1810	1900	1608
Q Serve(g_s), s	12.8	0.0	35.7	7.3	0.0	30.2	23.4	38.8	11.4	17.4	32.8	9.8
Cycle Q Clear(g_c), s	12.8	0.0	35.7	7.3	0.0	30.2	23.4	38.8	11.4	17.4	32.8	9.8
Prop In Lane	1.00		0.23	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	0	539	110	0	452	353	614	517	262	519	440
V/C Ratio(X)	1.16	0.00	1.05	1.04	0.00	1.27	1.14	1.16	0.38	1.19	1.07	0.37
Avail Cap(c_a), veh/h	193	0	539	110	0	452	353	614	517	262	519	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	0.0	42.2	56.4	0.0	44.9	48.3	40.6	31.3	51.3	43.6	35.2
Incr Delay (d2), s/veh	112.9	0.0	51.7	98.3	0.0	136.3	92.3	88.1	0.5	116.6	59.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	0.0	22.9	6.3	0.0	30.0	19.2	32.3	4.3	16.2	23.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	166.5	0.0	93.8	154.7	0.0	181.2	140.6	128.7	31.8	167.9	103.3	35.7
LnGrp LOS	F	A	F	F	A	F	F	F	C	F	F	D
Approach Vol, veh/h		787			687			1310			1030	
Approach Delay, s/veh		114.4			176.8			117.9			112.3	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	44.6	11.9	41.5	28.0	38.6	17.4	36.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	19.4	40.8	9.3	37.7	25.4	34.8	14.8	32.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				126.3								
HCM 6th LOS				F								

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↘	↗
Traffic Volume (vph)	495	687	885	52	590
Future Volume (vph)	495	687	885	52	590
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.5	36.5	14.6	14.6
Total Split (s)	43.0	90.0	47.0	30.0	30.0
Total Split (%)	35.8%	75.0%	39.2%	25.0%	25.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	39.0	76.6	32.9	20.6	20.6
Actuated g/C Ratio	0.36	0.71	0.30	0.19	0.19
v/c Ratio	0.91	0.22	0.78	0.18	0.94
Control Delay	55.1	6.1	37.8	39.1	33.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	6.1	37.8	39.1	33.2
LOS	E	A	D	D	C
Approach Delay		26.6	37.8	33.7	
Approach LOS		C	D	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 32.2
 Intersection LOS: C
 Intersection Capacity Utilization 69.5%
 ICU Level of Service C
 Analysis Period (min) 15

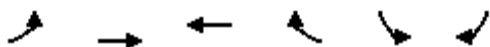
Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

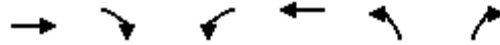


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑↑↑	↑↑↑		↖	↗	
Traffic Volume (veh/h)	495	687	885	138	52	590	
Future Volume (veh/h)	495	687	885	138	52	590	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	589	818	1054	146	62	266	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	622	3601	1387	192	342	304	
Arrive On Green	0.34	0.69	0.30	0.30	0.19	0.19	
Sat Flow, veh/h	1810	5358	4760	635	1810	1610	
Grp Volume(v), veh/h	589	818	794	406	62	266	
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1766	1810	1610	
Q Serve(g_s), s	30.1	5.4	19.8	19.8	2.7	15.3	
Cycle Q Clear(g_c), s	30.1	5.4	19.8	19.8	2.7	15.3	
Prop In Lane	1.00			0.36	1.00	1.00	
Lane Grp Cap(c), veh/h	622	3601	1045	534	342	304	
V/C Ratio(X)	0.95	0.23	0.76	0.76	0.18	0.87	
Avail Cap(c_a), veh/h	731	4554	1473	752	483	430	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	30.4	5.3	30.1	30.1	32.4	37.5	
Incr Delay (d2), s/veh	18.7	0.0	1.5	2.9	0.3	13.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	14.9	1.3	7.6	8.0	1.2	1.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	49.0	5.3	31.5	33.0	32.6	50.8	
LnGrp LOS	D	A	C	C	C	D	
Approach Vol, veh/h		1407	1200		328		
Approach Delay, s/veh		23.6	32.0		47.4		
Approach LOS		C	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				72.5	22.6	37.3	35.2
Change Period (Y+Rc), s				6.5	4.6	4.6	6.5
Max Green Setting (Gmax), s				83.5	25.4	38.4	40.5
Max Q Clear Time (g_c+11), s				7.4	17.3	32.1	21.8
Green Ext Time (p_c), s				5.6	0.7	0.6	6.9
Intersection Summary							
HCM 6th Ctrl Delay			29.7				
HCM 6th LOS			C				

Timings
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

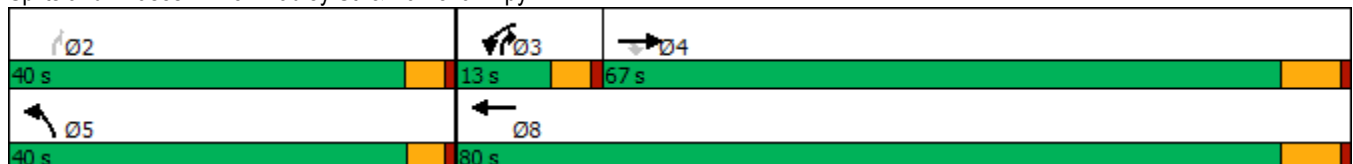


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓	
Traffic Volume (vph)	1791	41	18	2641	245	32	
Future Volume (vph)	1791	41	18	2641	245	32	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4					2
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	65.3	65.3	5.9	73.7	21.4	31.8	
Actuated g/C Ratio	0.62	0.62	0.06	0.69	0.20	0.30	
v/c Ratio	0.92	0.05	0.20	1.20	0.77	0.07	
Control Delay	28.1	6.0	54.3	112.3	54.2	23.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.1	6.0	54.3	112.3	54.2	23.4	
LOS	C	A	D	F	D	C	
Approach Delay	27.6			112.0	50.7		
Approach LOS	C			F	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.1
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 76.0
 Intersection LOS: E
 Intersection Capacity Utilization 95.7%
 ICU Level of Service F
 Analysis Period (min) 15

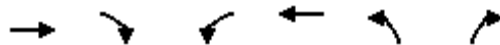
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖	↗
Traffic Volume (veh/h)	1791	41	18	2641	245	32
Future Volume (veh/h)	1791	41	18	2641	245	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2035	45	20	3001	278	19
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2346	1045	38	2584	320	319
Arrive On Green	0.65	0.65	0.02	0.72	0.18	0.18
Sat Flow, veh/h	3705	1608	1810	3705	1810	1610
Grp Volume(v), veh/h	2035	45	20	3001	278	19
Grp Sat Flow(s),veh/h/ln	1805	1608	1810	1805	1810	1610
Q Serve(g_s), s	46.4	1.0	1.1	73.5	15.3	1.0
Cycle Q Clear(g_c), s	46.4	1.0	1.1	73.5	15.3	1.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2346	1045	38	2584	320	319
V/C Ratio(X)	0.87	0.04	0.52	1.16	0.87	0.06
Avail Cap(c_a), veh/h	2346	1045	148	2584	626	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	6.5	49.7	14.6	41.1	33.4
Incr Delay (d2), s/veh	3.7	0.0	4.0	77.3	7.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.2	0.3	0.5	46.4	7.5	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.2	6.5	53.8	91.8	48.2	33.5
LnGrp LOS	B	A	D	F	D	C
Approach Vol, veh/h	2080			3021	297	
Approach Delay, s/veh	17.9			91.6	47.3	
Approach LOS	B			F	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		22.7	6.8	73.2		80.0
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		17.3	3.1	48.4		75.5
Green Ext Time (p_c), s		0.8	0.0	9.6		0.0
Intersection Summary						
HCM 6th Ctrl Delay			60.8			
HCM 6th LOS			E			

Timings
44: Bradley St. & Rider St.

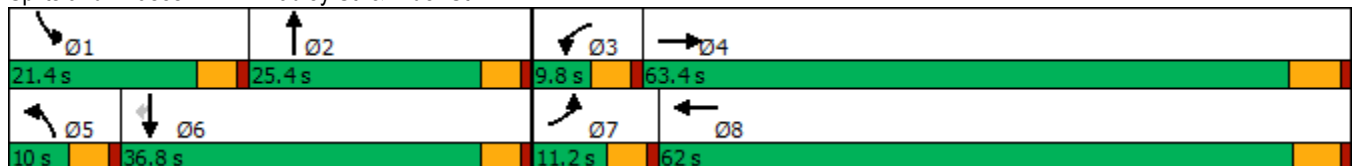


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕	↗
Traffic Volume (vph)	32	770	13	706	17	44	186	10	96
Future Volume (vph)	32	770	13	706	17	44	186	10	96
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	59.7	5.2	57.5	5.3	11.8	15.3	24.3	24.3
Actuated g/C Ratio	0.06	0.59	0.05	0.56	0.05	0.12	0.15	0.24	0.24
v/c Ratio	0.33	0.42	0.16	0.85	0.20	0.41	0.78	0.02	0.24
Control Delay	59.3	14.5	56.1	31.4	56.9	36.6	64.6	33.2	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.3	14.5	56.1	31.4	56.9	36.6	64.6	33.2	8.2
LOS	E	B	E	C	E	D	E	C	A
Approach Delay		16.2		31.8		39.9		45.0	
Approach LOS		B		C		D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101.8
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 27.8
 Intersection LOS: C
 Intersection Capacity Utilization 67.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	770	8	13	706	83	17	44	41	186	10	96
Future Volume (veh/h)	32	770	8	13	706	83	17	44	41	186	10	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	875	8	15	802	75	19	50	29	211	11	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	1927	18	31	874	82	38	125	73	246	430	361
Arrive On Green	0.03	0.53	0.53	0.02	0.51	0.51	0.02	0.11	0.11	0.14	0.23	0.23
Sat Flow, veh/h	1810	3665	34	1810	1711	160	1810	1128	654	1810	1900	1592
Grp Volume(v), veh/h	36	431	452	15	0	877	19	0	79	211	11	57
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1810	0	1871	1810	0	1782	1810	1900	1592
Q Serve(g_s), s	1.8	13.9	13.9	0.8	0.0	40.4	1.0	0.0	3.9	10.7	0.4	2.7
Cycle Q Clear(g_c), s	1.8	13.9	13.9	0.8	0.0	40.4	1.0	0.0	3.9	10.7	0.4	2.7
Prop In Lane	1.00		0.02	1.00		0.09	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	59	949	996	31	0	955	38	0	198	246	430	361
V/C Ratio(X)	0.61	0.45	0.45	0.48	0.00	0.92	0.50	0.00	0.40	0.86	0.03	0.16
Avail Cap(c_a), veh/h	128	1112	1167	101	0	1133	105	0	397	325	655	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	13.8	13.8	45.5	0.0	21.1	45.3	0.0	38.6	39.5	28.1	29.0
Incr Delay (d2), s/veh	3.8	0.3	0.3	4.2	0.0	10.6	3.8	0.0	1.3	12.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.1	5.3	0.4	0.0	18.3	0.5	0.0	1.8	5.6	0.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	14.1	14.1	49.7	0.0	31.7	49.1	0.0	39.9	52.3	28.2	29.2
LnGrp LOS	D	B	B	D	A	C	D	A	D	D	C	C
Approach Vol, veh/h		919			892			98			279	
Approach Delay, s/veh		15.5			32.0			41.7			46.7	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	15.0	6.2	54.9	6.5	25.8	7.6	53.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	12.7	5.9	2.8	15.9	3.0	4.7	3.8	42.4				
Green Ext Time (p_c), s	0.1	0.3	0.0	5.7	0.0	0.2	0.0	5.4				

Intersection Summary

HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	7.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	0	180	0	2	334	0
Future Vol, veh/h	0	180	0	2	334	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	200	0	2	371	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	200	0	102
Stage 1	-	-	-	-	100
Stage 2	-	-	-	-	2
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1384	-	901
Stage 1	-	-	-	-	929
Stage 2	-	-	-	-	1026
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1384	-	901
Mov Cap-2 Maneuver	-	-	-	-	901
Stage 1	-	-	-	-	929
Stage 2	-	-	-	-	1026

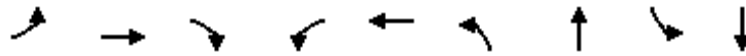
Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1384	-
HCM Lane V/C Ratio	0.412	-	-	-	-
HCM Control Delay (s)	11.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	2	-	-	0	-

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

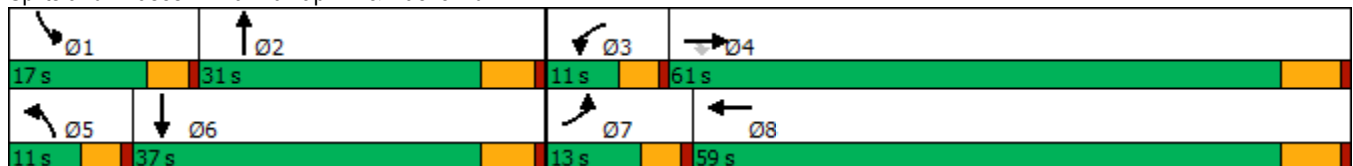


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	34	716	15	4	1322	9	21	101	22
Future Volume (vph)	34	716	15	4	1322	9	21	101	22
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	13.0	61.0	61.0	11.0	59.0	11.0	31.0	17.0	37.0
Total Split (%)	10.8%	50.8%	50.8%	9.2%	49.2%	9.2%	25.8%	14.2%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	62.1	62.1	5.4	57.6	5.6	11.9	10.3	18.4
Actuated g/C Ratio	0.07	0.69	0.69	0.06	0.64	0.06	0.13	0.11	0.20
v/c Ratio	0.27	0.56	0.01	0.04	1.28	0.08	0.11	0.50	0.27
Control Delay	51.7	15.2	0.0	50.0	154.0	50.3	34.5	52.0	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	15.2	0.0	50.0	154.0	50.3	34.5	52.0	13.0
LOS	D	B	A	D	F	D	C	D	B
Approach Delay		16.6			153.7		38.4		31.8
Approach LOS		B			F		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.1
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 100.1
 Intersection LOS: F
 Intersection Capacity Utilization 102.6%
 ICU Level of Service G
 Analysis Period (min) 15























Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

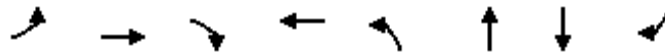
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	716	15	4	1322	174	9	21	7	101	22	87
Future Volume (veh/h)	34	716	15	4	1322	174	9	21	7	101	22	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	731	10	4	1349	160	9	21	5	103	22	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	1124	953	10	942	112	20	147	35	131	95	178
Arrive On Green	0.03	0.59	0.59	0.01	0.57	0.57	0.01	0.10	0.10	0.07	0.16	0.16
Sat Flow, veh/h	1810	1900	1610	1810	1667	198	1810	1483	353	1810	594	1107
Grp Volume(v), veh/h	35	731	10	4	0	1509	9	0	26	103	0	63
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1864	1810	0	1836	1810	0	1701
Q Serve(g_s), s	1.8	23.7	0.2	0.2	0.0	52.5	0.5	0.0	1.2	5.2	0.0	3.0
Cycle Q Clear(g_c), s	1.8	23.7	0.2	0.2	0.0	52.5	0.5	0.0	1.2	5.2	0.0	3.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.19	1.00		0.65
Lane Grp Cap(c), veh/h	58	1124	953	10	0	1053	20	0	182	131	0	273
V/C Ratio(X)	0.60	0.65	0.01	0.42	0.00	1.43	0.45	0.00	0.14	0.78	0.00	0.23
Avail Cap(c_a), veh/h	164	1124	953	125	0	1053	125	0	498	241	0	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.4	12.6	7.8	46.1	0.0	20.2	45.7	0.0	38.3	42.4	0.0	34.0
Incr Delay (d2), s/veh	3.7	1.3	0.0	10.5	0.0	200.1	5.6	0.0	0.4	3.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.2	0.1	0.1	0.0	76.1	0.2	0.0	0.5	2.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	13.9	7.8	56.5	0.0	220.3	51.3	0.0	38.6	46.2	0.0	34.4
LnGrp LOS	D	B	A	E	A	F	D	A	D	D	A	C
Approach Vol, veh/h		776			1513			35				166
Approach Delay, s/veh		15.4			219.9			41.9				41.8
Approach LOS		B			F			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	15.0	5.1	61.5	5.6	20.7	7.6	59.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	12.4	25.2	6.4	54.5	6.4	31.2	8.4	52.5				
Max Q Clear Time (g_c+I1), s	7.2	3.2	2.2	25.7	2.5	5.0	3.8	54.5				
Green Ext Time (p_c), s	0.0	0.1	0.0	4.7	0.0	0.3	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	141.8											
HCM 6th LOS	F											

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↕	↖	↕	↕	↗	
Traffic Volume (vph)	236	0	399	0	359	2421	1638	185	
Future Volume (vph)	236	0	399	0	359	2421	1638	185	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4						6
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		26.1	26.1	26.1	15.3	70.8	50.9	50.9	
Actuated g/C Ratio		0.24	0.24	0.24	0.14	0.65	0.47	0.47	
v/c Ratio		0.77	0.83	0.00	0.82	1.16	1.10	0.26	
Control Delay		53.4	33.9	0.0	60.8	100.1	82.2	10.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		53.4	33.9	0.0	60.8	100.1	82.2	10.8	
LOS		D	C	A	E	F	F	B	
Approach Delay		41.2				95.0	74.9		
Approach LOS		D				F	E		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 108.1	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 81.5	Intersection LOS: F
Intersection Capacity Utilization 103.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↗		↖	↕	↗
Traffic Volume (veh/h)	236	0	399	0	0	1	359	2421	1	0	1638	185
Future Volume (veh/h)	236	0	399	0	0	1	359	2421	1	0	1638	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	0	310	0	0	1	408	2751	1	0	1861	161
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	394	0	364	0	0	364	475	2470	1	2	1759	785
Arrive On Green	0.23	0.00	0.23	0.00	0.00	0.23	0.14	0.67	0.67	0.00	0.49	0.49
Sat Flow, veh/h	1436	0	1610	0	0	1610	3510	3703	1	1810	3610	1610
Grp Volume(v), veh/h	268	0	310	0	0	1	408	1341	1411	0	1861	161
Grp Sat Flow(s),veh/h/ln	1436	0	1610	0	0	1610	1755	1805	1900	1810	1805	1610
Q Serve(g_s), s	18.4	0.0	19.1	0.0	0.0	0.0	11.8	69.1	69.1	0.0	50.5	5.9
Cycle Q Clear(g_c), s	18.4	0.0	19.1	0.0	0.0	0.0	11.8	69.1	69.1	0.0	50.5	5.9
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	394	0	364	0	0	364	475	1204	1267	2	1759	785
V/C Ratio(X)	0.68	0.00	0.85	0.00	0.00	0.00	0.86	1.11	1.11	0.00	1.06	0.21
Avail Cap(c_a), veh/h	588	0	581	0	0	581	555	1204	1267	87	1759	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	38.4	0.0	0.0	31.1	43.8	17.3	17.3	0.0	26.6	15.1
Incr Delay (d2), s/veh	2.1	0.0	6.9	0.0	0.0	0.0	10.2	63.1	62.6	0.0	38.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	8.0	0.0	0.0	0.0	5.5	41.3	43.3	0.0	27.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	0.0	45.4	0.0	0.0	31.1	54.0	80.3	79.9	0.0	65.3	15.3
LnGrp LOS	D	A	D	A	A	C	D	F	F	A	F	B
Approach Vol, veh/h		578			1			3160			2022	
Approach Delay, s/veh		43.0			31.1			76.7			61.3	
Approach LOS		D			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	75.6		28.0	18.6	57.0		28.0				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+I1), s	0.0	71.1		21.1	13.8	52.5		2.0				
Green Ext Time (p_c), s	0.0	0.0		2.3	0.2	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	67.9
HCM 6th LOS	E

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

04/27/2021

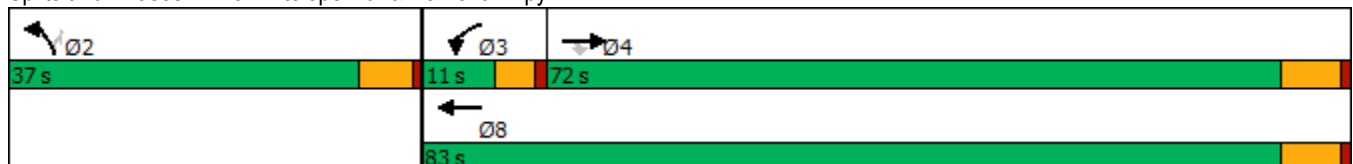


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1324	713	183	2569	212	47
Future Volume (vph)	1324	713	183	2569	212	47
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	72.0	72.0	11.0	83.0	37.0	37.0
Total Split (%)	60.0%	60.0%	9.2%	69.2%	30.8%	30.8%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	65.5	65.5	6.4	76.6	12.1	12.1
Actuated g/C Ratio	0.65	0.65	0.06	0.76	0.12	0.12
v/c Ratio	0.61	0.61	1.75	1.02	0.55	0.21
Control Delay	12.0	4.4	399.5	36.4	46.9	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	4.4	399.5	36.4	46.9	13.7
LOS	B	A	F	D	D	B
Approach Delay	9.3			60.6	40.9	
Approach LOS	A			E	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.75
 Intersection Signal Delay: 38.9
 Intersection LOS: D
 Intersection Capacity Utilization 89.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)
04/27/2021

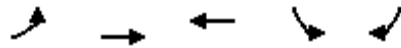


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1324	713	183	2569	212	47
Future Volume (veh/h)	1324	713	183	2569	212	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1439	775	199	2792	230	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2393	1068	117	2795	355	163
Arrive On Green	0.66	0.66	0.06	0.77	0.10	0.10
Sat Flow, veh/h	3705	1610	1810	3705	3510	1610
Grp Volume(v), veh/h	1439	775	199	2792	230	51
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1755	1610
Q Serve(g_s), s	22.1	30.9	6.4	76.1	6.2	2.9
Cycle Q Clear(g_c), s	22.1	30.9	6.4	76.1	6.2	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2393	1068	117	2795	355	163
V/C Ratio(X)	0.60	0.73	1.70	1.00	0.65	0.31
Avail Cap(c_a), veh/h	2393	1068	117	2795	1109	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	10.8	46.2	11.1	42.7	41.2
Incr Delay (d2), s/veh	1.1	4.3	347.7	16.7	2.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	9.1	14.0	20.0	2.7	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.5	15.1	393.9	27.9	44.7	42.3
LnGrp LOS	B	B	F	C	D	D
Approach Vol, veh/h	2214			2991	281	
Approach Delay, s/veh	12.1			52.2	44.3	
Approach LOS	B			D	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.8	11.0	72.0		83.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		31.2	6.4	65.5		76.5
Max Q Clear Time (g_c+I1), s		8.2	8.4	32.9		78.1
Green Ext Time (p_c), s		0.9	0.0	17.2		0.0
Intersection Summary						
HCM 6th Ctrl Delay			35.6			
HCM 6th LOS			D			

Timings

51: Nuevo Rd. & Antelope Rd.

05/28/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↑	↖	↘	↙
Traffic Volume (vph)	312	485	1289	62	93
Future Volume (vph)	312	485	1289	62	93
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	39.3	90.5	51.2	29.5	29.5
Total Split (%)	32.8%	75.4%	42.7%	24.6%	24.6%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	23.9	84.0	55.5	10.7	10.7
Actuated g/C Ratio	0.22	0.79	0.52	0.10	0.10
v/c Ratio	0.84	0.35	1.69	0.37	0.40
Control Delay	58.0	4.2	340.0	51.3	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	58.0	4.2	340.0	51.3	14.0
LOS	E	A	F	D	B
Approach Delay		25.3	340.0	28.9	
Approach LOS		C	F	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.69
 Intersection Signal Delay: 218.6
 Intersection LOS: F
 Intersection Capacity Utilization 121.0%
 ICU Level of Service H
 Analysis Period (min) 15

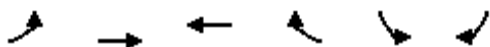
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶		↷	↷	
Traffic Volume (veh/h)	312	485	1289	222	62	93	
Future Volume (veh/h)	312	485	1289	222	62	93	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	339	527	1401	241	67	101	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	372	1502	856	147	169	151	
Arrive On Green	0.21	0.79	0.54	0.54	0.09	0.09	
Sat Flow, veh/h	1810	1900	1579	272	1810	1610	
Grp Volume(v), veh/h	339	527	0	1642	67	101	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1851	1810	1610	
Q Serve(g_s), s	19.5	8.5	0.0	57.6	3.7	6.4	
Cycle Q Clear(g_c), s	19.5	8.5	0.0	57.6	3.7	6.4	
Prop In Lane	1.00			0.15	1.00	1.00	
Lane Grp Cap(c), veh/h	372	1502	0	1003	169	151	
V/C Ratio(X)	0.91	0.35	0.00	1.64	0.40	0.67	
Avail Cap(c_a), veh/h	591	1502	0	1003	404	359	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	41.3	3.2	0.0	24.3	45.3	46.6	
Incr Delay (d2), s/veh	8.8	0.6	0.0	291.2	1.5	5.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	9.1	2.0	0.0	102.4	1.7	0.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	50.0	3.9	0.0	315.5	46.8	51.7	
LnGrp LOS	D	A	A	F	D	D	
Approach Vol, veh/h		866	1642		168		
Approach Delay, s/veh		21.9	315.5		49.7		
Approach LOS		C	F		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.5	15.7	26.4	64.1
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				84.0	23.7	34.7	44.7
Max Q Clear Time (g_c+I1), s				10.5	8.4	21.5	59.6
Green Ext Time (p_c), s				3.2	0.4	0.4	0.0
Intersection Summary							
HCM 6th Ctrl Delay			203.8				
HCM 6th LOS			F				

Timings
52: Street A & Ramona Expy



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↖	↑	↖	↗
Traffic Volume (vph)	1084	71	2667	85	21
Future Volume (vph)	1084	71	2667	85	21
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	9.6	16.5	14.6	14.6
Total Split (s)	88.8	16.2	105.0	15.0	15.0
Total Split (%)	74.0%	13.5%	87.5%	12.5%	12.5%
Yellow Time (s)	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	86.8	9.1	98.5	10.2	10.2
Actuated g/C Ratio	0.72	0.08	0.82	0.09	0.09
v/c Ratio	0.58	0.57	1.86	0.60	0.15
Control Delay	9.3	69.0	406.2	69.6	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	69.0	406.2	69.6	21.3
LOS	A	E	F	E	C
Approach Delay	9.3		397.5	59.9	
Approach LOS	A		F	E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.86	
Intersection Signal Delay: 262.7	Intersection LOS: F
Intersection Capacity Utilization 158.0%	ICU Level of Service H
Analysis Period (min) 15	

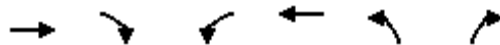
Splits and Phases: 52: Street A & Ramona Expy



HCM 6th Signalized Intersection Summary
52: Street A & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵	↵
Traffic Volume (veh/h)	1084	287	71	2667	85	21
Future Volume (veh/h)	1084	287	71	2667	85	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1178	312	77	2899	92	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2073	542	98	1568	148	132
Arrive On Green	0.73	0.73	0.05	0.83	0.08	0.08
Sat Flow, veh/h	2926	740	1810	1900	1810	1610
Grp Volume(v), veh/h	746	744	77	2899	92	23
Grp Sat Flow(s),veh/h/ln	1805	1767	1810	1900	1810	1610
Q Serve(g_s), s	22.5	23.3	5.0	98.5	5.9	1.6
Cycle Q Clear(g_c), s	22.5	23.3	5.0	98.5	5.9	1.6
Prop In Lane		0.42	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1322	1294	98	1568	148	132
V/C Ratio(X)	0.56	0.58	0.78	1.85	0.62	0.17
Avail Cap(c_a), veh/h	1322	1294	176	1568	158	140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	7.4	55.7	10.4	53.0	51.0
Incr Delay (d2), s/veh	1.7	1.9	5.0	384.6	6.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	6.9	2.3	183.6	3.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.0	9.3	60.8	395.1	59.6	51.7
LnGrp LOS	A	A	E	F	E	D
Approach Vol, veh/h	1490			2976	115	
Approach Delay, s/veh	9.2			386.4	58.0	
Approach LOS	A			F	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.4	11.1	93.9		105.0
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		10.4	11.6	82.3		98.5
Max Q Clear Time (g_c+I1), s		7.9	7.0	25.3		100.5
Green Ext Time (p_c), s		0.1	0.0	13.1		0.0
Intersection Summary						
HCM 6th Ctrl Delay			255.5			
HCM 6th LOS			F			

Intersection

Intersection Delay, s/veh 46.4

Intersection LOS E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	105	313	244	197	322
Future Vol, veh/h	168	105	313	244	197	322
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	171	107	319	249	201	329
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	16.4	64.7	42.6
HCM LOS	C	F	E

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	38%	0%	56%
Vol Thru, %	0%	62%	44%
Vol Right, %	62%	38%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	519	273	557
LT Vol	197	0	313
Through Vol	0	168	244
RT Vol	322	105	0
Lane Flow Rate	530	279	568
Geometry Grp	1	1	1
Degree of Util (X)	0.906	0.511	1.006
Departure Headway (Hd)	6.159	6.607	6.371
Convergence, Y/N	Yes	Yes	Yes
Cap	588	543	568
Service Time	4.208	4.676	4.425
HCM Lane V/C Ratio	0.901	0.514	1
HCM Control Delay	42.6	16.4	64.7
HCM Lane LOS	E	C	F
HCM 95th-tile Q	11	2.9	14.8

Intersection	
Intersection Delay, s/veh	97.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	↕
Traffic Vol, veh/h	176	6	104	17	17	21	125	456	16	9	667	241
Future Vol, veh/h	176	6	104	17	17	21	125	456	16	9	667	241
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	191	7	113	18	18	23	136	496	17	10	725	262
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	17.3	14	27	173.9
HCM LOS	C	B	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	35%	0%	97%	0%	31%	1%	0%
Vol Thru, %	65%	93%	3%	0%	31%	99%	0%
Vol Right, %	0%	7%	0%	100%	38%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	353	244	182	104	55	676	241
LT Vol	125	0	176	0	17	9	0
Through Vol	228	228	6	0	17	667	0
RT Vol	0	16	0	104	21	0	241
Lane Flow Rate	384	265	198	113	60	735	262
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.778	0.521	0.468	0.23	0.144	1.444	0.462
Departure Headway (Hd)	7.854	7.625	9.169	7.942	9.435	7.073	6.349
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	477	396	454	383	514	563
Service Time	5.554	5.325	6.869	5.642	7.435	4.853	4.129
HCM Lane V/C Ratio	0.828	0.556	0.5	0.249	0.157	1.43	0.465
HCM Control Delay	33	18.3	19.7	13	14	230.7	14.5
HCM Lane LOS	D	C	C	B	B	F	B
HCM 95th-tile Q	6.8	3	2.4	0.9	0.5	35.6	2.4

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	1	49	0	4	0	21	572	0	0	813	16
Future Vol, veh/h	20	1	49	0	4	0	21	572	0	0	813	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	1	54	0	4	0	23	629	0	0	893	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1579	1577	902	1605	1586	629	911	0	0	629	0	0
Stage 1	902	902	-	675	675	-	-	-	-	-	-	-
Stage 2	677	675	-	930	911	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	89	111	339	86	109	486	756	-	-	963	-	-
Stage 1	335	359	-	447	456	-	-	-	-	-	-	-
Stage 2	446	456	-	323	356	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	83	106	339	69	104	486	756	-	-	963	-	-
Mov Cap-2 Maneuver	83	106	-	69	104	-	-	-	-	-	-	-
Stage 1	319	359	-	426	435	-	-	-	-	-	-	-
Stage 2	421	435	-	271	356	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	40.1		41.1		0.4		0	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	756	-	-	177	104	963	-
HCM Lane V/C Ratio	0.031	-	-	0.435	0.042	-	-
HCM Control Delay (s)	9.9	0	-	40.1	41.1	0	-
HCM Lane LOS	A	A	-	E	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.1	0	-

Intersection												
Int Delay, s/veh	28.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Vol, veh/h	19	43	21	13	113	153	27	436	14	163	684	75
Future Vol, veh/h	19	43	21	13	113	153	27	436	14	163	684	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	46	22	14	120	163	29	464	15	173	728	80

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1785	1651	768	1678	1684	472	808	0	0	479	0	0
Stage 1	1114	1114	-	530	530	-	-	-	-	-	-	-
Stage 2	671	537	-	1148	1154	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	64	100	405	76	~95	596	826	-	-	1094	-	-
Stage 1	255	286	-	536	530	-	-	-	-	-	-	-
Stage 2	449	526	-	244	274	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~16	81	405	49	~77	596	826	-	-	1094	-	-
Mov Cap-2 Maneuver	53	164	-	106	159	-	-	-	-	-	-	-
Stage 1	246	241	-	517	511	-	-	-	-	-	-	-
Stage 2	241	508	-	157	231	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	86.9		147.8		0.5		1.6	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	826	-	-	123	256	1094	-	-
HCM Lane V/C Ratio	0.035	-	-	0.718	1.159	0.159	-	-
HCM Control Delay (s)	9.5	-	-	86.9	147.8	8.9	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4	13.4	0.6	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	137	9	40	212	63	34	406	135	87	588	40
Future Vol, veh/h	26	137	9	40	212	63	34	406	135	87	588	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	30	157	10	46	244	72	39	467	155	100	676	46

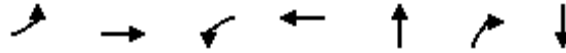
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1680	1599	699	1606	1545	545	722	0	0	622	0	0
Stage 1	899	899	-	623	623	-	-	-	-	-	-	-
Stage 2	781	700	-	983	922	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	76	~ 107	443	86	~ 116	542	889	-	-	969	-	-
Stage 1	336	360	-	477	481	-	-	-	-	-	-	-
Stage 2	391	444	-	302	352	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 82	443	-	~ 89	542	889	-	-	969	-	-
Mov Cap-2 Maneuver	-	~ 82	-	-	~ 89	-	-	-	-	-	-	-
Stage 1	313	297	-	444	448	-	-	-	-	-	-	-
Stage 2	144	413	-	114	291	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s					0.5		1.1	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	889	-	-	-	-	969	-	-
HCM Lane V/C Ratio	0.044	-	-	-	-	0.103	-	-
HCM Control Delay (s)	9.2	0	-	-	-	9.1	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Menifee Rd. & SR-74

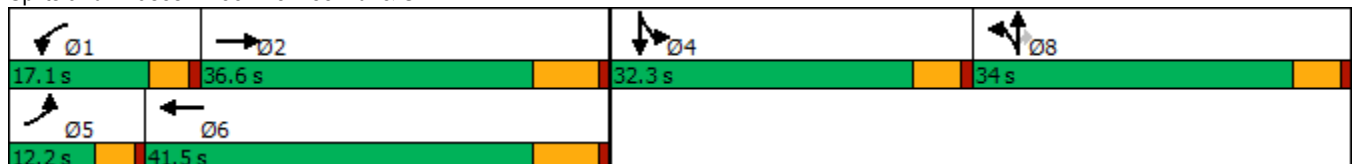


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	107	848	306	977	397	249	610
Future Volume (vph)	107	848	306	977	397	249	610
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	12.2	36.6	17.1	41.5	34.0	34.0	32.3
Total Split (%)	10.2%	30.5%	14.3%	34.6%	28.3%	28.3%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	7.6	29.6	12.5	34.5	28.7	28.7	27.0
Actuated g/C Ratio	0.06	0.25	0.10	0.29	0.24	0.24	0.22
v/c Ratio	1.04	1.25	1.81	1.16	1.77	0.54	1.95
Control Delay	150.8	161.1	415.4	119.9	383.1	19.7	462.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	150.8	161.1	415.4	119.9	383.1	19.7	462.3
LOS	F	F	F	F	F	B	F
Approach Delay		160.1		185.5	288.2		462.3
Approach LOS		F		F	F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.95
 Intersection Signal Delay: 251.5
 Intersection LOS: F
 Intersection Capacity Utilization 141.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕	↗		↕	↗
Traffic Volume (veh/h)	107	848	147	306	977	94	309	397	249	45	610	86
Future Volume (veh/h)	107	848	147	306	977	94	309	397	249	45	610	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	942	141	340	1086	86	343	441	168	50	678	94
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	777	116	188	974	77	195	250	385	25	344	48
Arrive On Green	0.06	0.25	0.25	0.10	0.29	0.29	0.24	0.24	0.24	0.23	0.23	0.23
Sat Flow, veh/h	1810	3149	471	1810	3389	268	813	1046	1610	113	1531	212
Grp Volume(v), veh/h	119	540	543	340	578	594	784	0	168	822	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1815	1810	1805	1852	1859	0	1610	1856	0	0
Q Serve(g_s), s	7.6	29.6	29.6	12.5	34.5	34.5	28.7	0.0	10.6	27.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	29.6	29.6	12.5	34.5	34.5	28.7	0.0	10.6	27.0	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.14	0.44		1.00	0.06		0.11
Lane Grp Cap(c), veh/h	115	445	448	188	519	532	445	0	385	418	0	0
V/C Ratio(X)	1.04	1.21	1.21	1.80	1.11	1.12	1.76	0.00	0.44	1.97	0.00	0.00
Avail Cap(c_a), veh/h	115	445	448	188	519	532	445	0	385	418	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.2	45.2	45.2	53.8	42.8	42.8	45.7	0.0	38.8	46.5	0.0	0.0
Incr Delay (d2), s/veh	94.7	114.8	115.0	382.0	74.7	74.7	352.5	0.0	0.8	444.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	26.9	27.1	25.5	25.3	25.9	56.0	0.0	4.1	63.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	150.9	160.0	160.2	435.7	117.4	117.4	398.1	0.0	39.6	490.8	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	F	A	D	F	A	A
Approach Vol, veh/h		1202			1512			952				822
Approach Delay, s/veh		159.2			189.0			334.8				490.8
Approach LOS		F			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	36.6		32.3	12.2	41.5		34.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	12.5	29.6		27.0	7.6	34.5		28.7				
Max Q Clear Time (g_c+I1), s	14.5	31.6		29.0	9.6	36.5		30.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

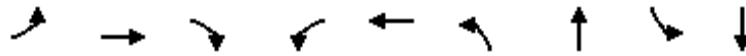
Intersection Summary

HCM 6th Ctrl Delay	267.2
HCM 6th LOS	F

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

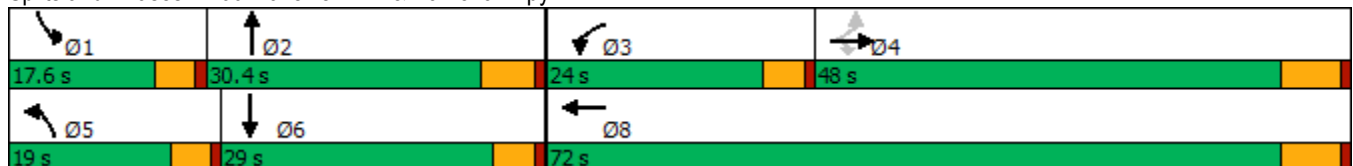


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	23	910	194	451	2362	299	24	81	178
Future Volume (vph)	23	910	194	451	2362	299	24	81	178
Turn Type	Perm	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases		4		3	8	5	2	1	6
Permitted Phases	4		4						
Detector Phase	4	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	29.5	29.5	29.5	9.6	16.5	9.6	22.8	9.6	26.7
Total Split (s)	48.0	48.0	48.0	24.0	72.0	19.0	30.4	17.6	29.0
Total Split (%)	40.0%	40.0%	40.0%	20.0%	60.0%	15.8%	25.3%	14.7%	24.2%
Yellow Time (s)	5.5	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	4.6	6.5	4.6	5.8	4.6	4.7
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	41.5	41.5	41.5	19.4	65.5	14.4	27.7	9.9	24.3
Actuated g/C Ratio	0.35	0.35	0.35	0.16	0.55	0.12	0.23	0.08	0.20
v/c Ratio	0.40	1.54	0.34	1.72	2.55	1.54	0.48	0.59	1.04
Control Delay	52.6	280.3	15.7	370.4	717.9	299.5	10.1	68.8	105.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	280.3	15.7	370.4	717.9	299.5	10.1	68.8	105.5
LOS	D	F	B	F	F	F	B	E	F
Approach Delay		230.1			662.4		168.1		98.5
Approach LOS		F			F		F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.55
 Intersection Signal Delay: 460.4
 Intersection LOS: F
 Intersection Capacity Utilization 188.2%
 ICU Level of Service H
 Analysis Period (min) 15























Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	910	194	451	2362	12	299	24	225	81	178	168
Future Volume (veh/h)	23	910	194	451	2362	12	299	24	225	81	178	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	1011	155	501	2624	13	332	26	167	88	193	183
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.92	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	651	552	290	1022	5	215	57	367	111	180	171
Arrive On Green	0.34	0.34	0.34	0.16	0.54	0.54	0.12	0.26	0.26	0.06	0.20	0.20
Sat Flow, veh/h	116	1900	1610	1810	1889	9	1810	221	1422	1810	897	850
Grp Volume(v), veh/h	25	1011	155	501	0	2637	332	0	193	88	0	376
Grp Sat Flow(s),veh/h/ln	116	1900	1610	1810	0	1898	1810	0	1644	1810	0	1747
Q Serve(g_s), s	0.0	41.5	8.5	19.4	0.0	65.5	14.4	0.0	12.0	5.8	0.0	24.3
Cycle Q Clear(g_c), s	41.5	41.5	8.5	19.4	0.0	65.5	14.4	0.0	12.0	5.8	0.0	24.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.87	1.00		0.49
Lane Grp Cap(c), veh/h	59	651	552	290	0	1027	215	0	424	111	0	351
V/C Ratio(X)	0.42	1.55	0.28	1.73	0.00	2.57	1.54	0.00	0.45	0.79	0.00	1.07
Avail Cap(c_a), veh/h	59	651	552	290	0	1027	215	0	424	194	0	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.5	39.8	28.9	50.8	0.0	27.8	53.3	0.0	37.8	56.1	0.0	48.4
Incr Delay (d2), s/veh	4.7	256.3	0.3	341.9	0.0	708.6	266.2	0.0	0.8	4.7	0.0	68.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	64.3	3.1	35.9	0.0	227.7	22.3	0.0	4.8	2.8	0.0	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	296.1	29.2	392.7	0.0	736.4	319.5	0.0	38.5	60.8	0.0	117.1
LnGrp LOS	E	F	C	F	A	F	F	A	D	E	A	F
Approach Vol, veh/h		1191			3138			525			464	
Approach Delay, s/veh		256.5			681.5			216.2			106.4	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	37.1	24.0	48.0	19.0	30.1		72.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8		6.5				
Max Green Setting (Gmax), s	13.0	24.6	19.4	41.5	14.4	* 24		65.5				
Max Q Clear Time (g_c+I1), s	7.8	14.0	21.4	43.5	16.4	26.3		67.5				
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	490.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	42.4
Intersection LOS	E

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	433	101	170	23	13	412
Future Vol, veh/h	433	101	170	23	13	412
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	492	115	193	26	15	468
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	66.1	13.7	25.7
HCM LOS	F	B	D

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	81%	0%	3%
Vol Thru, %	19%	88%	0%
Vol Right, %	0%	12%	97%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	534	193	425
LT Vol	433	0	13
Through Vol	101	170	0
RT Vol	0	23	412
Lane Flow Rate	607	219	483
Geometry Grp	1	1	1
Degree of Util (X)	1.019	0.394	0.772
Departure Headway (Hd)	6.046	6.475	5.753
Convergence, Y/N	Yes	Yes	Yes
Cap	607	555	628
Service Time	4.046	4.533	3.797
HCM Lane V/C Ratio	1	0.395	0.769
HCM Control Delay	66.1	13.7	25.7
HCM Lane LOS	F	B	D
HCM 95th-tile Q	15.8	1.9	7.2

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	157	13	0	208	9	0
Future Vol, veh/h	157	13	0	208	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	174	14	0	231	10	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	188	0	412 181
Stage 1	-	-	-	-	181 -
Stage 2	-	-	-	-	231 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1398	-	600 867
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	812 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1398	-	600 867
Mov Cap-2 Maneuver	-	-	-	-	600 -
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	812 -

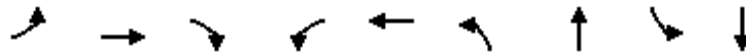
Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	600	-	-	1398	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Control Delay (s)	11.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

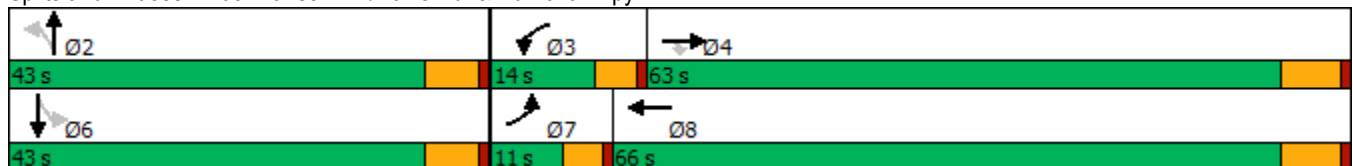


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗		↕		↕
Traffic Volume (vph)	2	1166	46	44	2656	161	2	1	1
Future Volume (vph)	2	1166	46	44	2656	161	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	11.0	63.0	63.0	14.0	66.0	43.0	43.0	43.0	43.0
Total Split (%)	9.2%	52.5%	52.5%	11.7%	55.0%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	54.9	54.9	7.0	60.5		23.6		23.6
Actuated g/C Ratio	0.05	0.56	0.56	0.07	0.62		0.24		0.24
v/c Ratio	0.02	0.62	0.05	0.37	1.28		0.80		0.02
Control Delay	51.5	19.2	2.5	54.9	152.8		47.7		18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	51.5	19.2	2.5	54.9	152.8		47.7		18.6
LOS	D	B	A	D	F		D		B
Approach Delay		18.6			151.3		47.7		18.6
Approach LOS		B			F		D		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.1
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 105.8
 Intersection LOS: F
 Intersection Capacity Utilization 106.5%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘		↕			↕	
Traffic Volume (veh/h)	2	1166	46	44	2656	1	161	2	116	1	1	6
Future Volume (veh/h)	2	1166	46	44	2656	1	161	2	116	1	1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	1254	46	47	2856	1	173	2	83	1	1	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	2115	943	67	2298	1	263	3	96	77	82	230
Arrive On Green	0.00	0.59	0.59	0.04	0.62	0.62	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	3610	1610	1810	3703	1	1000	13	481	165	408	1146
Grp Volume(v), veh/h	2	1254	46	47	1392	1465	258	0	0	6	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1900	1494	0	0	1719	0	0
Q Serve(g_s), s	0.1	21.1	1.2	2.5	59.5	59.5	15.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	21.1	1.2	2.5	59.5	59.5	16.0	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.67		0.32	0.17		0.67
Lane Grp Cap(c), veh/h	5	2115	943	67	1120	1179	362	0	0	389	0	0
V/C Ratio(X)	0.41	0.59	0.05	0.70	1.24	1.24	0.71	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	121	2127	949	177	1120	1179	641	0	0	687	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.7	12.6	8.5	45.6	18.2	18.2	37.0	0.0	0.0	30.8	0.0	0.0
Incr Delay (d2), s/veh	19.0	0.4	0.0	4.8	116.9	116.6	2.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.9	0.3	1.1	54.4	57.1	5.8	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	13.0	8.5	50.4	135.1	134.8	39.6	0.0	0.0	30.8	0.0	0.0
LnGrp LOS	E	B	A	D	F	F	D	A	A	C	A	A
Approach Vol, veh/h		1302			2904			258				6
Approach Delay, s/veh		13.0			133.6			39.6				30.8
Approach LOS		B			F			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.0	8.2	62.7		25.0	4.9	66.0				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		37.2	9.4	56.5		37.2	6.4	59.5				
Max Q Clear Time (g_c+I1), s		18.0	4.5	23.1		2.3	2.1	61.5				
Green Ext Time (p_c), s		1.3	0.0	9.9		0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	92.9
HCM 6th LOS	F

Intersection	
Intersection Delay, s/veh	18.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	70	1	149	68	151	4	62	134	164	73	6
Future Vol, veh/h	9	70	1	149	68	151	4	62	134	164	73	6
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	90	1	191	87	194	5	79	172	210	94	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	24.2	13.3	16.7
HCM LOS	B	C	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	11%	40%	67%
Vol Thru, %	31%	88%	18%	30%
Vol Right, %	67%	1%	41%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	80	368	243
LT Vol	4	9	149	164
Through Vol	62	70	68	73
RT Vol	134	1	151	6
Lane Flow Rate	256	103	472	312
Geometry Grp	1	1	1	1
Degree of Util (X)	0.423	0.191	0.754	0.546
Departure Headway (Hd)	5.942	6.702	5.754	6.306
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	603	533	632	570
Service Time	4.001	4.769	3.754	4.361
HCM Lane V/C Ratio	0.425	0.193	0.747	0.547
HCM Control Delay	13.3	11.4	24.2	16.7
HCM Lane LOS	B	B	C	C
HCM 95th-tile Q	2.1	0.7	6.8	3.3

Intersection						
Int Delay, s/veh	16.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	364	1906	1601	85	20	115
Future Vol, veh/h	364	1906	1601	85	20	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	379	1985	1668	89	21	120

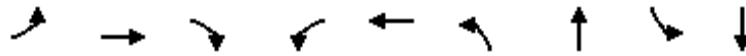
Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1757	0	0 4456 1713
Stage 1	-	-	- 1713 -
Stage 2	-	-	- 2743 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	~ 361	-	- ~ 2 ~ 113
Stage 1	-	-	- 162 -
Stage 2	-	-	- 48 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 361	-	- 0 ~ 113
Mov Cap-2 Maneuver	-	-	- 0 -
Stage 1	-	-	- 0 -
Stage 2	-	-	- 48 -

Approach	EB	WB	SB
HCM Control Delay, s	15.4	0	236.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 361	-	-	-	113
HCM Lane V/C Ratio	1.05	-	-	-	1.244
HCM Control Delay (s)	95.9	-	-	-	236.3
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	13.1	-	-	-	9.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
66: Warren Rd & Ramona Expy

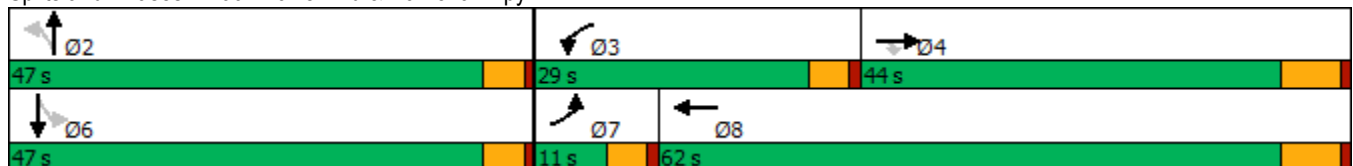


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗		↕
Traffic Volume (vph)	5	1310	613	183	1244	441	2	1	1
Future Volume (vph)	5	1310	613	183	1244	441	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	11.0	44.0	44.0	29.0	62.0	47.0	47.0	47.0	47.0
Total Split (%)	9.2%	36.7%	36.7%	24.2%	51.7%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.2	38.1	38.1	15.6	56.5	37.2	37.2		37.2
Actuated g/C Ratio	0.05	0.36	0.36	0.15	0.53	0.35	0.35		0.35
v/c Ratio	0.06	1.05	0.70	0.72	0.67	0.91	0.42		0.00
Control Delay	54.8	74.4	11.8	60.0	22.0	57.3	4.7		24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	54.8	74.4	11.8	60.0	22.0	57.3	4.7		24.0
LOS	D	E	B	E	C	E	A		C
Approach Delay		54.5			26.9		35.4		24.0
Approach LOS		D			C		D		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 106.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 41.4	Intersection LOS: D
Intersection Capacity Utilization 90.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑	↖	↗	↑↑		↗	↖			↕	
Traffic Volume (veh/h)	5	1310	613	183	1244	2	441	2	312	1	1	0
Future Volume (veh/h)	5	1310	613	183	1244	2	441	2	312	1	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	1351	569	189	1282	2	455	2	198	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	1330	593	223	1793	3	553	6	566	247	231	0
Arrive On Green	0.01	0.37	0.37	0.12	0.48	0.48	0.35	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3698	6	1439	16	1597	546	651	0
Grp Volume(v), veh/h	5	1351	569	189	626	658	455	0	200	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1899	1439	0	1613	1198	0	0
Q Serve(g_s), s	0.3	37.5	35.1	10.4	27.8	27.8	23.9	0.0	9.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	37.5	35.1	10.4	27.8	27.8	33.2	0.0	9.3	9.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.50		0.00
Lane Grp Cap(c), veh/h	12	1330	593	223	875	921	553	0	572	478	0	0
V/C Ratio(X)	0.43	1.02	0.96	0.85	0.71	0.71	0.82	0.00	0.35	0.00	0.00	0.00
Avail Cap(c_a), veh/h	114	1330	593	434	984	1035	642	0	672	569	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.4	32.2	31.4	43.7	20.7	20.7	32.7	0.0	24.2	21.5	0.0	0.0
Incr Delay (d2), s/veh	8.9	28.8	27.1	3.5	2.2	2.1	6.5	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	19.9	16.7	4.6	10.6	11.2	10.8	0.0	3.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	60.9	58.5	47.2	22.9	22.7	39.1	0.0	24.4	21.5	0.0	0.0
LnGrp LOS	E	F	E	D	C	C	D	A	C	C	A	A
Approach Vol, veh/h		1925			1473			655				2
Approach Delay, s/veh		60.2			25.9			34.6				21.5
Approach LOS		E			C			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.7	17.1	44.0		40.7	5.3	55.9				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		42.4	24.4	37.5		42.4	6.4	55.5				
Max Q Clear Time (g_c+I1), s		35.2	12.4	39.5		11.3	2.3	29.8				
Green Ext Time (p_c), s		0.9	0.2	0.0		0.0	0.0	8.3				
Intersection Summary												
HCM 6th Ctrl Delay			43.6									
HCM 6th LOS			D									

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

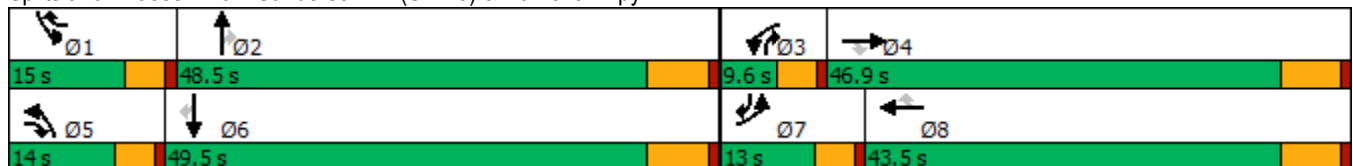
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	826	547	123	59	720	831	201	1189	79	698	622	469
Future Volume (vph)	826	547	123	59	720	831	201	1189	79	698	622	469
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	13.0	46.9	14.0	9.6	43.5	15.0	14.0	48.5	9.6	15.0	49.5	13.0
Total Split (%)	10.8%	39.1%	11.7%	8.0%	36.3%	12.5%	11.7%	40.4%	8.0%	12.5%	41.3%	10.8%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	33.6	49.2	5.0	28.0	45.0	9.0	40.4	52.0	10.5	41.9	56.9
Actuated g/C Ratio	0.08	0.31	0.45	0.05	0.26	0.41	0.08	0.37	0.47	0.10	0.38	0.52
v/c Ratio	3.09	0.50	0.16	0.38	0.79	1.19	0.70	0.90	0.10	2.11	0.46	0.54
Control Delay	970.2	33.6	4.7	60.5	44.9	127.2	64.3	43.9	5.1	537.0	27.4	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	970.2	33.6	4.7	60.5	44.9	127.2	64.3	43.9	5.1	537.0	27.4	18.4
LOS	F	C	A	E	D	F	E	D	A	F	C	B
Approach Delay		548.2			88.0			44.6			223.9	
Approach LOS		F			F			D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.7
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.09
 Intersection Signal Delay: 224.3
 Intersection LOS: F
 Intersection Capacity Utilization 121.0%
 ICU Level of Service H
 Analysis Period (min) 15

























Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

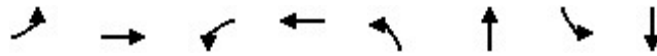
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	826	547	123	59	720	831	201	1189	79	698	622	469
Future Volume (veh/h)	826	547	123	59	720	831	201	1189	79	698	622	469
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	834	553	93	60	727	714	203	1201	52	705	628	397
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	1239	671	127	1116	638	259	1257	619	305	1305	695
Arrive On Green	0.07	0.34	0.34	0.04	0.31	0.31	0.07	0.35	0.35	0.09	0.36	0.36
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	834	553	93	60	727	714	203	1201	52	705	628	397
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	8.4	14.2	4.3	2.0	20.8	37.0	6.8	38.9	2.5	10.4	16.1	22.3
Cycle Q Clear(g_c), s	8.4	14.2	4.3	2.0	20.8	37.0	6.8	38.9	2.5	10.4	16.1	22.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	1239	671	127	1116	638	259	1257	619	305	1305	695
V/C Ratio(X)	3.38	0.45	0.14	0.47	0.65	1.12	0.78	0.96	0.08	2.31	0.48	0.57
Avail Cap(c_a), veh/h	246	1239	671	147	1116	638	276	1267	623	305	1305	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	30.5	21.6	56.6	35.8	36.1	54.5	38.1	23.4	54.6	29.5	25.7
Incr Delay (d2), s/veh	1083.4	0.3	0.1	1.0	1.4	73.2	11.7	15.8	0.1	600.1	0.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.6	5.9	1.5	0.9	8.8	29.9	3.3	18.6	0.9	29.8	6.6	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1139.0	30.7	21.7	57.6	37.1	109.4	66.2	53.9	23.5	654.8	29.8	26.8
LnGrp LOS	F	C	C	E	D	F	E	D	C	F	C	C
Approach Vol, veh/h		1480			1501			1456			1730	
Approach Delay, s/veh		654.7			72.3			54.5			283.8	
Approach LOS		F			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	48.2	8.9	47.6	13.4	49.8	13.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	10.4	42.0	5.0	40.4	9.4	43.0	8.4	37.0				
Max Q Clear Time (g_c+I1), s	12.4	40.9	4.0	16.2	8.8	24.3	10.4	39.0				
Green Ext Time (p_c), s	0.0	0.8	0.0	3.5	0.0	4.9	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				267.2								
HCM 6th LOS				F								

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	18	73	70	130	126	261	12	147
Future Volume (vph)	18	73	70	130	126	261	12	147
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	9.6	32.8	9.6	32.8	9.6	33.0	9.6	33.0
Total Split (%)	11.3%	38.6%	11.3%	38.6%	11.3%	38.8%	11.3%	38.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.1	12.9	5.1	18.8	5.1	35.8	5.1	27.6
Actuated g/C Ratio	0.07	0.19	0.07	0.27	0.07	0.52	0.07	0.40
v/c Ratio	0.15	0.24	0.55	0.14	0.99	0.25	0.09	0.13
Control Delay	36.4	12.7	51.9	18.7	116.1	7.7	35.6	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.4	12.7	51.9	18.7	116.1	7.7	35.6	13.3
LOS	D	B	D	B	F	A	D	B
Approach Delay		15.2		30.0		31.4		14.7
Approach LOS		B		C		C		B

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 69.5

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 25.9

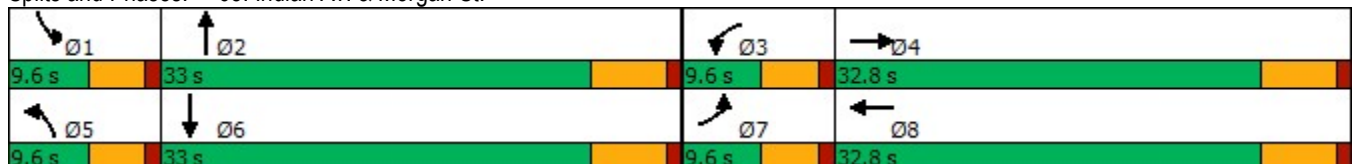
Intersection LOS: C

Intersection Capacity Utilization 59.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	18	73	87	70	130	5	126	261	189	12	147	30
Future Volume (veh/h)	18	73	87	70	130	5	126	261	189	12	147	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	75	53	72	134	2	130	269	192	12	152	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	40	289	187	101	622	9	138	970	670	27	1286	207
Arrive On Green	0.02	0.14	0.14	0.06	0.17	0.17	0.08	0.48	0.48	0.01	0.41	0.41
Sat Flow, veh/h	1810	2100	1360	1810	3641	54	1810	2042	1410	1810	3106	501
Grp Volume(v), veh/h	19	64	64	72	66	70	130	237	224	12	87	90
Grp Sat Flow(s),veh/h/ln	1810	1805	1655	1810	1805	1890	1810	1805	1646	1810	1805	1802
Q Serve(g_s), s	0.7	2.1	2.3	2.6	2.1	2.1	4.7	5.2	5.4	0.4	1.9	2.0
Cycle Q Clear(g_c), s	0.7	2.1	2.3	2.6	2.1	2.1	4.7	5.2	5.4	0.4	1.9	2.0
Prop In Lane	1.00		0.82	1.00		0.03	1.00		0.86	1.00		0.28
Lane Grp Cap(c), veh/h	40	248	228	101	308	323	138	858	782	27	747	746
V/C Ratio(X)	0.47	0.26	0.28	0.71	0.21	0.22	0.94	0.28	0.29	0.44	0.12	0.12
Avail Cap(c_a), veh/h	138	742	680	138	742	777	138	858	782	138	747	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	25.3	25.4	30.5	23.4	23.4	30.2	10.4	10.5	32.1	11.8	11.9
Incr Delay (d2), s/veh	3.1	0.5	0.7	5.3	0.3	0.3	59.0	0.2	0.2	4.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.9	1.2	0.8	0.9	4.1	1.7	1.6	0.2	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	25.9	26.1	35.8	23.8	23.8	89.2	10.6	10.7	36.3	12.2	12.2
LnGrp LOS	C	C	C	D	C	C	F	B	B	D	B	B
Approach Vol, veh/h		147			208			591			189	
Approach Delay, s/veh		27.1			27.9			27.9			13.7	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	37.0	8.3	14.8	9.6	33.0	6.1	17.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	2.4	7.4	4.6	4.3	6.7	4.0	2.7	4.1				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.6	0.0	0.8	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑	↘	↑↑	↗
Traffic Volume (vph)	15	77	38	70	75	144	9	353	35	201	7
Future Volume (vph)	15	77	38	70	75	144	9	353	35	201	7
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	5.6	13.2	13.2	5.6	19.7	19.7	5.6	21.0	5.6	22.8	22.8
Actuated g/C Ratio	0.11	0.26	0.26	0.11	0.39	0.39	0.11	0.42	0.11	0.45	0.45
v/c Ratio	0.09	0.10	0.08	0.41	0.06	0.23	0.05	0.31	0.21	0.14	0.01
Control Delay	30.3	17.7	0.3	36.7	13.5	4.5	30.2	16.4	31.1	14.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	17.7	0.3	36.7	13.5	4.5	30.2	16.4	31.1	14.4	0.0
LOS	C	B	A	D	B	A	C	B	C	B	A
Approach Delay		14.0			14.6			16.7		16.4	
Approach LOS		B			B			B		B	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 50.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 15.7

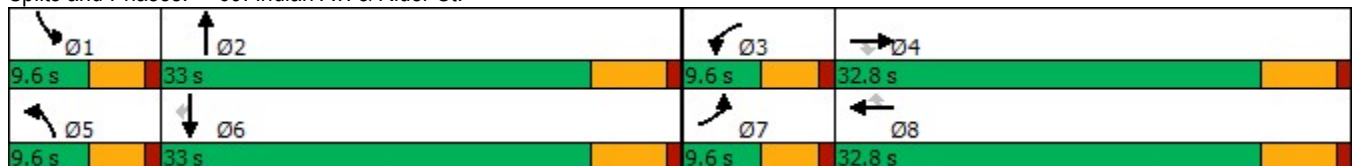
Intersection LOS: B

Intersection Capacity Utilization 39.1%

ICU Level of Service A

Analysis Period (min) 15

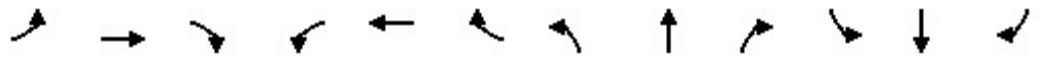
Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗		↖	↗	↘
Traffic Volume (veh/h)	15	77	38	70	75	144	9	353	36	35	201	7
Future Volume (veh/h)	15	77	38	70	75	144	9	353	36	35	201	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	90	36	81	87	124	10	410	15	41	234	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	39	647	289	130	828	369	24	812	30	81	940	419
Arrive On Green	0.02	0.18	0.18	0.07	0.23	0.23	0.01	0.23	0.23	0.04	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3552	130	1810	3610	1610
Grp Volume(v), veh/h	17	90	36	81	87	124	10	208	217	41	234	5
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1877	1810	1805	1610
Q Serve(g_s), s	0.4	0.9	0.8	1.9	0.8	2.8	0.2	4.4	4.4	1.0	2.2	0.1
Cycle Q Clear(g_c), s	0.4	0.9	0.8	1.9	0.8	2.8	0.2	4.4	4.4	1.0	2.2	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	39	647	289	130	828	369	24	413	429	81	940	419
V/C Ratio(X)	0.44	0.14	0.12	0.63	0.11	0.34	0.42	0.50	0.51	0.51	0.25	0.01
Avail Cap(c_a), veh/h	207	2229	994	207	2229	994	207	1123	1167	207	2246	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	15.1	15.1	19.7	13.3	14.1	21.4	14.7	14.7	20.4	12.8	12.0
Incr Delay (d2), s/veh	2.9	0.1	0.2	1.8	0.1	0.5	4.4	1.0	0.9	1.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.3	0.7	0.3	0.8	0.1	1.5	1.5	0.4	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	15.2	15.3	21.6	13.4	14.6	25.8	15.7	15.6	22.2	12.9	12.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		143			292			435			280	
Approach Delay, s/veh		16.3			16.2			15.9			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	15.8	7.7	13.6	5.2	17.2	5.5	15.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	3.0	6.4	3.9	2.9	2.2	4.2	2.4	4.8				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.5	0.0	1.3	0.0	0.8				

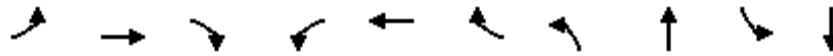
Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Timings
1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

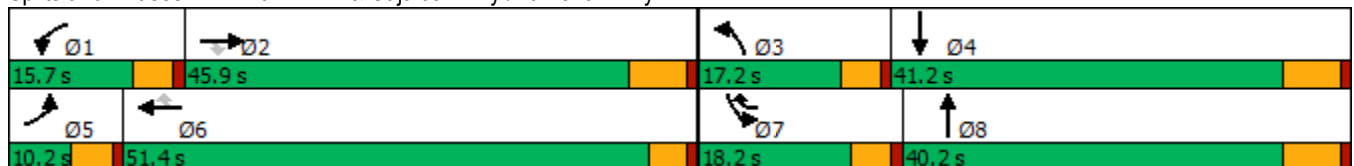


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙↘	↕	↘	↙↘	↕↘	↙↘	↕↘
Traffic Volume (vph)	52	1323	245	266	1039	210	278	177	514	283
Future Volume (vph)	52	1323	245	266	1039	210	278	177	514	283
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	45.9	45.9	15.7	51.4	18.2	17.2	40.2	18.2	41.2
Total Split (%)	8.5%	38.3%	38.3%	13.1%	42.8%	15.2%	14.3%	33.5%	15.2%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.5	39.7	39.7	11.0	48.8	62.3	12.2	34.0	13.6	35.4
Actuated g/C Ratio	0.05	0.33	0.33	0.09	0.41	0.52	0.10	0.28	0.11	0.30
v/c Ratio	0.66	1.14	0.39	0.86	0.73	0.23	0.81	0.41	1.34	0.36
Control Delay	91.2	111.3	11.8	78.4	34.1	2.4	70.8	25.5	209.0	31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.2	111.3	11.8	78.4	34.1	2.4	70.8	25.5	209.0	31.7
LOS	F	F	B	E	C	A	E	C	F	C
Approach Delay		95.6			37.5			43.9		135.4
Approach LOS		F			D			D		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 76.8
 Intersection LOS: E
 Intersection Capacity Utilization 99.3%
 ICU Level of Service F
 Analysis Period (min) 15

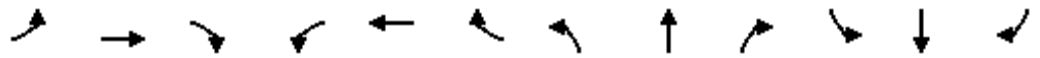
Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1323	245	266	1039	210	278	177	231	514	283	81
Future Volume (veh/h)	52	1323	245	266	1039	210	278	177	231	514	283	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1364	178	274	1071	168	287	182	190	530	292	77
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	1194	533	325	1389	801	342	511	456	398	848	220
Arrive On Green	0.04	0.33	0.33	0.09	0.38	0.38	0.10	0.28	0.28	0.11	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	3610	1608	3510	1805	1610	3510	2835	734
Grp Volume(v), veh/h	54	1364	178	274	1071	168	287	182	190	530	184	185
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1608	1755	1805	1610	1755	1805	1764
Q Serve(g_s), s	3.5	39.7	10.0	9.2	31.1	7.0	9.6	9.6	11.5	13.6	9.5	9.8
Cycle Q Clear(g_c), s	3.5	39.7	10.0	9.2	31.1	7.0	9.6	9.6	11.5	13.6	9.5	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	70	1194	533	325	1389	801	342	511	456	398	540	528
V/C Ratio(X)	0.77	1.14	0.33	0.84	0.77	0.21	0.84	0.36	0.42	1.33	0.34	0.35
Avail Cap(c_a), veh/h	84	1194	533	325	1411	811	369	511	456	398	540	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	40.2	30.2	53.6	32.3	16.9	53.2	34.3	34.9	53.2	32.8	32.9
Incr Delay (d2), s/veh	24.0	74.4	0.4	17.2	2.6	0.1	13.6	1.9	2.8	165.8	1.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	28.9	3.8	4.7	13.3	2.5	4.8	4.3	4.7	14.9	4.3	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	114.5	30.6	70.8	34.9	17.0	66.8	36.2	37.7	219.0	34.5	34.8
LnGrp LOS	F	F	C	E	C	B	E	D	D	F	C	C
Approach Vol, veh/h		1596			1513			659			899	
Approach Delay, s/veh		104.0			39.4			50.0			143.3	
Approach LOS		F			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	45.9	16.3	42.1	9.2	52.4	18.2	40.2				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	11.1	39.7	12.6	35.0	5.6	* 47	13.6	34.0				
Max Q Clear Time (g_c+I1), s	11.2	41.7	11.6	11.8	5.5	33.1	15.6	13.5				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.8	0.0	6.2	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	83.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings



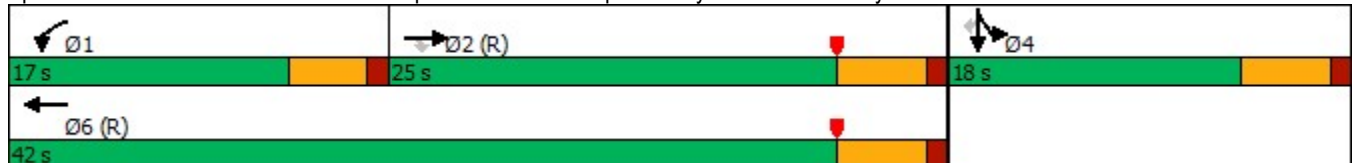
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (vph)	809	114	604	234	0	337
Future Volume (vph)	809	114	604	234	0	337
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.0	25.0	17.0	42.0	18.0	18.0
Total Split (%)	41.7%	41.7%	28.3%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	20.0	20.0	12.5	37.0	13.0	13.0
Actuated g/C Ratio	0.33	0.33	0.21	0.62	0.22	0.22
v/c Ratio	0.75	0.20	1.78	0.12	2.13	0.58
Control Delay	22.4	4.3	379.9	6.1	538.5	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	4.3	379.9	6.1	538.5	6.9
LOS	C	A	F	A	F	A
Approach Delay	20.2			275.5	373.9	
Approach LOS	C			F	F	

Intersection Summary

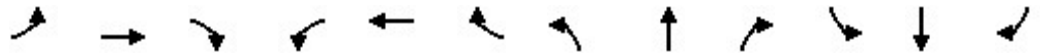
Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.13
 Intersection Signal Delay: 230.3
 Intersection Capacity Utilization 181.3%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/11/2022

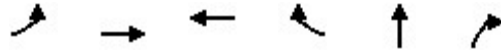


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑						↖	↗
Traffic Volume (veh/h)	0	809	114	604	234	0	0	0	0	751	0	337
Future Volume (veh/h)	0	809	114	604	234	0	0	0	0	751	0	337
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	899	113	671	260	0				834	0	300
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1203	537	377	2226	0				392	0	349
Arrive On Green	0.00	0.33	0.33	0.35	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	899	113	671	260	0				834	0	300
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	13.3	3.0	12.5	0.0	0.0				13.0	0.0	10.8
Cycle Q Clear(g_c), s	0.0	13.3	3.0	12.5	0.0	0.0				13.0	0.0	10.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1203	537	377	2226	0				392	0	349
V/C Ratio(X)	0.00	0.75	0.21	1.78	0.12	0.00				2.13	0.00	0.86
Avail Cap(c_a), veh/h	0	1203	537	377	2226	0				392	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.77	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.8	14.3	19.6	0.0	0.0				23.5	0.0	22.6
Incr Delay (d2), s/veh	0.0	4.3	0.9	359.2	0.1	0.0				515.8	0.0	19.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.2	1.0	41.2	0.0	0.0				60.9	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.0	15.2	378.7	0.1	0.0				539.3	0.0	41.6
LnGrp LOS	A	C	B	F	A	A				F	A	D
Approach Vol, veh/h		1012			931						1134	
Approach Delay, s/veh		21.3			273.0						407.6	
Approach LOS		C			F						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.0	25.0		18.0		42.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	12.5	20.0		13.0		37.0						
Max Q Clear Time (g_c+I1), s	14.5	15.3		15.0		2.0						
Green Ext Time (p_c), s	0.0	1.9		0.0		1.0						

Intersection Summary

HCM 6th Ctrl Delay	239.8
HCM 6th LOS	F

Timings



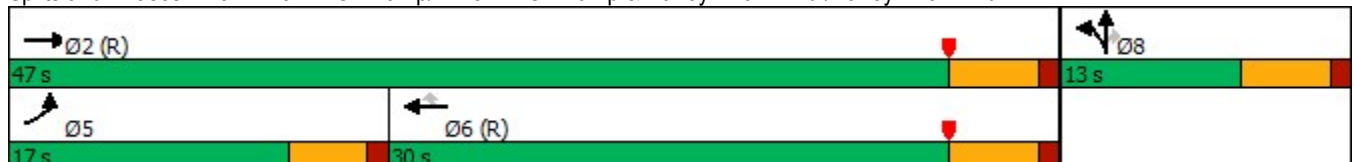
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	567	994	796	1478	1	290
Future Volume (vph)	567	994	796	1478	1	290
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	17.0	47.0	30.0	30.0	13.0	13.0
Total Split (%)	28.3%	78.3%	50.0%	50.0%	21.7%	21.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	12.5	42.0	25.0	25.0	8.0	8.0
Actuated g/C Ratio	0.21	0.70	0.42	0.42	0.13	0.13
v/c Ratio	1.71	0.45	0.60	1.82	0.20	1.01
Control Delay	345.9	0.9	15.7	390.1	25.6	72.1
Queue Delay	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay	345.9	1.5	15.7	390.1	25.6	72.1
LOS	F	A	B	F	C	E
Approach Delay		126.5	259.0		66.1	
Approach LOS		F	F		E	

Intersection Summary

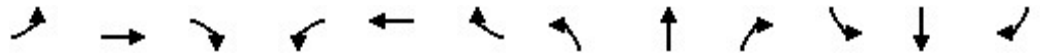
Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.82
 Intersection Signal Delay: 194.0
 Intersection Capacity Utilization 181.3%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/11/2022

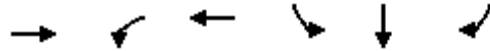


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↖	↗			
Traffic Volume (veh/h)	567	994	0	0	796	1478	42	1	290	0	0	0
Future Volume (veh/h)	567	994	0	0	796	1478	42	1	290	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	644	1130	0	0	905	1586	48	1	183			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	377	2527	0	0	1504	671	237	5	215			
Arrive On Green	0.07	0.23	0.00	0.00	0.42	0.42	0.13	0.13	0.13			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1774	37	1610			
Grp Volume(v), veh/h	644	1130	0	0	905	1586	49	0	183			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	12.5	16.1	0.0	0.0	11.7	25.0	1.4	0.0	6.7			
Cycle Q Clear(g_c), s	12.5	16.1	0.0	0.0	11.7	25.0	1.4	0.0	6.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	377	2527	0	0	1504	671	242	0	215			
V/C Ratio(X)	1.71	0.45	0.00	0.00	0.60	2.36	0.20	0.00	0.85			
Avail Cap(c_a), veh/h	377	2527	0	0	1504	671	242	0	215			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.58	0.58	0.00	0.00	0.63	0.63	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.9	13.1	0.0	0.0	13.6	17.5	23.2	0.0	25.4			
Incr Delay (d2), s/veh	325.3	0.3	0.0	0.0	1.1	616.7	1.9	0.0	32.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	39.7	7.5	0.0	0.0	3.9	122.0	0.7	0.0	4.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	353.2	13.4	0.0	0.0	14.8	634.2	25.0	0.0	57.9			
LnGrp LOS	F	B	A	A	B	F	C	A	E			
Approach Vol, veh/h		1774			2491			232				
Approach Delay, s/veh		136.8			409.2			51.0				
Approach LOS		F			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		47.0			17.0	30.0		13.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		42.0			12.5	25.0		8.0				
Max Q Clear Time (g_c+I1), s		18.1			14.5	27.0		8.7				
Green Ext Time (p_c), s		5.2			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					283.2							
HCM 6th LOS					F							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	1478	620	1211	2102	2	305
Future Volume (vph)	1478	620	1211	2102	2	305
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.0	22.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	1.74	1.70	0.57	2.03	2.03	0.57
Control Delay	364.4	340.6	3.2	495.6	496.4	28.8
Queue Delay	0.5	0.0	0.5	63.6	62.2	0.0
Total Delay	364.9	340.6	3.7	559.2	558.6	28.8
LOS	F	F	A	F	F	C
Approach Delay	364.9		117.7		491.8	
Approach LOS	F		F		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.03
 Intersection Signal Delay: 341.9
 Intersection LOS: F
 Intersection Capacity Utilization 268.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↘	↖	↗
Traffic Volume (veh/h)	0	1478	655	620	1211	0	0	0	0	2102	2	305
Future Volume (veh/h)	0	1478	655	620	1211	0	0	0	0	2102	2	305
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1493	531	626	1223	0				2124	0	239
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	917	307	370	2133	0				1102	0	490
Arrive On Green	0.00	0.35	0.35	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2750	890	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	986	1038	626	1223	0				2124	0	239
Grp Sat Flow(s),veh/h/ln	0	1805	1740	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	38.0	38.0	22.5	30.2	0.0				33.5	0.0	13.3
Cycle Q Clear(g_c), s	0.0	38.0	38.0	22.5	30.2	0.0				33.5	0.0	13.3
Prop In Lane	0.00		0.51	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	624	601	370	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.58	1.73	1.69	0.57	0.00				1.93	0.00	0.49
Avail Cap(c_a), veh/h	0	624	601	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.17	0.17	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.0	36.0	48.2	24.3	0.0				38.3	0.0	31.2
Incr Delay (d2), s/veh	0.0	262.3	327.8	313.1	0.2	0.0				420.6	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	60.9	69.6	42.5	13.4	0.0				78.4	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	298.3	363.8	361.3	24.5	0.0				458.8	0.0	34.7
LnGrp LOS	A	F	F	F	C	A				F	A	C
Approach Vol, veh/h		2024			1849						2363	
Approach Delay, s/veh		331.9			138.5						415.9	
Approach LOS		F			F						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	44.0		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	24.5	40.0		35.5		32.2						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.8						

Intersection Summary

HCM 6th Ctrl Delay	306.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷↷	↷↷	↷	↶	↷	↷
Traffic Volume (vph)	432	3149	1319	1661	511	2	603
Future Volume (vph)	432	3149	1319	1661	511	2	603
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	18.5	62.0	39.0	39.0	36.5	36.5	36.5
Actuated g/C Ratio	0.17	0.56	0.35	0.35	0.33	0.33	0.33
v/c Ratio	1.47	1.60	1.06	1.64	0.46	0.47	1.06
Control Delay	242.3	293.6	78.8	311.2	32.3	32.4	87.5
Queue Delay	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Total Delay	242.3	295.9	78.8	311.2	32.3	32.4	87.5
LOS	F	F	E	F	C	C	F
Approach Delay		289.4	208.4			62.1	
Approach LOS		F	F			E	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.64
 Intersection Signal Delay: 224.9
 Intersection LOS: F
 Intersection Capacity Utilization 268.8%
 ICU Level of Service H
 Analysis Period (min) 15




















Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	432	3149	0	0	1319	1661	511	2	603	0	0	0
Future Volume (veh/h)	432	3149	0	0	1319	1661	511	2	603	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	445	3246	0	0	1360	1516	528	0	535			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	304	2035	0	0	1280	571	1201	0	534			
Arrive On Green	0.17	0.56	0.00	0.00	0.35	0.35	0.33	0.00	0.33			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	445	3246	0	0	1360	1516	528	0	535			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	18.5	62.0	0.0	0.0	39.0	39.0	12.6	0.0	36.5			
Cycle Q Clear(g_c), s	18.5	62.0	0.0	0.0	39.0	39.0	12.6	0.0	36.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	304	2035	0	0	1280	571	1201	0	534			
V/C Ratio(X)	1.46	1.60	0.00	0.00	1.06	2.66	0.44	0.00	1.00			
Avail Cap(c_a), veh/h	304	2035	0	0	1280	571	1201	0	534			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.8	24.0	0.0	0.0	35.5	35.5	28.8	0.0	36.8			
Incr Delay (d2), s/veh	209.7	268.1	0.0	0.0	43.6	750.0	0.3	0.0	39.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	25.6	98.0	0.0	0.0	23.5	133.0	5.2	0.0	19.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	255.4	292.1	0.0	0.0	79.1	785.5	29.0	0.0	76.0			
LnGrp LOS	F	F	A	A	F	F	C	A	F			
Approach Vol, veh/h		3691			2876			1063				
Approach Delay, s/veh		287.7			451.5			52.7				
Approach LOS		F			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.0			23.0	45.0		42.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		64.0			20.5	41.0		38.5				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	316.7
HCM 6th LOS	F

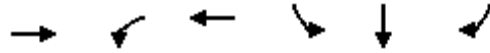
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

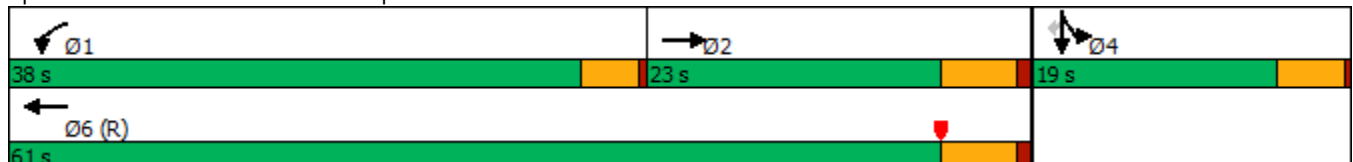


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↵	↑↑	↵	↵	↵
Traffic Volume (vph)	492	901	682	747	0	71
Future Volume (vph)	492	901	682	747	0	71
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	23.0	38.0	61.0	19.0	19.0	19.0
Total Split (%)	28.8%	47.5%	76.3%	23.8%	23.8%	23.8%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	17.5	34.0	55.5	14.5	14.5	14.5
Actuated g/C Ratio	0.22	0.42	0.69	0.18	0.18	0.18
v/c Ratio	0.90	1.28	0.30	1.31	1.31	0.21
Control Delay	44.2	158.9	5.1	191.2	191.2	7.3
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	44.2	159.2	5.1	191.2	191.2	7.3
LOS	D	F	A	F	F	A
Approach Delay	44.2		92.8		175.3	
Approach LOS	D		F		F	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 104.4
 Intersection LOS: F
 Intersection Capacity Utilization 135.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	492	166	901	682	0	0	0	0	747	0	71
Future Volume (veh/h)	0	492	166	901	682	0	0	0	0	747	0	71
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	535	180	979	741	0				812	0	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	580	194	769	2504	0				656	0	289
Arrive On Green	0.00	0.22	0.22	0.43	0.69	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	2745	888	1810	3705	0				3619	0	1597
Grp Volume(v), veh/h	0	364	351	979	741	0				812	0	77
Grp Sat Flow(s),veh/h/ln	0	1805	1733	1810	1805	0				1810	0	1597
Q Serve(g_s), s	0.0	15.8	15.9	34.0	6.3	0.0				14.5	0.0	3.3
Cycle Q Clear(g_c), s	0.0	15.8	15.9	34.0	6.3	0.0				14.5	0.0	3.3
Prop In Lane	0.00		0.51	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	395	379	769	2504	0				656	0	289
V/C Ratio(X)	0.00	0.92	0.93	1.27	0.30	0.00				1.24	0.00	0.27
Avail Cap(c_a), veh/h	0	395	379	769	2504	0				656	0	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.44	0.44	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.6	30.6	23.0	4.7	0.0				32.8	0.0	28.2
Incr Delay (d2), s/veh	0.0	29.2	31.0	127.5	0.1	0.0				119.8	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.4	9.2	39.2	1.4	0.0				16.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	59.8	61.6	150.5	4.9	0.0				152.6	0.0	28.7
LnGrp LOS	A	E	E	F	A	A				F	A	C
Approach Vol, veh/h		715			1720						889	
Approach Delay, s/veh		60.7			87.7						141.8	
Approach LOS		E			F						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	38.0	23.0		19.0		61.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	34.0	17.5		14.5		55.5						
Max Q Clear Time (g_c+I1), s	36.0	17.9		16.5		8.3						
Green Ext Time (p_c), s	0.0	0.0		0.0		3.0						

Intersection Summary

HCM 6th Ctrl Delay	96.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷↷	↷↷	↷	↶	↷	↷
Traffic Volume (vph)	82	1157	1442	945	141	0	471
Future Volume (vph)	82	1157	1442	945	141	0	471
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	11.0	57.0	46.0	46.0	28.0	28.0	28.0
Total Split (%)	12.9%	67.1%	54.1%	54.1%	32.9%	32.9%	32.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	6.3	51.5	42.7	42.7	23.0	23.0	23.0
Actuated g/C Ratio	0.07	0.61	0.50	0.50	0.27	0.27	0.27
v/c Ratio	0.67	0.58	0.86	0.84	0.16	0.17	1.03
Control Delay	63.8	11.5	26.0	11.0	24.9	24.9	77.2
Queue Delay	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	12.3	26.0	11.0	24.9	24.9	77.2
LOS	E	B	C	B	C	C	E
Approach Delay		15.7	20.1			65.1	
Approach LOS		B	C			E	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 25.3
 Intersection LOS: C
 Intersection Capacity Utilization 135.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↗	↗			
Traffic Volume (veh/h)	82	1157	0	0	1442	945	141	0	471	0	0	0
Future Volume (veh/h)	82	1157	0	0	1442	945	141	0	471	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	89	1258	0	0	1567	1027	153	0	512			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	114	2187	0	0	1768	786	979	0	433			
Arrive On Green	0.06	0.61	0.00	0.00	0.49	0.49	0.27	0.00	0.27			
Sat Flow, veh/h	1810	3705	0	0	3705	1605	3619	0	1601			
Grp Volume(v), veh/h	89	1258	0	0	1567	1027	153	0	512			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1605	1810	0	1601			
Q Serve(g_s), s	4.1	17.9	0.0	0.0	33.3	41.6	2.7	0.0	23.0			
Cycle Q Clear(g_c), s	4.1	17.9	0.0	0.0	33.3	41.6	2.7	0.0	23.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	114	2187	0	0	1768	786	979	0	433			
V/C Ratio(X)	0.78	0.58	0.00	0.00	0.89	1.31	0.16	0.00	1.18			
Avail Cap(c_a), veh/h	138	2187	0	0	1768	786	979	0	433			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.2	10.1	0.0	0.0	19.6	21.7	23.6	0.0	31.0			
Incr Delay (d2), s/veh	1.7	0.1	0.0	0.0	7.0	147.0	0.0	0.0	103.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	5.4	0.0	0.0	13.2	44.9	1.1	0.0	20.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	10.2	0.0	0.0	26.5	168.7	23.6	0.0	134.2			
LnGrp LOS	D	B	A	A	C	F	C	A	F			
Approach Vol, veh/h		1347			2594			665				
Approach Delay, s/veh		12.3			82.8			108.7				
Approach LOS		B			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.0			9.9	47.1		28.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		51.5			6.5	40.5		23.0				
Max Q Clear Time (g_c+I1), s		19.9			6.1	43.6		25.0				
Green Ext Time (p_c), s		6.0			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	65.9
HCM 6th LOS	E

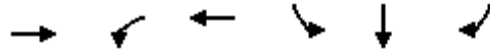
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	739	988	710	581	4	88
Future Volume (vph)	739	988	710	581	4	88
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	21.5	26.0	51.5	18.5	18.5	18.5
Actuated g/C Ratio	0.27	0.32	0.64	0.23	0.23	0.23
v/c Ratio	1.07	0.91	0.32	0.77	0.78	0.21
Control Delay	78.3	41.4	7.3	42.0	42.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.3	41.4	7.3	42.0	42.5	6.7
LOS	E	D	A	D	D	A
Approach Delay	78.3		27.2		37.6	
Approach LOS	E		C		D	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 44.3
 Intersection LOS: D
 Intersection Capacity Utilization 84.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	739	247	988	710	0	0	0	0	581	4	88
Future Volume (veh/h)	0	739	247	988	710	0	0	0	0	581	4	88
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	778	216	1040	747	0				615	0	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	750	208	1009	2189	0				742	0	330
Arrive On Green	0.00	0.27	0.27	0.29	0.61	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	2884	774	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	503	491	1040	747	0				615	0	34
Grp Sat Flow(s),veh/h/ln	0	1805	1759	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	21.5	21.5	23.0	8.2	0.0				13.0	0.0	1.4
Cycle Q Clear(g_c), s	0.0	21.5	21.5	23.0	8.2	0.0				13.0	0.0	1.4
Prop In Lane	0.00		0.44	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	485	473	1009	2189	0				742	0	330
V/C Ratio(X)	0.00	1.04	1.04	1.03	0.34	0.00				0.83	0.00	0.10
Avail Cap(c_a), veh/h	0	485	473	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.69	0.69	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.3	29.3	28.5	7.8	0.0				30.4	0.0	25.8
Incr Delay (d2), s/veh	0.0	51.0	51.6	31.7	0.3	0.0				4.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.1	14.8	13.0	2.4	0.0				5.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	80.3	80.8	60.2	8.1	0.0				35.1	0.0	26.0
LnGrp LOS	A	F	F	F	A	A				D	A	C
Approach Vol, veh/h		994			1787						649	
Approach Delay, s/veh		80.5			38.4						34.6	
Approach LOS		F			D						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	27.0		20.9		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	25.0	23.5		15.0		10.2						
Green Ext Time (p_c), s	0.0	0.0		1.4		3.0						

Intersection Summary

HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

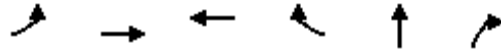
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

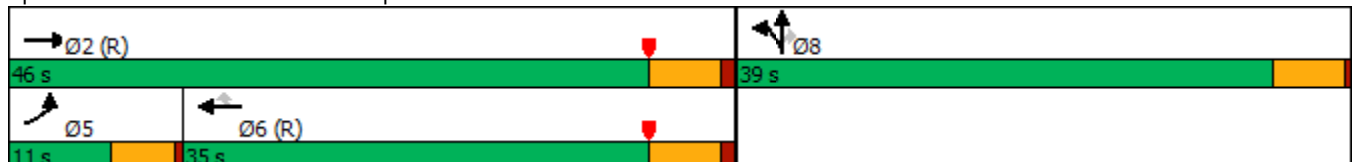


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↖	↗↗
Traffic Volume (vph)	68	1252	1579	461	0	712
Future Volume (vph)	68	1252	1579	461	0	712
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	7.2	49.4	39.6	39.6	25.1	25.1
Actuated g/C Ratio	0.08	0.58	0.47	0.47	0.30	0.30
v/c Ratio	0.45	0.61	0.67	0.47	0.23	0.81
Control Delay	46.3	14.2	21.7	3.8	22.1	31.1
Queue Delay	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay	46.3	14.9	21.7	3.8	22.1	31.1
LOS	D	B	C	A	C	C
Approach Delay		16.5	17.7		29.8	
Approach LOS		B	B		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 19.7
 Intersection LOS: B
 Intersection Capacity Utilization 84.4%
 ICU Level of Service E
 Analysis Period (min) 15



















Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

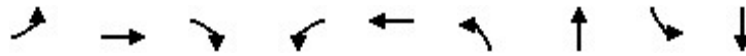
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	1252	0	0	1579	461	119	0	712	0	0	0
Future Volume (veh/h)	68	1252	0	0	1579	461	119	0	712	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	69	1278	0	0	1611	460	121	0	390			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	89	2551	0	0	3135	973	307	0	481			
Arrive On Green	0.05	0.71	0.00	0.00	0.60	0.60	0.17	0.00	0.17			
Sat Flow, veh/h	1810	3705	0	0	5358	1610	1810	0	2834			
Grp Volume(v), veh/h	69	1278	0	0	1611	460	121	0	390			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.2	13.7	0.0	0.0	15.1	13.4	5.1	0.0	11.3			
Cycle Q Clear(g_c), s	3.2	13.7	0.0	0.0	15.1	13.4	5.1	0.0	11.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	89	2551	0	0	3135	973	307	0	481			
V/C Ratio(X)	0.77	0.50	0.00	0.00	0.51	0.47	0.39	0.00	0.81			
Avail Cap(c_a), veh/h	138	2551	0	0	3135	973	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.9	5.7	0.0	0.0	9.6	9.3	31.4	0.0	34.0			
Incr Delay (d2), s/veh	0.5	0.1	0.0	0.0	0.6	1.6	0.3	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	3.1	0.0	0.0	4.5	4.0	2.1	0.0	3.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	5.7	0.0	0.0	10.3	11.0	31.7	0.0	35.2			
LnGrp LOS	D	A	A	A	B	B	C	A	D			
Approach Vol, veh/h		1347			2071			511				
Approach Delay, s/veh		7.5			10.4			34.4				
Approach LOS		A			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.6			8.7	56.9		19.4				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+I1), s		15.7			5.2	17.1		13.3				
Green Ext Time (p_c), s		5.9			0.0	6.6		1.2				
Intersection Summary												
HCM 6th Ctrl Delay				12.5								
HCM 6th LOS				B								

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

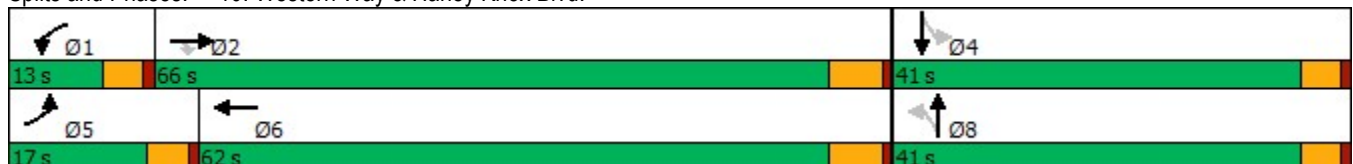


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑↑	↗	↙	↑↑↑	↙	↗	↙	↗
Traffic Volume (vph)	44	1236	4	5	2108	6	0	25	0
Future Volume (vph)	44	1236	4	5	2108	6	0	25	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	21.8	21.8	9.6	21.8	32.6	32.6	32.6	32.6
Total Split (s)	17.0	66.0	66.0	13.0	62.0	41.0	41.0	41.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	10.8%	51.7%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.1	59.9	59.9	5.3	54.6	13.1	13.1	13.1	13.1
Actuated g/C Ratio	0.08	0.70	0.70	0.06	0.64	0.15	0.15	0.15	0.15
v/c Ratio	0.33	0.38	0.00	0.05	0.72	0.05	0.01	0.13	0.49
Control Delay	47.5	6.8	0.0	46.0	14.2	34.0	0.0	34.8	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	6.8	0.0	46.0	14.2	34.0	0.0	34.8	14.7
LOS	D	A	A	D	B	C	A	C	B
Approach Delay		8.2			14.2		21.6		17.4
Approach LOS		A			B		C		B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 85.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗		↖	↗	
Traffic Volume (veh/h)	44	1236	4	5	2108	6	6	0	4	25	0	159
Future Volume (veh/h)	44	1236	4	5	2108	6	6	0	4	25	0	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	1389	4	6	2369	7	7	0	4	28	0	108
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	3427	1064	14	3340	10	184	0	207	279	0	207
Arrive On Green	0.04	0.66	0.66	0.01	0.63	0.63	0.13	0.00	0.13	0.13	0.00	0.13
Sat Flow, veh/h	1810	5187	1610	1810	5339	16	1306	0	1610	1435	0	1610
Grp Volume(v), veh/h	49	1389	4	6	1534	842	7	0	4	28	0	108
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1897	1306	0	1610	1435	0	1610
Q Serve(g_s), s	2.0	9.2	0.1	0.2	22.1	22.1	0.4	0.0	0.2	1.3	0.0	4.6
Cycle Q Clear(g_c), s	2.0	9.2	0.1	0.2	22.1	22.1	5.0	0.0	0.2	1.4	0.0	4.6
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	3427	1064	14	2163	1187	184	0	207	279	0	207
V/C Ratio(X)	0.63	0.41	0.00	0.42	0.71	0.71	0.04	0.00	0.02	0.10	0.00	0.52
Avail Cap(c_a), veh/h	304	4224	1311	206	2629	1442	659	0	793	801	0	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.8	5.8	4.3	36.5	9.3	9.3	32.4	0.0	28.1	28.8	0.0	30.1
Incr Delay (d2), s/veh	3.1	0.1	0.0	7.3	0.7	1.3	0.1	0.0	0.0	0.2	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.2	0.0	0.1	5.9	6.6	0.1	0.0	0.1	0.4	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	5.9	4.3	43.8	10.0	10.6	32.5	0.0	28.2	28.9	0.0	32.1
LnGrp LOS	D	A	A	D	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1442			2382			11				136
Approach Delay, s/veh		7.0			10.3			30.9				31.5
Approach LOS		A			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	54.6		14.1	7.8	52.0		14.1				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+I1), s	2.2	11.2		6.6	4.0	24.1		7.0				
Green Ext Time (p_c), s	0.0	12.8		0.8	0.0	22.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Intersection			
Intersection Delay, s/veh	234.9		
Intersection LOS	F		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	1905	212
Demand Flow Rate, veh/h	0	1905	212
Vehicles Circulating, veh/h	13	153	1149
Vehicles Exiting, veh/h	2045	1208	192
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	259.8	11.0
Approach LOS	-	F	B
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.722	0.278
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	1905	153	59
Cap Entry Lane, veh/h	1236	499	499
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	1905	153	59
Cap Entry, veh/h	1236	499	499
V/C Ratio	1.542	0.307	0.118
Control Delay, s/veh	259.8	11.9	8.8
LOS	F	B	A
95th %tile Queue, veh	91	1	0

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

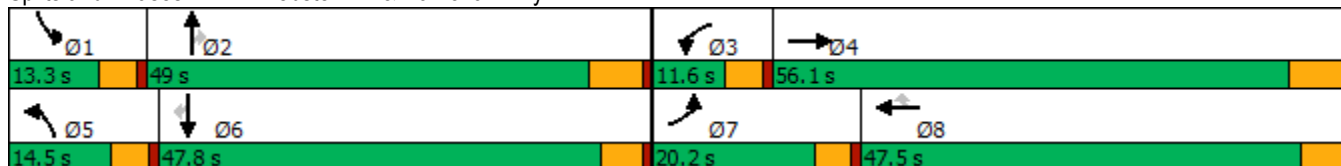
05/27/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	198	3012	30	2733	56	234	29	20	104	50	180
Future Volume (vph)	198	3012	30	2733	56	234	29	20	104	50	180
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.8	55.6	6.1	42.9	42.9	10.0	15.2	15.2	15.7	15.1	15.1
Actuated g/C Ratio	0.15	0.54	0.06	0.41	0.41	0.10	0.15	0.15	0.15	0.15	0.15
v/c Ratio	0.77	1.21	0.30	1.37	0.08	1.45	0.11	0.06	0.41	0.19	0.48
Control Delay	63.2	121.0	57.3	195.6	0.2	265.4	36.8	0.3	50.4	38.5	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	121.0	57.3	195.6	0.2	265.4	36.8	0.3	50.4	38.5	9.1
LOS	E	F	E	F	A	F	D	A	D	D	A
Approach Delay		117.6		190.3			223.0			26.4	
Approach LOS		F		F			F			C	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 103.5
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.45
 Intersection Signal Delay: 147.9
 Intersection LOS: F
 Intersection Capacity Utilization 98.9%
 ICU Level of Service F
 Analysis Period (min) 15


























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	198	3012	101	30	2733	56	234	29	20	104	50	180
Future Volume (veh/h)	198	3012	101	30	2733	56	234	29	20	104	50	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	213	3239	104	32	2939	56	252	31	21	112	54	110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	2804	89	54	2265	703	184	242	205	140	196	166
Arrive On Green	0.14	0.54	0.54	0.03	0.44	0.44	0.10	0.13	0.13	0.08	0.10	0.10
Sat Flow, veh/h	1810	5164	164	1810	5187	1610	1810	1900	1606	1810	1900	1610
Grp Volume(v), veh/h	213	2158	1185	32	2939	56	252	31	21	112	54	110
Grp Sat Flow(s),veh/h/ln	1810	1729	1870	1810	1729	1610	1810	1900	1606	1810	1900	1610
Q Serve(g_s), s	11.2	52.7	52.7	1.7	42.4	2.0	9.9	1.4	1.1	5.9	2.5	6.4
Cycle Q Clear(g_c), s	11.2	52.7	52.7	1.7	42.4	2.0	9.9	1.4	1.1	5.9	2.5	6.4
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	1877	1016	54	2265	703	184	242	205	140	196	166
V/C Ratio(X)	0.86	1.15	1.17	0.59	1.30	0.08	1.37	0.13	0.10	0.80	0.28	0.66
Avail Cap(c_a), veh/h	291	1877	1016	130	2265	703	184	837	708	162	835	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	22.2	22.2	46.5	27.4	16.0	43.6	37.6	37.5	44.0	40.2	41.9
Incr Delay (d2), s/veh	18.3	73.8	86.1	3.8	137.4	0.0	195.5	0.2	0.2	18.2	0.8	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	36.8	43.2	0.8	44.1	0.7	14.4	0.7	0.4	3.3	1.2	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	96.0	108.3	50.4	164.8	16.0	239.1	37.8	37.7	62.2	41.0	46.4
LnGrp LOS	E	F	F	D	F	B	F	D	D	E	D	D
Approach Vol, veh/h		3556			3027			304			276	
Approach Delay, s/veh		97.9			160.8			204.6			51.8	
Approach LOS		F			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	18.6	7.5	58.9	14.5	16.2	17.8	48.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	7.9	3.4	3.7	54.7	11.9	8.4	13.2	44.4				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.6	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	127.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

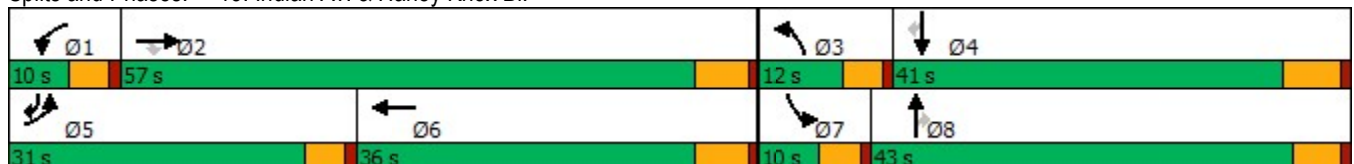
02/11/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	398	705	86	56	857	124	312	72	92	340	684	
Future Volume (vph)	398	705	86	56	857	124	312	72	92	340	684	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	
Protected Phases	5	2		1	6	3	8		7	4	5	
Permitted Phases			2					8			4	
Detector Phase	5	2	2	1	6	3	8	8	7	4	5	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6	
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0	
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	26.7	50.3	50.3	5.5	26.7	7.1	28.5	28.5	5.5	26.0	58.9	
Actuated g/C Ratio	0.25	0.47	0.47	0.05	0.25	0.07	0.26	0.26	0.05	0.24	0.55	
v/c Ratio	0.98	0.32	0.12	0.68	0.78	0.59	0.36	0.15	1.11	0.82	0.82	
Control Delay	80.8	19.9	2.9	89.0	43.0	62.3	33.3	0.6	177.4	53.9	27.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	80.8	19.9	2.9	89.0	43.0	62.3	33.3	0.6	177.4	53.9	27.9	
LOS	F	B	A	F	D	E	C	A	F	D	C	
Approach Delay		39.0			45.7		35.7			48.1		
Approach LOS		D			D		D			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.9
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 43.0
 Intersection LOS: D
 Intersection Capacity Utilization 79.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘↗	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	398	705	86	56	857	51	124	312	72	92	340	684
Future Volume (veh/h)	398	705	86	56	857	51	124	312	72	92	340	684
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	437	775	88	62	942	42	136	343	70	101	374	668
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	417	2134	663	80	1146	51	193	1126	502	85	578	861
Arrive On Green	0.23	0.41	0.41	0.04	0.23	0.23	0.06	0.31	0.31	0.05	0.30	0.30
Sat Flow, veh/h	1810	5187	1610	1810	5091	227	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	437	775	88	62	639	345	136	343	70	101	374	668
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1859	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	26.4	11.8	3.9	3.9	20.1	20.2	4.4	8.3	3.6	5.4	19.5	34.8
Cycle Q Clear(g_c), s	26.4	11.8	3.9	3.9	20.1	20.2	4.4	8.3	3.6	5.4	19.5	34.8
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	2134	663	80	778	418	193	1126	502	85	578	861
V/C Ratio(X)	1.05	0.36	0.13	0.77	0.82	0.82	0.70	0.30	0.14	1.18	0.65	0.78
Avail Cap(c_a), veh/h	417	2320	720	85	912	491	227	1186	529	85	578	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	23.3	21.0	54.1	42.2	42.2	53.2	29.9	28.3	54.5	34.5	21.2
Incr Delay (d2), s/veh	56.9	0.1	0.1	29.7	5.3	9.6	5.6	0.2	0.1	154.8	2.5	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	4.5	1.4	2.4	8.8	10.0	2.0	3.5	1.4	6.1	9.0	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.9	23.4	21.1	83.8	47.5	51.7	58.8	30.1	28.5	209.4	37.0	25.7
LnGrp LOS	F	C	C	F	D	D	E	C	C	F	D	C
Approach Vol, veh/h		1300			1046			549			1143	
Approach Delay, s/veh		49.3			51.0			37.0			45.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	52.9	10.9	41.0	31.0	31.6	10.0	41.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	*6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	26.4	30.2	5.4	*38				
Max Q Clear Time (g_c+I1), s	5.9	13.8	6.4	36.8	28.4	22.2	7.4	10.3				
Green Ext Time (p_c), s	0.0	5.6	0.0	0.0	0.0	3.6	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

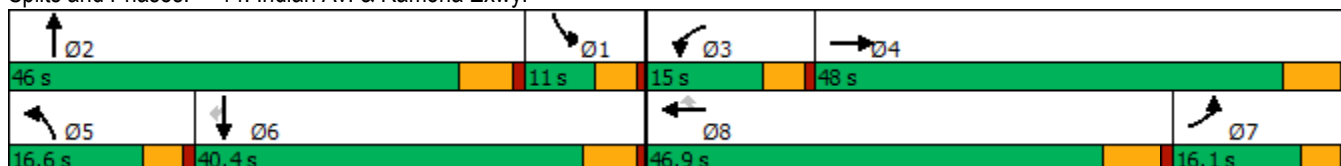


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	398	2988	137	2229	162	191	220	205	187	168
Future Volume (vph)	398	2988	137	2229	162	191	220	205	187	168
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.6	42.3	10.3	41.0	41.0	12.1	16.1	10.3	14.3	14.3
Actuated g/C Ratio	0.12	0.42	0.10	0.41	0.41	0.12	0.16	0.10	0.14	0.14
v/c Ratio	1.95	1.50	0.76	1.07	0.22	0.90	0.46	1.14	0.37	0.45
Control Delay	471.9	252.5	70.6	72.3	3.9	84.9	36.6	149.7	40.1	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	471.9	252.5	70.6	72.3	3.9	84.9	36.6	149.7	40.1	9.5
LOS	F	F	E	E	A	F	D	F	D	A
Approach Delay		276.9		67.8			57.1		71.0	
Approach LOS		F		E			E		E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.95
 Intersection Signal Delay: 172.6
 Intersection LOS: F
 Intersection Capacity Utilization 107.1%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	398	2988	197	137	2229	162	191	220	41	205	187	168
Future Volume (veh/h)	398	2988	197	137	2229	162	191	220	41	205	187	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	406	3049	179	140	2274	143	195	224	22	209	191	142
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	2309	133	171	2176	676	224	343	33	201	372	166
Arrive On Green	0.12	0.46	0.46	0.09	0.42	0.42	0.12	0.10	0.10	0.11	0.10	0.10
Sat Flow, veh/h	1810	5017	289	1810	5187	1610	1810	3323	323	1810	3610	1610
Grp Volume(v), veh/h	406	2083	1145	140	2274	143	195	121	125	209	191	142
Grp Sat Flow(s),veh/h/ln	1810	1729	1848	1810	1729	1610	1810	1805	1842	1810	1805	1610
Q Serve(g_s), s	11.5	44.6	44.6	7.4	40.7	5.5	10.3	6.2	6.4	10.8	4.9	6.1
Cycle Q Clear(g_c), s	11.5	44.6	44.6	7.4	40.7	5.5	10.3	6.2	6.4	10.8	4.9	6.1
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	215	1591	850	171	2176	676	224	186	190	201	372	166
V/C Ratio(X)	1.89	1.31	1.35	0.82	1.04	0.21	0.87	0.65	0.66	1.04	0.51	0.86
Avail Cap(c_a), veh/h	215	1591	850	194	2176	676	224	748	763	201	1288	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	26.2	26.2	43.1	28.2	17.9	41.7	41.8	41.9	43.1	41.2	22.8
Incr Delay (d2), s/veh	418.7	143.8	163.6	18.8	32.2	0.2	28.0	3.8	3.9	73.5	1.1	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.8	47.7	55.6	4.0	21.3	1.9	6.2	2.9	3.0	8.8	2.2	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	461.4	170.0	189.8	61.9	60.4	18.1	69.7	45.6	45.7	116.6	42.3	34.5
LnGrp LOS	F	F	F	E	F	B	E	D	D	F	D	C
Approach Vol, veh/h		3634			2557			441				542
Approach Delay, s/veh		208.8			58.1			56.3				68.9
Approach LOS		F			E			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	15.8	13.8	50.8	16.6	15.8	17.7	46.9				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	12.8	8.4	9.4	46.6	12.3	8.1	13.5	42.7				
Green Ext Time (p_c), s	0.0	1.3	0.0	0.0	0.0	1.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	135.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	770.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↵		↵	↵	
Traffic Vol, veh/h	127	1115	98	33	1168	50	50	98	20	120	270	360
Future Vol, veh/h	127	1115	98	33	1168	50	50	98	20	120	270	360
Peak Hour Factor	0.92	0.92	0.92	0.68	0.92	0.68	0.92	0.68	0.68	0.68	0.68	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	138	1212	107	49	1270	74	54	144	29	176	397	391
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	926.2	1026.7	34.2	341.7
HCM LOS	F	F	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	83%	0%	92%	0%	96%	0%	43%
Vol Right, %	0%	17%	0%	8%	0%	4%	0%	57%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	118	127	1213	33	1218	120	630
LT Vol	50	0	127	0	33	0	120	0
Through Vol	0	98	0	1115	0	1168	0	270
RT Vol	0	20	0	98	0	50	0	360
Lane Flow Rate	54	174	138	1318	49	1343	176	788
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.155	0.464	0.355	3.187	0.126	3.286	0.453	1.825
Departure Headway (Hd)	19.517	18.819	14.5	13.883	13.704	13.126	13.473	12.458
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	185	194	250	277	264	295	270	300
Service Time	17.217	16.519	12.2	11.583	11.404	10.826	11.173	10.158
HCM Lane V/C Ratio	0.292	0.897	0.552	4.758	0.186	4.553	0.652	2.627
HCM Control Delay	25.8	36.8	25	1020.6	18.4	1063.1	26.9	412.2
HCM Lane LOS	D	E	C	F	C	F	D	F
HCM 95th-tile Q	0.5	2.2	1.5	75	0.4	82.5	2.2	35.4

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↗	↙	↕
Traffic Volume (vph)	26	592	325	507	242	920	301	271	1060
Future Volume (vph)	26	592	325	507	242	920	301	271	1060
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.0	23.1	24.3	45.6	18.6	29.4	29.4	16.5	27.3
Actuated g/C Ratio	0.05	0.20	0.21	0.40	0.16	0.26	0.26	0.14	0.24
v/c Ratio	0.29	1.09	0.89	0.47	0.86	0.72	0.55	1.09	0.92
Control Delay	62.3	102.1	69.4	27.0	74.3	42.5	14.7	128.9	55.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	102.1	69.4	27.0	74.3	42.5	14.7	128.9	55.4
LOS	E	F	E	C	E	D	B	F	E
Approach Delay		100.8		41.4		42.0			70.1
Approach LOS		F		D		D			E

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 114.6

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 60.3

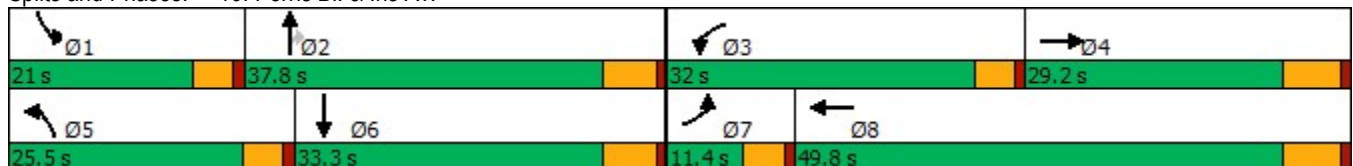
Intersection LOS: E

Intersection Capacity Utilization 91.7%

ICU Level of Service F

Analysis Period (min) 15

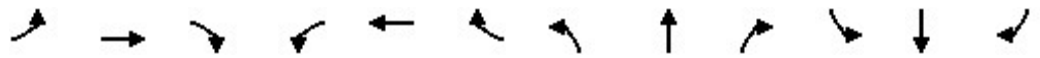
Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	26	592	162	325	507	127	242	920	301	271	1060	24
Future Volume (veh/h)	26	592	162	325	507	127	242	920	301	271	1060	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	617	136	339	528	57	252	958	195	282	1104	14
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	615	135	369	1273	137	282	1269	391	270	1256	16
Arrive On Green	0.03	0.21	0.21	0.20	0.39	0.39	0.16	0.24	0.24	0.15	0.24	0.24
Sat Flow, veh/h	1810	2941	647	1810	3285	353	1810	5187	1600	1810	5279	67
Grp Volume(v), veh/h	27	378	375	339	289	296	252	958	195	282	723	395
Grp Sat Flow(s),veh/h/ln	1810	1805	1782	1810	1805	1833	1810	1729	1600	1810	1729	1888
Q Serve(g_s), s	1.6	23.0	23.0	20.2	12.9	12.9	15.0	18.8	11.5	16.4	22.1	22.2
Cycle Q Clear(g_c), s	1.6	23.0	23.0	20.2	12.9	12.9	15.0	18.8	11.5	16.4	22.1	22.2
Prop In Lane	1.00		0.36	1.00		0.19	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	46	378	373	369	700	711	282	1269	391	270	823	449
V/C Ratio(X)	0.58	1.00	1.00	0.92	0.41	0.42	0.89	0.75	0.50	1.04	0.88	0.88
Avail Cap(c_a), veh/h	112	378	373	451	716	727	344	1510	466	270	865	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	43.4	43.4	42.8	24.5	24.6	45.5	38.5	35.7	46.7	40.3	40.4
Incr Delay (d2), s/veh	4.3	46.6	47.7	19.5	0.4	0.4	19.3	1.8	1.0	66.8	10.0	16.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	14.6	14.5	10.5	5.2	5.3	8.0	7.9	4.4	12.1	10.1	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	90.1	91.2	62.3	24.9	25.0	64.8	40.3	36.7	113.6	50.3	56.9
LnGrp LOS	E	F	F	E	C	C	E	D	D	F	D	E
Approach Vol, veh/h		780			924			1405			1400	
Approach Delay, s/veh		89.5			38.7			44.2			64.9	
Approach LOS		F			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	32.7	27.0	29.2	21.7	31.9	7.4	48.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	18.4	20.8	22.2	25.0	17.0	24.2	3.6	14.9				
Green Ext Time (p_c), s	0.0	5.1	0.2	0.0	0.1	2.0	0.0	3.2				

Intersection Summary

HCM 6th Ctrl Delay	57.3
HCM 6th LOS	E

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

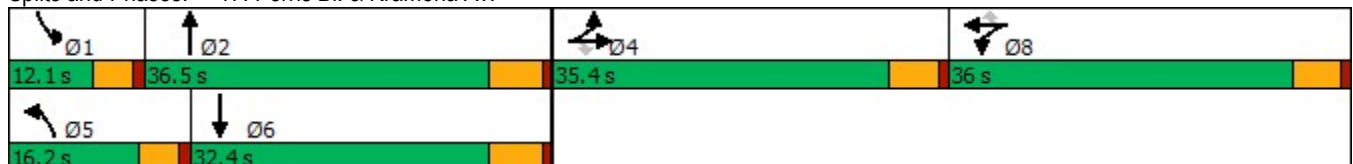


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕	↖	↕
Traffic Volume (vph)	156	106	100	107	46	1169	148	1246
Future Volume (vph)	156	106	100	107	46	1169	148	1246
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.5	18.5	23.4	23.4	8.0	33.0	8.2	35.5
Actuated g/C Ratio	0.19	0.19	0.24	0.24	0.08	0.33	0.08	0.36
v/c Ratio	0.58	0.29	0.75	0.25	0.34	0.88	1.08	0.74
Control Delay	44.2	8.5	47.5	7.6	53.2	39.7	143.8	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	8.5	47.5	7.6	53.2	39.7	143.8	34.2
LOS	D	A	D	A	D	D	F	C
Approach Delay	31.3		37.0			40.2		45.8
Approach LOS	C		D			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.4
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 41.3
 Intersection Capacity Utilization 75.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

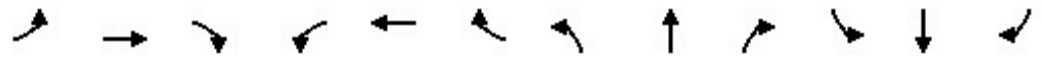
Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	30	156	106	198	100	107	46	1169	205	148	1246	11
Future Volume (veh/h)	30	156	106	198	100	107	46	1169	205	148	1246	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	170	69	215	109	59	50	1271	202	161	1354	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	246	250	276	140	363	85	1556	247	165	2077	15
Arrive On Green	0.16	0.16	0.16	0.23	0.23	0.23	0.05	0.35	0.33	0.09	0.39	0.37
Sat Flow, veh/h	306	1578	1607	1220	619	1606	1810	4492	714	1810	5312	39
Grp Volume(v), veh/h	203	0	69	324	0	59	50	978	495	161	881	483
Grp Sat Flow(s),veh/h/ln	1885	0	1607	1839	0	1606	1810	1729	1748	1810	1729	1893
Q Serve(g_s), s	9.0	0.0	3.4	14.7	0.0	2.6	2.4	22.9	22.9	7.9	18.5	18.5
Cycle Q Clear(g_c), s	9.0	0.0	3.4	14.7	0.0	2.6	2.4	22.9	22.9	7.9	18.5	18.5
Prop In Lane	0.16		1.00	0.66		1.00	1.00		0.41	1.00		0.02
Lane Grp Cap(c), veh/h	294	0	250	416	0	363	85	1198	605	165	1352	740
V/C Ratio(X)	0.69	0.00	0.28	0.78	0.00	0.16	0.59	0.82	0.82	0.97	0.65	0.65
Avail Cap(c_a), veh/h	668	0	569	664	0	580	249	1268	641	165	1352	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	33.0	32.2	0.0	27.6	41.4	26.4	26.8	40.2	22.1	22.1
Incr Delay (d2), s/veh	2.9	0.0	0.6	3.2	0.0	0.2	2.4	4.1	7.8	61.7	1.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	1.3	6.6	0.0	1.0	1.1	9.2	10.1	6.2	7.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	33.6	35.4	0.0	27.8	43.9	30.5	34.5	101.8	23.2	24.1
LnGrp LOS	D	A	C	D	A	C	D	C	C	F	C	C
Approach Vol, veh/h		272			383			1523			1525	
Approach Delay, s/veh		37.1			34.3			32.3			31.8	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	34.7		17.8	8.1	38.7		24.0				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+I1), s	9.9	24.9		11.0	4.4	20.5		16.7				
Green Ext Time (p_c), s	0.0	4.0		1.2	0.0	3.9		1.7				
Intersection Summary												
HCM 6th Ctrl Delay				32.6								
HCM 6th LOS				C								

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

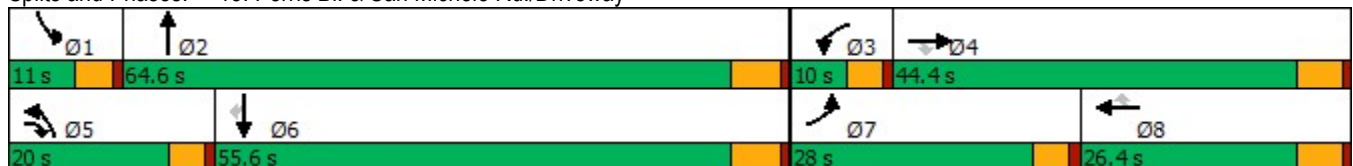


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	163	196	1	77	1893	5	2002	104		
Future Volume (vph)	163	196	1	77	1893	5	2002	104		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4								6
Detector Phase	7	5	3	5	2	1	6			6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.2	26.8	5.1	9.2	63.6	5.3	51.3	51.3		
Actuated g/C Ratio	0.16	0.28	0.05	0.10	0.67	0.06	0.54	0.54		
v/c Ratio	0.64	0.42	0.01	0.50	0.61	0.06	0.80	0.13		
Control Delay	49.7	14.1	53.0	53.8	13.5	51.8	23.3	0.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	49.7	14.1	53.0	53.8	13.5	51.8	23.3	0.9		
LOS	D	B	D	D	B	D	C	A		
Approach Delay					15.1		22.3			
Approach LOS					B		C			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 94.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 19.7
 Intersection LOS: B
 Intersection Capacity Utilization 72.0%
 ICU Level of Service C
 Analysis Period (min) 15

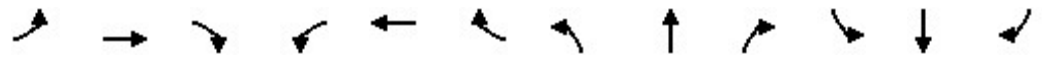
Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	0	196	1	0	0	77	1893	0	5	2002	104
Future Volume (veh/h)	163	0	196	1	0	0	77	1893	0	5	2002	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	0	130	1	0	0	87	2127	0	6	2249	98
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	246	308	2	10	8	113	3169	0	14	2886	895
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.06	0.61	0.00	0.01	0.56	0.56
Sat Flow, veh/h	1810	1900	1606	1810	1900	1610	1810	5358	0	1810	5187	1609
Grp Volume(v), veh/h	183	0	130	1	0	0	87	2127	0	6	2249	98
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	1900	1610	1810	1729	0	1810	1729	1609
Q Serve(g_s), s	8.0	0.0	5.8	0.0	0.0	0.0	3.9	22.0	0.0	0.3	27.7	2.3
Cycle Q Clear(g_c), s	8.0	0.0	5.8	0.0	0.0	0.0	3.9	22.0	0.0	0.3	27.7	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	246	308	2	10	8	113	3169	0	14	2886	895
V/C Ratio(X)	0.81	0.00	0.42	0.40	0.00	0.00	0.77	0.67	0.00	0.43	0.78	0.11
Avail Cap(c_a), veh/h	520	910	870	120	490	415	342	3745	0	142	3172	984
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	28.9	40.6	0.0	0.0	37.6	10.4	0.0	40.2	14.2	8.5
Incr Delay (d2), s/veh	6.6	0.0	0.9	34.7	0.0	0.0	4.1	0.4	0.0	7.4	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	2.2	0.0	0.0	0.0	1.7	6.4	0.0	0.1	8.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	0.0	29.9	75.3	0.0	0.0	41.7	10.8	0.0	47.6	15.3	8.6
LnGrp LOS	D	A	C	E	A	A	D	B	A	D	B	A
Approach Vol, veh/h		313			1			2214			2353	
Approach Delay, s/veh		36.5			75.3			12.0			15.1	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	55.6	4.7	15.9	9.7	51.1	14.8	5.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.3	24.0	2.0	7.8	5.9	29.7	10.0	0.0				
Green Ext Time (p_c), s	0.0	21.4	0.0	0.4	0.1	15.7	0.4	0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Timings
19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↕	↘	↕	↗	↘	↕	↘	↕	↗
Traffic Volume (vph)	51	5	32	11	15	59	1898	17	2075	76
Future Volume (vph)	51	5	32	11	15	59	1898	17	2075	76
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	12.0	41.4	13.0	42.4	42.4	16.0	59.6	11.0	54.6	12.0
Total Split (%)	9.6%	33.1%	10.4%	33.9%	33.9%	12.8%	47.7%	8.8%	43.7%	9.6%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.8	13.2	6.4	13.1	13.1	7.8	56.9	5.7	50.6	59.6
Actuated g/C Ratio	0.08	0.14	0.07	0.14	0.14	0.08	0.62	0.06	0.55	0.65
v/c Ratio	0.37	0.27	0.28	0.04	0.05	0.43	0.66	0.17	0.80	0.08
Control Delay	52.6	8.2	51.6	36.8	0.3	52.9	15.8	51.0	22.6	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	8.2	51.6	36.8	0.3	52.9	15.8	51.0	22.6	1.9
LOS	D	A	D	D	A	D	B	D	C	A
Approach Delay		20.0		35.8			16.9		22.1	
Approach LOS		B		D			B		C	

Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 91.8

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 19.8

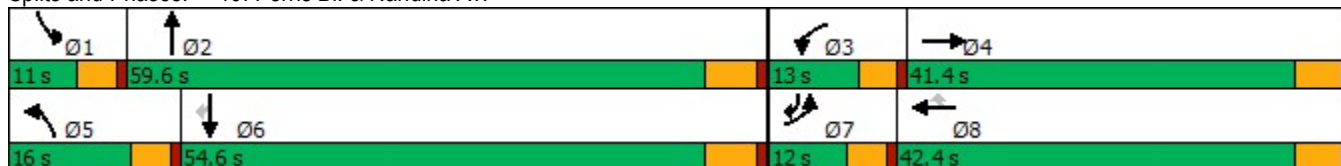
Intersection LOS: B

Intersection Capacity Utilization 74.5%

ICU Level of Service D

Analysis Period (min) 15

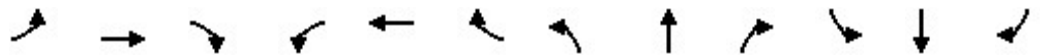
Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	5	137	32	11	15	59	1898	29	17	2075	76
Future Volume (veh/h)	51	5	137	32	11	15	59	1898	29	17	2075	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	5	83	35	12	5	65	2086	23	19	2280	54
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	234	208	60	226	191	84	2815	31	109	2830	947
Arrive On Green	0.04	0.13	0.13	0.03	0.12	0.12	0.05	0.53	0.53	0.06	0.55	0.55
Sat Flow, veh/h	1810	1805	1610	1810	1900	1602	1810	5289	58	1810	5187	1607
Grp Volume(v), veh/h	56	5	83	35	12	5	65	1363	746	19	2280	54
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1602	1810	1729	1890	1810	1729	1607
Q Serve(g_s), s	2.5	0.2	3.9	1.6	0.5	0.2	3.0	25.3	25.4	0.8	29.7	1.2
Cycle Q Clear(g_c), s	2.5	0.2	3.9	1.6	0.5	0.2	3.0	25.3	25.4	0.8	29.7	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	79	234	208	60	226	191	84	1841	1006	109	2830	947
V/C Ratio(X)	0.71	0.02	0.40	0.58	0.05	0.03	0.77	0.74	0.74	0.17	0.81	0.06
Avail Cap(c_a), veh/h	161	780	696	183	844	712	248	2234	1221	139	3040	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	31.6	33.3	39.7	32.5	32.4	39.3	15.0	15.0	37.2	15.3	7.3
Incr Delay (d2), s/veh	4.3	0.0	1.2	3.3	0.1	0.1	5.4	1.1	2.0	0.3	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.1	1.5	0.7	0.2	0.1	1.4	8.5	9.5	0.4	9.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	31.7	34.5	42.9	32.6	32.5	44.7	16.1	17.0	37.5	16.9	7.3
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	A
Approach Vol, veh/h		144			52			2174			2353	
Approach Delay, s/veh		38.0			39.5			17.3			16.9	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	50.1	7.4	16.2	8.5	51.2	8.2	15.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	53.8	8.4	36.0	11.4	48.8	7.4	37.0				
Max Q Clear Time (g_c+I1), s	2.8	27.4	3.6	5.9	5.0	31.7	4.5	2.5				
Green Ext Time (p_c), s	0.0	16.9	0.0	0.4	0.0	13.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

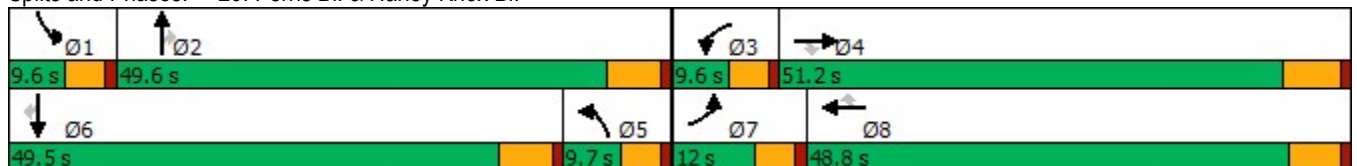
02/18/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	340	126	11	505	117	79	1024	16	148	1267	360
Future Volume (vph)	374	340	126	11	505	117	79	1024	16	148	1267	360
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	9.7	49.6	49.6	9.6	49.5	49.5
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.1%	41.3%	41.3%	8.0%	41.3%	41.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.8	30.1	30.1	5.2	19.4	19.4	5.3	33.8	33.8	5.2	36.5	36.5
Actuated g/C Ratio	0.09	0.34	0.34	0.06	0.22	0.22	0.06	0.38	0.38	0.06	0.41	0.41
v/c Ratio	2.58	0.30	0.21	0.06	0.49	0.27	0.41	0.56	0.03	0.78	0.65	0.50
Control Delay	754.0	23.4	3.4	48.9	31.5	3.6	52.4	23.0	0.1	71.1	23.8	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	754.0	23.4	3.4	48.9	31.5	3.6	52.4	23.0	0.1	71.1	23.8	11.5
LOS	F	C	A	D	C	A	D	C	A	E	C	B
Approach Delay		345.7			26.6			24.7			25.2	
Approach LOS		F			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 88
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.58
 Intersection Signal Delay: 86.9
 Intersection LOS: F
 Intersection Capacity Utilization 76.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷	↶	↷	↷	↶	↷	↷
Traffic Volume (veh/h)	374	340	126	11	505	117	79	1024	16	148	1267	360
Future Volume (veh/h)	374	340	126	11	505	117	79	1024	16	148	1267	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	411	374	96	12	555	81	87	1125	14	163	1392	340
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	913	407	51	904	277	189	2086	648	221	2056	638
Arrive On Green	0.09	0.25	0.25	0.01	0.17	0.17	0.05	0.40	0.40	0.06	0.40	0.40
Sat Flow, veh/h	1810	3610	1610	3510	5187	1589	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	411	374	96	12	555	81	87	1125	14	163	1392	340
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1589	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	7.4	6.8	2.7	0.3	7.8	3.5	1.9	13.1	0.4	3.6	17.6	8.1
Cycle Q Clear(g_c), s	7.4	6.8	2.7	0.3	7.8	3.5	1.9	13.1	0.4	3.6	17.6	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	169	913	407	51	904	277	189	2086	648	221	2056	638
V/C Ratio(X)	2.43	0.41	0.24	0.23	0.61	0.29	0.46	0.54	0.02	0.74	0.68	0.53
Avail Cap(c_a), veh/h	169	2048	914	221	2812	861	226	2864	889	221	2858	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	24.7	12.4	38.6	30.3	28.5	36.4	18.1	14.3	36.5	19.8	7.2
Incr Delay (d2), s/veh	663.1	0.3	0.3	0.9	0.7	0.6	0.7	0.2	0.0	10.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.1	2.7	1.3	0.1	3.1	1.3	0.8	4.6	0.1	1.8	6.2	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	699.1	25.0	12.7	39.5	31.0	29.1	37.1	18.3	14.3	47.3	20.2	7.9
LnGrp LOS	F	C	B	D	C	C	D	B	B	D	C	A
Approach Vol, veh/h		881			648			1226			1895	
Approach Delay, s/veh		338.1			30.9			19.6			20.3	
Approach LOS		F			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	37.7	5.8	26.3	10.1	37.2	12.0	20.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	5.1	* 44	7.4	* 43				
Max Q Clear Time (g_c+I1), s	5.6	15.1	2.3	8.8	3.9	19.6	9.4	9.8				
Green Ext Time (p_c), s	0.0	8.4	0.0	2.6	0.0	11.8	0.0	4.0				

Intersection Summary

HCM 6th Ctrl Delay	81.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

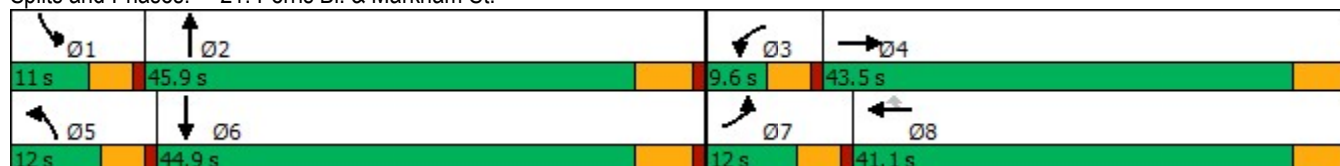


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↗	↙	↕	↗	↙	↕↗	↙	↕↗
Traffic Volume (vph)	38	13	8	5	9	29	1055	17	1311
Future Volume (vph)	38	13	8	5	9	29	1055	17	1311
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	12.0	43.5	9.6	41.1	41.1	12.0	45.9	11.0	44.9
Total Split (%)	10.9%	39.5%	8.7%	37.4%	37.4%	10.9%	41.7%	10.0%	40.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.9	17.1	6.0	14.9	14.9	6.7	38.2	6.3	36.3
Actuated g/C Ratio	0.11	0.27	0.10	0.24	0.24	0.11	0.61	0.10	0.58
v/c Ratio	0.20	0.08	0.05	0.01	0.02	0.16	0.35	0.10	0.46
Control Delay	38.7	8.2	41.0	25.0	0.1	38.8	12.2	39.8	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	8.2	41.0	25.0	0.1	38.8	12.2	39.8	15.2
LOS	D	A	D	C	A	D	B	D	B
Approach Delay		18.5		20.6			12.9		15.5
Approach LOS		B		C			B		B

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 62.7
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 14.6
 Intersection LOS: B
 Intersection Capacity Utilization 46.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
 21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖	↖	↖	↖↗↘		↖	↖↗↘	
Traffic Volume (veh/h)	38	13	61	8	5	9	29	1055	12	17	1311	33
Future Volume (veh/h)	38	13	61	8	5	9	29	1055	12	17	1311	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	13	41	8	5	7	30	1088	12	18	1352	34
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	74	280	250	19	237	201	61	2309	25	40	2211	56
Arrive On Green	0.04	0.16	0.16	0.01	0.12	0.12	0.03	0.44	0.44	0.02	0.43	0.43
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5288	58	1810	5200	131
Grp Volume(v), veh/h	39	13	41	8	5	7	30	711	389	18	899	487
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1888	1810	1729	1873
Q Serve(g_s), s	1.1	0.3	1.2	0.2	0.1	0.2	0.9	7.8	7.8	0.5	10.8	10.8
Cycle Q Clear(g_c), s	1.1	0.3	1.2	0.2	0.1	0.2	0.9	7.8	7.8	0.5	10.8	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.07
Lane Grp Cap(c), veh/h	74	280	250	19	237	201	61	1510	825	40	1470	796
V/C Ratio(X)	0.52	0.05	0.16	0.42	0.02	0.03	0.49	0.47	0.47	0.45	0.61	0.61
Avail Cap(c_a), veh/h	250	1295	1155	169	1278	1083	250	2591	1415	216	2526	1368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	19.2	19.6	26.3	20.6	20.6	25.4	10.7	10.7	25.9	12.0	12.0
Incr Delay (d2), s/veh	2.1	0.1	0.3	5.4	0.0	0.1	2.3	0.2	0.4	3.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.4	0.1	0.1	0.1	0.4	2.2	2.4	0.2	3.1	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	19.3	19.9	31.8	20.6	20.7	27.7	10.9	11.1	28.8	12.4	12.7
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		93			20			1130			1404	
Approach Delay, s/veh		22.9			25.1			11.4			12.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	29.2	5.2	13.4	6.4	28.6	6.8	11.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	6.4	40.1	5.0	38.4	7.4	39.1	7.4	36.0				
Max Q Clear Time (g_c+I1), s	2.5	9.8	2.2	3.2	2.9	12.8	3.1	2.2				
Green Ext Time (p_c), s	0.0	7.6	0.0	0.3	0.0	9.9	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			B									

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

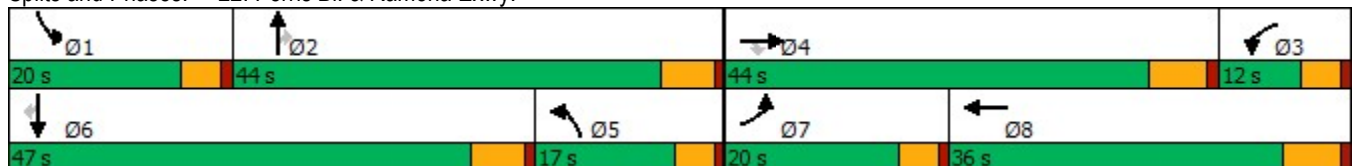
02/18/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	319	2532	384	152	1874	351	510	195	489	768	233	
Future Volume (vph)	319	2532	384	152	1874	351	510	195	489	768	233	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8	
Total Split (s)	20.0	44.0	44.0	12.0	36.0	17.0	44.0	44.0	20.0	47.0	47.0	
Total Split (%)	16.7%	36.7%	36.7%	10.0%	30.0%	14.2%	36.7%	36.7%	16.7%	39.2%	39.2%	
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	13.6	37.9	37.9	7.3	31.6	12.4	28.3	28.3	15.5	31.3	31.3	
Actuated g/C Ratio	0.12	0.34	0.34	0.07	0.29	0.11	0.26	0.26	0.14	0.28	0.28	
v/c Ratio	0.76	1.46	0.59	0.68	1.53	0.92	0.57	0.38	1.03	0.77	0.41	
Control Delay	59.6	240.7	19.3	67.3	272.2	78.2	37.8	9.4	95.1	41.6	10.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	59.6	240.7	19.3	67.3	272.2	78.2	37.8	9.4	95.1	41.6	10.3	
LOS	E	F	B	E	F	E	D	A	F	D	B	
Approach Delay		196.6			258.9		46.0			54.3		
Approach LOS		F			F		D			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 110.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.53	
Intersection Signal Delay: 168.8	Intersection LOS: F
Intersection Capacity Utilization 103.0%	ICU Level of Service G
Analysis Period (min) 15	

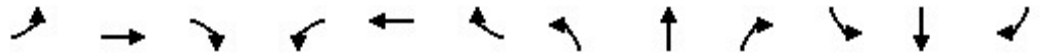
Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	319	2532	384	152	1874	308	351	510	195	489	768	233
Future Volume (veh/h)	319	2532	384	152	1874	308	351	510	195	489	768	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	329	2610	296	157	1932	305	362	526	150	504	792	166
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	1762	546	216	1375	214	391	923	411	486	981	436
Arrive On Green	0.11	0.34	0.34	0.06	0.30	0.30	0.11	0.26	0.26	0.14	0.27	0.27
Sat Flow, veh/h	3510	5187	1607	3510	4524	703	3510	3610	1608	3510	3610	1605
Grp Volume(v), veh/h	329	2610	296	157	1470	767	362	526	150	504	792	166
Grp Sat Flow(s),veh/h/ln	1755	1729	1607	1755	1729	1769	1755	1805	1608	1755	1805	1605
Q Serve(g_s), s	10.2	37.8	16.6	4.9	33.8	33.8	11.4	14.1	6.6	15.4	22.8	6.7
Cycle Q Clear(g_c), s	10.2	37.8	16.6	4.9	33.8	33.8	11.4	14.1	6.6	15.4	22.8	6.7
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	392	1762	546	216	1051	538	391	923	411	486	981	436
V/C Ratio(X)	0.84	1.48	0.54	0.73	1.40	1.43	0.93	0.57	0.36	1.04	0.81	0.38
Avail Cap(c_a), veh/h	486	1762	546	233	1051	538	391	1239	552	486	1336	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	36.7	29.7	51.3	38.7	38.7	49.0	36.1	20.3	47.9	37.8	17.0
Incr Delay (d2), s/veh	8.7	219.8	1.1	8.3	185.3	202.7	27.2	0.6	0.5	50.9	2.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	50.6	6.2	2.3	40.4	44.0	6.3	6.1	3.2	9.9	10.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	256.5	30.8	59.6	224.1	241.4	76.2	36.7	20.8	98.8	40.5	17.5
LnGrp LOS	E	F	C	E	F	F	E	D	C	F	D	B
Approach Vol, veh/h		3235			2394			1038			1462	
Approach Delay, s/veh		215.6			218.8			48.2			58.0	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	34.2	13.0	44.0	18.2	36.0	17.0	40.0				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	15.4	38.2	7.4	* 38	12.4	* 41	15.4	29.8				
Max Q Clear Time (g_c+I1), s	17.4	16.1	6.9	39.8	13.4	24.8	12.2	35.8				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.0	0.0	5.1	0.2	0.0				

Intersection Summary

HCM 6th Ctrl Delay	166.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

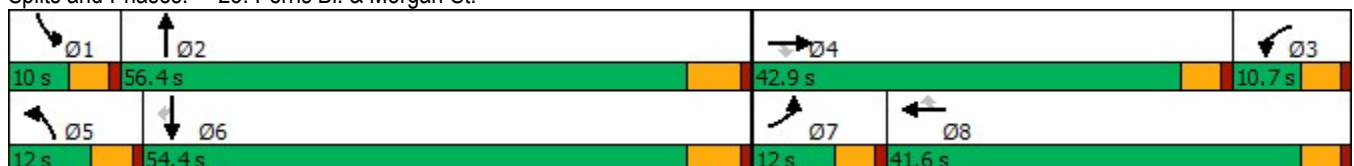


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	49	90	27	33	179	45	43	1064	20	1281	35
Future Volume (vph)	49	90	27	33	179	45	43	1064	20	1281	35
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	42.9	42.9	10.7	41.6	41.6	12.0	56.4	10.0	54.4	54.4
Total Split (%)	10.0%	35.8%	35.8%	8.9%	34.7%	34.7%	10.0%	47.0%	8.3%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.1	17.5	17.5	9.9	17.9	17.9	7.0	43.8	5.9	41.1	41.1
Actuated g/C Ratio	0.08	0.21	0.21	0.12	0.21	0.21	0.08	0.51	0.07	0.48	0.48
v/c Ratio	0.35	0.13	0.07	0.17	0.47	0.11	0.31	0.43	0.17	0.77	0.04
Control Delay	53.3	35.4	0.3	43.6	37.9	0.5	52.4	15.4	52.3	25.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	35.4	0.3	43.6	37.9	0.5	52.4	15.4	52.3	25.0	0.1
LOS	D	D	A	D	D	A	D	B	D	C	A
Approach Delay		35.1			32.1			16.8		24.7	
Approach LOS		D			C			B		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 85.2
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 22.9
 Intersection LOS: C
 Intersection Capacity Utilization 61.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	90	27	33	179	45	43	1064	14	20	1281	35
Future Volume (veh/h)	49	90	27	33	179	45	43	1064	14	20	1281	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	95	11	35	188	38	45	1120	13	21	1348	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	519	231	82	273	231	76	2668	31	43	1758	767
Arrive On Green	0.05	0.14	0.14	0.05	0.14	0.14	0.04	0.50	0.50	0.02	0.49	0.49
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5285	61	1810	3610	1575
Grp Volume(v), veh/h	52	95	11	35	188	38	45	733	400	21	1348	31
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1888	1810	1805	1575
Q Serve(g_s), s	2.0	1.6	0.3	1.3	6.5	1.4	1.7	9.3	9.3	0.8	21.3	0.7
Cycle Q Clear(g_c), s	2.0	1.6	0.3	1.3	6.5	1.4	1.7	9.3	9.3	0.8	21.3	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	82	519	231	82	273	231	76	1746	953	43	1758	767
V/C Ratio(X)	0.63	0.18	0.05	0.42	0.69	0.16	0.60	0.42	0.42	0.48	0.77	0.04
Avail Cap(c_a), veh/h	193	1989	887	159	1011	857	193	2517	1374	141	2523	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	26.2	16.3	32.3	28.3	26.1	32.7	10.8	10.8	33.5	14.6	9.3
Incr Delay (d2), s/veh	2.9	0.2	0.1	1.3	3.1	0.3	2.8	0.2	0.3	3.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.7	0.2	0.6	3.1	0.6	0.7	2.8	3.1	0.4	7.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	26.3	16.4	33.6	31.4	26.4	35.5	11.0	11.1	36.6	15.5	9.4
LnGrp LOS	D	C	B	C	C	C	D	B	B	D	B	A
Approach Vol, veh/h		158			261			1178			1400	
Approach Delay, s/veh		28.7			30.9			12.0			15.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	40.9	7.8	14.6	7.5	39.7	7.8	14.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	5.4	50.6	6.1	38.3	7.4	48.6	7.4	37.0				
Max Q Clear Time (g_c+I1), s	2.8	11.3	3.3	3.6	3.7	23.3	4.0	8.5				
Green Ext Time (p_c), s	0.0	8.3	0.0	0.6	0.0	10.6	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			16.2									
HCM 6th LOS			B									

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

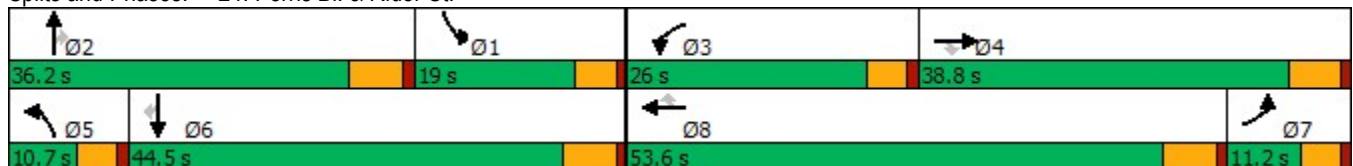
02/18/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	297	92	349	115	251	37	771	298	252	1055	41
Future Volume (vph)	50	297	92	349	115	251	37	771	298	252	1055	41
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	11.2	38.8	38.8	26.0	53.6	53.6	10.7	36.2	36.2	19.0	44.5	44.5
Total Split (%)	9.3%	32.3%	32.3%	21.7%	44.7%	44.7%	8.9%	30.2%	30.2%	15.8%	37.1%	37.1%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.6	16.0	16.0	21.7	26.6	26.6	5.8	22.9	22.9	14.6	36.2	36.2
Actuated g/C Ratio	0.16	0.17	0.17	0.23	0.28	0.28	0.06	0.24	0.24	0.15	0.38	0.38
v/c Ratio	0.18	0.52	0.24	0.90	0.12	0.42	0.36	0.65	0.50	0.96	0.57	0.06
Control Delay	37.1	39.7	1.6	64.1	32.0	6.4	57.5	36.4	7.0	89.1	27.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	39.7	1.6	64.1	32.0	6.4	57.5	36.4	7.0	89.1	27.0	0.2
LOS	D	D	A	E	C	A	E	D	A	F	C	A
Approach Delay		31.4			38.7			29.2			37.8	
Approach LOS		C			D			C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 34.6
 Intersection LOS: C
 Intersection Capacity Utilization 75.7%
 ICU Level of Service D
 Analysis Period (min) 15

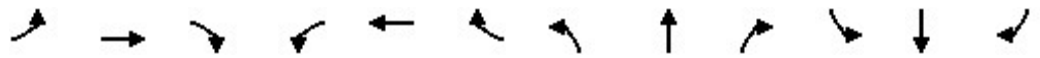
Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	50	297	92	349	115	251	37	771	298	252	1055	41
Future Volume (veh/h)	50	297	92	349	115	251	37	771	298	252	1055	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	309	49	364	120	195	39	803	227	262	1099	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	323	487	216	400	590	263	63	1182	366	297	1923	590
Arrive On Green	0.18	0.13	0.13	0.22	0.16	0.16	0.04	0.23	0.23	0.16	0.37	0.37
Sat Flow, veh/h	1810	3610	1603	1810	3610	1607	1810	5187	1606	1810	5187	1590
Grp Volume(v), veh/h	52	309	49	364	120	195	39	803	227	262	1099	27
Grp Sat Flow(s),veh/h/ln	1810	1805	1603	1810	1805	1607	1810	1729	1606	1810	1729	1590
Q Serve(g_s), s	2.1	7.1	2.4	17.1	2.5	10.1	1.9	12.3	6.2	12.3	14.8	0.5
Cycle Q Clear(g_c), s	2.1	7.1	2.4	17.1	2.5	10.1	1.9	12.3	6.2	12.3	14.8	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	487	216	400	590	263	63	1182	366	297	1923	590
V/C Ratio(X)	0.16	0.63	0.23	0.91	0.20	0.74	0.62	0.68	0.62	0.88	0.57	0.05
Avail Cap(c_a), veh/h	323	1365	606	444	1977	880	126	1807	559	299	2300	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	35.7	33.7	33.2	31.6	34.8	41.5	30.8	9.5	35.6	21.9	4.5
Incr Delay (d2), s/veh	0.1	1.4	0.5	20.4	0.2	4.1	3.6	0.7	1.7	24.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.0	0.9	9.2	1.0	4.0	0.9	4.9	3.9	7.1	5.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	37.1	34.2	53.6	31.8	38.9	45.1	31.5	11.2	59.8	22.2	4.5
LnGrp LOS	C	D	C	D	C	D	D	C	B	E	C	A
Approach Vol, veh/h		410			679			1069			1388	
Approach Delay, s/veh		35.9			45.5			27.7			28.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.1	25.7	23.9	17.6	7.7	38.2	21.4	20.1				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	14.4	* 30	21.4	33.0	6.1	38.7	6.6	* 48				
Max Q Clear Time (g_c+I1), s	14.3	14.3	19.1	9.1	3.9	16.8	4.1	12.1				
Green Ext Time (p_c), s	0.0	5.3	0.2	1.9	0.0	7.5	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	31	183	88	109	123	155	949	123	165	1297	24
Future Volume (vph)	31	183	88	109	123	155	949	123	165	1297	24
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	25.2	9.1	32.5	32.5	5.5	40.3	40.3	15.5	50.2	50.2
Actuated g/C Ratio	0.06	0.23	0.08	0.30	0.30	0.05	0.37	0.37	0.14	0.46	0.46
v/c Ratio	0.33	0.88	0.65	0.22	0.23	1.91	0.80	0.20	0.72	0.87	0.03
Control Delay	62.2	60.3	72.7	33.9	5.4	477.9	38.0	5.2	63.2	34.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	60.3	72.7	33.9	5.4	477.9	38.0	5.2	63.2	34.5	0.1
LOS	E	E	E	C	A	F	D	A	E	C	A
Approach Delay		60.4		33.6			90.2			37.1	
Approach LOS		E		C			F			D	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 110

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.91

Intersection Signal Delay: 58.4

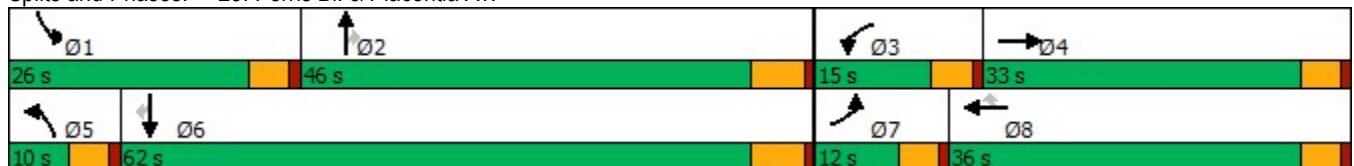
Intersection LOS: E

Intersection Capacity Utilization 84.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	183	156	88	109	123	155	949	123	165	1297	24
Future Volume (veh/h)	31	183	156	88	109	123	155	949	123	165	1297	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	203	106	98	121	20	172	1054	70	183	1441	21
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	236	123	125	454	385	100	1477	659	218	1712	763
Arrive On Green	0.03	0.20	0.20	0.07	0.24	0.24	0.06	0.41	0.41	0.12	0.47	0.47
Sat Flow, veh/h	1810	1176	614	1810	1900	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	34	0	309	98	121	20	172	1054	70	183	1441	21
Grp Sat Flow(s),veh/h/ln	1810	0	1790	1810	1900	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	1.8	0.0	16.3	5.2	5.1	0.9	5.4	23.8	2.6	9.7	34.1	0.7
Cycle Q Clear(g_c), s	1.8	0.0	16.3	5.2	5.1	0.9	5.4	23.8	2.6	9.7	34.1	0.7
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	0	360	125	454	385	100	1477	659	218	1712	763
V/C Ratio(X)	0.61	0.00	0.86	0.79	0.27	0.05	1.72	0.71	0.11	0.84	0.84	0.03
Avail Cap(c_a), veh/h	137	0	520	193	610	517	100	1485	662	396	2075	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	0.0	37.7	44.8	30.2	28.6	46.2	24.1	17.8	42.1	22.5	13.7
Incr Delay (d2), s/veh	4.0	0.0	9.6	4.9	0.3	0.1	362.7	1.6	0.1	3.4	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	8.1	2.5	2.4	0.4	12.4	9.6	1.0	4.3	13.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	0.0	47.3	49.7	30.5	28.7	408.9	25.7	17.9	45.5	25.3	13.7
LnGrp LOS	D	A	D	D	C	C	F	C	B	D	C	B
Approach Vol, veh/h		343			239			1296			1645	
Approach Delay, s/veh		47.6			38.2			76.2			27.4	
Approach LOS		D			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	45.8	11.3	24.3	10.0	52.2	7.6	28.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+l1), s	11.7	25.8	7.2	18.3	7.4	36.1	3.8	7.1				
Green Ext Time (p_c), s	0.2	6.1	0.0	1.4	0.0	10.2	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			48.0									
HCM 6th LOS			D									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

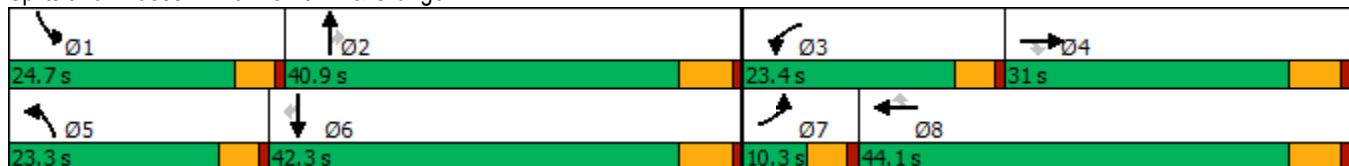


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	27	371	290	252	260	93	251	775	232	199	1057	55
Future Volume (vph)	27	371	290	252	260	93	251	775	232	199	1057	55
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	25.2	25.2	18.7	42.3	42.3	18.6	37.9	37.9	17.2	36.5	36.5
Actuated g/C Ratio	0.05	0.21	0.21	0.16	0.35	0.35	0.16	0.32	0.32	0.14	0.30	0.30
v/c Ratio	0.35	0.99	0.54	0.95	0.22	0.16	0.95	0.72	0.37	0.82	1.02	0.10
Control Delay	67.4	90.0	8.1	93.5	28.8	5.1	93.6	41.3	5.6	73.6	74.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.4	90.0	8.1	93.5	28.8	5.1	93.6	41.3	5.6	73.6	74.3	0.3
LOS	E	F	A	F	C	A	F	D	A	E	E	A
Approach Delay		54.6			52.1			45.2			71.0	
Approach LOS		D			D			D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.8
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 56.7
 Intersection LOS: E
 Intersection Capacity Utilization 93.9%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
 26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	27	371	290	252	260	93	251	775	232	199	1057	55
Future Volume (veh/h)	27	371	290	252	260	93	251	775	232	199	1057	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	395	222	268	277	72	267	824	208	212	1124	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	399	337	283	1230	545	282	1182	526	240	1098	489
Arrive On Green	0.03	0.21	0.21	0.16	0.34	0.34	0.16	0.33	0.33	0.13	0.30	0.30
Sat Flow, veh/h	1810	1900	1603	1810	3610	1599	1810	3610	1606	1810	3610	1609
Grp Volume(v), veh/h	29	395	222	268	277	72	267	824	208	212	1124	36
Grp Sat Flow(s),veh/h/ln	1810	1900	1603	1810	1805	1599	1810	1805	1606	1810	1805	1609
Q Serve(g_s), s	1.9	24.9	15.2	17.6	6.6	3.7	17.5	23.9	12.0	13.8	36.5	1.9
Cycle Q Clear(g_c), s	1.9	24.9	15.2	17.6	6.6	3.7	17.5	23.9	12.0	13.8	36.5	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	399	337	283	1230	545	282	1182	526	240	1098	489
V/C Ratio(X)	0.62	0.99	0.66	0.95	0.23	0.13	0.95	0.70	0.40	0.88	1.02	0.07
Avail Cap(c_a), veh/h	86	399	337	283	1230	545	282	1182	526	303	1098	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	47.3	43.5	50.1	28.2	27.3	50.2	35.2	31.2	51.1	41.8	29.7
Incr Delay (d2), s/veh	4.9	42.3	4.7	38.5	0.1	0.1	39.0	1.8	0.5	18.7	33.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	16.0	6.3	10.7	2.8	1.4	10.8	10.4	4.6	7.3	20.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	89.6	48.1	88.6	28.3	27.4	89.2	37.0	31.7	69.9	75.1	29.8
LnGrp LOS	E	F	D	F	C	C	F	D	C	E	F	C
Approach Vol, veh/h		646			617			1299			1372	
Approach Delay, s/veh		74.1			54.4			46.9			73.1	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.5	45.1	23.4	31.0	23.3	42.3	7.7	46.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	15.8	25.9	19.6	26.9	19.5	38.5	3.9	8.6				
Green Ext Time (p_c), s	0.1	4.0	0.0	0.0	0.0	0.0	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	61.7
HCM 6th LOS	E

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

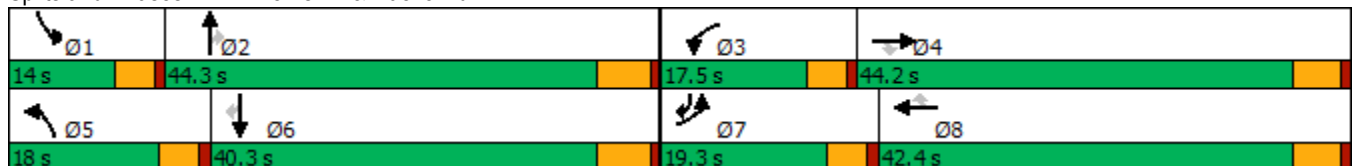
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	495	874	165	178	646	187	180	638	103	271	819	407
Future Volume (vph)	495	874	165	178	646	187	180	638	103	271	819	407
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.9	35.0	35.0	10.3	30.4	30.4	13.5	35.4	35.4	9.5	31.4	47.5
Actuated g/C Ratio	0.13	0.32	0.32	0.09	0.27	0.27	0.12	0.32	0.32	0.09	0.28	0.43
v/c Ratio	1.13	0.83	0.29	0.59	0.70	0.35	0.88	0.59	0.20	0.97	0.86	0.35
Control Delay	128.3	42.7	5.9	57.4	40.3	6.6	87.0	34.7	7.3	97.7	48.0	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	128.3	42.7	5.9	57.4	40.3	6.6	87.0	34.7	7.3	97.7	48.0	15.4
LOS	F	D	A	E	D	A	F	C	A	F	D	B
Approach Delay		66.4			37.1			41.9			48.1	
Approach LOS		E			D			D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 110.8	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.13	
Intersection Signal Delay: 50.4	Intersection LOS: D
Intersection Capacity Utilization 89.6%	ICU Level of Service E
Analysis Period (min) 15	

































Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 	 	 
Traffic Volume (veh/h)	495	874	165	178	646	187	180	638	103	271	819	407
Future Volume (veh/h)	495	874	165	178	646	187	180	638	103	271	819	407
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	532	940	117	191	695	138	194	686	78	291	881	249
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	458	1213	529	253	1002	438	215	1181	507	293	1053	1177
Arrive On Green	0.13	0.34	0.34	0.07	0.28	0.28	0.12	0.33	0.33	0.08	0.29	0.29
Sat Flow, veh/h	3510	3610	1576	3510	3610	1579	1810	3610	1550	3510	3610	2766
Grp Volume(v), veh/h	532	940	117	191	695	138	194	686	78	291	881	249
Grp Sat Flow(s),veh/h/ln	1755	1805	1576	1755	1805	1579	1810	1805	1550	1755	1805	1383
Q Serve(g_s), s	14.7	26.3	6.0	6.0	19.4	7.8	11.9	17.8	4.0	9.3	25.8	6.4
Cycle Q Clear(g_c), s	14.7	26.3	6.0	6.0	19.4	7.8	11.9	17.8	4.0	9.3	25.8	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	1213	529	253	1002	438	215	1181	507	293	1053	1177
V/C Ratio(X)	1.16	0.77	0.22	0.75	0.69	0.31	0.90	0.58	0.15	0.99	0.84	0.21
Avail Cap(c_a), veh/h	458	1243	543	402	1186	519	215	1234	530	293	1106	1217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	33.6	26.8	51.3	36.4	32.2	49.0	31.5	26.8	51.6	37.4	20.7
Incr Delay (d2), s/veh	94.3	3.1	0.2	1.7	1.4	0.4	35.0	0.6	0.1	50.6	5.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	11.6	2.2	2.7	8.5	3.0	7.3	7.5	1.5	6.0	11.6	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	143.3	36.6	27.0	53.0	37.8	32.6	83.9	32.1	27.0	102.2	42.9	20.7
LnGrp LOS	F	D	C	D	D	C	F	C	C	F	D	C
Approach Vol, veh/h		1589			1024			958			1421	
Approach Delay, s/veh		71.6			39.9			42.2			51.2	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	42.7	12.7	43.2	18.0	38.7	19.3	36.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	11.3	19.8	8.0	28.3	13.9	27.8	16.7	21.4				
Green Ext Time (p_c), s	0.0	4.3	0.1	4.7	0.0	3.5	0.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			53.7									
HCM 6th LOS			D									

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

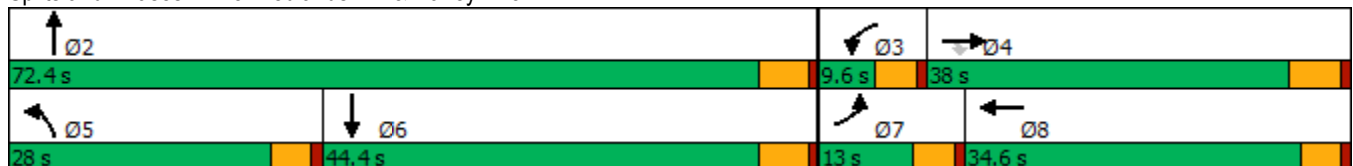


Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↶	↷	↶	↷	↷		
Traffic Volume (vph)	46	457	586	11	4		
Future Volume (vph)	46	457	586	11	4		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	13.0	38.0	28.0	72.4	44.4	9.6	34.6
Total Split (%)	10.8%	31.7%	23.3%	60.3%	37.0%	8%	29%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	14.4	26.8	33.6	14.4		
Actuated g/C Ratio	0.12	0.24	0.44	0.55	0.24		
v/c Ratio	0.22	0.40	0.78	0.01	0.03		
Control Delay	34.5	1.0	29.7	7.4	0.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	34.5	1.0	29.7	7.4	0.1		
LOS	C	A	C	A	A		
Approach Delay				29.3	0.1		
Approach LOS				C	A		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 60.9
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 17.2
 Intersection LOS: B
 Intersection Capacity Utilization 56.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↗			↑↗	
Traffic Volume (veh/h)	46	0	457	0	0	0	586	11	0	0	4	34
Future Volume (veh/h)	46	0	457	0	0	0	586	11	0	0	4	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	49	0	327	0	0	0	623	12	0	0	4	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	468	397	3	217	0	676	1983	0	0	166	148
Arrive On Green	0.05	0.00	0.25	0.00	0.00	0.00	0.37	0.55	0.00	0.00	0.09	0.09
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	1900	1610
Grp Volume(v), veh/h	49	0	327	0	0	0	623	12	0	0	4	30
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	1610
Q Serve(g_s), s	1.5	0.0	10.5	0.0	0.0	0.0	18.0	0.1	0.0	0.0	0.1	0.9
Cycle Q Clear(g_c), s	1.5	0.0	10.5	0.0	0.0	0.0	18.0	0.1	0.0	0.0	0.1	0.9
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	87	468	397	3	217	0	676	1983	0	0	166	148
V/C Ratio(X)	0.56	0.00	0.82	0.00	0.00	0.00	0.92	0.01	0.00	0.00	0.02	0.20
Avail Cap(c_a), veh/h	277	1116	946	165	1040	0	773	4413	0	0	1284	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	19.5	0.0	0.0	0.0	16.4	5.6	0.0	0.0	22.6	23.0
Incr Delay (d2), s/veh	2.1	0.0	4.4	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	4.1	0.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	0.0	23.9	0.0	0.0	0.0	30.7	5.6	0.0	0.0	22.7	23.7
LnGrp LOS	C	A	C	A	A	A	C	A	A	A	C	C
Approach Vol, veh/h		376			0			635			34	
Approach Delay, s/veh		24.4			0.0			30.3			23.6	
Approach LOS		C						C			C	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		35.5	0.0	19.3	25.1	10.4	7.2	12.1				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		67.0	5.0	32.2	23.4	39.0	8.4	* 30				
Max Q Clear Time (g_c+I1), s		2.1	0.0	12.5	20.0	2.9	3.5	0.0				
Green Ext Time (p_c), s		0.0	0.0	1.0	0.4	0.1	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			27.9									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	93	68	20	449	397	30
Future Vol, veh/h	93	68	20	449	397	30
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	106	77	23	510	451	34
Number of Lanes	1	1	1	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	11.7	11.9	14.4
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	82%
Vol Right, %	0%	0%	0%	0%	100%	0%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	225	225	93	68	265	162
LT Vol	20	0	0	93	0	0	0
Through Vol	0	225	225	0	0	265	132
RT Vol	0	0	0	0	68	0	30
Lane Flow Rate	23	255	255	106	77	301	184
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.043	0.45	0.329	0.226	0.139	0.528	0.317
Departure Headway (Hd)	6.863	6.357	4.636	7.699	6.486	6.315	6.184
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	520	564	770	465	550	568	579
Service Time	4.622	4.116	2.394	5.473	4.259	4.069	3.938
HCM Lane V/C Ratio	0.044	0.452	0.331	0.228	0.14	0.53	0.318
HCM Control Delay	9.9	14.3	9.7	12.7	10.3	16	11.8
HCM Lane LOS	A	B	A	B	B	C	B
HCM 95th-tile Q	0.1	2.3	1.4	0.9	0.5	3.1	1.4

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

05/27/2020

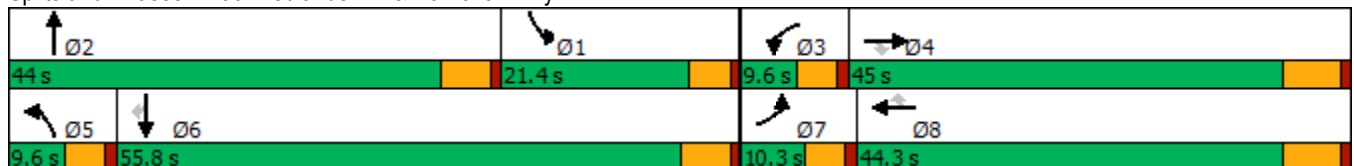


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↖	↑	↗
Traffic Volume (vph)	71	3324	59	215	2353	380	72	78	391	41	85
Future Volume (vph)	71	3324	59	215	2353	380	72	78	391	41	85
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.3	45.0	45.0	9.6	44.3	44.3	9.6	44.0	21.4	55.8	55.8
Total Split (%)	8.6%	37.5%	37.5%	8.0%	36.9%	36.9%	8.0%	36.7%	17.8%	46.5%	46.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.7	39.1	39.1	5.0	38.4	38.4	11.1	19.2	16.9	28.5	28.5
Actuated g/C Ratio	0.06	0.39	0.39	0.05	0.38	0.38	0.11	0.19	0.17	0.28	0.28
v/c Ratio	0.75	1.80	0.09	2.63	1.30	0.55	0.40	0.73	1.41	0.08	0.17
Control Delay	90.8	388.0	0.3	782.8	168.1	15.3	57.0	35.7	237.3	23.8	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.8	388.0	0.3	782.8	168.1	15.3	57.0	35.7	237.3	23.8	3.4
LOS	F	F	A	F	F	B	E	D	F	C	A
Approach Delay		375.3			193.3			40.2		181.9	
Approach LOS		F			F			D		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.63
 Intersection Signal Delay: 271.9
 Intersection LOS: F
 Intersection Capacity Utilization 130.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	3324	59	215	2353	380	72	78	190	391	41	85
Future Volume (veh/h)	71	3324	59	215	2353	380	72	78	190	391	41	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	3613	59	234	2558	398	78	85	148	425	45	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	2043	633	92	2023	628	92	103	179	309	558	472
Arrive On Green	0.05	0.39	0.39	0.05	0.39	0.39	0.05	0.17	0.17	0.17	0.29	0.29
Sat Flow, veh/h	1810	5187	1606	1810	5187	1610	1810	622	1083	1810	1900	1610
Grp Volume(v), veh/h	77	3613	59	234	2558	398	78	0	233	425	45	78
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1729	1610	1810	0	1705	1810	1900	1610
Q Serve(g_s), s	4.1	38.8	2.3	5.0	38.4	10.4	4.2	0.0	13.0	16.8	1.7	3.5
Cycle Q Clear(g_c), s	4.1	38.8	2.3	5.0	38.4	10.4	4.2	0.0	13.0	16.8	1.7	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	99	2043	633	92	2023	628	92	0	282	309	558	472
V/C Ratio(X)	0.78	1.77	0.09	2.55	1.26	0.63	0.85	0.00	0.83	1.38	0.08	0.17
Avail Cap(c_a), veh/h	105	2043	633	92	2023	628	92	0	668	309	972	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	29.9	18.8	46.8	30.0	6.8	46.4	0.0	39.7	40.9	25.2	25.8
Incr Delay (d2), s/veh	25.9	347.8	0.1	727.3	123.3	2.1	47.1	0.0	6.1	188.8	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	80.2	0.8	20.7	37.3	6.1	3.0	0.0	5.7	23.4	0.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	377.6	18.8	774.1	153.3	8.9	93.5	0.0	45.8	229.7	25.2	26.0
LnGrp LOS	E	F	B	F	F	A	F	A	D	F	C	C
Approach Vol, veh/h		3749			3190			311			548	
Approach Delay, s/veh		365.7			180.8			57.7			183.9	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.2	21.7	9.6	45.0	9.6	34.3	10.0	44.6				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	16.8	* 39	5.0	38.8	5.0	50.4	5.7	38.1				
Max Q Clear Time (g_c+I1), s	18.8	15.0	7.0	40.8	6.2	5.5	6.1	40.4				
Green Ext Time (p_c), s	0.0	1.3	0.0	0.0	0.0	0.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	265.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↔		↖	↗	↖
Traffic Vol, veh/h	123	8	5	4	19	7	13	151	0	7	70	208
Future Vol, veh/h	123	8	5	4	19	7	13	151	0	7	70	208
Peak Hour Factor	0.73	0.92	0.73	0.92	0.92	0.92	0.73	0.73	0.92	0.92	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	168	9	7	4	21	8	18	207	0	8	96	285
Number of Lanes	1	1	0	1	1	0	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	11.9	9.3	11	10.1
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	1%	100%	0%	100%	0%	9%	0%
Vol Thru, %	0%	99%	0%	62%	0%	73%	91%	0%
Vol Right, %	0%	0%	0%	38%	0%	27%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	152	123	13	4	26	77	208
LT Vol	12	1	123	0	4	0	7	0
Through Vol	0	151	0	8	0	19	70	0
RT Vol	0	0	0	5	0	7	0	208
Lane Flow Rate	16	209	168	16	4	28	103	285
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.027	0.329	0.308	0.025	0.008	0.049	0.157	0.373
Departure Headway (Hd)	6.169	5.669	6.572	5.793	6.881	6.181	5.567	4.815
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	584	638	549	620	522	581	648	752
Service Time	3.869	3.369	4.285	3.507	4.6	3.901	3.267	2.515
HCM Lane V/C Ratio	0.027	0.328	0.306	0.026	0.008	0.048	0.159	0.379
HCM Control Delay	9	11.1	12.2	8.7	9.7	9.2	9.3	10.4
HCM Lane LOS	A	B	B	A	A	A	A	B
HCM 95th-tile Q	0.1	1.4	1.3	0.1	0	0.2	0.6	1.7

Intersection

Intersection Delay, s/veh 47.6

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	47	666	55	46	587	16	6	35	190	6	39	39
Future Vol, veh/h	47	666	55	46	587	16	6	35	190	6	39	39
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	51	709	59	49	624	17	6	38	202	7	42	42
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	216.5	129.4	19	14.4
HCM LOS	F	F	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	16%	0%	92%	0%	97%	0%	50%
Vol Right, %	0%	84%	0%	8%	0%	3%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	225	47	721	46	603	6	78
LT Vol	6	0	47	0	46	0	6	0
Through Vol	0	35	0	666	0	587	0	39
RT Vol	0	190	0	55	0	16	0	39
Lane Flow Rate	6	240	51	767	49	642	7	85
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.015	0.499	0.104	1.443	0.1	1.215	0.017	0.196
Departure Headway (Hd)	9.566	8.42	7.701	7.133	7.94	7.406	10.383	9.485
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	376	432	468	514	454	494	347	381
Service Time	7.266	6.12	5.401	4.833	5.64	5.106	8.083	7.185
HCM Lane V/C Ratio	0.016	0.556	0.109	1.492	0.108	1.3	0.02	0.223
HCM Control Delay	12.4	19.2	11.3	230.2	11.5	138.4	13.3	14.5
HCM Lane LOS	B	C	B	F	B	F	B	B
HCM 95th-tile Q	0	2.7	0.3	35.6	0.3	22.8	0.1	0.7

Intersection												
Intersection Delay, s/veh	14.2											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↖↗		↖	↑	↗
Traffic Vol, veh/h	44	261	139	63	198	2	102	173	22	12	83	21
Future Vol, veh/h	44	261	139	63	198	2	102	173	22	12	83	21
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	48	287	153	69	218	2	112	190	24	13	91	23
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	15.4	14.9	12.7	12.3
HCM LOS	C	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	72%	0%	100%	0%	0%	99%	0%	100%	0%
Vol Right, %	0%	0%	28%	0%	0%	100%	0%	1%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	115	80	44	261	139	63	200	12	83	21
LT Vol	102	0	0	44	0	0	63	0	12	0	0
Through Vol	0	115	58	0	261	0	0	198	0	83	0
RT Vol	0	0	22	0	0	139	0	2	0	0	21
Lane Flow Rate	112	127	88	48	287	153	69	220	13	91	23
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.249	0.263	0.177	0.101	0.559	0.268	0.15	0.445	0.031	0.204	0.047
Departure Headway (Hd)	7.985	7.477	7.281	7.514	7.011	6.307	7.795	7.288	8.556	8.046	7.332
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	449	480	493	477	516	570	460	495	418	446	488
Service Time	5.731	5.223	5.027	5.253	4.75	4.046	5.538	5.031	6.312	5.802	5.087
HCM Lane V/C Ratio	0.249	0.265	0.178	0.101	0.556	0.268	0.15	0.444	0.031	0.204	0.047
HCM Control Delay	13.4	12.9	11.6	11.1	18.3	11.4	11.9	15.8	11.6	12.9	10.5
HCM Lane LOS	B	B	B	B	C	B	B	C	B	B	B
HCM 95th-tile Q	1	1	0.6	0.3	3.4	1.1	0.5	2.3	0.1	0.8	0.1

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

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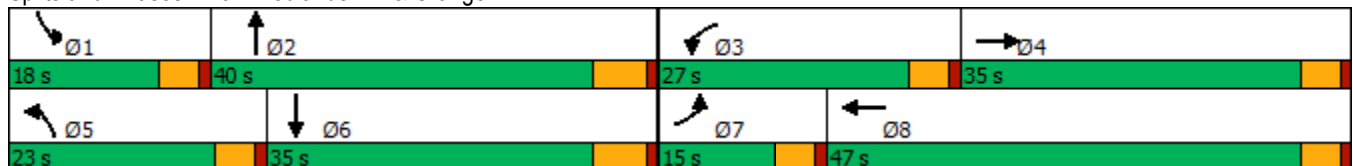


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	57	549	107	434	88	233	29	194
Future Volume (vph)	57	549	107	434	88	233	29	194
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	21.6	9.6	23.4	8.8	19.5	6.6	13.2
Actuated g/C Ratio	0.11	0.32	0.14	0.35	0.13	0.29	0.10	0.20
v/c Ratio	0.29	0.62	0.43	0.38	0.39	0.32	0.17	0.34
Control Delay	38.2	23.8	37.7	19.3	37.9	20.8	38.4	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.2	23.8	37.7	19.3	37.9	20.8	38.4	27.9
LOS	D	C	D	B	D	C	D	C
Approach Delay		25.0		22.7		24.5		29.1
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 67.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 24.8
 Intersection LOS: C
 Intersection Capacity Utilization 55.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
 34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	549	129	107	434	27	88	233	83	29	194	35
Future Volume (veh/h)	57	549	129	107	434	27	88	233	83	29	194	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	566	94	110	447	19	91	240	61	30	200	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	891	147	144	1106	47	126	651	162	61	622	77
Arrive On Green	0.05	0.29	0.29	0.08	0.31	0.31	0.07	0.23	0.23	0.03	0.19	0.19
Sat Flow, veh/h	1810	3086	511	1810	3525	150	1810	2850	707	1810	3228	398
Grp Volume(v), veh/h	59	330	330	110	228	238	91	150	151	30	111	114
Grp Sat Flow(s),veh/h/ln	1810	1805	1792	1810	1805	1870	1810	1805	1752	1810	1805	1821
Q Serve(g_s), s	1.7	8.5	8.5	3.2	5.3	5.3	2.6	3.7	3.9	0.9	2.8	2.9
Cycle Q Clear(g_c), s	1.7	8.5	8.5	3.2	5.3	5.3	2.6	3.7	3.9	0.9	2.8	2.9
Prop In Lane	1.00		0.29	1.00		0.08	1.00		0.40	1.00		0.22
Lane Grp Cap(c), veh/h	99	521	517	144	566	587	126	412	400	61	348	351
V/C Ratio(X)	0.60	0.63	0.64	0.76	0.40	0.40	0.72	0.36	0.38	0.49	0.32	0.33
Avail Cap(c_a), veh/h	355	1034	1026	764	1442	1494	627	1163	1129	457	993	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	16.4	16.5	23.9	14.3	14.3	24.2	17.2	17.3	25.2	18.4	18.5
Incr Delay (d2), s/veh	2.1	1.3	1.3	3.1	0.5	0.5	2.9	0.5	0.6	2.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.3	3.3	1.4	2.0	2.1	1.1	1.3	1.4	0.4	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	17.7	17.8	27.0	14.8	14.8	27.1	17.8	17.9	27.5	19.0	19.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		719			576			392			255	
Approach Delay, s/veh		18.5			17.1			20.0			20.0	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	17.9	8.8	19.9	8.3	16.0	7.5	21.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+1), s	2.9	5.9	5.2	10.5	4.6	4.9	3.7	7.3				
Green Ext Time (p_c), s	0.0	1.6	0.1	4.3	0.1	1.1	0.0	3.2				

Intersection Summary

HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

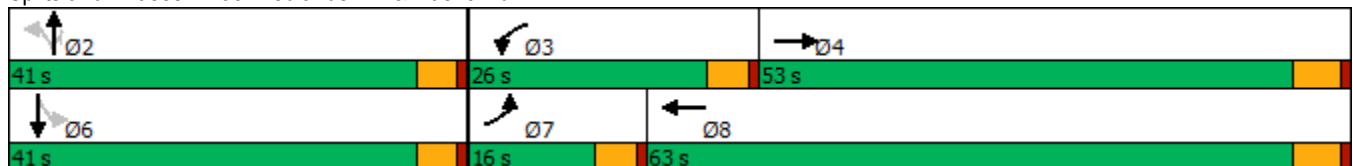


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗		↕
Traffic Volume (vph)	68	1191	198	1038	127	256	204	31	199
Future Volume (vph)	68	1191	198	1038	127	256	204	31	199
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.2	48.2	15.4	57.8	23.7	23.7	23.7		23.7
Actuated g/C Ratio	0.08	0.47	0.15	0.57	0.23	0.23	0.23		0.23
v/c Ratio	0.49	0.85	0.75	0.55	0.88	0.60	0.40		0.83
Control Delay	59.7	32.0	60.4	17.7	86.5	40.9	6.6		56.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	59.7	32.0	60.4	17.7	86.5	40.9	6.6		56.1
LOS	E	C	E	B	F	D	A		E
Approach Delay		33.3		24.3		38.9			56.1
Approach LOS		C		C		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 32.9
 Intersection LOS: C
 Intersection Capacity Utilization 96.4%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗		↖	↗
Traffic Volume (veh/h)	68	1191	183	198	1038	42	127	256	204	31	199	59
Future Volume (veh/h)	68	1191	183	198	1038	42	127	256	204	31	199	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	1228	144	204	1070	41	131	264	156	32	205	42
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	91	1466	171	242	1895	73	269	474	400	70	310	59
Arrive On Green	0.05	0.45	0.45	0.13	0.53	0.53	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3252	380	1810	3544	136	1149	1900	1604	99	1241	237
Grp Volume(v), veh/h	70	680	692	204	545	566	131	264	156	279	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1827	1810	1805	1875	1149	1900	1604	1577	0	0
Q Serve(g_s), s	3.4	29.2	29.5	9.7	17.7	17.7	2.4	10.7	7.1	4.1	0.0	0.0
Cycle Q Clear(g_c), s	3.4	29.2	29.5	9.7	17.7	17.7	17.1	10.7	7.1	14.7	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.07	1.00		1.00	0.11		0.15
Lane Grp Cap(c), veh/h	91	814	823	242	965	1002	269	474	400	439	0	0
V/C Ratio(X)	0.77	0.84	0.84	0.84	0.56	0.56	0.49	0.56	0.39	0.64	0.00	0.00
Avail Cap(c_a), veh/h	234	976	988	440	1181	1227	457	786	663	714	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.3	21.3	21.4	37.2	13.7	13.7	32.1	28.8	27.5	29.8	0.0	0.0
Incr Delay (d2), s/veh	5.1	5.5	5.7	3.0	0.5	0.5	1.4	1.0	0.6	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	12.2	12.5	4.3	6.4	6.7	2.7	4.9	2.7	5.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	26.8	27.1	40.2	14.2	14.2	33.5	29.8	28.1	31.3	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	C	C	C	A	A
Approach Vol, veh/h		1442			1315			551			279	
Approach Delay, s/veh		27.9			18.2			30.2			31.3	
Approach LOS		C			B			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		26.6	16.4	45.1		26.6	9.0	52.5				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+1), s		19.1	11.7	31.5		16.7	5.4	19.7				
Green Ext Time (p_c), s		2.5	0.2	8.2		1.7	0.0	8.4				
Intersection Summary												
HCM 6th Ctrl Delay			25.0									
HCM 6th LOS			C									

Timings
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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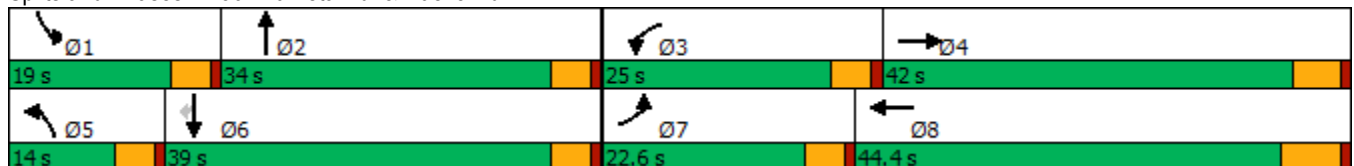


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	85	1150	135	1006	29	86	103	51	73
Future Volume (vph)	85	1150	135	1006	29	86	103	51	73
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	22.6	42.0	25.0	44.4	14.0	34.0	19.0	39.0	39.0
Total Split (%)	18.8%	35.0%	20.8%	37.0%	11.7%	28.3%	15.8%	32.5%	32.5%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.6	31.5	12.6	36.3	6.6	18.9	10.3	27.8	27.8
Actuated g/C Ratio	0.10	0.34	0.13	0.39	0.07	0.20	0.11	0.30	0.30
v/c Ratio	0.50	0.74	0.61	0.59	0.25	0.77	0.57	0.10	0.14
Control Delay	54.2	31.9	52.8	26.5	53.0	38.8	55.6	29.2	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	31.9	52.8	26.5	53.0	38.8	55.6	29.2	2.8
LOS	D	C	D	C	D	D	E	C	A
Approach Delay		33.4		29.5		40.1		32.7	
Approach LOS		C		C		D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 93.5
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 32.5
 Intersection LOS: C
 Intersection Capacity Utilization 69.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	↗
Traffic Volume (veh/h)	85	1150	20	135	1006	61	29	86	207	103	51	73
Future Volume (veh/h)	85	1150	20	135	1006	61	29	86	207	103	51	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	1264	17	148	1105	63	32	95	119	113	56	39
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1870	25	189	1967	112	60	126	158	146	404	342
Arrive On Green	0.07	0.35	0.35	0.10	0.39	0.39	0.03	0.16	0.16	0.08	0.21	0.21
Sat Flow, veh/h	1810	5273	71	1810	5019	286	1810	767	960	1810	1900	1610
Grp Volume(v), veh/h	93	829	452	148	761	407	32	0	214	113	56	39
Grp Sat Flow(s),veh/h/ln	1810	1729	1885	1810	1729	1847	1810	0	1727	1810	1900	1610
Q Serve(g_s), s	3.5	14.0	14.0	5.5	11.8	11.8	1.2	0.0	8.1	4.2	1.6	1.3
Cycle Q Clear(g_c), s	3.5	14.0	14.0	5.5	11.8	11.8	1.2	0.0	8.1	4.2	1.6	1.3
Prop In Lane	1.00		0.04	1.00		0.15	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	121	1227	669	189	1355	724	60	0	285	146	404	342
V/C Ratio(X)	0.77	0.68	0.68	0.78	0.56	0.56	0.53	0.00	0.75	0.77	0.14	0.11
Avail Cap(c_a), veh/h	474	1841	1004	537	1906	1018	247	0	739	379	951	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	18.8	18.8	30.0	16.3	16.3	32.7	0.0	27.4	31.0	22.0	21.8
Incr Delay (d2), s/veh	3.8	0.7	1.2	2.7	0.4	0.7	2.7	0.0	4.0	3.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.0	5.6	2.3	3.8	4.1	0.6	0.0	3.6	1.9	0.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	19.5	20.0	32.8	16.7	17.0	35.4	0.0	31.3	34.2	22.1	22.0
LnGrp LOS	D	B	C	C	B	B	D	A	C	C	C	C
Approach Vol, veh/h		1374			1316			246			208	
Approach Delay, s/veh		20.7			18.6			31.9			28.7	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	15.9	11.8	30.9	6.9	19.2	9.2	33.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	14.4	29.4	20.4	* 37	9.4	34.4	18.0	37.9				
Max Q Clear Time (g_c+I1), s	6.2	10.1	7.5	16.0	3.2	3.6	5.5	13.8				
Green Ext Time (p_c), s	0.1	1.2	0.1	8.4	0.0	0.4	0.1	7.2				

Intersection Summary

HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

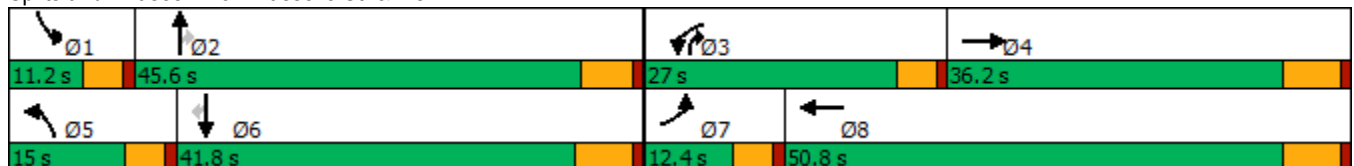


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖↗	↕↔	↖↗	↕↔	↖	↖↗	↕↔	↖
Traffic Volume (vph)	195	542	867	780	268	701	634	293	820	110
Future Volume (vph)	195	542	867	780	268	701	634	293	820	110
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	27.7	23.2	42.4	10.9	37.0	60.1	7.3	33.3	33.3
Actuated g/C Ratio	0.08	0.25	0.21	0.38	0.10	0.33	0.54	0.07	0.30	0.30
v/c Ratio	0.75	0.73	1.21	0.54	0.80	0.60	0.72	1.31	0.77	0.19
Control Delay	69.9	36.3	146.9	26.0	68.4	33.5	20.6	208.9	41.3	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.9	36.3	146.9	26.0	68.4	33.5	20.6	208.9	41.3	2.4
LOS	E	D	F	C	E	C	C	F	D	A
Approach Delay		42.2		81.4		34.2			78.0	
Approach LOS		D		F		C			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 60.2
 Intersection LOS: E
 Intersection Capacity Utilization 90.0%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	195	542	383	867	780	247	268	701	634	293	820	110
Future Volume (veh/h)	195	542	383	867	780	247	268	701	634	293	820	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	553	306	885	796	225	273	715	509	299	837	75
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	866	402	733	1536	430	349	1179	836	229	1069	470
Arrive On Green	0.08	0.25	0.23	0.21	0.38	0.36	0.10	0.33	0.32	0.07	0.30	0.30
Sat Flow, veh/h	3510	3458	1603	3510	4010	1123	3510	3610	1584	3510	3610	1587
Grp Volume(v), veh/h	199	553	306	885	685	336	273	715	509	299	837	75
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1675	1755	1805	1584	1755	1805	1587
Q Serve(g_s), s	6.1	15.7	19.6	23.0	16.8	17.3	8.4	18.3	24.8	7.2	23.4	3.8
Cycle Q Clear(g_c), s	6.1	15.7	19.6	23.0	16.8	17.3	8.4	18.3	24.8	7.2	23.4	3.8
Prop In Lane	1.00		1.00	1.00		0.67	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	866	402	733	1324	642	349	1179	836	229	1069	470
V/C Ratio(X)	0.74	0.64	0.76	1.21	0.52	0.52	0.78	0.61	0.61	1.30	0.78	0.16
Avail Cap(c_a), veh/h	268	1011	469	733	1469	712	350	1363	917	229	1238	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	36.8	39.3	43.6	26.2	26.9	48.4	31.2	18.4	51.5	35.5	28.7
Incr Delay (d2), s/veh	9.5	1.1	6.2	106.1	0.3	0.7	9.9	0.6	1.0	164.5	2.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.4	8.1	20.3	6.5	6.6	4.0	7.7	8.3	8.3	10.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	37.9	45.5	149.7	26.5	27.5	58.4	31.7	19.4	216.0	38.4	28.8
LnGrp LOS	E	D	D	F	C	C	E	C	B	F	D	C
Approach Vol, veh/h		1058			1906			1497			1211	
Approach Delay, s/veh		44.1			83.9			32.4			81.7	
Approach LOS		D			F			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	40.4	27.0	31.6	15.0	36.6	12.4	46.2				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	9.2	26.8	25.0	21.6	10.4	25.4	8.1	19.3				
Green Ext Time (p_c), s	0.0	5.3	0.0	3.2	0.0	3.8	0.0	6.6				

Intersection Summary

HCM 6th Ctrl Delay	62.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Stoneridge Commerce Center SP (JN 13265)

38: Lasselle St. & Krameria Av.

05/27/2020

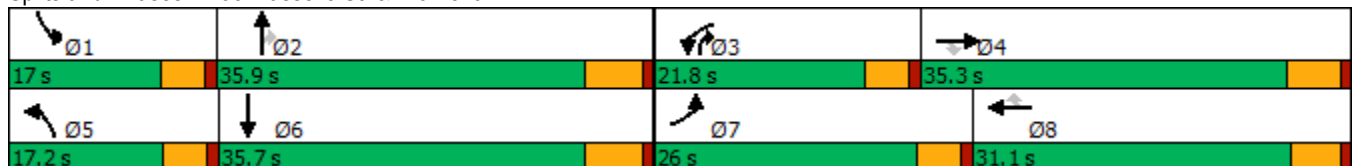


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↕	↗	↖	↕
Traffic Volume (vph)	428	294	247	201	201	137	228	1144	266	252	667
Future Volume (vph)	428	294	247	201	201	137	228	1144	266	252	667
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.1	25.9	24.5	15.9	19.7	18.6	13.2	32.0	47.9	13.0	31.8
Actuated g/C Ratio	0.21	0.25	0.24	0.15	0.19	0.18	0.13	0.31	0.47	0.13	0.31
v/c Ratio	1.23	0.69	0.47	0.80	0.61	0.37	1.09	1.13	0.36	1.23	0.85
Control Delay	160.7	43.2	6.7	64.1	45.3	8.3	129.1	105.3	7.9	173.8	41.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	160.7	43.2	6.7	64.1	45.3	8.3	129.1	105.3	7.9	173.8	41.8
LOS	F	D	A	E	D	A	F	F	A	F	D
Approach Delay		85.9			42.9			92.7			72.3
Approach LOS		F			D			F			E

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 102.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 79.6
 Intersection LOS: E
 Intersection Capacity Utilization 93.9%
 ICU Level of Service F
 Analysis Period (min) 15

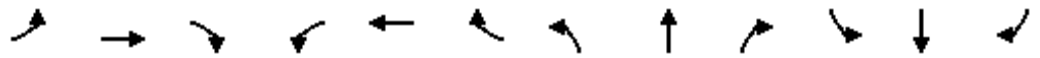
Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	428	294	247	201	201	137	228	1144	266	252	667	171
Future Volume (veh/h)	428	294	247	201	201	137	228	1144	266	252	667	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	476	327	168	223	223	91	253	1271	184	280	741	168
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	399	462	366	265	316	249	239	1154	731	236	927	210
Arrive On Green	0.22	0.24	0.23	0.15	0.17	0.16	0.13	0.32	0.31	0.13	0.32	0.30
Sat Flow, veh/h	1810	1900	1598	1810	1900	1604	1810	3610	1608	1810	2920	662
Grp Volume(v), veh/h	476	327	168	223	223	91	253	1271	184	280	458	451
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1604	1810	1805	1608	1810	1805	1777
Q Serve(g_s), s	22.0	15.7	9.0	12.0	11.1	5.1	13.2	31.9	7.0	13.0	23.2	23.2
Cycle Q Clear(g_c), s	22.0	15.7	9.0	12.0	11.1	5.1	13.2	31.9	7.0	13.0	23.2	23.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	399	462	366	265	316	249	239	1154	731	236	573	564
V/C Ratio(X)	1.19	0.71	0.46	0.84	0.71	0.36	1.06	1.10	0.25	1.19	0.80	0.80
Avail Cap(c_a), veh/h	399	596	479	323	516	418	239	1154	731	236	573	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	34.5	33.1	41.4	39.3	37.7	43.3	34.0	16.8	43.4	31.1	31.5
Incr Delay (d2), s/veh	109.3	2.7	0.9	13.0	2.9	0.9	74.1	58.9	0.2	119.0	7.9	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.5	7.3	3.5	6.2	5.3	2.0	10.6	22.4	2.5	13.4	10.7	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	148.2	37.2	34.0	54.5	42.2	38.6	117.4	92.8	17.0	162.4	39.0	39.5
LnGrp LOS	F	D	C	D	D	D	F	F	B	F	D	D
Approach Vol, veh/h		971			537			1708			1189	
Approach Delay, s/veh		91.1			46.7			88.3			68.2	
Approach LOS		F			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	35.9	18.6	28.3	17.2	35.7	26.0	20.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	15.0	33.9	14.0	17.7	15.2	25.2	24.0	13.1				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.9	0.0	2.2	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	78.4
HCM 6th LOS	E

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

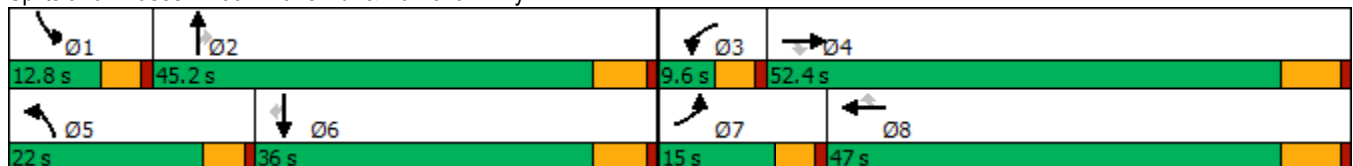
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	484	2960	517	48	2265	389	268	391	58	447	634	414
Future Volume (vph)	484	2960	517	48	2265	389	268	391	58	447	634	414
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	50.7	50.7	5.6	43.2	43.2	13.7	33.1	33.1	8.8	28.2	28.2
Actuated g/C Ratio	0.10	0.45	0.45	0.05	0.39	0.39	0.12	0.30	0.30	0.08	0.25	0.25
v/c Ratio	1.44	1.29	0.59	0.28	1.66	0.54	0.64	0.38	0.10	1.66	0.71	0.77
Control Delay	248.7	161.7	13.2	58.0	328.9	17.1	54.6	31.9	0.3	344.4	43.3	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	248.7	161.7	13.2	58.0	328.9	17.1	54.6	31.9	0.3	344.4	43.3	30.5
LOS	F	F	B	E	F	B	D	C	A	F	D	C
Approach Delay		152.9			279.2			37.8			129.8	
Approach LOS		F			F			D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.66
 Intersection Signal Delay: 178.2
 Intersection LOS: F
 Intersection Capacity Utilization 114.9%
 ICU Level of Service H
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	484	2960	517	48	2265	389	268	391	58	447	634	414
Future Volume (veh/h)	484	2960	517	48	2265	389	268	391	58	447	634	414
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	494	3020	0	49	2311	290	273	399	58	456	647	248
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	364	2427		146	1465	653	361	925	413	292	854	375
Arrive On Green	0.10	0.47	0.00	0.04	0.41	0.41	0.10	0.26	0.26	0.08	0.24	0.24
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1586
Grp Volume(v), veh/h	494	3020	0	49	2311	290	273	399	58	456	647	248
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1586
Q Serve(g_s), s	11.0	49.6	0.0	1.4	43.0	13.8	8.0	9.8	2.9	8.8	17.7	15.0
Cycle Q Clear(g_c), s	11.0	49.6	0.0	1.4	43.0	13.8	8.0	9.8	2.9	8.8	17.7	15.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	2427		146	1465	653	361	925	413	292	854	375
V/C Ratio(X)	1.36	1.24		0.33	1.58	0.44	0.76	0.43	0.14	1.56	0.76	0.66
Avail Cap(c_a), veh/h	364	2427		186	1465	653	596	1404	626	292	1090	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	28.2	0.0	49.3	31.5	22.8	46.2	32.9	30.4	48.6	37.6	36.6
Incr Delay (d2), s/veh	177.0	113.6	0.0	0.5	263.2	0.5	1.2	0.3	0.2	269.9	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	43.2	0.0	0.6	70.2	4.8	3.4	4.1	1.1	14.7	7.7	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.5	141.8	0.0	49.8	294.7	23.3	47.5	33.3	30.5	318.5	40.0	38.9
LnGrp LOS	F	F		D	F	C	D	C	C	F	D	D
Approach Vol, veh/h		3514	A		2650			730			1351	
Approach Delay, s/veh		153.4			260.4			38.4			133.8	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	31.2	8.4	53.6	14.9	29.1	15.0	47.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	10.8	11.8	3.4	51.6	10.0	19.7	13.0	45.0				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.3	3.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	174.4
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

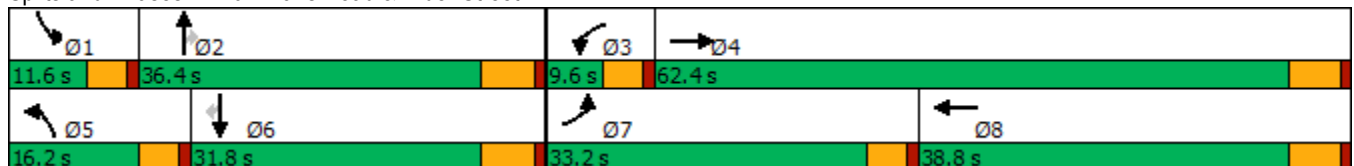


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	311	440	96	349	123	372	60	55	513	290
Future Volume (vph)	311	440	96	349	123	372	60	55	513	290
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	33.2	62.4	9.6	38.8	16.2	36.4	36.4	11.6	31.8	31.8
Total Split (%)	27.7%	52.0%	8.0%	32.3%	13.5%	30.3%	30.3%	9.7%	26.5%	26.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	21.8	35.4	5.2	18.8	10.5	27.5	27.5	6.6	20.9	20.9
Actuated g/C Ratio	0.23	0.38	0.06	0.20	0.11	0.29	0.29	0.07	0.22	0.22
v/c Ratio	0.80	0.52	1.03	0.63	0.65	0.38	0.11	0.46	0.68	0.53
Control Delay	50.9	20.5	148.2	37.8	60.5	30.5	0.4	60.7	40.0	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	20.5	148.2	37.8	60.5	30.5	0.4	60.7	40.0	7.8
LOS	D	C	F	D	E	C	A	E	D	A
Approach Delay		30.4		58.2		33.9			30.4	
Approach LOS		C		E		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 93.7
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 36.1
 Intersection LOS: D
 Intersection Capacity Utilization 68.4%
 ICU Level of Service C
 Analysis Period (min) 15























Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	440	205	96	349	73	123	372	60	55	513	290
Future Volume (veh/h)	311	440	205	96	349	73	123	372	60	55	513	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	334	473	198	103	375	64	132	400	60	59	552	172
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	384	785	326	129	544	92	168	964	430	88	804	355
Arrive On Green	0.21	0.32	0.32	0.07	0.18	0.18	0.09	0.27	0.27	0.05	0.22	0.22
Sat Flow, veh/h	1810	2476	1029	1810	3088	523	1810	3610	1610	1810	3610	1592
Grp Volume(v), veh/h	334	344	327	103	218	221	132	400	60	59	552	172
Grp Sat Flow(s),veh/h/ln	1810	1805	1699	1810	1805	1806	1810	1805	1610	1810	1805	1592
Q Serve(g_s), s	12.5	11.3	11.4	3.9	7.9	8.1	5.0	6.4	2.0	2.3	9.9	6.6
Cycle Q Clear(g_c), s	12.5	11.3	11.4	3.9	7.9	8.1	5.0	6.4	2.0	2.3	9.9	6.6
Prop In Lane	1.00		0.61	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	384	572	539	129	318	318	168	964	430	88	804	355
V/C Ratio(X)	0.87	0.60	0.61	0.80	0.69	0.70	0.78	0.41	0.14	0.67	0.69	0.49
Avail Cap(c_a), veh/h	737	1454	1369	129	848	848	299	1572	701	180	1336	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	20.2	20.3	32.1	27.1	27.2	31.2	21.2	19.6	32.9	25.1	23.8
Incr Delay (d2), s/veh	2.4	1.0	1.1	27.1	2.6	2.7	3.0	0.3	0.1	3.3	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	4.3	4.1	2.6	3.3	3.4	2.2	2.4	0.7	1.0	3.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	21.3	21.4	59.3	29.7	29.9	34.2	21.5	19.7	36.1	26.1	24.8
LnGrp LOS	C	C	C	E	C	C	C	C	B	D	C	C
Approach Vol, veh/h		1005			542			592			783	
Approach Delay, s/veh		23.9			35.4			24.2			26.6	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	24.6	9.6	28.1	11.1	21.4	19.5	18.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	7.0	30.6	5.0	56.6	11.6	26.0	28.6	33.0				
Max Q Clear Time (g_c+I1), s	4.3	8.4	5.9	13.4	7.0	11.9	14.5	10.1				
Green Ext Time (p_c), s	0.0	2.5	0.0	4.2	0.1	3.4	0.4	2.3				
Intersection Summary												
HCM 6th Ctrl Delay				26.8								
HCM 6th LOS				C								

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

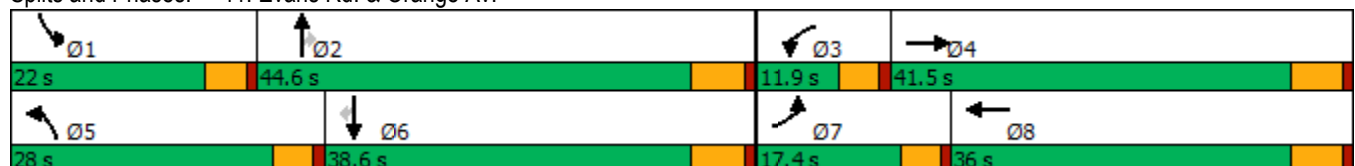


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	139	221	60	137	131	312	80	92	311	129
Future Volume (vph)	139	221	60	137	131	312	80	92	311	129
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	11.1	23.5	6.8	16.4	11.3	25.3	25.3	9.3	20.5	20.5
Actuated g/C Ratio	0.14	0.29	0.08	0.20	0.14	0.31	0.31	0.11	0.25	0.25
v/c Ratio	0.60	0.62	0.42	0.61	0.56	0.56	0.14	0.47	0.69	0.25
Control Delay	48.7	32.8	51.0	35.9	45.2	30.4	0.6	46.2	37.3	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	32.8	51.0	35.9	45.2	30.4	0.6	46.2	37.3	2.4
LOS	D	C	D	D	D	C	A	D	D	A
Approach Delay		37.7		39.2		29.5			30.4	
Approach LOS		D		D		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 81.3
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 33.4
 Intersection LOS: C
 Intersection Capacity Utilization 62.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	139	221	92	60	137	79	131	312	80	92	311	129
Future Volume (veh/h)	139	221	92	60	137	79	131	312	80	92	311	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	235	70	64	146	77	139	332	56	98	331	78
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	191	324	97	103	215	113	181	500	423	128	443	376
Arrive On Green	0.11	0.23	0.23	0.06	0.18	0.18	0.10	0.26	0.26	0.07	0.23	0.23
Sat Flow, veh/h	1810	1396	416	1810	1171	618	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	148	0	305	64	0	223	139	332	56	98	331	78
Grp Sat Flow(s),veh/h/ln	1810	0	1812	1810	0	1789	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	4.4	0.0	8.6	1.9	0.0	6.4	4.1	8.6	1.5	2.9	8.9	2.2
Cycle Q Clear(g_c), s	4.4	0.0	8.6	1.9	0.0	6.4	4.1	8.6	1.5	2.9	8.9	2.2
Prop In Lane	1.00		0.23	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	0	421	103	0	329	181	500	423	128	443	376
V/C Ratio(X)	0.78	0.00	0.72	0.62	0.00	0.68	0.77	0.66	0.13	0.77	0.75	0.21
Avail Cap(c_a), veh/h	420	0	1174	240	0	980	768	1338	1134	571	1131	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	19.5	25.4	0.0	21.0	24.2	18.1	15.5	25.2	19.6	17.0
Incr Delay (d2), s/veh	2.6	0.0	2.4	2.3	0.0	2.5	2.6	1.5	0.1	3.6	2.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.3	0.8	0.0	2.5	1.7	3.3	0.5	1.2	3.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	21.9	27.7	0.0	23.4	26.7	19.7	15.7	28.8	22.1	17.3
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	C	B
Approach Vol, veh/h		453			287			527			507	
Approach Delay, s/veh		23.4			24.4			21.1			22.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	20.3	7.7	18.6	10.1	18.7	10.4	15.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	4.9	10.6	3.9	10.6	6.1	10.9	6.4	8.4				
Green Ext Time (p_c), s	0.1	2.0	0.0	1.7	0.1	1.9	0.1	1.1				

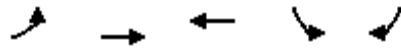
Intersection Summary

HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↘	↗
Traffic Volume (vph)	496	964	858	145	344
Future Volume (vph)	496	964	858	145	344
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	23.5	36.5	14.6	14.6
Total Split (s)	43.0	90.0	47.0	30.0	30.0
Total Split (%)	35.8%	75.0%	39.2%	25.0%	25.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	4.6
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	None	None	None	None
Act Effct Green (s)	30.2	59.1	24.1	13.7	13.7
Actuated g/C Ratio	0.36	0.70	0.29	0.16	0.16
v/c Ratio	0.80	0.28	0.67	0.52	0.64
Control Delay	36.3	4.9	29.5	42.1	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	4.9	29.5	42.1	9.9
LOS	D	A	C	D	A
Approach Delay		15.6	29.5	19.5	
Approach LOS		B	C	B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 84.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 20.8
 Intersection LOS: C
 Intersection Capacity Utilization 67.3%
 ICU Level of Service C
 Analysis Period (min) 15

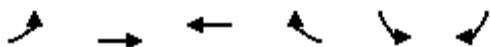
Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↗	↑↑↑	↑↑↑		↖	↖	
Traffic Volume (veh/h)	496	964	858	83	145	344	
Future Volume (veh/h)	496	964	858	83	145	344	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	517	1004	894	70	151	138	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	571	3482	1393	109	281	250	
Arrive On Green	0.32	0.67	0.28	0.28	0.16	0.16	
Sat Flow, veh/h	1810	5358	5077	383	1810	1610	
Grp Volume(v), veh/h	517	1004	629	335	151	138	
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1831	1810	1610	
Q Serve(g_s), s	17.5	5.1	10.2	10.2	4.9	5.1	
Cycle Q Clear(g_c), s	17.5	5.1	10.2	10.2	4.9	5.1	
Prop In Lane	1.00			0.21	1.00	1.00	
Lane Grp Cap(c), veh/h	571	3482	982	520	281	250	
V/C Ratio(X)	0.91	0.29	0.64	0.64	0.54	0.55	
Avail Cap(c_a), veh/h	1086	6767	2188	1159	718	639	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	21.0	4.3	20.1	20.1	24.9	25.0	
Incr Delay (d2), s/veh	2.3	0.0	0.7	1.3	1.6	1.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.3	0.8	3.5	3.8	2.2	0.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	23.3	4.3	20.8	21.4	26.5	26.9	
LnGrp LOS	C	A	C	C	C	C	
Approach Vol, veh/h		1521	964		289		
Approach Delay, s/veh		10.8	21.0		26.7		
Approach LOS		B	C		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				49.5	14.5	24.8	24.7
Change Period (Y+Rc), s				6.5	4.6	4.6	6.5
Max Green Setting (Gmax), s				83.5	25.4	38.4	40.5
Max Q Clear Time (g_c+I1), s				7.1	7.1	19.5	12.2
Green Ext Time (p_c), s				7.4	0.8	0.7	5.9
Intersection Summary							
HCM 6th Ctrl Delay			16.0				
HCM 6th LOS			B				

Timings
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

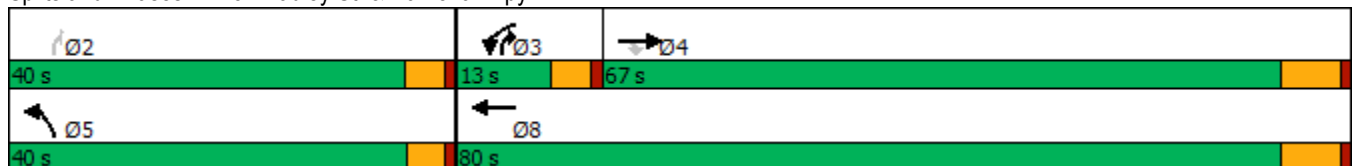


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵	
Traffic Volume (vph)	2856	235	31	2273	90	16	
Future Volume (vph)	2856	235	31	2273	90	16	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4					2
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	68.7	68.7	6.3	75.5	10.5	18.7	
Actuated g/C Ratio	0.74	0.74	0.07	0.81	0.11	0.20	
v/c Ratio	1.13	0.20	0.27	0.82	0.47	0.05	
Control Delay	81.0	4.3	48.0	10.4	47.2	28.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	81.0	4.3	48.0	10.4	47.2	28.0	
LOS	F	A	D	B	D	C	
Approach Delay	75.2			10.9	44.3		
Approach LOS	E			B	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 92.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 47.7
 Intersection LOS: D
 Intersection Capacity Utilization 93.1%
 ICU Level of Service F
 Analysis Period (min) 15

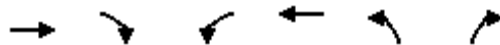
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	2856	235	31	2273	90	16
Future Volume (veh/h)	2856	235	31	2273	90	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3006	227	33	2393	95	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2576	1148	58	2886	128	165
Arrive On Green	0.71	0.71	0.03	0.80	0.07	0.07
Sat Flow, veh/h	3705	1609	1810	3705	1810	1610
Grp Volume(v), veh/h	3006	227	33	2393	95	5
Grp Sat Flow(s),veh/h/ln	1805	1609	1810	1805	1810	1610
Q Serve(g_s), s	60.5	4.0	1.5	33.4	4.4	0.2
Cycle Q Clear(g_c), s	60.5	4.0	1.5	33.4	4.4	0.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2576	1148	58	2886	128	165
V/C Ratio(X)	1.17	0.20	0.57	0.83	0.74	0.03
Avail Cap(c_a), veh/h	2576	1148	179	3129	758	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	4.1	40.5	5.1	38.6	34.3
Incr Delay (d2), s/veh	79.8	0.1	3.3	1.9	8.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.9	0.8	0.7	3.3	2.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	92.0	4.1	43.8	6.9	46.8	34.3
LnGrp LOS	F	A	D	A	D	C
Approach Vol, veh/h	3233			2426	100	
Approach Delay, s/veh	85.8			7.4	46.2	
Approach LOS	F			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.5	7.3	67.0		74.3
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		6.4	3.5	62.5		35.4
Green Ext Time (p_c), s		0.3	0.0	0.0		27.4
Intersection Summary						
HCM 6th Ctrl Delay			52.1			
HCM 6th LOS			D			

Timings
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

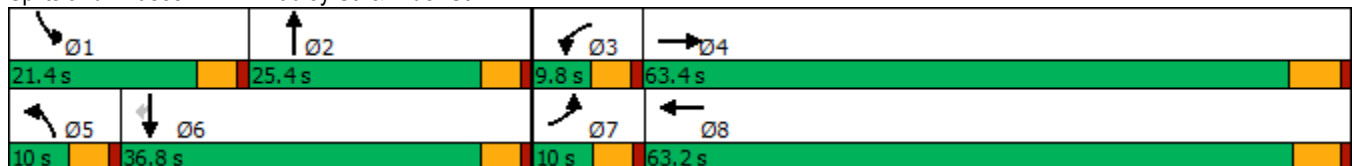


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕	↗
Traffic Volume (vph)	107	409	7	363	16	7	41	13	88
Future Volume (vph)	107	409	7	363	16	7	41	13	88
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	10.0	63.4	9.8	63.2	10.0	25.4	21.4	36.8	36.8
Total Split (%)	8.3%	52.8%	8.2%	52.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.3	31.3	5.8	19.1	5.9	12.5	7.4	13.0	13.0
Actuated g/C Ratio	0.12	0.62	0.11	0.38	0.12	0.25	0.15	0.26	0.26
v/c Ratio	0.50	0.20	0.03	0.65	0.08	0.03	0.16	0.03	0.19
Control Delay	38.9	8.7	30.3	19.4	30.1	17.7	27.2	20.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	8.7	30.3	19.4	30.1	17.7	27.2	20.5	5.4
LOS	D	A	C	B	C	B	C	C	A
Approach Delay		14.8		19.6		24.7		13.1	
Approach LOS		B		B		C		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 50.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 16.7
 Intersection LOS: B
 Intersection Capacity Utilization 51.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	107	409	13	7	363	79	16	7	6	41	13	88
Future Volume (veh/h)	107	409	13	7	363	79	16	7	6	41	13	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	426	13	7	378	76	17	7	3	43	14	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	147	1427	43	17	502	101	38	162	69	83	290	245
Arrive On Green	0.08	0.40	0.40	0.01	0.33	0.33	0.02	0.13	0.13	0.05	0.15	0.15
Sat Flow, veh/h	1810	3574	109	1810	1535	309	1810	1262	541	1810	1900	1603
Grp Volume(v), veh/h	111	215	224	7	0	454	17	0	10	43	14	26
Grp Sat Flow(s),veh/h/ln	1810	1805	1878	1810	0	1843	1810	0	1803	1810	1900	1603
Q Serve(g_s), s	2.8	3.8	3.8	0.2	0.0	10.3	0.4	0.0	0.2	1.1	0.3	0.7
Cycle Q Clear(g_c), s	2.8	3.8	3.8	0.2	0.0	10.3	0.4	0.0	0.2	1.1	0.3	0.7
Prop In Lane	1.00		0.06	1.00		0.17	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	147	721	750	17	0	603	38	0	231	83	290	245
V/C Ratio(X)	0.75	0.30	0.30	0.42	0.00	0.75	0.44	0.00	0.04	0.52	0.05	0.11
Avail Cap(c_a), veh/h	208	2215	2304	200	0	2270	208	0	799	648	1303	1099
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	9.6	9.6	23.1	0.0	14.1	22.7	0.0	17.9	21.9	17.0	17.1
Incr Delay (d2), s/veh	5.0	0.2	0.2	6.0	0.0	1.9	3.0	0.0	0.1	1.9	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.1	1.1	0.1	0.0	3.6	0.2	0.0	0.1	0.5	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	9.8	9.8	29.1	0.0	16.0	25.7	0.0	18.0	23.8	17.0	17.3
LnGrp LOS	C	A	A	C	A	B	C	A	B	C	B	B
Approach Vol, veh/h		550			461			27				83
Approach Delay, s/veh		13.1			16.2			22.8				20.6
Approach LOS		B			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	10.6	5.0	24.5	5.6	11.8	8.4	21.2				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	5.4	* 58				
Max Q Clear Time (g_c+I1), s	3.1	2.2	2.2	5.8	2.4	2.7	4.8	12.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.0	0.1	0.0	3.0				

Intersection Summary

HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

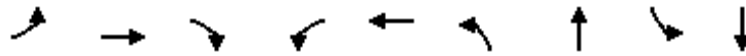
Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	302	0	0	252	0
Future Vol, veh/h	0	302	0	0	252	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	318	0	0	265	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	318	0	160
Stage 1	-	-	-	-	159
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1253	-	836
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	1028
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1253	-	836
Mov Cap-2 Maneuver	-	-	-	-	836
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	1028

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1253	-
HCM Lane V/C Ratio	0.317	-	-	-	-
HCM Control Delay (s)	11.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Timings
46: Dunlap Dr. & Nuevo Rd.

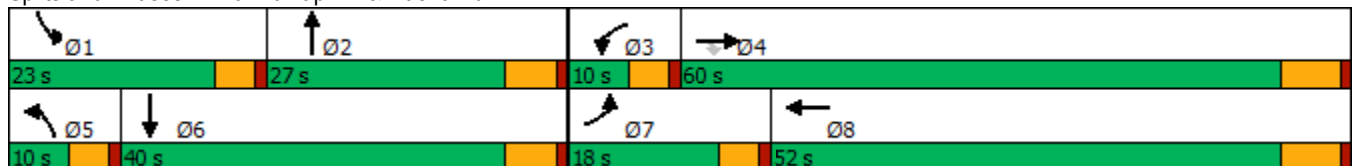


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	73	1618	7	6	1182	7	40	189	26
Future Volume (vph)	73	1618	7	6	1182	7	40	189	26
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	18.0	60.0	60.0	10.0	52.0	10.0	27.0	23.0	40.0
Total Split (%)	15.0%	50.0%	50.0%	8.3%	43.3%	8.3%	22.5%	19.2%	33.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.4	58.3	58.3	5.2	48.6	5.2	11.6	16.7	27.1
Actuated g/C Ratio	0.09	0.57	0.57	0.05	0.48	0.05	0.11	0.16	0.27
v/c Ratio	0.55	1.88	0.01	0.09	1.84	0.10	0.25	0.80	0.20
Control Delay	59.4	418.6	0.0	53.2	404.8	53.4	45.8	63.5	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	418.6	0.0	53.2	404.8	53.4	45.8	63.5	13.4
LOS	E	F	A	D	F	D	D	E	B
Approach Delay		401.5			403.1		46.9		48.6
Approach LOS		F			F		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101.4
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.88
 Intersection Signal Delay: 368.4
 Intersection LOS: F
 Intersection Capacity Utilization 112.6%
 ICU Level of Service H
 Analysis Period (min) 15























Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	1618	7	6	1182	126	7	40	2	189	26	54
Future Volume (veh/h)	73	1618	7	6	1182	126	7	40	2	189	26	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	2048	6	8	1496	144	9	51	2	239	33	50
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	1005	852	18	809	78	20	179	7	271	162	245
Arrive On Green	0.06	0.53	0.53	0.01	0.47	0.47	0.01	0.10	0.10	0.15	0.24	0.24
Sat Flow, veh/h	1810	1900	1610	1810	1706	164	1810	1816	71	1810	681	1031
Grp Volume(v), veh/h	92	2048	6	8	0	1640	9	0	53	239	0	83
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1870	1810	0	1887	1810	0	1712
Q Serve(g_s), s	5.1	53.5	0.2	0.4	0.0	47.9	0.5	0.0	2.6	13.1	0.0	3.9
Cycle Q Clear(g_c), s	5.1	53.5	0.2	0.4	0.0	47.9	0.5	0.0	2.6	13.1	0.0	3.9
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.04	1.00		0.60
Lane Grp Cap(c), veh/h	118	1005	852	18	0	887	20	0	186	271	0	406
V/C Ratio(X)	0.78	2.04	0.01	0.44	0.00	1.85	0.45	0.00	0.29	0.88	0.00	0.20
Avail Cap(c_a), veh/h	240	1005	852	97	0	887	97	0	396	329	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.6	23.8	11.3	49.8	0.0	26.6	49.7	0.0	42.3	42.1	0.0	30.9
Incr Delay (d2), s/veh	4.2	470.3	0.0	6.3	0.0	386.7	5.8	0.0	0.8	18.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	151.0	0.1	0.2	0.0	113.4	0.3	0.0	1.2	7.0	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	494.1	11.3	56.0	0.0	413.3	55.5	0.0	43.1	60.2	0.0	31.2
LnGrp LOS	D	F	B	E	A	F	E	A	D	E	A	C
Approach Vol, veh/h		2146			1648			62			322	
Approach Delay, s/veh		473.8			411.6			44.9			52.7	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	15.7	5.6	60.0	5.7	29.8	11.2	54.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	18.4	21.2	5.4	53.5	5.4	34.2	13.4	45.5				
Max Q Clear Time (g_c+I1), s	15.1	4.6	2.4	55.5	2.5	5.9	7.1	49.9				
Green Ext Time (p_c), s	0.1	0.1	0.0	0.0	0.0	0.4	0.0	0.0				

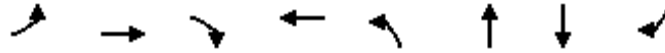
Intersection Summary

HCM 6th Ctrl Delay	410.4
HCM 6th LOS	F

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↕	↖	↖	↕	↖	
Traffic Volume (vph)	43	0	377	0	383	2261	2760	112	
Future Volume (vph)	43	0	377	0	383	2261	2760	112	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4						6
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		19.8	19.8	19.8	15.0	70.6	50.9	50.9	
Actuated g/C Ratio		0.19	0.19	0.19	0.15	0.69	0.50	0.50	
v/c Ratio		0.16	0.84	0.00	0.79	0.96	1.62	0.14	
Control Delay		34.2	34.8	0.0	54.7	27.2	306.3	5.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		34.2	34.8	0.0	54.7	27.2	306.3	5.7	
LOS		C	C	A	D	C	F	A	
Approach Delay		34.7				31.2	294.6		
Approach LOS		C				C	F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 101.6	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay: 158.9	Intersection LOS: F
Intersection Capacity Utilization 121.4%	ICU Level of Service H
Analysis Period (min) 15	





















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	0	377	0	0	1	383	2261	1	0	2760	112
Future Volume (veh/h)	43	0	377	0	0	1	383	2261	1	0	2760	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	0	285	0	0	1	407	2405	1	0	2936	93
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	366	0	329	0	0	330	477	2535	1	2	1815	809
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.20	0.14	0.68	0.68	0.00	0.50	0.50
Sat Flow, veh/h	1435	0	1605	0	0	1610	3510	3703	2	1810	3610	1609
Grp Volume(v), veh/h	46	0	285	0	0	1	407	1172	1234	0	2936	93
Grp Sat Flow(s),veh/h/ln	1435	0	1605	0	0	1610	1755	1805	1900	1810	1805	1609
Q Serve(g_s), s	2.6	0.0	17.2	0.0	0.0	0.0	11.4	58.7	58.7	0.0	50.5	3.1
Cycle Q Clear(g_c), s	2.7	0.0	17.2	0.0	0.0	0.0	11.4	58.7	58.7	0.0	50.5	3.1
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	0	329	0	0	330	477	1236	1300	2	1815	809
V/C Ratio(X)	0.13	0.00	0.87	0.00	0.00	0.00	0.85	0.95	0.95	0.00	1.62	0.11
Avail Cap(c_a), veh/h	607	0	598	0	0	600	573	1236	1300	90	1815	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	38.6	0.0	0.0	31.8	42.4	14.3	14.3	0.0	25.0	13.2
Incr Delay (d2), s/veh	0.2	0.0	6.9	0.0	0.0	0.0	9.0	15.0	14.5	0.0	280.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	7.2	0.0	0.0	0.0	5.2	21.2	22.1	0.0	88.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	0.0	45.5	0.0	0.0	31.8	51.4	29.3	28.8	0.0	305.4	13.2
LnGrp LOS	C	A	D	A	A	C	D	C	C	A	F	B
Approach Vol, veh/h		331			1			2813			3029	
Approach Delay, s/veh		43.7			31.8			32.3			296.4	
Approach LOS		D			C			C			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	75.2		25.2	18.2	57.0		25.2				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+I1), s	0.0	60.7		19.2	13.4	52.5		2.0				
Green Ext Time (p_c), s	0.0	1.1		1.1	0.3	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	162.5											
HCM 6th LOS	F											

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

04/27/2021

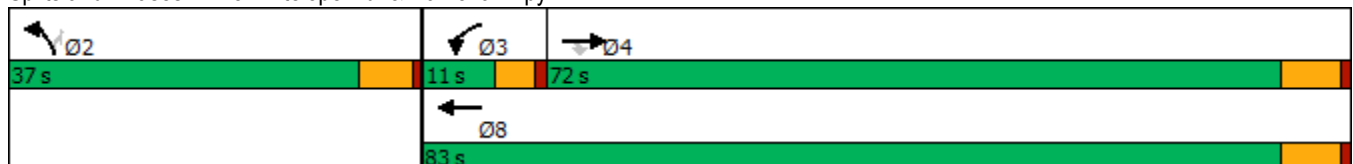


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓↓	↓
Traffic Volume (vph)	2802	334	156	1832	815	216
Future Volume (vph)	2802	334	156	1832	815	216
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	72.0	72.0	11.0	83.0	37.0	37.0
Total Split (%)	60.0%	60.0%	9.2%	69.2%	30.8%	30.8%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	65.5	65.5	6.4	76.5	31.2	31.2
Actuated g/C Ratio	0.55	0.55	0.05	0.64	0.26	0.26
v/c Ratio	1.55	0.39	1.77	0.87	0.97	0.48
Control Delay	273.4	10.7	418.5	22.8	68.4	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	273.4	10.7	418.5	22.8	68.4	25.2
LOS	F	B	F	C	E	C
Approach Delay	245.5			53.9	59.3	
Approach LOS	F			D	E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.77
 Intersection Signal Delay: 152.4
 Intersection Capacity Utilization 123.4%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

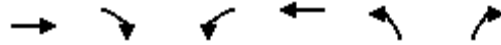
Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

04/27/2021

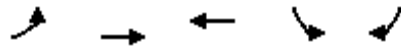


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	2802	334	156	1832	815	216
Future Volume (veh/h)	2802	334	156	1832	815	216
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3046	363	170	1991	886	235
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1970	879	97	2301	913	419
Arrive On Green	0.55	0.55	0.05	0.64	0.26	0.26
Sat Flow, veh/h	3705	1610	1810	3705	3510	1610
Grp Volume(v), veh/h	3046	363	170	1991	886	235
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1755	1610
Q Serve(g_s), s	65.5	15.9	6.4	53.5	30.0	15.2
Cycle Q Clear(g_c), s	65.5	15.9	6.4	53.5	30.0	15.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1970	879	97	2301	913	419
V/C Ratio(X)	1.55	0.41	1.76	0.87	0.97	0.56
Avail Cap(c_a), veh/h	1970	879	97	2301	913	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	16.0	56.8	17.6	43.9	38.5
Incr Delay (d2), s/veh	248.2	1.4	381.4	4.7	22.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	92.0	5.6	13.0	19.4	15.4	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	275.4	17.4	438.2	22.2	66.8	40.2
LnGrp LOS	F	B	F	C	E	D
Approach Vol, veh/h	3409			2161	1121	
Approach Delay, s/veh	248.0			55.0	61.2	
Approach LOS	F			D	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		37.0	11.0	72.0		83.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		31.2	6.4	65.5		76.5
Max Q Clear Time (g_c+I1), s		32.0	8.4	67.5		55.5
Green Ext Time (p_c), s		0.0	0.0	0.0		14.4
Intersection Summary						
HCM 6th Ctrl Delay			154.3			
HCM 6th LOS			F			

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↔	↘	↙
Traffic Volume (vph)	171	1451	937	262	375
Future Volume (vph)	171	1451	937	262	375
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	28.0	78.0	50.0	42.0	42.0
Total Split (%)	23.3%	65.0%	41.7%	35.0%	35.0%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	15.1	71.7	52.0	22.0	22.0
Actuated g/C Ratio	0.14	0.68	0.49	0.21	0.21
v/c Ratio	0.72	1.23	1.26	0.76	0.63
Control Delay	60.0	130.3	152.5	53.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	130.3	152.5	53.0	8.6
LOS	E	F	F	D	A
Approach Delay		122.9	152.5	26.9	
Approach LOS		F	F	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.1
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 113.9
 Intersection LOS: F
 Intersection Capacity Utilization 101.1%
 ICU Level of Service G
 Analysis Period (min) 15

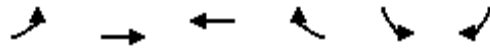
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	171	1451	937	128	262	375	
Future Volume (veh/h)	171	1451	937	128	262	375	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	186	1577	1018	139	285	408	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	216	1176	752	103	497	442	
Arrive On Green	0.12	0.62	0.46	0.46	0.27	0.27	
Sat Flow, veh/h	1810	1900	1636	223	1810	1610	
Grp Volume(v), veh/h	186	1577	0	1157	285	408	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1860	1810	1610	
Q Serve(g_s), s	11.7	71.5	0.0	53.1	15.7	28.4	
Cycle Q Clear(g_c), s	11.7	71.5	0.0	53.1	15.7	28.4	
Prop In Lane	1.00			0.12	1.00	1.00	
Lane Grp Cap(c), veh/h	216	1176	0	855	497	442	
V/C Ratio(X)	0.86	1.34	0.00	1.35	0.57	0.92	
Avail Cap(c_a), veh/h	367	1176	0	855	567	505	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	49.9	22.0	0.0	31.2	36.1	40.7	
Incr Delay (d2), s/veh	4.6	159.3	0.0	166.6	1.1	21.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.3	78.1	0.0	61.0	6.8	2.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	54.5	181.3	0.0	197.8	37.1	61.8	
LnGrp LOS	D	F	A	F	D	E	
Approach Vol, veh/h		1763	1157		693		
Approach Delay, s/veh		168.0	197.8		51.7		
Approach LOS		F	F		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				78.0	37.5	18.4	59.6
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				71.5	36.2	23.4	43.5
Max Q Clear Time (g_c+I1), s				73.5	30.4	13.7	55.1
Green Ext Time (p_c), s				0.0	1.3	0.2	0.0
Intersection Summary							
HCM 6th Ctrl Delay			155.2				
HCM 6th LOS			F				

Timings
52: Street A & Ramona Expy

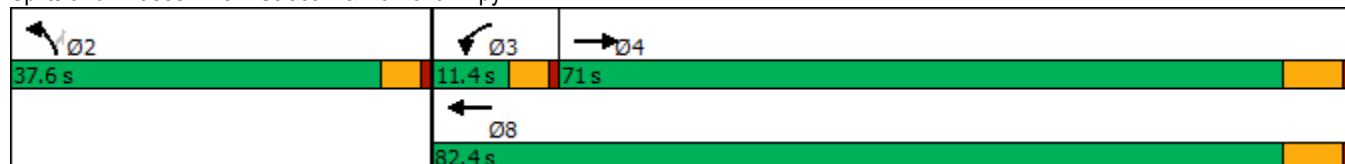


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑	↑
Traffic Volume (vph)	2879	55	1663	325	92
Future Volume (vph)	2879	55	1663	325	92
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	9.6	16.5	14.6	14.6
Total Split (s)	71.0	11.4	82.4	37.6	37.6
Total Split (%)	59.2%	9.5%	68.7%	31.3%	31.3%
Yellow Time (s)	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	67.1	6.4	76.1	26.4	26.4
Actuated g/C Ratio	0.59	0.06	0.67	0.23	0.23
v/c Ratio	1.55	0.59	1.42	0.84	0.22
Control Delay	271.5	77.1	215.9	60.1	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	271.5	77.1	215.9	60.1	7.7
LOS	F	E	F	E	A
Approach Delay	271.5		211.4	48.5	
Approach LOS	F		F	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.6
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.55
 Intersection Signal Delay: 233.4
 Intersection LOS: F
 Intersection Capacity Utilization 114.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 52: Street A & Ramona Expy



HCM 6th Signalized Intersection Summary
52: Street A & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵	↵
Traffic Volume (veh/h)	2879	139	55	1663	325	92
Future Volume (veh/h)	2879	139	55	1663	325	92
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3129	118	60	1808	353	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2125	80	78	1298	393	349
Arrive On Green	0.60	0.60	0.04	0.68	0.22	0.22
Sat Flow, veh/h	3643	133	1810	1900	1810	1610
Grp Volume(v), veh/h	1582	1665	60	1808	353	73
Grp Sat Flow(s),veh/h/ln	1805	1876	1810	1900	1810	1610
Q Serve(g_s), s	66.5	66.5	3.6	75.9	21.1	4.1
Cycle Q Clear(g_c), s	66.5	66.5	3.6	75.9	21.1	4.1
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1081	1123	78	1298	393	349
V/C Ratio(X)	1.46	1.48	0.77	1.39	0.90	0.21
Avail Cap(c_a), veh/h	1081	1123	111	1298	537	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	22.3	52.6	17.6	42.3	35.7
Incr Delay (d2), s/veh	213.7	221.8	11.2	181.6	14.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	86.7	92.7	1.8	89.2	11.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	236.0	244.1	63.8	199.2	56.6	36.0
LnGrp LOS	F	F	E	F	E	D
Approach Vol, veh/h	3247			1868	426	
Approach Delay, s/veh	240.1			194.9	53.1	
Approach LOS	F			F	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		28.7	9.4	73.0		82.4
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		33.0	6.8	64.5		75.9
Max Q Clear Time (g_c+I1), s		23.1	5.6	68.5		77.9
Green Ext Time (p_c), s		1.0	0.0	0.0		0.0
Intersection Summary						
HCM 6th Ctrl Delay			210.5			
HCM 6th LOS			F			

Intersection	
Intersection Delay, s/veh	55.2
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	214	299	249	146	317
Future Vol, veh/h	270	214	299	249	146	317
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	278	221	308	257	151	327
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	40.9	82.3	38.2
HCM LOS	E	F	E

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	32%	0%	55%
Vol Thru, %	0%	56%	45%
Vol Right, %	68%	44%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	463	484	548
LT Vol	146	0	299
Through Vol	0	270	249
RT Vol	317	214	0
Lane Flow Rate	477	499	565
Geometry Grp	1	1	1
Degree of Util (X)	0.861	0.883	1.062
Departure Headway (Hd)	6.699	6.599	6.77
Convergence, Y/N	Yes	Yes	Yes
Cap	544	554	542
Service Time	4.699	4.599	4.77
HCM Lane V/C Ratio	0.877	0.901	1.042
HCM Control Delay	38.2	40.9	82.3
HCM Lane LOS	E	E	F
HCM 95th-tile Q	9.3	10	16.8

Intersection	
Intersection Delay, s/veh	90.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	↔
Traffic Vol, veh/h	350	22	142	9	15	7	100	665	16	17	556	188
Future Vol, veh/h	350	22	142	9	15	7	100	665	16	17	556	188
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	365	23	148	9	16	7	104	693	17	18	579	196
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	48.3	14.9	55.9	158.3
HCM LOS	E	B	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	23%	0%	94%	0%	29%	3%	0%
Vol Thru, %	77%	95%	6%	0%	48%	97%	0%
Vol Right, %	0%	5%	0%	100%	23%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	433	349	372	142	31	573	188
LT Vol	100	0	350	0	9	17	0
Through Vol	333	333	22	0	15	556	0
RT Vol	0	16	0	142	7	0	188
Lane Flow Rate	451	363	388	148	32	597	196
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.996	0.787	0.934	0.308	0.089	1.373	0.41
Departure Headway (Hd)	8.538	8.384	9.284	8.069	10.811	8.282	7.541
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	436	395	448	334	442	480
Service Time	6.238	6.084	6.984	5.769	8.811	5.982	5.241
HCM Lane V/C Ratio	1.054	0.833	0.982	0.33	0.096	1.351	0.408
HCM Control Delay	72.2	35.7	61.3	14.3	14.9	205.2	15.4
HCM Lane LOS	F	E	F	B	B	F	C
HCM 95th-tile Q	12.4	6.9	10.2	1.3	0.3	28.2	2

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	13	1	1	1	22	764	2	1	678	19
Future Vol, veh/h	30	0	13	1	1	1	22	764	2	1	678	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	0	14	1	1	1	24	840	2	1	745	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1648	1648	756	1654	1657	841	766	0	0	842	0	0
Stage 1	758	758	-	889	889	-	-	-	-	-	-	-
Stage 2	890	890	-	765	768	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	80	100	411	79	99	368	856	-	-	802	-	-
Stage 1	402	418	-	341	364	-	-	-	-	-	-	-
Stage 2	340	364	-	399	414	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	76	95	411	73	94	368	856	-	-	802	-	-
Mov Cap-2 Maneuver	76	95	-	73	94	-	-	-	-	-	-	-
Stage 1	381	417	-	323	345	-	-	-	-	-	-	-
Stage 2	320	345	-	384	413	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	68.7		38.4		0.3		0	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	856	-	-	101	111	802	-	-
HCM Lane V/C Ratio	0.028	-	-	0.468	0.03	0.001	-	-
HCM Control Delay (s)	9.3	0	-	68.7	38.4	9.5	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.1	0	-	-

Intersection												
Int Delay, s/veh	40.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	49	137	21	7	43	100	20	664	10	89	564	41
Future Vol, veh/h	49	137	21	7	43	100	20	664	10	89	564	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	55	154	24	8	48	112	22	746	11	100	634	46

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1733	1658	657	1742	1676	752	680	0	0	757	0	0
Stage 1	857	857	-	796	796	-	-	-	-	-	-	-
Stage 2	876	801	-	946	880	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	70	~ 99	468	69	96	413	922	-	-	863	-	-
Stage 1	355	377	-	383	402	-	-	-	-	-	-	-
Stage 2	346	400	-	317	368	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 37	~ 85	468	17	83	413	922	-	-	863	-	-
Mov Cap-2 Maneuver	91	180	-	89	193	-	-	-	-	-	-	-
Stage 1	346	333	-	374	392	-	-	-	-	-	-	-
Stage 2	216	390	-	143	325	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	313.7	36.5	0.3	1.2
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	922	-	-	154	276	863	-	-
HCM Lane V/C Ratio	0.024	-	-	1.51	0.611	0.116	-	-
HCM Control Delay (s)	9	-	-	\$ 313.7	36.5	9.7	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	15.5	3.7	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	184	6	11	83	19	9	634	155	75	488	33
Future Vol, veh/h	31	184	6	11	83	19	9	634	155	75	488	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	38	227	7	14	102	23	11	783	191	93	602	41

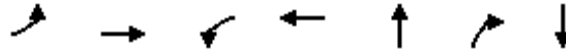
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1772	1805	623	1827	1730	879	643	0	0	974	0	0
Stage 1	809	809	-	901	901	-	-	-	-	-	-	-
Stage 2	963	996	-	926	829	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	65	~ 80	490	60	~ 89	350	951	-	-	716	-	-
Stage 1	377	396	-	335	360	-	-	-	-	-	-	-
Stage 2	310	325	-	325	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 62	490	-	~ 69	350	951	-	-	716	-	-
Mov Cap-2 Maneuver	-	~ 62	-	-	~ 69	-	-	-	-	-	-	-
Stage 1	367	315	-	326	351	-	-	-	-	-	-	-
Stage 2	199	317	-	71	309	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s					0.1		1.4	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	951	-	-	-	716	-	-
HCM Lane V/C Ratio	0.012	-	-	-	0.129	-	-
HCM Control Delay (s)	8.8	0	-	-	10.8	0	-
HCM Lane LOS	A	A	-	-	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Menifee Rd. & SR-74

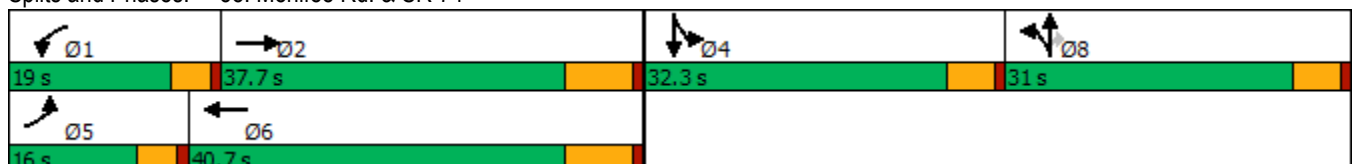


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	191	966	247	873	592	211	457
Future Volume (vph)	191	966	247	873	592	211	457
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	16.0	37.7	19.0	40.7	31.0	31.0	32.3
Total Split (%)	13.3%	31.4%	15.8%	33.9%	25.8%	25.8%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	11.4	30.7	14.4	33.7	25.7	25.7	27.0
Actuated g/C Ratio	0.10	0.26	0.12	0.28	0.21	0.21	0.22
v/c Ratio	1.19	1.40	1.22	0.99	2.17	0.50	1.48
Control Delay	174.7	221.9	176.9	69.7	558.3	22.3	261.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	174.7	221.9	176.9	69.7	558.3	22.3	261.0
LOS	F	F	F	E	F	C	F
Approach Delay		215.4		92.0	448.5		261.0
Approach LOS		F		F	F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.17
 Intersection Signal Delay: 244.0
 Intersection LOS: F
 Intersection Capacity Utilization 141.6%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↕		↰	↕			↕	↕		↕	↕
Traffic Volume (veh/h)	191	966	237	247	873	67	225	592	211	61	457	68
Future Volume (veh/h)	191	966	237	247	873	67	225	592	211	61	457	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	1028	232	263	929	56	239	630	170	65	486	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	749	168	217	971	59	110	291	345	45	337	36
Arrive On Green	0.09	0.26	0.26	0.12	0.28	0.28	0.21	0.21	0.21	0.22	0.22	0.22
Sat Flow, veh/h	1810	2928	659	1810	3459	209	515	1359	1610	201	1500	160
Grp Volume(v), veh/h	203	632	628	263	485	500	869	0	170	603	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1781	1810	1805	1862	1874	0	1610	1861	0	0
Q Serve(g_s), s	11.4	30.7	30.7	14.4	31.7	31.7	25.7	0.0	11.1	27.0	0.0	0.0
Cycle Q Clear(g_c), s	11.4	30.7	30.7	14.4	31.7	31.7	25.7	0.0	11.1	27.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.11	0.28		1.00	0.11		0.09
Lane Grp Cap(c), veh/h	172	462	456	217	507	523	401	0	345	419	0	0
V/C Ratio(X)	1.18	1.37	1.38	1.21	0.96	0.96	2.16	0.00	0.49	1.44	0.00	0.00
Avail Cap(c_a), veh/h	172	462	456	217	507	523	401	0	345	419	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.3	44.7	44.7	52.8	42.4	42.4	47.2	0.0	41.4	46.5	0.0	0.0
Incr Delay (d2), s/veh	125.7	179.7	183.0	129.8	30.5	29.9	532.4	0.0	1.1	211.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	36.2	36.2	14.1	17.7	18.1	70.7	0.0	4.3	36.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	180.0	224.3	227.7	182.6	72.9	72.3	579.6	0.0	42.5	257.7	0.0	0.0
LnGrp LOS	F	F	F	F	E	E	F	A	D	F	A	A
Approach Vol, veh/h		1463			1248			1039				603
Approach Delay, s/veh		219.6			95.8			491.7				257.7
Approach LOS		F			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	37.7		32.3	16.0	40.7		31.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	14.4	30.7		27.0	11.4	33.7		25.7				
Max Q Clear Time (g_c+I1), s	16.4	32.7		29.0	13.4	33.7		27.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

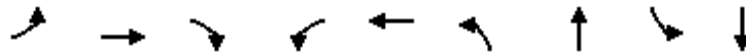
Intersection Summary

HCM 6th Ctrl Delay	254.3
HCM 6th LOS	F

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

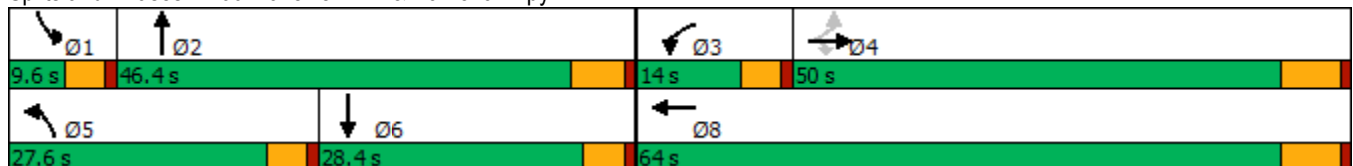


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	165	2639	269	394	1567	133	176	44	77
Future Volume (vph)	165	2639	269	394	1567	133	176	44	77
Turn Type	Perm	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases		4		3	8	5	2	1	6
Permitted Phases	4		4						
Detector Phase	4	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	29.5	29.5	29.5	9.6	24.5	27.6	27.6	9.6	26.7
Total Split (s)	50.0	50.0	50.0	14.0	64.0	27.6	46.4	9.6	28.4
Total Split (%)	41.7%	41.7%	41.7%	11.7%	53.3%	23.0%	38.7%	8.0%	23.7%
Yellow Time (s)	5.5	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	4.6	6.5	4.6	5.8	4.6	4.7
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	43.6	43.6	43.6	9.4	57.6	13.5	40.7	5.0	31.2
Actuated g/C Ratio	0.37	0.37	0.37	0.08	0.49	0.11	0.34	0.04	0.26
v/c Ratio	2.80	3.97	0.41	2.90	1.89	0.68	1.15	0.63	0.33
Control Delay	868.7	1353.0	14.7	891.1	429.2	66.4	114.1	90.8	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	868.7	1353.0	14.7	891.1	429.2	66.4	114.1	90.8	30.3
LOS	F	F	B	F	F	E	F	F	C
Approach Delay		1209.3			518.1		106.8		44.1
Approach LOS		F			F		F		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.1
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.97
 Intersection Signal Delay: 789.2
 Intersection LOS: F
 Intersection Capacity Utilization 225.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	2639	269	394	1567	85	133	176	549	44	77	72
Future Volume (veh/h)	165	2639	269	394	1567	85	133	176	549	44	77	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	2778	239	415	1649	92	140	191	519	48	84	78
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	694	588	143	861	48	170	154	418	62	255	237
Arrive On Green	0.37	0.37	0.37	0.08	0.48	0.48	0.09	0.34	0.34	0.03	0.28	0.28
Sat Flow, veh/h	282	1900	1610	1810	1783	99	1810	452	1227	1810	907	842
Grp Volume(v), veh/h	179	2778	239	415	0	1741	140	0	710	48	0	162
Grp Sat Flow(s),veh/h/ln	282	1900	1610	1810	0	1882	1810	0	1679	1810	0	1748
Q Serve(g_s), s	0.0	43.5	13.2	9.4	0.0	57.5	9.0	0.0	40.6	3.1	0.0	8.7
Cycle Q Clear(g_c), s	43.5	43.5	13.2	9.4	0.0	57.5	9.0	0.0	40.6	3.1	0.0	8.7
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.73	1.00		0.48
Lane Grp Cap(c), veh/h	60	694	588	143	0	909	170	0	572	62	0	492
V/C Ratio(X)	2.96	4.00	0.41	2.91	0.00	1.92	0.82	0.00	1.24	0.77	0.00	0.33
Avail Cap(c_a), veh/h	60	694	588	143	0	909	349	0	572	76	0	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.5	37.8	28.2	54.8	0.0	30.8	53.0	0.0	39.2	57.0	0.0	33.9
Incr Delay (d2), s/veh	925.1	1354.6	0.5	876.2	0.0	416.2	3.8	0.0	122.5	25.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	279.7	4.8	38.9	0.0	128.1	4.2	0.0	35.3	1.9	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	984.7	1392.4	28.6	931.1	0.0	447.0	56.8	0.0	161.7	82.6	0.0	34.3
LnGrp LOS	F	F	C	F	A	F	E	A	F	F	A	C
Approach Vol, veh/h		3196			2156			850				210
Approach Delay, s/veh		1267.6			540.2			144.4				45.3
Approach LOS		F			F			F				D
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	46.4	14.0	50.0	15.8	39.3		64.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8		6.5				
Max Green Setting (Gmax), s	5.0	40.6	9.4	43.5	23.0	* 24		57.5				
Max Q Clear Time (g_c+I1), s	5.1	42.6	11.4	45.5	11.0	10.7		59.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	0.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	834.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Intersection Delay, s/veh	34.4
Intersection LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	376	232	181	21	16	375
Future Vol, veh/h	376	232	181	21	16	375
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	388	239	187	22	16	387
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	52.4	12.4	17.7
HCM LOS	F	B	C

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	0%	4%
Vol Thru, %	38%	90%	0%
Vol Right, %	0%	10%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	608	202	391
LT Vol	376	0	16
Through Vol	232	181	0
RT Vol	0	21	375
Lane Flow Rate	627	208	403
Geometry Grp	1	1	1
Degree of Util (X)	0.972	0.35	0.626
Departure Headway (Hd)	5.581	6.048	5.588
Convergence, Y/N	Yes	Yes	Yes
Cap	646	589	641
Service Time	3.645	4.14	3.67
HCM Lane V/C Ratio	0.971	0.353	0.629
HCM Control Delay	52.4	12.4	17.7
HCM Lane LOS	F	B	C
HCM 95th-tile Q	14.2	1.6	4.4

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	27	0	156	11	0
Future Vol, veh/h	213	27	0	156	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	237	30	0	173	12	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	267	0	425 252
Stage 1	-	-	-	-	252 -
Stage 2	-	-	-	-	173 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1308	-	590 792
Stage 1	-	-	-	-	795 -
Stage 2	-	-	-	-	862 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1308	-	590 792
Mov Cap-2 Maneuver	-	-	-	-	590 -
Stage 1	-	-	-	-	795 -
Stage 2	-	-	-	-	862 -

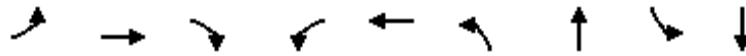
Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	590	-	-	1308	-
HCM Lane V/C Ratio	0.021	-	-	-	-
HCM Control Delay (s)	11.2	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

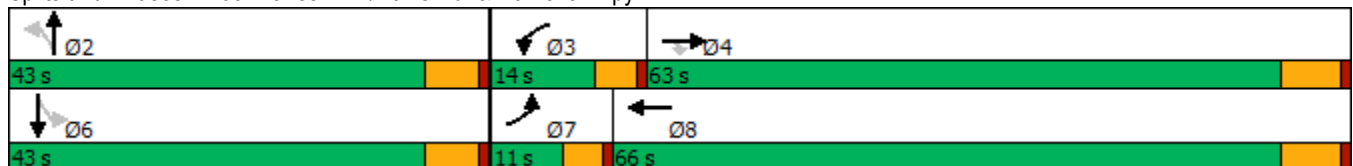


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗		↕		↕
Traffic Volume (vph)	2	2926	113	138	1970	72	5	2	2
Future Volume (vph)	2	2926	113	138	1970	72	5	2	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	11.0	63.0	63.0	14.0	66.0	43.0	43.0	43.0	43.0
Total Split (%)	9.2%	52.5%	52.5%	11.7%	55.0%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	56.6	56.6	9.4	68.8		14.5		14.5
Actuated g/C Ratio	0.05	0.58	0.58	0.10	0.71		0.15		0.15
v/c Ratio	0.02	1.44	0.12	0.82	0.80		0.69		0.04
Control Delay	47.0	223.0	5.3	78.9	14.7		39.5		25.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	47.0	223.0	5.3	78.9	14.7		39.5		25.6
LOS	D	F	A	E	B		D		C
Approach Delay		214.8			18.9		39.5		25.6
Approach LOS		F			B		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.5
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 131.1
 Intersection LOS: F
 Intersection Capacity Utilization 120.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘		↕			↕	
Traffic Volume (veh/h)	2	2926	113	138	1970	2	72	5	110	2	2	5
Future Volume (veh/h)	2	2926	113	138	1970	2	72	5	110	2	2	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	3016	107	142	2031	2	74	5	74	2	2	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	2168	967	173	2567	3	138	17	92	79	77	108
Arrive On Green	0.00	0.60	0.60	0.10	0.69	0.69	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	3610	1610	1810	3701	4	660	134	744	254	619	874
Grp Volume(v), veh/h	2	3016	107	142	990	1043	153	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1899	1538	0	0	1748	0	0
Q Serve(g_s), s	0.1	56.5	2.7	7.2	35.0	35.1	7.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	56.5	2.7	7.2	35.0	35.1	9.1	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.48		0.48	0.25		0.50
Lane Grp Cap(c), veh/h	5	2168	967	173	1252	1318	247	0	0	264	0	0
V/C Ratio(X)	0.41	1.39	0.11	0.82	0.79	0.79	0.62	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	123	2168	967	181	1252	1318	659	0	0	696	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.8	18.8	8.0	41.7	9.8	9.8	40.0	0.0	0.0	36.3	0.0	0.0
Incr Delay (d2), s/veh	19.0	178.9	0.1	22.2	3.5	3.4	2.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	71.3	0.7	4.1	10.0	10.5	3.5	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	197.6	8.1	64.0	13.3	13.1	42.5	0.0	0.0	36.3	0.0	0.0
LnGrp LOS	E	F	A	E	B	B	D	A	A	D	A	A
Approach Vol, veh/h		3125			2175			153				8
Approach Delay, s/veh		191.1			16.5			42.5				36.3
Approach LOS		F			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.5	13.6	63.0		17.5	4.9	71.8				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		37.2	9.4	56.5		37.2	6.4	59.5				
Max Q Clear Time (g_c+I1), s		11.1	9.2	58.5		2.4	2.1	37.1				
Green Ext Time (p_c), s		0.8	0.0	0.0		0.0	0.0	15.1				

Intersection Summary

HCM 6th Ctrl Delay	117.2
HCM 6th LOS	F

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	21	6	67	27	125	4	115	100	126	96	16
Future Vol, veh/h	11	21	6	67	27	125	4	115	100	126	96	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	22	6	71	29	133	4	122	106	134	102	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	10.1	9.7	10.6
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	29%	31%	53%
Vol Thru, %	53%	55%	12%	40%
Vol Right, %	46%	16%	57%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	38	219	238
LT Vol	4	11	67	126
Through Vol	115	21	27	96
RT Vol	100	6	125	16
Lane Flow Rate	233	40	233	253
Geometry Grp	1	1	1	1
Degree of Util (X)	0.299	0.061	0.311	0.345
Departure Headway (Hd)	4.616	5.431	4.804	4.908
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	771	663	741	727
Service Time	2.692	3.431	2.88	2.985
HCM Lane V/C Ratio	0.302	0.06	0.314	0.348
HCM Control Delay	9.7	8.8	10.1	10.6
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	1.3	0.2	1.3	1.5

Intersection						
Int Delay, s/veh	531.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	236	2041	2280	48	79	445
Future Vol, veh/h	236	2041	2280	48	79	445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	243	2104	2351	49	81	459

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2400	0	-	0	4966 2376
Stage 1	-	-	-	-	2376 -
Stage 2	-	-	-	-	2590 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	~ 203	-	-	-	~ 1 ~ 45
Stage 1	-	-	-	-	~ 75 -
Stage 2	-	-	-	-	~ 58 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	~ 203	-	-	-	0 ~ 45
Mov Cap-2 Maneuver	-	-	-	-	0 -
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	~ 58 -

Approach	EB	WB	SB
HCM Control Delay, s	18.1	0	\$ 5122.8
HCM LOS			F

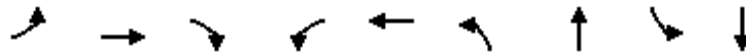
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 203	-	-	-	45
HCM Lane V/C Ratio	1.199	-	-	-	-12.005
HCM Control Delay (s)	174.9	-	-	-	\$ 5122.8
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	12.4	-	-	-	65

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

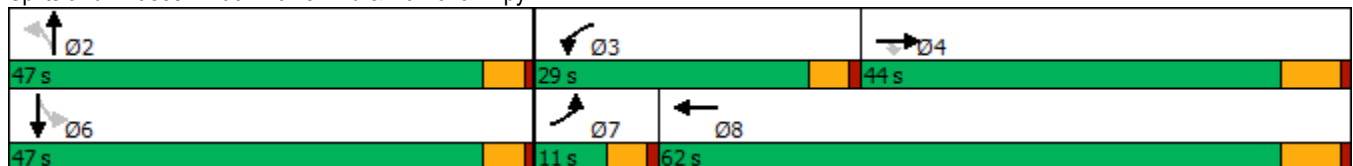


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗		↕
Traffic Volume (vph)	1	1498	622	374	1532	793	1	1	1
Future Volume (vph)	1	1498	622	374	1532	793	1	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	11.0	44.0	44.0	29.0	62.0	47.0	47.0	47.0	47.0
Total Split (%)	9.2%	36.7%	36.7%	24.2%	51.7%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	37.5	37.5	24.4	64.6	42.4	42.4		42.4
Actuated g/C Ratio	0.04	0.31	0.31	0.20	0.54	0.35	0.35		0.35
v/c Ratio	0.01	1.40	0.81	1.07	0.83	1.65	0.37		0.01
Control Delay	56.0	217.9	20.3	113.5	28.5	329.9	4.7		18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	56.0	217.9	20.3	113.5	28.5	329.9	4.7		18.2
LOS	E	F	C	F	C	F	A		B
Approach Delay		159.9			45.2		248.0		18.2
Approach LOS		F			D		F		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.65
 Intersection Signal Delay: 135.1
 Intersection LOS: F
 Intersection Capacity Utilization 125.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗			↕	
Traffic Volume (veh/h)	1	1498	622	374	1532	0	793	1	266	1	1	4
Future Volume (veh/h)	1	1498	622	374	1532	0	793	1	266	1	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	1577	557	394	1613	0	835	1	164	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	1128	503	368	1857	0	531	3	566	146	152	261
Arrive On Green	0.00	0.31	0.31	0.20	0.51	0.00	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1810	3610	1610	1810	3705	0	1436	10	1602	307	430	738
Grp Volume(v), veh/h	1	1577	557	394	1613	0	835	0	165	4	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	0	1436	0	1612	1475	0	0
Q Serve(g_s), s	0.1	37.5	37.5	24.4	47.1	0.0	33.5	0.0	8.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	37.5	37.5	24.4	47.1	0.0	42.4	0.0	8.9	8.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.25		0.50
Lane Grp Cap(c), veh/h	2	1128	503	368	1857	0	531	0	569	559	0	0
V/C Ratio(X)	0.40	1.40	1.11	1.07	0.87	0.00	1.57	0.00	0.29	0.01	0.00	0.00
Avail Cap(c_a), veh/h	97	1128	503	368	1857	0	531	0	569	559	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.9	41.3	41.3	47.8	25.6	0.0	42.4	0.0	28.0	25.2	0.0	0.0
Incr Delay (d2), s/veh	35.1	184.5	72.7	67.0	4.7	0.0	267.2	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	44.4	24.0	17.3	19.0	0.0	54.9	0.0	3.2	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.0	225.7	113.9	114.8	30.3	0.0	309.6	0.0	28.1	25.2	0.0	0.0
LnGrp LOS	F	F	F	F	C	A	F	A	C	C	A	A
Approach Vol, veh/h		2135			2007			1000				4
Approach Delay, s/veh		196.5			46.9			263.2				25.2
Approach LOS		F			D			F				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		47.0	29.0	44.0		47.0	4.8	68.2				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		42.4	24.4	37.5		42.4	6.4	55.5				
Max Q Clear Time (g_c+I1), s		44.4	26.4	39.5		10.9	2.1	49.1				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	4.7				
Intersection Summary												
HCM 6th Ctrl Delay				151.0								
HCM 6th LOS				F								

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

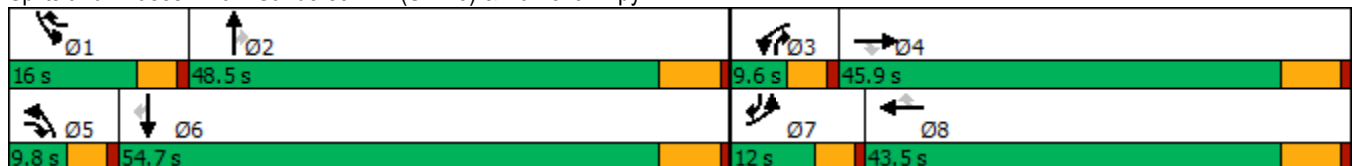
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	671	785	223	44	619	677	198	772	37	898	1424	939
Future Volume (vph)	671	785	223	44	619	677	198	772	37	898	1424	939
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	12.0	45.9	9.8	9.6	43.5	16.0	9.8	48.5	9.6	16.0	54.7	12.0
Total Split (%)	10.0%	38.3%	8.2%	8.0%	36.3%	13.3%	8.2%	40.4%	8.0%	13.3%	45.6%	10.0%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	31.9	43.6	5.0	27.3	45.3	5.2	41.8	53.4	11.4	48.0	57.4
Actuated g/C Ratio	0.07	0.29	0.40	0.05	0.25	0.41	0.05	0.38	0.48	0.10	0.44	0.52
v/c Ratio	2.89	0.76	0.32	0.28	0.70	0.97	1.21	0.57	0.04	2.50	0.91	1.09
Control Delay	877.4	41.5	12.5	58.0	42.0	55.8	183.6	30.0	0.1	704.8	40.3	82.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	877.4	41.5	12.5	58.0	42.0	55.8	183.6	30.0	0.1	704.8	40.3	82.7
LOS	F	D	B	E	D	E	F	C	A	F	D	F
Approach Delay		371.8			49.5			59.1			235.5	
Approach LOS		F			D			E			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 110.3
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.89
 Intersection Signal Delay: 208.4
 Intersection LOS: F
 Intersection Capacity Utilization 101.7%
 ICU Level of Service G
 Analysis Period (min) 15

























Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

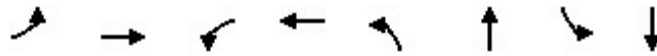
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	671	785	223	44	619	677	198	772	37	898	1424	939
Future Volume (veh/h)	671	785	223	44	619	677	198	772	37	898	1424	939
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	678	793	185	44	625	611	200	780	30	907	1438	830
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	1220	614	113	1113	649	152	1264	615	333	1450	738
Arrive On Green	0.06	0.34	0.34	0.03	0.31	0.31	0.04	0.35	0.35	0.09	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1590
Grp Volume(v), veh/h	678	793	185	44	625	611	200	780	30	907	1438	830
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1590
Q Serve(g_s), s	7.4	22.4	9.6	1.5	17.4	37.0	5.2	21.5	1.4	11.4	47.5	48.2
Cycle Q Clear(g_c), s	7.4	22.4	9.6	1.5	17.4	37.0	5.2	21.5	1.4	11.4	47.5	48.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1220	614	113	1113	649	152	1264	615	333	1450	738
V/C Ratio(X)	3.13	0.65	0.30	0.39	0.56	0.94	1.31	0.62	0.05	2.72	0.99	1.12
Avail Cap(c_a), veh/h	216	1220	614	146	1113	649	152	1264	615	333	1450	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	33.7	26.0	56.9	34.7	34.4	57.4	32.3	23.3	54.3	35.7	32.2
Incr Delay (d2), s/veh	971.4	1.2	0.3	0.8	0.6	21.9	180.4	0.9	0.0	782.3	21.6	73.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.4	9.4	3.5	0.6	7.3	19.6	6.0	8.9	0.5	41.1	23.4	34.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1027.7	34.9	26.2	57.8	35.4	56.3	237.8	33.3	23.4	836.6	57.3	105.3
LnGrp LOS	F	C	C	E	D	E	F	C	C	F	E	F
Approach Vol, veh/h		1656			1280			1010			3175	
Approach Delay, s/veh		440.4			46.1			73.5			292.5	
Approach LOS		F			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	48.5	8.4	47.1	9.8	54.7	12.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	11.4	42.0	5.0	39.4	5.2	48.2	7.4	37.0				
Max Q Clear Time (g_c+1), s	13.4	23.5	3.5	24.4	7.2	50.2	9.4	39.0				
Green Ext Time (p_c), s	0.0	4.5	0.0	4.7	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			251.5									
HCM 6th LOS			F									

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

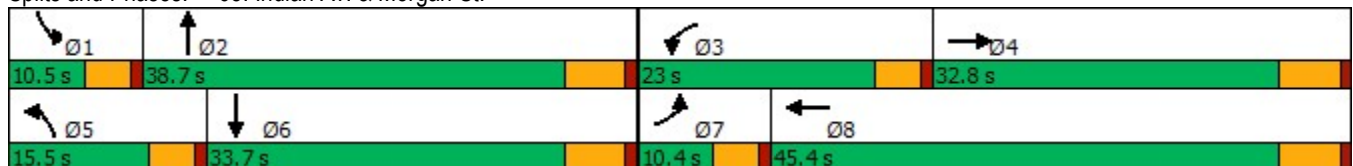


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	22	96	198	37	105	342	24	308
Future Volume (vph)	22	96	198	37	105	342	24	308
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	10.4	32.8	23.0	45.4	15.5	38.7	10.5	33.7
Total Split (%)	9.9%	31.2%	21.9%	43.2%	14.8%	36.9%	10.0%	32.1%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.5	12.9	15.4	21.8	9.7	38.7	5.6	28.2
Actuated g/C Ratio	0.06	0.15	0.18	0.25	0.11	0.44	0.06	0.32
v/c Ratio	0.24	0.37	0.77	0.07	0.65	0.34	0.26	0.36
Control Delay	48.0	20.6	52.3	17.2	55.3	18.2	48.5	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	20.6	52.3	17.2	55.3	18.2	48.5	24.9
LOS	D	C	D	B	E	B	D	C
Approach Delay		23.6		44.9		25.4		26.5
Approach LOS		C		D		C		C

Intersection Summary

Cycle Length: 105	
Actuated Cycle Length: 87.3	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

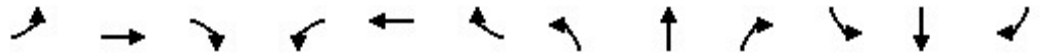
Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	22	96	76	198	37	15	105	342	92	24	308	29
Future Volume (veh/h)	22	96	76	198	37	15	105	342	92	24	308	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	119	51	244	46	14	130	422	107	30	380	30
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	313	128	287	704	205	164	1196	301	55	1215	96
Arrive On Green	0.03	0.13	0.13	0.16	0.26	0.26	0.09	0.42	0.42	0.03	0.36	0.36
Sat Flow, veh/h	1810	2501	1021	1810	2758	803	1810	2858	718	1810	3391	266
Grp Volume(v), veh/h	27	84	86	244	29	31	130	265	264	30	201	209
Grp Sat Flow(s),veh/h/ln	1810	1805	1716	1810	1805	1756	1810	1805	1771	1810	1805	1852
Q Serve(g_s), s	1.1	3.3	3.6	10.2	1.0	1.0	5.5	7.8	7.9	1.3	6.3	6.3
Cycle Q Clear(g_c), s	1.1	3.3	3.6	10.2	1.0	1.0	5.5	7.8	7.9	1.3	6.3	6.3
Prop In Lane	1.00		0.59	1.00		0.46	1.00		0.41	1.00		0.14
Lane Grp Cap(c), veh/h	51	226	215	287	461	448	164	756	741	55	647	664
V/C Ratio(X)	0.53	0.37	0.40	0.85	0.06	0.07	0.79	0.35	0.36	0.54	0.31	0.31
Avail Cap(c_a), veh/h	135	626	595	428	918	893	253	763	748	137	647	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	31.2	31.4	31.9	22.0	22.0	34.7	15.4	15.5	37.2	18.0	18.1
Incr Delay (d2), s/veh	3.1	1.0	1.2	6.9	0.1	0.1	4.1	0.3	0.3	3.0	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	1.5	4.7	0.4	0.4	2.4	2.8	2.8	0.6	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	32.3	32.5	38.7	22.0	22.0	38.8	15.7	15.8	40.2	19.3	19.3
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		197			304			659			440	
Approach Delay, s/veh		33.5			35.4			20.3			20.7	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	38.4	16.9	15.5	11.7	33.7	6.8	25.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.9	32.9	18.4	27.0	10.9	27.9	5.8	39.6				
Max Q Clear Time (g_c+I1), s	3.3	9.9	12.2	5.6	7.5	8.3	3.1	3.0				
Green Ext Time (p_c), s	0.0	2.9	0.2	0.8	0.0	1.9	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑	↘	↑↑	↗
Traffic Volume (vph)	29	192	23	44	40	108	6	316	71	455	5
Future Volume (vph)	29	192	23	44	40	108	6	316	71	455	5
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	5.6	13.2	13.2	5.6	15.2	15.2	5.6	13.8	5.6	20.1	20.1
Actuated g/C Ratio	0.11	0.25	0.25	0.11	0.29	0.29	0.11	0.26	0.11	0.38	0.38
v/c Ratio	0.18	0.25	0.05	0.27	0.05	0.22	0.04	0.44	0.45	0.39	0.01
Control Delay	31.8	18.9	0.2	33.3	17.1	4.0	30.8	18.9	39.0	14.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.8	18.9	0.2	33.3	17.1	4.0	30.8	18.9	39.0	14.7	0.0
LOS	C	B	A	C	B	A	C	B	D	B	A
Approach Delay		18.7			13.4			19.1		17.8	
Approach LOS		B			B			B		B	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 52.4

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 17.7

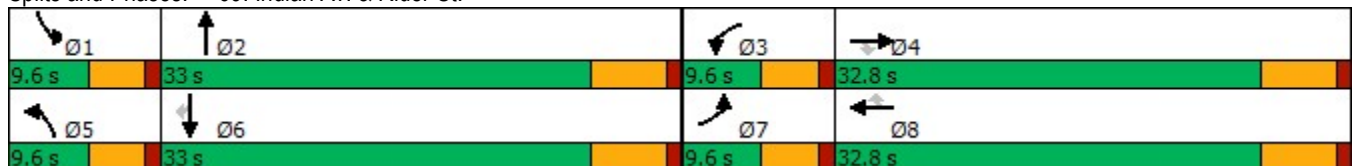
Intersection LOS: B

Intersection Capacity Utilization 46.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	192	23	44	40	108	6	316	31	71	455	5
Future Volume (veh/h)	29	192	23	44	40	108	6	316	31	71	455	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	229	22	52	48	78	7	376	20	85	542	4
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	751	335	95	800	357	17	756	40	130	1008	450
Arrive On Green	0.04	0.21	0.21	0.05	0.22	0.22	0.01	0.22	0.22	0.07	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3487	185	1810	3610	1610
Grp Volume(v), veh/h	35	229	22	52	48	78	7	194	202	85	542	4
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1867	1810	1805	1610
Q Serve(g_s), s	0.9	2.5	0.5	1.3	0.5	1.8	0.2	4.4	4.4	2.1	5.9	0.1
Cycle Q Clear(g_c), s	0.9	2.5	0.5	1.3	0.5	1.8	0.2	4.4	4.4	2.1	5.9	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	71	751	335	95	800	357	17	391	404	130	1008	450
V/C Ratio(X)	0.49	0.30	0.07	0.55	0.06	0.22	0.42	0.50	0.50	0.65	0.54	0.01
Avail Cap(c_a), veh/h	196	2112	942	196	2112	942	196	1064	1100	196	2128	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	15.5	14.7	21.3	14.2	14.7	22.7	15.9	15.9	20.9	14.1	12.0
Incr Delay (d2), s/veh	2.0	0.2	0.1	1.8	0.0	0.3	6.0	1.0	1.0	2.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.8	0.2	0.5	0.2	0.6	0.1	1.5	1.6	0.8	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	15.7	14.8	23.1	14.2	15.0	28.7	16.8	16.8	22.9	14.6	12.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		286			178			403			631	
Approach Delay, s/veh		16.6			17.2			17.0			15.7	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	15.8	7.0	15.4	5.0	18.7	6.4	16.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	4.1	6.4	3.3	4.5	2.2	7.9	2.9	3.8				
Green Ext Time (p_c), s	0.0	2.0	0.0	1.3	0.0	3.1	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

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APPENDIX 6.3:

EAPC (2030) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS

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Queues



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	607	36	221	268	1334	568
v/c Ratio	0.49	0.06	1.04	0.14	2.46	0.73
Control Delay	17.4	0.2	96.6	11.7	679.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	0.2	96.6	11.7	679.0	11.7
Queue Length 50th (ft)	90	0	~91	35	~827	40
Queue Length 95th (ft)	132	0	#211	58	#1049	#146
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1227	626	213	1925	543	780
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.06	1.04	0.14	2.46	0.73

Intersection Summary

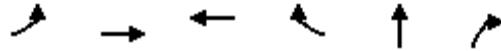
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues



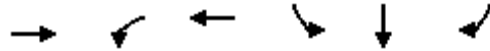
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	428	1501	413	1293	82	329
v/c Ratio	1.17	0.55	0.24	1.37	0.54	1.36
Control Delay	114.4	4.6	9.9	192.3	41.9	206.8
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay	114.4	6.1	9.9	192.3	41.9	206.8
Queue Length 50th (ft)	~174	45	43	~575	29	~119
Queue Length 95th (ft)	#270	m0	68	#803	#79	#260
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	367	2707	1702	941	151	242
Starvation Cap Reductn	0	949	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.85	0.24	1.37	0.54	1.36

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: I-215 SB Ramps & Ramona Exwy.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1458	522	1603	702	703	476
v/c Ratio	1.19	1.41	0.75	1.34	1.35	0.88
Control Delay	125.0	217.6	4.1	200.2	201.0	49.3
Queue Delay	0.0	0.0	2.2	25.5	25.5	0.0
Total Delay	125.0	217.6	6.3	225.7	226.5	49.3
Queue Length 50th (ft)	~641	~475	30	~683	~685	275
Queue Length 95th (ft)	#781	m#345	m31	#922	#925	#465
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1228	369	2133	522	522	543
Starvation Cap Reductn	0	0	377	0	0	0
Spillback Cap Reductn	14	0	0	426	426	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.20	1.41	0.91	7.31	7.32	0.88

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

5: I-215 NB Ramps & Ramona Exwy.

05/27/2020



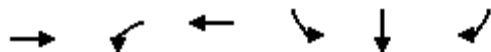
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	254	2189	1575	1593	274	279	681
v/c Ratio	0.87	1.08	1.21	1.49	0.48	0.49	1.16
Control Delay	39.9	65.5	134.4	242.5	32.7	32.9	122.6
Queue Delay	0.0	12.4	0.1	0.0	0.0	0.0	0.0
Total Delay	39.9	77.9	134.5	242.5	32.7	32.9	122.6
Queue Length 50th (ft)	193	~942	~724	~1200	161	164	~537
Queue Length 95th (ft)	m162	m683	#862	#1469	246	250	#766
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2034	1302	1070	569	570	585
Starvation Cap Reductn	0	983	0	0	0	0	0
Spillback Cap Reductn	0	0	42	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	2.08	1.25	1.49	0.48	0.49	1.16

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)
05/28/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	504	417	574	251	252	92
v/c Ratio	0.42	0.81	0.24	0.72	0.72	0.23
Control Delay	19.7	39.6	5.9	41.2	41.4	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	39.6	5.9	41.2	41.4	7.4
Queue Length 50th (ft)	85	190	54	121	122	0
Queue Length 95th (ft)	143	278	81	196	196	34
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	1211	609	2421	418	418	456
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.68	0.24	0.60	0.60	0.20
Intersection Summary						

Queues

7: I-215 NB Ramps & Placentia Av.

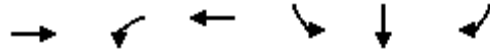


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	74	774	808	762	91	92	647
v/c Ratio	0.56	0.41	0.54	0.69	0.15	0.15	0.98
Control Delay	55.1	13.5	21.3	5.3	19.1	19.1	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	13.5	21.3	5.3	19.1	19.1	52.2
Queue Length 50th (ft)	39	127	176	0	33	33	270
Queue Length 95th (ft)	#90	171	235	75	68	68	#500
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	138	1876	1502	1105	625	625	674
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.41	0.54	0.69	0.15	0.15	0.96

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
8: I-215 SB Ramps & Nuevo Rd.

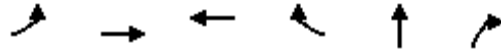


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	976	665	1495	207	208	176
v/c Ratio	0.72	0.76	0.61	0.63	0.63	0.46
Control Delay	26.2	33.8	9.0	37.4	37.5	17.6
Queue Delay	0.0	0.0	0.7	0.0	0.0	0.0
Total Delay	26.2	33.8	9.7	37.4	37.5	17.6
Queue Length 50th (ft)	205	158	184	100	101	37
Queue Length 95th (ft)	#367	200	296	152	152	81
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	1359	1006	2462	460	462	499
Starvation Cap Reductn	0	0	566	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.66	0.79	0.45	0.45	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
9: I-215 NB Ramps & Nuevo Rd.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	67	1073	1672	399	468	1070
v/c Ratio	0.52	0.61	0.84	0.46	0.66	0.92
Control Delay	52.2	18.0	29.9	4.2	26.7	36.3
Queue Delay	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay	52.2	18.5	29.9	4.2	26.7	36.3
Queue Length 50th (ft)	35	214	310	0	197	273
Queue Length 95th (ft)	75	274	#403	56	297	#408
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	138	1758	1996	867	724	1193
Starvation Cap Reductn	0	301	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.74	0.84	0.46	0.65	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	899	127	671	260	829	374
v/c Ratio	0.75	0.20	1.78	0.12	2.12	0.58
Control Delay	22.4	4.3	379.9	6.1	532.8	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.4	4.3	379.9	6.1	532.8	6.9
Queue Length 50th (ft)	148	0	~390	32	~493	0
Queue Length 95th (ft)	210	30	#577	41	#685	59
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1203	623	376	2226	391	642
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.20	1.78	0.12	2.12	0.58

Intersection Summary

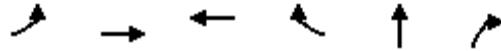
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	644	1124	905	1664	49	330
v/c Ratio	1.71	0.44	0.60	1.80	0.20	1.01
Control Delay	345.9	0.8	15.7	382.4	25.6	72.0
Queue Delay	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay	345.9	1.5	15.7	382.4	25.6	72.0
Queue Length 50th (ft)	~300	5	128	~851	16	~74
Queue Length 95th (ft)	#421	m0	175	#1059	42	#214
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	376	2527	1504	924	241	328
Starvation Cap Reductn	0	942	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.71	0.71	0.60	1.80	0.20	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

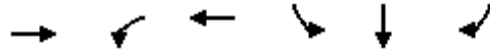
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

4: I-215 SB Ramps & Ramona Exwy.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2155	626	1223	1061	1064	308
v/c Ratio	1.74	1.70	0.57	2.03	2.03	0.57
Control Delay	364.4	340.6	3.2	495.6	496.4	28.8
Queue Delay	0.5	0.0	0.5	63.6	62.2	0.0
Total Delay	364.9	340.6	3.7	559.2	558.6	28.8
Queue Length 50th (ft)	~1186	~625	27	~1240	~1244	138
Queue Length 95th (ft)	#1327	m#570	m28	#1504	#1507	230
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1235	369	2133	522	523	543
Starvation Cap Reductn	0	0	452	0	0	0
Spillback Cap Reductn	128	0	0	491	491	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.95	1.70	0.73	34.23	33.25	0.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-215 NB Ramps & Ramona Exwy.

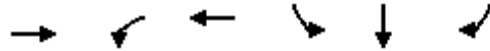


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	445	3246	1360	1712	263	266	622
v/c Ratio	1.47	1.60	1.06	1.64	0.46	0.47	1.06
Control Delay	242.3	293.6	78.8	311.2	32.3	32.4	87.5
Queue Delay	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Total Delay	242.3	295.9	78.8	311.2	32.3	32.4	87.5
Queue Length 50th (ft)	~417	~1748	~558	~1412	153	155	~448
Queue Length 95th (ft)	m187	m663	#694	#1681	235	237	#672
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2034	1279	1043	569	570	585
Starvation Cap Reductn	0	968	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.47	3.05	1.06	1.64	0.46	0.47	1.06

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: I-215 SB Ramps & Placentia Av.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	715	979	741	406	406	77
v/c Ratio	0.90	1.28	0.30	1.31	1.31	0.21
Control Delay	44.2	158.9	5.1	191.2	191.2	7.3
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	44.2	159.2	5.1	191.2	191.2	7.3
Queue Length 50th (ft)	171	~629	63	~278	~278	0
Queue Length 95th (ft)	#273	#854	85	#455	#455	29
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	797	767	2504	310	310	359
Starvation Cap Reductn	0	37	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.34	0.30	1.31	1.31	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

7: I-215 NB Ramps & Placentia Av.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	89	1258	1567	1027	76	77	512
v/c Ratio	0.67	0.58	0.86	0.84	0.16	0.17	1.03
Control Delay	63.8	11.5	26.0	11.0	24.9	24.9	77.2
Queue Delay	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	12.3	26.0	11.0	24.9	24.9	77.2
Queue Length 50th (ft)	47	194	390	48	32	32	~259
Queue Length 95th (ft)	#115	251	#552	#347	68	69	#452
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	138	2187	1813	1227	464	464	495
Starvation Cap Reductn	0	573	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.78	0.86	0.84	0.16	0.17	1.03

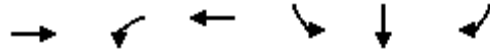
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1038	1040	747	306	310	93
v/c Ratio	1.07	0.91	0.32	0.77	0.78	0.21
Control Delay	78.3	41.4	7.3	42.0	42.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.3	41.4	7.3	42.0	42.5	6.7
Queue Length 50th (ft)	~296	263	83	146	148	0
Queue Length 95th (ft)	#420	#409	119	233	236	33
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	970	1137	2323	460	462	502
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.91	0.32	0.67	0.67	0.19

Intersection Summary

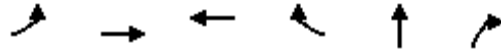
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
9: I-215 NB Ramps & Nuevo Rd.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	69	1278	1611	470	121	727
v/c Ratio	0.45	0.61	0.67	0.47	0.23	0.81
Control Delay	46.3	14.2	21.7	3.8	22.1	31.1
Queue Delay	0.0	0.7	0.0	0.0	0.0	0.0
Total Delay	46.3	14.9	21.7	3.8	22.1	31.1
Queue Length 50th (ft)	36	215	249	0	48	178
Queue Length 95th (ft)	76	343	#369	62	79	221
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	160	2098	2416	1003	722	1190
Starvation Cap Reductn	0	450	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.78	0.67	0.47	0.17	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX 6.4:

EAPC (2030) CONDITIONS FREEWAY FACILITY ANALYSIS WORKSHEETS

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HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC (2030)
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

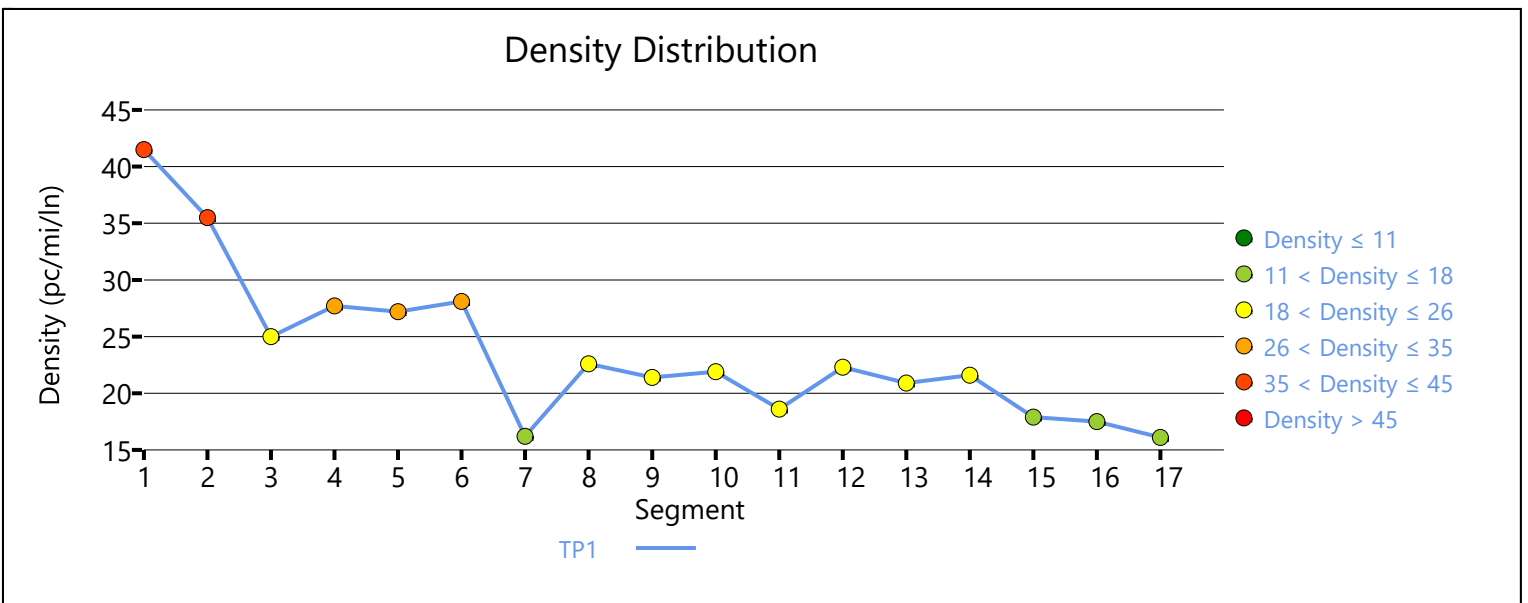
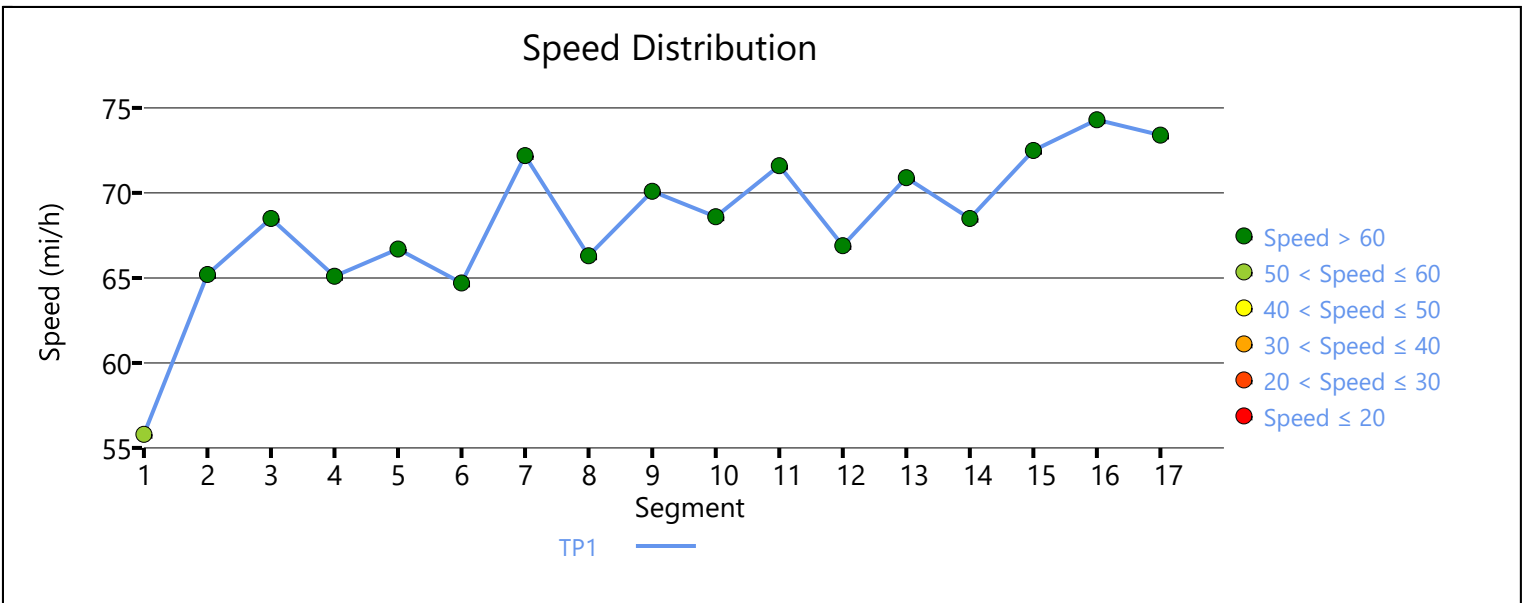
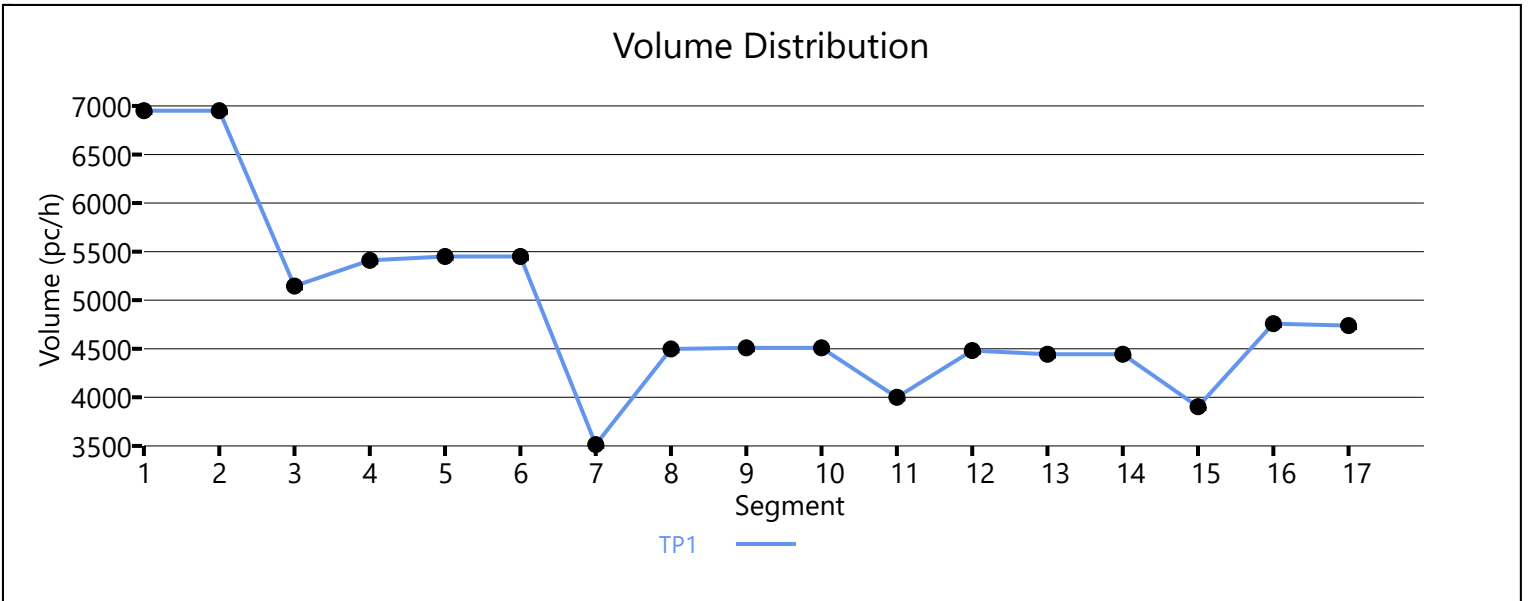
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.935	6951	7200	0.97	55.8	41.5	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.877	6951	1824	7200 ^{6.4}	2100 ^{4.1}	0.97	0.87	65.2	60.0	35.5	36.6	E

Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		5146		7200		0.71		68.5		25.0		C
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.909	5410	264	7200	2100	0.75	0.13	65.1	62.5	27.7	28.4	D
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5450		7200		0.76		66.7		27.2		D
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.935	5450	1918	6600	2100	0.83	0.91	64.7	59.7	28.1	33.2	D
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3514		7200		0.49		72.2		16.2		B
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	4498	984	7200	2100	0.62	0.47	66.3	64.0	22.6	24.7	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4509		7200		0.63		70.1		21.4		C
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	4509	540	7200	2100	0.63	0.26	68.6	63.8	21.9	22.9	C
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4001		7200		0.56		71.6		18.6		C
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.943	0.952	4482	481	7200	2100	0.62	0.23	66.9	64.7	22.3	22.8	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4444		7200		0.62		70.9		20.9		C
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	4444	577	7200	2100	0.62	0.27	68.5	63.7	21.6	25.3	C
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3904		7200		0.54		72.5		17.9		B
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.971	4759	855	7200	2100	0.54	0.41	74.3	-	17.5	-	B
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4739		9600		0.49		73.4		16.1		B
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	65.7		25.1		23.7		7.9		C						
Facility Overall Results															
Space Mean Speed, mi/h					65.7			Density, veh/mi/ln			23.7				
Average Travel Time, min					7.9			Density, pc/mi/ln			25.1				



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC (2030) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

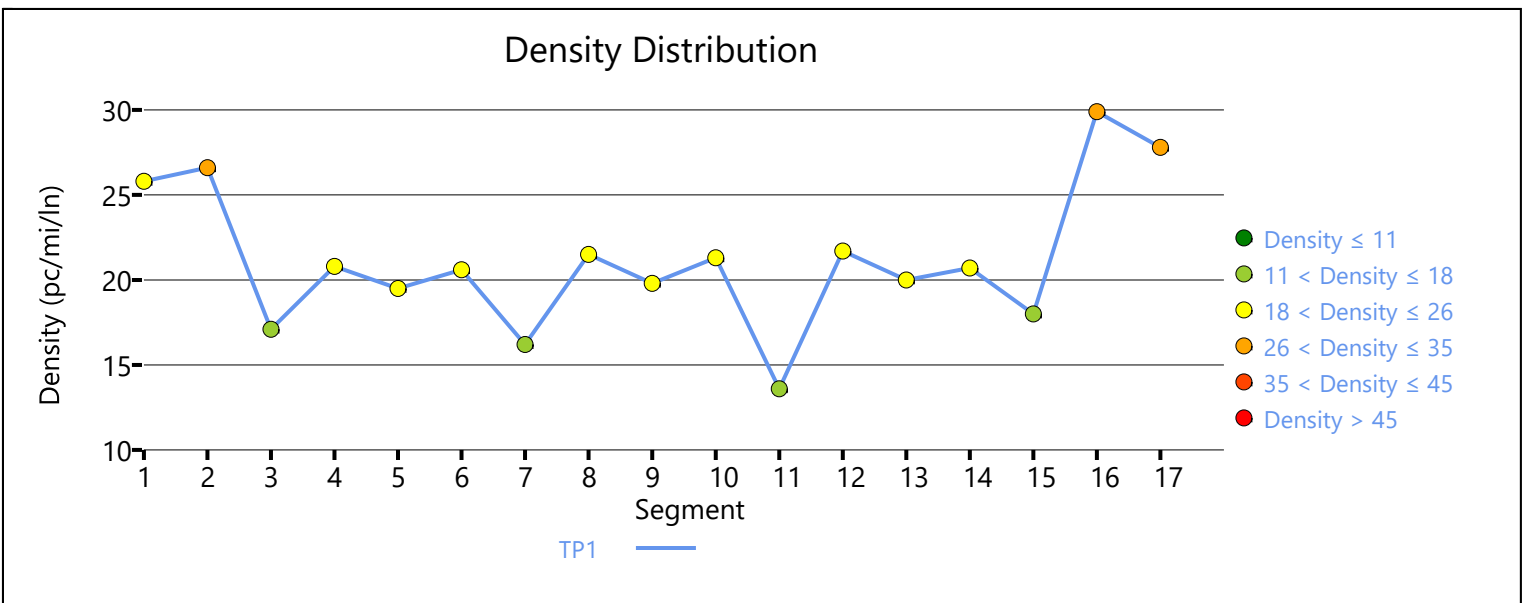
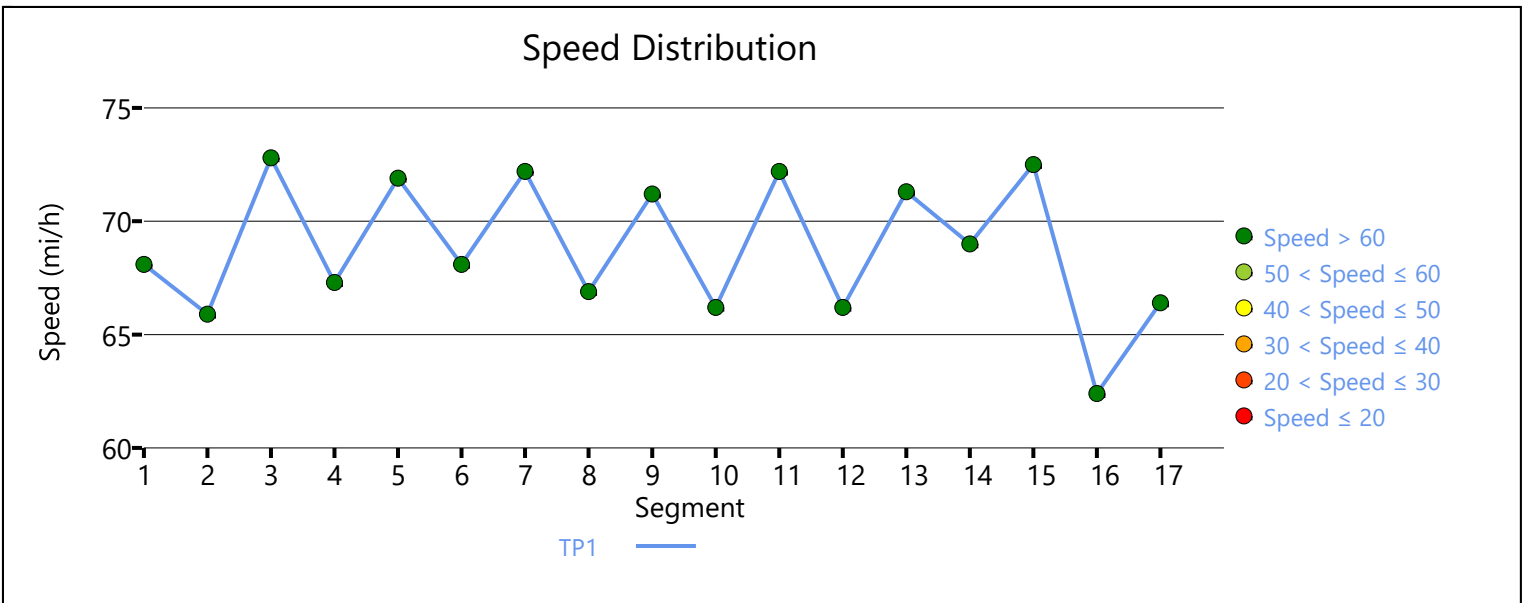
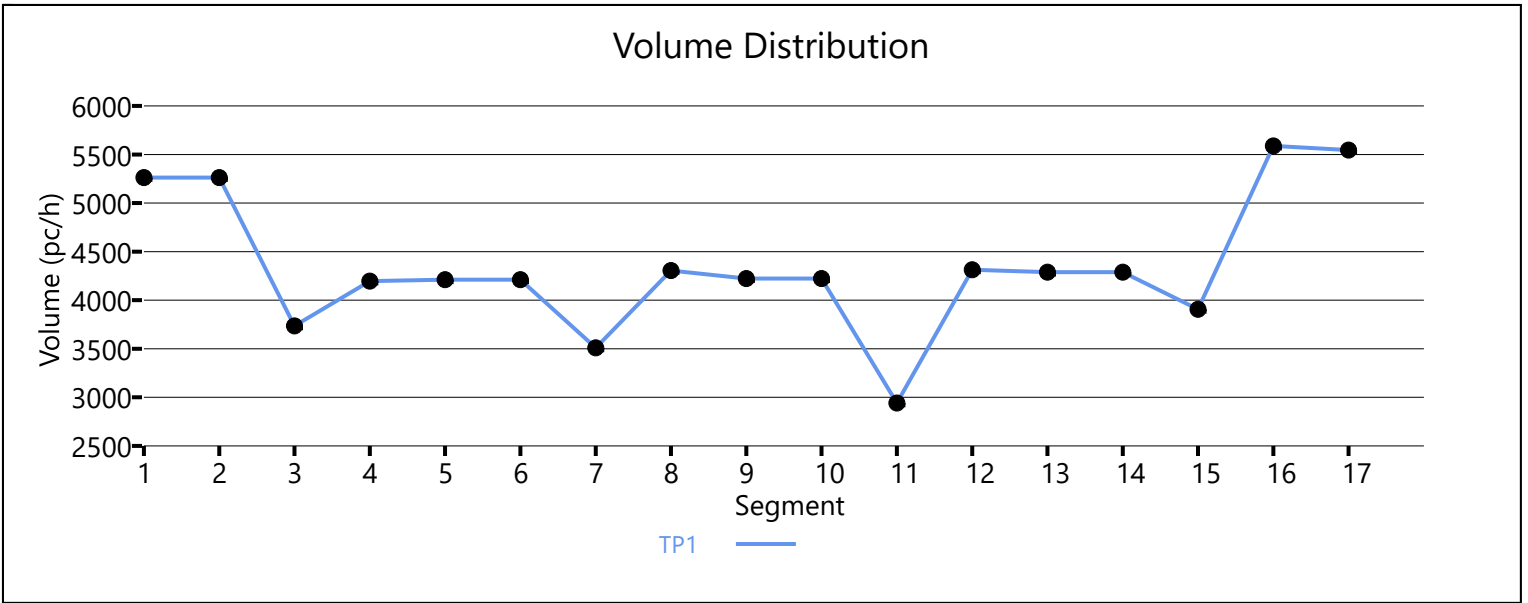
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	5263	7200	0.73	68.1	25.8	C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	5263	1500	7200 ^{6.4}	2100 ^{4.5}	0.73	0.71	65.9	60.9	26.6	31.1	D

Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		3736		7200		0.52		72.8		17.1		B
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.962	4197	461	7200	2100	0.58	0.22	67.3	65.0	20.8	21.6	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		4211		7200		0.58		71.9		19.5		C
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.893	4211	704	7200	2100	0.58	0.34	68.1	63.3	20.6	21.9	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3509		7200		0.49		72.2		16.2		B
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	4306	797	7200	2100	0.60	0.38	66.9	64.7	21.5	22.8	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4223		7200		0.59		71.2		19.8		C
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.943	4223	1293	7200	2100	0.59	0.62	66.2	61.6	21.3	25.5	C
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		2942		7200		0.41		72.2		13.6		B
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.952	0.935	4313	1371	7200	2100	0.60	0.65	66.2	64.0	21.7	24.6	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4288		7200		0.60		71.3		20.0		C
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	4288	411	7200	2100	0.60	0.20	69.0	64.2	20.7	23.1	C
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3906		7200		0.54		72.5		18.0		B
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	5588	1682	7200	2100	0.78	0.80	62.4	59.4	29.9	32.0	D
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		5546		7200		0.77		66.4		27.8		D
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	69.0		21.2		20.0		7.3		C						
Facility Overall Results															
Space Mean Speed, mi/h					69.0			Density, veh/mi/ln			20.0				
Average Travel Time, min					7.3			Density, pc/mi/ln			21.2				



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC (2030)
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

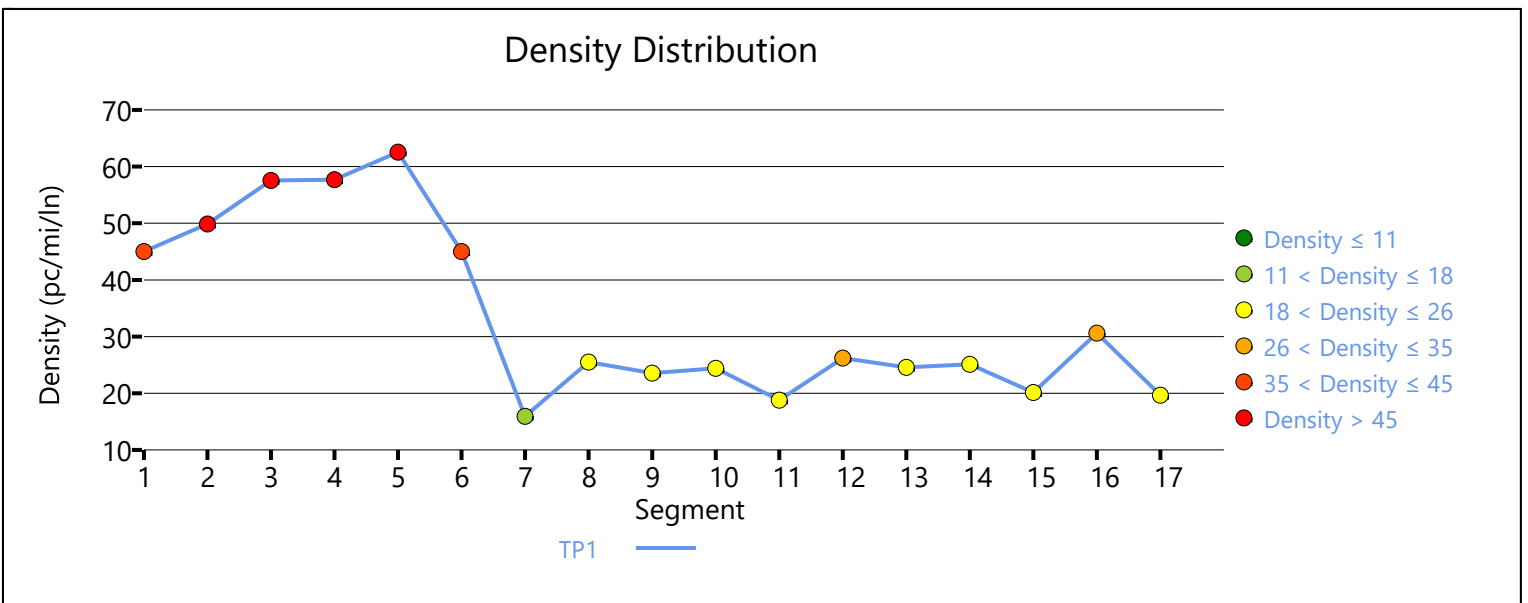
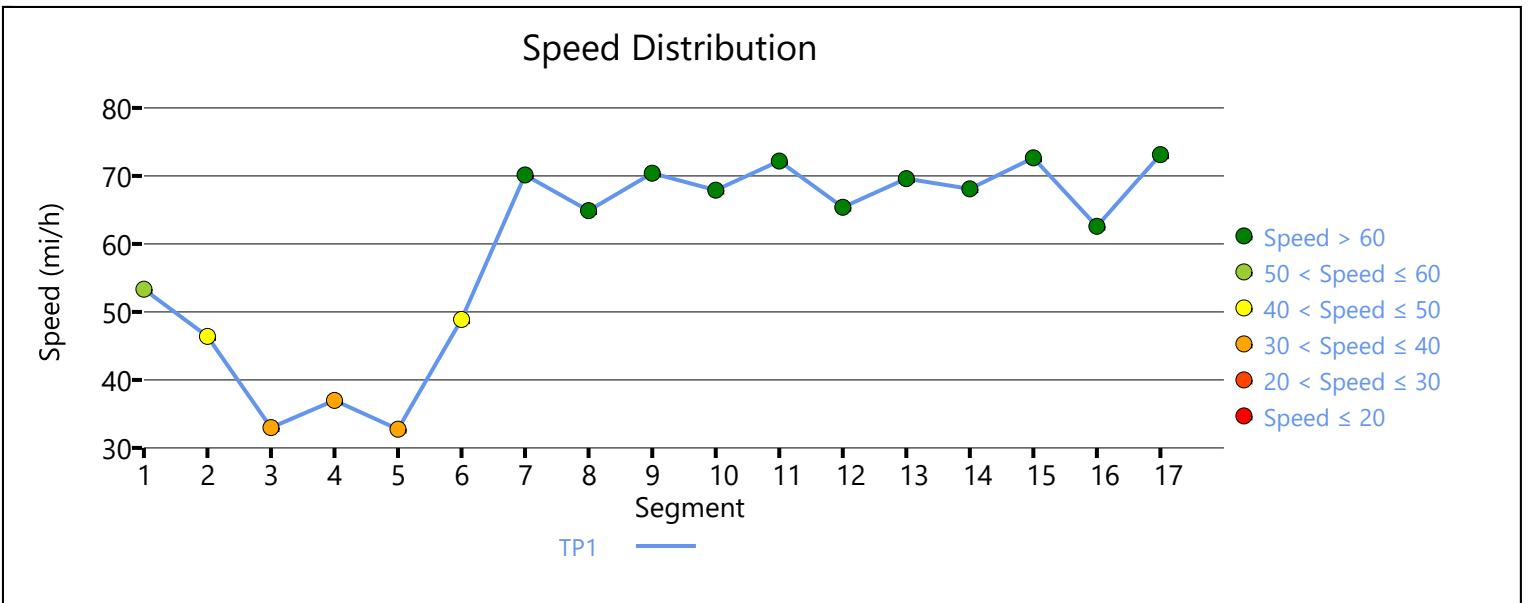
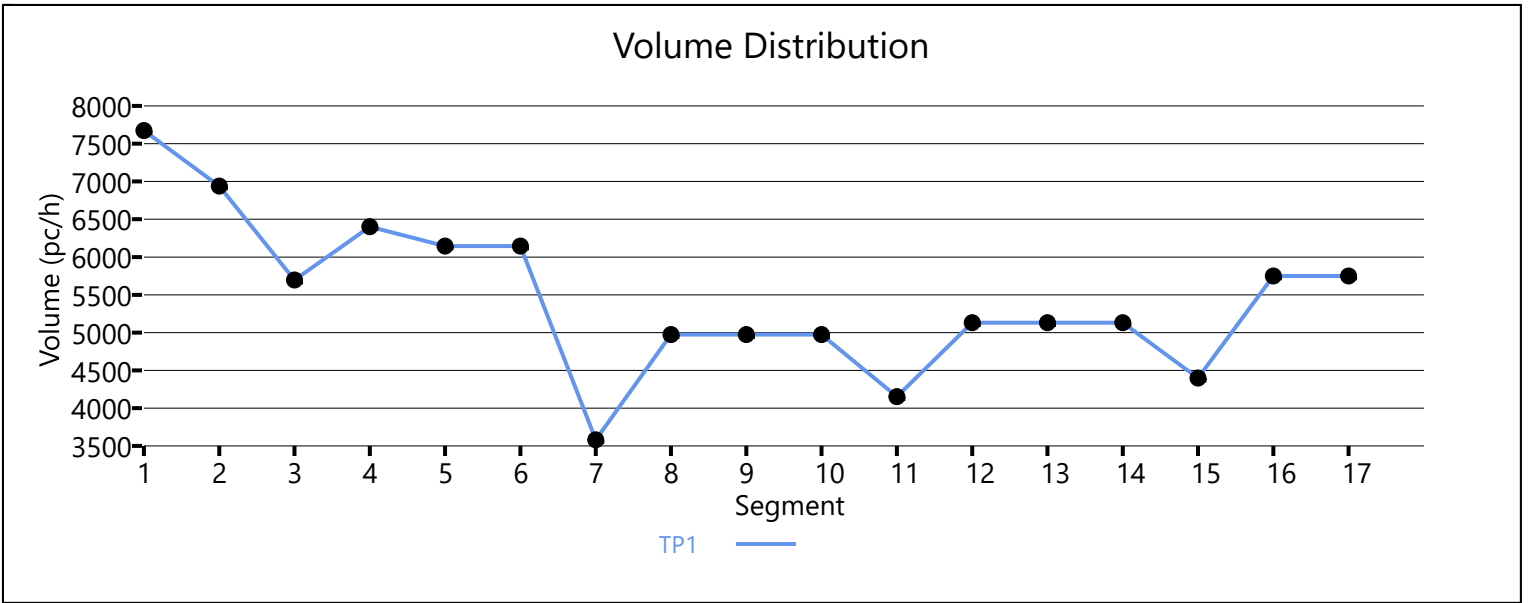
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		7673		7200		1.07		53.3		45.0		F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.935	0.870	6940	1117	7200	2100	1.07	0.53	6.4	9	46.4	62.1	49.9	41.5	F

Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5696		7200		0.91		33.0		57.6		F
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	6402	779	7200	2100	1.02	0.37	37.0	52.3	57.7	38.8	F
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		6146		7200		1.02		32.8		62.5		F
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	6146	2565	6600	2100	1.11	1.22	48.9	57.7	45.0	37.6	F
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3581		7200		0.66		70.1		15.9		B
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	4973	1392	7200	2100	0.86	0.66	64.9	62.4	25.5	28.0	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4973		7200		0.86		70.4		23.5		C
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.935	4973	821	7200	2100	0.86	0.39	67.9	63.0	24.4	25.5	C
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4152		7200		0.75		72.2		18.8		C
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.943	0.935	5131	979	7200	2100	0.89	0.47	65.4	62.9	26.2	27.1	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5131		7200		0.89		69.6		24.6		C
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	5131	733	7200	2100	0.89	0.35	68.1	63.2	25.1	28.5	D
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		4398		7200		0.79		72.7		20.1		C
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.990	5750	1352	7200	2100	0.79	0.64	62.6	-	30.6	-	D
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5750		9600		0.73		73.1		19.7		C
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	52.5		34.5		32.6		9.9		F						
Facility Overall Results															
Space Mean Speed, mi/h					52.5			Density, veh/mi/ln			32.6				
Average Travel Time, min					9.9			Density, pc/mi/ln			34.5				



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	EAPC (2030) Conditions
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

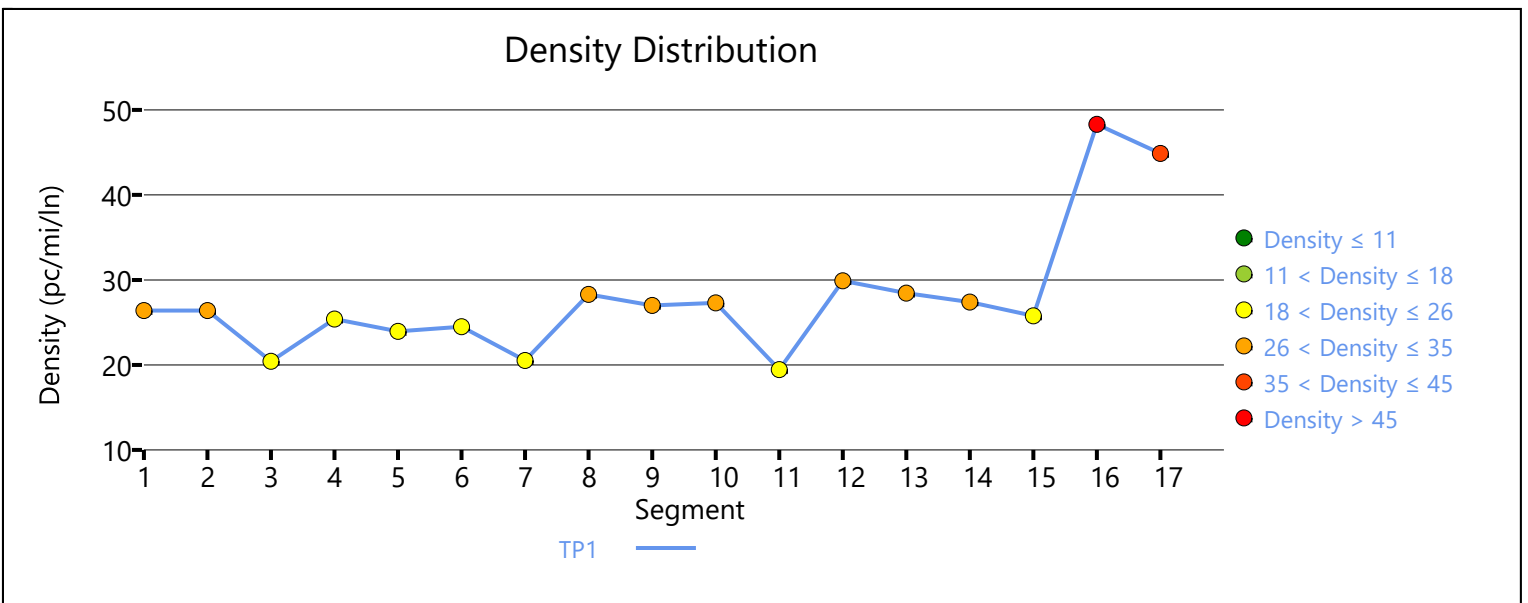
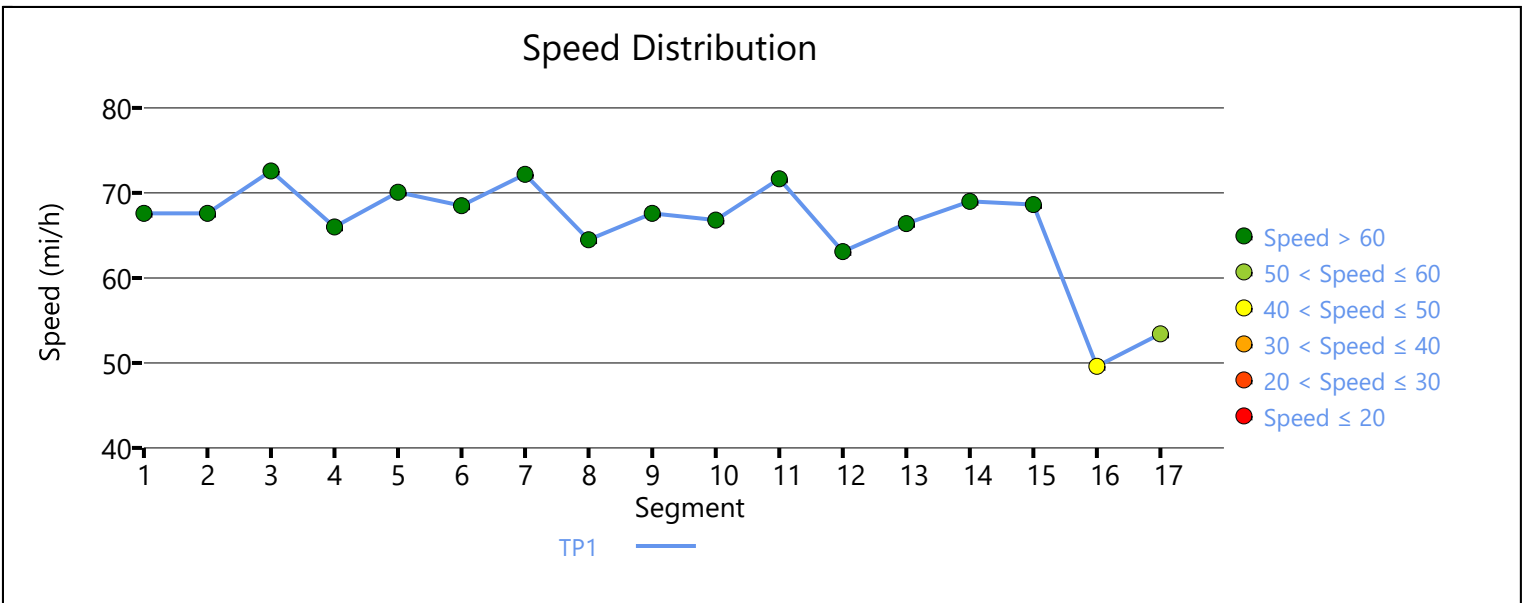
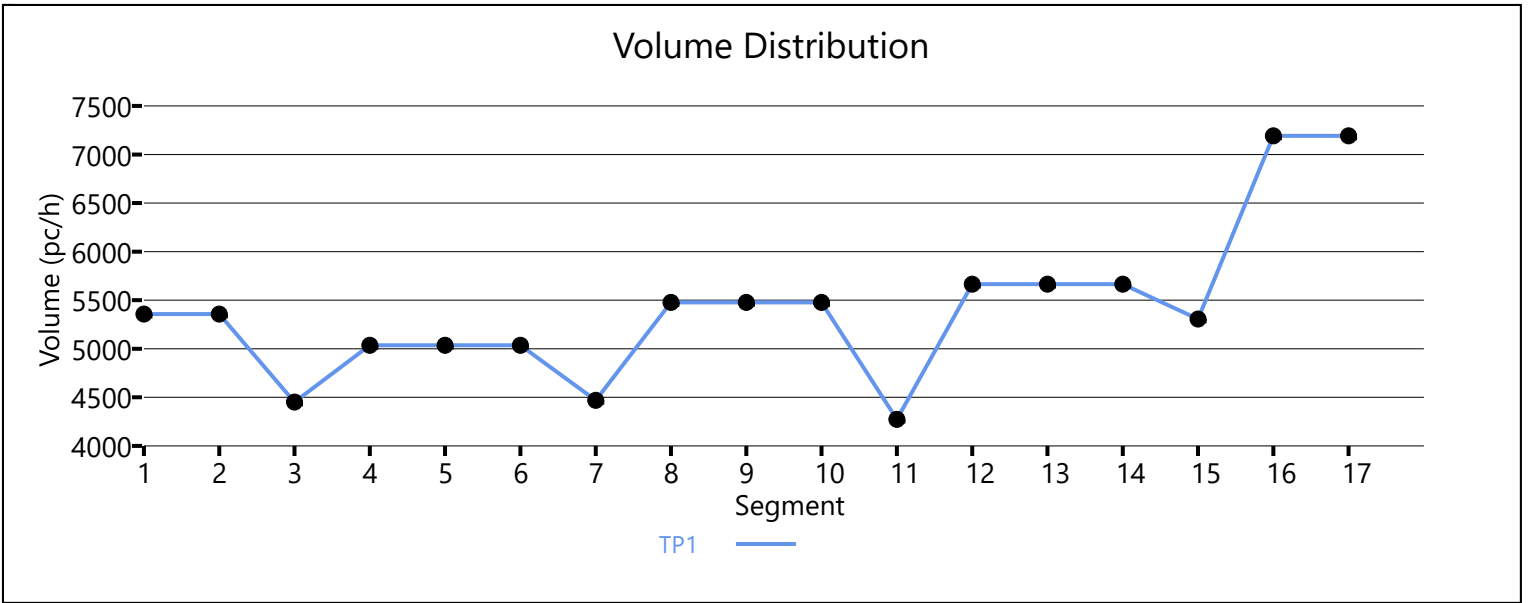
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	5357	7200	0.74	67.6	26.4	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.980	5357	905	7200 ^{6.4}	2100 ¹³	0.74	0.43	67.6	62.7	26.4	30.3	D

Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4452		7200		0.62		72.6		20.4		C
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	5036	584	7200	2100	0.70	0.28	66.0	63.6	25.4	25.8	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5036		7200		0.70		70.1		24.0		C
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	5036	567	7200	2100	0.70	0.27	68.5	63.7	24.5	25.3	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4469		7200		0.62		72.2		20.5		C
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	5477	1008	7200	2100	0.76	0.48	64.5	61.9	28.3	28.8	D
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		5477		7200		0.76		67.6		27.0		D
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	5477	1203	7200	2100	0.76	0.57	66.8	61.8	27.3	30.6	D
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4274		7200		0.59		71.7		19.4		C
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.952	0.952	5665	1391	7200	2100	0.78	0.66	63.1	60.2	29.9	31.0	D
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		5665		7200		0.78		66.4		28.4		D
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.885	5665	359	7200	2100	0.78	0.17	69.0	64.4	27.4	29.0	D
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		5306		7200		0.73		68.6		25.8		C
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.901	7192	2102	7200	2100	1.02	1.00	49.6	44.5	48.3	40.6	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		7192		7200		1.02		53.4		44.9		F
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	64.1		28.6		27.2		7.9		F						
Facility Overall Results															
Space Mean Speed, mi/h					64.1			Density, veh/mi/ln			27.2				
Average Travel Time, min					7.9			Density, pc/mi/ln			28.6				



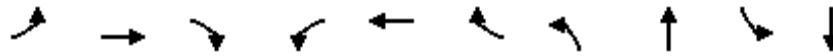
APPENDIX 6.5:
EAPC (2030) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS
WITH IMPROVEMENTS

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Timings
1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

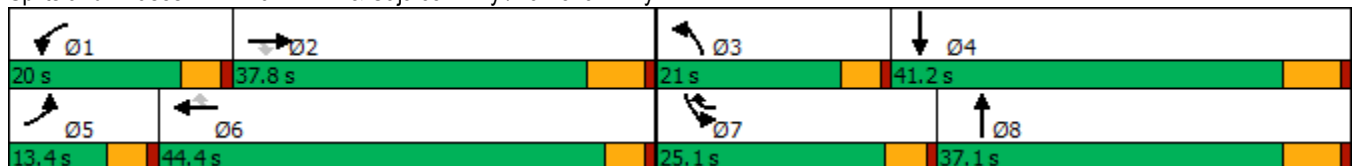


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑	↘↗	↑↑
Traffic Volume (vph)	82	886	209	374	1181	440	406	392	287	168
Future Volume (vph)	82	886	209	374	1181	440	406	392	287	168
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	13.4	37.8	37.8	20.0	44.4	25.1	21.0	37.1	25.1	41.2
Total Split (%)	11.2%	31.5%	31.5%	16.7%	37.0%	20.9%	17.5%	30.9%	20.9%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	8.2	28.1	28.1	15.0	36.6	55.6	16.0	36.6	14.4	35.1
Actuated g/C Ratio	0.07	0.24	0.24	0.13	0.32	0.48	0.14	0.32	0.12	0.30
v/c Ratio	0.69	0.75	0.40	0.88	0.77	0.55	0.89	0.53	0.70	0.20
Control Delay	80.3	44.8	6.8	71.3	39.4	16.0	71.5	32.7	57.7	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.3	44.8	6.8	71.3	39.4	16.0	71.5	32.7	57.7	28.4
LOS	F	D	A	E	D	B	E	C	E	C
Approach Delay		40.5			40.2			49.1		45.5
Approach LOS		D			D			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.8
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 42.7
 Intersection LOS: D
 Intersection Capacity Utilization 70.1%
 ICU Level of Service C
 Analysis Period (min) 15

































Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		  	  		 	 			 	 
Traffic Volume (veh/h)	82	886	209	374	1181	440	406	392	165	287	168	36
Future Volume (veh/h)	82	886	209	374	1181	440	406	392	165	287	168	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	943	158	398	1256	404	432	417	117	305	179	14
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	1221	379	455	1576	660	488	946	263	372	1042	81
Arrive On Green	0.06	0.24	0.24	0.13	0.30	0.30	0.14	0.34	0.34	0.11	0.31	0.31
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	2782	772	3510	3394	263
Grp Volume(v), veh/h	87	943	158	398	1256	404	432	269	265	305	94	99
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1805	1749	1755	1805	1853
Q Serve(g_s), s	5.4	19.4	9.5	12.7	25.4	22.6	13.8	13.2	13.4	9.7	4.4	4.4
Cycle Q Clear(g_c), s	5.4	19.4	9.5	12.7	25.4	22.6	13.8	13.2	13.4	9.7	4.4	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		0.14
Lane Grp Cap(c), veh/h	110	1221	379	455	1576	660	488	614	595	372	554	568
V/C Ratio(X)	0.79	0.77	0.42	0.88	0.80	0.61	0.89	0.44	0.45	0.82	0.17	0.17
Avail Cap(c_a), veh/h	140	1437	446	474	1814	734	505	614	595	631	554	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	40.8	37.0	48.7	36.5	26.5	48.2	29.2	29.3	49.9	28.9	28.9
Incr Delay (d2), s/veh	16.0	2.3	0.7	15.4	2.3	1.3	16.0	2.3	2.4	1.7	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.1	3.7	6.3	10.4	8.3	6.9	5.8	5.7	4.2	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	43.0	37.7	64.2	38.7	27.8	64.2	31.5	31.7	51.7	29.6	29.6
LnGrp LOS	E	D	D	E	D	C	E	C	C	D	C	C
Approach Vol, veh/h		1188			2058			966			498	
Approach Delay, s/veh		44.2			41.5			46.2			43.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.4	33.0	20.5	41.2	11.5	40.9	16.7	45.0				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	15.4	31.6	16.4	35.0	8.8	* 40	20.5	30.9				
Max Q Clear Time (g_c+I1), s	14.7	21.4	15.8	6.4	7.4	27.4	11.7	15.4				
Green Ext Time (p_c), s	0.1	4.5	0.1	0.9	0.0	7.3	0.4	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			43.3									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

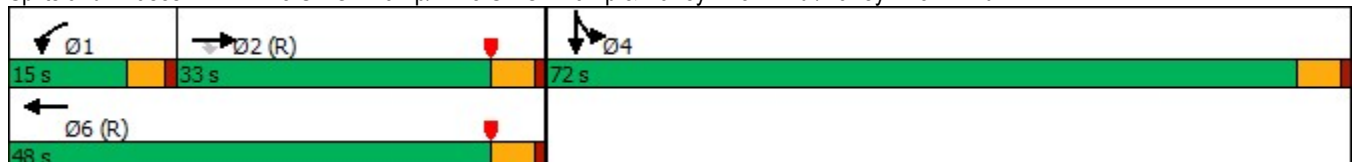


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Configurations	↑↑	↑	↔	↑	↔	↑
Traffic Volume (vph)	571	34	208	252	1257	11
Future Volume (vph)	571	34	208	252	1257	11
Turn Type	NA	Perm	Prot	NA	Split	NA
Protected Phases	2		1	6	4	4
Permitted Phases		2				
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	33.0	33.0	15.0	48.0	72.0	72.0
Total Split (%)	27.5%	27.5%	12.5%	40.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	34.1	34.1	10.7	49.3	60.7	60.7
Actuated g/C Ratio	0.28	0.28	0.09	0.41	0.51	0.51
v/c Ratio	0.59	0.07	0.71	0.34	0.76	0.57
Control Delay	41.2	3.9	48.4	23.4	26.4	6.9
Queue Delay	0.0	0.0	0.0	0.6	49.6	0.0
Total Delay	41.2	3.9	48.4	24.0	76.0	6.9
LOS	D	A	D	C	E	A
Approach Delay	39.1			35.0		55.1
Approach LOS	D			C		E

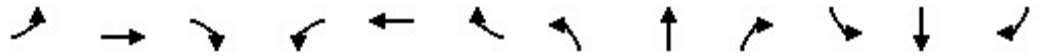
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 48.5
 Intersection Capacity Utilization 89.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

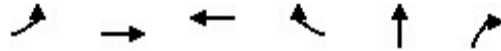


HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd. 02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑					↖↗	↖	
Traffic Volume (veh/h)	0	571	34	208	252	0	0	0	0	1257	11	534
Future Volume (veh/h)	0	571	34	208	252	0	0	0	0	1257	11	534
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	607	25	221	268	0				1337	12	403
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1304	582	279	909	0				1539	21	688
Arrive On Green	0.00	0.36	0.36	0.03	0.16	0.00				0.44	0.44	0.44
Sat Flow, veh/h	0	3705	1610	3510	1900	0				3510	47	1571
Grp Volume(v), veh/h	0	607	25	221	268	0				1337	0	415
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1900	0				1755	0	1617
Q Serve(g_s), s	0.0	15.5	1.2	7.5	15.0	0.0				41.5	0.0	23.3
Cycle Q Clear(g_c), s	0.0	15.5	1.2	7.5	15.0	0.0				41.5	0.0	23.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.97
Lane Grp Cap(c), veh/h	0	1304	582	279	909	0				1539	0	709
V/C Ratio(X)	0.00	0.47	0.04	0.79	0.29	0.00				0.87	0.00	0.59
Avail Cap(c_a), veh/h	0	1304	582	307	909	0				1960	0	903
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.98	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.4	24.9	57.4	32.7	0.0				30.6	0.0	25.5
Incr Delay (d2), s/veh	0.0	1.2	0.1	10.4	0.8	0.0				3.7	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.7	0.5	3.8	7.8	0.0				17.1	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	30.6	25.0	67.9	33.5	0.0				34.2	0.0	26.2
LnGrp LOS	A	C	C	E	C	A				C	A	C
Approach Vol, veh/h		632			489						1752	
Approach Delay, s/veh		30.4			49.0						32.3	
Approach LOS		C			D						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.0	48.3		57.6		62.4						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	10.5	28.0		67.0		43.0						
Max Q Clear Time (g_c+I1), s	9.5	17.5		43.5		17.0						
Green Ext Time (p_c), s	0.0	1.9		9.1		0.8						
Intersection Summary												
HCM 6th Ctrl Delay			34.7									
HCM 6th LOS			C									

Timings

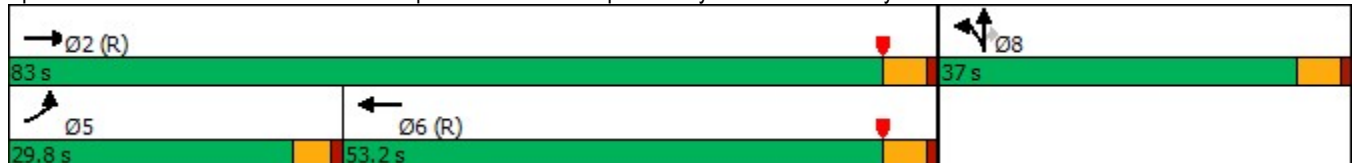


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↔↔	↑↑	↑↑	↔	↔	↔
Traffic Volume (vph)	402	1425	388	1219	5	309
Future Volume (vph)	402	1425	388	1219	5	309
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	26.0	24.0		10.0	10.0
Total Split (s)	29.8	83.0	53.2		37.0	37.0
Total Split (%)	24.8%	69.2%	44.3%		30.8%	30.8%
Yellow Time (s)	3.5	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max		Max	Max
Act Effct Green (s)	19.0	78.0	54.5	120.0	32.0	32.0
Actuated g/C Ratio	0.16	0.65	0.45	1.00	0.27	0.27
v/c Ratio	0.77	0.65	0.25	0.80	0.17	0.70
Control Delay	73.7	27.5	21.3	4.3	35.0	41.1
Queue Delay	0.2	49.2	0.0	0.0	0.0	0.0
Total Delay	73.9	76.7	21.3	4.3	35.0	41.1
LOS	E	E	C	A	D	D
Approach Delay		76.1	8.4		39.9	
Approach LOS		E	A		D	

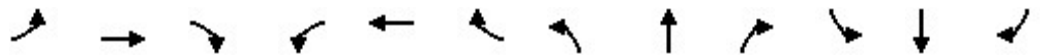
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 43.9
 Intersection LOS: D
 Intersection Capacity Utilization 89.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔		↔	↔			
Traffic Volume (veh/h)	402	1425	0	0	388	1219	72	5	309	0	0	0
Future Volume (veh/h)	402	1425	0	0	388	1219	72	5	309	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	428	1516	0	0	413	0	77	5	265			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	485	2346	0	0	1712		454	30	429			
Arrive On Green	0.28	1.00	0.00	0.00	0.47	0.00	0.27	0.27	0.27			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1704	111	1610			
Grp Volume(v), veh/h	428	1516	0	0	413	0	82	0	265			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1815	0	1610			
Q Serve(g_s), s	14.0	0.0	0.0	0.0	8.1	0.0	4.2	0.0	17.3			
Cycle Q Clear(g_c), s	14.0	0.0	0.0	0.0	8.1	0.0	4.2	0.0	17.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.94		1.00			
Lane Grp Cap(c), veh/h	485	2347	0	0	1712		484	0	429			
V/C Ratio(X)	0.88	0.65	0.00	0.00	0.24		0.17	0.00	0.62			
Avail Cap(c_a), veh/h	740	2347	0	0	1712		484	0	429			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.64	0.64	0.00	0.00	0.85	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.5	0.0	0.0	0.0	18.7	0.0	33.8	0.0	38.6			
Incr Delay (d2), s/veh	3.7	0.9	0.0	0.0	0.3	0.0	0.8	0.0	6.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.3	0.3	0.0	0.0	3.3	0.0	1.9	0.0	7.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	0.9	0.0	0.0	19.0	0.0	34.6	0.0	45.1			
LnGrp LOS	D	A	A	A	B		C	A	D			
Approach Vol, veh/h		1944			413	A		347				
Approach Delay, s/veh		10.9			19.0			42.6				
Approach LOS		B			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		83.0			21.1	61.9		37.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		78.0			25.3	48.2		32.0				
Max Q Clear Time (g_c+I1), s		2.0			16.0	10.1		19.3				
Green Ext Time (p_c), s		9.1			0.6	1.6		1.0				

Intersection Summary

HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

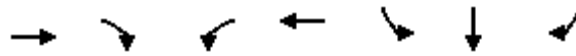
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

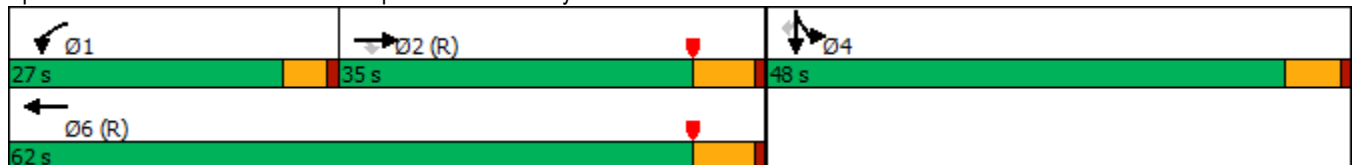


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑	↖↗	↑↑↑	↖↗	↖	↑
Traffic Volume (vph)	995	405	501	1539	1349	0	457
Future Volume (vph)	995	405	501	1539	1349	0	457
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	35.0	35.0	27.0	62.0	48.0	48.0	48.0
Total Split (%)	31.8%	31.8%	24.5%	56.4%	43.6%	43.6%	43.6%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	31.1	31.1	20.4	56.0	42.5	42.5	42.5
Actuated g/C Ratio	0.28	0.28	0.19	0.51	0.39	0.39	0.39
v/c Ratio	0.71	0.56	0.80	0.61	0.74	0.73	0.71
Control Delay	38.9	6.4	34.1	16.7	33.4	37.0	30.8
Queue Delay	0.0	0.0	0.0	0.5	5.5	8.0	0.0
Total Delay	38.9	6.4	34.1	17.2	38.9	45.1	30.8
LOS	D	A	C	B	D	D	C
Approach Delay	29.5			21.3		38.4	
Approach LOS	C			C		D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 29.4
 Intersection LOS: C
 Intersection Capacity Utilization 197.0%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘↗	↑↑↑					↘↗	↖	↗
Traffic Volume (veh/h)	0	995	405	501	1539	0	0	0	0	1349	0	457
Future Volume (veh/h)	0	995	405	501	1539	0	0	0	0	1349	0	457
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1036	307	522	1603	0				1405	0	341
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1536	471	604	2641	0				2097	0	622
Arrive On Green	0.00	0.30	0.30	0.10	0.31	0.00				0.39	0.00	0.39
Sat Flow, veh/h	0	5358	1590	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1036	307	522	1603	0				1405	0	341
Grp Sat Flow(s),veh/h/ln	0	1729	1590	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	19.3	18.5	16.1	29.0	0.0				23.6	0.0	18.1
Cycle Q Clear(g_c), s	0.0	19.3	18.5	16.1	29.0	0.0				23.6	0.0	18.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1536	471	604	2641	0				2097	0	622
V/C Ratio(X)	0.00	0.67	0.65	0.86	0.61	0.00				0.67	0.00	0.55
Avail Cap(c_a), veh/h	0	1536	471	718	2641	0				2097	0	622
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.60	0.60	0.79	0.79	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.0	33.8	48.1	28.8	0.0				27.9	0.0	26.3
Incr Delay (d2), s/veh	0.0	1.4	4.2	7.6	0.8	0.0				1.7	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.9	7.3	7.8	12.6	0.0				9.9	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.5	38.0	55.7	29.6	0.0				29.7	0.0	29.7
LnGrp LOS	A	D	D	E	C	A				C	A	C
Approach Vol, veh/h		1343			2125						1746	
Approach Delay, s/veh		36.1			36.0						29.7	
Approach LOS		D			D						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.4	38.6		48.0		62.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	29.0		42.5		56.0						
Max Q Clear Time (g_c+I1), s	18.1	21.3		25.6		31.0						
Green Ext Time (p_c), s	0.8	3.2		6.8		7.9						

Intersection Summary

HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

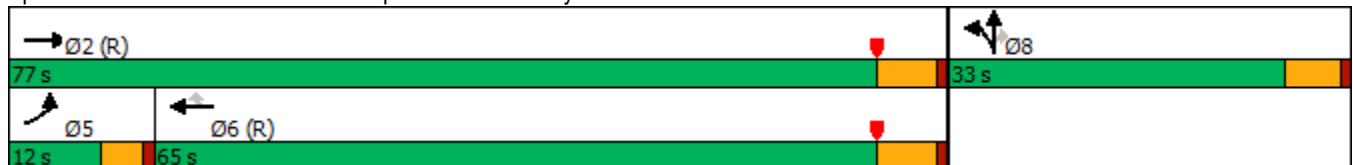


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↙↘	↑↑↑	↑↑↑	↘	↙	↕	↘
Traffic Volume (vph)	244	2101	1512	1529	527	4	654
Future Volume (vph)	244	2101	1512	1529	527	4	654
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	12.0	77.0	65.0	65.0	33.0	33.0	33.0
Total Split (%)	10.9%	70.0%	59.1%	59.1%	30.0%	30.0%	30.0%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	7.5	71.0	59.0	59.0	27.5	27.5	27.5
Actuated g/C Ratio	0.07	0.65	0.54	0.54	0.25	0.25	0.25
v/c Ratio	1.07	0.65	0.57	1.27	0.64	0.65	1.48
Control Delay	93.3	15.0	18.0	142.4	44.7	45.1	258.0
Queue Delay	0.0	4.1	0.0	0.0	0.0	0.0	0.0
Total Delay	93.3	19.2	18.0	142.4	44.7	45.1	258.0
LOS	F	B	B	F	D	D	F
Approach Delay		26.9	80.5			162.5	
Approach LOS		C	F			F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.48
 Intersection Signal Delay: 76.2
 Intersection LOS: E
 Intersection Capacity Utilization 197.0%
 ICU Level of Service H
 Analysis Period (min) 15

























Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  							
Traffic Volume (veh/h)	244	2101	0	0	1512	1529	527	4	654	0	0	0
Future Volume (veh/h)	244	2101	0	0	1512	1529	527	4	654	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	254	2189	0	0	1575	1124	552	0	473			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	239	3348	0	0	2782	864	905	0	403			
Arrive On Green	0.14	1.00	0.00	0.00	0.54	0.54	0.25	0.00	0.25			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	254	2189	0	0	1575	1124	552	0	473			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	7.5	0.0	0.0	0.0	22.2	59.0	14.8	0.0	27.5			
Cycle Q Clear(g_c), s	7.5	0.0	0.0	0.0	22.2	59.0	14.8	0.0	27.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	239	3348	0	0	2782	864	905	0	403			
V/C Ratio(X)	1.06	0.65	0.00	0.00	0.57	1.30	0.61	0.00	1.18			
Avail Cap(c_a), veh/h	239	3348	0	0	2782	864	905	0	403			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.62	0.62	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.5	0.0	0.0	0.0	17.0	25.5	36.5	0.0	41.3			
Incr Delay (d2), s/veh	62.9	0.6	0.0	0.0	0.8	144.1	1.2	0.0	102.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.0	0.2	0.0	0.0	8.0	53.9	6.4	0.0	21.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.4	0.6	0.0	0.0	17.8	169.6	37.7	0.0	143.2			
LnGrp LOS	F	A	A	A	B	F	D	A	F			
Approach Vol, veh/h		2443			2699			1025				
Approach Delay, s/veh		12.0			81.0			86.4				
Approach LOS		B			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		77.0			12.0	65.0		33.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		71.0			7.5	59.0		27.5				
Max Q Clear Time (g_c+I1), s		2.0			9.5	61.0		29.5				
Green Ext Time (p_c), s		16.5			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

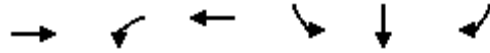
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

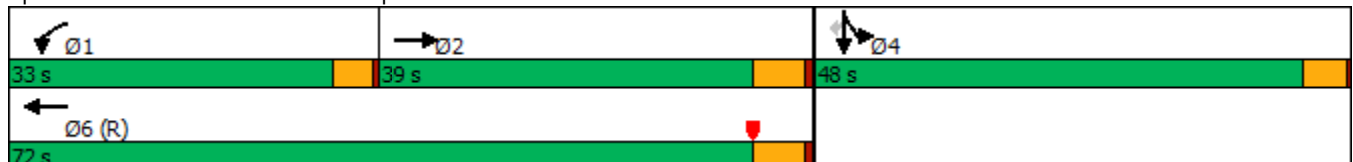


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	317	384	528	463	0	85
Future Volume (vph)	317	384	528	463	0	85
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	39.0	33.0	72.0	48.0	48.0	48.0
Total Split (%)	32.5%	27.5%	60.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	62.6	19.6	86.1	23.9	23.9	23.9
Actuated g/C Ratio	0.52	0.16	0.72	0.20	0.20	0.20
v/c Ratio	0.28	0.73	0.22	0.74	0.74	0.24
Control Delay	16.0	63.1	5.1	57.4	57.6	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	63.1	5.1	57.4	57.6	8.5
LOS	B	E	A	E	E	A
Approach Delay	16.0		29.5		49.9	
Approach LOS	B		C		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 32.1
 Intersection LOS: C
 Intersection Capacity Utilization 65.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	317	146	384	528	0	0	0	0	463	0	85
Future Volume (veh/h)	0	317	146	384	528	0	0	0	0	463	0	85
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	345	159	417	574	0				503	0	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	921	417	488	2001	0				608	0	268
Arrive On Green	0.00	0.38	0.38	0.28	1.00	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	2507	1091	3510	3705	0				3619	0	1596
Grp Volume(v), veh/h	0	257	247	417	574	0				503	0	92
Grp Sat Flow(s),veh/h/ln	0	1805	1698	1755	1805	0				1810	0	1596
Q Serve(g_s), s	0.0	12.3	12.7	13.5	0.0	0.0				16.1	0.0	6.1
Cycle Q Clear(g_c), s	0.0	12.3	12.7	13.5	0.0	0.0				16.1	0.0	6.1
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	689	648	488	2001	0				608	0	268
V/C Ratio(X)	0.00	0.37	0.38	0.85	0.29	0.00				0.83	0.00	0.34
Avail Cap(c_a), veh/h	0	689	648	848	2001	0				1312	0	578
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.80	0.80	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.7	26.8	42.2	0.0	0.0				48.2	0.0	44.1
Incr Delay (d2), s/veh	0.0	1.5	1.7	3.5	0.3	0.0				2.9	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.3	5.2	5.1	0.1	0.0				7.3	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.3	28.5	45.7	0.3	0.0				51.2	0.0	44.8
LnGrp LOS	A	C	C	D	A	A				D	A	D
Approach Vol, veh/h		504			991						595	
Approach Delay, s/veh		28.4			19.4						50.2	
Approach LOS		C			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	20.7	51.3		24.7		72.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	29.0	33.5		43.5		66.5						
Max Q Clear Time (g_c+I1), s	15.5	14.7		18.1		2.0						
Green Ext Time (p_c), s	1.2	1.6		2.1		2.2						

Intersection Summary

HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection			
Intersection Delay, s/veh	13.2		
Intersection LOS	B		
Approach	EB	WB	NB
Entry Lanes	4	3	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	0	167
Demand Flow Rate, veh/h	0	0	167
Vehicles Circulating, veh/h	11	120	1385
Vehicles Exiting, veh/h	1526	1432	207
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	13.2
Approach LOS	-	-	B
Lane	Left	Right	
Designated Moves	L	TR	
Assumed Moves	L	TR	
RT Channelized			
Lane Util	0.719	0.281	
Follow-Up Headway, s	2.535	2.535	
Critical Headway, s	4.544	4.544	
Entry Flow, veh/h	120	47	
Cap Entry Lane, veh/h	403	403	
Entry HV Adj Factor	1.000	1.000	
Flow Entry, veh/h	120	47	
Cap Entry, veh/h	403	403	
V/C Ratio	0.298	0.117	
Control Delay, s/veh	14.2	10.7	
LOS	B	B	
95th %tile Queue, veh	1	0	

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	268	2115	56	2770	38	155	77	41	66	41	131	
Future Volume (vph)	268	2115	56	2770	38	155	77	41	66	41	131	
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4	3	8		5	2		1	6		
Permitted Phases					8			2			6	
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5	
Total Split (s)	10.0	51.4	9.6	51.0	51.0	10.0	49.4	49.4	9.6	49.0	49.0	
Total Split (%)	8.3%	42.8%	8.0%	42.5%	42.5%	8.3%	41.2%	41.2%	8.0%	40.8%	40.8%	
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	5.5	48.0	5.1	46.6	46.6	5.5	15.1	15.1	8.4	15.6	15.6	
Actuated g/C Ratio	0.06	0.52	0.05	0.50	0.50	0.06	0.16	0.16	0.09	0.17	0.17	
v/c Ratio	1.38	0.88	0.61	1.13	0.05	1.56	0.27	0.12	0.43	0.14	0.38	
Control Delay	234.8	26.9	72.4	89.4	0.1	322.2	34.6	0.7	55.0	31.7	11.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	234.8	26.9	72.4	89.4	0.1	322.2	34.6	0.7	55.0	31.7	11.9	
LOS	F	C	E	F	A	F	C	A	E	C	B	
Approach Delay		49.5		87.9			192.6			27.3		
Approach LOS		D		F			F			C		

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 92.9

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.56

Intersection Signal Delay: 74.1

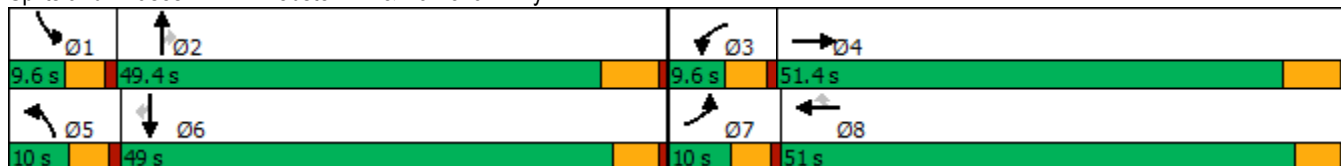
Intersection LOS: E

Intersection Capacity Utilization 89.7%

ICU Level of Service E

Analysis Period (min) 15






























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  						 	
Traffic Volume (veh/h)	268	2115	89	56	2770	38	155	77	41	66	41	131
Future Volume (veh/h)	268	2115	89	56	2770	38	155	77	41	66	41	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	285	2250	69	60	2947	8	165	82	29	70	44	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	2779	85	79	2697	837	111	236	200	90	215	182
Arrive On Green	0.06	0.54	0.54	0.04	0.52	0.52	0.06	0.12	0.12	0.05	0.11	0.11
Sat Flow, veh/h	3510	5172	158	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	285	1502	817	60	2947	8	165	82	29	70	44	33
Grp Sat Flow(s),veh/h/ln	1755	1729	1872	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	5.4	31.4	31.6	2.9	45.9	0.2	5.4	3.5	1.4	3.4	1.9	1.6
Cycle Q Clear(g_c), s	5.4	31.4	31.6	2.9	45.9	0.2	5.4	3.5	1.4	3.4	1.9	1.6
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	1859	1006	79	2697	837	111	236	200	90	215	182
V/C Ratio(X)	1.33	0.81	0.81	0.76	1.09	0.01	1.49	0.35	0.14	0.77	0.20	0.18
Avail Cap(c_a), veh/h	215	1859	1006	102	2697	837	111	930	788	102	945	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	16.7	16.8	41.8	21.2	10.2	41.4	35.4	34.5	41.4	35.5	35.4
Incr Delay (d2), s/veh	175.8	2.8	5.2	15.0	48.5	0.0	262.4	0.9	0.3	23.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	10.8	12.4	1.6	27.1	0.1	10.4	1.6	0.5	2.1	0.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	217.2	19.5	21.9	56.8	69.7	10.2	303.8	36.3	34.8	64.7	36.0	35.9
LnGrp LOS	F	B	C	E	F	B	F	D	C	E	D	D
Approach Vol, veh/h		2604			3015			276			147	
Approach Delay, s/veh		41.9			69.3			196.1			49.6	
Approach LOS		D			E			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	17.2	8.5	53.6	10.0	16.2	10.0	52.1				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.2	5.0	45.2	5.4	* 44	5.4	* 46				
Max Q Clear Time (g_c+I1), s	5.4	5.5	4.9	33.6	7.4	3.9	7.4	47.9				
Green Ext Time (p_c), s	0.0	0.5	0.0	9.5	0.0	0.3	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				62.8								
HCM 6th LOS				E								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

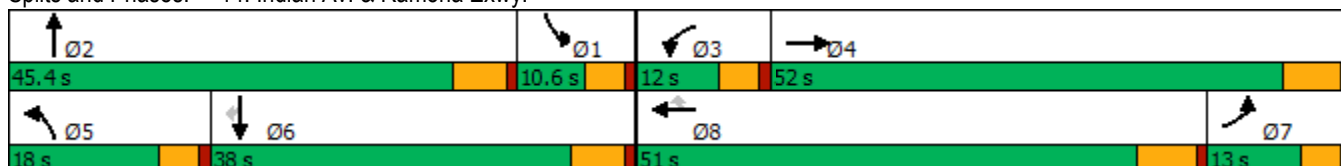


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↕	↔	↕↕↕	↔	↔	↕↕	↔	↕↕	↔
Traffic Volume (vph)	350	1805	68	2746	175	119	199	45	96	146
Future Volume (vph)	350	1805	68	2746	175	119	199	45	96	146
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	13.0	52.0	12.0	51.0	51.0	18.0	45.4	10.6	38.0	38.0
Total Split (%)	10.8%	43.3%	10.0%	42.5%	42.5%	15.0%	37.8%	8.8%	31.7%	31.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	48.9	6.9	45.2	45.2	10.4	20.9	7.3	13.5	13.5
Actuated g/C Ratio	0.09	0.49	0.07	0.46	0.46	0.11	0.21	0.07	0.14	0.14
v/c Ratio	1.19	0.78	0.55	1.18	0.21	0.64	0.31	0.35	0.20	0.41
Control Delay	155.2	25.4	63.8	113.9	4.1	59.8	32.3	54.0	38.3	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	155.2	25.4	63.8	113.9	4.1	59.8	32.3	54.0	38.3	7.4
LOS	F	C	E	F	A	E	C	D	D	A
Approach Delay		45.3		106.4			41.6		25.1	
Approach LOS		D		F			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 75.0
 Intersection LOS: E
 Intersection Capacity Utilization 95.6%
 ICU Level of Service F
 Analysis Period (min) 15































Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 	 	
Traffic Volume (veh/h)	350	1805	128	68	2746	175	119	199	34	45	96	146
Future Volume (veh/h)	350	1805	128	68	2746	175	119	199	34	45	96	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	357	1842	129	69	2802	150	121	203	24	46	98	142
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	312	2629	184	89	2461	764	152	370	43	124	402	179
Arrive On Green	0.09	0.53	0.53	0.05	0.47	0.47	0.08	0.11	0.11	0.07	0.11	0.11
Sat Flow, veh/h	3510	4950	346	1810	5187	1610	1810	3254	380	1810	3610	1610
Grp Volume(v), veh/h	357	1285	686	69	2802	150	121	111	116	46	98	142
Grp Sat Flow(s),veh/h/ln	1755	1729	1838	1810	1729	1610	1810	1805	1829	1810	1805	1610
Q Serve(g_s), s	8.4	26.2	26.4	3.6	44.8	5.1	6.2	5.5	5.6	2.3	2.3	6.1
Cycle Q Clear(g_c), s	8.4	26.2	26.4	3.6	44.8	5.1	6.2	5.5	5.6	2.3	2.3	6.1
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	312	1837	976	89	2461	764	152	205	208	124	402	179
V/C Ratio(X)	1.14	0.70	0.70	0.77	1.14	0.20	0.80	0.54	0.56	0.37	0.24	0.79
Avail Cap(c_a), veh/h	312	1837	976	142	2461	764	257	757	767	124	1231	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	16.5	16.6	44.4	24.8	14.4	42.5	39.5	39.6	42.0	38.3	23.4
Incr Delay (d2), s/veh	95.4	1.2	2.3	5.2	67.8	0.1	3.6	2.2	2.3	0.7	0.3	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	9.0	9.9	1.6	31.1	1.7	2.8	2.5	2.6	1.0	1.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	138.4	17.7	18.8	49.6	92.6	14.5	46.1	41.7	41.9	42.7	38.6	31.1
LnGrp LOS	F	B	B	D	F	B	D	D	D	D	D	C
Approach Vol, veh/h		2328			3021			348			286	
Approach Delay, s/veh		36.6			87.8			43.3			35.6	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	16.5	9.3	56.3	12.5	16.3	14.6	51.0				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.0	* 40	7.4	45.8	13.4	32.2	8.4	* 45				
Max Q Clear Time (g_c+I1), s	4.3	7.6	5.6	28.4	8.2	8.1	10.4	46.8				
Green Ext Time (p_c), s	0.0	1.2	0.0	11.6	0.1	1.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	62.8
HCM 6th LOS	E

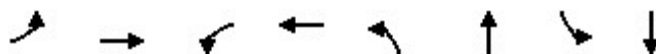
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

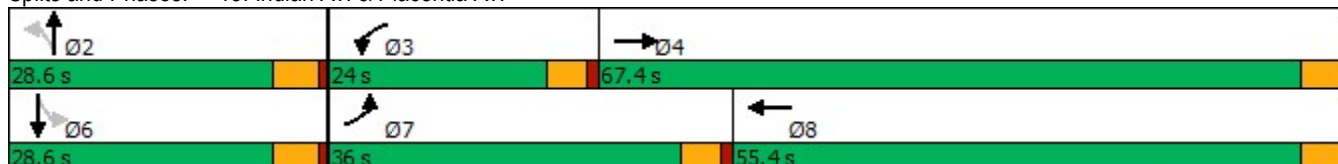


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	290	774	170	927	42	188	35	152
Future Volume (vph)	290	774	170	927	42	188	35	152
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	36.0	67.4	24.0	55.4	28.6	28.6	28.6	28.6
Total Split (%)	30.0%	56.2%	20.0%	46.2%	23.8%	23.8%	23.8%	23.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	22.4	63.1	14.6	55.3	13.9	13.9	13.9	13.9
Actuated g/C Ratio	0.21	0.60	0.14	0.52	0.13	0.13	0.13	0.13
v/c Ratio	0.83	0.47	0.75	0.57	0.39	0.61	0.38	0.50
Control Delay	58.3	13.7	63.3	20.5	52.9	39.0	54.5	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	13.7	63.3	20.5	52.9	39.0	54.5	30.2
LOS	E	B	E	C	D	D	D	C
Approach Delay		24.4		26.8		40.8		33.2
Approach LOS		C		C		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 28.0
 Intersection LOS: C
 Intersection Capacity Utilization 76.4%
 ICU Level of Service D
 Analysis Period (min) 15






















Splits and Phases: 15: Indian Av. & Placentia Av.



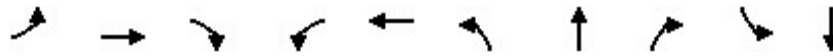
HCM 6th Signalized Intersection Summary
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	774	146	170	927	59	42	188	98	35	152	94
Future Volume (veh/h)	290	774	146	170	927	59	42	188	98	35	152	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	315	841	133	185	1008	42	46	204	80	38	165	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	349	1880	297	218	1870	78	149	359	136	139	321	169
Arrive On Green	0.19	0.60	0.60	0.12	0.53	0.53	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	3122	494	1810	3531	147	1141	2559	971	1113	2288	1201
Grp Volume(v), veh/h	315	486	488	185	515	535	46	142	142	38	128	128
Grp Sat Flow(s),veh/h/ln	1810	1805	1811	1810	1805	1874	1141	1805	1725	1113	1805	1684
Q Serve(g_s), s	17.7	15.3	15.3	10.4	19.6	19.6	4.1	7.6	8.0	3.5	6.9	7.4
Cycle Q Clear(g_c), s	17.7	15.3	15.3	10.4	19.6	19.6	11.4	7.6	8.0	11.5	6.9	7.4
Prop In Lane	1.00		0.27	1.00		0.08	1.00		0.56	1.00		0.71
Lane Grp Cap(c), veh/h	349	1087	1091	218	956	992	149	253	242	139	253	236
V/C Ratio(X)	0.90	0.45	0.45	0.85	0.54	0.54	0.31	0.56	0.59	0.27	0.51	0.54
Avail Cap(c_a), veh/h	545	1087	1091	337	956	992	246	407	389	234	407	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	11.3	11.3	45.0	16.2	16.2	47.0	41.8	42.0	47.4	41.5	41.7
Incr Delay (d2), s/veh	8.8	1.3	1.3	7.3	2.2	2.1	1.2	1.9	2.3	1.0	1.6	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	6.3	6.3	5.1	8.5	8.8	1.2	3.5	3.5	1.0	3.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	12.6	12.6	52.2	18.3	18.3	48.2	43.7	44.2	48.4	43.0	43.6
LnGrp LOS	D	B	B	D	B	B	D	D	D	D	D	D
Approach Vol, veh/h		1289			1235			330			294	
Approach Delay, s/veh		21.7			23.4			44.6			44.0	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.7	17.1	67.4		19.7	24.7	59.8				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		23.5	19.4	62.8		23.5	31.4	50.8				
Max Q Clear Time (g_c+I1), s		13.4	12.4	17.3		13.5	19.7	21.6				
Green Ext Time (p_c), s		1.2	0.1	8.5		1.1	0.4	8.6				
Intersection Summary												
HCM 6th Ctrl Delay				26.9								
HCM 6th LOS				C								

Timings
16: Perris Bl. & Iris Av.

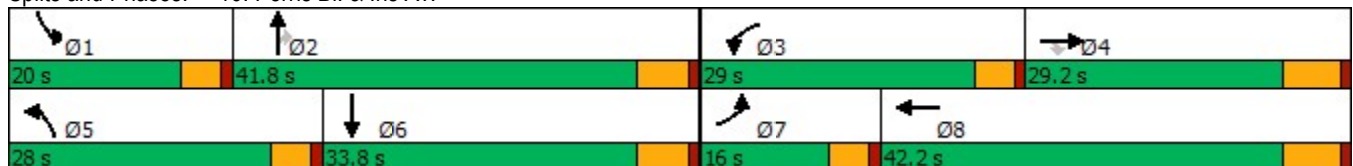


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑
Traffic Volume (vph)	41	491	123	307	647	202	1046	297	172	604
Future Volume (vph)	41	491	123	307	647	202	1046	297	172	604
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	16.0	29.2	29.2	29.0	42.2	28.0	41.8	41.8	20.0	33.8
Total Split (%)	13.3%	24.3%	24.3%	24.2%	35.2%	23.3%	34.8%	34.8%	16.7%	28.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	20.9	20.9	23.1	38.9	17.7	32.9	32.9	14.2	29.4
Actuated g/C Ratio	0.07	0.19	0.19	0.21	0.35	0.16	0.29	0.29	0.13	0.26
v/c Ratio	0.38	0.80	0.30	0.90	0.72	0.77	0.75	0.53	0.83	0.54
Control Delay	62.0	54.5	3.0	73.4	36.9	64.9	40.1	15.8	78.1	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	54.5	3.0	73.4	36.9	64.9	40.1	15.8	78.1	38.0
LOS	E	D	A	E	D	E	D	B	E	D
Approach Delay		45.3			46.9		38.6			46.2
Approach LOS		D			D		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.5
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 43.4
 Intersection LOS: D
 Intersection Capacity Utilization 79.0%
 ICU Level of Service D
 Analysis Period (min) 15

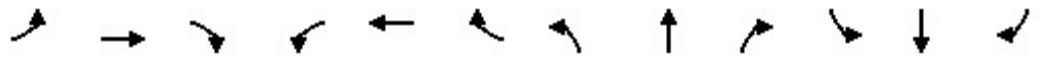
Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	
Traffic Volume (veh/h)	41	491	123	307	647	165	202	1046	297	172	604	64
Future Volume (veh/h)	41	491	123	307	647	165	202	1046	297	172	604	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	534	99	334	703	101	220	1137	199	187	657	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	670	298	365	1115	160	253	1482	458	219	1294	113
Arrive On Green	0.04	0.19	0.19	0.20	0.35	0.35	0.14	0.29	0.29	0.12	0.27	0.27
Sat Flow, veh/h	1810	3610	1608	1810	3164	454	1810	5187	1602	1810	4854	425
Grp Volume(v), veh/h	45	534	99	334	401	403	220	1137	199	187	467	248
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1814	1810	1729	1602	1810	1729	1822
Q Serve(g_s), s	2.5	14.6	5.5	18.6	19.0	19.1	12.3	20.6	10.4	10.4	11.8	11.9
Cycle Q Clear(g_c), s	2.5	14.6	5.5	18.6	19.0	19.1	12.3	20.6	10.4	10.4	11.8	11.9
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	64	670	298	365	636	639	253	1482	458	219	922	485
V/C Ratio(X)	0.71	0.80	0.33	0.91	0.63	0.63	0.87	0.77	0.43	0.86	0.51	0.51
Avail Cap(c_a), veh/h	200	807	359	429	636	639	411	1814	560	271	941	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	40.1	36.4	40.2	27.8	27.8	43.3	33.6	30.0	44.4	32.0	32.1
Incr Delay (d2), s/veh	5.3	4.7	0.6	20.3	2.0	2.0	6.1	1.6	0.7	16.7	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.6	2.1	9.9	7.9	8.0	5.7	8.4	3.9	5.5	4.7	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	44.8	37.0	60.5	29.8	29.8	49.4	35.3	30.6	61.1	32.4	32.9
LnGrp LOS	D	D	D	E	C	C	D	D	C	E	C	C
Approach Vol, veh/h		678			1138			1556			902	
Approach Delay, s/veh		44.3			38.8			36.7			38.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	35.2	25.4	25.3	19.0	33.2	8.2	42.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	15.4	36.0	24.4	23.0	23.4	28.0	11.4	36.0				
Max Q Clear Time (g_c+I1), s	12.4	22.6	20.6	16.6	14.3	13.9	4.5	21.1				
Green Ext Time (p_c), s	0.1	6.6	0.2	1.9	0.2	3.6	0.0	3.9				
Intersection Summary												
HCM 6th Ctrl Delay				38.8								
HCM 6th LOS				D								

Timings
20: Perris Bl. & Harley Knox Bl.

EAPC Conditions With Improvements- AM Peak Hour

02/19/2022

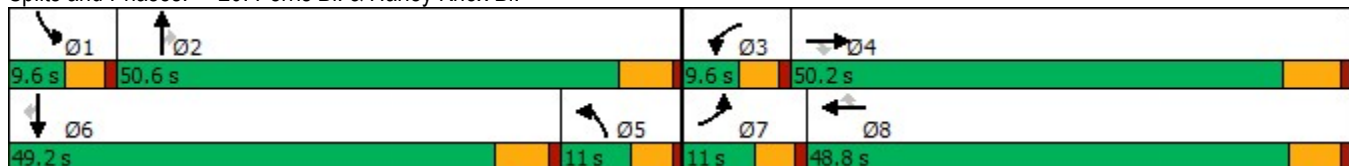


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (vph)	271	563	45	14	507	203	281	1308	19	79	842	337
Future Volume (vph)	271	563	45	14	507	203	281	1308	19	79	842	337
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	50.2	50.2	9.6	48.8	48.8	11.0	50.6	50.6	9.6	49.2	49.2
Total Split (%)	9.2%	41.8%	41.8%	8.0%	40.7%	40.7%	9.2%	42.2%	42.2%	8.0%	41.0%	41.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	28.3	28.3	5.3	20.3	20.3	11.5	34.8	34.8	5.3	25.9	25.9
Actuated g/C Ratio	0.08	0.33	0.33	0.06	0.24	0.24	0.13	0.40	0.40	0.06	0.30	0.30
v/c Ratio	1.08	0.52	0.08	0.07	0.45	0.44	0.66	0.68	0.03	0.40	0.59	0.58
Control Delay	119.7	26.8	0.2	48.4	29.2	11.6	46.1	24.7	0.1	51.6	28.3	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.7	26.8	0.2	48.4	29.2	11.6	46.1	24.7	0.1	51.6	28.3	15.2
LOS	F	C	A	D	C	B	D	C	A	D	C	B
Approach Delay		54.1			24.6			28.2			26.2	
Approach LOS		D			C			C			C	

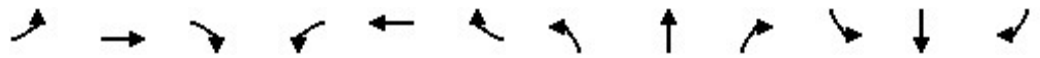
Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 86.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 32.1	Intersection LOS: C
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary EAPC Conditions With Improvements- AM Peak Hour
 20: Perris Bl. & Harley Knox Bl. 02/19/2022



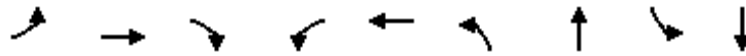
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	271	563	45	14	507	203	281	1308	19	79	842	337
Future Volume (veh/h)	271	563	45	14	507	203	281	1308	19	79	842	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	295	612	44	15	551	129	305	1422	18	86	915	259
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	298	887	396	63	927	288	546	2074	644	194	1472	457
Arrive On Green	0.08	0.25	0.25	0.02	0.18	0.18	0.16	0.40	0.40	0.06	0.28	0.28
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1608
Grp Volume(v), veh/h	295	612	44	15	551	129	305	1422	18	86	915	259
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1608
Q Serve(g_s), s	6.3	11.6	0.9	0.3	7.4	5.4	6.1	17.1	0.5	1.8	11.6	7.1
Cycle Q Clear(g_c), s	6.3	11.6	0.9	0.3	7.4	5.4	6.1	17.1	0.5	1.8	11.6	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	887	396	63	927	288	546	2074	644	194	1472	457
V/C Ratio(X)	0.99	0.69	0.11	0.24	0.59	0.45	0.56	0.69	0.03	0.44	0.62	0.57
Avail Cap(c_a), veh/h	298	2107	940	233	2958	918	546	3082	957	233	2986	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	25.8	7.5	36.5	28.4	27.6	29.4	18.7	13.7	34.5	23.5	10.9
Incr Delay (d2), s/veh	49.2	1.0	0.1	0.7	0.6	1.1	0.8	0.4	0.0	0.6	0.4	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	4.5	0.6	0.1	2.9	2.0	2.4	6.0	0.2	0.7	4.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.6	26.8	7.6	37.2	29.1	28.7	30.2	19.1	13.7	35.1	23.9	12.0
LnGrp LOS	F	C	A	D	C	C	C	B	B	D	C	B
Approach Vol, veh/h		951			695			1745			1260	
Approach Delay, s/veh		43.5			29.2			21.0			22.2	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	35.9	5.9	24.7	17.5	27.2	11.0	19.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	44.8	5.0	44.0	6.4	* 43	6.4	* 43				
Max Q Clear Time (g_c+I1), s	3.8	19.1	2.3	13.6	8.1	13.6	8.3	9.4				
Green Ext Time (p_c), s	0.0	10.9	0.0	4.0	0.0	7.7	0.0	4.1				

Intersection Summary												
HCM 6th Ctrl Delay											27.2	
HCM 6th LOS											C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
22: Perris Bl. & Ramona Exwy.

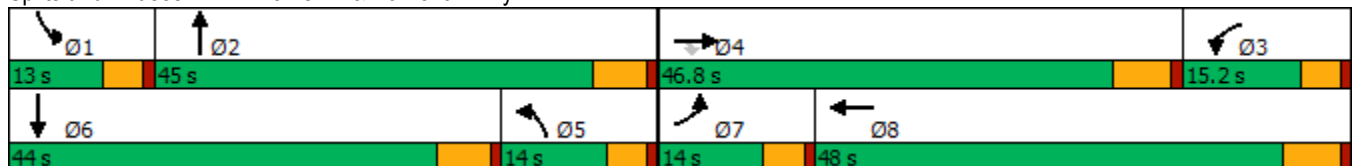


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘↘	↑↑↑	↗	↘↘	↑↑↑	↘↘	↑↑↑	↘↘	↑↑↑
Traffic Volume (vph)	388	1290	207	177	2334	404	944	211	423
Future Volume (vph)	388	1290	207	177	2334	404	944	211	423
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	9.6	41.8
Total Split (s)	14.0	46.8	46.8	15.2	48.0	14.0	45.0	13.0	44.0
Total Split (%)	11.7%	39.0%	39.0%	12.7%	40.0%	11.7%	37.5%	10.8%	36.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.4	34.7	34.7	16.5	41.9	17.2	29.0	8.4	20.3
Actuated g/C Ratio	0.09	0.32	0.32	0.15	0.38	0.16	0.26	0.08	0.18
v/c Ratio	1.28	0.73	0.33	0.33	1.27	0.73	0.73	0.78	0.62
Control Delay	190.7	36.0	5.0	46.8	154.5	53.8	39.1	70.5	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	190.7	36.0	5.0	46.8	154.5	53.8	39.1	70.5	35.4
LOS	F	D	A	D	F	D	D	E	D
Approach Delay		64.5			147.7		43.1		43.8
Approach LOS		E			F		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 110
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 90.8
 Intersection LOS: F
 Intersection Capacity Utilization 108.5%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑↑		↔↔	↑↑↑	↗
Traffic Volume (veh/h)	388	1290	207	177	2334	324	404	944	129	211	423	242
Future Volume (veh/h)	388	1290	207	177	2334	324	404	944	129	211	423	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	396	1316	109	181	2382	178	412	963	84	215	432	125
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	317	1721	485	578	2039	150	589	1290	112	278	653	181
Arrive On Green	0.09	0.30	0.30	0.16	0.39	0.39	0.16	0.25	0.25	0.08	0.15	0.15
Sat Flow, veh/h	3619	5700	1605	3619	5243	386	3619	5169	450	3619	4280	1187
Grp Volume(v), veh/h	396	1316	109	181	1716	844	412	707	340	215	381	176
Grp Sat Flow(s),veh/h/ln	1810	1900	1605	1810	1900	1829	1810	1900	1818	1810	1900	1667
Q Serve(g_s), s	9.4	22.5	5.5	4.8	41.8	41.8	11.6	18.4	18.5	6.3	10.2	10.7
Cycle Q Clear(g_c), s	9.4	22.5	5.5	4.8	41.8	41.8	11.6	18.4	18.5	6.3	10.2	10.7
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.25	1.00		0.71
Lane Grp Cap(c), veh/h	317	1721	485	578	1478	711	589	948	454	278	579	254
V/C Ratio(X)	1.25	0.76	0.22	0.31	1.16	1.19	0.70	0.75	0.75	0.77	0.66	0.69
Avail Cap(c_a), veh/h	317	2153	606	578	1478	711	589	1386	663	283	1351	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	34.0	28.1	40.0	32.8	32.8	42.5	37.2	37.2	48.7	42.9	43.1
Incr Delay (d2), s/veh	136.4	1.3	0.2	0.1	80.4	97.7	3.1	1.3	2.7	11.1	1.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	9.9	2.0	2.0	34.0	36.1	5.2	8.4	8.2	3.2	4.7	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	185.5	35.4	28.3	40.1	113.3	130.5	45.6	38.5	39.9	59.8	44.2	46.5
LnGrp LOS	F	D	C	D	F	F	D	D	D	E	D	D
Approach Vol, veh/h		1821			2741			1459			772	
Approach Delay, s/veh		67.6			113.7			40.8			49.1	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	32.6	23.4	38.6	23.3	22.2	14.0	48.0				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	8.4	39.2	10.6	* 41	9.4	* 38	9.4	41.8				
Max Q Clear Time (g_c+I1), s	8.3	20.5	6.8	24.5	13.6	12.7	11.4	43.8				
Green Ext Time (p_c), s	0.0	6.2	0.1	7.9	0.0	3.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	78.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

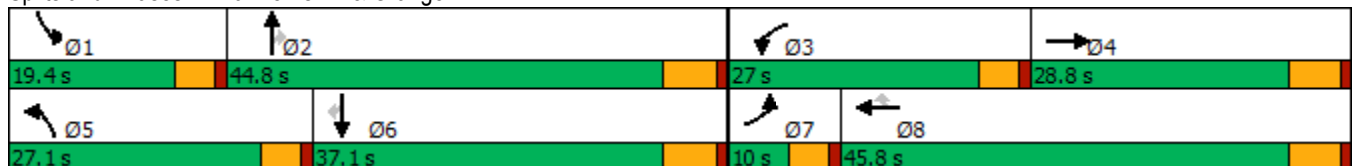
06/02/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	17	263	182	472	163	185	759	101	104	546	38	
Future Volume (vph)	17	263	182	472	163	185	759	101	104	546	38	
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4	3	8		5	2		1	6		
Permitted Phases					8			2			6	
Detector Phase	7	4	3	8	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8	
Total Split (s)	10.0	28.8	27.0	45.8	45.8	27.1	44.8	44.8	19.4	37.1	37.1	
Total Split (%)	8.3%	24.0%	22.5%	38.2%	38.2%	22.6%	37.3%	37.3%	16.2%	30.9%	30.9%	
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	5.5	15.9	14.7	32.2	32.2	14.9	28.1	28.1	10.3	23.4	23.4	
Actuated g/C Ratio	0.06	0.18	0.16	0.35	0.35	0.16	0.31	0.31	0.11	0.26	0.26	
v/c Ratio	0.17	0.66	0.67	0.40	0.26	0.67	0.73	0.18	0.55	0.63	0.07	
Control Delay	53.4	36.1	50.7	25.3	5.4	50.7	33.5	2.4	53.5	34.9	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.4	36.1	50.7	25.3	5.4	50.7	33.5	2.4	53.5	34.9	0.3	
LOS	D	D	D	C	A	D	C	A	D	C	A	
Approach Delay		36.8		27.0			33.6			35.8		
Approach LOS		D		C			C			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 32.7
 Intersection LOS: C
 Intersection Capacity Utilization 66.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	263	141	182	472	163	185	759	101	104	546	38
Future Volume (veh/h)	17	263	141	182	472	163	185	759	101	104	546	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	283	111	196	508	124	199	816	85	112	587	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	424	163	243	1008	448	246	1138	507	145	937	417
Arrive On Green	0.02	0.17	0.17	0.13	0.28	0.28	0.14	0.32	0.32	0.08	0.26	0.26
Sat Flow, veh/h	1810	2551	978	1810	3610	1605	1810	3610	1607	1810	3610	1606
Grp Volume(v), veh/h	18	198	196	196	508	124	199	816	85	112	587	29
Grp Sat Flow(s),veh/h/ln	1810	1805	1724	1810	1805	1605	1810	1805	1607	1810	1805	1606
Q Serve(g_s), s	0.7	7.0	7.3	7.2	8.1	4.1	7.3	13.7	2.6	4.1	9.8	0.9
Cycle Q Clear(g_c), s	0.7	7.0	7.3	7.2	8.1	4.1	7.3	13.7	2.6	4.1	9.8	0.9
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	38	300	287	243	1008	448	246	1138	507	145	937	417
V/C Ratio(X)	0.47	0.66	0.68	0.81	0.50	0.28	0.81	0.72	0.17	0.77	0.63	0.07
Avail Cap(c_a), veh/h	143	607	580	593	2112	939	596	2059	917	392	1653	735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	26.7	26.8	28.7	20.7	19.2	28.7	20.7	16.9	30.8	22.4	19.1
Incr Delay (d2), s/veh	3.3	2.5	2.9	2.4	0.4	0.3	2.4	0.9	0.2	3.3	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.9	2.9	3.0	3.0	1.4	3.0	5.1	0.9	1.8	3.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	29.2	29.7	31.2	21.1	19.6	31.1	21.6	17.1	34.1	23.1	19.2
LnGrp LOS	D	C	C	C	C	B	C	C	B	C	C	B
Approach Vol, veh/h		412			828			1100			728	
Approach Delay, s/veh		29.7			23.2			22.9			24.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	27.4	13.8	17.2	13.9	23.5	6.0	24.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	14.8	39.0	22.4	23.0	22.5	31.3	5.4	40.0				
Max Q Clear Time (g_c+I1), s	6.1	15.7	9.2	9.3	9.3	11.8	2.7	10.1				
Green Ext Time (p_c), s	0.1	5.7	0.2	1.7	0.2	3.5	0.0	3.6				

Intersection Summary

HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖↗	↖	↖↗		
Traffic Volume (vph)	45	611	702	4	5		
Future Volume (vph)	45	611	702	4	5		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	10.5	32.0	35.0	78.4	43.4	9.6	31.1
Total Split (%)	8.8%	26.7%	29.2%	65.3%	36.2%	8%	26%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effect Green (s)	8.6	15.2	17.8	20.3	15.3		
Actuated g/C Ratio	0.17	0.30	0.36	0.41	0.31		
v/c Ratio	0.16	0.53	0.61	0.01	0.01		
Control Delay	29.9	1.7	19.8	7.8	14.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	29.9	1.7	19.8	7.8	14.1		
LOS	C	A	B	A	B		
Approach Delay				19.8	14.1		
Approach LOS				B	B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 50.1	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)
06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖↗	↗			↖↗	
Traffic Volume (veh/h)	45	0	611	0	0	0	702	4	0	0	5	6
Future Volume (veh/h)	45	0	611	0	0	0	702	4	0	0	5	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	49	0	175	0	0	0	763	4	0	0	5	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	463	392	5	124	0	1019	862	0	0	70	62
Arrive On Green	0.05	0.00	0.24	0.00	0.00	0.00	0.29	0.45	0.00	0.00	0.04	0.04
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	3510	1900	0	0	1900	1610
Grp Volume(v), veh/h	49	0	175	0	0	0	763	4	0	0	5	6
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1755	1900	0	0	1805	1610
Q Serve(g_s), s	1.0	0.0	3.4	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.1	0.1
Cycle Q Clear(g_c), s	1.0	0.0	3.4	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.1	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	97	463	392	5	124	0	1019	862	0	0	70	62
V/C Ratio(X)	0.51	0.00	0.45	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.07	0.10
Avail Cap(c_a), veh/h	289	1347	1142	245	1363	0	2888	3753	0	0	1856	1656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	11.9	0.0	0.0	0.0	11.9	5.5	0.0	0.0	17.1	17.1
Incr Delay (d2), s/veh	1.5	0.0	0.8	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.1	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	0.0	12.7	0.0	0.0	0.0	12.3	5.5	0.0	0.0	17.6	17.8
LnGrp LOS	B	A	B	A	A	A	B	A	A	A	B	B
Approach Vol, veh/h		224			0			767				11
Approach Delay, s/veh		13.9			0.0			12.3				17.7
Approach LOS		B						B				B
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		22.2	0.0	14.8	15.3	6.8	6.6	8.2				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.0	5.0	26.2	30.4	38.0	5.9	* 27				
Max Q Clear Time (g_c+I1), s		2.0	0.0	5.4	9.3	2.1	3.0	0.0				
Green Ext Time (p_c), s		0.0	0.0	0.5	1.5	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

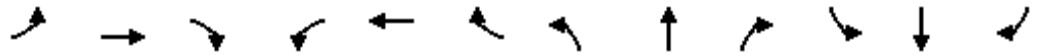
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

06/02/2020

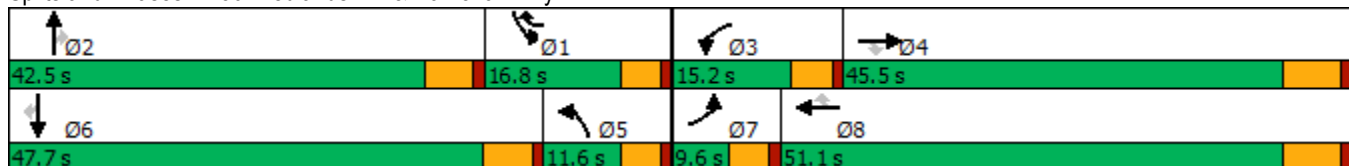


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑	↔	↔↔	↑	↔
Traffic Volume (vph)	99	1563	55	166	2975	627	40	35	267	347	88	62
Future Volume (vph)	99	1563	55	166	2975	627	40	35	267	347	88	62
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	9.6	9.6	41.4	41.4	9.6	23.4	23.4
Total Split (s)	9.6	45.5	45.5	15.2	51.1	16.8	11.6	42.5	42.5	16.8	47.7	47.7
Total Split (%)	8.0%	37.9%	37.9%	12.7%	42.6%	14.0%	9.7%	35.4%	35.4%	14.0%	39.8%	39.8%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	41.5	41.5	8.9	45.3	59.2	14.8	17.0	17.0	12.3	18.7	18.7
Actuated g/C Ratio	0.05	0.41	0.41	0.09	0.45	0.59	0.15	0.17	0.17	0.12	0.19	0.19
v/c Ratio	0.59	0.60	0.08	0.56	1.05	0.59	0.16	0.11	0.73	0.84	0.26	0.16
Control Delay	63.1	25.8	0.2	52.7	61.1	4.9	35.9	34.1	28.0	63.0	43.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	25.8	0.2	52.7	61.1	4.9	35.9	34.1	28.0	63.0	43.1	0.8
LOS	E	C	A	D	E	A	D	C	C	E	D	A
Approach Delay		27.1			51.4			29.6			51.6	
Approach LOS		C			D			C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 43.7
 Intersection LOS: D
 Intersection Capacity Utilization 87.5%
 ICU Level of Service E
 Analysis Period (min) 15
































Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

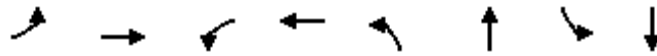
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  					 		
Traffic Volume (veh/h)	99	1563	55	166	2975	627	40	35	267	347	88	62
Future Volume (veh/h)	99	1563	55	166	2975	627	40	35	267	347	88	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	1628	41	173	3099	429	42	36	106	361	92	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	157	2527	613	234	2669	827	483	469	370	390	173	140
Arrive On Green	0.07	0.58	0.39	0.10	0.61	0.41	0.27	0.25	0.25	0.11	0.09	0.09
Sat Flow, veh/h	3510	6536	1586	3510	6536	1588	1810	1900	1501	3510	1900	1541
Grp Volume(v), veh/h	103	1628	41	173	3099	429	42	36	106	361	92	44
Grp Sat Flow(s),veh/h/ln	1755	1634	1586	1755	1634	1588	1810	1900	1501	1755	1900	1541
Q Serve(g_s), s	3.1	18.4	0.7	5.3	44.9	3.5	1.9	1.6	5.0	11.2	5.1	2.5
Cycle Q Clear(g_c), s	3.1	18.4	0.7	5.3	44.9	3.5	1.9	1.6	5.0	11.2	5.1	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	157	2527	613	234	2669	827	483	469	370	390	173	140
V/C Ratio(X)	0.65	0.64	0.07	0.74	1.16	0.52	0.09	0.08	0.29	0.93	0.53	0.31
Avail Cap(c_a), veh/h	160	2527	613	338	2669	827	483	641	506	390	731	593
HCM Platoon Ratio	1.50	1.50	1.00	1.50	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	18.0	3.5	48.6	21.3	7.1	30.3	31.8	21.0	48.4	47.7	33.8
Incr Delay (d2), s/veh	7.2	0.6	0.0	2.2	77.1	0.6	0.0	0.1	0.4	27.6	2.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.1	0.6	2.2	24.9	3.2	0.8	0.7	2.2	6.3	2.5	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	18.6	3.5	50.7	98.4	7.7	30.3	31.9	21.4	76.0	50.3	35.1
LnGrp LOS	E	B	A	D	F	A	C	C	C	E	D	D
Approach Vol, veh/h		1772			3701			184			497	
Approach Delay, s/veh		20.5			85.6			25.5			67.6	
Approach LOS		C			F			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	32.5	11.9	48.7	33.9	15.4	9.5	51.1				
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	12.2	37.1	10.6	39.3	7.0	42.3	5.0	44.9				
Max Q Clear Time (g_c+I1), s	13.2	7.0	7.3	20.4	3.9	7.1	5.1	46.9				
Green Ext Time (p_c), s	0.0	0.5	0.1	10.6	0.0	0.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			63.6									
HCM 6th LOS			E									

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

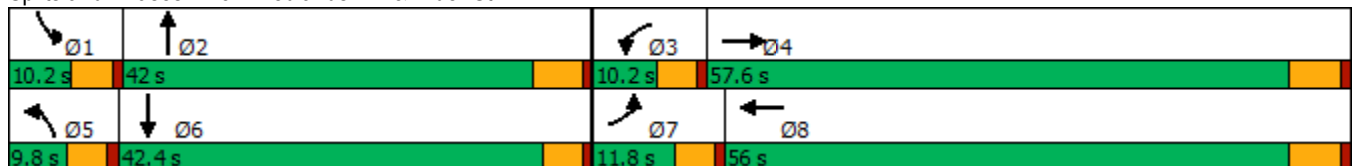


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↕	↖	↗	↖	↗
Traffic Volume (vph)	33	433	16	980	6	35	17	38
Future Volume (vph)	33	433	16	980	6	35	17	38
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	9.6	27.4	9.6	26.6
Total Split (s)	11.8	57.6	10.2	56.0	9.8	42.0	10.2	42.4
Total Split (%)	9.8%	48.0%	8.5%	46.7%	8.2%	35.0%	8.5%	35.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	6.2	55.2	5.4	52.3	5.2	14.4	5.4	17.1
Actuated g/C Ratio	0.07	0.63	0.06	0.59	0.06	0.16	0.06	0.19
v/c Ratio	0.31	0.48	0.17	0.55	0.07	0.79	0.18	0.29
Control Delay	50.7	14.1	49.5	15.3	48.2	20.3	49.6	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	14.1	49.5	15.3	48.2	20.3	49.6	17.4
LOS	D	B	D	B	D	C	D	B
Approach Delay		16.5		15.9		20.7		22.3
Approach LOS		B		B		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 87.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 17.3
 Intersection LOS: B
 Intersection Capacity Utilization 58.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↕		↖	↗		↖	↗	
Traffic Volume (veh/h)	33	433	33	16	980	5	6	35	326	17	38	54
Future Volume (veh/h)	33	433	33	16	980	5	6	35	326	17	38	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	522	40	19	1181	6	7	42	393	20	46	65
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	836	64	36	1722	9	16	46	428	38	215	304
Arrive On Green	0.03	0.48	0.48	0.02	0.47	0.47	0.01	0.29	0.29	0.02	0.30	0.30
Sat Flow, veh/h	1810	1742	134	1810	3683	19	1810	158	1476	1810	712	1007
Grp Volume(v), veh/h	40	0	562	19	579	608	7	0	435	20	0	111
Grp Sat Flow(s),veh/h/ln	1810	0	1876	1810	1805	1897	1810	0	1634	1810	0	1719
Q Serve(g_s), s	2.4	0.0	24.0	1.1	27.1	27.1	0.4	0.0	27.8	1.2	0.0	5.2
Cycle Q Clear(g_c), s	2.4	0.0	24.0	1.1	27.1	27.1	0.4	0.0	27.8	1.2	0.0	5.2
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.90	1.00		0.59
Lane Grp Cap(c), veh/h	59	0	900	36	844	887	16	0	474	38	0	519
V/C Ratio(X)	0.68	0.00	0.62	0.52	0.69	0.69	0.44	0.00	0.92	0.53	0.00	0.21
Avail Cap(c_a), veh/h	121	0	900	94	844	887	87	0	554	94	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.7	0.0	20.8	52.4	22.5	22.5	53.2	0.0	37.1	52.3	0.0	28.1
Incr Delay (d2), s/veh	5.1	0.0	3.3	4.2	4.5	4.3	7.0	0.0	18.6	4.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	10.5	0.5	11.6	12.2	0.2	0.0	13.1	0.6	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	0.0	24.1	56.6	27.0	26.8	60.2	0.0	55.7	56.5	0.0	28.3
LnGrp LOS	E	A	C	E	C	C	E	A	E	E	A	C
Approach Vol, veh/h		602			1206			442				131
Approach Delay, s/veh		26.3			27.4			55.8				32.6
Approach LOS		C			C			E				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	36.7	6.8	57.6	5.5	38.0	8.1	56.3				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	5.8				
Max Green Setting (Gmax), s	5.6	36.6	5.6	51.8	5.2	* 38	7.2	50.2				
Max Q Clear Time (g_c+I1), s	3.2	29.8	3.1	26.0	2.4	7.2	4.4	29.1				
Green Ext Time (p_c), s	0.0	1.5	0.0	3.5	0.0	0.7	0.0	7.4				

Intersection Summary

HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

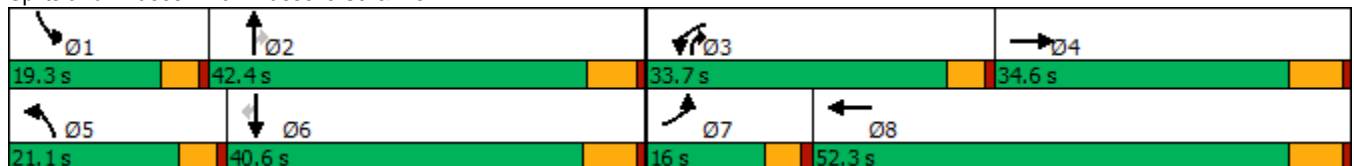


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖↗	↕↔	↖↗	↕↔	↖	↖↗	↕↔	↖
Traffic Volume (vph)	141	577	760	716	340	690	637	257	620	120
Future Volume (vph)	141	577	760	716	340	690	637	257	620	120
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	16.0	34.6	33.7	52.3	21.1	42.4	33.7	19.3	40.6	40.6
Total Split (%)	12.3%	26.6%	25.9%	40.2%	16.2%	32.6%	25.9%	14.8%	31.2%	31.2%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.0	28.9	29.9	48.8	15.9	32.9	62.8	13.6	30.6	30.6
Actuated g/C Ratio	0.08	0.24	0.25	0.40	0.13	0.27	0.52	0.11	0.25	0.25
v/c Ratio	0.53	0.80	0.95	0.44	0.80	0.76	0.80	0.71	0.73	0.26
Control Delay	61.6	44.8	66.4	27.3	65.8	46.4	28.4	63.5	47.1	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.6	44.8	66.4	27.3	65.8	46.4	28.4	63.5	47.1	5.7
LOS	E	D	E	C	E	D	C	E	D	A
Approach Delay		47.0		46.0		43.5			46.4	
Approach LOS		D		D		D			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 121.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 45.5
 Intersection LOS: D
 Intersection Capacity Utilization 86.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lassel St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	141	577	348	760	716	114	340	690	637	257	620	120
Future Volume (veh/h)	141	577	348	760	716	114	340	690	637	257	620	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	152	620	240	817	770	96	366	742	470	276	667	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	841	318	872	1918	237	439	1037	842	351	959	418
Arrive On Green	0.06	0.23	0.21	0.25	0.41	0.39	0.13	0.29	0.28	0.10	0.27	0.27
Sat Flow, veh/h	3510	3699	1402	3510	4666	578	3510	3610	1594	3510	3610	1576
Grp Volume(v), veh/h	152	579	281	817	569	297	366	742	470	276	667	66
Grp Sat Flow(s),veh/h/ln	1755	1729	1643	1755	1729	1786	1755	1805	1594	1755	1805	1576
Q Serve(g_s), s	5.1	18.6	19.2	27.3	13.9	14.1	12.2	22.1	23.7	9.2	19.9	3.8
Cycle Q Clear(g_c), s	5.1	18.6	19.2	27.3	13.9	14.1	12.2	22.1	23.7	9.2	19.9	3.8
Prop In Lane	1.00		0.85	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	786	373	872	1422	734	439	1037	842	351	959	418
V/C Ratio(X)	0.67	0.74	0.75	0.94	0.40	0.40	0.83	0.72	0.56	0.79	0.70	0.16
Avail Cap(c_a), veh/h	352	885	420	872	1422	734	502	1159	896	449	1105	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	42.9	44.0	44.0	24.8	25.2	51.1	38.2	19.1	52.6	39.6	33.7
Incr Delay (d2), s/veh	1.3	2.9	6.7	17.0	0.2	0.4	9.1	1.9	0.7	5.2	1.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.9	8.3	13.3	5.4	5.8	5.8	9.7	8.1	4.2	8.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	45.8	50.7	61.1	25.0	25.5	60.3	40.1	19.8	57.8	41.2	33.8
LnGrp LOS	E	D	D	E	C	C	E	D	B	E	D	C
Approach Vol, veh/h		1012			1683			1578			1009	
Approach Delay, s/veh		48.7			42.6			38.7			45.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	38.8	33.7	31.2	19.0	35.8	11.7	53.2				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	14.7	* 37	29.1	28.4	16.5	34.4	11.4	46.1				
Max Q Clear Time (g_c+1), s	11.2	25.7	29.3	21.2	14.2	21.9	7.1	16.1				
Green Ext Time (p_c), s	0.2	4.8	0.0	2.9	0.2	3.4	0.1	5.5				

Intersection Summary

HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

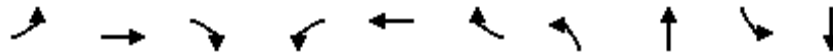
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖↗	↖↗	↖	↖↗
Traffic Volume (vph)	207	81	227	111	70	60	173	1065	166	1363
Future Volume (vph)	207	81	227	111	70	60	173	1065	166	1363
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	5	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.4	9.6	9.6	31.1	31.1	9.6	26.8	9.6	32.8
Total Split (s)	16.5	34.4	13.0	15.0	32.9	32.9	13.0	59.6	21.0	67.6
Total Split (%)	12.7%	26.5%	10.0%	11.5%	25.3%	25.3%	10.0%	45.8%	16.2%	52.0%
Yellow Time (s)	3.6	4.4	3.6	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.6	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.2	15.5	20.1	10.7	14.8	13.6	9.0	51.1	14.9	57.0
Actuated g/C Ratio	0.11	0.15	0.19	0.10	0.14	0.13	0.09	0.49	0.14	0.55
v/c Ratio	0.58	0.30	0.61	0.64	0.28	0.19	0.60	0.67	0.68	0.81
Control Delay	54.5	46.0	27.2	66.2	46.5	1.3	59.0	24.7	60.3	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	46.0	27.2	66.2	46.5	1.3	59.0	24.7	60.3	25.1
LOS	D	D	C	E	D	A	E	C	E	C
Approach Delay		41.1			44.3			29.3		28.6
Approach LOS		D			D			C		C

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 104.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 31.6
 Intersection LOS: C
 Intersection Capacity Utilization 73.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
 38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	81	227	111	70	60	173	1065	56	166	1363	134
Future Volume (veh/h)	207	81	227	111	70	60	173	1065	56	166	1363	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	85	141	117	74	16	182	1121	35	175	1435	128
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	313	264	310	157	254	196	273	1727	54	220	1765	156
Arrive On Green	0.09	0.14	0.12	0.09	0.13	0.12	0.08	0.48	0.47	0.12	0.53	0.51
Sat Flow, veh/h	3510	1900	1567	1810	1900	1602	3510	3573	112	1810	3350	297
Grp Volume(v), veh/h	218	85	141	117	74	16	182	566	590	175	769	794
Grp Sat Flow(s),veh/h/ln	1755	1900	1567	1810	1900	1602	1755	1805	1880	1810	1805	1842
Q Serve(g_s), s	5.7	3.8	7.5	6.0	3.3	0.8	4.8	22.3	22.4	8.9	33.2	34.0
Cycle Q Clear(g_c), s	5.7	3.8	7.5	6.0	3.3	0.8	4.8	22.3	22.4	8.9	33.2	34.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.16
Lane Grp Cap(c), veh/h	313	264	310	157	254	196	273	872	909	220	951	970
V/C Ratio(X)	0.70	0.32	0.45	0.74	0.29	0.08	0.67	0.65	0.65	0.80	0.81	0.82
Avail Cap(c_a), veh/h	464	611	595	210	580	471	334	1061	1105	325	1213	1238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	36.7	33.6	42.2	36.9	36.8	42.4	18.4	18.4	40.4	18.4	18.7
Incr Delay (d2), s/veh	1.1	0.7	1.0	5.8	0.6	0.2	2.1	1.0	1.0	4.6	3.3	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.8	2.9	2.9	1.6	0.3	2.1	8.5	8.9	4.1	12.7	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	37.4	34.7	47.9	37.6	37.0	44.5	19.4	19.4	45.0	21.7	22.2
LnGrp LOS	D	D	C	D	D	D	D	B	B	D	C	C
Approach Vol, veh/h		444			207			1338			1738	
Approach Delay, s/veh		39.2			43.4			22.8			24.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	49.7	12.2	17.2	11.4	53.9	12.4	17.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	16.4	53.8	10.4	29.0	8.4	61.8	11.9	* 28				
Max Q Clear Time (g_c+I1), s	10.9	24.4	8.0	9.5	6.8	36.0	7.7	5.3				
Green Ext Time (p_c), s	0.1	8.0	0.0	0.8	0.1	12.1	0.1	0.3				

Intersection Summary

HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

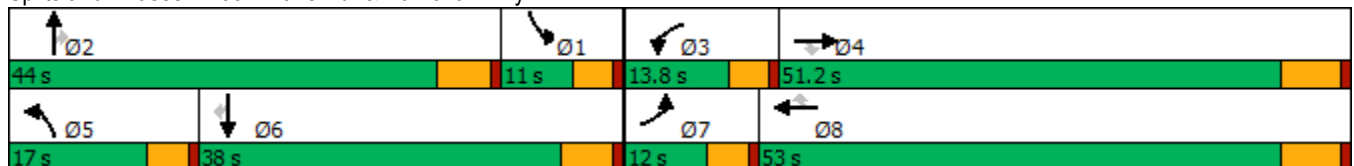
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	1676	182	61	2810	452	535	493	42	252	297	423
Future Volume (vph)	300	1676	182	61	2810	452	535	493	42	252	297	423
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	12.0	51.2	51.2	13.8	53.0	53.0	17.0	44.0	44.0	11.0	38.0	38.0
Total Split (%)	10.0%	42.7%	42.7%	11.5%	44.2%	44.2%	14.2%	36.7%	36.7%	9.2%	31.7%	31.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.0	50.8	50.8	8.4	49.1	49.1	13.0	24.8	24.8	18.6	30.3	30.3
Actuated g/C Ratio	0.07	0.44	0.44	0.07	0.42	0.42	0.11	0.21	0.21	0.16	0.26	0.26
v/c Ratio	1.29	0.72	0.24	0.50	1.24	0.60	1.41	0.65	0.10	0.47	0.32	0.89
Control Delay	199.2	30.6	4.0	66.5	144.8	17.4	237.1	45.5	0.5	48.7	35.4	50.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	199.2	30.6	4.0	66.5	144.8	17.4	237.1	45.5	0.5	48.7	35.4	50.0
LOS	F	C	A	E	F	B	F	D	A	D	D	D
Approach Delay		51.7			126.0			139.5			45.2	
Approach LOS		D			F			F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.5
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.41
 Intersection Signal Delay: 96.2
 Intersection LOS: F
 Intersection Capacity Utilization 105.7%
 ICU Level of Service G
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 	 		 	 	
Traffic Volume (veh/h)	300	1676	182	61	2810	452	535	493	42	252	297	423
Future Volume (veh/h)	300	1676	182	61	2810	452	535	493	42	252	297	423
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	319	1783	0	65	2989	215	569	524	13	268	316	184
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	280	2847		94	2702	763	455	746	316	310	638	267
Arrive On Green	0.10	0.65	0.00	0.07	0.62	0.62	0.13	0.20	0.20	0.09	0.17	0.17
Sat Flow, veh/h	3619	5700	1610	1810	5700	1610	3619	3800	1610	3619	3800	1589
Grp Volume(v), veh/h	319	1783	0	65	2989	215	569	524	13	268	316	184
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1589
Q Serve(g_s), s	8.0	19.1	0.0	3.6	49.0	3.7	13.0	13.3	0.5	7.6	7.8	11.3
Cycle Q Clear(g_c), s	8.0	19.1	0.0	3.6	49.0	3.7	13.0	13.3	0.5	7.6	7.8	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	2847		94	2702	763	455	746	316	310	638	267
V/C Ratio(X)	1.14	0.63		0.69	1.11	0.28	1.25	0.70	0.04	0.86	0.50	0.69
Avail Cap(c_a), veh/h	280	2847		172	2702	763	455	1471	623	310	1250	523
HCM Platoon Ratio	1.30	1.30	1.30	1.30	1.30	1.30	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	12.4	0.0	47.4	19.8	3.9	45.2	38.7	21.3	46.6	39.0	40.5
Incr Delay (d2), s/veh	96.6	0.4	0.0	3.4	53.9	0.2	129.7	1.2	0.1	20.5	0.6	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	5.6	0.0	1.6	27.1	1.9	13.8	6.1	0.3	4.2	3.6	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	143.1	12.9	0.0	50.7	73.7	4.1	174.9	39.9	21.4	67.2	39.6	43.6
LnGrp LOS	F	B		D	F	A	F	D	C	E	D	D
Approach Vol, veh/h		2102	A		3269			1106			768	
Approach Delay, s/veh		32.6			68.7			109.1			50.2	
Approach LOS		C			E			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	24.3	9.4	55.6	17.0	21.4	12.0	53.0				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	6.4	* 38	9.2	44.7	12.4	32.2	7.4	46.5				
Max Q Clear Time (g_c+I1), s	9.6	15.3	5.6	21.1	15.0	13.3	10.0	51.0				
Green Ext Time (p_c), s	0.0	3.2	0.0	12.9	0.0	2.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	62.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

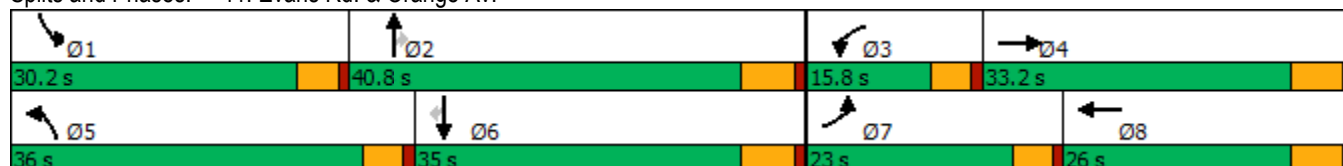


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	147	285	76	258	266	469	197	206	367	162
Future Volume (vph)	147	285	76	258	266	469	197	206	367	162
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	23.0	33.2	15.8	26.0	36.0	40.8	40.8	30.2	35.0	35.0
Total Split (%)	19.2%	27.7%	13.2%	21.7%	30.0%	34.0%	34.0%	25.2%	29.2%	29.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	16.3	26.1	10.0	19.7	27.3	28.5	28.5	21.9	23.0	23.0
Actuated g/C Ratio	0.15	0.24	0.09	0.18	0.25	0.26	0.26	0.20	0.21	0.21
v/c Ratio	0.82	0.73	0.69	0.87	0.88	0.75	0.55	0.85	0.72	0.48
Control Delay	69.6	40.9	71.8	54.4	61.1	42.1	19.0	64.4	45.8	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	40.9	71.8	54.4	61.1	42.1	19.0	64.4	45.8	10.4
LOS	E	D	E	D	E	D	B	E	D	B
Approach Delay		48.3		57.2		42.7			43.2	
Approach LOS		D		E		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 46.5
 Intersection LOS: D
 Intersection Capacity Utilization 63.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

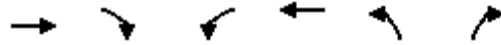


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗	↖	↖	↖↗	↖
Traffic Volume (veh/h)	147	285	134	76	258	129	266	469	197	206	367	162
Future Volume (veh/h)	147	285	134	76	258	129	266	469	197	206	367	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	432	132	115	391	150	403	711	196	312	556	162
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	258	671	203	145	470	178	439	935	415	348	754	336
Arrive On Green	0.14	0.25	0.25	0.08	0.18	0.18	0.24	0.26	0.26	0.19	0.21	0.21
Sat Flow, veh/h	1810	2719	822	1810	2557	968	1810	3610	1601	1810	3610	1608
Grp Volume(v), veh/h	223	285	279	115	274	267	403	711	196	312	556	162
Grp Sat Flow(s),veh/h/ln	1810	1805	1736	1810	1805	1720	1810	1805	1601	1810	1805	1608
Q Serve(g_s), s	11.3	13.3	13.5	5.9	13.7	14.0	20.4	17.0	9.7	15.8	13.5	8.3
Cycle Q Clear(g_c), s	11.3	13.3	13.5	5.9	13.7	14.0	20.4	17.0	9.7	15.8	13.5	8.3
Prop In Lane	1.00		0.47	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	445	428	145	332	316	439	935	415	348	754	336
V/C Ratio(X)	0.86	0.64	0.65	0.79	0.83	0.84	0.92	0.76	0.47	0.90	0.74	0.48
Avail Cap(c_a), veh/h	355	527	507	216	389	370	606	1347	597	494	1124	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	31.6	31.7	42.4	36.8	37.0	34.6	32.1	29.3	37.0	34.7	32.7
Incr Delay (d2), s/veh	11.6	2.0	2.3	6.3	12.1	14.2	12.9	1.6	0.8	11.5	1.4	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	5.7	5.6	2.8	6.8	6.8	10.0	7.2	3.6	7.7	5.7	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	33.6	34.0	48.7	48.9	51.2	47.5	33.6	30.2	48.4	36.1	33.7
LnGrp LOS	D	C	C	D	D	D	D	C	C	D	D	C
Approach Vol, veh/h		787			656			1310			1030	
Approach Delay, s/veh		38.6			49.8			37.4			39.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.7	30.1	12.1	29.0	27.4	25.4	18.0	23.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	25.6	35.0	11.2	27.4	31.4	29.2	18.4	20.2				
Max Q Clear Time (g_c+I1), s	17.8	19.0	7.9	15.5	22.4	15.5	13.3	16.0				
Green Ext Time (p_c), s	0.3	4.6	0.0	2.4	0.4	3.3	0.1	1.2				

Intersection Summary

HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Timings
43: Bradley St. & Ramona Expy



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑↑	↑	↵	↑↑↑	↵	↵	
Traffic Volume (vph)	1791	41	18	2641	245	32	
Future Volume (vph)	1791	41	18	2641	245	32	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4					2
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	75.8	75.8	10.2	86.0	34.0	10.2	34.0
Total Split (%)	63.2%	63.2%	8.5%	71.7%	28.3%	8.5%	28%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	66.1	66.1	5.4	73.6	21.1	31.2	
Actuated g/C Ratio	0.62	0.62	0.05	0.69	0.20	0.29	
v/c Ratio	0.60	0.04	0.22	0.80	0.74	0.07	
Control Delay	14.2	3.2	59.2	13.9	54.1	21.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.2	3.2	59.2	13.9	54.1	21.8	
LOS	B	A	E	B	D	C	
Approach Delay	13.9			14.2	50.3		
Approach LOS	B			B	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 16.2
 Intersection LOS: B
 Intersection Capacity Utilization 73.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

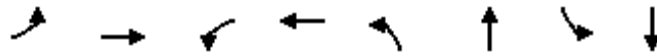


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↖	↗
Traffic Volume (veh/h)	1791	41	18	2641	245	32
Future Volume (veh/h)	1791	41	18	2641	245	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1947	43	20	2871	266	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3372	1045	39	3725	308	309
Arrive On Green	0.65	0.65	0.02	0.72	0.17	0.17
Sat Flow, veh/h	5358	1608	1810	5358	1810	1610
Grp Volume(v), veh/h	1947	43	20	2871	266	19
Grp Sat Flow(s),veh/h/ln	1729	1608	1810	1729	1810	1610
Q Serve(g_s), s	20.7	0.9	1.1	34.5	14.1	1.0
Cycle Q Clear(g_c), s	20.7	0.9	1.1	34.5	14.1	1.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3372	1045	39	3725	308	309
V/C Ratio(X)	0.58	0.04	0.52	0.77	0.86	0.06
Avail Cap(c_a), veh/h	3644	1130	103	4181	541	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	6.2	47.8	8.8	39.8	32.6
Incr Delay (d2), s/veh	0.2	0.0	3.9	0.8	7.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.2	0.5	8.3	6.9	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	6.2	51.7	9.6	46.9	32.7
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	1990			2891	285	
Approach Delay, s/veh	9.8			9.9	45.9	
Approach LOS	A			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		21.3	6.7	70.6		77.3
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		29.5	5.6	69.3		79.5
Max Q Clear Time (g_c+I1), s		16.1	3.1	22.7		36.5
Green Ext Time (p_c), s		0.7	0.0	20.7		34.4
Intersection Summary						
HCM 6th Ctrl Delay			11.8			
HCM 6th LOS			B			

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

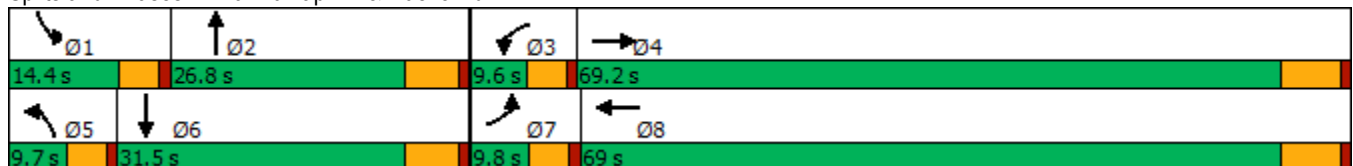


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↘	↙	↕↘	↙	↕↘	↙	↕↘
Traffic Volume (vph)	41	856	4	1580	11	26	120	26
Future Volume (vph)	41	856	4	1580	11	26	120	26
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	9.8	69.2	9.6	69.0	9.7	26.8	14.4	31.5
Total Split (%)	8.2%	57.7%	8.0%	57.5%	8.1%	22.3%	12.0%	26.3%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	61.5	5.3	58.1	5.3	12.1	11.2	17.9
Actuated g/C Ratio	0.06	0.64	0.06	0.61	0.06	0.13	0.12	0.19
v/c Ratio	0.41	0.38	0.04	0.84	0.11	0.15	0.58	0.33
Control Delay	63.6	10.2	53.5	22.5	54.8	36.6	59.0	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	10.2	53.5	22.5	54.8	36.6	59.0	14.0
LOS	E	B	D	C	D	D	E	B
Approach Delay		12.6		22.6		40.9		35.7
Approach LOS		B		C		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 20.9
 Intersection LOS: C
 Intersection Capacity Utilization 73.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	41	856	17	4	1580	207	11	26	9	120	26	103
Future Volume (veh/h)	41	856	17	4	1580	207	11	26	9	120	26	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	873	12	4	1612	193	11	27	7	122	27	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	2175	30	10	1845	218	24	142	37	151	92	193
Arrive On Green	0.03	0.60	0.60	0.01	0.57	0.57	0.01	0.10	0.10	0.08	0.17	0.17
Sat Flow, veh/h	1810	3646	50	1810	3252	384	1810	1455	377	1810	544	1149
Grp Volume(v), veh/h	42	432	453	4	884	921	11	0	34	122	0	84
Grp Sat Flow(s),veh/h/ln	1810	1805	1891	1810	1805	1831	1810	0	1832	1810	0	1693
Q Serve(g_s), s	2.3	12.6	12.6	0.2	41.2	43.5	0.6	0.0	1.7	6.6	0.0	4.3
Cycle Q Clear(g_c), s	2.3	12.6	12.6	0.2	41.2	43.5	0.6	0.0	1.7	6.6	0.0	4.3
Prop In Lane	1.00		0.03	1.00		0.21	1.00		0.21	1.00		0.68
Lane Grp Cap(c), veh/h	63	1077	1128	10	1024	1039	24	0	179	151	0	285
V/C Ratio(X)	0.67	0.40	0.40	0.42	0.86	0.89	0.46	0.00	0.19	0.81	0.00	0.29
Avail Cap(c_a), veh/h	95	1140	1195	91	1137	1153	93	0	388	179	0	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.3	10.6	10.6	49.2	18.2	18.7	48.6	0.0	41.1	44.7	0.0	36.1
Incr Delay (d2), s/veh	4.6	0.2	0.2	10.6	6.5	8.0	5.1	0.0	0.5	17.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.1	4.3	0.1	15.6	17.0	0.3	0.0	0.8	3.6	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	10.9	10.8	59.8	24.7	26.7	53.7	0.0	41.6	61.9	0.0	36.7
LnGrp LOS	D	B	B	E	C	C	D	A	D	E	A	D
Approach Vol, veh/h		927			1809			45			206	
Approach Delay, s/veh		12.7			25.8			44.6			51.6	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	15.5	5.1	65.7	5.9	22.5	8.0	62.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	9.8	21.0	5.0	62.7	5.1	25.7	5.2	62.5				
Max Q Clear Time (g_c+I1), s	8.6	3.7	2.2	14.6	2.6	6.3	4.3	45.5				
Green Ext Time (p_c), s	0.0	0.1	0.0	5.3	0.0	0.3	0.0	10.8				

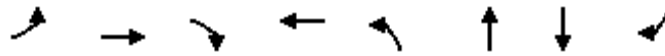
Intersection Summary

HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖	↗	↕	↖	↗
Traffic Volume (vph)	236	0	399	0	359	2421	1638	185	
Future Volume (vph)	236	0	399	0	359	2421	1638	185	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	35.0	35.0	35.0	35.0	24.9	75.4	60.1	60.1	9.6
Total Split (%)	29.2%	29.2%	29.2%	29.2%	20.8%	62.8%	50.1%	50.1%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		24.0	24.0	24.0	16.1	67.9	47.0	47.0	
Actuated g/C Ratio		0.23	0.23	0.23	0.16	0.66	0.45	0.45	
v/c Ratio		0.77	0.77	0.00	0.71	0.77	0.76	0.25	
Control Delay		55.0	26.0	0.0	51.3	14.8	26.6	6.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		55.0	26.0	0.0	51.3	14.8	26.6	6.1	
LOS		E	C	A	D	B	C	A	
Approach Delay		36.8				19.5	24.5		
Approach LOS		D				B	C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 103.4	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 83.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↗		↖	↗	↗
Traffic Volume (veh/h)	236	0	399	0	0	1	359	2421	1	0	1638	185
Future Volume (veh/h)	236	0	399	0	0	1	359	2421	1	0	1638	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	0	297	0	0	1	390	2632	1	0	1780	154
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	398	0	356	0	0	356	477	3503	1	2	2419	751
Arrive On Green	0.22	0.00	0.22	0.00	0.00	0.22	0.14	0.65	0.65	0.00	0.47	0.47
Sat Flow, veh/h	1436	0	1610	0	0	1610	3510	5356	2	1810	5187	1610
Grp Volume(v), veh/h	257	0	297	0	0	1	390	1699	934	0	1780	154
Grp Sat Flow(s),veh/h/ln	1436	0	1610	0	0	1610	1755	1729	1900	1810	1729	1610
Q Serve(g_s), s	15.1	0.0	15.7	0.0	0.0	0.0	9.6	29.7	29.7	0.0	24.8	5.0
Cycle Q Clear(g_c), s	15.1	0.0	15.7	0.0	0.0	0.0	9.6	29.7	29.7	0.0	24.8	5.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	398	0	356	0	0	356	477	2262	1243	2	2419	751
V/C Ratio(X)	0.65	0.00	0.83	0.00	0.00	0.00	0.82	0.75	0.75	0.00	0.74	0.21
Avail Cap(c_a), veh/h	572	0	550	0	0	550	801	2679	1472	102	3126	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	33.1	0.0	0.0	27.0	37.3	10.5	10.5	0.0	19.3	14.0
Incr Delay (d2), s/veh	1.8	0.0	6.5	0.0	0.0	0.0	1.3	1.0	1.8	0.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	6.4	0.0	0.0	0.0	3.9	7.9	9.0	0.0	8.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	0.0	39.6	0.0	0.0	27.0	38.7	11.5	12.3	0.0	19.9	14.1
LnGrp LOS	C	A	D	A	A	C	D	B	B	A	B	B
Approach Vol, veh/h		554			1			3023			1934	
Approach Delay, s/veh		37.3			27.0			15.2			19.5	
Approach LOS		D			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	64.7		24.3	16.7	48.0		24.3				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	68.9		30.4	20.3	53.6		30.4				
Max Q Clear Time (g_c+I1), s	0.0	31.7		17.7	11.6	26.8		2.0				
Green Ext Time (p_c), s	0.0	26.4		2.0	0.5	14.6		0.0				

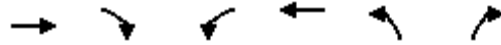
Intersection Summary

HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	↑
Traffic Volume (vph)	1324	713	183	2569	212	47
Future Volume (vph)	1324	713	183	2569	212	47
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	78.0	78.0	19.0	97.0	23.0	23.0
Total Split (%)	65.0%	65.0%	15.8%	80.8%	19.2%	19.2%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	75.1	75.1	10.9	90.6	13.0	13.0
Actuated g/C Ratio	0.65	0.65	0.09	0.78	0.11	0.11
v/c Ratio	0.43	0.61	0.60	0.69	0.59	0.23
Control Delay	10.9	4.3	58.4	7.3	55.1	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	4.3	58.4	7.3	55.1	15.1
LOS	B	A	E	A	E	B
Approach Delay	8.6			10.7	47.8	
Approach LOS	A			B	D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 115.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

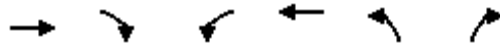
Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

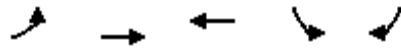


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	↑
Traffic Volume (veh/h)	1324	713	183	2569	212	47
Future Volume (veh/h)	1324	713	183	2569	212	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1439	449	199	2792	230	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3563	1106	262	4162	311	143
Arrive On Green	0.69	0.69	0.07	0.80	0.09	0.09
Sat Flow, veh/h	5358	1610	3510	5358	3510	1610
Grp Volume(v), veh/h	1439	449	199	2792	230	35
Grp Sat Flow(s),veh/h/ln	1729	1610	1755	1729	1755	1610
Q Serve(g_s), s	13.6	13.7	6.3	26.0	7.2	2.3
Cycle Q Clear(g_c), s	13.6	13.7	6.3	26.0	7.2	2.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3563	1106	262	4162	311	143
V/C Ratio(X)	0.40	0.41	0.76	0.67	0.74	0.25
Avail Cap(c_a), veh/h	3563	1106	448	4162	535	246
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.7	7.7	51.2	4.8	50.1	47.9
Incr Delay (d2), s/veh	0.3	1.1	1.7	0.9	3.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	4.0	2.7	4.8	3.2	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.0	8.8	52.9	5.6	53.6	48.8
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1888			2991	265	
Approach Delay, s/veh	8.2			8.8	52.9	
Approach LOS	A			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.8	13.0	84.0		97.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		17.2	14.4	71.5		90.5
Max Q Clear Time (g_c+I1), s		9.2	8.3	15.7		28.0
Green Ext Time (p_c), s		0.5	0.2	16.3		43.8
Intersection Summary						
HCM 6th Ctrl Delay			10.8			
HCM 6th LOS			B			

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

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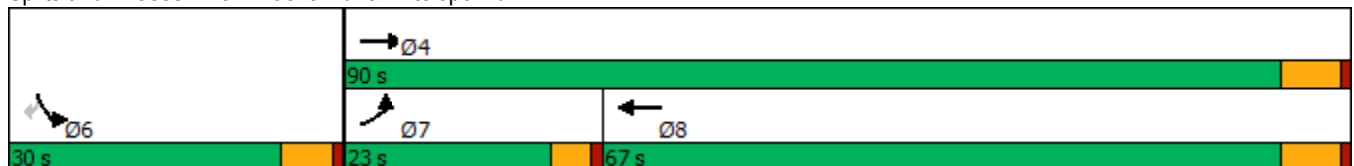


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↑↑	↑↑	↖	↗
Traffic Volume (vph)	312	485	1289	62	93
Future Volume (vph)	312	485	1289	62	93
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	23.0	90.0	67.0	30.0	30.0
Total Split (%)	19.2%	75.0%	55.8%	25.0%	25.0%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	18.4	83.5	60.5	10.7	10.7
Actuated g/C Ratio	0.17	0.78	0.57	0.10	0.10
v/c Ratio	1.09	0.19	0.81	0.37	0.40
Control Delay	119.4	3.1	22.5	51.0	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	119.4	3.1	22.5	51.0	13.9
LOS	F	A	C	D	B
Approach Delay		48.6	22.5	28.7	
Approach LOS		D	C	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.5
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 31.4
 Intersection LOS: C
 Intersection Capacity Utilization 82.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶		↶	↷	
Traffic Volume (veh/h)	312	485	1289	222	62	93	
Future Volume (veh/h)	312	485	1289	222	62	93	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	339	527	1401	105	67	19	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	317	2871	1962	146	158	141	
Arrive On Green	0.18	0.80	0.58	0.58	0.09	0.09	
Sat Flow, veh/h	1810	3705	3500	254	1810	1610	
Grp Volume(v), veh/h	339	527	740	766	67	19	
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1854	1810	1610	
Q Serve(g_s), s	18.4	3.7	30.9	31.3	3.7	1.1	
Cycle Q Clear(g_c), s	18.4	3.7	30.9	31.3	3.7	1.1	
Prop In Lane	1.00			0.14	1.00	1.00	
Lane Grp Cap(c), veh/h	317	2871	1040	1069	158	141	
V/C Ratio(X)	1.07	0.18	0.71	0.72	0.42	0.13	
Avail Cap(c_a), veh/h	317	2871	1040	1069	417	371	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	43.3	2.6	16.0	16.1	45.4	44.2	
Incr Delay (d2), s/veh	70.0	0.1	4.1	4.1	1.8	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	14.0	0.7	11.9	12.4	1.7	1.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	113.3	2.7	20.1	20.2	47.2	44.7	
LnGrp LOS	F	A	C	C	D	D	
Approach Vol, veh/h		866	1506		86		
Approach Delay, s/veh		46.0	20.1		46.6		
Approach LOS		D	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.0	15.0	23.0	67.0
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				83.5	24.2	18.4	60.5
Max Q Clear Time (g_c+I1), s				5.7	5.7	20.4	33.3
Green Ext Time (p_c), s				3.4	0.2	0.0	11.2
Intersection Summary							
HCM 6th Ctrl Delay			30.2				
HCM 6th LOS			C				

Timings
52: Street A & Ramona Expy



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↵	↑↑↑	↵↵	↵
Traffic Volume (vph)	1084	71	2667	85	21
Future Volume (vph)	1084	71	2667	85	21
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	9.6	16.5	14.6	14.6
Total Split (s)	84.0	19.0	103.0	17.0	17.0
Total Split (%)	70.0%	15.8%	85.8%	14.2%	14.2%
Yellow Time (s)	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	84.5	9.4	96.5	10.1	10.1
Actuated g/C Ratio	0.72	0.08	0.82	0.09	0.09
v/c Ratio	0.41	0.54	0.68	0.31	0.14
Control Delay	7.0	65.0	5.4	53.4	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	65.0	5.4	53.4	20.9
LOS	A	E	A	D	C
Approach Delay	7.0		6.9	46.9	
Approach LOS	A		A	D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 117.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	

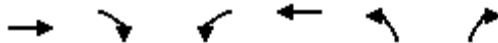
Splits and Phases: 52: Street A & Ramona Expy



HCM 6th Signalized Intersection Summary
52: Street A & Ramona Expy

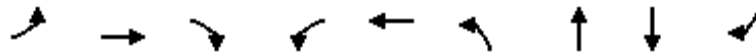
Stoneridge Commerce Center SP (JN 13265)

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↵	↑↑↑	↵	↵
Traffic Volume (veh/h)	1084	287	71	2667	85	21
Future Volume (veh/h)	1084	287	71	2667	85	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1178	312	77	2899	92	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2974	788	99	4265	292	134
Arrive On Green	0.73	0.73	0.05	0.82	0.08	0.08
Sat Flow, veh/h	4253	1081	1810	5358	3510	1610
Grp Volume(v), veh/h	998	492	77	2899	92	23
Grp Sat Flow(s),veh/h/ln	1729	1705	1810	1729	1755	1610
Q Serve(g_s), s	12.9	12.9	4.9	26.4	2.9	1.6
Cycle Q Clear(g_c), s	12.9	12.9	4.9	26.4	2.9	1.6
Prop In Lane		0.63	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2519	1242	99	4265	292	134
V/C Ratio(X)	0.40	0.40	0.78	0.68	0.31	0.17
Avail Cap(c_a), veh/h	2519	1242	222	4265	371	170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.1	6.1	54.8	4.2	50.7	50.0
Incr Delay (d2), s/veh	0.5	0.9	4.9	0.9	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.7	2.3	4.3	1.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	7.0	59.7	5.1	51.3	50.6
LnGrp LOS	A	A	E	A	D	D
Approach Vol, veh/h	1490			2976	115	
Approach Delay, s/veh	6.7			6.5	51.1	
Approach LOS	A			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		14.4	11.0	92.0		103.0
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		12.4	14.4	77.5		96.5
Max Q Clear Time (g_c+I1), s		4.9	6.9	14.9		28.4
Green Ext Time (p_c), s		0.2	0.0	12.8		49.3
Intersection Summary						
HCM 6th Ctrl Delay			7.7			
HCM 6th LOS			A			

Timings
53: Menifee Rd. & Nuevo Rd.

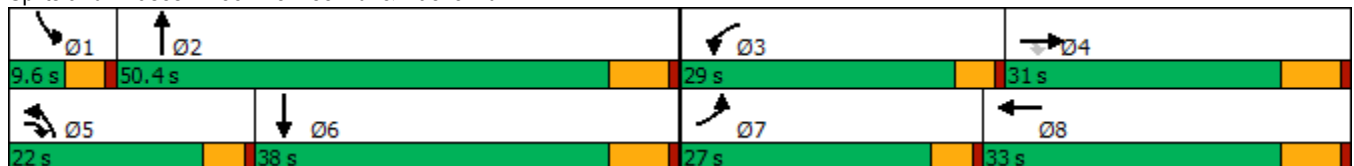


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↔↔	↑↑	↑↑	↗	
Traffic Volume (vph)	325	203	126	374	305	236	112	450	1266	
Future Volume (vph)	325	203	126	374	305	236	112	450	1266	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	NA	Free	
Protected Phases	7	4	5	3	8	5	2	6		1
Permitted Phases			4							Free
Detector Phase	7	4	5	3	8	5	2	6		
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0		5.0
Minimum Split (s)	9.6	28.5	9.6	9.6	28.5	9.6	28.5	28.5		9.6
Total Split (s)	27.0	31.0	22.0	29.0	33.0	22.0	50.4	38.0		9.6
Total Split (%)	22.5%	25.8%	18.3%	24.2%	27.5%	18.3%	42.0%	31.7%		8%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	5.5	5.5		3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	6.5	6.5		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	None	Max	Max		None
Act Effct Green (s)	13.2	12.4	29.8	14.5	13.7	10.8	47.3	31.8		91.9
Actuated g/C Ratio	0.14	0.13	0.32	0.16	0.15	0.12	0.51	0.35		1.00
v/c Ratio	0.66	0.43	0.22	0.69	0.58	0.58	0.28	0.37		0.80
Control Delay	44.5	40.3	8.3	44.2	41.8	45.3	3.7	25.0		4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	44.5	40.3	8.3	44.2	41.8	45.3	3.7	25.0		4.3
LOS	D	D	A	D	D	D	A	C		A
Approach Delay		36.2			43.1		17.1	9.7		
Approach LOS		D			D		B	A		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.9	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

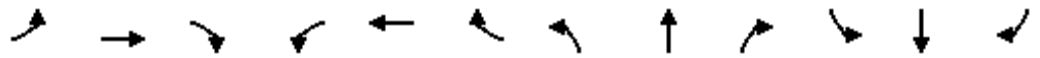
Splits and Phases: 53: Menifee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑		↔↔	↑↑		↗	↑↑	↗
Traffic Volume (veh/h)	325	203	126	374	305	0	236	112	385	0	450	1266
Future Volume (veh/h)	325	203	126	374	305	0	236	112	385	0	450	1266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	332	207	52	382	311	-1	241	114	316	0	459	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	427	436	346	479	490	0	330	957	854	2	1374	
Arrive On Green	0.12	0.12	0.12	0.14	0.14	0.00	0.09	0.53	0.53	0.00	0.38	0.00
Sat Flow, veh/h	3510	3610	1610	3510	3705	0	3510	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	332	207	52	382	310	0	241	114	316	0	459	0
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	0	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	7.6	4.4	2.2	8.7	6.7	0.0	5.5	2.6	9.5	0.0	7.5	0.0
Cycle Q Clear(g_c), s	7.6	4.4	2.2	8.7	6.7	0.0	5.5	2.6	9.5	0.0	7.5	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	427	436	346	479	490	0	330	957	854	2	1374	
V/C Ratio(X)	0.78	0.47	0.15	0.80	0.63	0.00	0.73	0.12	0.37	0.00	0.33	
Avail Cap(c_a), veh/h	950	1068	628	1035	1155	0	738	957	854	109	1374	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	35.3	33.9	26.4	34.6	33.8	0.0	36.5	9.8	11.4	0.0	18.2	0.0
Incr Delay (d2), s/veh	1.2	0.8	0.2	1.2	1.4	0.0	1.2	0.3	1.2	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.8	0.8	3.5	2.8	0.0	2.2	0.9	3.0	0.0	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	34.8	26.6	35.8	35.2	0.0	37.7	10.0	12.6	0.0	18.8	0.0
LnGrp LOS	D	C	C	D	D	A	D	B	B	A	B	
Approach Vol, veh/h		591			692			671			459	A
Approach Delay, s/veh		35.0			35.5			21.2			18.8	
Approach LOS		C			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	50.4	15.9	16.5	12.4	38.0	14.7	17.7				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	5.0	43.9	24.4	24.5	17.4	31.5	22.4	26.5				
Max Q Clear Time (g_c+I1), s	0.0	11.5	10.7	6.4	7.5	9.5	9.6	8.7				
Green Ext Time (p_c), s	0.0	2.5	0.6	1.1	0.3	2.5	0.5	1.5				

Intersection Summary

HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
54: Menifee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

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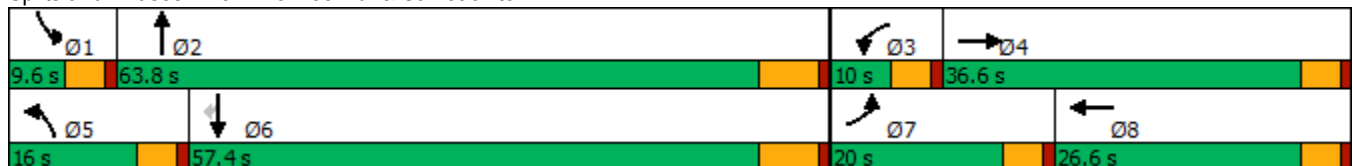


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↗
Traffic Volume (vph)	176	6	17	17	125	456	9	667	241
Future Volume (vph)	176	6	17	17	125	456	9	667	241
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	9.6	28.5	9.6	28.5	28.5
Total Split (s)	20.0	36.6	10.0	26.6	16.0	63.8	9.6	57.4	57.4
Total Split (%)	16.7%	30.5%	8.3%	22.2%	13.3%	53.2%	8.0%	47.8%	47.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)	13.9	20.3	5.3	12.2	10.6	65.4	5.1	51.7	51.7
Actuated g/C Ratio	0.14	0.20	0.05	0.12	0.10	0.64	0.05	0.51	0.51
v/c Ratio	0.78	0.29	0.19	0.18	0.73	0.22	0.11	0.75	0.29
Control Delay	67.0	9.6	56.9	26.4	69.9	10.5	55.4	29.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	9.6	56.9	26.4	69.9	10.5	55.4	29.5	5.8
LOS	E	A	E	C	E	B	E	C	A
Approach Delay		44.8		35.7		22.9		23.5	
Approach LOS		D		D		C		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 102.2	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 71.5%	ICU Level of Service C
Analysis Period (min) 15	























Splits and Phases: 54: Menifee Rd. & San Jacinto Av.



HCM 6th Signalized Intersection Summary
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

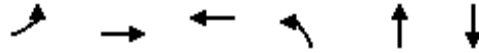
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	6	104	17	17	21	125	456	16	9	667	241
Future Volume (veh/h)	176	6	104	17	17	21	125	456	16	9	667	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	7	86	18	18	18	136	496	13	10	725	202
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	24	300	35	83	83	166	2058	54	22	937	794
Arrive On Green	0.12	0.20	0.20	0.02	0.10	0.10	0.09	0.57	0.57	0.01	0.49	0.49
Sat Flow, veh/h	1810	123	1506	1810	872	872	1810	3594	94	1810	1900	1610
Grp Volume(v), veh/h	191	0	93	18	0	36	136	249	260	10	725	202
Grp Sat Flow(s),veh/h/ln	1810	0	1629	1810	0	1743	1810	1805	1883	1810	1900	1610
Q Serve(g_s), s	10.7	0.0	5.0	1.0	0.0	2.0	7.6	7.1	7.1	0.6	32.3	7.5
Cycle Q Clear(g_c), s	10.7	0.0	5.0	1.0	0.0	2.0	7.6	7.1	7.1	0.6	32.3	7.5
Prop In Lane	1.00		0.92	1.00		0.50	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	223	0	324	35	0	166	166	1034	1078	22	937	794
V/C Ratio(X)	0.86	0.00	0.29	0.51	0.00	0.22	0.82	0.24	0.24	0.46	0.77	0.25
Avail Cap(c_a), veh/h	270	0	505	95	0	372	200	1034	1078	88	937	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	35.1	50.1	0.0	43.1	46.0	10.9	10.9	50.6	21.4	15.2
Incr Delay (d2), s/veh	17.6	0.0	0.5	4.2	0.0	0.6	16.9	0.6	0.5	5.5	6.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	2.0	0.5	0.0	0.9	4.0	2.5	2.6	0.3	14.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	0.0	35.6	54.3	0.0	43.8	63.0	11.5	11.5	56.1	27.6	15.9
LnGrp LOS	E	A	D	D	A	D	E	B	B	E	C	B
Approach Vol, veh/h		284			54			645			937	
Approach Delay, s/veh		53.3			47.3			22.3			25.4	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	65.6	6.6	25.1	14.0	57.4	17.3	14.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6				
Max Green Setting (Gmax), s	5.0	57.3	5.4	32.0	11.4	50.9	15.4	22.0				
Max Q Clear Time (g_c+I1), s	2.6	9.1	3.0	7.0	9.6	34.3	12.7	4.0				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.5	0.0	4.6	0.1	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			29.1									
HCM 6th LOS			C									

Timings
55: Menifee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations		↕	↕	↗	↗	↗
Traffic Volume (vph)	20	1	4	21	572	813
Future Volume (vph)	20	1	4	21	572	813
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		4	8		2	6
Permitted Phases	4			2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	28.5	28.5	28.5
Total Split (s)	26.8	26.8	26.8	63.2	63.2	63.2
Total Split (%)	29.8%	29.8%	29.8%	70.2%	70.2%	70.2%
Yellow Time (s)	3.7	3.7	3.7	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.7	4.7	6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)		12.4	12.4	69.2	69.2	69.2
Actuated g/C Ratio		0.14	0.14	0.79	0.79	0.79
v/c Ratio		0.29	0.02	0.06	0.42	0.61
Control Delay		16.7	29.8	5.0	6.0	8.6
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		16.7	29.8	5.0	6.0	8.6
LOS		B	C	A	A	A
Approach Delay		16.7	29.8		5.9	8.6
Approach LOS		B	C		A	A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 88
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 8.0
 Intersection LOS: A
 Intersection Capacity Utilization 63.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 55: Menifee Rd. & Ellis Av./Driveway



HCM 6th Signalized Intersection Summary
55: Meniffee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	20	1	49	0	4	0	21	572	0	0	813	16
Future Volume (veh/h)	20	1	49	0	4	0	21	572	0	0	813	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1	53	0	4	0	23	622	0	0	884	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	20	120	0	204	0	418	1416	0	95	1385	27
Arrive On Green	0.11	0.11	0.11	0.00	0.11	0.00	0.75	0.75	0.00	0.00	0.75	0.75
Sat Flow, veh/h	296	189	1118	0	1900	0	628	1900	0	815	1858	36
Grp Volume(v), veh/h	76	0	0	0	4	0	23	622	0	0	0	901
Grp Sat Flow(s),veh/h/ln	1603	0	0	0	1900	0	628	1900	0	815	0	1894
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.1	0.0	1.4	9.4	0.0	0.0	0.0	17.6
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.0	0.1	0.0	19.0	9.4	0.0	0.0	0.0	17.6
Prop In Lane	0.29		0.70	0.00		0.00	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	233	0	0	0	204	0	418	1416	0	95	0	1412
V/C Ratio(X)	0.33	0.00	0.00	0.00	0.02	0.00	0.06	0.44	0.00	0.00	0.00	0.64
Avail Cap(c_a), veh/h	519	0	0	0	552	0	418	1416	0	95	0	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	0.0	0.0	30.4	0.0	9.3	3.7	0.0	0.0	0.0	4.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.0	0.3	1.0	0.0	0.0	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.0	0.1	0.0	0.2	1.7	0.0	0.0	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	0.0	0.0	0.0	30.4	0.0	9.6	4.7	0.0	0.0	0.0	6.9
LnGrp LOS	C	A	A	A	C	A	A	A	A	A	A	A
Approach Vol, veh/h		76			4			645				901
Approach Delay, s/veh		32.5			30.4			4.8				6.9
Approach LOS		C			C			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.2		12.9		63.2		12.9				
Change Period (Y+Rc), s		6.5		* 4.7		6.5		* 4.7				
Max Green Setting (Gmax), s		56.7		* 22		56.7		* 22				
Max Q Clear Time (g_c+I1), s		21.0		5.2		19.6		2.1				
Green Ext Time (p_c), s		4.0		0.3		6.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

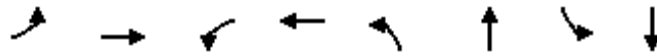
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
56: Menifee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	19	43	13	113	27	436	163	684
Future Volume (vph)	19	43	13	113	27	436	163	684
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	28.4	28.4	28.4	28.4	9.8	44.6	17.0	51.8
Total Split (%)	31.6%	31.6%	31.6%	31.6%	10.9%	49.6%	18.9%	57.6%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	15.6	15.6	15.6	15.6	5.1	38.3	10.9	50.2
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.06	0.47	0.13	0.61
v/c Ratio	0.17	0.19	0.05	0.73	0.26	0.54	0.72	0.71
Control Delay	31.1	21.5	27.2	34.8	45.1	19.8	53.6	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	21.5	27.2	34.8	45.1	19.8	53.6	18.0
LOS	C	C	C	C	D	B	D	B
Approach Delay		23.7		34.4		21.3		24.3
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 82.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 25.0
 Intersection LOS: C
 Intersection Capacity Utilization 74.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 56: Menifee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	43	21	13	113	153	27	436	14	163	684	75
Future Volume (veh/h)	19	43	21	13	113	153	27	436	14	163	684	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	46	22	14	120	163	29	464	15	173	728	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	244	117	318	147	199	53	861	28	210	937	103
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.03	0.47	0.47	0.12	0.56	0.56
Sat Flow, veh/h	1114	1215	581	1354	730	992	1810	1830	59	1810	1682	185
Grp Volume(v), veh/h	20	0	68	14	0	283	29	0	479	173	0	808
Grp Sat Flow(s),veh/h/ln	1114	0	1795	1354	0	1722	1810	0	1889	1810	0	1867
Q Serve(g_s), s	1.4	0.0	2.6	0.7	0.0	12.8	1.3	0.0	14.6	7.6	0.0	27.5
Cycle Q Clear(g_c), s	14.2	0.0	2.6	3.3	0.0	12.8	1.3	0.0	14.6	7.6	0.0	27.5
Prop In Lane	1.00		0.32	1.00		0.58	1.00		0.03	1.00		0.10
Lane Grp Cap(c), veh/h	137	0	361	318	0	346	53	0	888	210	0	1040
V/C Ratio(X)	0.15	0.00	0.19	0.04	0.00	0.82	0.54	0.00	0.54	0.82	0.00	0.78
Avail Cap(c_a), veh/h	217	0	490	416	0	470	116	0	888	276	0	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	27.0	28.4	0.0	31.1	38.9	0.0	15.3	35.1	0.0	14.1
Incr Delay (d2), s/veh	0.5	0.0	0.3	0.1	0.0	8.1	3.2	0.0	2.3	10.9	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.0	0.2	0.0	5.6	0.6	0.0	5.7	3.7	0.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	0.0	27.2	28.4	0.0	39.1	42.1	0.0	17.6	46.0	0.0	19.8
LnGrp LOS	D	A	C	C	A	D	D	A	B	D	A	B
Approach Vol, veh/h		88			297			508				981
Approach Delay, s/veh		29.8			38.6			19.0				24.4
Approach LOS		C			D			B				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	44.7		22.5	7.0	51.8		22.5				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	12.4	38.1		22.2	5.2	45.3		22.2				
Max Q Clear Time (g_c+I1), s	9.6	16.6		16.2	3.3	29.5		14.8				
Green Ext Time (p_c), s	0.1	2.5		0.1	0.0	4.6		0.9				

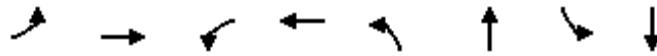
Intersection Summary

HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Timings
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	26	137	40	212	34	406	87	588
Future Volume (vph)	26	137	40	212	34	406	87	588
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	31.0	31.0	31.0	31.0	59.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%	65.6%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	17.8	17.8	17.8	17.8	52.7	52.7	52.7	52.7
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.64	0.64	0.64	0.64
v/c Ratio	0.20	0.39	0.17	0.73	0.10	0.50	0.21	0.57
Control Delay	29.4	29.3	27.0	39.0	8.0	10.1	8.9	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	29.3	27.0	39.0	8.0	10.1	8.9	11.6
LOS	C	C	C	D	A	B	A	B
Approach Delay		29.3		37.5		9.9		11.3
Approach LOS		C		D		A		B

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 82.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 84.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

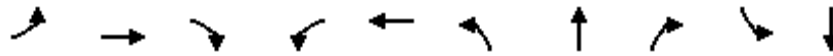


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	137	9	40	212	63	34	406	135	87	588	40
Future Volume (veh/h)	26	137	9	40	212	63	34	406	135	87	588	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	149	10	43	230	68	37	441	147	95	639	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	150	370	25	259	296	87	428	878	293	487	1134	76
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1098	1761	118	1247	1409	416	771	1364	455	841	1760	118
Grp Volume(v), veh/h	28	0	159	43	0	298	37	0	588	95	0	682
Grp Sat Flow(s),veh/h/ln	1098	0	1879	1247	0	1825	771	0	1818	841	0	1879
Q Serve(g_s), s	2.0	0.0	6.0	2.5	0.0	12.6	2.3	0.0	13.9	5.5	0.0	16.5
Cycle Q Clear(g_c), s	14.6	0.0	6.0	8.5	0.0	12.6	18.8	0.0	13.9	19.3	0.0	16.5
Prop In Lane	1.00		0.06	1.00		0.23	1.00		0.25	1.00		0.06
Lane Grp Cap(c), veh/h	150	0	394	259	0	383	428	0	1171	487	0	1210
V/C Ratio(X)	0.19	0.00	0.40	0.17	0.00	0.78	0.09	0.00	0.50	0.20	0.00	0.56
Avail Cap(c_a), veh/h	264	0	590	389	0	573	428	0	1171	487	0	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	27.8	31.4	0.0	30.4	13.4	0.0	7.6	12.7	0.0	8.1
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.3	0.0	3.9	0.4	0.0	1.5	0.9	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.6	0.7	0.0	5.6	0.4	0.0	4.0	1.0	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	0.0	28.5	31.7	0.0	34.3	13.8	0.0	9.2	13.6	0.0	10.0
LnGrp LOS	D	A	C	C	A	C	B	A	A	B	A	B
Approach Vol, veh/h		187			341			625			777	
Approach Delay, s/veh		29.9			34.0			9.4			10.4	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.0		22.5		59.0		22.5				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		52.5		25.6		52.5		25.6				
Max Q Clear Time (g_c+I1), s		20.8		16.6		21.3		14.6				
Green Ext Time (p_c), s		3.9		0.5		5.0		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				16.2								
HCM 6th LOS				B								

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

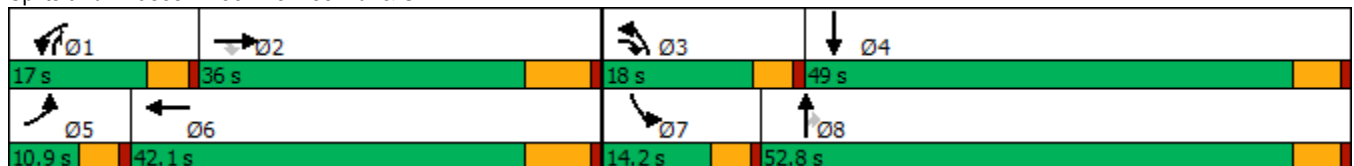


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖↗	↑↑↑	↗	↖↗	↑↑↑	↖↗	↑	↗	↖	↗
Traffic Volume (vph)	107	848	147	306	977	309	397	249	45	610
Future Volume (vph)	107	848	147	306	977	309	397	249	45	610
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	36.0	9.6	9.6	29.0	9.6	15.3	9.6	9.6	32.3
Total Split (s)	10.9	36.0	18.0	17.0	42.1	18.0	52.8	17.0	14.2	49.0
Total Split (%)	9.1%	30.0%	15.0%	14.2%	35.1%	15.0%	44.0%	14.2%	11.8%	40.8%
Yellow Time (s)	3.6	6.0	3.6	3.6	6.0	3.6	4.3	3.6	3.6	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	4.6	7.0	4.6	5.3	4.6	4.6	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	Max	None	None	None	None	None
Act Effct Green (s)	6.2	29.0	49.2	12.4	35.2	13.2	51.3	69.0	7.5	43.7
Actuated g/C Ratio	0.05	0.24	0.41	0.10	0.29	0.11	0.43	0.58	0.06	0.36
v/c Ratio	0.64	0.73	0.22	0.92	0.77	0.87	0.53	0.28	0.43	1.11
Control Delay	72.2	45.9	9.3	84.4	42.3	75.8	29.4	7.9	65.6	102.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.2	45.9	9.3	84.4	42.3	75.8	29.4	7.9	65.6	102.8
LOS	E	D	A	F	D	E	C	A	E	F
Approach Delay		43.6			51.7		38.8			100.6
Approach LOS		D			D		D			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 55.3
 Intersection LOS: E
 Intersection Capacity Utilization 89.2%
 ICU Level of Service E
 Analysis Period (min) 15































Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 					
Traffic Volume (veh/h)	107	848	147	306	977	94	309	397	249	45	610	86
Future Volume (veh/h)	107	848	147	306	977	94	309	397	249	45	610	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	116	922	100	333	1062	53	336	432	164	49	663	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	1255	568	363	1503	75	389	837	875	64	620	62
Arrive On Green	0.05	0.24	0.24	0.10	0.30	0.30	0.11	0.44	0.44	0.04	0.36	0.36
Sat Flow, veh/h	3510	5187	1610	3510	5060	252	3510	1900	1610	1810	1700	169
Grp Volume(v), veh/h	116	922	100	333	725	390	336	432	164	49	0	729
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1855	1755	1900	1610	1810	0	1870
Q Serve(g_s), s	3.9	19.6	5.1	11.3	22.4	22.4	11.3	19.7	6.2	3.2	0.0	43.7
Cycle Q Clear(g_c), s	3.9	19.6	5.1	11.3	22.4	22.4	11.3	19.7	6.2	3.2	0.0	43.7
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	169	1255	568	363	1027	551	389	837	875	64	0	681
V/C Ratio(X)	0.69	0.73	0.18	0.92	0.71	0.71	0.86	0.52	0.19	0.77	0.00	1.07
Avail Cap(c_a), veh/h	184	1255	568	363	1027	551	392	837	875	145	0	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	41.9	26.8	53.2	37.5	37.5	52.4	24.3	13.9	57.4	0.0	38.1
Incr Delay (d2), s/veh	7.0	3.9	0.7	27.0	4.1	7.5	16.9	0.6	0.1	7.2	0.0	54.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	8.5	2.0	6.2	9.6	10.8	5.7	8.3	2.1	1.5	0.0	28.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	45.8	27.5	80.2	41.6	45.0	69.3	24.9	14.0	64.5	0.0	92.8
LnGrp LOS	E	D	C	F	D	D	E	C	B	E	A	F
Approach Vol, veh/h		1138			1448			932			778	
Approach Delay, s/veh		45.9			51.4			39.0			91.0	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	36.0	17.9	49.0	10.4	42.6	8.8	58.1				
Change Period (Y+Rc), s	4.6	7.0	4.6	5.3	4.6	7.0	4.6	5.3				
Max Green Setting (Gmax), s	12.4	29.0	13.4	43.7	6.3	35.1	9.6	47.5				
Max Q Clear Time (g_c+I1), s	13.3	21.6	13.3	45.7	5.9	24.4	5.2	21.7				
Green Ext Time (p_c), s	0.0	3.5	0.0	0.0	0.0	4.8	0.0	2.8				
Intersection Summary												
HCM 6th Ctrl Delay			54.4									
HCM 6th LOS			D									

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

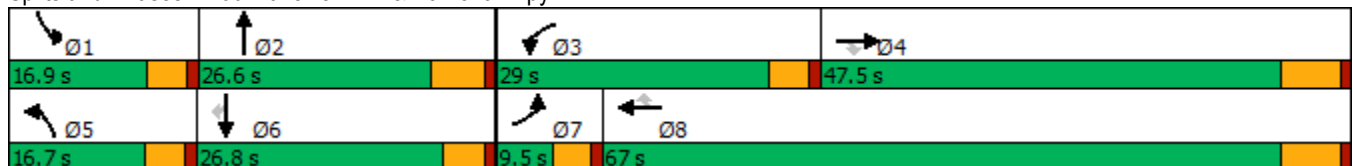
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	910	194	451	2362	12	299	24	225	81	178	168
Future Volume (vph)	23	910	194	451	2362	12	299	24	225	81	178	168
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	9.5	29.5	29.5	9.6	28.5	28.5	9.6	22.8		9.6	26.7	26.7
Total Split (s)	9.5	47.5	47.5	29.0	67.0	67.0	16.7	26.6		16.9	26.8	26.8
Total Split (%)	7.9%	39.6%	39.6%	24.2%	55.8%	55.8%	13.9%	22.2%		14.1%	22.3%	22.3%
Yellow Time (s)	3.5	5.5	5.5	3.6	5.5	5.5	3.6	4.8		3.6	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	6.5	4.6	6.5	6.5	4.6	5.8		4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Act Effct Green (s)	5.0	42.8	42.8	18.7	60.8	60.8	12.0	15.1	106.3	13.9	12.2	12.2
Actuated g/C Ratio	0.05	0.40	0.40	0.18	0.57	0.57	0.11	0.14	1.00	0.13	0.11	0.11
v/c Ratio	0.29	0.47	0.28	0.80	0.87	0.01	0.82	0.05	0.15	0.37	0.47	0.56
Control Delay	61.0	25.2	6.4	52.4	24.6	0.0	64.9	43.8	0.2	49.8	48.3	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.0	25.2	6.4	52.4	24.6	0.0	64.9	43.8	0.2	49.8	48.3	17.9
LOS	E	C	A	D	C	A	E	D	A	D	D	B
Approach Delay		22.7			28.9			37.4			36.6	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 29.1
 Intersection LOS: C
 Intersection Capacity Utilization 83.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	910	194	451	2362	12	299	24	225	81	178	168
Future Volume (veh/h)	23	910	194	451	2362	12	299	24	225	81	178	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	989	151	490	2567	9	325	26	0	88	193	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	2171	674	565	2883	895	386	562		113	390	174
Arrive On Green	0.02	0.42	0.42	0.16	0.56	0.56	0.11	0.16	0.00	0.06	0.11	0.11
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	25	989	151	490	2567	9	325	26	0	88	193	129
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	1.5	14.5	6.4	14.5	46.2	0.3	9.6	0.7	0.0	5.1	5.3	8.2
Cycle Q Clear(g_c), s	1.5	14.5	6.4	14.5	46.2	0.3	9.6	0.7	0.0	5.1	5.3	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	2171	674	565	2883	895	386	562		113	390	174
V/C Ratio(X)	0.56	0.46	0.22	0.87	0.89	0.01	0.84	0.05		0.78	0.49	0.74
Avail Cap(c_a), veh/h	85	2171	674	807	2956	918	400	707		210	751	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	22.2	19.8	43.4	20.7	10.5	46.3	38.1	0.0	49.0	44.6	45.9
Incr Delay (d2), s/veh	4.1	0.1	0.2	5.3	3.7	0.0	13.6	0.0	0.0	11.0	1.0	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.4	2.2	6.3	16.4	0.1	4.8	0.3	0.0	2.6	2.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	22.3	20.0	48.8	24.5	10.5	60.0	38.1	0.0	60.0	45.6	52.0
LnGrp LOS	E	C	B	D	C	B	E	D		E	D	D
Approach Vol, veh/h		1165			3066			351	A		410	
Approach Delay, s/veh		22.7			28.3			58.3			50.7	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	22.3	21.7	50.9	16.3	17.3	7.1	65.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8	4.5	6.5				
Max Green Setting (Gmax), s	12.3	20.8	24.4	41.0	12.1	* 22	5.0	60.5				
Max Q Clear Time (g_c+I1), s	7.1	2.7	16.5	16.5	11.6	10.2	3.5	48.2				
Green Ext Time (p_c), s	0.1	0.1	0.6	6.9	0.0	1.2	0.0	10.8				

Intersection Summary

HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

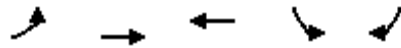
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↖	↔	↘	↙
Traffic Volume (vph)	517	121	203	16	493
Future Volume (vph)	517	121	203	16	493
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	27.1	27.8	27.8
Total Split (s)	35.0	62.1	27.1	27.9	27.9
Total Split (%)	38.9%	69.0%	30.1%	31.0%	31.0%
Yellow Time (s)	3.6	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	28.2	57.1	24.3	12.2	12.2
Actuated g/C Ratio	0.35	0.71	0.30	0.15	0.15
v/c Ratio	0.89	0.10	0.44	0.06	0.77
Control Delay	42.6	4.4	26.6	28.6	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	4.4	26.6	28.6	11.0
LOS	D	A	C	C	B
Approach Delay		35.3	26.6	11.6	
Approach LOS		D	C	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 80.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 25.1
 Intersection LOS: C
 Intersection Capacity Utilization 62.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 61: Nuevo Rd. & Lakeview Av.



HCM 6th Signalized Intersection Summary
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

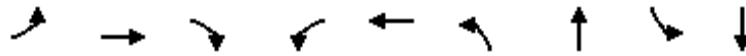


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	517	121	203	27	16	493	
Future Volume (veh/h)	517	121	203	27	16	493	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	562	132	221	29	17	378	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	592	1203	420	55	444	395	
Arrive On Green	0.33	0.63	0.26	0.26	0.25	0.25	
Sat Flow, veh/h	1810	1900	1645	216	1810	1610	
Grp Volume(v), veh/h	562	132	0	250	17	378	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1861	1810	1610	
Q Serve(g_s), s	27.3	2.5	0.0	10.4	0.6	20.8	
Cycle Q Clear(g_c), s	27.3	2.5	0.0	10.4	0.6	20.8	
Prop In Lane	1.00			0.12	1.00	1.00	
Lane Grp Cap(c), veh/h	592	1203	0	475	444	395	
V/C Ratio(X)	0.95	0.11	0.00	0.53	0.04	0.96	
Avail Cap(c_a), veh/h	611	1203	0	475	444	395	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.6	6.5	0.0	28.8	25.9	33.5	
Incr Delay (d2), s/veh	23.8	0.2	0.0	4.1	0.0	33.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	15.1	0.9	0.0	5.0	0.3	20.3	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	53.3	6.7	0.0	33.0	25.9	67.4	
LnGrp LOS	D	A	A	C	C	E	
Approach Vol, veh/h		694	250		395		
Approach Delay, s/veh		44.5	33.0		65.6		
Approach LOS		D	C		E		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				62.1	27.9	34.0	28.1
Change Period (Y+Rc), s				5.1	5.8	4.6	5.1
Max Green Setting (Gmax), s				57.0	22.1	30.4	22.0
Max Q Clear Time (g_c+I1), s				4.5	22.8	29.3	12.4
Green Ext Time (p_c), s				0.8	0.0	0.2	0.9
Intersection Summary							
HCM 6th Ctrl Delay			48.6				
HCM 6th LOS			D				

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

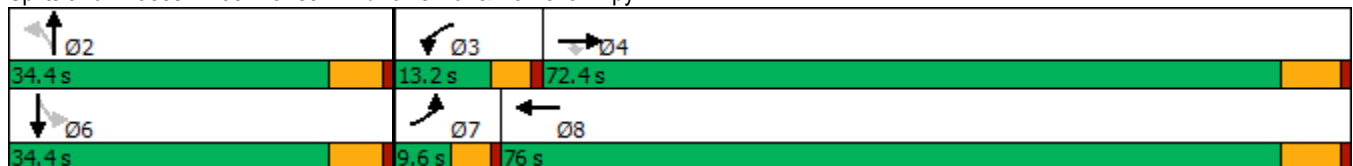


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↕		↕
Traffic Volume (vph)	2	1166	46	44	2656	161	2	1	1
Future Volume (vph)	2	1166	46	44	2656	161	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	9.6	72.4	72.4	13.2	76.0	34.4	34.4	34.4	34.4
Total Split (%)	8.0%	60.3%	60.3%	11.0%	63.3%	28.7%	28.7%	28.7%	28.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	60.9	60.9	7.0	68.7		24.2		24.2
Actuated g/C Ratio	0.05	0.57	0.57	0.07	0.64		0.23		0.23
v/c Ratio	0.02	0.42	0.05	0.40	0.86		0.85		0.02
Control Delay	54.0	14.8	1.8	60.6	20.0		58.6		22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	54.0	14.8	1.8	60.6	20.0		58.6		22.1
LOS	D	B	A	E	C		E		C
Approach Delay		14.4			20.7		58.6		22.1
Approach LOS		B			C		E		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 21.4
 Intersection LOS: C
 Intersection Capacity Utilization 84.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷↷↷	↷	↶	↷↷↷			↷↷			↷↷	
Traffic Volume (veh/h)	2	1166	46	44	2656	1	161	2	116	1	1	6
Future Volume (veh/h)	2	1166	46	44	2656	1	161	2	116	1	1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	1254	46	47	2856	1	173	2	83	1	1	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	3133	973	65	3413	1	255	2	94	74	79	224
Arrive On Green	0.00	0.60	0.60	0.04	0.64	0.64	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	5187	1610	1810	5356	2	1002	12	481	169	405	1147
Grp Volume(v), veh/h	2	1254	46	47	1844	1013	258	0	0	6	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1900	1494	0	0	1720	0	0
Q Serve(g_s), s	0.1	13.0	1.2	2.6	42.6	42.6	17.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	13.0	1.2	2.6	42.6	42.6	17.2	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.67		0.32	0.17		0.67
Lane Grp Cap(c), veh/h	5	3133	973	65	2204	1211	351	0	0	377	0	0
V/C Ratio(X)	0.41	0.40	0.05	0.72	0.84	0.84	0.74	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	88	3326	1032	151	2338	1285	474	0	0	509	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.2	10.6	8.3	49.0	14.5	14.5	40.2	0.0	0.0	33.4	0.0	0.0
Incr Delay (d2), s/veh	19.1	0.1	0.0	5.5	2.7	4.8	3.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.1	0.4	1.2	13.3	15.4	6.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.3	10.7	8.3	54.6	17.2	19.3	44.1	0.0	0.0	33.4	0.0	0.0
LnGrp LOS	E	B	A	D	B	B	D	A	A	C	A	A
Approach Vol, veh/h		1302			2904			258				6
Approach Delay, s/veh		10.7			18.5			44.1				33.4
Approach LOS		B			B			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.9	8.3	68.6		25.9	4.9	72.0				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		28.6	8.6	65.9		28.6	5.0	69.5				
Max Q Clear Time (g_c+I1), s		19.2	4.6	15.0		2.3	2.1	44.6				
Green Ext Time (p_c), s		0.9	0.0	10.3		0.0	0.0	20.9				

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Timings
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

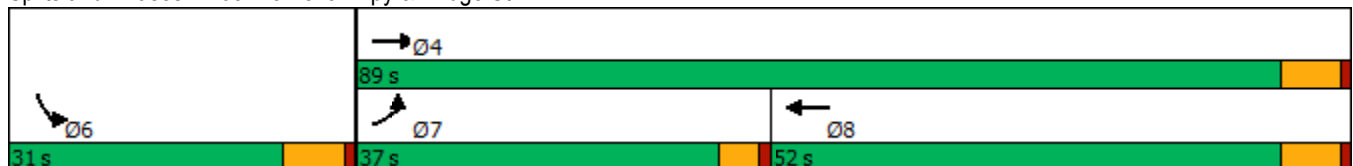


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↘	↑↑↑	↑↑↑	↘
Traffic Volume (vph)	364	1906	1601	20
Future Volume (vph)	364	1906	1601	20
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	23.5	28.5
Total Split (s)	37.0	89.0	52.0	31.0
Total Split (%)	30.8%	74.2%	43.3%	25.8%
Yellow Time (s)	3.6	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effct Green (s)	25.9	82.5	52.0	10.5
Actuated g/C Ratio	0.24	0.78	0.49	0.10
v/c Ratio	0.86	0.49	0.69	0.52
Control Delay	57.3	4.8	23.5	18.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	57.3	4.8	23.5	18.8
LOS	E	A	C	B
Approach Delay		13.2	23.5	18.8
Approach LOS		B	C	B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 106	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

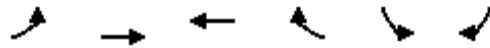
Splits and Phases: 65: Ramona Expy & Bridge St



HCM 6th Signalized Intersection Summary
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↑↑↑	↑↑↑		↷		
Traffic Volume (veh/h)	364	1906	1601	85	20	115	
Future Volume (veh/h)	364	1906	1601	85	20	115	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	379	1985	1668	89	21	120	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	411	4011	2537	135	25	145	
Arrive On Green	0.23	0.77	0.50	0.50	0.10	0.10	
Sat Flow, veh/h	1810	5358	5212	269	242	1385	
Grp Volume(v), veh/h	379	1985	1144	613	142	0	
Grp Sat Flow(s),veh/h/ln	1810	1729	1729	1852	1639	0	
Q Serve(g_s), s	21.8	15.0	26.2	26.2	9.1	0.0	
Cycle Q Clear(g_c), s	21.8	15.0	26.2	26.2	9.1	0.0	
Prop In Lane	1.00			0.15	0.15	0.85	
Lane Grp Cap(c), veh/h	411	4011	1740	932	172	0	
V/C Ratio(X)	0.92	0.49	0.66	0.66	0.83	0.00	
Avail Cap(c_a), veh/h	550	4011	1740	932	376	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	40.3	4.4	19.7	19.7	46.8	0.0	
Incr Delay (d2), s/veh	15.5	0.4	2.0	3.6	9.6	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	10.8	3.0	9.6	10.8	4.0	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	55.8	4.9	21.6	23.3	56.4	0.0	
LnGrp LOS	E	A	C	C	E	A	
Approach Vol, veh/h		2364	1757		142		
Approach Delay, s/veh		13.0	22.2		56.4		
Approach LOS		B	C		E		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				89.0	17.7	28.8	60.2
Change Period (Y+Rc), s				6.5	6.5	4.6	6.5
Max Green Setting (Gmax), s				82.5	24.5	32.4	45.5
Max Q Clear Time (g_c+I1), s				17.0	11.1	23.8	28.2
Green Ext Time (p_c), s				23.6	0.3	0.4	10.0

Intersection Summary

HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

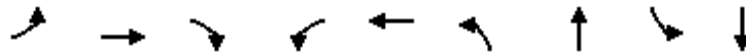
Notes

User approved volume balancing among the lanes for turning movement.

Timings
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

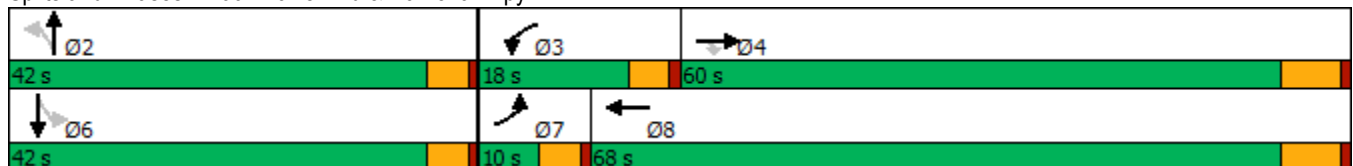


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑	↖↗	↗		↕
Traffic Volume (vph)	5	1310	613	183	1244	441	2	1	1
Future Volume (vph)	5	1310	613	183	1244	441	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	10.0	60.0	60.0	18.0	68.0	42.0	42.0	42.0	42.0
Total Split (%)	8.3%	50.0%	50.0%	15.0%	56.7%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	36.8	36.8	9.4	49.6	19.2	19.2		19.2
Actuated g/C Ratio	0.07	0.45	0.45	0.11	0.60	0.23	0.23		0.23
v/c Ratio	0.04	0.58	0.59	0.47	0.41	0.70	0.64		0.00
Control Delay	46.8	18.3	3.9	41.8	9.8	36.4	21.0		28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	46.8	18.3	3.9	41.8	9.8	36.4	21.0		28.5
LOS	D	B	A	D	A	D	C		C
Approach Delay		13.8			13.9		30.0		28.5
Approach LOS		B			B		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 82
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 16.8
 Intersection LOS: B
 Intersection Capacity Utilization 63.0%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑		↖↗	↑			↕	
Traffic Volume (veh/h)	5	1310	613	183	1244	2	441	2	312	1	1	0
Future Volume (veh/h)	5	1310	613	183	1244	2	441	2	312	1	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	5	1351	569	189	1282	2	455	2	198	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	12	2533	786	281	3004	5	756	4	351	153	132	0
Arrive On Green	0.01	0.49	0.49	0.08	0.56	0.56	0.22	0.22	0.22	0.22	0.22	0.00
Sat Flow, veh/h	1810	5187	1610	3510	5348	8	2791	16	1597	367	599	0
Grp Volume(v), veh/h	5	1351	569	189	829	455	455	0	200	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1898	1396	0	1613	965	0	0
Q Serve(g_s), s	0.2	13.4	20.8	3.9	10.3	10.3	4.7	0.0	8.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	13.4	20.8	3.9	10.3	10.3	12.9	0.0	8.2	8.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.50		0.00
Lane Grp Cap(c), veh/h	12	2533	786	281	1943	1067	756	0	355	285	0	0
V/C Ratio(X)	0.42	0.53	0.72	0.67	0.43	0.43	0.60	0.00	0.56	0.01	0.00	0.00
Avail Cap(c_a), veh/h	132	3739	1161	634	2865	1573	1549	0	813	703	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.7	13.1	15.0	33.2	9.4	9.4	27.9	0.0	25.8	22.9	0.0	0.0
Incr Delay (d2), s/veh	8.4	0.2	1.3	1.1	0.1	0.3	0.3	0.0	0.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.0	6.0	1.5	2.8	3.1	3.4	0.0	2.8	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	13.3	16.3	34.2	9.5	9.6	28.2	0.0	26.3	22.9	0.0	0.0
LnGrp LOS	D	B	B	C	A	A	C	A	C	C	A	A
Approach Vol, veh/h		1925			1473			655				2
Approach Delay, s/veh		14.3			12.7			27.6				22.9
Approach LOS		B			B			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.9	10.5	42.7		20.9	5.1	48.2				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		37.4	13.4	53.5		37.4	5.4	61.5				
Max Q Clear Time (g_c+I1), s		14.9	5.9	22.8		10.2	2.2	12.3				
Green Ext Time (p_c), s		1.4	0.2	13.5		0.0	0.0	9.4				
Intersection Summary												
HCM 6th Ctrl Delay			15.9									
HCM 6th LOS			B									

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

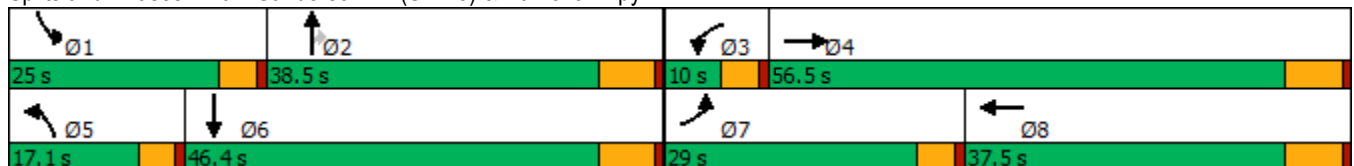
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	826	547	123	59	720	831	201	1189	79	698	622	469
Future Volume (vph)	826	547	123	59	720	831	201	1189	79	698	622	469
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			Free
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.6	38.5		9.6	37.5		9.6	36.5	36.5	9.6	38.5	
Total Split (s)	29.0	56.5		10.0	37.5		17.1	38.5	38.5	25.0	46.4	
Total Split (%)	22.3%	43.5%		7.7%	28.8%		13.2%	29.6%	29.6%	19.2%	35.7%	
Yellow Time (s)	3.6	5.5		3.6	5.5		3.6	5.5	5.5	3.6	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5		4.6	6.5		4.6	6.5	6.5	4.6	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	24.6	42.8	115.2	5.3	21.4	115.2	10.5	26.3	26.3	20.5	36.4	115.2
Actuated g/C Ratio	0.21	0.37	1.00	0.05	0.19	1.00	0.09	0.23	0.23	0.18	0.32	1.00
v/c Ratio	1.08	0.26	0.08	0.36	0.69	0.52	0.62	0.69	0.16	1.10	0.26	0.29
Control Delay	101.1	26.4	0.1	62.6	47.4	1.2	60.3	43.2	0.7	109.5	30.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.1	26.4	0.1	62.6	47.4	1.2	60.3	43.2	0.7	109.5	30.4	0.5
LOS	F	C	A	E	D	A	E	D	A	F	C	A
Approach Delay		65.5			24.1			43.3			53.4	
Approach LOS		E			C			D			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 115.2
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 46.5
 Intersection LOS: D
 Intersection Capacity Utilization 93.1%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (veh/h)	826	547	123	59	720	831	201	1189	79	698	622	469
Future Volume (veh/h)	826	547	123	59	720	831	201	1189	79	698	622	469
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	834	553	0	60	727	0	203	1201	40	705	628	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	798	2029		138	989		268	1680	356	667	2518	
Arrive On Green	0.22	0.36	0.00	0.04	0.17	0.00	0.07	0.22	0.22	0.18	0.33	0.00
Sat Flow, veh/h	3619	5700	1610	3619	5700	1610	3619	7600	1610	3619	7600	1610
Grp Volume(v), veh/h	834	553	0	60	727	0	203	1201	40	705	628	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	24.4	7.7	0.0	1.8	13.4	0.0	6.1	16.2	2.2	20.4	6.7	0.0
Cycle Q Clear(g_c), s	24.4	7.7	0.0	1.8	13.4	0.0	6.1	16.2	2.2	20.4	6.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	798	2029		138	989		268	1680	356	667	2518	
V/C Ratio(X)	1.05	0.27		0.44	0.74		0.76	0.71	0.11	1.06	0.25	
Avail Cap(c_a), veh/h	798	2575		177	1597		409	2198	466	667	2740	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.1	25.4	0.0	52.1	43.3	0.0	50.2	39.9	34.4	45.1	27.0	0.0
Incr Delay (d2), s/veh	44.3	0.1	0.0	0.8	1.1	0.0	1.6	0.8	0.1	50.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.1	3.2	0.0	0.8	6.0	0.0	2.7	7.2	0.8	13.3	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.4	25.5	0.0	52.9	44.4	0.0	51.9	40.6	34.6	95.9	27.0	0.0
LnGrp LOS	F	C		D	D		D	D	C	F	C	
Approach Vol, veh/h		1387	A		787	A		1444			1333	A
Approach Delay, s/veh		62.7			45.1			42.1			63.5	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	31.0	8.8	45.9	12.8	43.2	29.0	25.7				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	20.4	32.0	5.4	50.0	12.5	39.9	24.4	31.0				
Max Q Clear Time (g_c+I1), s	22.4	18.2	3.8	9.7	8.1	8.7	26.4	15.4				
Green Ext Time (p_c), s	0.0	6.3	0.0	3.5	0.1	3.9	0.0	3.8				

Intersection Summary

HCM 6th Ctrl Delay	54.1
HCM 6th LOS	D

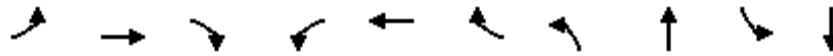
Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

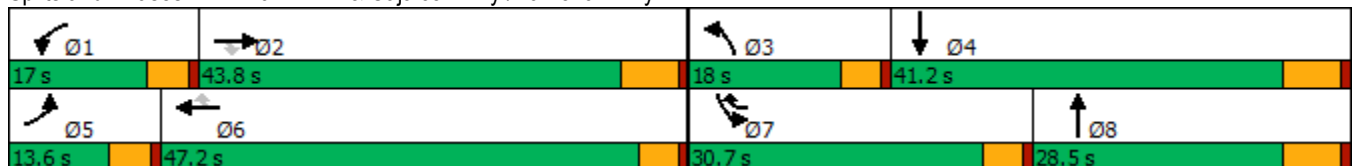


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↔	↘↗	↑↔
Traffic Volume (vph)	52	1323	245	266	1039	210	278	177	514	283
Future Volume (vph)	52	1323	245	266	1039	210	278	177	514	283
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	13.6	43.8	43.8	17.0	47.2	30.7	18.0	28.5	30.7	41.2
Total Split (%)	11.3%	36.5%	36.5%	14.2%	39.3%	25.6%	15.0%	23.8%	25.6%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.3	34.8	34.8	11.4	43.1	62.9	12.0	14.7	19.9	22.6
Actuated g/C Ratio	0.07	0.34	0.34	0.11	0.42	0.61	0.12	0.14	0.19	0.22
v/c Ratio	0.42	0.78	0.36	0.71	0.49	0.20	0.70	0.69	0.78	0.48
Control Delay	60.1	35.2	5.8	56.8	24.8	1.7	55.6	32.9	49.3	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.1	35.2	5.8	56.8	24.8	1.7	55.6	32.9	49.3	34.3
LOS	E	D	A	E	C	A	E	C	D	C
Approach Delay		31.6			27.3			42.1		43.1
Approach LOS		C			C			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.8
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 33.9
 Intersection LOS: C
 Intersection Capacity Utilization 78.1%
 ICU Level of Service D
 Analysis Period (min) 15

























Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	1323	245	266	1039	210	278	177	231	514	283	81
Future Volume (veh/h)	52	1323	245	266	1039	210	278	177	231	514	283	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1364	178	274	1071	168	287	182	190	530	292	38
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	1764	548	350	2071	926	364	271	241	620	716	92
Arrive On Green	0.04	0.34	0.34	0.10	0.40	0.40	0.10	0.15	0.15	0.18	0.22	0.22
Sat Flow, veh/h	1810	5187	1610	3510	5187	1608	3510	1805	1610	3510	3214	414
Grp Volume(v), veh/h	54	1364	178	274	1071	168	287	182	190	530	163	167
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1608	1755	1805	1610	1755	1805	1823
Q Serve(g_s), s	2.7	21.8	7.6	7.0	14.4	4.6	7.4	8.8	10.5	13.5	7.1	7.3
Cycle Q Clear(g_c), s	2.7	21.8	7.6	7.0	14.4	4.6	7.4	8.8	10.5	13.5	7.1	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	73	1764	548	350	2071	926	364	271	241	620	402	406
V/C Ratio(X)	0.74	0.77	0.32	0.78	0.52	0.18	0.79	0.67	0.79	0.86	0.40	0.41
Avail Cap(c_a), veh/h	176	2110	655	471	2397	1027	509	436	389	991	684	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	27.3	22.6	40.6	21.0	9.3	40.4	37.1	37.9	36.9	30.7	30.7
Incr Delay (d2), s/veh	5.2	1.5	0.3	4.1	0.2	0.1	3.5	2.9	5.6	2.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	8.4	2.7	3.1	5.3	1.3	3.2	3.9	4.3	5.6	3.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	28.8	23.0	44.8	21.2	9.4	44.0	40.0	43.5	39.3	31.3	31.4
LnGrp LOS	D	C	C	D	C	A	D	D	D	D	C	C
Approach Vol, veh/h		1596			1513			659			860	
Approach Delay, s/veh		28.9			24.2			42.7			36.2	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	37.6	14.2	26.8	8.3	43.1	20.9	20.1				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	12.4	37.6	13.4	35.0	9.0	* 43	26.1	22.3				
Max Q Clear Time (g_c+I1), s	9.0	23.8	9.4	9.3	4.7	16.4	15.5	12.5				
Green Ext Time (p_c), s	0.2	7.7	0.2	1.6	0.0	8.1	0.8	1.3				
Intersection Summary												
HCM 6th Ctrl Delay				30.7								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

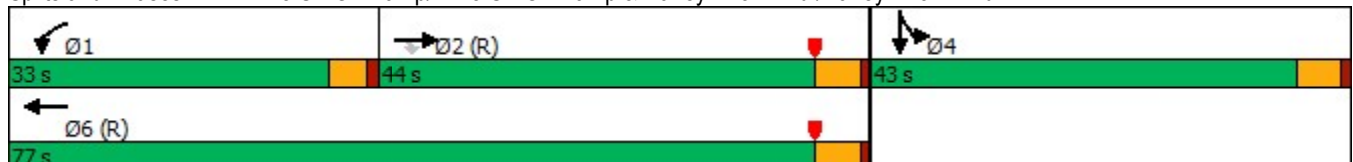


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Configurations	↑↑	↑	↔	↑	↔	↑
Traffic Volume (vph)	809	114	604	234	751	0
Future Volume (vph)	809	114	604	234	751	0
Turn Type	NA	Perm	Prot	NA	Split	NA
Protected Phases	2		1	6	4	4
Permitted Phases		2				
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	44.0	44.0	33.0	77.0	43.0	43.0
Total Split (%)	36.7%	36.7%	27.5%	64.2%	35.8%	35.8%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	45.2	45.2	25.8	75.4	34.6	34.6
Actuated g/C Ratio	0.38	0.38	0.22	0.63	0.29	0.29
v/c Ratio	0.65	0.18	0.87	0.21	0.81	0.40
Control Delay	34.9	5.6	94.1	7.4	46.5	1.3
Queue Delay	0.4	0.0	26.8	0.4	52.2	0.0
Total Delay	35.3	5.6	120.9	7.8	98.6	1.3
LOS	D	A	F	A	F	A
Approach Delay	31.7			89.3		68.5
Approach LOS	C			F		E

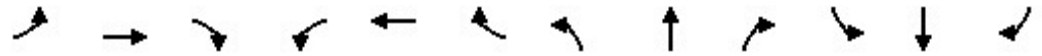
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 62.7
 Intersection LOS: E
 Intersection Capacity Utilization 91.6%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

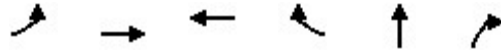


HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd. 02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑					↑↑	↑	
Traffic Volume (veh/h)	0	809	114	604	234	0	0	0	0	751	0	337
Future Volume (veh/h)	0	809	114	604	234	0	0	0	0	751	0	337
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	879	91	657	254	0				816	0	252
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1481	660	712	1236	0				935	0	429
Arrive On Green	0.00	0.41	0.41	0.34	1.00	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	3705	1610	3510	1900	0				3510	0	1610
Grp Volume(v), veh/h	0	879	91	657	254	0				816	0	252
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1900	0				1755	0	1610
Q Serve(g_s), s	0.0	22.8	4.2	21.6	0.0	0.0				26.7	0.0	16.3
Cycle Q Clear(g_c), s	0.0	22.8	4.2	21.6	0.0	0.0				26.7	0.0	16.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1481	660	712	1236	0				935	0	429
V/C Ratio(X)	0.00	0.59	0.14	0.92	0.21	0.00				0.87	0.00	0.59
Avail Cap(c_a), veh/h	0	1481	660	834	1236	0				1112	0	510
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.78	0.78	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.6	22.1	38.8	0.0	0.0				42.1	0.0	38.3
Incr Delay (d2), s/veh	0.0	1.8	0.4	11.0	0.3	0.0				6.9	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.7	1.6	8.8	0.1	0.0				12.0	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.4	22.6	49.8	0.3	0.0				48.9	0.0	39.6
LnGrp LOS	A	C	C	D	A	A				D	A	D
Approach Vol, veh/h		970			911						1068	
Approach Delay, s/veh		28.7			36.0						46.7	
Approach LOS		C			D						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.8	54.2		37.0		83.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	28.5	39.0		38.0		72.0						
Max Q Clear Time (g_c+I1), s	23.6	24.8		28.7		2.0						
Green Ext Time (p_c), s	0.7	3.4		3.3		0.8						
Intersection Summary												
HCM 6th Ctrl Delay				37.5								
HCM 6th LOS				D								

Timings

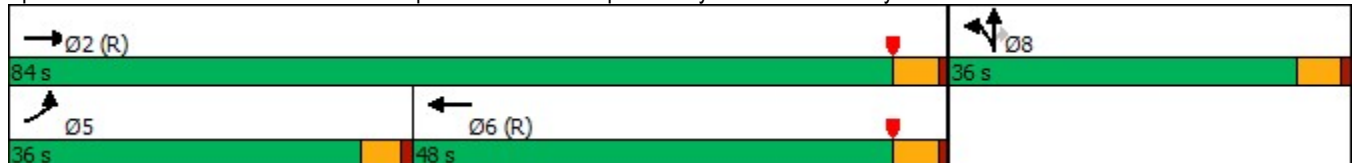


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↖↗	↑↑	↑↑	↖	↖	↖
Traffic Volume (vph)	567	994	796	1478	1	290
Future Volume (vph)	567	994	796	1478	1	290
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	26.0	24.0		10.0	10.0
Total Split (s)	36.0	84.0	48.0		36.0	36.0
Total Split (%)	30.0%	70.0%	40.0%		30.0%	30.0%
Yellow Time (s)	3.5	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max		Max	Max
Act Effct Green (s)	25.4	79.0	49.1	120.0	31.0	31.0
Actuated g/C Ratio	0.21	0.66	0.41	1.00	0.26	0.26
v/c Ratio	0.83	0.45	0.59	1.00	0.10	0.62
Control Delay	82.1	23.8	30.3	24.1	34.7	29.1
Queue Delay	2.9	50.5	1.4	0.0	0.0	0.0
Total Delay	85.0	74.2	31.7	24.1	34.7	29.1
LOS	F	E	C	C	C	C
Approach Delay		78.1	26.7		29.9	
Approach LOS		E	C		C	

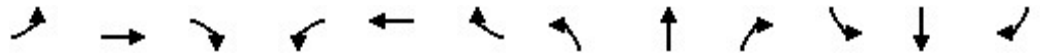
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 46.2
 Intersection LOS: D
 Intersection Capacity Utilization 91.6%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔		↑	↔			
Traffic Volume (veh/h)	567	994	0	0	796	1478	42	1	290	0	0	0
Future Volume (veh/h)	567	994	0	0	796	1478	42	1	290	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	616	1080	0	0	865	0	46	1	175			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	671	2377	0	0	1551		458	10	416			
Arrive On Green	0.38	1.00	0.00	0.00	0.43	0.00	0.26	0.26	0.26			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1773	39	1610			
Grp Volume(v), veh/h	616	1080	0	0	865	0	47	0	175			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	20.0	0.0	0.0	0.0	21.6	0.0	2.4	0.0	10.9			
Cycle Q Clear(g_c), s	20.0	0.0	0.0	0.0	21.6	0.0	2.4	0.0	10.9			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	671	2377	0	0	1551		468	0	416			
V/C Ratio(X)	0.92	0.45	0.00	0.00	0.56		0.10	0.00	0.42			
Avail Cap(c_a), veh/h	922	2377	0	0	1551		468	0	416			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.62	0.62	0.00	0.00	0.65	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	36.1	0.0	0.0	0.0	25.7	0.0	33.9	0.0	37.0			
Incr Delay (d2), s/veh	6.2	0.4	0.0	0.0	0.9	0.0	0.4	0.0	3.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.0	0.1	0.0	0.0	9.0	0.0	1.1	0.0	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.4	0.0	0.0	26.6	0.0	34.3	0.0	40.1			
LnGrp LOS	D	A	A	A	C		C	A	D			
Approach Vol, veh/h		1696			865	A		222				
Approach Delay, s/veh		15.6			26.6			38.9				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		84.0			27.5	56.5		36.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		79.0			31.5	43.0		31.0				
Max Q Clear Time (g_c+I1), s		2.0			22.0	23.6		12.9				
Green Ext Time (p_c), s		5.3			0.9	3.5		0.7				

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

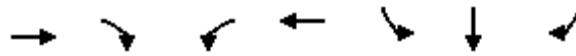
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

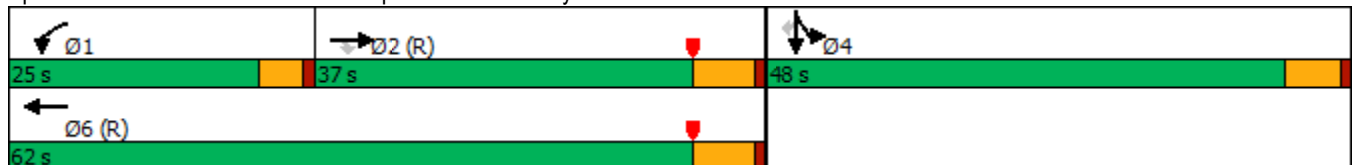


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑	↖↗	↑↑↑↑	↖↗	↖	↑
Traffic Volume (vph)	1478	655	620	1211	2102	2	305
Future Volume (vph)	1478	655	620	1211	2102	2	305
Turn Type	NA	Perm	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		2					4
Detector Phase	2	2	1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	37.0	37.0	25.0	62.0	48.0	48.0	48.0
Total Split (%)	33.6%	33.6%	22.7%	56.4%	43.6%	43.6%	43.6%
Yellow Time (s)	5.0	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	31.0	31.0	20.5	56.0	42.5	42.5	42.5
Actuated g/C Ratio	0.28	0.28	0.19	0.51	0.39	0.39	0.39
v/c Ratio	0.93	0.71	0.93	0.42	0.97	0.96	0.40
Control Delay	49.7	7.3	49.8	12.4	50.8	58.2	20.0
Queue Delay	0.0	0.0	0.0	0.2	42.8	44.0	0.0
Total Delay	49.7	7.3	49.8	12.6	93.6	102.1	20.0
LOS	D	A	D	B	F	F	B
Approach Delay	36.7			25.2		86.7	
Approach LOS	D			C		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 52.3
 Intersection LOS: D
 Intersection Capacity Utilization 228.1%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↖	↙	↗
Traffic Volume (veh/h)	0	1478	655	620	1211	0	0	0	0	2102	2	305
Future Volume (veh/h)	0	1478	655	620	1211	0	0	0	0	2102	2	305
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1493	500	626	1223	0				2124	0	303
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1606	454	674	2902	0				2097	0	622
Arrive On Green	0.00	0.37	0.28	0.24	0.66	0.00				0.50	0.00	0.50
Sat Flow, veh/h	0	5700	1610	3619	5700	0				5429	0	1610
Grp Volume(v), veh/h	0	1493	500	626	1223	0				2124	0	303
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	27.7	31.0	18.6	11.1	0.0				42.5	0.0	13.6
Cycle Q Clear(g_c), s	0.0	27.7	31.0	18.6	11.1	0.0				42.5	0.0	13.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1606	454	674	2902	0				2097	0	622
V/C Ratio(X)	0.00	0.93	1.10	0.93	0.42	0.00				1.01	0.00	0.49
Avail Cap(c_a), veh/h	0	1606	454	674	2902	0				2097	0	622
HCM Platoon Ratio	1.00	1.30	1.00	1.30	1.30	1.00				1.30	1.30	1.30
Upstream Filter(I)	0.00	0.53	0.53	0.84	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.8	39.5	41.0	11.0	0.0				27.4	0.0	20.2
Incr Delay (d2), s/veh	0.0	6.5	62.5	16.9	0.4	0.0				22.8	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.8	19.3	8.9	3.8	0.0				19.3	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.3	102.0	57.8	11.4	0.0				50.2	0.0	22.9
LnGrp LOS	A	D	F	E	B	A				F	A	C
Approach Vol, veh/h		1993			1849						2427	
Approach Delay, s/veh		55.8			27.1						46.8	
Approach LOS		E			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.0	37.0		48.0		62.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	20.5	31.0		42.5		56.0						
Max Q Clear Time (g_c+I1), s	20.6	33.0		44.5		13.1						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.8						

Intersection Summary

HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

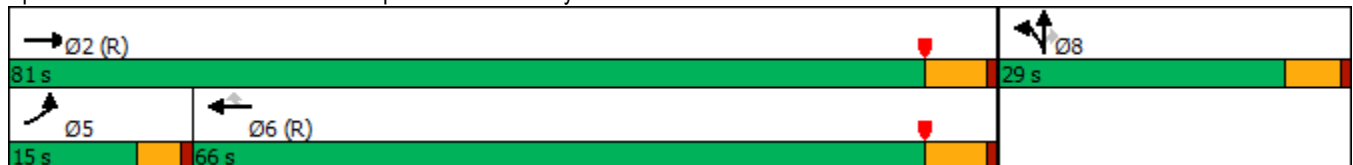


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶↶	↶↶↶	↶↶↶	↷	↶	↶	↷
Traffic Volume (vph)	432	3149	1319	1661	511	2	603
Future Volume (vph)	432	3149	1319	1661	511	2	603
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	15.0	81.0	66.0	66.0	29.0	29.0	29.0
Total Split (%)	13.6%	73.6%	60.0%	60.0%	26.4%	26.4%	26.4%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	10.5	75.0	60.0	60.0	23.5	23.5	23.5
Actuated g/C Ratio	0.10	0.68	0.55	0.55	0.21	0.21	0.21
v/c Ratio	1.33	0.92	0.48	1.40	0.72	0.72	1.54
Control Delay	181.0	19.2	16.1	203.7	52.5	52.9	285.1
Queue Delay	0.0	45.6	0.0	0.0	0.0	0.0	0.0
Total Delay	181.0	64.8	16.1	203.7	52.5	52.9	285.1
LOS	F	E	B	F	D	D	F
Approach Delay		78.8	120.7			178.3	
Approach LOS		E	F			F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.54
 Intersection Signal Delay: 109.5
 Intersection LOS: F
 Intersection Capacity Utilization 228.1%
 ICU Level of Service H
 Analysis Period (min) 15

























Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  							
Traffic Volume (veh/h)	432	3149	0	0	1319	1661	511	2	603	0	0	0
Future Volume (veh/h)	432	3149	0	0	1319	1661	511	2	603	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	445	3246	0	0	1360	0	528	0	426			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	335	3537	0	0	2829		773	0	344			
Arrive On Green	0.10	0.68	0.00	0.00	0.55	0.00	0.21	0.00	0.21			
Sat Flow, veh/h	3510	5358	0	0	5358	1610	3619	0	1610			
Grp Volume(v), veh/h	445	3246	0	0	1360	0	528	0	426			
Grp Sat Flow(s),veh/h/ln	1755	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	10.5	58.5	0.0	0.0	17.8	0.0	14.8	0.0	23.5			
Cycle Q Clear(g_c), s	10.5	58.5	0.0	0.0	17.8	0.0	14.8	0.0	23.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	335	3537	0	0	2829		773	0	344			
V/C Ratio(X)	1.33	0.92	0.00	0.00	0.48		0.68	0.00	1.24			
Avail Cap(c_a), veh/h	335	3537	0	0	2829		773	0	344			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.21	0.21	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	49.8	14.9	0.0	0.0	15.4	0.0	39.8	0.0	43.2			
Incr Delay (d2), s/veh	152.0	1.2	0.0	0.0	0.6	0.0	2.5	0.0	129.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.5	17.5	0.0	0.0	6.3	0.0	6.6	0.0	21.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	201.8	16.0	0.0	0.0	16.0	0.0	42.3	0.0	173.0			
LnGrp LOS	F	B	A	A	B		D	A	F			
Approach Vol, veh/h		3691			1360	A		954				
Approach Delay, s/veh		38.4			16.0			100.7				
Approach LOS		D			B			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		81.0			15.0	66.0		29.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		75.0			10.5	60.0		23.5				
Max Q Clear Time (g_c+I1), s		60.5			12.5	19.8		25.5				
Green Ext Time (p_c), s		12.8			0.0	6.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

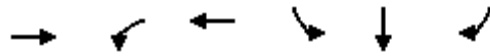
Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

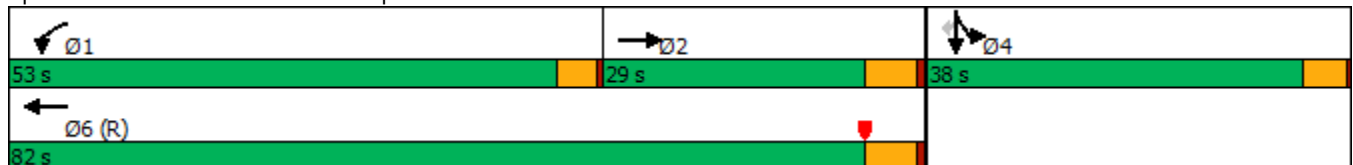


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	492	901	682	747	0	71
Future Volume (vph)	492	901	682	747	0	71
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	29.0	53.0	82.0	38.0	38.0	38.0
Total Split (%)	24.2%	44.2%	68.3%	31.7%	31.7%	31.7%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	35.7	39.5	79.2	30.8	30.8	30.8
Actuated g/C Ratio	0.30	0.33	0.66	0.26	0.26	0.26
v/c Ratio	0.65	0.82	0.30	0.88	0.88	0.17
Control Delay	39.6	48.8	4.3	63.1	63.1	8.1
Queue Delay	0.0	0.4	0.2	1.8	1.8	0.0
Total Delay	39.6	49.2	4.5	65.0	65.0	8.1
LOS	D	D	A	E	E	A
Approach Delay	39.6		30.0		60.0	
Approach LOS	D		C		E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 40.1
 Intersection LOS: D
 Intersection Capacity Utilization 135.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	492	166	901	682	0	0	0	0	747	0	71
Future Volume (veh/h)	0	492	166	901	682	0	0	0	0	747	0	71
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	535	98	979	741	0				812	0	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	964	176	1070	2422	0				899	0	397
Arrive On Green	0.00	0.31	0.31	0.49	1.00	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3124	570	3619	3800	0				3619	0	1600
Grp Volume(v), veh/h	0	324	309	979	741	0				812	0	55
Grp Sat Flow(s),veh/h/ln	0	1900	1794	1810	1900	0				1810	0	1600
Q Serve(g_s), s	0.0	17.1	17.2	30.0	0.0	0.0				26.1	0.0	3.2
Cycle Q Clear(g_c), s	0.0	17.1	17.2	30.0	0.0	0.0				26.1	0.0	3.2
Prop In Lane	0.00		0.32	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	586	553	1070	2423	0				899	0	397
V/C Ratio(X)	0.00	0.55	0.56	0.91	0.31	0.00				0.90	0.00	0.14
Avail Cap(c_a), veh/h	0	586	553	1478	2423	0				1010	0	447
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.55	0.55	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.6	34.6	29.0	0.0	0.0				43.7	0.0	35.1
Incr Delay (d2), s/veh	0.0	3.7	4.0	4.2	0.2	0.0				10.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.1	7.8	10.0	0.1	0.0				12.5	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.3	38.7	33.2	0.2	0.0				54.2	0.0	35.3
LnGrp LOS	A	D	D	C	A	A				D	A	D
Approach Vol, veh/h		633			1720						867	
Approach Delay, s/veh		38.5			19.0						53.0	
Approach LOS		D			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	39.5	42.5		34.3		82.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	49.0	23.5		33.5		76.5						
Max Q Clear Time (g_c+I1), s	32.0	19.2		28.1		2.0						
Green Ext Time (p_c), s	3.5	0.9		1.7		3.0						

Intersection Summary

HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection			
Intersection Delay, s/veh	11.0		
Intersection LOS	B		
Approach	EB	WB	NB
Entry Lanes	4	3	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	0	212
Demand Flow Rate, veh/h	0	0	212
Vehicles Circulating, veh/h	13	153	1143
Vehicles Exiting, veh/h	2030	1202	192
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	11.0
Approach LOS	-	-	B
Lane	Left	Right	
Designated Moves	L	TR	
Assumed Moves	L	TR	
RT Channelized			
Lane Util	0.722	0.278	
Follow-Up Headway, s	2.535	2.535	
Critical Headway, s	4.544	4.544	
Entry Flow, veh/h	153	59	
Cap Entry Lane, veh/h	502	502	
Entry HV Adj Factor	1.000	1.000	
Flow Entry, veh/h	153	59	
Cap Entry, veh/h	502	502	
V/C Ratio	0.305	0.118	
Control Delay, s/veh	11.8	8.7	
LOS	B	A	
95th %tile Queue, veh	1	0	

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

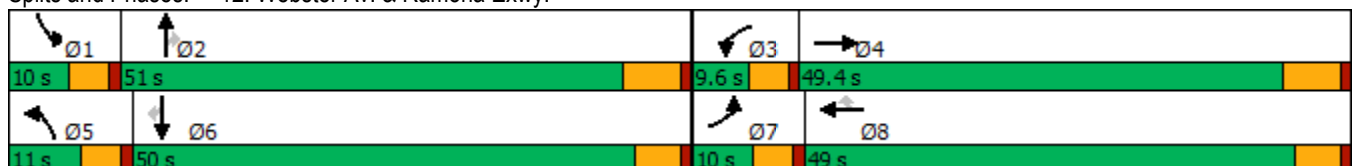


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖	↕↔	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	198	3012	30	2733	56	234	29	20	104	50	180
Future Volume (vph)	198	3012	30	2733	56	234	29	20	104	50	180
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	10.0	49.4	9.6	49.0	49.0	11.0	51.0	51.0	10.0	50.0	50.0
Total Split (%)	8.3%	41.2%	8.0%	40.8%	40.8%	9.2%	42.5%	42.5%	8.3%	41.7%	41.7%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	48.0	5.1	44.6	44.6	6.5	15.5	15.5	12.4	15.6	15.6
Actuated g/C Ratio	0.06	0.52	0.06	0.49	0.49	0.07	0.17	0.17	0.14	0.17	0.17
v/c Ratio	0.99	1.13	0.32	1.06	0.07	1.98	0.10	0.06	0.46	0.17	0.53
Control Delay	104.7	86.4	54.5	61.2	0.3	494.2	30.5	0.3	51.0	31.7	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.7	86.4	54.5	61.2	0.3	494.2	30.5	0.3	51.0	31.7	19.5
LOS	F	F	D	E	A	F	C	A	D	C	B
Approach Delay		87.5		59.9			411.4			31.1	
Approach LOS		F		E			F			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 91.8
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.98
 Intersection Signal Delay: 86.8
 Intersection LOS: F
 Intersection Capacity Utilization 98.9%
 ICU Level of Service F
 Analysis Period (min) 15






























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  						 	
Traffic Volume (veh/h)	198	3012	101	30	2733	56	234	29	20	104	50	180
Future Volume (veh/h)	198	3012	101	30	2733	56	234	29	20	104	50	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	213	3239	98	32	2939	32	252	31	17	112	54	-188
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	2967	89	56	2893	817	134	224	189	113	202	171
Arrive On Green	0.06	0.54	0.54	0.03	0.51	0.51	0.07	0.12	0.12	0.06	0.11	0.00
Sat Flow, veh/h	3619	5506	165	1810	5700	1610	1810	1900	1606	1810	1900	1610
Grp Volume(v), veh/h	213	2225	1112	32	2939	32	252	31	17	112	54	-188
Grp Sat Flow(s),veh/h/ln	1810	1900	1870	1810	1900	1610	1810	1900	1606	1810	1900	1610
Q Serve(g_s), s	5.1	46.6	46.6	1.5	43.9	0.9	6.4	1.3	0.8	5.4	2.3	0.0
Cycle Q Clear(g_c), s	5.1	46.6	46.6	1.5	43.9	0.9	6.4	1.3	0.8	5.4	2.3	0.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	2048	1008	56	2893	817	134	224	189	113	202	171
V/C Ratio(X)	0.94	1.09	1.10	0.57	1.02	0.04	1.88	0.14	0.09	0.99	0.27	-1.10
Avail Cap(c_a), veh/h	226	2048	1008	105	2893	817	134	984	832	113	986	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.4	19.9	19.9	41.3	21.3	10.7	40.0	34.2	34.0	40.5	35.6	0.0
Incr Delay (d2), s/veh	43.6	47.8	61.1	3.4	20.8	0.0	423.8	0.3	0.2	81.7	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	29.8	33.1	0.7	21.3	0.3	18.5	0.6	0.3	4.9	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.0	67.7	81.0	44.7	42.1	10.7	463.9	34.5	34.2	122.3	36.3	0.0
LnGrp LOS	F	F	F	D	F	B	F	C	C	F	D	A
Approach Vol, veh/h		3550			3003			300				-22
Approach Delay, s/veh		72.9			41.8			395.1				0.0
Approach LOS		E			D			F				A
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	16.4	7.3	52.8	11.0	15.4	10.0	50.1				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	44.8	5.0	43.2	6.4	* 45	5.4	* 44				
Max Q Clear Time (g_c+I1), s	7.4	3.3	3.5	48.6	8.4	4.3	7.1	45.9				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	73.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

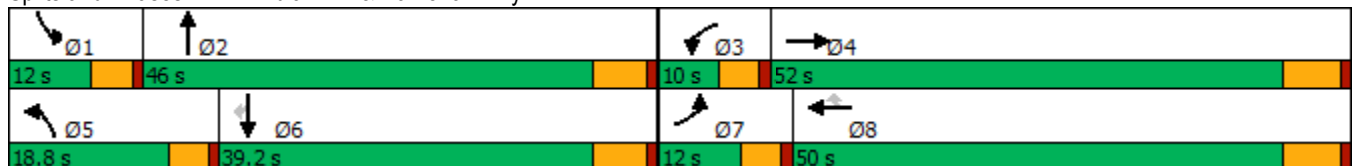


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖	↕↔	↖	↖	↕↔	↖	↕↔	↖
Traffic Volume (vph)	398	2988	137	2229	162	191	220	205	187	168
Future Volume (vph)	398	2988	137	2229	162	191	220	205	187	168
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	12.0	52.0	10.0	50.0	50.0	18.8	46.0	12.0	39.2	39.2
Total Split (%)	10.0%	43.3%	8.3%	41.7%	41.7%	15.7%	38.3%	10.0%	32.7%	32.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	46.1	5.4	44.1	44.1	13.9	20.4	7.4	14.0	14.0
Actuated g/C Ratio	0.07	0.46	0.05	0.44	0.44	0.14	0.20	0.07	0.14	0.14
v/c Ratio	1.53	1.25	1.44	0.91	0.21	0.79	0.35	1.57	0.36	0.48
Control Delay	287.6	144.5	285.5	34.0	5.1	65.7	32.1	323.1	40.5	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	287.6	144.5	285.5	34.0	5.1	65.7	32.1	323.1	40.5	12.5
LOS	F	F	F	C	A	E	C	F	D	B
Approach Delay		160.4		45.8			46.3		135.5	
Approach LOS		F		D			D		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.57
 Intersection Signal Delay: 110.6
 Intersection LOS: F
 Intersection Capacity Utilization 107.1%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	398	2988	197	137	2229	162	191	220	41	205	187	168
Future Volume (veh/h)	398	2988	197	137	2229	162	191	220	41	205	187	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	406	3049	68	140	2274	109	195	224	-9	209	191	69
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	284	2697	60	104	2646	748	229	586	0	142	403	171
Arrive On Green	0.10	0.63	0.49	0.07	0.60	0.46	0.13	0.15	0.00	0.08	0.11	0.11
Sat Flow, veh/h	3619	5555	123	1810	5700	1610	1810	3800	0	1810	3800	1610
Grp Volume(v), veh/h	406	2078	1039	140	2274	109	195	215	0	209	191	69
Grp Sat Flow(s),veh/h/ln	1810	1900	1878	1810	1900	1610	1810	1900	0	1810	1900	1610
Q Serve(g_s), s	7.4	45.8	45.8	5.4	31.0	3.7	10.0	4.8	0.0	7.4	4.5	3.8
Cycle Q Clear(g_c), s	7.4	45.8	45.8	5.4	31.0	3.7	10.0	4.8	0.0	7.4	4.5	3.8
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	1845	912	104	2646	748	229	586	0	142	403	171
V/C Ratio(X)	1.43	1.13	1.14	1.35	0.86	0.15	0.85	0.37	0.00	1.47	0.47	0.40
Avail Cap(c_a), veh/h	284	1845	912	104	2646	748	272	1619	0	142	1345	570
HCM Platoon Ratio	1.30	1.30	1.00	1.30	1.30	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	17.4	17.8	43.7	16.2	14.5	40.3	35.8	0.0	43.5	39.7	39.4
Incr Delay (d2), s/veh	212.8	64.5	76.1	208.9	3.1	0.1	17.1	0.4	0.0	246.7	0.9	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	28.4	31.5	8.3	9.4	1.2	5.4	2.2	0.0	12.9	2.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	255.1	81.9	94.0	252.5	19.2	14.6	57.5	36.2	0.0	290.1	40.6	40.9
LnGrp LOS	F	F	F	F	B	B	E	D	A	F	D	D
Approach Vol, veh/h		3523			2523			410			469	
Approach Delay, s/veh		105.5			32.0			46.3			151.8	
Approach LOS		F			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	20.3	10.0	52.0	16.5	15.8	12.0	50.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	7.4	40.2	5.4	45.8	14.2	33.4	7.4	43.8				
Max Q Clear Time (g_c+I1), s	9.4	6.8	7.4	47.8	12.0	6.5	9.4	33.0				
Green Ext Time (p_c), s	0.0	1.3	0.0	0.0	0.1	1.3	0.0	9.2				
Intersection Summary												
HCM 6th Ctrl Delay				78.3								
HCM 6th LOS				E								

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

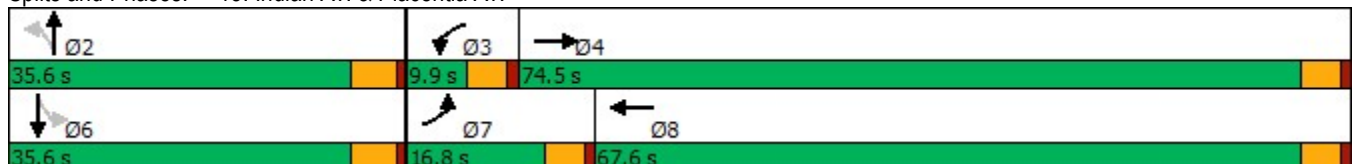


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	127	1115	33	1168	50	98	120	270
Future Volume (vph)	127	1115	33	1168	50	98	120	270
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	16.8	74.5	9.9	67.6	35.6	35.6	35.6	35.6
Total Split (%)	14.0%	62.1%	8.3%	56.3%	29.7%	29.7%	29.7%	29.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	11.2	73.3	5.3	63.2	25.4	25.4	25.4	25.4
Actuated g/C Ratio	0.10	0.64	0.05	0.55	0.22	0.22	0.22	0.22
v/c Ratio	0.78	0.57	0.44	0.67	0.82	0.16	0.46	0.80
Control Delay	80.2	14.2	71.7	20.9	113.2	30.5	44.0	40.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.2	14.2	71.7	20.9	113.2	30.5	44.0	40.0
LOS	F	B	E	C	F	C	D	D
Approach Delay		20.4		22.2		54.9		40.6
Approach LOS		C		C		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.1
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 27.0
 Intersection LOS: C
 Intersection Capacity Utilization 84.5%
 ICU Level of Service E
 Analysis Period (min) 15

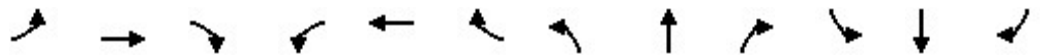
Splits and Phases: 15: Indian Av. & Placentia Av.



HCM 6th Signalized Intersection Summary
15: Indian Av. & Placentia Av.

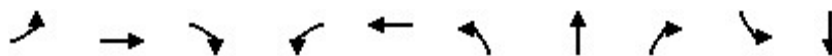
Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕		↖	↕	
Traffic Volume (veh/h)	127	1115	98	33	1168	50	50	98	20	120	270	360
Future Volume (veh/h)	127	1115	98	33	1168	50	50	98	20	120	270	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	1212	53	36	1270	43	54	107	0	130	293	348
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	165	2089	91	53	1892	64	103	928	0	367	464	414
Arrive On Green	0.09	0.59	0.59	0.03	0.53	0.53	0.26	0.26	0.00	0.26	0.26	0.26
Sat Flow, veh/h	1810	3523	154	1810	3563	121	801	3705	0	1307	1805	1610
Grp Volume(v), veh/h	138	621	644	36	643	670	54	107	0	130	293	348
Grp Sat Flow(s),veh/h/ln	1810	1805	1872	1810	1805	1878	801	1805	0	1307	1805	1610
Q Serve(g_s), s	8.9	25.3	25.3	2.3	30.8	30.8	6.2	2.7	0.0	10.0	17.1	24.3
Cycle Q Clear(g_c), s	8.9	25.3	25.3	2.3	30.8	30.8	30.5	2.7	0.0	12.7	17.1	24.3
Prop In Lane	1.00		0.08	1.00		0.06	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	165	1070	1110	53	959	998	103	928	0	367	464	414
V/C Ratio(X)	0.84	0.58	0.58	0.68	0.67	0.67	0.53	0.12	0.00	0.35	0.63	0.84
Avail Cap(c_a), veh/h	186	1070	1110	81	959	998	103	928	0	367	464	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	15.0	15.0	57.0	20.2	20.3	56.9	33.7	0.0	38.6	39.1	41.7
Incr Delay (d2), s/veh	22.5	2.3	2.2	5.6	3.7	3.6	4.9	0.1	0.0	0.6	2.8	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	10.8	11.2	1.2	13.8	14.3	1.8	1.2	0.0	3.2	7.8	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	17.3	17.2	62.6	24.0	23.9	61.8	33.8	0.0	39.2	41.8	56.1
LnGrp LOS	E	B	B	E	C	C	E	C	A	D	D	E
Approach Vol, veh/h		1403			1349			161			771	
Approach Delay, s/veh		23.0			25.0			43.2			47.8	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.6	8.1	74.9		35.6	15.4	67.6				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		30.5	5.3	69.9		30.5	12.2	63.0				
Max Q Clear Time (g_c+I1), s		32.5	4.3	27.3		26.3	10.9	32.8				
Green Ext Time (p_c), s		0.0	0.0	12.5		1.7	0.0	11.9				
Intersection Summary												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									

Timings
16: Perris Bl. & Iris Av.

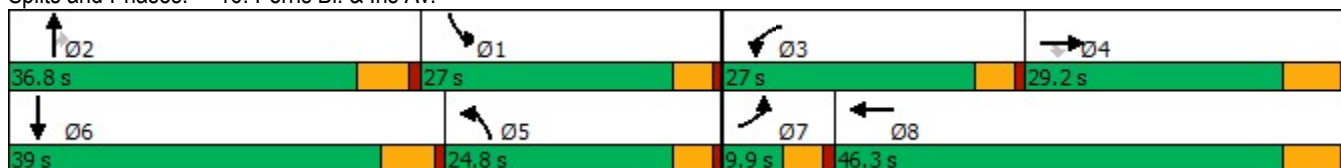


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑
Traffic Volume (vph)	26	592	162	325	507	242	920	301	271	1060
Future Volume (vph)	26	592	162	325	507	242	920	301	271	1060
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	9.9	29.2	29.2	27.0	46.3	24.8	36.8	36.8	27.0	39.0
Total Split (%)	8.3%	24.3%	24.3%	22.5%	38.6%	20.7%	30.7%	30.7%	22.5%	32.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.2	21.6	21.6	22.6	43.2	18.2	26.9	26.9	20.6	29.3
Actuated g/C Ratio	0.05	0.19	0.19	0.20	0.38	0.16	0.24	0.24	0.18	0.26
v/c Ratio	0.33	0.84	0.39	0.93	0.46	0.86	0.70	0.55	0.85	0.76
Control Delay	65.7	56.4	11.6	79.4	28.1	74.2	42.5	13.0	69.6	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	56.4	11.6	79.4	28.1	74.2	42.5	13.0	69.6	42.5
LOS	E	E	B	E	C	E	D	B	E	D
Approach Delay		47.4			45.5		41.7			47.9
Approach LOS		D			D		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 45.3
 Intersection LOS: D
 Intersection Capacity Utilization 86.6%
 ICU Level of Service E
 Analysis Period (min) 15

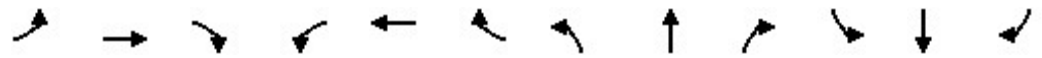
Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	
Traffic Volume (veh/h)	26	592	162	325	507	127	242	920	301	271	1060	24
Future Volume (veh/h)	26	592	162	325	507	127	242	920	301	271	1060	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	610	141	335	523	57	249	948	145	279	1093	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	736	311	362	1237	134	279	1274	358	321	1386	18
Arrive On Green	0.04	0.29	0.29	0.30	0.55	0.55	0.23	0.34	0.34	0.27	0.37	0.37
Sat Flow, veh/h	1810	3800	1608	1810	3365	366	1810	5700	1599	1810	5615	72
Grp Volume(v), veh/h	27	610	141	335	295	285	249	948	145	279	740	367
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1831	1810	1900	1599	1810	1900	1887
Q Serve(g_s), s	1.5	15.5	5.0	18.5	9.4	9.4	13.8	15.2	4.4	15.2	17.9	17.9
Cycle Q Clear(g_c), s	1.5	15.5	5.0	18.5	9.4	9.4	13.8	15.2	4.4	15.2	17.9	17.9
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	47	736	311	362	698	673	279	1274	358	321	938	466
V/C Ratio(X)	0.57	0.83	0.45	0.93	0.42	0.42	0.89	0.74	0.41	0.87	0.79	0.79
Avail Cap(c_a), veh/h	93	847	358	393	739	712	354	1713	481	393	1223	607
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	35.0	14.8	35.4	16.7	16.8	38.8	31.7	10.9	36.7	30.1	30.1
Incr Delay (d2), s/veh	4.0	6.2	1.0	25.7	0.4	0.4	17.9	1.2	0.7	14.1	2.6	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.7	2.6	9.3	3.4	3.3	6.7	6.0	2.5	7.0	7.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	41.1	15.8	61.0	17.1	17.2	56.7	32.9	11.6	50.8	32.7	35.3
LnGrp LOS	D	D	B	E	B	B	E	C	B	D	C	D
Approach Vol, veh/h		778			915			1342			1386	
Approach Delay, s/veh		37.0			33.2			35.0			37.0	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.9	28.9	25.2	26.2	20.5	31.3	7.3	44.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	22.4	31.0	22.4	23.0	20.2	33.2	5.3	40.1				
Max Q Clear Time (g_c+I1), s	17.2	17.2	20.5	17.5	15.8	19.9	3.5	11.4				
Green Ext Time (p_c), s	0.2	5.5	0.1	2.0	0.1	5.5	0.0	3.2				

Intersection Summary

HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

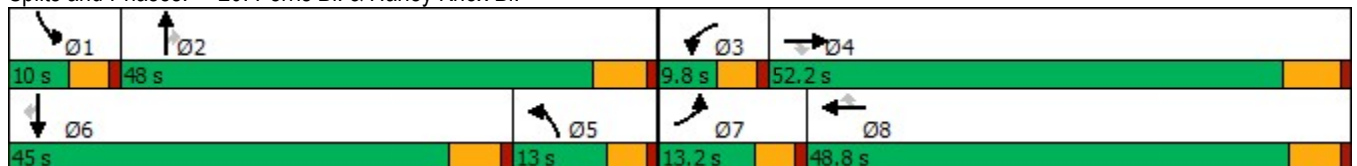
02/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	374	340	126	11	505	117	79	1024	16	148	1267	360	
Future Volume (vph)	374	340	126	11	505	117	79	1024	16	148	1267	360	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases			4			8			2			6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	47.8	47.8	9.6	42.8	42.8	
Total Split (s)	13.2	52.2	52.2	9.8	48.8	48.8	13.0	48.0	48.0	10.0	45.0	45.0	
Total Split (%)	11.0%	43.5%	43.5%	8.2%	40.7%	40.7%	10.8%	40.0%	40.0%	8.3%	37.5%	37.5%	
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	9.0	31.1	31.1	5.3	19.2	19.2	6.7	33.9	33.9	5.6	35.6	35.6	
Actuated g/C Ratio	0.10	0.35	0.35	0.06	0.21	0.21	0.07	0.38	0.38	0.06	0.40	0.40	
v/c Ratio	1.16	0.30	0.21	0.06	0.49	0.27	0.33	0.57	0.02	0.73	0.67	0.50	
Control Delay	137.6	23.3	3.2	49.1	32.3	3.4	48.2	23.8	0.1	65.3	26.0	11.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	137.6	23.3	3.2	49.1	32.3	3.4	48.2	23.8	0.1	65.3	26.0	11.6	
LOS	F	C	A	D	C	A	D	C	A	E	C	B	
Approach Delay		71.2			27.3			25.2			26.3		
Approach LOS		E			C			C			C		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 89.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 34.8
 Intersection LOS: C
 Intersection Capacity Utilization 66.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	374	340	126	11	505	117	79	1024	16	148	1267	360
Future Volume (veh/h)	374	340	126	11	505	117	79	1024	16	148	1267	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	407	370	76	12	549	73	86	1113	13	161	1377	261
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	384	966	431	51	897	275	189	1972	612	239	1966	610
Arrive On Green	0.11	0.27	0.27	0.01	0.17	0.17	0.05	0.38	0.38	0.07	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	5187	1589	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	407	370	76	12	549	73	86	1113	13	161	1377	261
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1589	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	8.6	6.6	2.0	0.3	7.7	3.1	1.9	13.3	0.4	3.5	17.7	5.8
Cycle Q Clear(g_c), s	8.6	6.6	2.0	0.3	7.7	3.1	1.9	13.3	0.4	3.5	17.7	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	384	966	431	51	897	275	189	1972	612	239	1966	610
V/C Ratio(X)	1.06	0.38	0.18	0.23	0.61	0.27	0.45	0.56	0.02	0.67	0.70	0.43
Avail Cap(c_a), veh/h	384	2111	942	232	2836	869	375	2783	864	241	2585	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	23.5	11.4	38.3	30.1	28.2	36.1	19.2	15.2	35.8	20.6	6.8
Incr Delay (d2), s/veh	62.8	0.2	0.2	0.9	0.7	0.5	0.6	0.3	0.0	5.8	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	2.6	1.0	0.1	3.0	1.1	0.8	4.8	0.1	1.6	6.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.8	23.8	11.6	39.2	30.8	28.7	36.7	19.5	15.3	41.6	21.2	7.2
LnGrp LOS	F	C	B	D	C	C	D	B	B	D	C	A
Approach Vol, veh/h		853			634			1212			1799	
Approach Delay, s/veh		58.0			30.7			20.7			21.0	
Approach LOS		E			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	35.7	5.8	27.2	10.0	35.6	13.2	19.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	42.2	5.2	46.0	8.4	* 39	8.6	* 43				
Max Q Clear Time (g_c+I1), s	5.5	15.3	2.3	8.6	3.9	19.7	10.6	9.7				
Green Ext Time (p_c), s	0.0	8.2	0.0	2.5	0.0	10.1	0.0	3.9				

Intersection Summary

HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

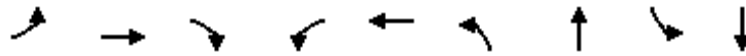
Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

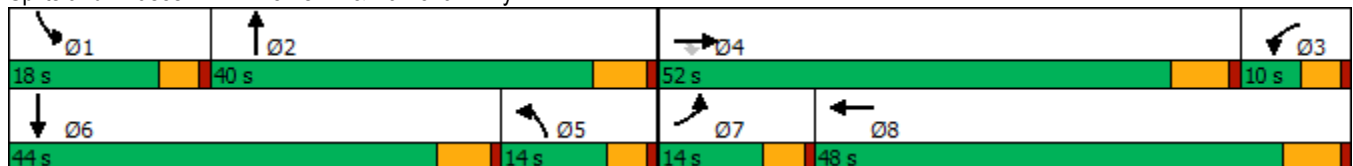


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑↑↑	↔↔	↑↑↑
Traffic Volume (vph)	319	2532	384	152	1874	351	510	489	768
Future Volume (vph)	319	2532	384	152	1874	351	510	489	768
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	9.6	41.8
Total Split (s)	14.0	52.0	52.0	10.0	48.0	14.0	40.0	18.0	44.0
Total Split (%)	11.7%	43.3%	43.3%	8.3%	40.0%	11.7%	33.3%	15.0%	36.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.4	45.9	45.9	5.4	41.9	9.6	23.6	13.4	27.4
Actuated g/C Ratio	0.09	0.42	0.42	0.05	0.38	0.09	0.22	0.12	0.25
v/c Ratio	1.06	1.09	0.50	0.88	1.05	1.15	0.59	1.14	0.73
Control Delay	117.2	81.0	12.6	95.5	66.6	141.6	36.5	131.0	38.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.2	81.0	12.6	95.5	66.6	141.6	36.5	131.0	38.1
LOS	F	F	B	F	E	F	D	F	D
Approach Delay		76.5			68.5		71.4		68.6
Approach LOS		E			E		E		E

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 109.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 72.1	Intersection LOS: E
Intersection Capacity Utilization 102.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)
 06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑↑		↔↔	↑↑↑	↗
Traffic Volume (veh/h)	319	2532	384	152	1874	308	351	510	195	489	768	233
Future Volume (veh/h)	319	2532	384	152	1874	308	351	510	195	489	768	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	329	2610	272	157	1932	194	362	526	150	504	792	166
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	2357	665	176	1998	199	307	906	251	438	1081	224
Arrive On Green	0.08	0.41	0.41	0.05	0.39	0.39	0.08	0.21	0.21	0.12	0.24	0.24
Sat Flow, veh/h	3619	5700	1608	3619	5098	508	3619	4295	1189	3619	4575	950
Grp Volume(v), veh/h	329	2610	272	157	1436	690	362	464	212	504	657	301
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1806	1810	1900	1684	1810	1900	1725
Q Serve(g_s), s	9.4	45.8	13.2	4.8	40.9	41.6	9.4	12.1	12.6	13.4	17.7	17.9
Cycle Q Clear(g_c), s	9.4	45.8	13.2	4.8	40.9	41.6	9.4	12.1	12.6	13.4	17.7	17.9
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.71	1.00		0.55
Lane Grp Cap(c), veh/h	307	2357	665	176	1489	708	307	802	355	438	898	407
V/C Ratio(X)	1.07	1.11	0.41	0.89	0.96	0.97	1.18	0.58	0.60	1.15	0.73	0.74
Avail Cap(c_a), veh/h	307	2357	665	176	1489	708	307	1173	520	438	1311	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	32.5	22.9	52.4	32.9	33.1	50.7	39.3	39.5	48.7	39.1	39.1
Incr Delay (d2), s/veh	71.5	55.2	0.4	37.4	15.7	27.5	108.9	0.7	1.6	91.3	1.2	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	31.1	4.7	3.0	20.5	22.1	8.8	5.5	5.2	11.4	8.1	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.2	87.7	23.3	89.8	48.6	60.7	159.6	39.9	41.1	140.0	40.2	41.9
LnGrp LOS	F	F	C	F	D	E	F	D	D	F	D	D
Approach Vol, veh/h		3211			2283			1038			1462	
Approach Delay, s/veh		85.8			55.1			81.9			75.0	
Approach LOS		F			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	29.2	11.6	52.0	15.2	32.0	14.0	49.6				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	13.4	34.2	5.4	* 46	9.4	* 38	9.4	41.8				
Max Q Clear Time (g_c+I1), s	15.4	14.6	6.8	47.8	11.4	19.9	11.4	43.6				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	5.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	74.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

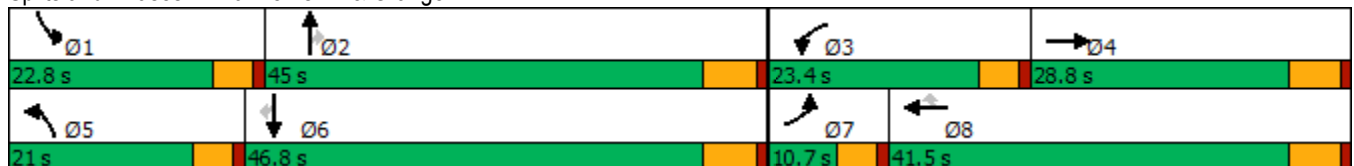
06/02/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	27	371	252	260	93	251	775	232	199	1057	55
Future Volume (vph)	27	371	252	260	93	251	775	232	199	1057	55
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.7	28.8	23.4	41.5	41.5	21.0	45.0	45.0	22.8	46.8	46.8
Total Split (%)	8.9%	24.0%	19.5%	34.6%	34.6%	17.5%	37.5%	37.5%	19.0%	39.0%	39.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.7	22.4	18.6	39.3	39.3	16.4	39.7	39.7	16.5	39.8	39.8
Actuated g/C Ratio	0.05	0.19	0.16	0.33	0.33	0.14	0.34	0.34	0.14	0.34	0.34
v/c Ratio	0.33	0.94	0.94	0.23	0.17	1.06	0.68	0.35	0.84	0.92	0.09
Control Delay	65.5	58.2	91.2	30.5	5.5	124.1	37.5	5.1	77.7	51.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	58.2	91.2	30.5	5.5	124.1	37.5	5.1	77.7	51.2	0.3
LOS	E	E	F	C	A	F	D	A	E	D	A
Approach Delay		58.5		51.9			48.8			53.0	
Approach LOS		E		D			D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 52.5	Intersection LOS: D
Intersection Capacity Utilization 94.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘	↗	↗	↗↘	↗	↗	↗↘	↗
Traffic Volume (veh/h)	27	371	290	252	260	93	251	775	232	199	1057	55
Future Volume (veh/h)	27	371	290	252	260	93	251	775	232	199	1057	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	395	176	268	277	72	267	824	114	212	1124	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	452	199	290	1154	511	253	1243	553	240	1217	542
Arrive On Green	0.03	0.19	0.19	0.16	0.32	0.32	0.14	0.34	0.34	0.13	0.34	0.34
Sat Flow, veh/h	1810	2435	1071	1810	3610	1598	1810	3610	1606	1810	3610	1609
Grp Volume(v), veh/h	29	291	280	268	277	72	267	824	114	212	1124	36
Grp Sat Flow(s),veh/h/ln	1810	1805	1701	1810	1805	1598	1810	1805	1606	1810	1805	1609
Q Serve(g_s), s	1.9	18.4	18.8	17.1	6.6	3.8	16.4	22.8	5.9	13.5	35.2	1.8
Cycle Q Clear(g_c), s	1.9	18.4	18.8	17.1	6.6	3.8	16.4	22.8	5.9	13.5	35.2	1.8
Prop In Lane	1.00		0.63	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	47	335	316	290	1154	511	253	1243	553	240	1217	542
V/C Ratio(X)	0.62	0.87	0.89	0.92	0.24	0.14	1.06	0.66	0.21	0.88	0.92	0.07
Avail Cap(c_a), veh/h	94	354	333	290	1154	511	253	1243	553	281	1261	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	46.4	46.6	48.6	29.4	28.4	50.5	32.7	27.1	50.0	37.4	26.4
Incr Delay (d2), s/veh	4.8	19.5	22.9	33.1	0.1	0.1	72.0	1.3	0.2	22.0	11.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	9.8	9.7	10.2	2.8	1.4	12.3	9.7	2.2	7.4	16.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	65.9	69.5	81.7	29.5	28.6	122.5	34.0	27.3	71.9	48.6	26.4
LnGrp LOS	E	E	E	F	C	C	F	C	C	E	D	C
Approach Vol, veh/h		600			617			1205			1372	
Approach Delay, s/veh		67.4			52.1			53.0			51.6	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.2	46.2	23.4	27.6	21.0	45.4	7.7	43.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	18.2	39.2	18.8	23.0	16.4	41.0	6.1	35.7				
Max Q Clear Time (g_c+I1), s	15.5	24.8	19.1	20.8	18.4	37.2	3.9	8.6				
Green Ext Time (p_c), s	0.1	4.8	0.0	0.7	0.0	2.4	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↶	↷	↶↷	↷	↷↶		
Traffic Volume (vph)	46	457	586	11	4		
Future Volume (vph)	46	457	586	11	4		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	12.0	33.0	33.0	77.4	44.4	9.6	30.6
Total Split (%)	10.0%	27.5%	27.5%	64.5%	37.0%	8%	26%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	15.3	16.8	22.8	15.3		
Actuated g/C Ratio	0.16	0.29	0.32	0.43	0.29		
v/c Ratio	0.17	0.39	0.56	0.01	0.03		
Control Delay	31.9	0.9	21.6	7.5	0.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	31.9	0.9	21.6	7.5	0.1		
LOS	C	A	C	A	A		
Approach Delay				21.3	0.1		
Approach LOS				C	A		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 52.6
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 12.9
 Intersection LOS: B
 Intersection Capacity Utilization 46.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)
06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖↗	↗			↖↗	
Traffic Volume (veh/h)	46	0	457	0	0	0	586	11	0	0	4	34
Future Volume (veh/h)	46	0	457	0	0	0	586	11	0	0	4	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	49	0	327	0	0	0	623	12	0	0	4	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	493	418	5	173	0	851	871	0	0	181	161
Arrive On Green	0.05	0.00	0.26	0.00	0.00	0.00	0.24	0.46	0.00	0.00	0.10	0.10
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	3510	1900	0	0	1900	1610
Grp Volume(v), veh/h	49	0	327	0	0	0	623	12	0	0	4	30
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1755	1900	0	0	1805	1610
Q Serve(g_s), s	1.0	0.0	7.5	0.0	0.0	0.0	6.5	0.1	0.0	0.0	0.1	0.7
Cycle Q Clear(g_c), s	1.0	0.0	7.5	0.0	0.0	0.0	6.5	0.1	0.0	0.0	0.1	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	95	493	418	5	173	0	851	871	0	0	181	161
V/C Ratio(X)	0.52	0.00	0.78	0.00	0.00	0.00	0.73	0.01	0.00	0.00	0.02	0.19
Avail Cap(c_a), veh/h	337	1301	1103	228	1244	0	2510	3445	0	0	1772	1581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	13.7	0.0	0.0	0.0	13.9	5.9	0.0	0.0	16.1	16.4
Incr Delay (d2), s/veh	1.6	0.0	3.2	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.6	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	16.9	0.0	0.0	0.0	14.3	5.9	0.0	0.0	16.2	16.9
LnGrp LOS	B	A	B	A	A	A	B	A	A	A	B	B
Approach Vol, veh/h		376			0			635				34
Approach Delay, s/veh		17.3			0.0			14.2				16.8
Approach LOS		B						B				B
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		23.6	0.0	16.1	14.2	9.4	6.7	9.4				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		72.0	5.0	27.2	28.4	39.0	7.4	* 26				
Max Q Clear Time (g_c+I1), s		2.1	0.0	9.5	8.5	2.7	3.0	0.0				
Green Ext Time (p_c), s		0.0	0.0	1.0	1.1	0.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

06/02/2020

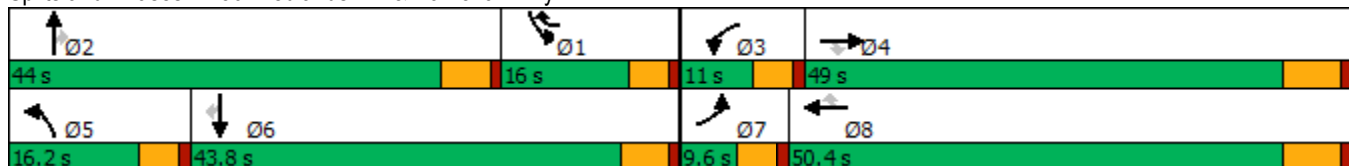


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑	↖	↖↗	↑	↖
Traffic Volume (vph)	71	3324	59	215	2353	380	72	78	190	391	41	85
Future Volume (vph)	71	3324	59	215	2353	380	72	78	190	391	41	85
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	9.6	9.6	41.4	41.4	9.6	23.4	23.4
Total Split (s)	9.6	49.0	49.0	11.0	50.4	16.0	16.2	44.0	44.0	16.0	43.8	43.8
Total Split (%)	8.0%	40.8%	40.8%	9.2%	42.0%	13.3%	13.5%	36.7%	36.7%	13.3%	36.5%	36.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	43.2	43.2	6.5	46.7	60.8	8.3	15.2	15.2	11.5	20.5	20.5
Actuated g/C Ratio	0.05	0.44	0.44	0.07	0.48	0.62	0.09	0.16	0.16	0.12	0.21	0.21
v/c Ratio	0.43	1.25	0.08	1.01	0.82	0.36	0.51	0.29	0.59	1.03	0.11	0.21
Control Delay	54.8	140.6	0.2	108.9	26.3	2.3	56.0	37.4	22.7	95.4	33.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	140.6	0.2	108.9	26.3	2.3	56.0	37.4	22.7	95.4	33.0	5.0
LOS	D	F	A	F	C	A	E	D	C	F	C	A
Approach Delay		136.4			29.2			33.1			75.6	
Approach LOS		F			C			C			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 83.7	Intersection LOS: F
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

























Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	3324	59	215	2353	380	72	78	190	391	41	85
Future Volume (veh/h)	71	3324	59	215	2353	380	72	78	190	391	41	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	3613	53	234	2558	277	78	85	148	425	45	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	3034	746	244	3183	983	101	206	175	434	351	298
Arrive On Green	0.05	0.46	0.46	0.07	0.49	0.49	0.06	0.11	0.11	0.12	0.18	0.18
Sat Flow, veh/h	3510	6536	1608	3510	6536	1610	1810	1900	1610	3510	1900	1610
Grp Volume(v), veh/h	77	3613	53	234	2558	277	78	85	148	425	45	65
Grp Sat Flow(s),veh/h/ln	1755	1634	1608	1755	1634	1610	1810	1900	1610	1755	1900	1610
Q Serve(g_s), s	2.0	42.8	1.7	6.1	30.4	1.9	3.9	3.8	6.7	11.1	1.8	3.2
Cycle Q Clear(g_c), s	2.0	42.8	1.7	6.1	30.4	1.9	3.9	3.8	6.7	11.1	1.8	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	164	3034	746	244	3183	983	101	206	175	434	351	298
V/C Ratio(X)	0.47	1.19	0.07	0.96	0.80	0.28	0.77	0.41	0.85	0.98	0.13	0.22
Avail Cap(c_a), veh/h	190	3034	746	244	3183	983	228	795	674	434	791	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	24.7	13.7	42.8	19.9	2.1	42.9	38.4	25.9	40.3	31.4	31.9
Incr Delay (d2), s/veh	0.8	89.4	0.0	46.2	1.6	0.2	4.6	1.3	10.7	37.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	32.9	0.6	4.1	10.2	0.6	1.8	1.8	3.6	6.9	0.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	114.1	13.7	89.0	21.5	2.2	47.6	39.7	36.6	77.8	31.5	32.3
LnGrp LOS	D	F	B	F	C	A	D	D	D	E	C	C
Approach Vol, veh/h		3743			3069			311			535	
Approach Delay, s/veh		111.2			24.9			40.2			68.4	
Approach LOS		F			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	15.4	11.0	49.0	9.7	22.5	8.9	51.1				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	11.4	* 39	6.4	42.8	11.6	38.4	5.0	44.2				
Max Q Clear Time (g_c+I1), s	13.1	8.7	8.1	44.8	5.9	5.2	4.0	32.4				
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.0	0.4	0.0	10.7				

Intersection Summary

HCM 6th Ctrl Delay	70.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

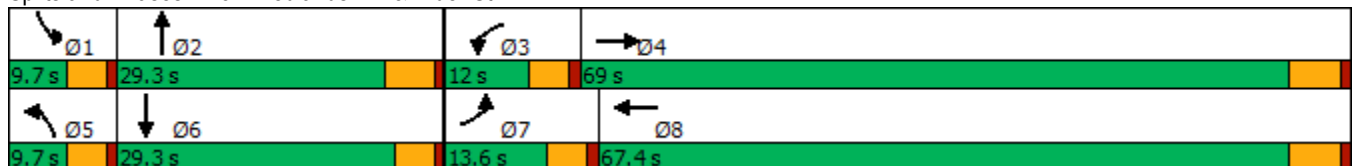


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	47	666	46	587	6	35	6	39
Future Volume (vph)	47	666	46	587	6	35	6	39
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	9.6	27.4	9.6	26.6
Total Split (s)	13.6	69.0	12.0	67.4	9.7	29.3	9.7	29.3
Total Split (%)	11.3%	57.5%	10.0%	56.2%	8.1%	24.4%	8.1%	24.4%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.3	34.6	7.0	34.3	5.8	12.4	5.8	13.3
Actuated g/C Ratio	0.11	0.52	0.10	0.51	0.09	0.19	0.09	0.20
v/c Ratio	0.26	0.79	0.26	0.35	0.04	0.51	0.05	0.22
Control Delay	40.1	20.9	41.1	10.8	42.3	13.6	42.2	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	20.9	41.1	10.8	42.3	13.6	42.2	21.8
LOS	D	C	D	B	D	B	D	C
Approach Delay		22.1		12.9		14.3		23.4
Approach LOS		C		B		B		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 67
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 17.7
 Intersection Capacity Utilization 62.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↕		↖	↗		↖	↗	
Traffic Volume (veh/h)	47	666	55	46	587	16	6	35	190	6	39	39
Future Volume (veh/h)	47	666	55	46	587	16	6	35	190	6	39	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	709	59	49	624	17	6	38	202	7	42	42
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	821	68	79	1701	46	14	48	253	16	160	160
Arrive On Green	0.04	0.47	0.47	0.04	0.47	0.47	0.01	0.18	0.18	0.01	0.18	0.18
Sat Flow, veh/h	1810	1730	144	1810	3590	98	1810	261	1389	1810	872	872
Grp Volume(v), veh/h	51	0	768	49	314	327	6	0	240	7	0	84
Grp Sat Flow(s),veh/h/ln	1810	0	1874	1810	1805	1882	1810	0	1650	1810	0	1743
Q Serve(g_s), s	1.9	0.0	25.6	1.9	7.8	7.8	0.2	0.0	9.8	0.3	0.0	2.9
Cycle Q Clear(g_c), s	1.9	0.0	25.6	1.9	7.8	7.8	0.2	0.0	9.8	0.3	0.0	2.9
Prop In Lane	1.00		0.08	1.00		0.05	1.00		0.84	1.00		0.50
Lane Grp Cap(c), veh/h	81	0	890	79	855	892	14	0	301	16	0	320
V/C Ratio(X)	0.63	0.00	0.86	0.62	0.37	0.37	0.42	0.00	0.80	0.43	0.00	0.26
Avail Cap(c_a), veh/h	232	0	1684	190	1581	1649	131	0	561	131	0	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	16.4	33.0	11.8	11.8	34.7	0.0	27.5	34.7	0.0	24.6
Incr Delay (d2), s/veh	3.0	0.0	2.6	2.9	0.3	0.3	7.2	0.0	4.9	6.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	9.4	0.8	2.6	2.7	0.1	0.0	4.0	0.1	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	0.0	19.1	35.9	12.0	12.0	41.9	0.0	32.4	41.0	0.0	25.1
LnGrp LOS	D	A	B	D	B	B	D	A	C	D	A	C
Approach Vol, veh/h		819			690			246				91
Approach Delay, s/veh		20.1			13.7			32.6				26.3
Approach LOS		C			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	18.2	7.7	39.2	5.2	18.3	7.8	39.1				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	5.8				
Max Green Setting (Gmax), s	5.1	23.9	7.4	63.2	5.1	* 25	9.0	61.6				
Max Q Clear Time (g_c+I1), s	2.3	11.8	3.9	27.6	2.2	4.9	3.9	9.8				
Green Ext Time (p_c), s	0.0	1.0	0.0	5.7	0.0	0.4	0.0	3.8				

Intersection Summary

HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

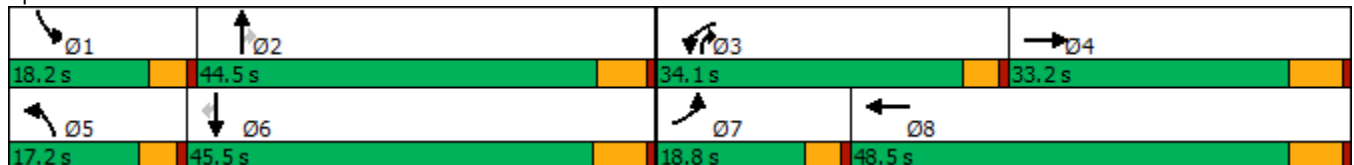


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔	↔↔	↕↕↔	↔↔	↕↕	↔	↔↔	↕↕	↔
Traffic Volume (vph)	195	542	867	780	268	701	634	293	820	110
Future Volume (vph)	195	542	867	780	268	701	634	293	820	110
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	18.8	33.2	34.1	48.5	17.2	44.5	34.1	18.2	45.5	45.5
Total Split (%)	14.5%	25.5%	26.2%	37.3%	13.2%	34.2%	26.2%	14.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.8	27.4	30.3	45.9	12.6	35.6	65.9	13.5	36.5	36.5
Actuated g/C Ratio	0.10	0.22	0.25	0.37	0.10	0.29	0.54	0.11	0.30	0.30
v/c Ratio	0.59	0.86dr	1.03	0.55	0.76	0.68	0.73	0.78	0.78	0.20
Control Delay	61.7	45.3	83.6	30.6	69.3	42.6	23.2	68.9	45.5	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	45.3	83.6	30.6	69.3	42.6	23.2	68.9	45.5	3.0
LOS	E	D	F	C	E	D	C	E	D	A
Approach Delay		48.1		54.9		39.4			47.3	
Approach LOS		D		D		D			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 122.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 47.7
 Intersection LOS: D
 Intersection Capacity Utilization 89.9%
 ICU Level of Service E
 Analysis Period (min) 15
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

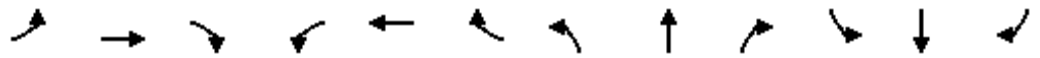
Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lassel St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	195	542	383	867	780	247	268	701	634	293	820	110
Future Volume (veh/h)	195	542	383	867	780	247	268	701	634	293	820	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	553	263	885	796	196	273	715	443	299	837	75
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	276	753	347	899	1636	399	347	1014	841	373	1053	463
Arrive On Green	0.08	0.22	0.20	0.26	0.39	0.38	0.10	0.28	0.27	0.11	0.29	0.29
Sat Flow, veh/h	3510	3466	1599	3510	4145	1011	3510	3610	1583	3510	3610	1587
Grp Volume(v), veh/h	199	552	264	885	663	329	273	715	443	299	837	75
Grp Sat Flow(s),veh/h/ln	1755	1729	1606	1755	1729	1698	1755	1805	1583	1755	1805	1587
Q Serve(g_s), s	6.5	17.5	18.2	29.5	16.9	17.3	8.9	20.9	21.6	9.8	25.1	4.1
Cycle Q Clear(g_c), s	6.5	17.5	18.2	29.5	16.9	17.3	8.9	20.9	21.6	9.8	25.1	4.1
Prop In Lane	1.00		1.00	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	751	349	899	1365	670	347	1014	841	373	1053	463
V/C Ratio(X)	0.72	0.73	0.76	0.98	0.49	0.49	0.79	0.71	0.53	0.80	0.80	0.16
Avail Cap(c_a), veh/h	442	859	399	899	1365	670	394	1244	942	424	1275	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	42.8	44.2	43.5	26.6	27.3	51.7	37.9	18.3	51.3	38.4	31.0
Incr Delay (d2), s/veh	1.3	2.8	7.1	26.0	0.3	0.6	7.7	1.4	0.5	8.2	3.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	7.4	7.7	15.4	6.6	6.8	4.2	9.1	7.3	4.6	11.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	45.7	51.3	69.5	26.9	27.8	59.4	39.3	18.8	59.5	41.4	31.1
LnGrp LOS	D	D	D	E	C	C	E	D	B	E	D	C
Approach Vol, veh/h		1015			1877			1431			1211	
Approach Delay, s/veh		48.8			47.2			36.8			45.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	37.4	34.1	29.5	15.6	38.3	13.3	50.4				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	13.6	* 39	29.5	27.0	12.6	39.3	14.2	42.3				
Max Q Clear Time (g_c+I1), s	11.8	23.6	31.5	20.2	10.9	27.1	8.5	19.3				
Green Ext Time (p_c), s	0.1	5.4	0.0	2.6	0.1	4.3	0.2	6.2				

Intersection Summary

HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

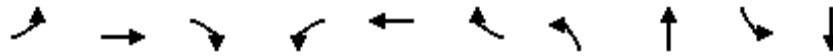
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

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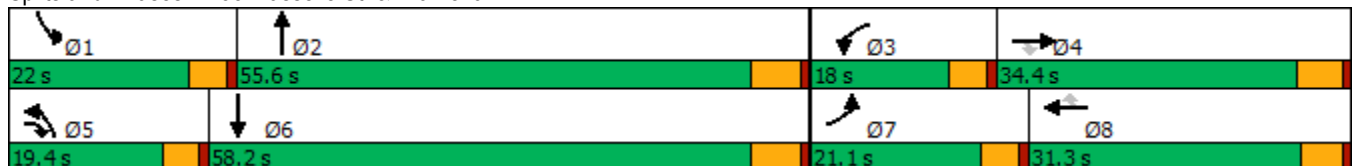


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖↗	↖↗	↖	↖↗
Traffic Volume (vph)	428	294	247	201	201	137	228	1144	252	667
Future Volume (vph)	428	294	247	201	201	137	228	1144	252	667
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	5	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.4	9.6	9.6	31.1	31.1	9.6	26.8	9.6	32.8
Total Split (s)	21.1	34.4	19.4	18.0	31.3	31.3	19.4	55.6	22.0	58.2
Total Split (%)	16.2%	26.5%	14.9%	13.8%	24.1%	24.1%	14.9%	42.8%	16.9%	44.8%
Yellow Time (s)	3.6	4.4	3.6	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.6	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.1	26.6	38.8	14.0	23.5	22.4	13.4	51.7	18.0	56.3
Actuated g/C Ratio	0.14	0.21	0.31	0.11	0.19	0.18	0.11	0.41	0.14	0.45
v/c Ratio	1.00	0.82	0.50	1.11	0.63	0.37	0.68	1.09	1.09	0.59
Control Delay	96.8	64.6	23.3	148.8	55.9	9.4	64.5	86.0	132.7	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.8	64.6	23.3	148.8	55.9	9.4	64.5	86.0	132.7	28.2
LOS	F	E	C	F	E	A	E	F	F	C
Approach Delay		68.3			78.7			83.0		52.4
Approach LOS		E			E			F		D

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 126.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 71.2
 Intersection LOS: E
 Intersection Capacity Utilization 95.3%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖↗	↖↗		↖	↖↗	
Traffic Volume (veh/h)	428	294	247	201	201	137	228	1144	266	252	667	171
Future Volume (veh/h)	428	294	247	201	201	137	228	1144	266	252	667	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	476	327	107	223	223	63	253	1271	24	280	741	77
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	496	394	454	209	340	273	328	1437	27	269	1491	155
Arrive On Green	0.14	0.21	0.20	0.12	0.18	0.17	0.09	0.40	0.39	0.15	0.68	0.44
Sat Flow, veh/h	3510	1900	1595	1810	1900	1604	3510	3624	68	1810	3300	343
Grp Volume(v), veh/h	476	327	107	223	223	63	253	633	662	280	405	413
Grp Sat Flow(s),veh/h/ln	1755	1900	1595	1810	1900	1604	1755	1805	1888	1810	1805	1837
Q Serve(g_s), s	16.3	20.0	6.2	14.0	13.2	4.1	8.5	39.5	39.5	18.0	13.2	14.6
Cycle Q Clear(g_c), s	16.3	20.0	6.2	14.0	13.2	4.1	8.5	39.5	39.5	18.0	13.2	14.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.19
Lane Grp Cap(c), veh/h	496	394	454	209	340	273	328	716	749	269	816	830
V/C Ratio(X)	0.96	0.83	0.24	1.07	0.66	0.23	0.77	0.88	0.88	1.04	0.50	0.50
Avail Cap(c_a), veh/h	496	477	524	209	428	347	446	769	804	269	816	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.50	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	46.0	33.3	53.6	46.2	43.4	53.7	34.0	34.0	51.6	12.8	14.9
Incr Delay (d2), s/veh	30.3	10.1	0.3	80.9	2.5	0.4	3.6	11.4	11.0	66.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	10.3	2.4	11.0	6.4	1.7	3.8	18.6	19.4	12.9	4.2	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.0	56.1	33.5	134.5	48.7	43.9	57.3	45.3	45.0	117.6	13.3	15.3
LnGrp LOS	F	E	C	F	D	D	E	D	D	F	B	B
Approach Vol, veh/h		910			509			1548			1098	
Approach Delay, s/veh		67.0			85.7			47.1			40.7	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	52.0	18.0	29.1	15.3	58.7	21.1	26.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	17.4	49.8	13.4	29.0	14.8	52.4	16.5	* 26				
Max Q Clear Time (g_c+I1), s	20.0	41.5	16.0	22.0	10.5	16.6	18.3	15.2				
Green Ext Time (p_c), s	0.0	4.7	0.0	1.2	0.2	5.2	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

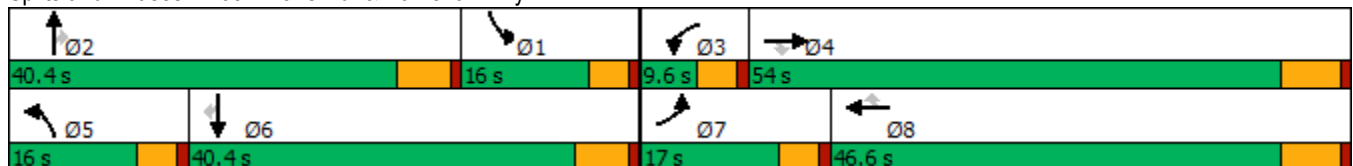
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	484	2960	517	48	2265	389	268	391	58	447	634	414
Future Volume (vph)	484	2960	517	48	2265	389	268	391	58	447	634	414
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	17.0	54.0	54.0	9.6	46.6	46.6	16.0	40.4	40.4	16.0	40.4	40.4
Total Split (%)	14.2%	45.0%	45.0%	8.0%	38.8%	38.8%	13.3%	33.7%	33.7%	13.3%	33.7%	33.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.1	52.3	52.3	5.6	42.8	42.8	11.5	21.1	21.1	20.2	29.8	29.8
Actuated g/C Ratio	0.12	0.46	0.46	0.05	0.38	0.38	0.10	0.19	0.19	0.18	0.26	0.26
v/c Ratio	1.19	1.15	0.57	0.55	1.07	0.53	0.74	0.56	0.14	0.71	0.65	0.79
Control Delay	150.2	101.0	11.0	77.6	77.2	15.7	63.5	44.7	0.6	51.2	40.0	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	150.2	101.0	11.0	77.6	77.2	15.7	63.5	44.7	0.6	51.2	40.0	35.2
LOS	F	F	B	E	E	B	E	D	A	D	D	D
Approach Delay		95.2			68.3			48.2			42.0	
Approach LOS		F			E			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 74.3
 Intersection LOS: E
 Intersection Capacity Utilization 99.9%
 ICU Level of Service F
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  		 	 		 	 	
Traffic Volume (veh/h)	484	2960	517	48	2265	389	268	391	58	447	634	414
Future Volume (veh/h)	484	2960	517	48	2265	389	268	391	58	447	634	414
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	494	3020	0	49	2311	111	273	399	23	456	647	167
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	440	2728		75	2272	642	357	595	252	587	880	367
Arrive On Green	0.16	0.62	0.00	0.05	0.52	0.52	0.10	0.16	0.16	0.16	0.23	0.23
Sat Flow, veh/h	3619	5700	1610	1810	5700	1610	3619	3800	1610	3619	3800	1586
Grp Volume(v), veh/h	494	3020	0	49	2311	111	273	399	23	456	647	167
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1586
Q Serve(g_s), s	13.0	51.2	0.0	2.8	42.6	2.0	7.9	10.6	1.1	12.9	16.9	9.7
Cycle Q Clear(g_c), s	13.0	51.2	0.0	2.8	42.6	2.0	7.9	10.6	1.1	12.9	16.9	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	2728		75	2272	642	357	595	252	587	880	367
V/C Ratio(X)	1.12	1.11		0.65	1.02	0.17	0.76	0.67	0.09	0.78	0.74	0.45
Avail Cap(c_a), veh/h	440	2728		95	2272	642	406	1294	548	587	1294	540
HCM Platoon Ratio	1.30	1.30	1.30	1.30	1.30	1.30	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	20.2	0.0	49.8	25.8	4.3	47.0	42.5	26.1	42.9	38.0	35.3
Incr Delay (d2), s/veh	80.7	54.1	0.0	4.9	23.3	0.1	6.1	1.3	0.2	5.9	1.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	28.2	0.0	1.3	19.2	1.3	3.7	4.9	0.5	6.0	7.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.7	74.3	0.0	54.7	49.1	4.4	53.1	43.8	26.2	48.8	39.3	36.2
LnGrp LOS	F	F		D	F	A	D	D	C	D	D	D
Approach Vol, veh/h		3514	A		2471			695			1270	
Approach Delay, s/veh		81.6			47.2			46.9			42.3	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.6	20.7	8.4	55.2	14.5	28.7	17.0	46.6				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	11.4	* 35	5.0	47.5	11.4	34.6	12.4	40.1				
Max Q Clear Time (g_c+I1), s	14.9	12.6	4.8	53.2	9.9	18.9	15.0	44.6				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.1	4.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	61.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
41: Evans Rd. & Orange Av.

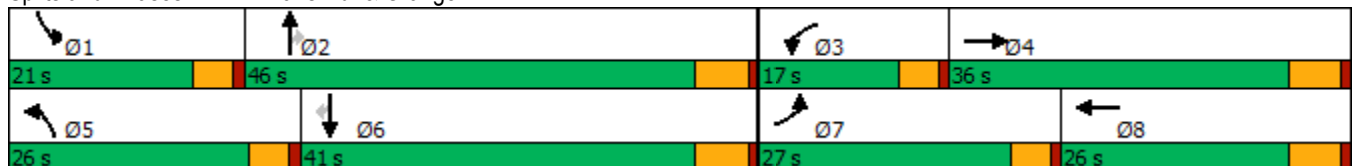


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	139	221	60	137	131	312	80	92	311	129
Future Volume (vph)	139	221	60	137	131	312	80	92	311	129
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	27.0	36.0	17.0	26.0	26.0	46.0	46.0	21.0	41.0	41.0
Total Split (%)	22.5%	30.0%	14.2%	21.7%	21.7%	38.3%	38.3%	17.5%	34.2%	34.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	10.5	19.8	7.4	11.6	10.2	18.5	18.5	8.6	14.3	14.3
Actuated g/C Ratio	0.15	0.29	0.11	0.17	0.15	0.27	0.27	0.13	0.21	0.21
v/c Ratio	0.53	0.32	0.33	0.36	0.52	0.34	0.16	0.43	0.44	0.28
Control Delay	37.1	20.8	37.8	20.2	37.2	23.3	0.8	37.7	26.4	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	20.8	37.8	20.2	37.2	23.3	0.8	37.7	26.4	2.8
LOS	D	C	D	C	D	C	A	D	C	A
Approach Delay		25.8		24.0		23.3			22.7	
Approach LOS		C		C		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 68.6
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 23.8
 Intersection LOS: C
 Intersection Capacity Utilization 49.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	221	92	60	137	79	131	312	80	92	311	129
Future Volume (veh/h)	139	221	92	60	137	79	131	312	80	92	311	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	148	235	70	64	146	77	139	332	56	98	331	78
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	193	672	195	105	457	229	182	798	356	132	700	312
Arrive On Green	0.11	0.24	0.24	0.06	0.20	0.20	0.10	0.22	0.22	0.07	0.19	0.19
Sat Flow, veh/h	1810	2749	798	1810	2329	1166	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	148	152	153	64	111	112	139	332	56	98	331	78
Grp Sat Flow(s),veh/h/ln	1810	1805	1742	1810	1805	1690	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	4.1	3.6	3.7	1.8	2.7	2.9	3.9	4.1	1.4	2.7	4.2	2.1
Cycle Q Clear(g_c), s	4.1	3.6	3.7	1.8	2.7	2.9	3.9	4.1	1.4	2.7	4.2	2.1
Prop In Lane	1.00		0.46	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	441	426	105	354	331	182	798	356	132	700	312
V/C Ratio(X)	0.77	0.34	0.36	0.61	0.31	0.34	0.77	0.42	0.16	0.74	0.47	0.25
Avail Cap(c_a), veh/h	786	1056	1019	435	707	662	750	2812	1254	575	2463	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	16.1	16.1	23.7	17.8	17.9	22.6	17.2	16.2	23.4	18.5	17.6
Incr Delay (d2), s/veh	2.4	0.5	0.5	2.1	0.5	0.6	2.5	0.3	0.2	3.0	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.3	1.3	0.7	1.0	1.0	1.5	1.4	0.5	1.1	1.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.8	16.5	16.7	25.8	18.3	18.5	25.1	17.6	16.4	26.5	19.0	18.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		453			287			527			507	
Approach Delay, s/veh		19.3			20.0			19.5			20.3	
Approach LOS		B			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	17.2	7.6	18.4	9.8	15.8	10.1	15.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	16.4	40.2	12.4	30.2	21.4	35.2	22.4	20.2				
Max Q Clear Time (g_c+1), s	4.7	6.1	3.8	5.7	5.9	6.2	6.1	4.9				
Green Ext Time (p_c), s	0.1	2.2	0.0	1.6	0.1	2.2	0.2	0.9				

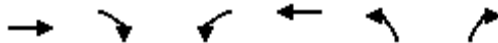
Intersection Summary

HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Timings
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↓	
Traffic Volume (vph)	2856	235	31	2273	90	16	
Future Volume (vph)	2856	235	31	2273	90	16	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4					2
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	86.0	86.0	10.0	96.0	24.0	10.0	24.0
Total Split (%)	71.7%	71.7%	8.3%	80.0%	20.0%	8.3%	20%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	79.8	79.8	5.4	85.2	11.2	18.0	
Actuated g/C Ratio	0.78	0.78	0.05	0.83	0.11	0.18	
v/c Ratio	0.75	0.19	0.35	0.56	0.48	0.06	
Control Delay	11.0	1.5	62.6	4.6	55.0	33.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.0	1.5	62.6	4.6	55.0	33.8	
LOS	B	A	E	A	D	C	
Approach Delay	10.3			5.4	51.7		
Approach LOS	B			A	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 9.1
 Intersection Capacity Utilization 69.3%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service C

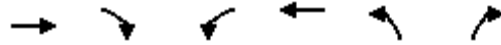
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗	↖	↑↑↑	↖	↗
Traffic Volume (veh/h)	2856	235	31	2273	90	16
Future Volume (veh/h)	2856	235	31	2273	90	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3006	227	33	2393	95	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3855	1196	55	4253	125	159
Arrive On Green	0.74	0.74	0.03	0.82	0.07	0.07
Sat Flow, veh/h	5358	1609	1810	5358	1810	1610
Grp Volume(v), veh/h	3006	227	33	2393	95	5
Grp Sat Flow(s),veh/h/ln	1729	1609	1810	1729	1810	1610
Q Serve(g_s), s	35.0	4.2	1.8	15.2	5.1	0.3
Cycle Q Clear(g_c), s	35.0	4.2	1.8	15.2	5.1	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3855	1196	55	4253	125	159
V/C Ratio(X)	0.78	0.19	0.61	0.56	0.76	0.03
Avail Cap(c_a), veh/h	4172	1294	99	4697	357	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.8	3.8	47.4	3.0	45.2	40.2
Incr Delay (d2), s/veh	0.9	0.1	4.0	0.1	9.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.8	0.8	1.4	2.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	3.9	51.3	3.1	54.5	40.3
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	3233			2426	100	
Approach Delay, s/veh	8.3			3.8	53.8	
Approach LOS	A			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		11.3	7.6	80.0		87.5
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		19.5	5.4	79.5		89.5
Max Q Clear Time (g_c+I1), s		7.1	3.8	37.0		17.2
Green Ext Time (p_c), s		0.2	0.0	36.5		35.9
Intersection Summary						
HCM 6th Ctrl Delay			7.2			
HCM 6th LOS			A			

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

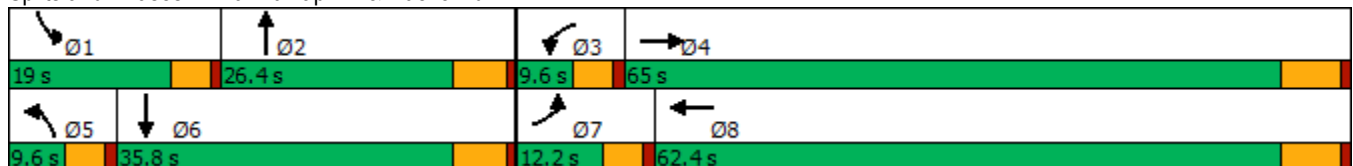


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	87	1935	7	1413	9	48	225	31
Future Volume (vph)	87	1935	7	1413	9	48	225	31
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	12.2	65.0	9.6	62.4	9.6	26.4	19.0	35.8
Total Split (%)	10.2%	54.2%	8.0%	52.0%	8.0%	22.0%	15.8%	29.8%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	64.9	5.1	54.4	5.1	11.6	14.6	25.1
Actuated g/C Ratio	0.07	0.61	0.05	0.51	0.05	0.11	0.14	0.24
v/c Ratio	0.74	0.91	0.09	0.88	0.12	0.26	0.99	0.23
Control Delay	83.2	26.9	54.7	30.5	55.3	47.5	102.4	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	26.9	54.7	30.5	55.3	47.5	102.4	15.0
LOS	F	C	D	C	E	D	F	B
Approach Delay		29.3		30.6		48.7		76.2
Approach LOS		C		C		D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 33.9
 Intersection LOS: C
 Intersection Capacity Utilization 91.2%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	87	1935	9	7	1413	150	9	48	3	225	31	65
Future Volume (veh/h)	87	1935	9	7	1413	150	9	48	3	225	31	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	2103	8	8	1536	81	10	52	2	245	34	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	2099	8	18	1783	94	22	173	7	247	142	233
Arrive On Green	0.07	0.55	0.55	0.01	0.50	0.50	0.01	0.09	0.09	0.14	0.22	0.22
Sat Flow, veh/h	1810	3783	14	1810	3578	188	1810	1818	70	1810	645	1062
Grp Volume(v), veh/h	95	1056	1056	8	813	804	10	0	54	245	0	90
Grp Sat Flow(s),veh/h/ln	1810	1900	1897	1810	1900	1866	1810	0	1887	1810	0	1707
Q Serve(g_s), s	5.5	58.5	58.5	0.5	39.5	40.1	0.6	0.0	2.8	14.3	0.0	4.6
Cycle Q Clear(g_c), s	5.5	58.5	58.5	0.5	39.5	40.1	0.6	0.0	2.8	14.3	0.0	4.6
Prop In Lane	1.00		0.01	1.00		0.10	1.00		0.04	1.00		0.62
Lane Grp Cap(c), veh/h	120	1054	1053	18	947	930	22	0	179	247	0	375
V/C Ratio(X)	0.79	1.00	1.00	0.45	0.86	0.87	0.46	0.00	0.30	0.99	0.00	0.24
Avail Cap(c_a), veh/h	130	1054	1053	86	1007	989	86	0	369	247	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.5	23.5	23.5	51.9	23.2	23.3	51.8	0.0	44.5	45.5	0.0	33.9
Incr Delay (d2), s/veh	22.9	28.1	28.4	6.3	7.2	7.8	5.5	0.0	0.9	54.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	29.6	29.7	0.2	17.1	17.1	0.3	0.0	1.3	9.9	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	51.5	51.9	58.3	30.4	31.1	57.3	0.0	45.4	100.2	0.0	34.2
LnGrp LOS	E	F	F	E	C	C	E	A	D	F	A	C
Approach Vol, veh/h		2206			1625			64				335
Approach Delay, s/veh		52.6			30.9			47.3				82.4
Approach LOS		D			C			D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	15.8	5.6	65.0	5.9	28.9	11.6	59.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	14.4	20.6	5.0	58.5	5.0	30.0	7.6	55.9				
Max Q Clear Time (g_c+1), s	16.3	4.8	2.5	60.5	2.6	6.6	7.5	42.1				
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	0.4	0.0	8.2				

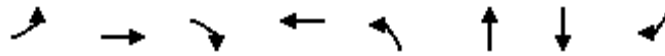
Intersection Summary

HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↕	↖	↖	↖	↖	↗
Traffic Volume (vph)	43	0	377	0	383	2261	2760	112	
Future Volume (vph)	43	0	377	0	383	2261	2760	112	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4						6
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	34.6	34.6	34.6	34.6	18.5	75.8	66.9	66.9	9.6
Total Split (%)	28.8%	28.8%	28.8%	28.8%	15.4%	63.2%	55.8%	55.8%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		24.0	24.0	24.0	13.9	79.1	60.6	60.6	
Actuated g/C Ratio		0.21	0.21	0.21	0.12	0.69	0.53	0.53	
v/c Ratio		0.15	0.89	0.00	0.93	0.61	0.97	0.13	
Control Delay		37.0	50.4	0.0	78.4	10.8	38.0	4.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		37.0	50.4	0.0	78.4	10.8	38.0	4.8	
LOS		D	D	A	E	B	D	A	
Approach Delay		49.0				20.6	36.7		
Approach LOS		D				C	D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.2	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 30.4	Intersection LOS: C
Intersection Capacity Utilization 98.4%	ICU Level of Service F
Analysis Period (min) 15	






















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

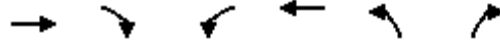
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	0	377	0	0	1	383	2261	1	0	2760	112
Future Volume (veh/h)	43	0	377	0	0	1	383	2261	1	0	2760	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	0	241	0	0	1	407	2405	1	0	2936	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	317	0	280	0	0	281	463	4120	2	2	3152	890
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.17	0.13	0.72	0.72	0.00	0.55	0.55
Sat Flow, veh/h	1434	0	1605	0	0	1610	3619	5697	2	1810	5700	1609
Grp Volume(v), veh/h	46	0	241	0	0	1	407	1604	802	0	2936	66
Grp Sat Flow(s),veh/h/ln	1434	0	1605	0	0	1610	1810	1900	1900	1810	1900	1609
Q Serve(g_s), s	3.0	0.0	15.9	0.0	0.0	0.1	12.0	22.0	22.0	0.0	51.6	2.1
Cycle Q Clear(g_c), s	3.0	0.0	15.9	0.0	0.0	0.1	12.0	22.0	22.0	0.0	51.6	2.1
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	0	280	0	0	281	463	2748	1374	2	3152	890
V/C Ratio(X)	0.15	0.00	0.86	0.00	0.00	0.00	0.88	0.58	0.58	0.00	0.93	0.07
Avail Cap(c_a), veh/h	463	0	443	0	0	444	463	2748	1374	83	3168	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	43.6	0.0	0.0	37.1	46.6	7.2	7.2	0.0	22.4	11.3
Incr Delay (d2), s/veh	0.2	0.0	9.7	0.0	0.0	0.0	16.8	0.3	0.6	0.0	5.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	6.9	0.0	0.0	0.0	6.2	6.1	6.3	0.0	20.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	53.3	0.0	0.0	37.1	63.4	7.5	7.8	0.0	28.2	11.4
LnGrp LOS	D	A	D	A	A	D	E	A	A	A	C	B
Approach Vol, veh/h		287			1			2813			3002	
Approach Delay, s/veh		50.9			37.1			15.7			27.8	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	85.1		23.6	18.5	66.6		23.6				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	69.3		30.0	13.9	60.4		30.0				
Max Q Clear Time (g_c+1), s	0.0	24.0		17.9	14.0	53.6		2.1				
Green Ext Time (p_c), s	0.0	26.4		0.8	0.0	6.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			23.3									
HCM 6th LOS			C									

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

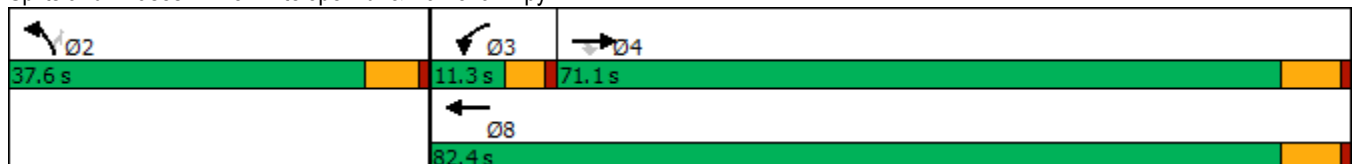


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↙↘	↑↑↑	↙↘	↙
Traffic Volume (vph)	2802	334	156	1832	815	216
Future Volume (vph)	2802	334	156	1832	815	216
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	71.1	71.1	11.3	82.4	37.6	37.6
Total Split (%)	59.3%	59.3%	9.4%	68.7%	31.3%	31.3%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.5	0.0	0.0	-0.5	0.0	0.0
Total Lost Time (s)	6.0	6.5	4.6	6.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	65.1	64.6	6.7	76.4	31.8	31.8
Actuated g/C Ratio	0.54	0.54	0.06	0.64	0.26	0.26
v/c Ratio	0.99	0.38	0.85	0.55	0.95	0.47
Control Delay	40.3	7.5	89.6	12.9	64.1	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	7.5	89.6	12.9	64.1	23.7
LOS	D	A	F	B	E	C
Approach Delay	36.8			18.9	55.7	
Approach LOS	D			B	E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 34.2
 Intersection LOS: C
 Intersection Capacity Utilization 95.5%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

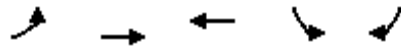


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↓	↑↑↑	↑↓	↑
Traffic Volume (veh/h)	2802	334	156	1832	815	216
Future Volume (veh/h)	2802	334	156	1832	815	216
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3046	254	170	1991	886	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3093	867	202	3629	930	427
Arrive On Green	0.54	0.54	0.06	0.64	0.26	0.26
Sat Flow, veh/h	5700	1610	3619	5700	3510	1610
Grp Volume(v), veh/h	3046	254	170	1991	886	126
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1755	1610
Q Serve(g_s), s	63.0	10.4	5.6	23.4	29.8	7.5
Cycle Q Clear(g_c), s	63.0	10.4	5.6	23.4	29.8	7.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3093	867	202	3629	930	427
V/C Ratio(X)	0.98	0.29	0.84	0.55	0.95	0.30
Avail Cap(c_a), veh/h	3093	867	202	3629	930	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	15.2	56.1	12.2	43.4	35.2
Incr Delay (d2), s/veh	12.8	0.2	24.8	0.2	19.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.2	3.5	3.1	8.3	14.9	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.8	15.4	80.9	12.3	62.4	35.6
LnGrp LOS	D	B	F	B	E	D
Approach Vol, veh/h	3300			2161	1012	
Approach Delay, s/veh	37.9			17.7	59.1	
Approach LOS	D			B	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		37.6	11.3	71.1		82.4
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		31.8	6.7	64.6		75.9
Max Q Clear Time (g_c+I1), s		31.8	7.6	65.0		25.4
Green Ext Time (p_c), s		0.0	0.0	0.0		21.8
Intersection Summary						
HCM 6th Ctrl Delay			34.5			
HCM 6th LOS			C			

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

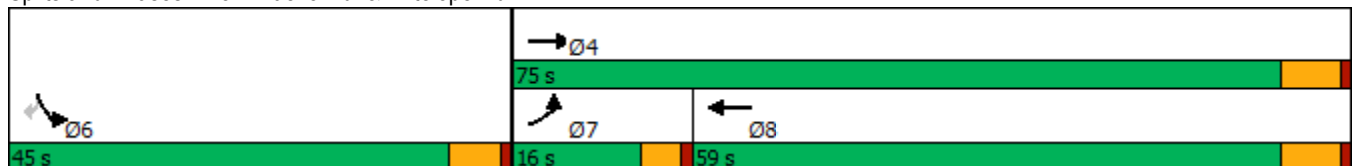


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↕	↕↔	↖	↗
Traffic Volume (vph)	171	1451	937	262	375
Future Volume (vph)	171	1451	937	262	375
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	16.0	75.0	59.0	45.0	45.0
Total Split (%)	13.3%	62.5%	49.2%	37.5%	37.5%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	11.4	68.7	52.7	21.6	21.6
Actuated g/C Ratio	0.11	0.67	0.51	0.21	0.21
v/c Ratio	0.93	0.65	0.63	0.75	0.78
Control Delay	94.9	12.5	20.6	50.6	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	94.9	12.5	20.6	50.6	26.5
LOS	F	B	C	D	C
Approach Delay		21.2	20.6	36.4	
Approach LOS		C	C	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 24.0
 Intersection LOS: C
 Intersection Capacity Utilization 68.1%
 ICU Level of Service C
 Analysis Period (min) 15

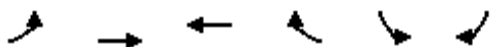
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↙	↑↑	↑↑		↙	↗	
Traffic Volume (veh/h)	171	1451	937	128	262	375	
Future Volume (veh/h)	171	1451	937	128	262	375	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	186	1577	1018	30	285	218	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	208	2488	1891	56	339	301	
Arrive On Green	0.11	0.69	0.53	0.53	0.19	0.19	
Sat Flow, veh/h	1810	3705	3675	106	1810	1610	
Grp Volume(v), veh/h	186	1577	513	535	285	218	
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1881	1810	1610	
Q Serve(g_s), s	10.1	24.0	18.6	18.6	15.1	12.7	
Cycle Q Clear(g_c), s	10.1	24.0	18.6	18.6	15.1	12.7	
Prop In Lane	1.00			0.06	1.00	1.00	
Lane Grp Cap(c), veh/h	208	2488	953	994	339	301	
V/C Ratio(X)	0.90	0.63	0.54	0.54	0.84	0.72	
Avail Cap(c_a), veh/h	208	2488	953	994	714	635	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	43.4	8.5	15.5	15.5	39.0	38.0	
Incr Delay (d2), s/veh	34.7	1.2	2.2	2.1	5.7	3.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.3	7.2	7.2	7.5	6.9	11.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	78.2	9.8	17.6	17.5	44.6	41.3	
LnGrp LOS	E	A	B	B	D	D	
Approach Vol, veh/h		1763	1048		503		
Approach Delay, s/veh		17.0	17.6		43.2		
Approach LOS		B	B		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				75.0	24.4	16.0	59.0
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				68.5	39.2	11.4	52.5
Max Q Clear Time (g_c+I1), s				26.0	17.1	12.1	20.6
Green Ext Time (p_c), s				15.5	1.5	0.0	6.8

Intersection Summary

HCM 6th Ctrl Delay			21.2			
HCM 6th LOS			C			

Timings
52: Street A & Ramona Expy

	→	↙	←	↘	↗
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↙	↑↑↑	↘↘	↗
Traffic Volume (vph)	2879	55	1663	325	92
Future Volume (vph)	2879	55	1663	325	92
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	9.6	16.5	14.6	14.6
Total Split (s)	87.1	11.8	98.9	21.1	21.1
Total Split (%)	72.6%	9.8%	82.4%	17.6%	17.6%
Yellow Time (s)	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	83.1	6.7	92.4	15.5	15.5
Actuated g/C Ratio	0.70	0.06	0.78	0.13	0.13
v/c Ratio	0.91	0.59	0.45	0.78	0.35
Control Delay	21.0	78.4	5.0	62.5	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	78.4	5.0	62.5	15.0
LOS	C	E	A	E	B
Approach Delay	21.0		7.4	52.0	
Approach LOS	C		A	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 19.0
 Intersection LOS: B
 Intersection Capacity Utilization 77.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 52: Street A & Ramona Expy



HCM 6th Signalized Intersection Summary
52: Street A & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

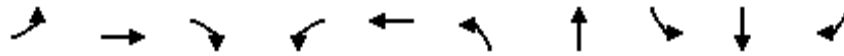
06/02/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘↘	↗
Traffic Volume (veh/h)	2879	139	55	1663	325	92
Future Volume (veh/h)	2879	139	55	1663	325	92
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3129	37	60	1808	353	-9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3724	44	78	4080	417	191
Arrive On Green	0.70	0.70	0.04	0.79	0.12	0.00
Sat Flow, veh/h	5456	62	1810	5358	3510	1610
Grp Volume(v), veh/h	2043	1123	60	1808	353	-9
Grp Sat Flow(s),veh/h/ln	1729	1889	1810	1729	1755	1610
Q Serve(g_s), s	50.1	50.8	3.9	13.4	11.6	0.0
Cycle Q Clear(g_c), s	50.1	50.8	3.9	13.4	11.6	0.0
Prop In Lane		0.03	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2437	1331	78	4080	417	191
V/C Ratio(X)	0.84	0.84	0.77	0.44	0.85	-0.05
Avail Cap(c_a), veh/h	2437	1331	111	4080	493	226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.5	12.6	55.7	4.1	50.7	0.0
Incr Delay (d2), s/veh	3.7	6.7	11.1	0.4	11.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	18.0	1.9	2.9	5.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.2	19.3	66.8	4.5	62.0	0.0
LnGrp LOS	B	B	E	A	E	A
Approach Vol, veh/h	3166			1868	344	
Approach Delay, s/veh	17.3			6.5	63.6	
Approach LOS	B			A	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		18.6	9.6	89.3		98.9
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		16.5	7.2	80.6		92.4
Max Q Clear Time (g_c+I1), s		13.6	5.9	52.8		15.4
Green Ext Time (p_c), s		0.4	0.0	24.7		20.1
Intersection Summary						
HCM 6th Ctrl Delay			16.5			
HCM 6th LOS			B			

Timings
53: Menifee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↔↔	↑↑	↗	↑↑	↗
Traffic Volume (vph)	1454	339	255	358	304	174	513	9	267	795
Future Volume (vph)	1454	339	255	358	304	174	513	9	267	795
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	7	4	5	3	8	5	2	1	6	
Permitted Phases			4							Free
Detector Phase	7	4	5	3	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0	
Minimum Split (s)	9.6	28.5	9.6	9.6	28.5	9.6	28.5	9.6	28.5	
Total Split (s)	48.0	52.5	13.2	24.0	28.5	13.2	33.9	9.6	30.3	
Total Split (%)	40.0%	43.8%	11.0%	20.0%	23.8%	11.0%	28.3%	8.0%	25.3%	
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	5.5	3.6	5.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	6.5	4.6	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Max	None	Max	
Act Effct Green (s)	43.4	42.8	57.6	15.8	15.1	8.3	34.9	5.0	23.8	112.9
Actuated g/C Ratio	0.38	0.38	0.51	0.14	0.13	0.07	0.31	0.04	0.21	1.00
v/c Ratio	1.08	0.26	0.30	0.75	0.66	0.69	0.80	0.11	0.36	0.51
Control Delay	82.9	25.2	9.6	57.2	53.1	66.4	37.2	56.7	40.2	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.9	25.2	9.6	57.2	53.1	66.4	37.2	56.7	40.2	1.1
LOS	F	C	A	E	D	E	D	E	D	A
Approach Delay		64.2			55.3		41.9		11.3	
Approach LOS		E			E		D		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 46.4
 Intersection LOS: D
 Intersection Capacity Utilization 99.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 53: Menifee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑		↔↔	↑↑		↗	↑↑	↗
Traffic Volume (veh/h)	1454	339	255	358	304	4	174	513	379	9	267	795
Future Volume (veh/h)	1454	339	255	358	304	4	174	513	379	9	267	795
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1499	349	57	369	313	3	179	529	211	9	275	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1441	1389	730	438	408	4	240	696	276	20	788	
Arrive On Green	0.40	0.38	0.38	0.12	0.11	0.11	0.07	0.28	0.28	0.01	0.22	0.00
Sat Flow, veh/h	3619	3610	1610	3510	3664	35	3510	2522	1002	1810	3610	1610
Grp Volume(v), veh/h	1499	349	57	369	154	162	179	378	362	9	275	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1894	1755	1805	1720	1810	1805	1610
Q Serve(g_s), s	43.4	7.2	2.2	11.2	9.0	9.1	5.5	20.9	21.0	0.5	7.0	0.0
Cycle Q Clear(g_c), s	43.4	7.2	2.2	11.2	9.0	9.1	5.5	20.9	21.0	0.5	7.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	1441	1389	730	438	201	211	240	498	474	20	788	
V/C Ratio(X)	1.04	0.25	0.08	0.84	0.77	0.77	0.75	0.76	0.76	0.45	0.35	
Avail Cap(c_a), veh/h	1441	1524	790	625	364	382	277	498	474	83	788	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.8	22.8	16.9	46.7	47.1	47.1	49.8	36.1	36.2	53.6	36.0	0.0
Incr Delay (d2), s/veh	34.8	0.1	0.0	5.1	6.0	5.8	7.2	10.4	11.1	5.9	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.0	2.8	0.7	4.9	4.2	4.4	2.5	10.0	9.7	0.3	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	22.9	16.9	51.7	53.1	52.9	57.0	46.5	47.3	59.5	37.3	0.0
LnGrp LOS	F	C	B	D	D	D	E	D	D	E	D	
Approach Vol, veh/h		1905			685			919			284	A
Approach Delay, s/veh		57.9			52.3			48.9			38.0	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	36.6	18.2	48.4	12.1	30.3	48.0	18.6				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	5.0	27.4	19.4	46.0	8.6	23.8	43.4	22.0				
Max Q Clear Time (g_c+I1), s	2.5	23.0	13.2	9.2	7.5	9.0	45.4	11.1				
Green Ext Time (p_c), s	0.0	1.6	0.4	2.2	0.0	1.2	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	53.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

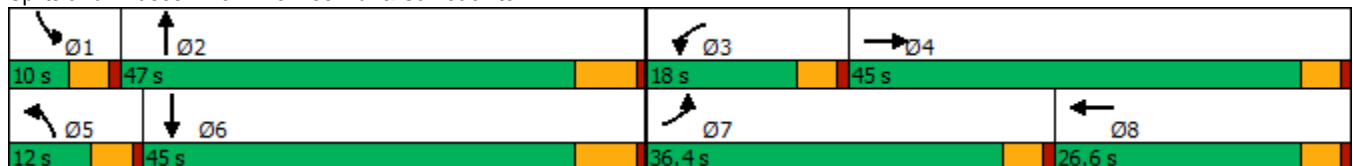


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	350	22	9	15	100	665	17	556
Future Volume (vph)	350	22	9	15	100	665	17	556
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	9.6	26.6	9.6	26.6	9.6	28.5	9.6	28.5
Total Split (s)	36.4	45.0	18.0	26.6	12.0	47.0	10.0	45.0
Total Split (%)	30.3%	37.5%	15.0%	22.2%	10.0%	39.2%	8.3%	37.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	4.6	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	23.1	31.1	5.5	12.2	7.6	48.6	5.4	39.6
Actuated g/C Ratio	0.24	0.32	0.06	0.13	0.08	0.50	0.06	0.41
v/c Ratio	0.84	0.27	0.09	0.10	0.73	0.37	0.18	1.02
Control Delay	54.1	6.3	52.8	33.7	76.8	20.0	55.1	69.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	6.3	52.8	33.7	76.8	20.0	55.1	69.0
LOS	D	A	D	C	E	C	E	E
Approach Delay		38.8		39.1		27.3		68.6
Approach LOS		D		D		C		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 45.4
 Intersection LOS: D
 Intersection Capacity Utilization 85.4%
 ICU Level of Service E
 Analysis Period (min) 15























Splits and Phases: 54: Meniffee Rd. & San Jacinto Av.



HCM 6th Signalized Intersection Summary
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	22	142	9	15	7	100	665	16	17	556	188
Future Volume (veh/h)	350	22	142	9	15	7	100	665	16	17	556	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	365	23	96	9	16	3	104	693	13	18	579	45
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	401	101	421	20	161	30	131	1661	31	36	686	53
Arrive On Green	0.22	0.31	0.31	0.01	0.10	0.10	0.07	0.45	0.45	0.02	0.39	0.39
Sat Flow, veh/h	1810	321	1338	1810	1554	291	1810	3718	70	1810	1740	135
Grp Volume(v), veh/h	365	0	119	9	0	19	104	354	352	18	0	624
Grp Sat Flow(s),veh/h/ln	1810	0	1659	1810	0	1846	1810	1900	1887	1810	0	1876
Q Serve(g_s), s	19.2	0.0	5.2	0.5	0.0	0.9	5.5	12.4	12.4	1.0	0.0	29.5
Cycle Q Clear(g_c), s	19.2	0.0	5.2	0.5	0.0	0.9	5.5	12.4	12.4	1.0	0.0	29.5
Prop In Lane	1.00		0.81	1.00		0.16	1.00		0.04	1.00		0.07
Lane Grp Cap(c), veh/h	401	0	522	20	0	192	131	849	843	36	0	739
V/C Ratio(X)	0.91	0.00	0.23	0.45	0.00	0.10	0.79	0.42	0.42	0.50	0.00	0.84
Avail Cap(c_a), veh/h	589	0	686	248	0	416	137	849	843	100	0	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	24.7	48.0	0.0	39.6	44.6	18.4	18.4	47.4	0.0	26.9
Incr Delay (d2), s/veh	10.7	0.0	0.2	5.7	0.0	0.2	23.4	1.5	1.5	4.0	0.0	11.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	2.1	0.3	0.0	0.4	3.2	5.1	5.1	0.5	0.0	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	0.0	24.9	53.7	0.0	39.9	68.0	19.9	19.9	51.4	0.0	38.2
LnGrp LOS	D	A	C	D	A	D	E	B	B	D	A	D
Approach Vol, veh/h		484			28			810			642	
Approach Delay, s/veh		42.2			44.3			26.1			38.6	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	50.1	5.7	35.3	11.7	45.0	26.3	14.7				
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6				
Max Green Setting (Gmax), s	5.4	40.5	13.4	40.4	7.4	38.5	31.8	22.0				
Max Q Clear Time (g_c+I1), s	3.0	14.4	2.5	7.2	7.5	31.5	21.2	2.9				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.8	0.0	2.0	0.5	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			34.4									
HCM 6th LOS			C									

Timings
55: Menifee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↗	↗	↗
Traffic Volume (vph)	30	0	1	1	22	764	1	678
Future Volume (vph)	30	0	1	1	22	764	1	678
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	26.7	28.5	28.5	28.5	28.5
Total Split (s)	26.7	26.7	26.7	26.7	63.3	63.3	63.3	63.3
Total Split (%)	29.7%	29.7%	29.7%	29.7%	70.3%	70.3%	70.3%	70.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.7		4.7	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		12.3		12.3	73.8	73.8	73.8	73.8
Actuated g/C Ratio		0.14		0.14	0.84	0.84	0.84	0.84
v/c Ratio		0.20		0.01	0.04	0.52	0.00	0.48
Control Delay		14.3		29.0	4.3	6.4	5.0	5.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		14.3		29.0	4.3	6.4	5.0	5.8
LOS		B		C	A	A	A	A
Approach Delay		14.3		29.0		6.4		5.8
Approach LOS		B		C		A		A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 87.9
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 6.4
 Intersection Capacity Utilization 58.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 55: Menifee Rd. & Ellis Av./Driveway



HCM 6th Signalized Intersection Summary
55: Meniffee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	30	0	13	1	1	1	22	764	2	1	678	19
Future Volume (veh/h)	30	0	13	1	1	1	22	764	2	1	678	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	0	14	1	1	1	24	830	2	1	737	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	14	39	90	72	49	531	1446	3	484	1403	40
Arrive On Green	0.09	0.00	0.09	0.09	0.09	0.09	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	908	163	455	296	837	566	718	1895	5	670	1838	52
Grp Volume(v), veh/h	47	0	0	3	0	0	24	0	832	1	0	758
Grp Sat Flow(s),veh/h/ln	1526	0	0	1699	0	0	718	0	1899	670	0	1891
Q Serve(g_s), s	1.2	0.0	0.0	0.0	0.0	0.0	1.0	0.0	13.8	0.0	0.0	11.8
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.1	0.0	0.0	12.8	0.0	13.8	13.8	0.0	11.8
Prop In Lane	0.70		0.30	0.33		0.33	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	214	0	0	212	0	0	531	0	1449	484	0	1442
V/C Ratio(X)	0.22	0.00	0.00	0.01	0.00	0.00	0.05	0.00	0.57	0.00	0.00	0.53
Avail Cap(c_a), veh/h	525	0	0	550	0	0	531	0	1449	484	0	1442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	0.0	31.1	0.0	0.0	6.0	0.0	3.7	6.6	0.0	3.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.0	1.7	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.0	0.0	0.0	0.1	0.0	2.0	0.0	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	0.0	0.0	31.1	0.0	0.0	6.2	0.0	5.4	6.6	0.0	4.9
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		47			3			856				759
Approach Delay, s/veh		32.5			31.1			5.4				4.9
Approach LOS		C			C			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.3		11.1		63.3		11.1				
Change Period (Y+Rc), s		6.5		* 4.7		6.5		* 4.7				
Max Green Setting (Gmax), s		56.8		* 22		56.8		* 22				
Max Q Clear Time (g_c+I1), s		15.8		4.0		15.8		2.1				
Green Ext Time (p_c), s		6.3		0.1		5.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
56: Menifee Rd. & Mapes Rd.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	49	137	7	43	20	664	89	564
Future Volume (vph)	49	137	7	43	20	664	89	564
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	28.3	28.3	28.3	28.3	9.7	49.1	12.6	52.0
Total Split (%)	31.4%	31.4%	31.4%	31.4%	10.8%	54.6%	14.0%	57.8%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	13.6	13.6	13.6	13.6	5.1	44.4	7.3	50.5
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.06	0.55	0.09	0.63
v/c Ratio	0.26	0.54	0.04	0.41	0.19	0.70	0.60	0.56
Control Delay	32.3	35.6	27.9	14.2	42.5	20.1	52.7	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	35.6	27.9	14.2	42.5	20.1	52.7	12.9
LOS	C	D	C	B	D	C	D	B
Approach Delay		34.8		14.8		20.7		18.0
Approach LOS		C		B		C		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 80.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 20.8
 Intersection LOS: C
 Intersection Capacity Utilization 76.9%
 ICU Level of Service D
 Analysis Period (min) 15

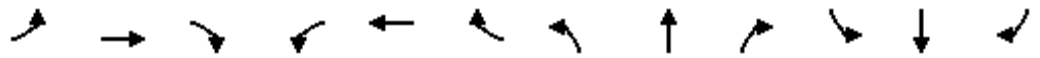
Splits and Phases: 56: Menifee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Menifee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	→	↷	↶	→	↷	↶	→	↷	↶	→	↷
Traffic Volume (veh/h)	49	137	21	7	43	100	20	664	10	89	564	41
Future Volume (veh/h)	49	137	21	7	43	100	20	664	10	89	564	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	149	23	8	47	109	22	722	11	97	613	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	186	258	40	185	82	189	44	1023	16	125	1036	76
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.02	0.55	0.55	0.07	0.59	0.59
Sat Flow, veh/h	1250	1607	248	1232	508	1179	1810	1866	28	1810	1749	128
Grp Volume(v), veh/h	53	0	172	8	0	156	22	0	733	97	0	658
Grp Sat Flow(s),veh/h/ln	1250	0	1855	1232	0	1688	1810	0	1895	1810	0	1877
Q Serve(g_s), s	3.2	0.0	6.7	0.5	0.0	6.6	0.9	0.0	22.2	4.1	0.0	17.1
Cycle Q Clear(g_c), s	9.8	0.0	6.7	7.1	0.0	6.6	0.9	0.0	22.2	4.1	0.0	17.1
Prop In Lane	1.00		0.13	1.00		0.70	1.00		0.02	1.00		0.07
Lane Grp Cap(c), veh/h	186	0	298	185	0	271	44	0	1038	125	0	1112
V/C Ratio(X)	0.28	0.00	0.58	0.04	0.00	0.58	0.50	0.00	0.71	0.78	0.00	0.59
Avail Cap(c_a), veh/h	341	0	527	337	0	480	119	0	1038	186	0	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.7	0.0	30.2	33.5	0.0	30.2	37.5	0.0	13.0	35.6	0.0	9.9
Incr Delay (d2), s/veh	0.8	0.0	1.8	0.1	0.0	1.9	3.2	0.0	4.0	5.7	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.9	0.1	0.0	2.6	0.4	0.0	8.0	1.8	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	32.0	33.6	0.0	32.1	40.7	0.0	17.0	41.3	0.0	12.3
LnGrp LOS	D	A	C	C	A	C	D	A	B	D	A	B
Approach Vol, veh/h		225			164			755				755
Approach Delay, s/veh		32.8			32.2			17.7				16.0
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	49.1		18.7	6.5	52.6		18.7				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	8.0	42.6		22.1	5.1	45.5		22.1				
Max Q Clear Time (g_c+I1), s	6.1	24.2		11.8	2.9	19.1		9.1				
Green Ext Time (p_c), s	0.0	4.2		0.7	0.0	4.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

Timings
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	31	184	11	83	9	634	75	488
Future Volume (vph)	31	184	11	83	9	634	75	488
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	27.6	27.6	27.6	27.6	62.4	62.4	62.4	62.4
Total Split (%)	30.7%	30.7%	30.7%	30.7%	69.3%	69.3%	69.3%	69.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	14.7	14.7	14.7	14.7	57.4	57.4	57.4	57.4
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.68	0.68	0.68	0.68
v/c Ratio	0.15	0.62	0.08	0.33	0.02	0.68	0.27	0.44
Control Delay	29.5	39.8	28.4	28.8	5.8	11.9	9.1	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	39.8	28.4	28.8	5.8	11.9	9.1	8.0
LOS	C	D	C	C	A	B	A	A
Approach Delay		38.3		28.7		11.9		8.1
Approach LOS		D		C		B		A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 84.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

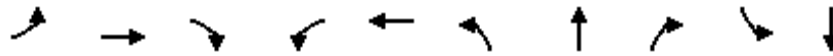


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	31	184	6	11	83	19	9	634	155	75	488	33
Future Volume (veh/h)	31	184	6	11	83	19	9	634	155	75	488	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	200	7	12	90	21	10	689	168	82	530	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	208	264	9	138	216	50	587	1040	254	383	1240	84
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1302	1825	64	1194	1490	348	858	1475	360	655	1759	119
Grp Volume(v), veh/h	34	0	207	12	0	111	10	0	857	82	0	566
Grp Sat Flow(s),veh/h/ln	1302	0	1889	1194	0	1837	858	0	1835	655	0	1878
Q Serve(g_s), s	1.9	0.0	8.3	0.8	0.0	4.4	0.4	0.0	20.5	6.3	0.0	10.1
Cycle Q Clear(g_c), s	6.3	0.0	8.3	9.1	0.0	4.4	10.5	0.0	20.5	26.8	0.0	10.1
Prop In Lane	1.00		0.03	1.00		0.19	1.00		0.20	1.00		0.06
Lane Grp Cap(c), veh/h	208	0	273	138	0	266	587	0	1294	383	0	1325
V/C Ratio(X)	0.16	0.00	0.76	0.09	0.00	0.42	0.02	0.00	0.66	0.21	0.00	0.43
Avail Cap(c_a), veh/h	384	0	529	299	0	515	587	0	1294	383	0	1325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	32.6	36.9	0.0	30.9	7.1	0.0	6.5	13.9	0.0	4.9
Incr Delay (d2), s/veh	0.4	0.0	4.3	0.3	0.0	1.0	0.1	0.0	2.7	1.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.9	0.2	0.0	1.9	0.1	0.0	4.9	0.9	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	36.8	37.2	0.0	31.9	7.2	0.0	9.1	15.1	0.0	5.9
LnGrp LOS	C	A	D	D	A	C	A	A	A	B	A	A
Approach Vol, veh/h		241			123			867			648	
Approach Delay, s/veh		36.5			32.4			9.1			7.1	
Approach LOS		D			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.4		16.9		62.4		16.9				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		55.9		22.2		55.9		22.2				
Max Q Clear Time (g_c+I1), s		22.5		10.3		28.8		11.1				
Green Ext Time (p_c), s		6.5		0.9		4.1		0.4				

Intersection Summary

HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Timings
58: Menifee Rd. & SR-74

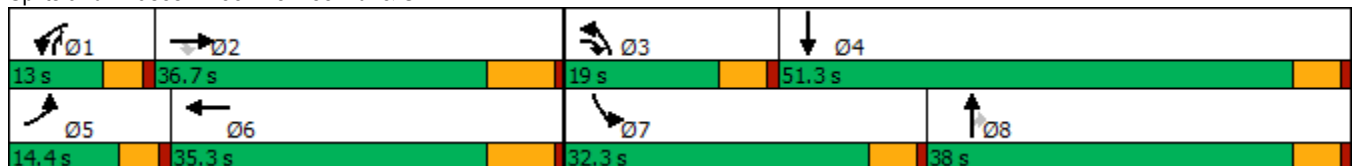


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑	↖↖	↑	↗	↖	↗
Traffic Volume (vph)	191	966	237	247	873	225	592	211	61	457
Future Volume (vph)	191	966	237	247	873	225	592	211	61	457
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	5	2	3	1	6	3	8	1	7	4
Permitted Phases			2					8		
Detector Phase	5	2	3	1	6	3	8	1	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	36.0	15.3	9.6	29.0	15.3	15.3	9.6	32.3	32.3
Total Split (s)	14.4	36.7	19.0	13.0	35.3	19.0	38.0	13.0	32.3	51.3
Total Split (%)	12.0%	30.6%	15.8%	10.8%	29.4%	15.8%	31.7%	10.8%	26.9%	42.8%
Yellow Time (s)	3.6	6.0	4.3	3.6	6.0	4.3	4.3	3.6	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	5.3	4.6	7.0	5.3	5.3	4.6	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	Max	None	None	None	None	None
Act Effct Green (s)	9.2	30.0	49.0	8.5	29.2	12.0	39.3	53.1	11.8	36.5
Actuated g/C Ratio	0.08	0.27	0.45	0.08	0.27	0.11	0.36	0.49	0.11	0.33
v/c Ratio	0.69	0.72	0.31	0.97	0.73	0.62	0.92	0.25	0.33	0.89
Control Delay	63.2	40.7	8.2	99.8	41.2	55.5	55.7	5.3	49.5	51.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	40.7	8.2	99.8	41.2	55.5	55.7	5.3	49.5	51.4
LOS	E	D	A	F	D	E	E	A	D	D
Approach Delay		38.3			53.4		45.3			51.2
Approach LOS		D			D		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.3
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 46.1
 Intersection LOS: D
 Intersection Capacity Utilization 79.5%
 ICU Level of Service D
 Analysis Period (min) 15






























Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 					
Traffic Volume (veh/h)	191	966	237	247	873	67	225	592	211	61	457	68
Future Volume (veh/h)	191	966	237	247	873	67	225	592	211	61	457	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	1028	232	263	929	56	239	630	170	65	486	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	269	1508	612	289	1482	89	313	672	702	101	540	58
Arrive On Green	0.08	0.29	0.29	0.08	0.30	0.30	0.09	0.35	0.35	0.06	0.32	0.32
Sat Flow, veh/h	3510	5187	1610	3510	5003	301	3510	1900	1610	1810	1687	181
Grp Volume(v), veh/h	203	1028	232	263	642	343	239	630	170	65	0	538
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1846	1755	1900	1610	1810	0	1868
Q Serve(g_s), s	5.8	17.9	10.7	7.6	16.4	16.4	6.8	32.7	6.8	3.6	0.0	28.1
Cycle Q Clear(g_c), s	5.8	17.9	10.7	7.6	16.4	16.4	6.8	32.7	6.8	3.6	0.0	28.1
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	269	1508	612	289	1025	547	313	672	702	101	0	598
V/C Ratio(X)	0.75	0.68	0.38	0.91	0.63	0.63	0.76	0.94	0.24	0.64	0.00	0.90
Avail Cap(c_a), veh/h	337	1508	612	289	1025	547	471	672	702	478	0	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.2	32.0	22.9	46.5	31.0	31.1	45.5	31.9	18.2	47.2	0.0	33.1
Incr Delay (d2), s/veh	5.3	2.5	1.8	30.3	2.9	5.4	4.1	20.8	0.2	6.6	0.0	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.4	4.0	4.4	6.8	7.6	3.0	17.4	2.3	1.7	0.0	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	34.5	24.7	76.8	33.9	36.5	49.5	52.7	18.3	53.9	0.0	42.8
LnGrp LOS	D	C	C	E	C	D	D	D	B	D	A	D
Approach Vol, veh/h		1463			1248			1039			603	
Approach Delay, s/veh		35.3			43.7			46.3			44.0	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	36.7	14.4	38.0	12.4	37.3	11.0	41.4				
Change Period (Y+Rc), s	4.6	7.0	5.3	5.3	4.6	7.0	5.3	5.3				
Max Green Setting (Gmax), s	8.4	29.7	13.7	46.0	9.8	28.3	27.0	32.7				
Max Q Clear Time (g_c+I1), s	9.6	19.9	8.8	30.1	7.8	18.4	5.6	34.7				
Green Ext Time (p_c), s	0.0	5.0	0.3	2.6	0.1	4.0	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			41.5									
HCM 6th LOS			D									

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

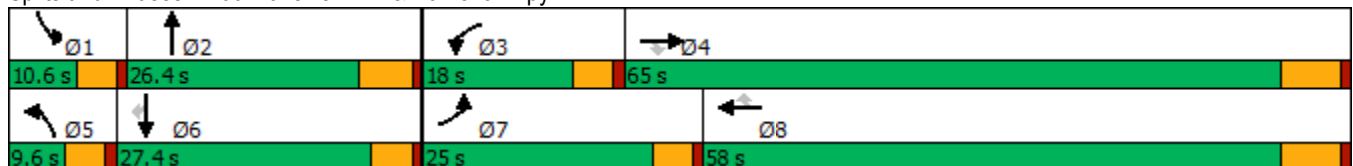
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	2639	269	394	1567	85	133	176	549	44	77	72
Future Volume (vph)	165	2639	269	394	1567	85	133	176	549	44	77	72
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	9.5	29.5	29.5	9.6	28.5	28.5	9.6	22.8		9.6	26.7	26.7
Total Split (s)	25.0	65.0	65.0	18.0	58.0	58.0	9.6	26.4		10.6	27.4	27.4
Total Split (%)	20.8%	54.2%	54.2%	15.0%	48.3%	48.3%	8.0%	22.0%		8.8%	22.8%	22.8%
Yellow Time (s)	3.5	5.5	5.5	3.6	5.5	5.5	3.6	4.8		3.6	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	6.5	4.6	6.5	6.5	4.6	5.8		4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Act Effct Green (s)	15.0	58.6	58.6	13.4	57.1	57.1	5.0	13.8	111.1	5.9	13.7	13.7
Actuated g/C Ratio	0.14	0.53	0.53	0.12	0.51	0.51	0.05	0.12	1.00	0.05	0.12	0.12
v/c Ratio	0.73	0.97	0.31	0.98	0.62	0.10	0.89	0.43	0.36	0.50	0.19	0.23
Control Delay	63.8	37.9	9.8	89.3	21.6	0.6	101.2	48.9	0.6	70.3	44.2	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	37.9	9.8	89.3	21.6	0.6	101.2	48.9	0.6	70.3	44.2	1.6
LOS	E	D	A	F	C	A	F	D	A	E	D	A
Approach Delay		36.9			33.8			26.3			34.4	
Approach LOS		D			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111.1
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 34.3
 Intersection LOS: C
 Intersection Capacity Utilization 92.6%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	2639	269	394	1567	85	133	176	549	44	77	72
Future Volume (veh/h)	165	2639	269	394	1567	85	133	176	549	44	77	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	2778	125	415	1649	65	140	191	0	48	84	56
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	210	2919	868	435	2840	882	162	373		64	334	149
Arrive On Green	0.12	0.54	0.54	0.12	0.55	0.55	0.05	0.10	0.00	0.04	0.09	0.09
Sat Flow, veh/h	1810	5415	1610	3510	5187	1610	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	179	2778	125	415	1649	65	140	191	0	48	84	56
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	10.5	52.6	4.2	12.7	22.8	2.1	4.3	5.4	0.0	2.8	2.3	3.5
Cycle Q Clear(g_c), s	10.5	52.6	4.2	12.7	22.8	2.1	4.3	5.4	0.0	2.8	2.3	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	2919	868	435	2840	882	162	373		64	334	149
V/C Ratio(X)	0.85	0.95	0.14	0.95	0.58	0.07	0.86	0.51		0.75	0.25	0.38
Avail Cap(c_a), veh/h	343	2927	870	435	2840	882	162	687		100	757	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	23.6	12.5	47.1	16.2	11.5	51.3	45.9	0.0	51.7	45.6	46.2
Incr Delay (d2), s/veh	5.5	8.1	0.1	31.5	0.3	0.0	33.9	1.1	0.0	16.1	0.4	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	20.9	1.3	7.2	7.8	0.7	2.6	2.4	0.0	1.6	1.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	31.8	12.5	78.6	16.5	11.6	85.1	47.0	0.0	67.9	46.0	47.8
LnGrp LOS	D	C	B	E	B	B	F	D		E	D	D
Approach Vol, veh/h		3082			2129			331	A		188	
Approach Delay, s/veh		32.2			28.5			63.2			52.1	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	17.0	18.0	64.8	9.6	15.8	17.1	65.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8	4.5	6.5				
Max Green Setting (Gmax), s	6.0	20.6	13.4	58.5	5.0	* 23	20.5	51.5				
Max Q Clear Time (g_c+I1), s	4.8	7.4	14.7	54.6	6.3	5.5	12.5	24.8				
Green Ext Time (p_c), s	0.0	0.8	0.0	3.8	0.0	0.5	0.1	12.8				

Intersection Summary

HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

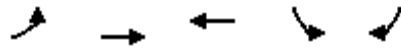
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

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Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↔	↘	↙
Traffic Volume (vph)	450	278	217	19	449
Future Volume (vph)	450	278	217	19	449
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	27.1	27.8	27.8
Total Split (s)	34.0	61.1	27.1	28.9	28.9
Total Split (%)	37.8%	67.9%	30.1%	32.1%	32.1%
Yellow Time (s)	3.6	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	23.4	56.1	28.1	11.5	11.5
Actuated g/C Ratio	0.30	0.71	0.36	0.15	0.15
v/c Ratio	0.86	0.21	0.37	0.08	0.73
Control Delay	42.8	4.6	22.3	29.0	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	4.6	22.3	29.0	10.9
LOS	D	A	C	C	B
Approach Delay		28.2	22.3	11.7	
Approach LOS		C	C	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 78.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 21.8
 Intersection LOS: C
 Intersection Capacity Utilization 59.1%
 ICU Level of Service B
 Analysis Period (min) 15

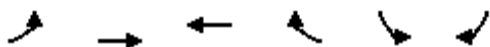
Splits and Phases: 61: Nuevo Rd. & Lakeview Av.



HCM 6th Signalized Intersection Summary
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

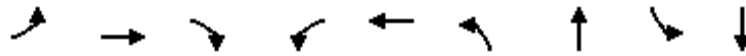


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	450	278	217	25	19	449	
Future Volume (veh/h)	450	278	217	25	19	449	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	464	287	224	26	20	334	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	502	1225	526	61	415	370	
Arrive On Green	0.28	0.64	0.31	0.31	0.23	0.23	
Sat Flow, veh/h	1810	1900	1671	194	1810	1610	
Grp Volume(v), veh/h	464	287	0	250	20	334	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1865	1810	1610	
Q Serve(g_s), s	21.6	5.5	0.0	9.2	0.7	17.5	
Cycle Q Clear(g_c), s	21.6	5.5	0.0	9.2	0.7	17.5	
Prop In Lane	1.00			0.10	1.00	1.00	
Lane Grp Cap(c), veh/h	502	1225	0	587	415	370	
V/C Ratio(X)	0.92	0.23	0.00	0.43	0.05	0.90	
Avail Cap(c_a), veh/h	613	1225	0	587	481	428	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	30.5	6.4	0.0	23.5	26.1	32.5	
Incr Delay (d2), s/veh	16.4	0.4	0.0	2.3	0.0	20.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	11.2	2.0	0.0	4.2	0.3	2.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	46.9	6.9	0.0	25.8	26.1	52.9	
LnGrp LOS	D	A	A	C	C	D	
Approach Vol, veh/h		751	250		354		
Approach Delay, s/veh		31.6	25.8		51.4		
Approach LOS		C	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				61.1	25.7	28.7	32.4
Change Period (Y+Rc), s				5.1	5.8	4.6	5.1
Max Green Setting (Gmax), s				56.0	23.1	29.4	22.0
Max Q Clear Time (g_c+11), s				7.5	19.5	23.6	11.2
Green Ext Time (p_c), s				1.8	0.4	0.4	1.0
Intersection Summary							
HCM 6th Ctrl Delay			35.7				
HCM 6th LOS			D				

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

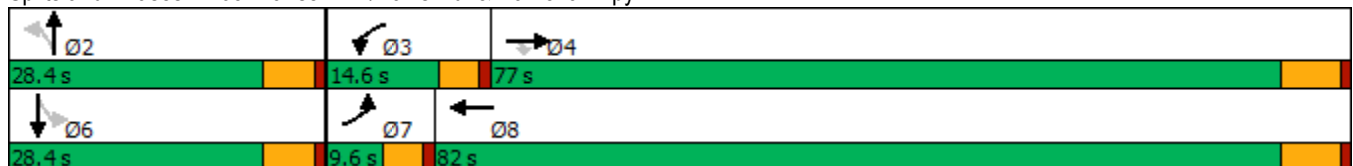


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↕		↕
Traffic Volume (vph)	2	2926	113	138	1970	72	5	2	2
Future Volume (vph)	2	2926	113	138	1970	72	5	2	2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	9.6	77.0	77.0	14.6	82.0	28.4	28.4	28.4	28.4
Total Split (%)	8.0%	64.2%	64.2%	12.2%	68.3%	23.7%	23.7%	23.7%	23.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	70.6	70.6	10.0	83.4		16.0		16.0
Actuated g/C Ratio	0.04	0.62	0.62	0.09	0.73		0.14		0.14
v/c Ratio	0.03	0.94	0.11	0.89	0.53		0.74		0.04
Control Delay	55.0	27.1	2.5	100.6	8.2		51.2		30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	55.0	27.1	2.5	100.6	8.2		51.2		30.1
LOS	D	C	A	F	A		D		C
Approach Delay		26.2			14.2		51.2		30.1
Approach LOS		C			B		D		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 113.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 95.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↖	↖	↑↑↑			↕			↕	
Traffic Volume (veh/h)	2	2926	113	138	1970	2	72	5	110	2	2	5
Future Volume (veh/h)	2	2926	113	138	1970	2	72	5	110	2	2	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	3016	107	142	2031	2	74	5	74	2	2	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	3298	1024	165	3877	4	128	14	88	72	71	102
Arrive On Green	0.00	0.64	0.64	0.09	0.72	0.72	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1810	5187	1610	1810	5352	5	671	121	742	260	600	861
Grp Volume(v), veh/h	2	3016	107	142	1312	721	153	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1899	1535	0	0	1721	0	0
Q Serve(g_s), s	0.1	55.5	2.8	8.5	18.5	18.5	9.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	55.5	2.8	8.5	18.5	18.5	10.7	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.48		0.48	0.25		0.50
Lane Grp Cap(c), veh/h	5	3298	1024	165	2505	1376	231	0	0	246	0	0
V/C Ratio(X)	0.41	0.91	0.10	0.86	0.52	0.52	0.66	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	82	3334	1035	165	2505	1376	363	0	0	384	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.6	17.4	7.8	49.2	6.7	6.7	47.2	0.0	0.0	42.8	0.0	0.0
Incr Delay (d2), s/veh	19.2	4.4	0.0	32.9	0.2	0.4	3.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	18.4	0.8	5.2	4.7	5.2	4.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	21.8	7.8	82.1	6.9	7.1	50.4	0.0	0.0	42.8	0.0	0.0
LnGrp LOS	E	C	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		3125			2175			153				8
Approach Delay, s/veh		21.4			11.9			50.4				42.8
Approach LOS		C			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.8	14.6	76.2		18.8	4.9	86.0				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		22.6	10.0	70.5		22.6	5.0	75.5				
Max Q Clear Time (g_c+11), s		12.7	10.5	57.5		2.4	2.1	20.5				
Green Ext Time (p_c), s		0.5	0.0	12.3		0.0	0.0	21.3				
Intersection Summary												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									

Timings
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

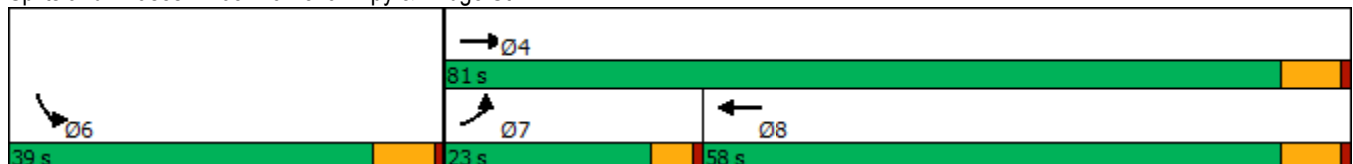


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↘	↑↑↑	↑↑↑	↘
Traffic Volume (vph)	236	2041	2280	79
Future Volume (vph)	236	2041	2280	79
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	23.5	28.5
Total Split (s)	23.0	81.0	58.0	39.0
Total Split (%)	19.2%	67.5%	48.3%	32.5%
Yellow Time (s)	3.6	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	Min
Act Effct Green (s)	17.5	74.7	52.6	27.8
Actuated g/C Ratio	0.15	0.65	0.46	0.24
v/c Ratio	0.89	0.57	0.93	0.93
Control Delay	81.9	12.8	38.2	48.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	81.9	12.8	38.2	48.4
LOS	F	B	D	D
Approach Delay		20.0	38.2	48.4
Approach LOS		B	D	D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 115.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 31.2	Intersection LOS: C
Intersection Capacity Utilization 104.7%	ICU Level of Service G
Analysis Period (min) 15	

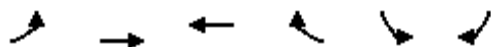
Splits and Phases: 65: Ramona Expy & Bridge St



HCM 6th Signalized Intersection Summary
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑↑↑	↑↑↑↗		↘		
Traffic Volume (veh/h)	236	2041	2280	48	79	445	
Future Volume (veh/h)	236	2041	2280	48	79	445	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	243	2104	2351	34	81	201	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	273	3928	2778	40	91	225	
Arrive On Green	0.15	0.69	0.50	0.50	0.19	0.19	
Sat Flow, veh/h	1810	5700	5605	81	476	1182	
Grp Volume(v), veh/h	243	2104	1592	793	283	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	1900	1885	1664	0	
Q Serve(g_s), s	14.2	19.7	39.3	39.5	17.9	0.0	
Cycle Q Clear(g_c), s	14.2	19.7	39.3	39.5	17.9	0.0	
Prop In Lane	1.00			0.04	0.29	0.71	
Lane Grp Cap(c), veh/h	273	3928	1884	935	317	0	
V/C Ratio(X)	0.89	0.54	0.85	0.85	0.89	0.00	
Avail Cap(c_a), veh/h	308	3928	1884	935	500	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	45.0	8.3	23.7	23.7	42.7	0.0	
Incr Delay (d2), s/veh	22.5	0.5	4.9	9.4	12.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.7	6.1	16.5	17.7	8.0	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	67.5	8.8	28.5	33.2	54.7	0.0	
LnGrp LOS	E	A	C	C	D	A	
Approach Vol, veh/h		2347	2385		283		
Approach Delay, s/veh		14.9	30.1		54.7		
Approach LOS		B	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				81.0	27.1	20.9	60.1
Change Period (Y+Rc), s				6.5	6.5	4.6	6.5
Max Green Setting (Gmax), s				74.5	32.5	18.4	51.5
Max Q Clear Time (g_c+I1), s				21.7	19.9	16.2	41.5
Green Ext Time (p_c), s				24.5	0.7	0.1	8.4

Intersection Summary

HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

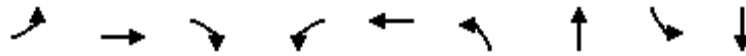
Notes

User approved volume balancing among the lanes for turning movement.

Timings
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

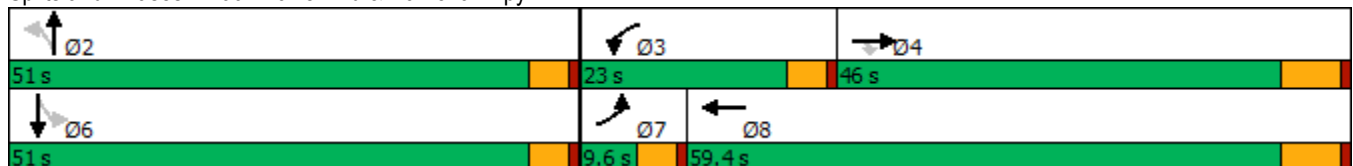


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑	↖↗	↗		↕
Traffic Volume (vph)	1	1498	622	374	1532	793	1	1	1
Future Volume (vph)	1	1498	622	374	1532	793	1	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	9.6	46.0	46.0	23.0	59.4	51.0	51.0	51.0	51.0
Total Split (%)	8.0%	38.3%	38.3%	19.2%	49.5%	42.5%	42.5%	42.5%	42.5%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	38.3	38.3	15.4	56.7	36.1	36.1		36.1
Actuated g/C Ratio	0.05	0.36	0.36	0.15	0.54	0.34	0.34		0.34
v/c Ratio	0.01	0.76	0.65	0.75	0.53	0.85	0.38		0.01
Control Delay	54.0	33.9	5.8	54.4	18.0	42.1	4.5		16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	54.0	33.9	5.8	54.4	18.0	42.1	4.5		16.5
LOS	D	C	A	D	B	D	A		B
Approach Delay		25.7			25.2		32.7		16.5
Approach LOS		C			C		C		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.8
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 26.9
 Intersection LOS: C
 Intersection Capacity Utilization 82.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑		↖↗	↖			↕	
Traffic Volume (veh/h)	1	1498	622	374	1532	0	793	1	266	1	1	4
Future Volume (veh/h)	1	1498	622	374	1532	0	793	1	266	1	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	1577	392	394	1613	0	835	1	122	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	2127	601	481	2876	0	1080	4	512	150	157	257
Arrive On Green	0.00	0.37	0.37	0.13	0.50	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	5700	1610	3619	5700	0	2872	13	1599	313	491	803
Grp Volume(v), veh/h	1	1577	392	394	1613	0	835	0	123	4	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1436	0	1612	1607	0	0
Q Serve(g_s), s	0.0	21.6	18.2	9.6	17.6	0.0	25.0	0.0	5.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	21.6	18.2	9.6	17.6	0.0	25.1	0.0	5.1	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.25		0.50
Lane Grp Cap(c), veh/h	2	2127	601	481	2876	0	1080	0	516	564	0	0
V/C Ratio(X)	0.40	0.74	0.65	0.82	0.56	0.00	0.77	0.00	0.24	0.01	0.00	0.00
Avail Cap(c_a), veh/h	100	2494	705	738	3340	0	1637	0	829	869	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	24.5	23.4	38.1	15.4	0.0	29.4	0.0	22.6	20.9	0.0	0.0
Incr Delay (d2), s/veh	34.8	1.0	1.7	2.4	0.2	0.0	0.6	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	6.3	4.1	6.3	0.0	7.7	0.0	1.7	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.8	25.5	25.1	40.4	15.6	0.0	29.9	0.0	22.7	20.9	0.0	0.0
LnGrp LOS	E	C	C	D	B	A	C	A	C	C	A	A
Approach Vol, veh/h		1970			2007			958				4
Approach Delay, s/veh		25.5			20.5			29.0				20.9
Approach LOS		C			C			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.5	16.6	40.2		33.5	4.7	52.1				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		46.4	18.4	39.5		46.4	5.0	52.9				
Max Q Clear Time (g_c+I1), s		27.1	11.6	23.6		2.1	2.0	19.6				
Green Ext Time (p_c), s		1.8	0.4	10.0		0.0	0.0	13.4				
Intersection Summary												
HCM 6th Ctrl Delay			24.1									
HCM 6th LOS			C									

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

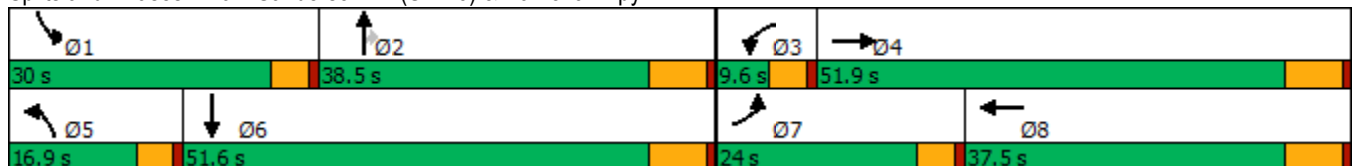
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	671	785	223	44	619	677	198	772	37	898	1424	939
Future Volume (vph)	671	785	223	44	619	677	198	772	37	898	1424	939
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			Free
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.6	38.5		9.6	37.5		9.6	36.5	36.5	9.6	38.5	
Total Split (s)	24.0	51.9		9.6	37.5		16.9	38.5	38.5	30.0	51.6	
Total Split (%)	18.5%	39.9%		7.4%	28.8%		13.0%	29.6%	29.6%	23.1%	39.7%	
Yellow Time (s)	3.6	5.5		3.6	5.5		3.6	5.5	5.5	3.6	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5		4.6	6.5		4.6	6.5	6.5	4.6	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	19.6	37.4	105.0	5.1	18.6	105.0	9.9	18.7	18.7	25.7	34.4	105.0
Actuated g/C Ratio	0.19	0.36	1.00	0.05	0.18	1.00	0.09	0.18	0.18	0.24	0.33	1.00
v/c Ratio	1.01	0.39	0.14	0.25	0.62	0.42	0.59	0.58	0.08	1.03	0.58	0.59
Control Delay	79.8	27.1	0.2	56.0	42.9	0.8	54.6	41.4	0.4	77.6	30.9	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	27.1	0.2	56.0	42.9	0.8	54.6	41.4	0.4	77.6	30.9	1.6
LOS	E	C	A	E	D	A	D	D	A	E	C	A
Approach Delay		44.6			22.0			42.5			35.3	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 105
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 36.0
 Intersection LOS: D
 Intersection Capacity Utilization 86.4%
 ICU Level of Service E
 Analysis Period (min) 15

























Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	671	785	223	44	619	677	198	772	37	898	1424	939
Future Volume (veh/h)	671	785	223	44	619	677	198	772	37	898	1424	939
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	678	793	0	44	625	0	200	780	-3	907	1438	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	711	1824		128	906		273	1234	262	931	2616	
Arrive On Green	0.20	0.32	0.00	0.04	0.16	0.00	0.08	0.16	0.00	0.26	0.34	0.00
Sat Flow, veh/h	3619	5700	1610	3619	5700	1610	3619	7600	1610	3619	7600	1610
Grp Volume(v), veh/h	678	793	0	44	625	0	200	780	-3	907	1438	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	18.3	10.9	0.0	1.2	10.2	0.0	5.3	9.5	0.0	24.5	15.1	0.0
Cycle Q Clear(g_c), s	18.3	10.9	0.0	1.2	10.2	0.0	5.3	9.5	0.0	24.5	15.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	711	1824		128	906		273	1234	262	931	2616	
V/C Ratio(X)	0.95	0.43		0.34	0.69		0.73	0.63	-0.01	0.97	0.55	
Avail Cap(c_a), veh/h	711	2621		183	1790		451	2463	522	931	3472	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.2	26.5	0.0	46.5	39.2	0.0	44.7	38.6	0.0	36.3	26.2	0.0
Incr Delay (d2), s/veh	22.7	0.2	0.0	0.6	0.9	0.0	1.4	0.5	0.0	23.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	4.5	0.0	0.5	4.5	0.0	2.3	4.2	0.0	12.9	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	26.7	0.0	47.1	40.2	0.0	46.1	39.1	0.0	59.5	26.4	0.0
LnGrp LOS	E	C		D	D		D	D	A	E	C	
Approach Vol, veh/h		1471	A		669	A		977			2345	A
Approach Delay, s/veh		42.9			40.6			40.7			39.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	22.5	8.1	38.1	12.1	40.5	24.0	22.2				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	25.4	32.0	5.0	45.4	12.3	45.1	19.4	31.0				
Max Q Clear Time (g_c+I1), s	26.5	11.5	3.2	12.9	7.3	17.1	20.3	12.2				
Green Ext Time (p_c), s	0.0	4.6	0.0	5.2	0.1	10.7	0.0	3.5				

Intersection Summary

HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

Notes

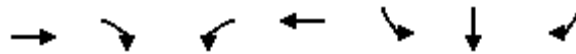
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 6.6:
**EAPC (2030) CONDITIONS OFF-RAMP QUEUING ANALYSIS WORKSHEETS WITH
IMPROVEMENTS**

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Queues

4: I-215 SB Ramps & Ramona Exwy.

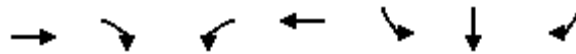


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1036	422	522	1603	941	464	476
v/c Ratio	0.71	0.56	0.80	0.61	0.74	0.73	0.71
Control Delay	38.9	6.4	34.1	16.7	33.4	37.0	30.8
Queue Delay	0.0	0.0	0.0	0.5	5.5	8.0	0.0
Total Delay	38.9	6.4	34.1	17.2	38.9	45.1	30.8
Queue Length 50th (ft)	243	0	181	265	309	303	239
Queue Length 95th (ft)	299	78	238	324	392	443	366
Internal Link Dist (ft)	1444			390		1096	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	1465	753	716	2640	1269	634	669
Starvation Cap Reductn	0	0	0	542	0	0	0
Spillback Cap Reductn	0	0	0	0	267	133	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.56	0.73	0.76	0.94	0.93	0.71

Intersection Summary

Queues

4: I-215 SB Ramps & Ramona Exwy.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1493	662	626	1223	1422	703	308
v/c Ratio	0.93	0.71	0.93	0.42	0.97	0.96	0.40
Control Delay	49.7	7.3	49.8	12.4	50.8	58.2	20.0
Queue Delay	0.0	0.0	0.0	0.2	42.8	44.0	0.0
Total Delay	49.7	7.3	49.8	12.6	93.6	102.1	20.0
Queue Length 50th (ft)	342	0	219	145	485	477	116
Queue Length 95th (ft)	#426	100	#323	179	#637	#723	190
Internal Link Dist (ft)	1444			390		1096	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	1607	930	672	2901	1468	734	779
Starvation Cap Reductn	0	0	0	816	0	0	0
Spillback Cap Reductn	0	0	0	0	453	226	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.71	0.93	0.59	1.40	1.38	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

APPENDIX 7.1:

**HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT CONDITIONS
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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**Volume Development
AM Peak Hour**

1: Harvill Av. & Cajalco Expy.

	PHF: 0.937 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	486	469	197	343	200	43	98	1,059	249	447	1,412	526	5,529

2: I-215 SB Ramps & Harley Knox Bl.

	PHF: 0.935 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	0	0	0	1,486	13	638	0	682	40	249	301	0	3,410

3: I-215 NB Ramps & Harley Knox Bl.

	PHF: 0.944 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	86	6	369	0	0	0	481	1,687	0	0	464	1,452	4,546

4: I-215 SB Ramps & Ramona Exwy.

	PHF: 0.958 7:15am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	0	0	0	1,612	0	547	0	1,189	485	599	1,840	0	6,271

5: I-215 NB Ramps & Ramona Exwy.

	PHF: 0.964 7:15am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	630	4	782	0	0	0	291	2,512	0	0	1,807	1,828	7,854

6: I-215 SB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	0	0	0	554	0	102	0	379	175	459	632	0	2,301

7: I-215 NB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	201	0	712	0	0	0	82	851	0	0	888	839	3,573

8: I-215 SB Ramps & Nuevo Rd.

	PHF: 0.884 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	0	0	0	436	1	186	0	779	249	700	1,574	0	3,925

9: I-215 NB Ramps & Nuevo Rd.

	PHF: 0.890 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	495	4	1,138	0	0	0	72	1,142	0	0	1,779	424	5,054

10: Western Wy. & Harley Knox Bl.

	PHF: 0.982 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	1	0	2	10	0	61	129	1,915	12	14	1,853	66	4,064

11: Webster Av. & Harley Knox Bl.

	PHF: 0.939 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	135	487	52	94	297	122	120	1,557	221	12	1,581	156	4,834

12: Webster Av. & Ramona Exwy.

	PHF: 0.940 7:15am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	185	93	49	79	49	156	321	2,529	106	67	3,312	46	6,991

**Volume Development
AM Peak Hour**

13: Indian Av. & Harley Knox Bl.

	PHF: 0.927 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	141	496	56	27	167	348	648	846	150	75	1,192	101	4,247

14: Indian Av. & Ramona Exwy.

	PHF: 0.983 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	142	238	40	54	115	174	419	2,158	153	81	3,283	210	7,066

15: Indian Av. & Placentia Av.

	PHF: 0.684 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	50	225	117	42	181	112	347	925	175	203	1,108	71	3,557

16: Perris Bl. & Iris Av.

	PHF: 0.871 7:15am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	242	1,255	356	206	733	77	50	588	147	367	774	197	4,988

17: Perris Bl. & Krameria Av.

	PHF: 0.907 7:15am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	114	1,434	294	113	1,052	11	26	214	122	289	228	263	4,159

18: Perris Bl. & San Michele Rd.

	PHF: 0.937 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	160	2,100	2	1	1,829	109	53	0	34	4	0	0	4,293

19: Perris Bl. & Nandina Av.

	PHF: 0.920 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	64	2,210	27	19	1,800	30	25	2	25	11	6	13	4,231

20: Perris Bl. & Harley Knox Av.

	PHF: 0.914 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	336	1,564	23	105	1,007	402	324	656	54	17	601	246	5,334

21: Perris Bl. & Markham St.

	PHF: 0.941 7:00am		Count Date: 5/10/2017										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	44	1,975	8	9	1,004	30	23	19	30	11	28	30	3,210

22: Perris Bl. & Ramona Exwy.

	PHF: 0.984 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	484	1,129	155	252	506	289	464	1,542	247	212	2,791	388	8,459

23: Perris Bl. & Morgan St.

	PHF: 0.954 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (NMCP) (PCE):	56	1,719	236	43	816	93	35	10	37	90	29	11	3,175

24: Perris Bl. & Rider St.

	PHF: 0.933 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL

**Volume Development
AM Peak Hour**

<hr/>	2040 NP (NMCP) (PCE):	57	1,557	214	171	632	45	34	195	23	329	424	448	4,129
	25: Perris Bl. & Placentia Av.													
	PHF: 0.897 7:00am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 NP (NMCP) (PCE):	101	1,208	53	44	806	112	248	140	97	65	283	293	3,449
	26: Perris Bl. & Orange Av.													
	PHF: 0.931 7:15am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 NP (NMCP) (PCE):	222	908	120	125	652	46	20	315	168	217	564	195	3,552
	27: Perris Bl. & Nuevo Rd.													
	PHF: 0.849 7:15am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 NP (NMCP) (PCE):	241	672	296	196	523	324	522	907	111	282	1,028	198	5,300
	28: Redlands Av. & Harley Knox Bl.													
	PHF: 0.833 7:00am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 NP (NMCP) (PCE):	839	5	0	0	6	7	53	0	730	0	0	0	1,641
	29: Redlands Av. & Markham St.													
	PHF: 0.836 7:00am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 NP (NMCP) (PCE):	102	725	0	0	496	112	36	0	30	0	0	0	1,501
	30: Redlands Av. & Ramona Exwy.													
	PHF: 0.961 7:00am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 NP (NMCP) (PCE):	48	42	320	415	105	74	118	1,869	65	198	3,557	750	7,561
	31: Redlands Av. & Morgan St.													
	PHF: 0.838 7:15									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 NP (NMCP) (PCE):	4	75	0	24	160	125	243	18	12	1	5	2	669
	32: Redlands Av. & Rider St.													
	PHF: 0.831 7:00									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 NP (NMCP) (PCE):	7	42	390	21	45	65	39	518	40	19	1,172	6	2,365
	33: Redlands Av. & Placentia Av.													
	PHF: 0.849 7:15									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 NP (NMCP) (PCE):	214	353	34	8	86	9	65	151	74	171	329	6	1,500
	34: Redlands Av. & Orange Av.													
	PHF: 0.928 7:15									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 NP (NMCP) (PCE):	130	320	183	82	185	82	59	330	73	174	632	204	2,454
	35: Redlands Av. & Nuevo Rd.													
	PHF: 0.815 7:00am									Count Date:	5/28/2019			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 NP (NMCP) (PCE):	171	307	186	53	307	104	82	987	206	266	1,536	54	4,258
	36: Murrieta Rd. & Nuevo Rd.													
	PHF: 0.822 7:15am									Count Date:	1/0/1900			

**Volume Development
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	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	111	161	255	217	175	265	179	975	116	291	1,267	282	4,293

37: Lasselle St. & Iris Av.

PHF: 0.933 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	406	825	761	308	742	143	168	690	416	664	856	137	6,116

38: Lasselle St. & Krameria Av.

PHF: 0.950 8:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	206	1,274	67	198	1,630	160	247	97	271	133	84	71	4,439

39: Evans Rd. & Ramona Exwy.

PHF: 0.943 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	640	590	50	302	356	506	359	2,004	218	73	3,359	540	8,995

40: Evans Rd. & Rider St.

PHF: 0.882 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	281	556	125	120	295	381	270	673	100	48	815	227	3,890

41: Evans Rd. & Orange Av.

PHF: 0.663 7:00am

Count Date: 2/1/2018

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	318	561	236	246	439	194	176	340	160	90	309	154	3,224

42: Evans Rd. & Nuevo Rd.

PHF: 0.842 7:00am

Count Date: 1/0/1900

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	76	751	176	63	682	705	592	821	33	667	1,058	166	5,790

43: Bradley Rd. & Ramona Exwy.

PHF: 0.884 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	293	0	38	0	0	0	0	2,141	49	21	3,157	0	5,699

44: Bradley Rd. & Rider St.

PHF: 0.881 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	20	53	50	223	12	115	39	921	9	15	845	99	2,401

45: Dunlap Dr. & Orange Av.

PHF: 0.898 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	399	0	75	0	0	0	0	165	215	15	65	0	934

46: Dunlap Dr. & Nuevo Rd.

PHF: 0.978 7:00am

Count Date: 9/23/2014

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	11	26	9	120	26	103	41	856	17	4	1,580	207	3,001

47: Ramona Exwy. & Rider St.

PHF: 0.875 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	429	2,894	1	0	1,958	221	283	0	477	0	0	1	6,265

48: Antelope Rd. & Ramona Exwy. - Future Intersection

**Volume Development
AM Peak Hour**

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	253	0	56	0	0	0	0	1,583	852	219	3,072	0	6,035

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	0	0	0	74	0	111	373	580	0	0	1,542	265	2,946

52: Street A & Ramona Exwy. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	102	0	25	0	0	0	0	1,296	343	85	3,189	0	5,039

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.

	PHF:								Count Date: 3/11/2020				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	236	112	385	0	450	1,266	325	203	126	374	305	0	3,782

54: Menifee Rd. & San Jacinto Av.

	PHF:								Count Date: 3/11/2020				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	149	545	19	11	797	288	211	7	124	20	20	25	2,217

55: Menifee Rd. & Ellis Rd.

	PHF:								Count Date: 3/11/2020				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	25	684	0	0	972	20	23	1	59	0	4	0	1,788

56: Menifee Rd. & Mapes Rd.

	PHF:								Count Date: 3/11/2020				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	32	521	17	195	818	90	23	52	26	15	135	183	2,105

57: Menifee Rd. & Watson Rd.

	PHF:								Count Date: 3/11/2020				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	41	485	162	104	703	48	31	164	10	48	254	76	2,126

58: Menifee Rd. & Ethanac Rd. (SR-74)

	PHF:								Count Date: 3/11/2020				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	369	475	298	54	729	102	127	1,014	176	366	1,168	113	4,993

59: Bernasconi Rd. & Orange Av. - Future Intersection

	PHF:								Count Date: 3/11/2020				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	0	0	0	258	0	377	165	402	0	0	735	647	2,584

**Volume Development
AM Peak Hour**

60: Lakeview Av. & Ramona Exwy.														
	PHF:	<u>0.904</u>		7:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	357	29	268	97	213	201	27	1,089	232	539	2,823	14	5,890	
61: Lakeview Av. & Nuevo Rd.														
	PHF:	<u>0.875</u>		7:30									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	0	0	0	16	0	493	517	121	0	0	203	27	1,378	
62: Nuevo Rd. & Nuevo Rd./Montgomery Av.														
	PHF:	<u>0.900</u>		8:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	10	0	0	0	0	0	0	188	15	0	249	0	462	
63: Hansen Av./Davis Rd. & Ramona Exwy.														
	PHF:	<u>0.930</u>		7:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	192	3	138	1	1	7	3	1,394	55	52	3,176	1	5,026	
64: Hansen Av. & Contour Av.														
	PHF:	<u>0.775</u>		8:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	4	74	161	197	87	7	11	84	1	179	81	181	1,067	
65: Bridge St. & Ramona Exwy.														
	PHF:	<u>0.962</u>		7:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	0	0	0	24	0	137	436	2,279	0	0	1,914	101	4,891	
66: Warren Rd. & Ramona Exwy.														
	PHF:	<u>0.966</u>		7:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	527	2	373	1	1	0	6	1,566	733	219	1,488	3	4,919	
67: Sanderson Av. (SR-79) & Ramona Exwy.														
	PHF:	<u>0.991</u>		7:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	241	1,421	95	835	744	561	988	654	146	70	861	994	7,610	

**Volume Development
PM Peak Hour**

1: Harvill Av. & Cajalco Expy.													
PHF: <u>0.970</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	332	212	276	615	338	97	63	1,582	294	318	1,242	251	5,619
2: I-215 SB Ramps & Harley Knox Bl.													
PHF: <u>0.901</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	0	0	0	892	0	403	0	968	136	722	280	0	3,401
3: I-215 NB Ramps & Harley Knox Bl.													
PHF: <u>0.879</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	50	1	347	0	0	0	677	1,182	0	0	952	1,750	4,960
4: I-215 SB Ramps & Ramona Exwy.													
PHF: <u>0.988</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	0	0	0	2,513	3	364	0	1,767	783	741	1,448	0	7,619

**Volume Development
PM Peak Hour**

5: I-215 NB Ramps & Ramona Exwy.

	PHF: 0.975		4:30pm						Count Date: 3/11/2020				
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	611	3	721	0	0	0	516	3,765	0	0	1,576	1,986	9,179

6: I-215 SB Ramps & Placentia Av. - Future Intersection

	PHF:								Count Date: 3/11/2020				
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	0	0	0	893	0	85	0	588	198	1,077	816	0	3,656

7: I-215 NB Ramps & Placentia Av. - Future Intersection

	PHF:								Count Date: 3/11/2020				
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	169	0	564	0	0	0	98	1,383	0	0	1,724	1,130	5,068

8: I-215 SB Ramps & Nuevo Rd.

	PHF: 0.948		4:00pm						Count Date: 3/11/2020				
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	0	0	0	695	4	105	0	884	296	1,181	849	0	4,015

Volume Development
PM Peak Hour

9: I-215 NB Ramps & Nuevo Rd.													
PHF: 0.982 4:00pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	143	0	852	0	0	0	82	1,497	0	0	1,888	551	5,012
10: Western Wy. & Harley Knox Bl.													
PHF: 0.893 4:30pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	8	0	4	30	0	190	53	1,471	4	6	2,504	7	4,277
11: Webster Av. & Harley Knox Bl.													
PHF: 0.902 4:30pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	165	407	63	180	640	158	144	1,231	192	15	2,020	126	5,340
12: Webster Av. & Ramona Exwy.													
PHF: 0.927 4:30pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	280	34	23	124	60	216	237	3,601	120	36	3,268	67	8,067

**Volume Development
PM Peak Hour**

13: Indian Av. & Harley Knox Bl.													
PHF: <u>0.909</u> 4:15pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	149	373	86	110	406	818	476	836	102	67	1,008	61	4,493
14: Indian Av. & Ramona Exwy.													
PHF: <u>0.981</u> 4:45pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	228	263	50	245	223	201	476	3,573	235	163	2,665	194	8,517
15: Indian Av. & Placentia Av.													
PHF: <u>0.713</u> 4:15pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	60	117	23	143	323	430	152	1,333	117	39	1,396	60	4,195
16: Perris Bl. & Iris Av.													
PHF: <u>0.957</u> 4:45pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	289	1,110	360	324	1,271	29	31	708	194	389	607	152	5,463

Volume Development
PM Peak Hour

17: Perris Bl. & Krameria Av.													
PHF: 0.917 4:30pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	55	1,407	245	177	1,493	13	36	186	127	237	120	128	4,224
18: Perris Bl. & San Michele Rd.													
PHF: 0.887 4:15pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	93	2,272	0	5	2,398	124	195	0	234	1	0	0	5,323
19: Perris Bl. & Nandina Av.													
PHF: 0.908 4:15pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	70	2,279	29	17	2,486	91	61	5	164	32	11	15	5,261
20: Perris Bl. & Harley Knox Av.													
PHF: 0.911 4:15pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	94	1,224	19	181	1,515	430	447	401	151	14	587	149	5,211

**Volume Development
PM Peak Hour**

21: Perris Bl. & Markham St.
 PHF: 0.966 4:30pm Count Date: 5/10/2017

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	34	1,262	14	21	1,568	39	45	16	73	10	6	10	3,098

22: Perris Bl. & Ramona Exwy.
 PHF: 0.974 4:30pm Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	420	609	233	584	918	279	382	3,027	459	182	2,241	368	9,702

23: Perris Bl. & Morgan St.
 PHF: 0.947 4:30pm Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	51	1,272	92	24	1,532	42	58	31	32	238	10	54	3,437

24: Perris Bl. & Rider St.
 PHF: 0.958 4:30pm Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	44	997	356	301	1,460	49	59	355	110	418	138	301	4,588

**Volume Development
PM Peak Hour**

25: Perris Bl. & Placentia Av.													
	PHF: 0.925		4:30pm										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	185	1,134	147	197	1,551	227	112	219	187	105	131	147	4,343
26: Perris Bl. & Orange Av.													
	PHF: 0.941		4:00pm										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	300	926	278	238	1,264	66	32	444	347	302	310	111	4,617
27: Perris Bl. & Nuevo Rd.													
	PHF: 0.927		4:00pm										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	215	762	124	324	979	487	592	1,045	197	212	772	224	5,934
28: Redlands Av. & Harley Knox Bl.													
	PHF: 0.944		4:00pm										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	701	13	0	0	5	41	55	0	546	0	0	0	1,361

**Volume Development
PM Peak Hour**

29: Redlands Av. & Markham St.													
	<u>PHF:</u> 0.875		4:15pm										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	24	536	0	0	474	36	111	0	82	0	0	0	1,264
 30: Redlands Av. & Ramona Exwy.													
	<u>PHF:</u> 0.924		4:30pm										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	86	93	228	468	49	102	85	3,974	70	257	2,813	454	8,678
 31: Redlands Av. & Morgan St.													
	<u>PHF:</u> 0.732		16:30										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	16	181	0	8	84	249	147	10	6	5	23	8	736
 32: Redlands Av. & Rider St.													
	<u>PHF:</u> 0.935		16:30										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	7	42	227	7	47	47	56	796	65	56	702	19	2,070

Volume Development
PM Peak Hour

33: Redlands Av. & Placentia Av.														
	PHF: 0.910		16:30										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	122	207	26	14	99	25	52	312	166	75	236	3	1,337	
34: Redlands Av. & Orange Av.														
	PHF: 0.975		16:45										Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	106	278	99	34	232	42	69	656	154	128	519	32	2,349	
35: Redlands Av. & Nuevo Rd.														
	PHF: 0.968		4:45pm										Count Date: 5/28/2019	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	152	306	244	37	238	71	81	1,424	219	236	1,241	50	4,297	
36: Murrieta Rd. & Nuevo Rd.														
	PHF: 0.912		5:00pm										Count Date:	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	35	103	256	132	60	87	101	1,447	23	165	1,243	74	3,726	

**Volume Development
PM Peak Hour**

37: Lasselle St. & Iris Av.													
PHF: <u>0.978</u> 17:00											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	321	838	757	350	980	131	233	647	458	752	933	296	6,698
38: Lasselle St. & Krameria Av.													
PHF: <u>0.900</u> 4:15pm											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	273	1,367	318	301	798	204	428	351	295	240	240	164	4,980
39: Evans Rd. & Ramona Exwy.													
PHF: <u>0.977</u> 16:45											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	321	468	69	535	759	495	579	3,539	618	57	2,709	465	10,612
40: Evans Rd. & Rider St.													
PHF: <u>0.925</u> 17:00											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	147	445	72	65	614	347	371	527	245	115	417	87	3,452

Volume Development
PM Peak Hour

41: Evans Rd. & Orange Av.													
PHF: <u>0.939</u> 4:45pm													
Count Date: <u>2/1/2018</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	157	373	96	110	372	154	166	265	110	72	163	94	2,132
42: Evans Rd. & Nuevo Rd.													
PHF: <u>0.958</u> 5:00pm													
Count Date: <u>1/0/1900</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	45	771	766	174	972	411	592	1,153	89	423	1,026	99	6,522
43: Bradley Rd. & Ramona Exwy.													
PHF: <u>0.948</u> 16:45													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	108	0	19	0	0	0	0	3,415	281	37	2,718	0	6,578
44: Bradley Rd. & Rider St.													
PHF: <u>0.957</u> 16:00													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	19	9	7	49	16	105	128	489	16	8	433	94	1,374

Volume Development
PM Peak Hour

45: Dunlap Dr. & Orange Av.													
PHF: 0.954		17:00		Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	302	0	25	0	0	0	0	95	361	66	134	0	983
46: Dunlap Dr. & Nuevo Rd.													
PHF: 0.789		4:30pm		Count Date: 9/23/2014									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	9	48	3	225	31	65	87	1,935	9	7	1,413	150	3,983
47: Ramona Exwy. & Rider St.													
PHF: 0.940		16:45		Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	458	2,703	1	0	3,299	134	51	0	450	0	0	1	7,099
48: Antelope Rd. & Ramona Exwy. - Future Intersection													
PHF:				Count Date:									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	815	0	258	0	0	0	0	3,350	399	187	2,191	0	7,200

Volume Development
PM Peak Hour

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	PHF:							Count Date:					TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	PHF:							Count Date:					TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	PHF:							Count Date:					TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	0	0	0	313	0	448	204	1,735	0	0	1,120	153	3,974

52: Street A & Ramona Exwy. - Future Intersection

	PHF:							Count Date:					TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (NMCP) (PCE):	389	0	110	0	0	0	0	3,442	166	66	1,988	0	6,161

Volume Development
PM Peak Hour

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.

PHF: 0.973 16:15 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	174	513	379	9	267	795	1,454	339	255	358	304	4	4,851

54: Menifee Rd. & San Jacinto Av.

PHF: 0.964 16:30 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	120	795	19	20	664	225	418	26	170	10	17	9	2,493

55: Menifee Rd. & Ellis Rd.

PHF: 0.907 16:30 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	26	913	3	1	811	23	36	0	16	1	1	1	1,834

56: Menifee Rd. & Mapes Rd.

PHF: 0.892 16:30 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	23	794	12	106	674	50	58	164	26	9	51	120	2,087

Volume Development
PM Peak Hour

57: Menifee Rd. & Watson Rd.													
	PHF: 0.809		16:00		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	10	758	185	89	584	39	37	220	7	13	99	23	2,065
58: Menifee Rd. & Ethanac Rd. (SR-74)													
	PHF: 0.944		16:30		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	270	708	252	73	547	81	228	1,155	283	295	1,043	80	5,014
59: Bernasconi Rd. & Orange Av. - Future Intersection													
	PHF:				Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	0	0	0	952	0	397	534	731	0	0	532	622	3,767
60: Lakeview Av. & Ramona Exwy.													
	PHF: 0.947		16:45		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	159	210	657	53	92	86	197	3,155	321	472	1,874	102	7,377

Volume Development
PM Peak Hour

61: Lakeview Av. & Nuevo Rd.													
PHF:	0.971		16:00										
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	0	0	0	19	0	449	450	278	0	0	217	25	1,437
62: Nuevo Rd. & Nuevo Rd./Montgomery Av.													
PHF:	0.903		16:15										
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	13	0	0	0	0	0	0	255	32	0	186	0	486
63: Hansen Av./Davis Rd. & Ramona Exwy.													
PHF:	0.968		16:30										
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	86	6	131	3	3	6	3	3,727	135	165	2,355	3	6,622
64: Hansen Av. & Contour Av.													
PHF:	0.935		16:00										
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (NMCP) (PCE):	4	138	120	150	115	20	13	25	7	80	32	149	853

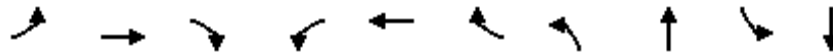
**Volume Development
PM Peak Hour**

65: Bridge St. & Ramona Exwy.														
	PHF:	<u>0.972</u>	16:15										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	0	0	0	95	0	532	283	2,440	0	0	2,726	57	6,133	
66: Warren Rd. & Ramona Exwy.														
	PHF:	<u>0.953</u>	16:45										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	948	1	318	1	1	4	1	1,791	744	447	1,832	0	6,089	
67: Sanderson Av. (SR-79) & Ramona Exwy.														
	PHF:	<u>0.986</u>	16:00										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (NMCP) (PCE):	237	923	44	1,074	1,703	1,122	803	938	266	52	740	809	8,712	

Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

05/27/2020

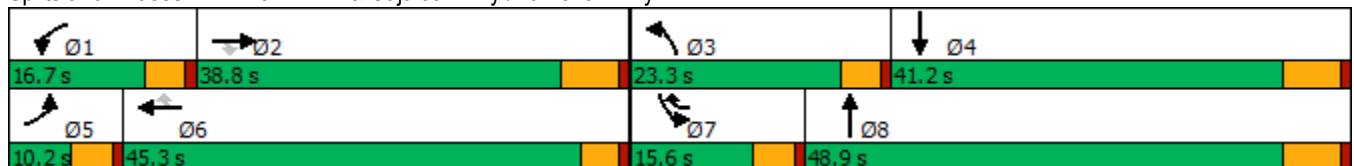


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙↘	↕	↘	↙↘	↕↘	↙↘	↕↘
Traffic Volume (vph)	98	1059	249	447	1412	526	486	469	343	200
Future Volume (vph)	98	1059	249	447	1412	526	486	469	343	200
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	38.8	38.8	16.7	45.3	15.6	23.3	48.9	15.6	41.2
Total Split (%)	8.5%	32.3%	32.3%	13.9%	37.8%	13.0%	19.4%	40.8%	13.0%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.6	32.6	32.6	12.1	40.8	56.3	18.7	42.7	11.0	35.0
Actuated g/C Ratio	0.05	0.27	0.27	0.10	0.34	0.47	0.16	0.36	0.09	0.29
v/c Ratio	1.24	1.15	0.45	1.35	1.22	0.67	0.95	0.56	1.14	0.25
Control Delay	222.0	119.3	12.2	215.7	143.7	21.6	78.2	30.3	141.2	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	222.0	119.3	12.2	215.7	143.7	21.6	78.2	30.3	141.2	30.3
LOS	F	F	B	F	F	C	E	C	F	C
Approach Delay		107.5			130.3			50.5		95.2
Approach LOS		F			F			D		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.35
 Intersection Signal Delay: 104.1
 Intersection LOS: F
 Intersection Capacity Utilization 90.1%
 ICU Level of Service E
 Analysis Period (min) 15

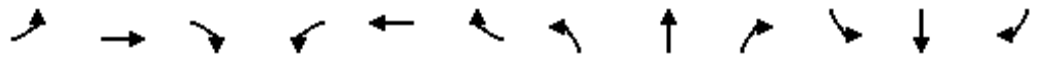
Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	98	1059	249	447	1412	526	486	469	197	343	200	43
Future Volume (veh/h)	98	1059	249	447	1412	526	486	469	197	343	200	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	1127	200	476	1502	505	517	499	182	365	213	42
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	1017	454	349	1210	685	539	907	329	317	867	168
Arrive On Green	0.05	0.28	0.28	0.10	0.34	0.34	0.15	0.35	0.35	0.09	0.29	0.29
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	2585	937	3510	3016	584
Grp Volume(v), veh/h	104	1127	200	476	1502	505	517	348	333	365	126	129
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1717	1755	1805	1795
Q Serve(g_s), s	5.6	34.3	12.4	12.1	40.8	31.9	17.8	18.8	19.0	11.0	6.5	6.7
Cycle Q Clear(g_c), s	5.6	34.3	12.4	12.1	40.8	31.9	17.8	18.8	19.0	11.0	6.5	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		0.33
Lane Grp Cap(c), veh/h	83	1017	454	349	1210	685	539	633	602	317	519	516
V/C Ratio(X)	1.25	1.11	0.44	1.36	1.24	0.74	0.96	0.55	0.55	1.15	0.24	0.25
Avail Cap(c_a), veh/h	83	1017	454	349	1210	685	539	633	602	317	519	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	43.7	35.8	54.8	40.5	29.2	51.1	31.8	31.8	55.3	33.2	33.3
Incr Delay (d2), s/veh	179.7	62.6	0.7	181.2	115.7	4.2	28.3	3.4	3.6	97.7	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	23.4	4.8	13.9	36.5	12.3	9.6	8.4	8.1	9.0	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	237.7	106.3	36.5	236.0	156.1	33.4	79.4	35.2	35.5	153.1	34.3	34.4
LnGrp LOS	F	F	D	F	F	C	E	D	D	F	C	C
Approach Vol, veh/h		1431			2483			1198			620	
Approach Delay, s/veh		106.1			146.5			54.3			104.2	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	40.5	23.3	41.2	10.2	47.0	15.6	48.9				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	12.1	32.6	18.7	35.0	5.6	* 41	11.0	42.7				
Max Q Clear Time (g_c+I1), s	14.1	36.3	19.8	8.7	7.6	42.8	13.0	21.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	3.7				

Intersection Summary

HCM 6th Ctrl Delay	112.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

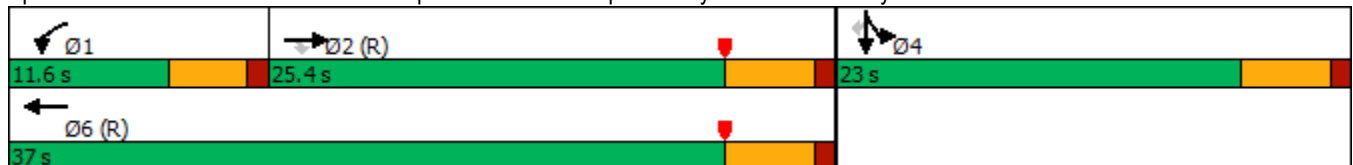


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↘
Traffic Volume (vph)	682	40	249	301	13	638
Future Volume (vph)	682	40	249	301	13	638
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.4	25.4	11.6	37.0	23.0	23.0
Total Split (%)	42.3%	42.3%	19.3%	61.7%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.4	20.4	7.1	32.0	18.0	18.0
Actuated g/C Ratio	0.34	0.34	0.12	0.53	0.30	0.30
v/c Ratio	0.59	0.07	1.24	0.17	2.94	0.87
Control Delay	18.8	0.2	166.0	11.9	892.7	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	0.2	166.0	11.9	892.7	22.2
LOS	B	A	F	B	F	C
Approach Delay	17.7			81.7	632.8	
Approach LOS	B			F	F	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.94
 Intersection Signal Delay: 413.6
 Intersection LOS: F
 Intersection Capacity Utilization 222.5%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 05/27/2020

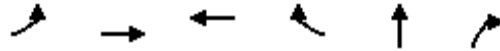


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑						↖	↗
Traffic Volume (veh/h)	0	682	40	249	301	0	0	0	0	1486	13	638
Future Volume (veh/h)	0	682	40	249	301	0	0	0	0	1486	13	638
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	726	43	265	320	0				1581	14	620
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1227	547	214	1925	0				538	5	483
Arrive On Green	0.00	0.34	0.34	0.24	1.00	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1794	16	1610
Grp Volume(v), veh/h	0	726	43	265	320	0				1595	0	620
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	10.0	1.1	7.1	0.0	0.0				18.0	0.0	18.0
Cycle Q Clear(g_c), s	0.0	10.0	1.1	7.1	0.0	0.0				18.0	0.0	18.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1227	547	214	1925	0				543	0	483
V/C Ratio(X)	0.00	0.59	0.08	1.24	0.17	0.00				2.94	0.00	1.28
Avail Cap(c_a), veh/h	0	1227	547	214	1925	0				543	0	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.4	13.4	22.9	0.0	0.0				21.0	0.0	21.0
Incr Delay (d2), s/veh	0.0	2.1	0.3	139.5	0.2	0.0				876.6	0.0	142.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	0.4	10.6	0.0	0.0				138.5	0.0	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.5	13.7	162.4	0.2	0.0				897.6	0.0	163.7
LnGrp LOS	A	B	B	F	A	A				F	A	F
Approach Vol, veh/h		769			585					2215		
Approach Delay, s/veh		18.2			73.7					692.2		
Approach LOS		B			E					F		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.6	25.4		23.0		37.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	7.1	20.4		18.0		32.0						
Max Q Clear Time (g_c+I1), s	9.1	12.0		20.0		2.0						
Green Ext Time (p_c), s	0.0	2.1		0.0		1.2						

Intersection Summary

HCM 6th Ctrl Delay	445.6
HCM 6th LOS	F

Timings

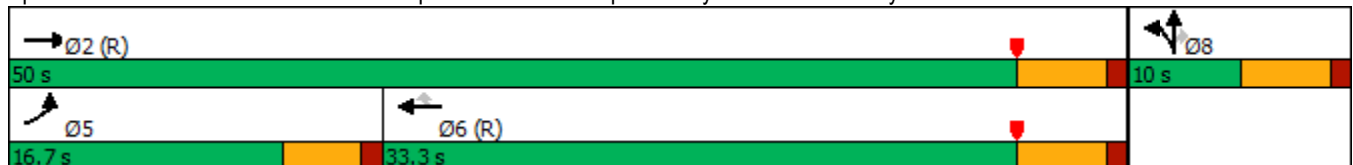


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	481	1687	464	1452	6	369
Future Volume (vph)	481	1687	464	1452	6	369
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	16.7	50.0	33.3	33.3	10.0	10.0
Total Split (%)	27.8%	83.3%	55.5%	55.5%	16.7%	16.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effect Green (s)	12.2	45.0	28.3	28.3	5.0	5.0
Actuated g/C Ratio	0.20	0.75	0.47	0.47	0.08	0.08
v/c Ratio	1.40	0.66	0.29	1.66	0.64	1.62
Control Delay	208.8	8.3	10.3	322.1	49.1	318.9
Queue Delay	0.0	16.9	0.0	0.0	0.0	0.0
Total Delay	208.8	25.2	10.3	322.1	49.1	318.9
LOS	F	C	B	F	D	F
Approach Delay		66.0	246.6		265.5	
Approach LOS		E	F		F	

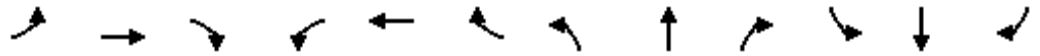
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.66
 Intersection Signal Delay: 162.3
 Intersection LOS: F
 Intersection Capacity Utilization 222.5%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox Blvd./Harley Knox Blvd. 05/27/2020

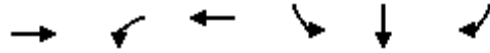


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑			↑↑	↗		↖	↗			
Traffic Volume (veh/h)	481	1687	0	0	464	1452	86	6	369	0	0	0
Future Volume (veh/h)	481	1687	0	0	464	1452	86	6	369	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	512	1795	0	0	494	1482	91	6	329			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	368	2708	0	0	1703	759	142	9	134			
Arrive On Green	0.41	1.00	0.00	0.00	0.47	0.47	0.08	0.08	0.08			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1703	112	1610			
Grp Volume(v), veh/h	512	1795	0	0	494	1482	97	0	329			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1815	0	1610			
Q Serve(g_s), s	12.2	0.0	0.0	0.0	5.0	28.3	3.1	0.0	5.0			
Cycle Q Clear(g_c), s	12.2	0.0	0.0	0.0	5.0	28.3	3.1	0.0	5.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.94		1.00			
Lane Grp Cap(c), veh/h	368	2708	0	0	1703	759	151	0	134			
V/C Ratio(X)	1.39	0.66	0.00	0.00	0.29	1.95	0.64	0.00	2.45			
Avail Cap(c_a), veh/h	368	2708	0	0	1703	759	151	0	134			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.78	0.78	0.00	0.00	0.67	0.67	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.8	0.0	0.0	0.0	9.7	15.9	26.6	0.0	27.5			
Incr Delay (d2), s/veh	188.8	1.0	0.0	0.0	0.3	431.4	19.0	0.0	675.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	22.4	0.4	0.0	0.0	1.6	98.5	2.0	0.0	26.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	206.6	1.0	0.0	0.0	10.0	447.2	45.7	0.0	702.8			
LnGrp LOS	F	A	A	A	A	F	D	A	F			
Approach Vol, veh/h		2307			1976			426				
Approach Delay, s/veh		46.7			337.9			553.2				
Approach LOS		D			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			16.7	33.3		10.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		45.0			12.2	28.3		5.0				
Max Q Clear Time (g_c+1), s		2.0			14.2	30.3		7.0				
Green Ext Time (p_c), s		12.1			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					214.7							
HCM 6th LOS					F							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

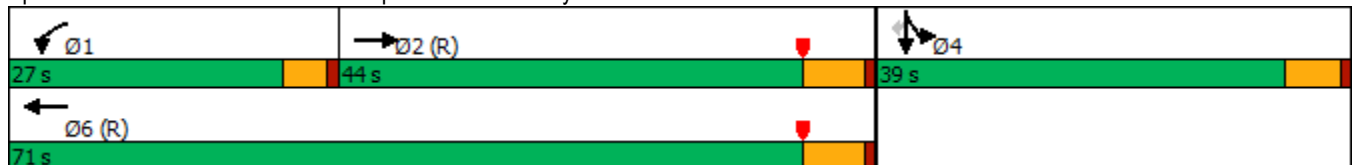


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↗
Traffic Volume (vph)	1189	599	1840	1612	0	547
Future Volume (vph)	1189	599	1840	1612	0	547
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.0	22.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	1.42	1.69	0.90	1.61	1.61	1.05
Control Delay	223.4	338.9	7.0	311.0	311.8	85.7
Queue Delay	0.1	0.0	36.8	47.6	47.6	0.0
Total Delay	223.5	338.9	43.8	358.6	359.4	85.7
LOS	F	F	D	F	F	F
Approach Delay	223.5		116.3		289.7	
Approach LOS	F		F		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.69
 Intersection Signal Delay: 204.6
 Intersection LOS: F
 Intersection Capacity Utilization 263.1%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↘	↖	↗
Traffic Volume (veh/h)	0	1189	485	599	1840	0	0	0	0	1612	0	547
Future Volume (veh/h)	0	1189	485	599	1840	0	0	0	0	1612	0	547
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1239	408	624	1917	0				1679	0	497
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	926	296	370	2133	0				1102	0	490
Arrive On Green	0.00	0.35	0.35	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2775	857	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	823	824	624	1917	0				1679	0	497
Grp Sat Flow(s),veh/h/ln	0	1805	1733	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	38.0	38.0	22.5	55.3	0.0				33.5	0.0	33.5
Cycle Q Clear(g_c), s	0.0	38.0	38.0	22.5	55.3	0.0				33.5	0.0	33.5
Prop In Lane	0.00		0.49	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	624	599	370	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.32	1.38	1.69	0.90	0.00				1.52	0.00	1.01
Avail Cap(c_a), veh/h	0	624	599	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.0	36.0	48.2	32.4	0.0				38.3	0.0	38.3
Incr Delay (d2), s/veh	0.0	144.7	170.8	309.7	0.7	0.0				240.2	0.0	44.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	40.5	43.2	42.2	24.7	0.0				50.8	0.0	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	180.7	206.8	358.0	33.0	0.0				278.4	0.0	82.3
LnGrp LOS	A	F	F	F	C	A				F	A	F
Approach Vol, veh/h		1647			2541						2176	
Approach Delay, s/veh		193.8			112.8						233.6	
Approach LOS		F			F						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	44.0		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	24.5	40.0		35.5		57.3						
Green Ext Time (p_c), s	0.0	0.0		0.0		5.2						

Intersection Summary

HCM 6th Ctrl Delay	175.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

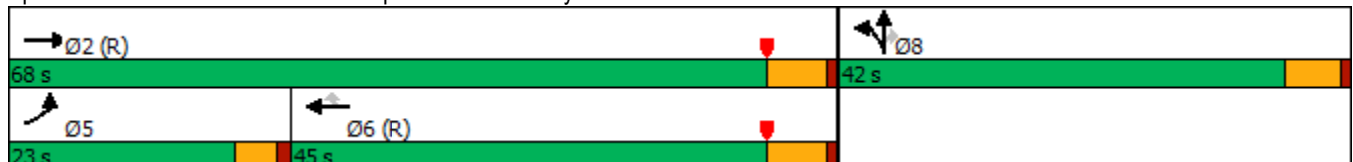


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↷	↷	↶	↷	↷
Traffic Volume (vph)	291	2512	1807	1828	630	4	782
Future Volume (vph)	291	2512	1807	1828	630	4	782
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	18.5	62.0	39.0	39.0	36.5	36.5	36.5
Actuated g/C Ratio	0.17	0.56	0.35	0.35	0.33	0.33	0.33
v/c Ratio	1.00	1.29	1.47	1.81	0.58	0.58	1.39
Control Delay	53.9	158.0	245.9	384.7	35.2	35.4	215.9
Queue Delay	0.0	2.3	0.7	0.0	0.0	0.0	0.0
Total Delay	53.9	160.3	246.6	384.7	35.2	35.4	215.9
LOS	D	F	F	F	D	D	F
Approach Delay		149.3	316.1			135.1	
Approach LOS		F	F			F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.81
 Intersection Signal Delay: 223.9
 Intersection LOS: F
 Intersection Capacity Utilization 263.1%
 ICU Level of Service H
 Analysis Period (min) 15






















Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

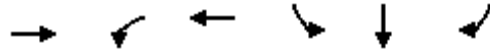
05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	291	2512	0	0	1807	1828	630	4	782	0	0	0
Future Volume (veh/h)	291	2512	0	0	1807	1828	630	4	782	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	303	2617	0	0	1882	1742	659	0	654			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	304	2035	0	0	1280	571	1201	0	534			
Arrive On Green	0.22	0.75	0.00	0.00	0.35	0.35	0.33	0.00	0.33			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	303	2617	0	0	1882	1742	659	0	654			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	18.4	62.0	0.0	0.0	39.0	39.0	16.4	0.0	36.5			
Cycle Q Clear(g_c), s	18.4	62.0	0.0	0.0	39.0	39.0	16.4	0.0	36.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	304	2035	0	0	1280	571	1201	0	534			
V/C Ratio(X)	1.00	1.29	0.00	0.00	1.47	3.05	0.55	0.00	1.22			
Avail Cap(c_a), veh/h	304	2035	0	0	1280	571	1201	0	534			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.7	13.8	0.0	0.0	35.5	35.5	30.0	0.0	36.8			
Incr Delay (d2), s/veh	14.4	129.1	0.0	0.0	216.0	927.8	0.5	0.0	116.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.5	47.1	0.0	0.0	54.2	161.2	6.9	0.0	30.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	142.9	0.0	0.0	251.5	963.3	30.6	0.0	153.5			
LnGrp LOS	E	F	A	A	F	F	C	A	F			
Approach Vol, veh/h		2920			3624			1313				
Approach Delay, s/veh		134.0			593.7			91.8				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.0			23.0	45.0		42.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		64.0			20.4	41.0		38.5				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					339.0							
HCM 6th LOS					F							
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

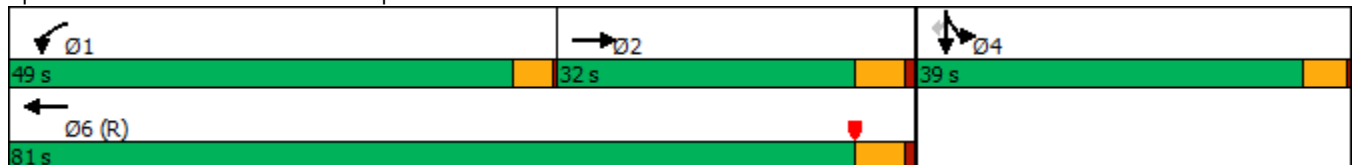


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	379	459	632	554	0	102
Future Volume (vph)	379	459	632	554	0	102
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	32.0	49.0	81.0	39.0	39.0	39.0
Total Split (%)	26.7%	40.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	41.1	38.0	83.1	26.9	26.9	26.9
Actuated g/C Ratio	0.34	0.32	0.69	0.22	0.22	0.22
v/c Ratio	0.50	0.88	0.27	0.78	0.78	0.25
Control Delay	32.4	73.9	7.1	57.7	57.7	7.5
Queue Delay	0.0	9.7	0.2	0.0	0.0	0.0
Total Delay	32.4	83.6	7.3	57.7	57.7	7.5
LOS	C	F	A	E	E	A
Approach Delay	32.4		39.4		49.9	
Approach LOS	C		D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 40.7
 Intersection LOS: D
 Intersection Capacity Utilization 76.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	379	175	459	632	0	0	0	0	554	0	102
Future Volume (veh/h)	0	379	175	459	632	0	0	0	0	554	0	102
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	412	190	499	687	0				602	0	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	741	338	521	2271	0				707	0	312
Arrive On Green	0.00	0.31	0.31	0.58	1.00	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	2500	1096	1810	3705	0				3619	0	1598
Grp Volume(v), veh/h	0	308	294	499	687	0				602	0	111
Grp Sat Flow(s),veh/h/ln	0	1805	1696	1810	1805	0				1810	0	1598
Q Serve(g_s), s	0.0	17.1	17.4	31.3	0.0	0.0				19.3	0.0	7.2
Cycle Q Clear(g_c), s	0.0	17.1	17.4	31.3	0.0	0.0				19.3	0.0	7.2
Prop In Lane	0.00		0.65	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	556	522	521	2271	0				707	0	312
V/C Ratio(X)	0.00	0.55	0.56	0.96	0.30	0.00				0.85	0.00	0.36
Avail Cap(c_a), veh/h	0	556	522	679	2271	0				1040	0	459
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.51	0.51	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.6	34.8	24.8	0.0	0.0				46.6	0.0	41.7
Incr Delay (d2), s/veh	0.0	3.9	4.3	13.6	0.2	0.0				4.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.8	7.5	9.3	0.1	0.0				8.9	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	38.6	39.1	38.4	0.2	0.0				51.2	0.0	42.4
LnGrp LOS	A	D	D	D	A	A				D	A	D
Approach Vol, veh/h		602			1186						713	
Approach Delay, s/veh		38.8			16.3						49.9	
Approach LOS		D			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	38.5	42.5		27.9		81.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	45.0	26.5		34.5		75.5						
Max Q Clear Time (g_c+I1), s	33.3	19.4		21.3		2.0						
Green Ext Time (p_c), s	1.2	1.3		2.2		2.8						

Intersection Summary

HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

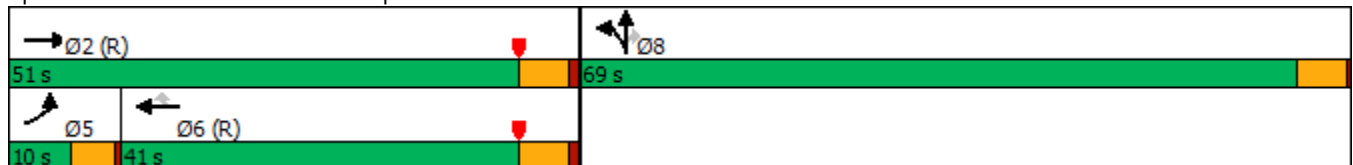


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷↷	↷↷	↷	↶	↷	↷
Traffic Volume (vph)	82	851	888	839	201	0	712
Future Volume (vph)	82	851	888	839	201	0	712
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	10.0	51.0	41.0	41.0	69.0	69.0	69.0
Total Split (%)	8.3%	42.5%	34.2%	34.2%	57.5%	57.5%	57.5%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	7.8	49.1	36.8	36.8	60.4	60.4	60.4
Actuated g/C Ratio	0.06	0.41	0.31	0.31	0.50	0.50	0.50
v/c Ratio	0.77	0.63	0.87	0.85	0.13	0.13	0.93
Control Delay	96.7	41.5	49.6	13.4	15.3	15.3	43.8
Queue Delay	0.0	0.5	0.8	0.0	0.2	0.2	0.0
Total Delay	96.7	42.0	50.4	13.4	15.5	15.5	43.8
LOS	F	D	D	B	B	B	D
Approach Delay		46.8	32.4			37.6	
Approach LOS		D	C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 37.5
 Intersection LOS: D
 Intersection Capacity Utilization 76.9%
 ICU Level of Service D
 Analysis Period (min) 15




















Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	851	0	0	888	839	201	0	712	0	0	0
Future Volume (veh/h)	82	851	0	0	888	839	201	0	712	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	89	925	0	0	965	640	218	0	502			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	83	2096	0	0	1795	798	1201	0	532			
Arrive On Green	0.05	0.58	0.00	0.00	0.50	0.50	0.33	0.00	0.33			
Sat Flow, veh/h	1810	3705	0	0	3705	1605	3619	0	1603			
Grp Volume(v), veh/h	89	925	0	0	965	640	218	0	502			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1605	1810	0	1603			
Q Serve(g_s), s	5.5	17.3	0.0	0.0	22.0	40.0	5.1	0.0	36.6			
Cycle Q Clear(g_c), s	5.5	17.3	0.0	0.0	22.0	40.0	5.1	0.0	36.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	83	2096	0	0	1795	798	1201	0	532			
V/C Ratio(X)	1.07	0.44	0.00	0.00	0.54	0.80	0.18	0.00	0.94			
Avail Cap(c_a), veh/h	83	2096	0	0	1795	798	1930	0	855			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.78	0.78	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	57.3	14.2	0.0	0.0	20.7	25.2	28.5	0.0	39.0			
Incr Delay (d2), s/veh	108.3	0.5	0.0	0.0	1.2	8.3	0.0	0.0	9.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.9	6.5	0.0	0.0	8.8	15.7	2.2	0.0	15.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	165.6	14.7	0.0	0.0	21.9	33.6	28.5	0.0	48.8			
LnGrp LOS	F	B	A	A	C	C	C	A	D			
Approach Vol, veh/h		1014			1605			720				
Approach Delay, s/veh		28.0			26.5			42.7				
Approach LOS		C			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		75.2			10.0	65.2		44.8				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		45.5			5.5	35.5		64.0				
Max Q Clear Time (g_c+I1), s		19.3			7.5	42.0		38.6				
Green Ext Time (p_c), s		3.9			0.0	0.0		1.3				

Intersection Summary

HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

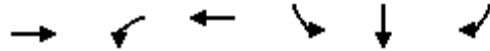
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	779	700	1574	436	1	186
Future Volume (vph)	779	700	1574	436	1	186
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	27.9	21.5	53.4	16.6	16.6	16.6
Actuated g/C Ratio	0.35	0.27	0.67	0.21	0.21	0.21
v/c Ratio	0.90	0.81	0.71	0.67	0.67	0.50
Control Delay	38.0	34.7	11.4	38.0	38.0	19.0
Queue Delay	0.0	0.0	1.6	0.0	0.0	0.0
Total Delay	38.0	34.7	13.0	38.0	38.0	19.0
LOS	D	C	B	D	D	B
Approach Delay	38.0		19.7		32.3	
Approach LOS	D		B		C	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 26.5
 Intersection LOS: C
 Intersection Capacity Utilization 73.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	779	249	700	1574	0	0	0	0	436	1	186
Future Volume (veh/h)	0	779	249	700	1574	0	0	0	0	436	1	186
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	847	241	761	1711	0				475	0	144
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	853	242	873	2189	0				616	0	274
Arrive On Green	0.00	0.31	0.31	0.25	0.61	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	2868	788	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	551	537	761	1711	0				475	0	144
Grp Sat Flow(s),veh/h/ln	0	1805	1756	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	24.4	24.4	16.6	28.4	0.0				10.0	0.0	6.5
Cycle Q Clear(g_c), s	0.0	24.4	24.4	16.6	28.4	0.0				10.0	0.0	6.5
Prop In Lane	0.00		0.45	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	555	540	873	2189	0				616	0	274
V/C Ratio(X)	0.00	0.99	0.99	0.87	0.78	0.00				0.77	0.00	0.53
Avail Cap(c_a), veh/h	0	555	540	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.6	27.6	28.8	11.8	0.0				31.7	0.0	30.2
Incr Delay (d2), s/veh	0.0	36.6	37.3	0.8	0.3	0.0				2.1	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.9	14.6	6.4	8.1	0.0				4.2	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	64.2	65.0	29.6	12.1	0.0				33.8	0.0	31.8
LnGrp LOS	A	E	E	C	B	A				C	A	C
Approach Vol, veh/h		1088			2472						619	
Approach Delay, s/veh		64.6			17.4						33.3	
Approach LOS		E			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.9	30.1		18.1		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	18.6	26.4		12.0		30.4						
Green Ext Time (p_c), s	1.3	0.0		1.6		8.0						

Intersection Summary

HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

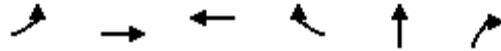
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

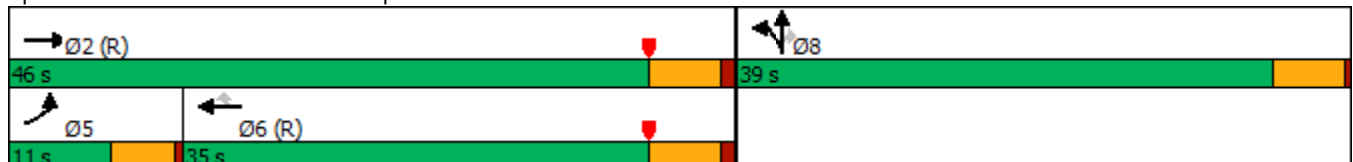


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↖	↗↗
Traffic Volume (vph)	72	1127	1779	424	4	1138
Future Volume (vph)	72	1127	1779	424	4	1138
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	6.2	40.5	31.7	31.7	34.0	34.0
Actuated g/C Ratio	0.07	0.48	0.37	0.37	0.40	0.40
v/c Ratio	0.59	0.72	1.00	0.52	0.75	1.04
Control Delay	57.3	20.8	49.4	4.4	29.7	62.0
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay	57.3	22.3	49.4	4.4	29.7	62.0
LOS	E	C	D	A	C	E
Approach Delay		24.3	40.8		52.2	
Approach LOS		C	D		D	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 40.5
 Intersection LOS: D
 Intersection Capacity Utilization 80.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

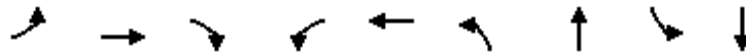


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↑	↗↗			
Traffic Volume (veh/h)	72	1127	15	0	1779	424	495	4	1138	0	0	0
Future Volume (veh/h)	72	1127	15	0	1779	424	495	4	1138	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	78	1225	16	0	1934	422	538	4	891			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	101	1912	25	0	2155	669	633	5	999			
Arrive On Green	0.06	0.52	0.52	0.00	0.42	0.42	0.35	0.35	0.35			
Sat Flow, veh/h	1810	3649	48	0	5358	1610	1797	13	2834			
Grp Volume(v), veh/h	78	606	635	0	1934	422	542	0	891			
Grp Sat Flow(s),veh/h/ln	1810	1805	1891	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.6	20.4	20.5	0.0	29.5	17.6	23.5	0.0	25.2			
Cycle Q Clear(g_c), s	3.6	20.4	20.5	0.0	29.5	17.6	23.5	0.0	25.2			
Prop In Lane	1.00		0.03	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	101	946	991	0	2155	669	638	0	999			
V/C Ratio(X)	0.77	0.64	0.64	0.00	0.90	0.63	0.85	0.00	0.89			
Avail Cap(c_a), veh/h	138	946	991	0	2155	669	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.39	0.39	0.39	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.6	14.5	14.5	0.0	23.2	19.7	25.4	0.0	26.0			
Incr Delay (d2), s/veh	4.5	1.3	1.3	0.0	6.4	4.5	7.7	0.0	7.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	7.1	7.5	0.0	11.6	6.6	10.4	0.0	8.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	15.8	15.8	0.0	29.6	24.2	33.1	0.0	33.8			
LnGrp LOS	D	B	B	A	C	C	C	A	C			
Approach Vol, veh/h		1319			2356			1433				
Approach Delay, s/veh		17.5			28.6			33.5				
Approach LOS		B			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			9.2	40.8		35.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+1), s		22.5			5.6	31.5		27.2				
Green Ext Time (p_c), s		4.4			0.0	0.0		2.7				
Intersection Summary												
HCM 6th Ctrl Delay				27.1								
HCM 6th LOS				C								

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑↑	↘	↙	↑↑↑	↙	↘	↙	↘
Traffic Volume (vph)	129	1915	12	14	1853	1	0	10	0
Future Volume (vph)	129	1915	12	14	1853	1	0	10	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	21.8	21.8	9.6	21.8	32.6	32.6	32.6	32.6
Total Split (s)	17.0	66.0	66.0	13.0	62.0	41.0	41.0	41.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	10.8%	51.7%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.8	60.3	60.3	6.0	43.9	13.7	13.7	13.7	13.7
Actuated g/C Ratio	0.14	0.76	0.76	0.08	0.55	0.17	0.17	0.17	0.17
v/c Ratio	0.54	0.50	0.01	0.10	0.69	0.00	0.01	0.04	0.16
Control Delay	47.5	7.7	0.0	45.6	15.9	32.0	0.0	33.2	0.8
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	7.8	0.0	45.6	15.9	32.0	0.0	33.2	0.8
LOS	D	A	A	D	B	C	A	C	A
Approach Delay		10.2			16.1		10.7		5.3
Approach LOS		B			B		B		A

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 79.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↖	↖	↑↑↑		↖	↖		↖	↖	
Traffic Volume (veh/h)	129	1915	12	14	1853	66	1	0	2	10	0	61
Future Volume (veh/h)	129	1915	12	14	1853	66	1	0	2	10	0	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	1954	12	14	1891	65	1	0	2	10	0	51
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	3354	1041	31	2936	101	215	0	170	261	0	170
Arrive On Green	0.09	0.65	0.65	0.02	0.57	0.57	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1810	5187	1610	1810	5149	177	1375	0	1610	1437	0	1610
Grp Volume(v), veh/h	132	1954	12	14	1269	687	1	0	2	10	0	51
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1868	1375	0	1610	1437	0	1610
Q Serve(g_s), s	4.6	13.9	0.2	0.5	16.2	16.2	0.0	0.0	0.1	0.4	0.0	1.9
Cycle Q Clear(g_c), s	4.6	13.9	0.2	0.5	16.2	16.2	1.9	0.0	0.1	0.5	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	169	3354	1041	31	1972	1065	215	0	170	261	0	170
V/C Ratio(X)	0.78	0.58	0.01	0.45	0.64	0.64	0.00	0.00	0.01	0.04	0.00	0.30
Avail Cap(c_a), veh/h	345	4804	1491	234	2990	1615	841	0	902	914	0	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	6.5	4.1	31.6	9.5	9.5	27.8	0.0	26.0	26.3	0.0	26.9
Incr Delay (d2), s/veh	2.9	0.2	0.0	3.7	0.4	0.7	0.0	0.0	0.0	0.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.0	0.0	0.2	4.3	4.8	0.0	0.0	0.0	0.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	6.7	4.1	35.4	9.8	10.2	27.8	0.0	26.1	26.3	0.0	27.8
LnGrp LOS	C	A	A	D	A	B	C	A	C	C	A	C
Approach Vol, veh/h		2098			1970			3				61
Approach Delay, s/veh		8.2			10.1			26.6				27.6
Approach LOS		A			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	47.8		11.5	10.7	42.9		11.5				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+1), s	2.5	15.9		3.9	6.6	18.2		3.9				
Green Ext Time (p_c), s	0.0	21.7		0.3	0.1	18.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Intersection			
Intersection Delay, s/veh	163.7		
Intersection LOS	F		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	1695	199
Demand Flow Rate, veh/h	0	1695	199
Vehicles Circulating, veh/h	13	144	1656
Vehicles Exiting, veh/h	1826	1711	248
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	180.5	20.7
Approach LOS	-	F	C
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.724	0.276
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	1695	144	55
Cap Entry Lane, veh/h	1246	315	315
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	1695	144	55
Cap Entry, veh/h	1246	315	315
V/C Ratio	1.361	0.458	0.175
Control Delay, s/veh	180.5	23.0	14.7
LOS	F	C	B
95th %tile Queue, veh	66	2	1

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

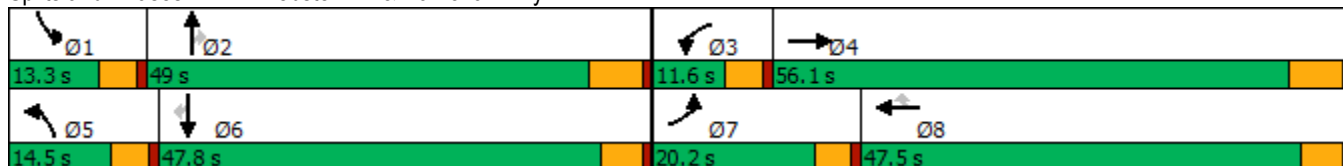
05/27/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	321	2529	67	3312	46	185	93	49	79	49	156
Future Volume (vph)	321	2529	67	3312	46	185	93	49	79	49	156
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.8	50.7	6.8	42.9	42.9	10.0	16.4	16.4	8.1	15.5	15.5
Actuated g/C Ratio	0.15	0.49	0.07	0.41	0.41	0.10	0.16	0.16	0.08	0.15	0.15
v/c Ratio	1.24	1.11	0.60	1.64	0.07	1.13	0.33	0.14	0.60	0.18	0.43
Control Delay	175.4	83.6	70.7	317.7	0.2	152.8	40.8	0.8	66.5	38.0	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	175.4	83.6	70.7	317.7	0.2	152.8	40.8	0.8	66.5	38.0	9.0
LOS	F	F	E	F	A	F	D	A	E	D	A
Approach Delay		93.5		308.6			98.2			30.0	
Approach LOS		F		F			F			C	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 103.9
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.64
 Intersection Signal Delay: 196.5
 Intersection LOS: F
 Intersection Capacity Utilization 111.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	2529	106	67	3312	46	185	93	49	79	49	156
Future Volume (veh/h)	321	2529	106	67	3312	46	185	93	49	79	49	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	341	2690	93	71	3523	40	197	99	37	84	52	120
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	284	2741	94	92	2210	686	180	267	226	108	191	162
Arrive On Green	0.16	0.53	0.53	0.05	0.43	0.43	0.10	0.14	0.14	0.06	0.10	0.10
Sat Flow, veh/h	1810	5150	176	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	341	1798	985	71	3523	40	197	99	37	84	52	120
Grp Sat Flow(s),veh/h/ln	1810	1729	1868	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	15.6	50.4	51.9	3.9	42.4	1.5	9.9	4.7	2.0	4.6	2.5	7.2
Cycle Q Clear(g_c), s	15.6	50.4	51.9	3.9	42.4	1.5	9.9	4.7	2.0	4.6	2.5	7.2
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	1841	994	92	2210	686	180	267	226	108	191	162
V/C Ratio(X)	1.20	0.98	0.99	0.77	1.59	0.06	1.09	0.37	0.16	0.78	0.27	0.74
Avail Cap(c_a), veh/h	284	1841	994	127	2210	686	180	817	693	158	815	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	22.7	23.0	46.7	28.5	16.8	44.8	38.8	37.6	46.1	41.4	43.5
Incr Delay (d2), s/veh	119.6	15.8	26.1	11.3	269.4	0.0	94.5	0.9	0.3	7.5	0.8	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	21.2	26.3	1.9	70.6	0.5	9.1	2.2	0.8	2.2	1.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	161.5	38.5	49.2	58.0	298.0	16.8	139.3	39.6	38.0	53.7	42.1	50.0
LnGrp LOS	F	D	D	E	F	B	F	D	D	D	D	D
Approach Vol, veh/h		3124			3634			333			256	
Approach Delay, s/veh		55.3			290.2			98.4			49.6	
Approach LOS		E			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	20.2	9.6	59.2	14.5	16.2	20.2	48.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+1), s	6.6	6.7	5.9	53.9	11.9	9.2	17.6	44.4				
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	173.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

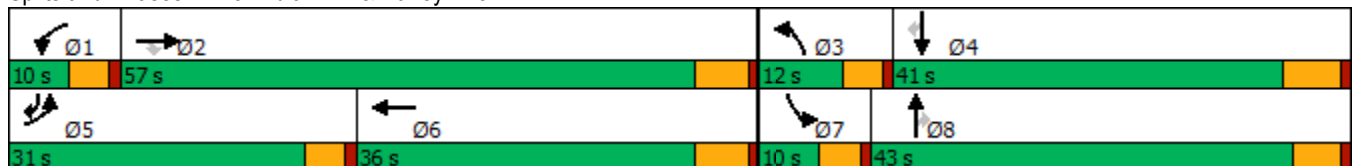


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↘↗	↑↑	↗	↘	↑	↗
Traffic Volume (vph)	648	846	150	75	1192	141	496	56	27	167	348
Future Volume (vph)	648	846	150	75	1192	141	496	56	27	167	348
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	26.6	51.5	51.5	5.4	30.4	7.2	25.5	25.5	5.3	18.5	51.4
Actuated g/C Ratio	0.26	0.49	0.49	0.05	0.29	0.07	0.24	0.24	0.05	0.18	0.49
v/c Ratio	1.52	0.35	0.18	0.86	0.92	0.63	0.60	0.12	0.32	0.53	0.45
Control Delay	273.0	17.7	3.5	113.3	47.8	60.8	38.3	0.5	60.3	43.9	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	273.0	17.7	3.5	113.3	47.8	60.8	38.3	0.5	60.3	43.9	15.3
LOS	F	B	A	F	D	E	D	A	E	D	B
Approach Delay		117.0			51.4		39.9			26.4	
Approach LOS		F			D		D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.52
 Intersection Signal Delay: 71.7
 Intersection LOS: E
 Intersection Capacity Utilization 96.1%
 ICU Level of Service F
 Analysis Period (min) 15































Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 			 	
Traffic Volume (veh/h)	648	846	150	75	1192	101	141	496	56	27	167	348
Future Volume (veh/h)	648	846	150	75	1192	101	141	496	56	27	167	348
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	697	910	152	81	1282	90	152	533	54	29	180	326
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	471	2572	799	96	1430	100	216	774	345	50	343	709
Arrive On Green	0.26	0.50	0.50	0.05	0.29	0.29	0.06	0.21	0.21	0.03	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	4948	347	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	697	910	152	81	896	476	152	533	54	29	180	326
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1837	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	26.4	10.9	5.3	4.5	25.2	25.2	4.3	13.8	2.8	1.6	8.7	14.4
Cycle Q Clear(g_c), s	26.4	10.9	5.3	4.5	25.2	25.2	4.3	13.8	2.8	1.6	8.7	14.4
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	471	2572	799	96	999	531	216	774	345	50	343	709
V/C Ratio(X)	1.48	0.35	0.19	0.84	0.90	0.90	0.70	0.69	0.16	0.58	0.53	0.46
Avail Cap(c_a), veh/h	471	2617	812	96	1029	547	256	1338	597	96	652	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	15.6	14.2	47.6	34.6	34.6	46.7	36.7	32.4	48.8	37.7	19.9
Incr Delay (d2), s/veh	227.5	0.1	0.1	43.6	10.2	17.1	4.8	1.1	0.2	4.0	1.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.6	3.9	1.8	3.1	11.4	13.1	2.0	5.9	1.1	0.8	4.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	265.0	15.7	14.3	91.2	44.8	51.7	51.5	37.8	32.6	52.7	38.9	20.4
LnGrp LOS	F	B	B	F	D	D	D	D	C	D	D	C
Approach Vol, veh/h		1759			1453			739			535	
Approach Delay, s/veh		114.4			49.7			40.3			28.4	
Approach LOS		F			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	56.1	10.8	24.5	31.0	35.1	7.4	28.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	26.4	30.2	5.4	* 38				
Max Q Clear Time (g_c+I1), s	6.5	12.9	6.3	16.4	28.4	27.2	3.6	15.8				
Green Ext Time (p_c), s	0.0	7.1	0.0	1.9	0.0	2.1	0.0	3.4				
Intersection Summary												
HCM 6th Ctrl Delay					71.0							
HCM 6th LOS					E							
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
14: Indian Av. & Ramona Exwy.

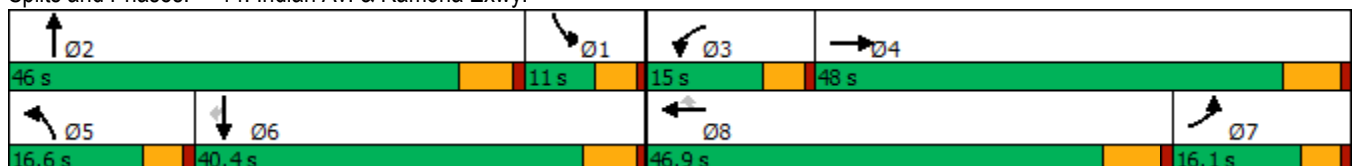


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	419	2158	81	3283	210	142	238	54	115	174
Future Volume (vph)	419	2158	81	3283	210	142	238	54	115	174
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.6	46.4	8.4	41.0	41.0	11.2	19.2	7.9	13.8	13.8
Actuated g/C Ratio	0.12	0.47	0.08	0.41	0.41	0.11	0.19	0.08	0.14	0.14
v/c Ratio	2.03	0.98	0.55	1.56	0.28	0.71	0.41	0.38	0.23	0.47
Control Delay	505.4	41.9	58.8	279.4	6.6	63.7	34.7	54.1	38.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	505.4	41.9	58.8	279.4	6.6	63.7	34.7	54.1	38.1	9.7
LOS	F	D	E	F	A	E	C	D	D	A
Approach Delay		113.1		258.4			44.5		26.2	
Approach LOS		F		F			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.03
 Intersection Signal Delay: 178.3
 Intersection LOS: F
 Intersection Capacity Utilization 120.5%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑	↗	↖	↑↑		↖	↑↑	↗
Traffic Volume (veh/h)	419	2158	153	81	3283	210	142	238	40	54	115	174
Future Volume (veh/h)	419	2158	153	81	3283	210	142	238	40	54	115	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	428	2202	154	83	3350	185	145	243	30	55	117	171
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	2505	174	107	2217	688	177	378	46	150	414	185
Arrive On Green	0.12	0.51	0.51	0.06	0.43	0.43	0.10	0.12	0.12	0.08	0.11	0.11
Sat Flow, veh/h	1810	4953	343	1810	5187	1610	1810	3236	395	1810	3610	1610
Grp Volume(v), veh/h	428	1532	824	83	3350	185	145	134	139	55	117	171
Grp Sat Flow(s),veh/h/ln	1810	1729	1838	1810	1729	1610	1810	1805	1826	1810	1805	1610
Q Serve(g_s), s	11.5	37.4	38.3	4.3	40.7	7.1	7.5	6.8	6.9	2.7	2.8	7.2
Cycle Q Clear(g_c), s	11.5	37.4	38.3	4.3	40.7	7.1	7.5	6.8	6.9	2.7	2.8	7.2
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	219	1749	930	107	2217	688	177	211	213	150	414	185
V/C Ratio(X)	1.96	0.88	0.89	0.78	1.51	0.27	0.82	0.64	0.65	0.37	0.28	0.93
Avail Cap(c_a), veh/h	219	1749	930	198	2217	688	228	762	771	150	1312	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	20.9	21.1	44.2	27.3	17.6	42.1	40.1	40.2	41.3	38.6	21.7
Incr Delay (d2), s/veh	447.7	5.3	10.4	4.5	232.4	0.2	13.1	3.2	3.3	0.6	0.4	17.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.0	14.1	16.5	2.0	62.4	2.4	3.9	3.1	3.2	1.2	1.2	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	489.5	26.2	31.4	48.7	259.7	17.8	55.2	43.3	43.5	41.8	38.9	39.2
LnGrp LOS	F	C	C	D	F	B	E	D	D	D	D	D
Approach Vol, veh/h		2784			3618			418			343	
Approach Delay, s/veh		99.0			242.5			47.5			39.5	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	16.9	10.2	54.4	13.9	16.7	17.7	46.9				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	4.7	8.9	6.3	40.3	9.5	9.2	13.5	42.7				
Green Ext Time (p_c), s	0.0	1.5	0.0	1.4	0.0	1.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	165.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	44.6
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	208	353	0	203	219	71	0	225	117	42	181	61
Future Vol, veh/h	208	353	0	203	219	71	0	225	117	42	181	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	226	384	0	221	238	77	0	245	127	46	197	66
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	52	33.3	62.1	28.5
HCM LOS	F	D	F	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	100%	66%	0%	100%	0%	76%	0%	75%
Vol Right, %	0%	34%	0%	0%	0%	24%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	342	208	353	203	290	42	242
LT Vol	0	0	208	0	203	0	42	0
Through Vol	0	225	0	353	0	219	0	181
RT Vol	0	117	0	0	0	71	0	61
Lane Flow Rate	0	372	226	384	221	315	46	263
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.94	0.601	0.965	0.596	0.79	0.129	0.691
Departure Headway (Hd)	9.351	9.1	9.575	9.051	9.722	9.018	10.169	9.461
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	398	378	399	371	400	352	381
Service Time	7.113	6.862	7.347	6.823	7.494	6.79	7.937	7.228
HCM Lane V/C Ratio	0	0.935	0.598	0.962	0.596	0.787	0.131	0.69
HCM Control Delay	12.1	62.1	25.9	67.4	25.9	38.5	14.4	31
HCM Lane LOS	N	F	D	F	D	E	B	D
HCM 95th-tile Q	0	10.4	3.8	11.1	3.7	6.8	0.4	5

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

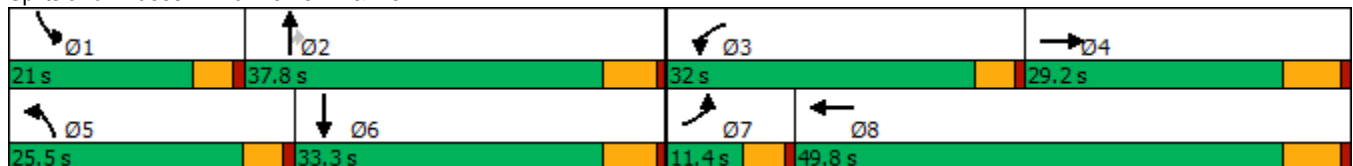


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕
Traffic Volume (vph)	50	588	367	774	242	1255	356	206	733
Future Volume (vph)	50	588	367	774	242	1255	356	206	733
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	23.0	27.3	45.9	19.6	32.0	32.0	16.1	28.5
Actuated g/C Ratio	0.05	0.19	0.23	0.38	0.16	0.27	0.27	0.13	0.24
v/c Ratio	0.56	1.16	0.97	0.78	0.89	0.98	0.68	0.93	0.72
Control Delay	77.2	129.1	83.3	37.1	79.9	64.2	25.8	93.1	45.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.2	129.1	83.3	37.1	79.9	64.2	25.8	93.1	45.3
LOS	E	F	F	D	E	E	C	F	D
Approach Delay		125.8		49.8		58.9			55.0
Approach LOS		F		D		E			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 66.2
 Intersection LOS: E
 Intersection Capacity Utilization 94.9%
 ICU Level of Service F
 Analysis Period (min) 15






























Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  			 	  
Traffic Volume (veh/h)	50	588	147	367	774	197	242	1255	356	206	733	77
Future Volume (veh/h)	50	588	147	367	774	197	242	1255	356	206	733	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	639	125	399	841	136	263	1364	263	224	797	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	577	113	413	1185	192	290	1383	427	247	1178	106
Arrive On Green	0.04	0.19	0.19	0.23	0.38	0.38	0.16	0.27	0.27	0.14	0.24	0.24
Sat Flow, veh/h	1810	3010	588	1810	3107	502	1810	5187	1601	1810	4842	435
Grp Volume(v), veh/h	54	383	381	399	489	488	263	1364	263	224	568	301
Grp Sat Flow(s),veh/h/ln	1810	1805	1793	1810	1805	1805	1810	1729	1601	1810	1729	1820
Q Serve(g_s), s	3.5	23.0	23.0	26.2	27.5	27.5	17.1	31.4	17.3	14.6	17.8	18.0
Cycle Q Clear(g_c), s	3.5	23.0	23.0	26.2	27.5	27.5	17.1	31.4	17.3	14.6	17.8	18.0
Prop In Lane	1.00		0.33	1.00		0.28	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	70	346	344	413	688	688	290	1383	427	247	841	443
V/C Ratio(X)	0.77	1.11	1.11	0.97	0.71	0.71	0.91	0.99	0.62	0.91	0.68	0.68
Avail Cap(c_a), veh/h	103	346	344	413	688	688	315	1383	427	247	841	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	48.5	48.5	45.8	31.5	31.5	49.5	43.8	38.6	51.0	41.1	41.2
Incr Delay (d2), s/veh	10.3	80.2	81.3	35.1	3.4	3.4	26.1	20.8	2.7	32.7	2.2	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	17.6	17.6	15.3	11.9	11.9	9.6	15.5	6.8	8.7	7.6	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	128.7	129.8	80.9	34.9	34.9	75.6	64.6	41.3	83.7	43.3	45.4
LnGrp LOS	E	F	F	F	C	C	E	E	D	F	D	D
Approach Vol, veh/h		818			1376			1890			1093	
Approach Delay, s/veh		125.2			48.2			62.9			52.1	
Approach LOS		F			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.8	32.0	29.2	23.8	35.0	9.2	52.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	16.6	33.4	28.2	25.0	19.1	20.0	5.5	29.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	3.0	0.0	4.8				
Intersection Summary												
HCM 6th Ctrl Delay			66.6									
HCM 6th LOS			E									

Timings
17: Perris Bl. & Krameria Av.

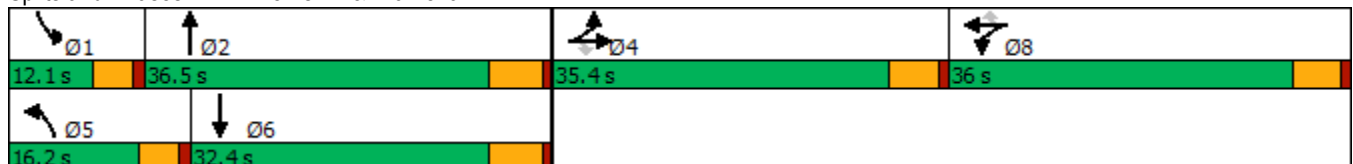


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕↕↕	↖	↕↕↕
Traffic Volume (vph)	214	122	228	263	114	1434	113	1052
Future Volume (vph)	214	122	228	263	114	1434	113	1052
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.0	22.0	32.1	32.1	11.0	32.6	8.1	29.7
Actuated g/C Ratio	0.20	0.20	0.29	0.29	0.10	0.29	0.07	0.27
v/c Ratio	0.70	0.33	1.05	0.46	0.69	1.24	0.93	0.83
Control Delay	51.3	11.0	92.4	10.7	69.7	149.9	115.6	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	11.0	92.4	10.7	69.7	149.9	115.6	45.4
LOS	D	B	F	B	E	F	F	D
Approach Delay	37.7		64.9			144.9		52.2
Approach LOS	D		E			F		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 110.9	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 94.4	Intersection LOS: F
Intersection Capacity Utilization 95.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↕↕		↗	↕↕↕	
Traffic Volume (veh/h)	26	214	122	289	228	263	114	1434	294	113	1052	11
Future Volume (veh/h)	26	214	122	289	228	263	114	1434	294	113	1052	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	233	79	314	248	162	124	1559	300	123	1143	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	300	286	307	242	478	162	1318	252	136	1523	15
Arrive On Green	0.18	0.18	0.18	0.30	0.30	0.30	0.09	0.30	0.28	0.08	0.29	0.27
Sat Flow, veh/h	203	1687	1607	1033	816	1609	1810	4370	837	1810	5298	51
Grp Volume(v), veh/h	261	0	79	562	0	162	124	1232	627	123	746	408
Grp Sat Flow(s),veh/h/ln	1890	0	1607	1848	0	1609	1810	1729	1749	1810	1729	1891
Q Serve(g_s), s	14.2	0.0	4.6	32.0	0.0	8.5	7.2	32.5	32.5	7.3	21.1	21.1
Cycle Q Clear(g_c), s	14.2	0.0	4.6	32.0	0.0	8.5	7.2	32.5	32.5	7.3	21.1	21.1
Prop In Lane	0.11		1.00	0.56		1.00	1.00		0.48	1.00		0.03
Lane Grp Cap(c), veh/h	336	0	286	549	0	478	162	1043	528	136	994	544
V/C Ratio(X)	0.78	0.00	0.28	1.02	0.00	0.34	0.77	1.18	1.19	0.90	0.75	0.75
Avail Cap(c_a), veh/h	551	0	468	549	0	478	205	1043	528	136	994	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	0.0	38.3	37.9	0.0	29.6	48.0	37.6	38.0	49.4	34.9	34.9
Incr Delay (d2), s/veh	3.9	0.0	0.5	44.6	0.0	0.4	9.2	91.5	102.5	48.4	3.2	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	1.8	20.6	0.0	3.2	3.6	26.2	28.2	5.0	8.9	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	0.0	38.8	82.4	0.0	30.0	57.2	129.1	140.5	97.9	38.1	40.7
LnGrp LOS	D	A	D	F	A	C	E	F	F	F	D	D
Approach Vol, veh/h		340			724			1983			1277	
Approach Delay, s/veh		44.5			70.7			128.2			44.7	
Approach LOS		D			E			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	36.5		23.1	13.6	35.0		36.0				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+1), s	9.3	34.5		16.2	9.2	23.1		34.0				
Green Ext Time (p_c), s	0.0	0.0		1.4	0.0	2.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	87.3
HCM 6th LOS	F

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

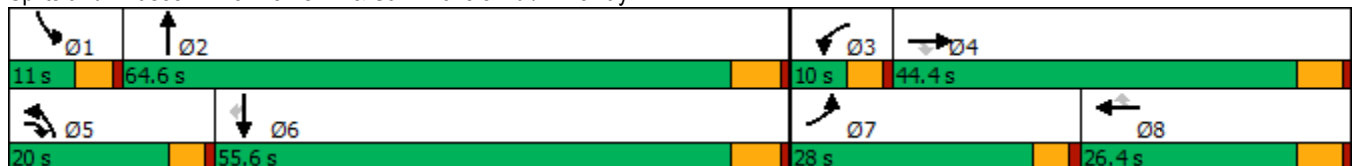


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↘	↗	↘	↘	↑↑↑	↘	↑↑↑	↘		
Traffic Volume (vph)	53	34	4	160	2100	1	1829	109		
Future Volume (vph)	53	34	4	160	2100	1	1829	109		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4						6		
Detector Phase	7	5	3	5	2	1	6	6		
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.1	27.1	5.5	13.1	66.1	5.4	47.4	47.4		
Actuated g/C Ratio	0.12	0.31	0.06	0.15	0.76	0.06	0.54	0.54		
v/c Ratio	0.27	0.06	0.04	0.63	0.57	0.01	0.69	0.12		
Control Delay	44.9	0.2	49.0	50.8	10.0	49.0	19.1	0.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	44.9	0.2	49.0	50.8	10.0	49.0	19.1	0.9		
LOS	D	A	D	D	B	D	B	A		
Approach Delay					12.9		18.1			
Approach LOS					B		B			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 87.2
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 15.6
 Intersection LOS: B
 Intersection Capacity Utilization 67.6%
 ICU Level of Service C
 Analysis Period (min) 15

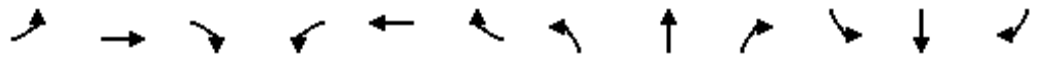
Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑↑		↖	↑↑↑	↗
Traffic Volume (veh/h)	53	0	34	4	0	0	160	2100	2	1	1829	109
Future Volume (veh/h)	53	0	34	4	0	0	160	2100	2	1	1829	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	0	17	4	0	0	170	2234	2	1	1946	95
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	193	349	10	117	100	209	3386	3	2	2688	835
Arrive On Green	0.04	0.00	0.10	0.01	0.00	0.00	0.12	0.63	0.63	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5352	5	1810	5187	1610
Grp Volume(v), veh/h	56	0	17	4	0	0	170	1443	793	1	1946	95
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	1899	1810	1729	1610
Q Serve(g_s), s	2.4	0.0	0.7	0.2	0.0	0.0	7.2	20.7	20.7	0.0	22.7	2.4
Cycle Q Clear(g_c), s	2.4	0.0	0.7	0.2	0.0	0.0	7.2	20.7	20.7	0.0	22.7	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	193	349	10	117	100	209	2187	1201	2	2688	835
V/C Ratio(X)	0.69	0.00	0.05	0.42	0.00	0.00	0.81	0.66	0.66	0.40	0.72	0.11
Avail Cap(c_a), veh/h	538	942	985	124	507	430	354	2586	1420	147	3285	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	24.4	39.0	0.0	0.0	33.9	9.1	9.1	39.2	14.6	9.7
Incr Delay (d2), s/veh	9.9	0.0	0.1	10.3	0.0	0.0	2.9	0.5	0.9	34.6	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.2	0.1	0.0	0.0	3.1	5.7	6.4	0.0	7.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	0.0	24.4	49.3	0.0	0.0	36.8	9.6	10.0	73.9	15.2	9.8
LnGrp LOS	D	A	C	D	A	A	D	A	B	E	B	A
Approach Vol, veh/h		73			4			2406			2042	
Approach Delay, s/veh		41.7			49.3			11.7			15.0	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	55.5	5.0	13.4	13.7	46.6	8.1	10.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.0	22.7	2.2	2.7	9.2	24.7	4.4	0.0				
Green Ext Time (p_c), s	0.0	22.1	0.0	0.0	0.1	16.0	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Timings
19: Perris Bl. & Nandina Av.

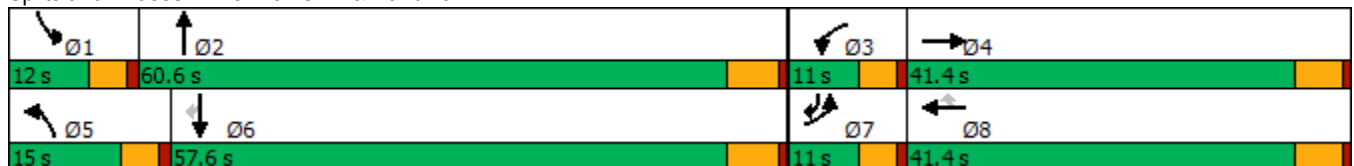


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	25	2	11	6	13	64	2210	19	1800	30
Future Volume (vph)	25	2	11	6	13	64	2210	19	1800	30
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	11.0	41.4	11.0	41.4	41.4	15.0	60.6	12.0	57.6	11.0
Total Split (%)	8.8%	33.1%	8.8%	33.1%	33.1%	12.0%	48.5%	9.6%	46.1%	8.8%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	15.0	5.6	13.1	13.1	7.9	62.1	6.0	53.9	59.3
Actuated g/C Ratio	0.08	0.18	0.07	0.16	0.16	0.10	0.75	0.07	0.65	0.72
v/c Ratio	0.18	0.04	0.10	0.02	0.04	0.41	0.62	0.16	0.58	0.03
Control Delay	47.3	0.1	48.5	35.7	0.2	49.2	13.9	48.4	15.2	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	0.1	48.5	35.7	0.2	49.2	13.9	48.4	15.2	1.0
LOS	D	A	D	D	A	D	B	D	B	A
Approach Delay		22.9		25.3			14.9		15.3	
Approach LOS		C		C			B		B	

Intersection Summary

Cycle Length: 125	
Actuated Cycle Length: 82.6	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	
























Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	2	25	11	6	13	64	2210	27	19	1800	30
Future Volume (veh/h)	25	2	25	11	6	13	64	2210	27	19	1800	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	2	18	12	7	6	70	2402	19	21	1957	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	168	150	26	152	129	91	3117	25	109	3097	1005
Arrive On Green	0.03	0.09	0.09	0.01	0.08	0.08	0.05	0.59	0.59	0.06	0.60	0.60
Sat Flow, veh/h	1810	1805	1606	1810	1900	1610	1810	5309	42	1810	5187	1609
Grp Volume(v), veh/h	27	2	18	12	7	6	70	1564	857	21	1957	28
Grp Sat Flow(s),veh/h/ln	1810	1805	1606	1810	1900	1610	1810	1729	1892	1810	1729	1609
Q Serve(g_s), s	1.2	0.1	0.9	0.5	0.3	0.3	3.2	28.4	28.5	0.9	20.3	0.6
Cycle Q Clear(g_c), s	1.2	0.1	0.9	0.5	0.3	0.3	3.2	28.4	28.5	0.9	20.3	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	50	168	150	26	152	129	91	2030	1111	109	3097	1005
V/C Ratio(X)	0.53	0.01	0.12	0.46	0.05	0.05	0.77	0.77	0.77	0.19	0.63	0.03
Avail Cap(c_a), veh/h	139	780	694	139	821	696	226	2276	1245	161	3227	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	34.3	34.6	40.7	35.4	35.4	39.1	13.0	13.0	37.2	10.9	6.0
Incr Delay (d2), s/veh	3.2	0.0	0.4	4.5	0.1	0.1	5.1	1.5	2.7	0.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	0.3	0.1	0.1	1.5	9.0	10.2	0.4	6.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	34.3	35.0	45.2	35.5	35.5	44.2	14.5	15.7	37.5	11.2	6.0
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	B	A
Approach Vol, veh/h		47			25			2491			2006	
Approach Delay, s/veh		39.7			40.2			15.7			11.4	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	54.7	5.8	13.2	8.8	55.5	6.9	12.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	54.8	6.4	36.0	10.4	51.8	6.4	36.0				
Max Q Clear Time (g_c+I1), s	2.9	30.5	2.5	2.9	5.2	22.3	3.2	2.3				
Green Ext Time (p_c), s	0.0	18.4	0.0	0.1	0.0	17.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

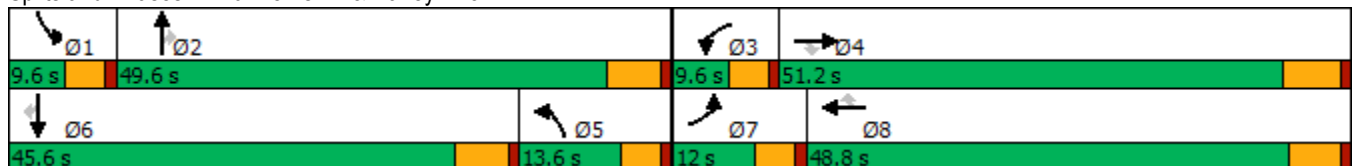
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	656	54	17	601	246	336	1564	23	105	1007	402
Future Volume (vph)	324	656	54	17	601	246	336	1564	23	105	1007	402
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	13.6	49.6	49.6	9.6	45.6	45.6
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	11.3%	41.3%	41.3%	8.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	31.8	31.8	5.1	23.3	23.3	14.8	40.6	40.6	5.1	30.9	30.9
Actuated g/C Ratio	0.08	0.33	0.33	0.05	0.24	0.24	0.15	0.42	0.42	0.05	0.32	0.32
v/c Ratio	2.53	0.61	0.09	0.10	0.53	0.53	0.69	0.79	0.03	0.63	0.67	0.70
Control Delay	731.5	31.0	0.3	51.5	33.6	16.4	49.6	29.3	0.1	64.7	31.7	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	731.5	31.0	0.3	51.5	33.6	16.4	49.6	29.3	0.1	64.7	31.7	24.8
LOS	F	C	A	D	C	B	D	C	A	E	C	C
Approach Delay		248.8			29.0			32.5			32.1	
Approach LOS		F			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.53
 Intersection Signal Delay: 73.8
 Intersection LOS: E
 Intersection Capacity Utilization 81.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑	↖	↗↖	↑↑↑	↖	↗↖	↑↑↑	↖	↗↖	↑↑↑	↖
Traffic Volume (veh/h)	324	656	54	17	601	246	336	1564	23	105	1007	402
Future Volume (veh/h)	324	656	54	17	601	246	336	1564	23	105	1007	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	352	713	54	18	653	175	365	1700	22	114	1095	330
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	152	939	419	71	1017	316	549	2204	684	187	1599	496
Arrive On Green	0.08	0.26	0.26	0.02	0.20	0.20	0.16	0.43	0.43	0.05	0.31	0.31
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	352	713	54	18	653	175	365	1700	22	114	1095	330
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	7.4	16.0	1.4	0.4	10.2	8.6	8.6	24.6	0.7	2.8	16.3	11.1
Cycle Q Clear(g_c), s	7.4	16.0	1.4	0.4	10.2	8.6	8.6	24.6	0.7	2.8	16.3	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	939	419	71	1017	316	549	2204	684	187	1599	496
V/C Ratio(X)	2.31	0.76	0.13	0.25	0.64	0.55	0.66	0.77	0.03	0.61	0.68	0.67
Avail Cap(c_a), veh/h	152	1849	825	200	2539	788	549	2587	803	200	2350	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	30.0	9.1	42.4	32.5	31.9	34.9	21.6	14.7	40.7	26.6	13.2
Incr Delay (d2), s/veh	609.2	1.3	0.1	0.7	0.7	1.5	2.4	1.3	0.0	3.1	0.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.9	6.5	0.8	0.2	4.1	3.3	3.6	9.1	0.2	1.2	6.2	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	649.4	31.3	9.2	43.1	33.2	33.4	37.3	22.9	14.7	43.7	27.2	14.8
LnGrp LOS	F	C	A	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		1119			846			2087			1539	
Approach Delay, s/veh		224.6			33.4			25.3			25.7	
Approach LOS		F			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	43.1	6.4	29.0	19.5	32.9	12.0	23.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	9.0	* 40	7.4	* 43				
Max Q Clear Time (g_c+I1), s	4.8	26.6	2.4	18.0	10.6	18.3	9.4	12.2				
Green Ext Time (p_c), s	0.0	10.6	0.0	4.7	0.0	8.7	0.0	5.0				

Intersection Summary

HCM 6th Ctrl Delay	66.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

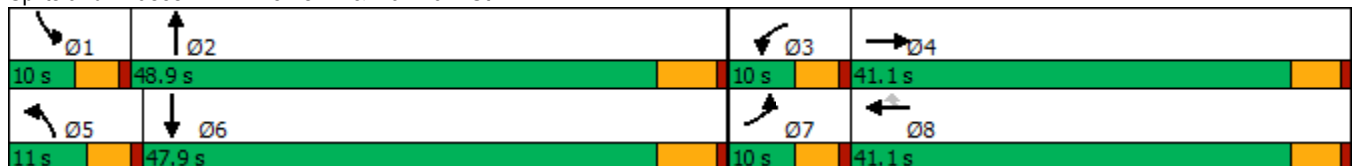


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↗	↙	↕	↙	↕
Traffic Volume (vph)	23	19	11	28	30	44	1975	9	1004
Future Volume (vph)	23	19	11	28	30	44	1975	9	1004
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	10.0	41.1	10.0	41.1	41.1	11.0	48.9	10.0	47.9
Total Split (%)	9.1%	37.4%	9.1%	37.4%	37.4%	10.0%	44.5%	9.1%	43.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	5.5	16.0	5.4	14.0	14.0	6.1	54.2	5.3	49.3
Actuated g/C Ratio	0.07	0.22	0.07	0.19	0.19	0.08	0.73	0.07	0.66
v/c Ratio	0.18	0.07	0.09	0.08	0.08	0.32	0.56	0.08	0.32
Control Delay	43.0	12.7	42.1	26.4	0.4	44.1	13.2	42.0	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	12.7	42.1	26.4	0.4	44.1	13.2	42.0	12.8
LOS	D	B	D	C	A	D	B	D	B
Approach Delay		22.3		17.7			13.9		13.0
Approach LOS		C		B			B		B

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 74.3
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 13.9
 Intersection LOS: B
 Intersection Capacity Utilization 63.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
 21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↖	↗	↗	↖↗↘		↗	↖↗↘	
Traffic Volume (veh/h)	23	19	30	11	28	30	44	1975	8	9	1004	30
Future Volume (veh/h)	23	19	30	11	28	30	44	1975	8	9	1004	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	20	23	12	30	17	47	2101	9	10	1068	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	248	221	27	239	202	78	2875	12	23	2631	79
Arrive On Green	0.03	0.14	0.14	0.01	0.13	0.13	0.04	0.54	0.54	0.01	0.51	0.51
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5330	23	1810	5171	155
Grp Volume(v), veh/h	24	20	23	12	30	17	47	1363	747	10	714	386
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1895	1810	1729	1868
Q Serve(g_s), s	0.9	0.7	0.8	0.4	1.0	0.6	1.7	20.4	20.4	0.4	8.7	8.7
Cycle Q Clear(g_c), s	0.9	0.7	0.8	0.4	1.0	0.6	1.7	20.4	20.4	0.4	8.7	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	48	248	221	27	239	202	78	1865	1022	23	1759	950
V/C Ratio(X)	0.49	0.08	0.10	0.44	0.13	0.08	0.60	0.73	0.73	0.44	0.41	0.41
Avail Cap(c_a), veh/h	144	955	852	144	1006	852	170	2192	1201	144	2141	1156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	25.6	25.7	33.2	26.4	26.3	32.0	11.9	11.9	33.3	10.3	10.3
Incr Delay (d2), s/veh	2.9	0.1	0.2	4.2	0.2	0.2	2.7	1.1	1.9	4.8	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.3	0.2	0.4	0.2	0.8	6.0	6.9	0.2	2.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	25.7	25.9	37.4	26.6	26.5	34.7	13.0	13.8	38.1	10.5	10.6
LnGrp LOS	D	C	C	D	C	C	C	B	B	D	B	B
Approach Vol, veh/h		67			59			2157			1110	
Approach Delay, s/veh		29.3			28.8			13.7			10.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	42.5	5.6	14.5	7.5	40.4	6.4	13.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	5.4	43.1	5.4	36.0	6.4	42.1	5.4	36.0				
Max Q Clear Time (g_c+I1), s	2.4	22.4	2.4	2.8	3.7	10.7	2.9	3.0				
Green Ext Time (p_c), s	0.0	14.3	0.0	0.2	0.0	7.7	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

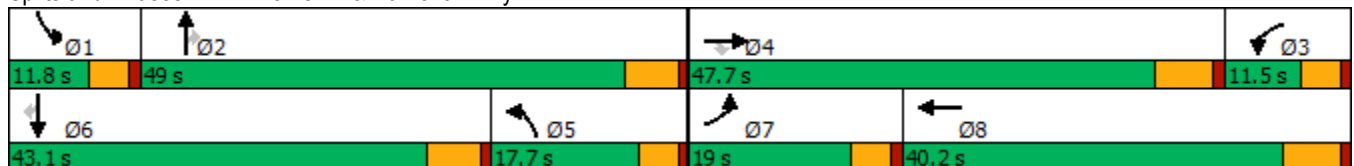


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (vph)	464	1542	247	212	2791	484	1129	155	252	506	289
Future Volume (vph)	464	1542	247	212	2791	484	1129	155	252	506	289
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases				4				2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	19.0	47.7	47.7	11.5	40.2	17.7	49.0	49.0	11.8	43.1	43.1
Total Split (%)	15.8%	39.8%	39.8%	9.6%	33.5%	14.8%	40.8%	40.8%	9.8%	35.9%	35.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.4	40.8	40.8	7.6	34.0	24.0	41.8	41.8	7.2	25.0	25.0
Actuated g/C Ratio	0.12	0.34	0.34	0.06	0.29	0.20	0.35	0.35	0.06	0.21	0.21
v/c Ratio	1.11	0.88	0.37	0.96	2.20	0.70	0.91	0.24	1.21	0.68	0.52
Control Delay	125.8	43.7	7.3	107.3	567.1	51.0	47.7	4.2	176.8	47.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.8	43.7	7.3	107.3	567.1	51.0	47.7	4.2	176.8	47.3	7.6
LOS	F	D	A	F	F	D	D	A	F	D	A
Approach Delay		56.6			538.4		44.8			67.5	
Approach LOS		E			F		D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.20
 Intersection Signal Delay: 248.7
 Intersection LOS: F
 Intersection Capacity Utilization 131.9%
 ICU Level of Service H
 Analysis Period (min) 15


































Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	464	1542	247	212	2791	388	484	1129	155	252	506	289
Future Volume (veh/h)	464	1542	247	212	2791	388	484	1129	155	252	506	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	473	1573	207	216	2848	377	494	1152	110	257	516	236
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	427	1761	545	205	1349	171	748	1260	561	213	673	296
Arrive On Green	0.12	0.34	0.34	0.06	0.29	0.29	0.21	0.35	0.35	0.06	0.19	0.19
Sat Flow, veh/h	3510	5187	1606	3510	4658	590	3510	3610	1609	3510	3610	1589
Grp Volume(v), veh/h	473	1573	207	216	2081	1144	494	1152	110	257	516	236
Grp Sat Flow(s),veh/h/ln	1755	1729	1606	1755	1729	1791	1755	1805	1609	1755	1805	1589
Q Serve(g_s), s	14.4	34.0	11.6	6.9	34.3	34.3	15.3	36.1	4.3	7.2	16.1	12.5
Cycle Q Clear(g_c), s	14.4	34.0	11.6	6.9	34.3	34.3	15.3	36.1	4.3	7.2	16.1	12.5
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	427	1761	545	205	1002	519	748	1260	561	213	673	296
V/C Ratio(X)	1.11	0.89	0.38	1.06	2.08	2.20	0.66	0.91	0.20	1.20	0.77	0.80
Avail Cap(c_a), veh/h	427	1818	563	205	1002	519	748	1317	587	213	1137	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	37.1	29.7	55.8	42.1	42.1	42.7	36.9	15.4	55.6	45.7	25.4
Incr Delay (d2), s/veh	76.2	6.0	0.4	78.5	488.5	548.3	1.7	9.8	0.2	127.7	1.9	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	14.5	4.3	5.2	81.8	93.3	6.6	16.8	2.1	6.9	7.2	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.3	43.1	30.1	134.3	530.5	590.4	44.4	46.7	15.5	183.3	47.6	30.3
LnGrp LOS	F	D	C	F	F	F	D	D	B	F	D	C
Approach Vol, veh/h		2253			3441			1756			1009	
Approach Delay, s/veh		59.8			525.5			44.1			78.1	
Approach LOS		E			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	47.1	13.1	46.4	31.0	27.9	19.0	40.5				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	7.2	43.2	6.9	* 42	13.1	* 37	14.4	34.0				
Max Q Clear Time (g_c+I1), s	9.2	38.1	8.9	36.0	17.3	18.1	16.4	36.3				
Green Ext Time (p_c), s	0.0	3.2	0.0	4.2	0.0	3.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	248.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

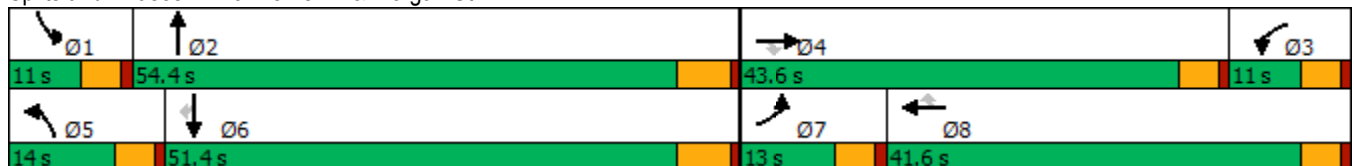


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	35	10	37	90	29	11	56	1719	43	816	93
Future Volume (vph)	35	10	37	90	29	11	56	1719	43	816	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	13.0	43.6	43.6	11.0	41.6	41.6	14.0	54.4	11.0	51.4	51.4
Total Split (%)	10.8%	36.3%	36.3%	9.2%	34.7%	34.7%	11.7%	45.3%	9.2%	42.8%	42.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	13.7	13.7	10.1	14.6	14.6	7.3	48.3	6.2	44.7	44.7
Actuated g/C Ratio	0.08	0.16	0.16	0.12	0.17	0.17	0.09	0.56	0.07	0.52	0.52
v/c Ratio	0.27	0.02	0.11	0.45	0.10	0.03	0.39	0.72	0.35	0.46	0.11
Control Delay	50.2	34.9	0.6	49.9	33.7	0.2	51.5	19.4	53.5	17.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	34.9	0.6	49.9	33.7	0.2	51.5	19.4	53.5	17.5	1.7
LOS	D	C	A	D	C	A	D	B	D	B	A
Approach Delay		26.1			41.9			20.3		17.6	
Approach LOS		C			D			C		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 85.8
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 20.5
 Intersection LOS: C
 Intersection Capacity Utilization 66.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
 23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑		↘	↑↑	↗
Traffic Volume (veh/h)	35	10	37	90	29	11	56	1719	236	43	816	93
Future Volume (veh/h)	35	10	37	90	29	11	56	1719	236	43	816	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	11	23	95	31	11	59	1809	248	45	859	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	422	188	122	283	240	84	2425	330	72	1873	836
Arrive On Green	0.04	0.12	0.12	0.07	0.15	0.15	0.05	0.53	0.53	0.04	0.52	0.52
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	4616	628	1810	3610	1610
Grp Volume(v), veh/h	37	11	23	95	31	11	59	1352	705	45	859	81
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1787	1810	1805	1610
Q Serve(g_s), s	1.6	0.2	0.8	4.0	1.1	0.5	2.5	23.8	24.2	1.9	11.8	2.0
Cycle Q Clear(g_c), s	1.6	0.2	0.8	4.0	1.1	0.5	2.5	23.8	24.2	1.9	11.8	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	64	422	188	122	283	240	84	1816	938	72	1873	836
V/C Ratio(X)	0.58	0.03	0.12	0.78	0.11	0.05	0.71	0.74	0.75	0.62	0.46	0.10
Avail Cap(c_a), veh/h	194	1800	803	148	899	762	217	2148	1110	148	2104	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	30.6	20.5	35.9	28.8	28.5	36.8	14.5	14.6	37.0	11.9	9.5
Incr Delay (d2), s/veh	3.1	0.0	0.3	15.3	0.2	0.1	4.0	1.2	2.4	3.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.4	2.3	0.5	0.2	1.1	7.8	8.5	0.9	3.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	30.6	20.8	51.2	29.0	28.6	40.8	15.7	17.0	40.2	12.1	9.6
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	A
Approach Vol, veh/h		71			137			2116			985	
Approach Delay, s/veh		32.4			44.3			16.8			13.1	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	46.9	9.9	13.7	8.2	46.4	7.4	16.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	6.4	48.6	6.4	39.0	9.4	45.6	8.4	37.0				
Max Q Clear Time (g_c+I1), s	3.9	26.2	6.0	2.8	4.5	13.8	3.6	3.1				
Green Ext Time (p_c), s	0.0	14.9	0.0	0.1	0.0	6.5	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

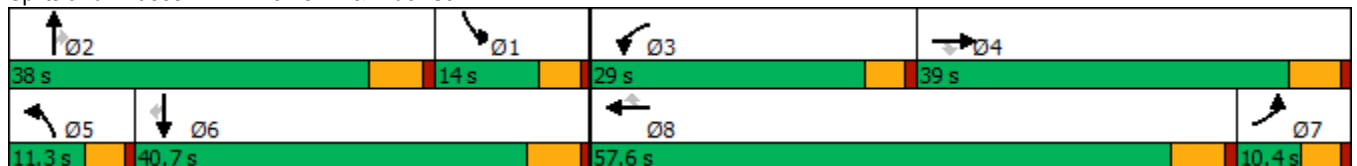
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	195	23	329	424	448	57	1557	214	171	632	45
Future Volume (vph)	34	195	23	329	424	448	57	1557	214	171	632	45
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	10.4	39.0	39.0	29.0	57.6	57.6	11.3	38.0	38.0	14.0	40.7	40.7
Total Split (%)	8.7%	32.5%	32.5%	24.2%	48.0%	48.0%	9.4%	31.7%	31.7%	11.7%	33.9%	33.9%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	14.6	14.6	23.9	33.6	33.6	6.4	32.5	32.5	9.5	37.6	37.6
Actuated g/C Ratio	0.09	0.14	0.14	0.24	0.33	0.33	0.06	0.32	0.32	0.09	0.37	0.37
v/c Ratio	0.23	0.40	0.07	0.83	0.38	0.68	0.54	1.01	0.36	1.10	0.35	0.07
Control Delay	47.4	41.0	0.3	56.1	28.2	18.7	66.5	59.4	10.4	141.5	25.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	41.0	0.3	56.1	28.2	18.7	66.5	59.4	10.4	141.5	25.7	0.2
LOS	D	D	A	E	C	B	E	E	B	F	C	A
Approach Delay		38.1			32.3			53.9			47.7	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 45.4
 Intersection LOS: D
 Intersection Capacity Utilization 84.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
 24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗	↖	↖	↗↗	↖	↖	↗↗↗	↖	↖	↗↗↗	↖
Traffic Volume (veh/h)	34	195	23	329	424	448	57	1557	214	171	632	45
Future Volume (veh/h)	34	195	23	329	424	448	57	1557	214	171	632	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	210	16	354	456	372	61	1674	196	184	680	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	411	183	388	1022	456	79	1762	547	180	2117	657
Arrive On Green	0.03	0.11	0.11	0.21	0.28	0.28	0.04	0.34	0.34	0.10	0.41	0.41
Sat Flow, veh/h	1810	3610	1606	1810	3610	1610	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	37	210	16	354	456	372	61	1674	196	184	680	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1606	1810	1805	1610	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	1.9	5.2	0.8	18.1	9.8	20.4	3.2	29.8	4.4	9.4	8.5	1.0
Cycle Q Clear(g_c), s	1.9	5.2	0.8	18.1	9.8	20.4	3.2	29.8	4.4	9.4	8.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	411	183	388	1022	456	79	1762	547	180	2117	657
V/C Ratio(X)	0.62	0.51	0.09	0.91	0.45	0.82	0.77	0.95	0.36	1.02	0.32	0.06
Avail Cap(c_a), veh/h	111	1266	563	466	1976	881	128	1765	548	180	2117	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	39.4	37.5	36.3	27.8	31.6	44.8	30.5	6.1	42.6	19.1	9.2
Incr Delay (d2), s/veh	3.9	1.0	0.2	18.2	0.3	3.6	5.9	11.8	0.4	73.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.3	0.3	9.5	4.0	7.9	1.5	13.3	2.9	7.7	3.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	40.4	37.7	54.5	28.1	35.3	50.7	42.2	6.5	116.2	19.2	9.3
LnGrp LOS	D	D	D	D	C	D	D	D	A	F	B	A
Approach Vol, veh/h		263			1182			1931				902
Approach Delay, s/veh		41.5			38.3			38.9				38.5
Approach LOS		D			D			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	38.0	24.9	16.6	8.7	44.4	8.9	32.6				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	9.4	* 32	24.4	33.2	6.7	34.9	5.8	* 52				
Max Q Clear Time (g_c+I1), s	11.4	31.8	20.1	7.2	5.2	10.5	3.9	22.4				
Green Ext Time (p_c), s	0.0	0.4	0.2	1.2	0.0	4.5	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

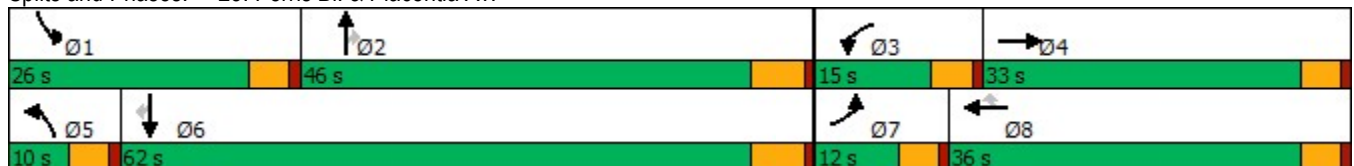
02/14/2022

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	33	140	65	283	293	101	1208	53	44	806	49
Future Volume (vph)	33	140	65	283	293	101	1208	53	44	806	49
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	19.5	8.0	23.4	23.4	5.6	42.0	42.0	7.3	38.4	38.4
Actuated g/C Ratio	0.07	0.22	0.09	0.26	0.26	0.06	0.47	0.47	0.08	0.43	0.43
v/c Ratio	0.29	0.64	0.45	0.63	0.49	0.98	0.79	0.07	0.33	0.58	0.07
Control Delay	51.3	37.7	52.5	37.1	6.2	129.8	28.8	0.2	50.2	22.5	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	37.7	52.5	37.1	6.2	129.8	28.8	0.2	50.2	22.5	0.9
LOS	D	D	D	D	A	F	C	A	D	C	A
Approach Delay		39.3		24.5			35.1			22.7	
Approach LOS		D		C			D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 89.2
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 29.8
 Intersection LOS: C
 Intersection Capacity Utilization 73.0%
 ICU Level of Service C
 Analysis Period (min) 15
























Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/14/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	140	97	65	283	293	101	1208	53	44	806	49
Future Volume (veh/h)	33	140	97	65	283	293	101	1208	53	44	806	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	156	104	72	314	209	112	1342	50	49	896	48
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	212	141	93	408	346	128	1623	724	77	1520	677
Arrive On Green	0.04	0.20	0.20	0.05	0.21	0.21	0.07	0.45	0.45	0.04	0.42	0.42
Sat Flow, veh/h	1810	1063	709	1810	1900	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	37	0	260	72	314	209	112	1342	50	49	896	48
Grp Sat Flow(s),veh/h/ln	1810	0	1772	1810	1900	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	1.5	0.0	10.5	3.0	11.8	8.9	4.7	24.8	1.3	2.0	14.6	1.4
Cycle Q Clear(g_c), s	1.5	0.0	10.5	3.0	11.8	8.9	4.7	24.8	1.3	2.0	14.6	1.4
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	0	353	93	408	346	128	1623	724	77	1520	677
V/C Ratio(X)	0.57	0.00	0.74	0.77	0.77	0.60	0.87	0.83	0.07	0.64	0.59	0.07
Avail Cap(c_a), veh/h	176	0	661	247	783	664	128	1906	850	508	2664	1187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	28.6	35.7	28.1	27.0	35.0	18.4	11.9	35.9	17.0	13.2
Incr Delay (d2), s/veh	3.0	0.0	3.0	5.0	3.1	1.7	42.4	2.7	0.0	3.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.7	1.4	5.6	3.5	3.4	9.2	0.5	0.9	5.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	31.6	40.7	31.2	28.7	77.4	21.1	11.9	39.2	17.3	13.2
LnGrp LOS	D	A	C	D	C	C	E	C	B	D	B	B
Approach Vol, veh/h		297			595			1504			993	
Approach Delay, s/veh		32.6			31.5			25.0			18.2	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	40.0	8.5	19.8	10.0	37.9	7.3	21.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	4.0	26.8	5.0	12.5	6.7	16.6	3.5	13.8				
Green Ext Time (p_c), s	0.0	7.4	0.0	1.4	0.0	6.9	0.0	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			24.8									
HCM 6th LOS			C									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

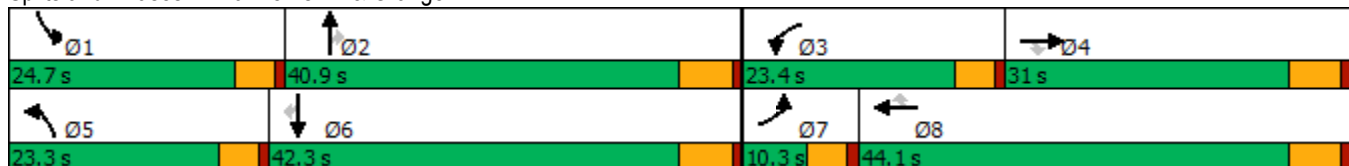


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (vph)	20	315	168	217	564	195	222	908	120	125	652	46
Future Volume (vph)	20	315	168	217	564	195	222	908	120	125	652	46
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	22.8	22.8	16.9	40.7	40.7	17.1	33.7	33.7	12.5	29.1	29.1
Actuated g/C Ratio	0.05	0.21	0.21	0.16	0.38	0.38	0.16	0.31	0.31	0.12	0.27	0.27
v/c Ratio	0.24	0.84	0.37	0.82	0.44	0.29	0.83	0.86	0.21	0.64	0.72	0.09
Control Delay	59.8	60.7	8.1	68.4	27.8	5.1	69.2	44.3	4.1	61.1	40.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	60.7	8.1	68.4	27.8	5.1	69.2	44.3	4.1	61.1	40.6	0.3
LOS	E	E	A	E	C	A	E	D	A	E	D	A
Approach Delay		43.1			32.3			44.9			41.4	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 40.4
 Intersection LOS: D
 Intersection Capacity Utilization 78.0%
 ICU Level of Service D
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	315	168	217	564	195	222	908	120	125	652	46
Future Volume (veh/h)	20	315	168	217	564	195	222	908	120	125	652	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	339	140	233	606	159	239	976	105	134	701	37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	399	338	269	1210	538	275	1165	519	167	950	423
Arrive On Green	0.02	0.21	0.21	0.15	0.34	0.34	0.15	0.32	0.32	0.09	0.26	0.26
Sat Flow, veh/h	1810	1900	1610	1810	3610	1606	1810	3610	1607	1810	3610	1606
Grp Volume(v), veh/h	22	339	140	233	606	159	239	976	105	134	701	37
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1606	1810	1805	1607	1810	1805	1606
Q Serve(g_s), s	1.1	15.8	6.9	11.6	12.3	6.7	11.9	23.1	4.4	6.7	16.3	1.6
Cycle Q Clear(g_c), s	1.1	15.8	6.9	11.6	12.3	6.7	11.9	23.1	4.4	6.7	16.3	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	399	338	269	1210	538	275	1165	519	167	950	423
V/C Ratio(X)	0.52	0.85	0.41	0.87	0.50	0.30	0.87	0.84	0.20	0.80	0.74	0.09
Avail Cap(c_a), veh/h	112	521	441	370	1503	669	368	1378	613	395	1432	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	35.0	31.5	38.2	24.4	22.6	38.1	28.9	22.6	40.9	31.0	25.6
Incr Delay (d2), s/veh	3.6	10.1	0.8	11.5	0.3	0.3	12.7	4.1	0.2	3.4	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.0	2.6	5.7	4.9	2.4	6.0	9.9	1.6	3.0	6.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	45.1	32.3	49.8	24.7	22.9	50.8	33.0	22.8	44.3	32.1	25.6
LnGrp LOS	D	D	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		501			998			1320			872	
Approach Delay, s/veh		41.6			30.3			35.4			33.7	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	35.5	18.3	25.1	18.6	30.0	6.8	36.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+1), s	8.7	25.1	13.6	17.8	13.9	18.3	3.1	14.3				
Green Ext Time (p_c), s	0.1	4.6	0.1	1.4	0.1	4.2	0.0	4.3				
Intersection Summary												
HCM 6th Ctrl Delay			34.5									
HCM 6th LOS			C									

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

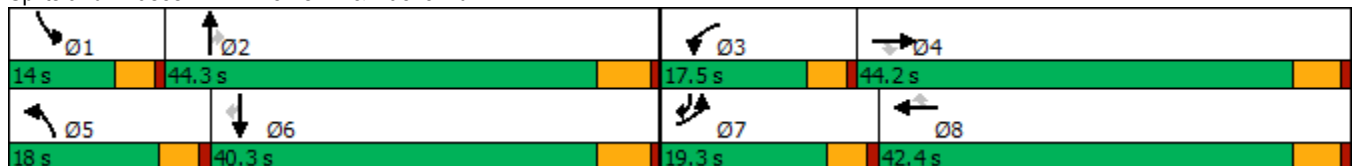
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	522	907	111	282	1028	198	241	672	296	196	523	324
Future Volume (vph)	522	907	111	282	1028	198	241	672	296	196	523	324
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.8	39.6	39.6	12.3	37.1	37.1	13.4	29.9	29.9	9.1	25.6	41.6
Actuated g/C Ratio	0.13	0.36	0.36	0.11	0.33	0.33	0.12	0.27	0.27	0.08	0.23	0.37
v/c Ratio	1.22	0.77	0.21	0.80	0.93	0.35	1.21	0.75	0.56	0.74	0.69	0.33
Control Delay	160.5	37.8	7.0	64.9	50.7	13.9	170.7	42.6	13.9	67.3	43.4	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	160.5	37.8	7.0	64.9	50.7	13.9	170.7	42.6	13.9	67.3	43.4	18.2
LOS	F	D	A	E	D	B	F	D	B	E	D	B
Approach Delay		77.1			48.5			61.1			40.1	
Approach LOS		E			D			E			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.4	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 58.0	Intersection LOS: E
Intersection Capacity Utilization 91.9%	ICU Level of Service F
Analysis Period (min) 15	






























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 		
Traffic Volume (veh/h)	522	907	111	282	1028	198	241	672	296	196	523	324
Future Volume (veh/h)	522	907	111	282	1028	198	241	672	296	196	523	324
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.98	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	567	986	86	307	1117	149	262	730	229	213	568	248
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	454	1265	512	366	1174	513	213	1042	441	271	896	1058
Arrive On Green	0.13	0.35	0.35	0.10	0.33	0.33	0.12	0.29	0.29	0.08	0.25	0.25
Sat Flow, veh/h	3510	3610	1461	3510	3610	1578	1810	3610	1529	3510	3610	2788
Grp Volume(v), veh/h	567	986	86	307	1117	149	262	730	229	213	568	248
Grp Sat Flow(s),veh/h/ln	1755	1805	1461	1755	1805	1578	1810	1805	1529	1755	1805	1394
Q Serve(g_s), s	14.7	27.8	4.6	9.8	34.4	8.0	13.4	20.5	14.2	6.8	16.0	6.9
Cycle Q Clear(g_c), s	14.7	27.8	4.6	9.8	34.4	8.0	13.4	20.5	14.2	6.8	16.0	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	454	1265	512	366	1174	513	213	1042	441	271	896	1058
V/C Ratio(X)	1.25	0.78	0.17	0.84	0.95	0.29	1.23	0.70	0.52	0.78	0.63	0.23
Avail Cap(c_a), veh/h	454	1265	512	398	1175	514	213	1223	518	290	1095	1213
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	33.0	25.5	50.0	37.5	28.6	50.1	36.0	33.8	51.5	38.1	24.2
Incr Delay (d2), s/veh	129.3	3.2	0.2	12.7	16.0	0.3	136.9	1.5	0.9	11.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	12.2	1.6	4.8	17.2	3.0	14.0	8.9	5.3	3.3	6.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	178.8	36.2	25.6	62.7	53.5	28.9	187.0	37.5	34.8	62.6	39.0	24.3
LnGrp LOS	F	D	C	E	D	C	F	D	C	E	D	C
Approach Vol, veh/h		1639			1573			1221			1029	
Approach Delay, s/veh		85.0			52.9			69.1			40.3	
Approach LOS		F			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	38.6	16.4	45.2	18.0	34.0	19.3	42.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	8.8	22.5	11.8	29.8	15.4	18.0	16.7	36.4				
Green Ext Time (p_c), s	0.0	4.9	0.1	4.4	0.0	4.1	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay				63.8								
HCM 6th LOS				E								

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	53	730	839	5	6		
Future Volume (vph)	53	730	839	5	6		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	9.6	31.8	36.0	78.6	42.6	9.6	31.8
Total Split (%)	8.0%	26.5%	30.0%	65.5%	35.5%	8%	27%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	10.3	13.9	35.1	38.8	14.1		
Actuated g/C Ratio	0.16	0.21	0.54	0.60	0.22		
v/c Ratio	0.20	0.67	0.94	0.00	0.02		
Control Delay	34.3	3.0	36.9	6.6	16.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	34.3	3.0	36.9	6.6	16.8		
LOS	C	A	D	A	B		
Approach Delay				36.7	16.8		
Approach LOS				D	B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 65.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 21.5	Intersection LOS: C
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↗			↑↗	
Traffic Volume (veh/h)	53	0	730	0	0	0	839	5	0	0	6	7
Future Volume (veh/h)	53	0	730	0	0	0	839	5	0	0	6	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	58	0	722	0	0	0	912	5	0	0	7	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	646	547	2	443	0	743	1855	0	0	80	69
Arrive On Green	0.05	0.00	0.34	0.00	0.00	0.00	0.41	0.51	0.00	0.00	0.04	0.04
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	1936	1579
Grp Volume(v), veh/h	58	0	722	0	0	0	912	5	0	0	7	7
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	1616
Q Serve(g_s), s	2.4	0.0	26.0	0.0	0.0	0.0	31.4	0.1	0.0	0.0	0.3	0.3
Cycle Q Clear(g_c), s	2.4	0.0	26.0	0.0	0.0	0.0	31.4	0.1	0.0	0.0	0.3	0.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		0.98
Lane Grp Cap(c), veh/h	84	646	547	2	443	0	743	1855	0	0	78	70
V/C Ratio(X)	0.69	0.00	1.32	0.00	0.00	0.00	1.23	0.00	0.00	0.00	0.09	0.10
Avail Cap(c_a), veh/h	118	646	547	118	675	0	743	3453	0	0	877	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	25.3	0.0	0.0	0.0	22.6	9.1	0.0	0.0	35.1	35.2
Incr Delay (d2), s/veh	3.8	0.0	156.4	0.0	0.0	0.0	114.4	0.0	0.0	0.0	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	33.2	0.0	0.0	0.0	35.2	0.0	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	0.0	181.6	0.0	0.0	0.0	137.0	9.1	0.0	0.0	35.6	35.8
LnGrp LOS	D	A	F	A	A	A	F	A	A	A	D	D
Approach Vol, veh/h		780			0			917				14
Approach Delay, s/veh		171.1			0.0			136.3				35.7
Approach LOS		F						F				D
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		44.7	0.0	31.8	36.0	8.7	8.1	23.7				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.2	5.0	26.0	31.4	37.2	5.0	* 27				
Max Q Clear Time (g_c+I1), s		2.1	0.0	28.0	33.4	2.3	4.4	0.0				
Green Ext Time (p_c), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	151.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	36	30	102	725	496
Future Volume (vph)	36	30	102	725	496
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	27.1	9.6	9.6	15.4	27.4
Total Split (s)	28.0	21.0	21.0	62.0	41.0
Total Split (%)	31.1%	23.3%	23.3%	68.9%	45.6%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	12.2	20.7	10.0	62.8	49.0
Actuated g/C Ratio	0.16	0.27	0.13	0.82	0.64
v/c Ratio	0.14	0.07	0.47	0.27	0.29
Control Delay	28.9	5.7	38.1	3.9	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	5.7	38.1	3.9	10.1
LOS	C	A	D	A	B
Approach Delay	18.3			8.1	10.1
Approach LOS	B			A	B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 76.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 9.4
 Intersection LOS: A
 Intersection Capacity Utilization 43.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 29: Redlands Av. & Markham St.



HCM 6th Signalized Intersection Summary
29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)
06/01/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	30	102	725	496	112
Future Volume (veh/h)	36	30	102	725	496	112
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	33	111	788	539	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	188	296	145	2729	1798	405
Arrive On Green	0.10	0.10	0.08	0.76	0.61	0.61
Sat Flow, veh/h	1810	1610	1810	3705	3021	660
Grp Volume(v), veh/h	39	33	111	788	332	329
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1781
Q Serve(g_s), s	1.5	1.3	4.5	5.1	6.5	6.5
Cycle Q Clear(g_c), s	1.5	1.3	4.5	5.1	6.5	6.5
Prop In Lane	1.00	1.00	1.00			0.37
Lane Grp Cap(c), veh/h	188	296	145	2729	1109	1095
V/C Ratio(X)	0.21	0.11	0.77	0.29	0.30	0.30
Avail Cap(c_a), veh/h	554	622	396	2729	1109	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	25.5	33.7	2.8	6.8	6.8
Incr Delay (d2), s/veh	0.2	0.1	8.1	0.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.3	2.2	1.0	2.1	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.9	25.5	41.9	3.1	7.5	7.5
LnGrp LOS	C	C	D	A	A	A
Approach Vol, veh/h	72			899	661	
Approach Delay, s/veh	28.5			7.9	7.5	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		62.0		12.9	10.6	51.4
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		56.6		22.9	16.4	35.6
Max Q Clear Time (g_c+I1), s		7.1		3.5	6.5	8.5
Green Ext Time (p_c), s		6.0		0.1	0.2	4.0
Intersection Summary						
HCM 6th Ctrl Delay			8.7			
HCM 6th LOS			A			

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

05/27/2020

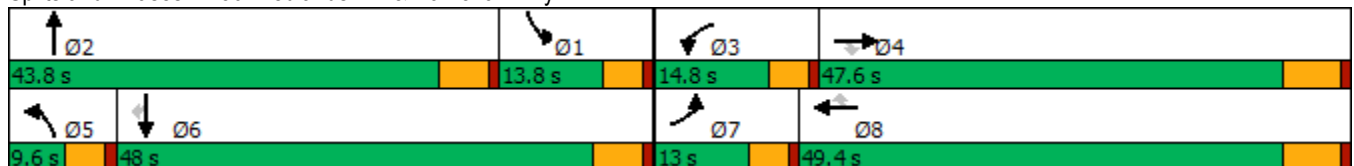


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗	↖	↑	↗
Traffic Volume (vph)	118	1869	65	198	3557	750	48	42	415	105	74
Future Volume (vph)	118	1869	65	198	3557	750	48	42	415	105	74
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	13.0	47.6	47.6	14.8	49.4	49.4	9.6	43.8	13.8	48.0	48.0
Total Split (%)	10.8%	39.7%	39.7%	12.3%	41.2%	41.2%	8.0%	36.5%	11.5%	40.0%	40.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	41.7	41.7	10.3	43.5	43.5	5.0	21.9	9.3	28.3	28.3
Actuated g/C Ratio	0.08	0.40	0.40	0.10	0.42	0.42	0.05	0.21	0.09	0.27	0.27
v/c Ratio	0.84	0.94	0.09	1.16	1.71	0.95	0.57	0.84	2.70	0.21	0.15
Control Delay	91.6	41.0	0.3	160.0	345.5	40.5	77.5	38.5	801.4	30.4	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.6	41.0	0.3	160.0	345.5	40.5	77.5	38.5	801.4	30.4	2.4
LOS	F	D	A	F	F	D	E	D	F	C	A
Approach Delay		42.6			286.6			43.0		565.8	
Approach LOS		D			F			D		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.70
 Intersection Signal Delay: 229.0
 Intersection LOS: F
 Intersection Capacity Utilization 146.3%
 ICU Level of Service H
 Analysis Period (min) 15






























Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	118	1869	65	198	3557	750	48	42	320	415	105	74
Future Volume (veh/h)	118	1869	65	198	3557	750	48	42	320	415	105	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.94	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	1947	68	206	3705	781	50	44	333	432	109	77
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	1822	551	157	1901	581	65	55	414	141	665	557
Arrive On Green	0.07	0.35	0.35	0.09	0.37	0.37	0.04	0.30	0.30	0.08	0.35	0.35
Sat Flow, veh/h	1810	5187	1568	1810	5187	1585	1810	182	1375	1810	1900	1592
Grp Volume(v), veh/h	123	1947	68	206	3705	781	50	0	377	432	109	77
Grp Sat Flow(s),veh/h/ln	1810	1729	1568	1810	1729	1585	1810	0	1557	1810	1900	1592
Q Serve(g_s), s	8.0	41.4	3.5	10.2	43.2	31.2	3.2	0.0	26.3	9.2	4.7	3.9
Cycle Q Clear(g_c), s	8.0	41.4	3.5	10.2	43.2	31.2	3.2	0.0	26.3	9.2	4.7	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	129	1822	551	157	1901	581	65	0	469	141	665	557
V/C Ratio(X)	0.95	1.07	0.12	1.32	1.95	1.34	0.77	0.00	0.80	3.06	0.16	0.14
Avail Cap(c_a), veh/h	129	1822	551	157	1901	581	77	0	507	141	687	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	38.2	25.9	53.8	37.3	19.4	56.4	0.0	38.0	54.3	26.4	26.2
Incr Delay (d2), s/veh	64.4	42.2	0.1	179.9	429.1	166.3	26.9	0.0	8.6	945.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	23.5	1.3	12.3	92.5	37.1	1.9	0.0	10.8	41.2	2.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	119.0	80.5	26.0	233.7	466.4	185.7	83.3	0.0	46.6	999.5	26.5	26.3
LnGrp LOS	F	F	C	F	F	F	F	A	D	F	C	C
Approach Vol, veh/h		2138			4692			427			618	
Approach Delay, s/veh		81.0			409.5			50.9			706.6	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	40.9	14.8	47.6	8.8	46.7	13.0	49.4				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	9.2	* 38	10.2	41.4	5.0	42.6	8.4	43.2				
Max Q Clear Time (g_c+I1), s	11.2	28.3	12.2	43.4	5.2	6.7	10.0	45.2				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	0.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	324.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	243	18	12	1	5	2	4	75	0	24	160	125
Future Vol, veh/h	243	18	12	1	5	2	4	75	0	24	160	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	264	20	13	1	5	2	4	82	0	26	174	136
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	13	9.1	9.9	10
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	100%	0%	12%	13%	0%
Vol Thru, %	95%	0%	60%	62%	87%	0%
Vol Right, %	0%	0%	40%	25%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	243	30	8	184	125
LT Vol	4	243	0	1	24	0
Through Vol	75	0	18	5	160	0
RT Vol	0	0	12	2	0	125
Lane Flow Rate	86	264	33	9	200	136
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.139	0.444	0.048	0.014	0.31	0.181
Departure Headway (Hd)	5.823	6.046	5.26	5.998	5.575	4.804
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	610	592	674	600	640	740
Service Time	3.915	3.833	3.047	3.998	3.344	2.572
HCM Lane V/C Ratio	0.141	0.446	0.049	0.015	0.313	0.184
HCM Control Delay	9.9	13.6	8.3	9.1	10.9	8.6
HCM Lane LOS	A	B	A	A	B	A
HCM 95th-tile Q	0.5	2.3	0.2	0	1.3	0.7

Intersection

Intersection Delay, s/ve 520.2

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	39	518	40	19	1172	6	7	42	390	21	45	65
Future Vol, veh/h	39	518	40	19	1172	6	7	42	390	21	45	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	563	43	21	1274	7	8	46	424	23	49	71
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	210	889.6	83.4	22.2
HCM LOS	F	F	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	10%	0%	93%	0%	99%	0%	41%
Vol Right, %	0%	90%	0%	7%	0%	1%	0%	59%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	432	39	558	19	1178	21	110
LT Vol	7	0	39	0	19	0	21	0
Through Vol	0	42	0	518	0	1172	0	45
RT Vol	0	390	0	40	0	6	0	65
Lane Flow Rate	8	470	42	607	21	1280	23	120
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.019	1.003	0.104	1.389	0.051	2.952	0.064	0.307
Departure Headway (Hd)	12.149	10.915	12.059	11.464	9.62	9.092	15.027	14.017
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	296	338	299	321	375	410	240	258
Service Time	9.849	8.615	9.759	9.164	7.32	6.792	12.727	11.717
HCM Lane V/C Ratio	0.027	1.391	0.14	1.891	0.056	3.122	0.096	0.465
HCM Control Delay	15.1	84.5	16.2	223.5	12.8	903.7	18.8	22.8
HCM Lane LOS	C	F	C	F	B	F	C	C
HCM 95th-tile Q	0.1	11.2	0.3	22.5	0.2	101	0.2	1.3

Intersection												
Intersection Delay, s/veh	23.2											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↖↗		↖	↑	↗
Traffic Vol, veh/h	65	151	74	171	329	6	214	353	34	8	86	9
Future Vol, veh/h	65	151	74	171	329	6	214	353	34	8	86	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	71	164	80	186	358	7	233	384	37	9	93	10
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	15.8	32.3	20.4	15.4
HCM LOS	C	D	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	78%	0%	100%	0%	0%	98%	0%	100%	0%
Vol Right, %	0%	0%	22%	0%	0%	100%	0%	2%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	235	152	65	151	74	171	335	8	86	9
LT Vol	214	0	0	65	0	0	171	0	8	0	0
Through Vol	0	235	118	0	151	0	0	329	0	86	0
RT Vol	0	0	34	0	0	74	0	6	0	0	9
Lane Flow Rate	233	256	165	71	164	80	186	364	9	93	10
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.565	0.585	0.37	0.186	0.41	0.185	0.448	0.827	0.025	0.255	0.025
Departure Headway (Hd)	8.745	8.235	8.075	9.49	8.983	8.272	8.684	8.172	10.34	9.824	9.102
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	414	440	447	379	400	434	416	444	346	365	393
Service Time	6.465	5.954	5.794	7.241	6.733	6.022	6.404	5.892	8.099	7.583	6.861
HCM Lane V/C Ratio	0.563	0.582	0.369	0.187	0.41	0.184	0.447	0.82	0.026	0.255	0.025
HCM Control Delay	22.3	21.9	15.5	14.4	17.9	12.9	18.3	39.5	13.4	15.9	12.1
HCM Lane LOS	C	C	C	B	C	B	C	E	B	C	B
HCM 95th-tile Q	3.4	3.6	1.7	0.7	2	0.7	2.3	7.9	0.1	1	0.1

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

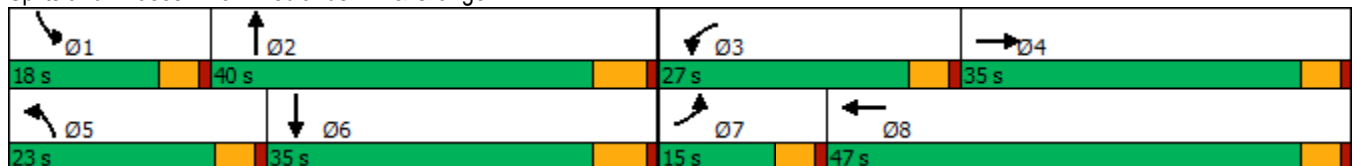


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	59	330	174	632	130	320	82	185
Future Volume (vph)	59	330	174	632	130	320	82	185
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	21.9	13.8	31.0	11.5	21.3	9.0	15.6
Actuated g/C Ratio	0.09	0.26	0.16	0.37	0.14	0.25	0.11	0.19
v/c Ratio	0.38	0.47	0.63	0.69	0.56	0.58	0.46	0.42
Control Delay	49.0	27.7	46.1	26.1	47.3	28.6	48.6	28.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	27.7	46.1	26.1	47.3	28.6	48.6	28.7
LOS	D	C	D	C	D	C	D	C
Approach Delay		30.4		29.5		32.5		33.3
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 83.8
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 31.0
 Intersection LOS: C
 Intersection Capacity Utilization 64.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
 34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	59	330	73	174	632	204	130	320	183	82	185	82
Future Volume (veh/h)	59	330	73	174	632	204	130	320	183	82	185	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	355	54	187	680	188	140	344	143	88	199	64
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	875	132	236	993	274	181	525	214	114	471	147
Arrive On Green	0.05	0.28	0.28	0.13	0.36	0.36	0.10	0.21	0.21	0.06	0.17	0.17
Sat Flow, veh/h	1810	3138	473	1810	2789	771	1810	2493	1017	1810	2707	846
Grp Volume(v), veh/h	63	203	206	187	440	428	140	247	240	88	131	132
Grp Sat Flow(s),veh/h/ln	1810	1805	1806	1810	1805	1755	1810	1805	1705	1810	1805	1748
Q Serve(g_s), s	2.1	5.6	5.8	6.2	12.8	12.9	4.7	7.8	8.0	3.0	4.0	4.2
Cycle Q Clear(g_c), s	2.1	5.6	5.8	6.2	12.8	12.9	4.7	7.8	8.0	3.0	4.0	4.2
Prop In Lane	1.00		0.26	1.00		0.44	1.00		0.60	1.00		0.48
Lane Grp Cap(c), veh/h	97	503	503	236	642	625	181	380	359	114	314	304
V/C Ratio(X)	0.65	0.40	0.41	0.79	0.68	0.69	0.77	0.65	0.67	0.77	0.42	0.44
Avail Cap(c_a), veh/h	304	887	887	655	1237	1203	538	998	943	392	852	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	18.1	18.2	26.1	17.0	17.0	27.2	22.3	22.4	28.5	22.8	22.8
Incr Delay (d2), s/veh	2.7	0.5	0.5	2.3	1.3	1.3	2.7	1.9	2.1	4.1	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.3	2.3	2.7	5.1	5.0	1.9	3.1	3.0	1.3	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	18.6	18.7	28.3	18.3	18.3	29.8	24.2	24.6	32.6	23.6	23.8
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		472			1055			627			351	
Approach Delay, s/veh		20.4			20.1			25.6			26.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	18.8	12.7	21.8	10.8	16.6	7.9	26.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+I1), s	5.0	10.0	8.2	7.8	6.7	6.2	4.1	14.9				
Green Ext Time (p_c), s	0.1	2.7	0.2	2.6	0.1	1.3	0.0	6.7				

Intersection Summary

HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Timings

35: Redlands Av. & Nuevo Rd.

05/27/2020

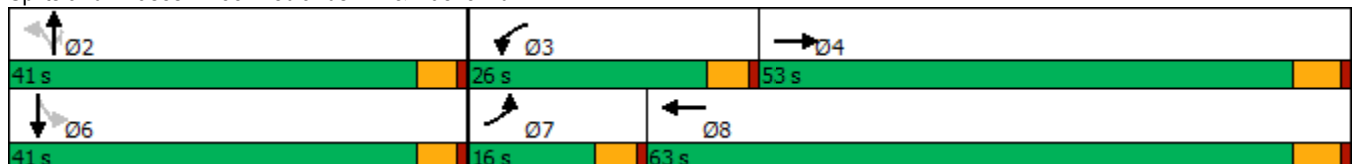


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗		↕
Traffic Volume (vph)	82	987	266	1536	171	307	186	53	307
Future Volume (vph)	82	987	266	1536	171	307	186	53	307
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.5	47.3	20.6	58.4	36.4	36.4	36.4		36.4
Actuated g/C Ratio	0.08	0.40	0.17	0.49	0.31	0.31	0.31		0.31
v/c Ratio	0.62	0.94	0.93	0.98	1.23	0.57	0.32		1.26
Control Delay	71.7	48.0	84.4	47.5	184.5	39.7	5.7		172.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	71.7	48.0	84.4	47.5	184.5	39.7	5.7		172.1
LOS	E	D	F	D	F	D	A		F
Approach Delay		49.5		52.8		67.5			172.1
Approach LOS		D		D		E			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 67.1
 Intersection LOS: E
 Intersection Capacity Utilization 107.2%
 ICU Level of Service G
 Analysis Period (min) 15






















Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	987	206	266	1536	54	171	307	186	53	307	104
Future Volume (veh/h)	82	987	206	266	1536	54	171	307	186	53	307	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	1073	183	289	1670	52	186	334	149	58	334	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	1182	201	316	1780	55	160	596	504	67	292	77
Arrive On Green	0.06	0.39	0.39	0.17	0.50	0.50	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1810	3062	520	1810	3571	111	976	1900	1607	104	931	246
Grp Volume(v), veh/h	89	631	625	289	841	881	186	334	149	485	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1777	1810	1805	1877	976	1900	1607	1281	0	0
Q Serve(g_s), s	5.6	38.3	38.6	18.2	50.8	51.5	0.0	17.0	8.1	19.4	0.0	0.0
Cycle Q Clear(g_c), s	5.6	38.3	38.6	18.2	50.8	51.5	36.4	17.0	8.1	36.4	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.06	1.00		1.00	0.12		0.19
Lane Grp Cap(c), veh/h	113	697	686	316	900	936	160	596	504	436	0	0
V/C Ratio(X)	0.79	0.91	0.91	0.91	0.93	0.94	1.16	0.56	0.30	1.11	0.00	0.00
Avail Cap(c_a), veh/h	178	740	729	334	900	936	160	596	504	436	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.7	33.6	33.7	47.1	27.3	27.5	46.9	33.2	30.2	42.4	0.0	0.0
Incr Delay (d2), s/veh	4.7	14.3	15.1	27.0	16.5	17.0	120.5	1.2	0.3	77.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	18.7	18.7	10.4	24.3	25.8	10.1	8.1	3.1	22.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	47.9	48.8	74.1	43.8	44.6	167.3	34.4	30.5	119.5	0.0	0.0
LnGrp LOS	E	D	D	E	D	D	F	C	C	F	A	A
Approach Vol, veh/h		1345			2011			669			485	
Approach Delay, s/veh		49.0			48.5			70.5			119.5	
Approach LOS		D			D			E			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0	24.9	50.2		41.0	11.8	63.3				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+I1), s		38.4	20.2	40.6		38.4	7.6	53.5				
Green Ext Time (p_c), s		0.0	0.1	4.2		0.0	0.0	3.4				
Intersection Summary												
HCM 6th Ctrl Delay			59.6									
HCM 6th LOS			E									

Timings

36: Murrieta Rd. & Nuevo Rd.

06/01/2020

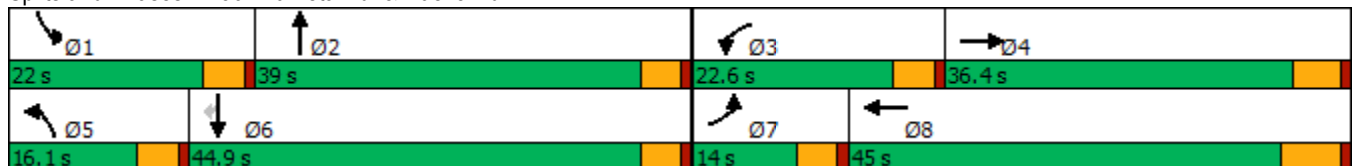


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↙	↑↑↑	↙	↑	↙	↑	↙
Traffic Volume (vph)	179	975	291	1267	111	161	217	175	265
Future Volume (vph)	179	975	291	1267	111	161	217	175	265
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	14.0	36.4	22.6	45.0	16.1	39.0	22.0	44.9	44.9
Total Split (%)	11.7%	30.3%	18.8%	37.5%	13.4%	32.5%	18.3%	37.4%	37.4%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.4	31.1	18.1	38.6	10.4	30.3	16.7	36.6	36.6
Actuated g/C Ratio	0.08	0.27	0.16	0.33	0.09	0.26	0.14	0.32	0.32
v/c Ratio	1.33	0.86	1.12	0.99	0.75	0.90	0.90	0.32	0.44
Control Delay	227.2	47.3	135.6	56.6	79.4	57.2	85.5	31.4	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	227.2	47.3	135.6	56.6	79.4	57.2	85.5	31.4	9.1
LOS	F	D	F	E	E	E	F	C	A
Approach Delay		72.7		69.1		61.9		40.3	
Approach LOS		E		E		E		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.4
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 64.9
 Intersection LOS: E
 Intersection Capacity Utilization 93.8%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↗	↑		↖	↑	↗
Traffic Volume (veh/h)	179	975	116	291	1267	282	111	161	255	217	175	265
Future Volume (veh/h)	179	975	116	291	1267	282	111	161	255	217	175	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	195	1060	61	316	1377	177	121	175	141	236	190	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	1326	76	321	1618	208	150	205	165	268	523	441
Arrive On Green	0.09	0.26	0.26	0.18	0.35	0.35	0.08	0.21	0.21	0.15	0.28	0.28
Sat Flow, veh/h	1810	5018	288	1810	4637	596	1810	974	785	1810	1900	1603
Grp Volume(v), veh/h	195	730	391	316	1027	527	121	0	316	236	190	168
Grp Sat Flow(s),veh/h/ln	1810	1729	1848	1810	1729	1775	1810	0	1759	1810	1900	1603
Q Serve(g_s), s	9.4	20.0	20.0	17.7	27.9	27.9	6.7	0.0	17.6	13.0	8.2	8.6
Cycle Q Clear(g_c), s	9.4	20.0	20.0	17.7	27.9	27.9	6.7	0.0	17.6	13.0	8.2	8.6
Prop In Lane	1.00		0.16	1.00		0.34	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	168	914	488	321	1207	619	150	0	369	268	523	441
V/C Ratio(X)	1.16	0.80	0.80	0.98	0.85	0.85	0.81	0.00	0.86	0.88	0.36	0.38
Avail Cap(c_a), veh/h	168	1057	565	321	1312	673	205	0	596	310	755	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	34.8	34.8	41.6	30.6	30.6	45.7	0.0	38.6	42.3	29.6	29.8
Incr Delay (d2), s/veh	120.1	3.9	7.1	45.7	5.2	9.6	10.9	0.0	6.9	20.1	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	8.5	9.6	11.4	11.3	12.4	3.5	0.0	8.3	7.3	3.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	166.2	38.7	41.9	87.3	35.8	40.2	56.6	0.0	45.5	62.4	30.0	30.3
LnGrp LOS	F	D	D	F	D	D	E	A	D	E	C	C
Approach Vol, veh/h		1316			1870			437			594	
Approach Delay, s/veh		58.5			45.7			48.5			43.0	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.6	25.9	22.6	33.3	13.0	32.5	14.0	41.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	17.4	34.4	18.0	* 31	11.5	40.3	9.4	38.5				
Max Q Clear Time (g_c+I1), s	15.0	19.6	19.7	22.0	8.7	10.6	11.4	29.9				
Green Ext Time (p_c), s	0.1	1.8	0.0	4.5	0.0	1.8	0.0	5.5				

Intersection Summary

HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

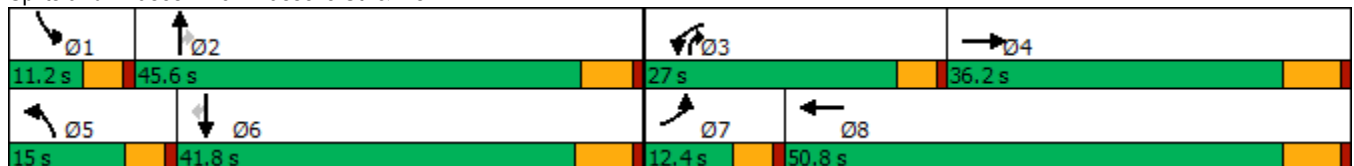


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖↗	↕↔	↖↗	↕↔	↖	↖↗	↕↔	↖
Traffic Volume (vph)	168	690	664	856	406	825	761	308	742	143
Future Volume (vph)	168	690	664	856	406	825	761	308	742	143
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	31.4	23.1	46.1	11.0	37.2	60.3	7.2	33.4	33.4
Actuated g/C Ratio	0.07	0.27	0.20	0.40	0.10	0.32	0.52	0.06	0.29	0.29
v/c Ratio	0.72	0.84	1.02	0.52	1.30	0.76	0.94	1.50	0.76	0.27
Control Delay	69.4	42.0	84.2	26.8	197.3	39.6	41.3	287.1	42.4	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.4	42.0	84.2	26.8	197.3	39.6	41.3	287.1	42.4	5.9
LOS	E	D	F	C	F	D	D	F	D	A
Approach Delay		45.6		49.8		72.4			101.2	
Approach LOS		D		D		E			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.50	
Intersection Signal Delay: 66.3	Intersection LOS: E
Intersection Capacity Utilization 90.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	168	690	416	664	856	137	406	825	761	308	742	143
Future Volume (veh/h)	168	690	416	664	856	137	406	825	761	308	742	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	742	348	714	920	129	437	887	714	331	798	91
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	904	419	676	1761	246	323	1258	851	212	1155	506
Arrive On Green	0.07	0.26	0.24	0.19	0.38	0.37	0.09	0.35	0.34	0.06	0.32	0.32
Sat Flow, veh/h	3510	3458	1604	3510	4590	641	3510	3610	1597	3510	3610	1581
Grp Volume(v), veh/h	181	742	348	714	692	357	437	887	714	331	798	91
Grp Sat Flow(s),veh/h/ln	1755	1729	1604	1755	1729	1773	1755	1805	1597	1755	1805	1581
Q Serve(g_s), s	6.0	24.1	24.6	23.0	18.4	18.7	11.0	25.3	40.4	7.2	23.0	5.0
Cycle Q Clear(g_c), s	6.0	24.1	24.6	23.0	18.4	18.7	11.0	25.3	40.4	7.2	23.0	5.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	904	419	676	1327	680	323	1258	851	212	1155	506
V/C Ratio(X)	0.73	0.82	0.83	1.06	0.52	0.52	1.35	0.71	0.84	1.56	0.69	0.18
Avail Cap(c_a), veh/h	247	933	432	676	1355	695	323	1258	851	212	1155	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	41.5	42.7	48.2	28.4	28.7	54.2	33.6	23.7	56.1	35.4	29.3
Incr Delay (d2), s/veh	9.4	5.8	12.5	50.3	0.3	0.7	177.2	1.8	7.5	275.4	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	10.5	10.9	14.4	7.3	7.7	12.7	10.9	17.0	11.2	9.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	47.3	55.2	98.5	28.7	29.4	231.4	35.4	31.2	331.5	37.2	29.5
LnGrp LOS	E	D	E	F	C	C	F	D	C	F	D	C
Approach Vol, veh/h		1271			1763			2038			1220	
Approach Delay, s/veh		51.8			57.1			76.0			116.5	
Approach LOS		D			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	46.0	27.0	35.2	15.0	42.2	12.4	49.8				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	9.2	42.4	25.0	26.6	13.0	25.0	8.0	20.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	3.8	0.0	6.6				

Intersection Summary

HCM 6th Ctrl Delay	73.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

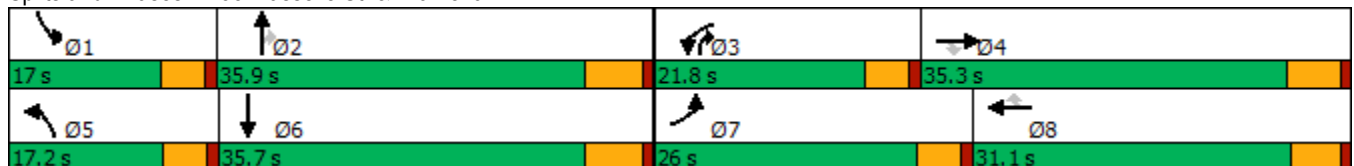


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	247	97	271	133	84	71	206	1274	67	198	1630
Future Volume (vph)	247	97	271	133	84	71	206	1274	67	198	1630
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.0	18.6	17.2	12.0	14.1	13.0	13.3	32.2	44.3	13.1	32.0
Actuated g/C Ratio	0.22	0.20	0.19	0.13	0.15	0.14	0.14	0.35	0.48	0.14	0.35
v/c Ratio	0.66	0.27	0.54	0.60	0.30	0.23	0.83	1.06	0.09	0.81	1.52
Control Delay	44.5	32.8	8.1	49.9	38.2	3.4	67.4	75.0	4.0	65.2	263.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	32.8	8.1	49.9	38.2	3.4	67.4	75.0	4.0	65.2	263.8
LOS	D	C	A	D	D	A	E	E	A	E	F
Approach Delay		26.6			35.0			70.9			244.0
Approach LOS		C			C			E			F

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 92.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.52
 Intersection Signal Delay: 140.0
 Intersection LOS: F
 Intersection Capacity Utilization 92.4%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	97	271	133	84	71	206	1274	67	198	1630	160
Future Volume (veh/h)	247	97	271	133	84	71	206	1274	67	198	1630	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	260	102	187	140	88	28	217	1341	47	208	1716	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	400	307	186	264	203	263	1316	730	254	1203	107
Arrive On Green	0.17	0.21	0.19	0.10	0.14	0.13	0.15	0.36	0.35	0.14	0.36	0.34
Sat Flow, veh/h	1810	1900	1576	1810	1900	1603	1810	3610	1608	1810	3345	298
Grp Volume(v), veh/h	260	102	187	140	88	28	217	1341	47	208	914	957
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1603	1810	1805	1608	1810	1805	1838
Q Serve(g_s), s	12.3	3.9	9.6	6.6	3.7	1.4	10.3	32.1	1.4	9.8	31.7	31.7
Cycle Q Clear(g_c), s	12.3	3.9	9.6	6.6	3.7	1.4	10.3	32.1	1.4	9.8	31.7	31.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	309	400	307	186	264	203	263	1316	730	254	649	661
V/C Ratio(X)	0.84	0.25	0.61	0.75	0.33	0.14	0.82	1.02	0.06	0.82	1.41	1.45
Avail Cap(c_a), veh/h	452	675	535	366	584	473	271	1316	730	267	649	661
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	29.0	32.4	38.4	34.2	34.2	36.6	28.0	13.5	36.8	28.2	28.4
Incr Delay (d2), s/veh	6.2	0.3	2.0	2.3	0.7	0.3	16.8	29.6	0.0	15.8	192.5	209.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	1.8	3.7	3.0	1.7	0.5	5.5	17.8	0.5	5.2	47.0	51.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	29.3	34.4	40.8	35.0	34.5	53.4	57.6	13.6	52.6	220.7	238.3
LnGrp LOS	D	C	C	D	C	C	D	F	B	D	F	F
Approach Vol, veh/h		549			256			1605			2079	
Approach Delay, s/veh		36.9			38.1			55.7			212.0	
Approach LOS		D			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	36.1	13.1	22.6	16.8	35.7	19.1	16.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	11.8	34.1	8.6	11.6	12.3	33.7	14.3	5.7				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.0	0.0	0.0	0.2	0.4				

Intersection Summary

HCM 6th Ctrl Delay	124.8
HCM 6th LOS	F

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

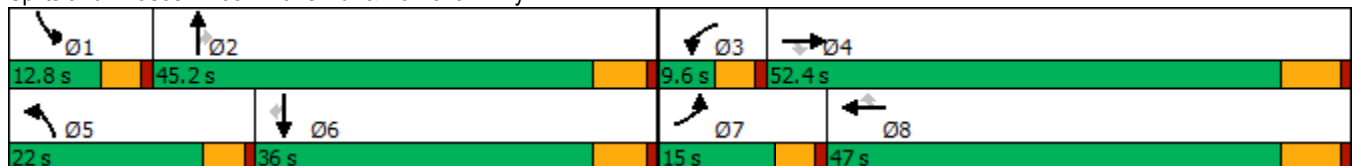
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	2004	218	73	3359	540	640	590	50	302	356	506
Future Volume (vph)	359	2004	218	73	3359	540	640	590	50	302	356	506
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	50.4	50.4	5.6	43.0	43.0	18.0	40.4	40.4	8.8	31.2	31.2
Actuated g/C Ratio	0.09	0.42	0.42	0.05	0.36	0.36	0.15	0.34	0.34	0.07	0.26	0.26
v/c Ratio	1.18	0.97	0.29	0.48	2.74	0.81	1.29	0.51	0.08	1.24	0.40	0.95
Control Delay	155.7	48.4	6.2	65.6	806.0	33.2	184.4	33.3	0.2	183.7	37.7	55.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	155.7	48.4	6.2	65.6	806.0	33.2	184.4	33.3	0.2	183.7	37.7	55.9
LOS	F	D	A	E	F	C	F	C	A	F	D	E
Approach Delay		59.7			687.4			107.6			83.5	
Approach LOS		E			F			F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.74
 Intersection Signal Delay: 346.7
 Intersection LOS: F
 Intersection Capacity Utilization 152.4%
 ICU Level of Service H
 Analysis Period (min) 15



































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	 
Traffic Volume (veh/h)	359	2004	218	73	3359	540	640	590	50	302	356	506
Future Volume (veh/h)	359	2004	218	73	3359	540	640	590	50	302	356	506
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	382	2132	0	78	3573	438	681	628	34	321	379	366
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	2129		154	1306	583	532	1217	543	260	937	413
Arrive On Green	0.09	0.41	0.00	0.04	0.36	0.36	0.15	0.34	0.34	0.07	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1589
Grp Volume(v), veh/h	382	2132	0	78	3573	438	681	628	34	321	379	366
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1589
Q Serve(g_s), s	11.0	48.8	0.0	2.6	43.0	28.3	18.0	16.6	1.7	8.8	10.3	26.3
Cycle Q Clear(g_c), s	11.0	48.8	0.0	2.6	43.0	28.3	18.0	16.6	1.7	8.8	10.3	26.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	2129		154	1306	583	532	1217	543	260	937	413
V/C Ratio(X)	1.18	1.00		0.51	2.74	0.75	1.28	0.52	0.06	1.24	0.40	0.89
Avail Cap(c_a), veh/h	325	2129		165	1306	583	532	1251	558	260	972	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	35.0	0.0	55.6	37.9	33.3	50.4	31.6	26.7	55.0	36.4	42.3
Incr Delay (d2), s/veh	106.6	19.9	0.0	1.0	783.3	5.5	140.3	0.3	0.0	134.4	0.3	19.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	22.5	0.0	1.1	159.5	11.1	18.0	7.0	0.6	8.6	4.5	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	160.5	54.9	0.0	56.5	821.2	38.7	190.8	32.0	26.7	189.4	36.7	61.5
LnGrp LOS	F	F		E	F	D	F	C	C	F	D	E
Approach Vol, veh/h		2514	A		4089			1343			1066	
Approach Delay, s/veh		71.0			722.8			112.4			91.2	
Approach LOS		E			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	44.1	9.2	52.8	22.0	34.9	15.0	47.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	10.8	18.6	4.6	50.8	20.0	28.3	13.0	45.0				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	0.7	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	375.3
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

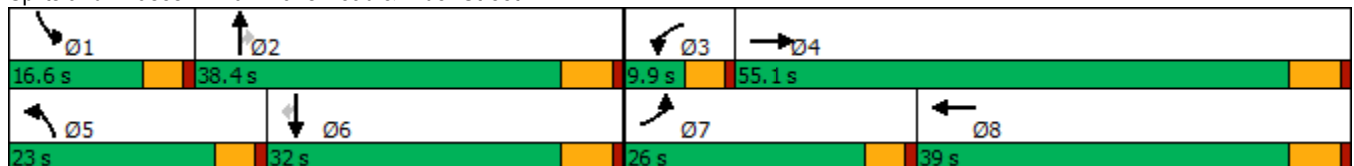


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕	↘	↕	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	270	673	48	815	281	556	125	120	295	381
Future Volume (vph)	270	673	48	815	281	556	125	120	295	381
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	26.0	55.1	9.9	39.0	23.0	38.4	38.4	16.6	32.0	32.0
Total Split (%)	21.7%	45.9%	8.3%	32.5%	19.2%	32.0%	32.0%	13.8%	26.7%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.4	50.7	5.3	33.3	18.5	25.6	25.6	10.8	17.9	17.9
Actuated g/C Ratio	0.18	0.46	0.05	0.30	0.17	0.23	0.23	0.10	0.16	0.16
v/c Ratio	0.88	0.52	0.61	1.06	1.02	0.73	0.28	0.74	0.55	0.79
Control Delay	72.7	23.8	83.8	82.8	103.9	45.3	5.7	74.8	46.3	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.7	23.8	83.8	82.8	103.9	45.3	5.7	74.8	46.3	23.7
LOS	E	C	F	F	F	D	A	E	D	C
Approach Delay		36.4		82.8		57.3			39.8	
Approach LOS		D		F		E			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 55.3
 Intersection LOS: E
 Intersection Capacity Utilization 86.0%
 ICU Level of Service E
 Analysis Period (min) 15























Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	673	100	48	815	227	281	556	125	120	295	381
Future Volume (veh/h)	270	673	100	48	815	227	281	556	125	120	295	381
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	293	732	94	52	886	205	305	604	119	130	321	279
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	320	1374	176	67	836	193	288	971	433	157	710	317
Arrive On Green	0.18	0.43	0.43	0.04	0.29	0.29	0.16	0.27	0.27	0.09	0.20	0.20
Sat Flow, veh/h	1810	3218	413	1810	2911	673	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	293	410	416	52	549	542	305	604	119	130	321	279
Grp Sat Flow(s),veh/h/ln	1810	1805	1826	1810	1805	1779	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	18.4	19.5	19.5	3.3	33.2	33.2	18.4	17.0	6.7	8.2	9.1	19.5
Cycle Q Clear(g_c), s	18.4	19.5	19.5	3.3	33.2	33.2	18.4	17.0	6.7	8.2	9.1	19.5
Prop In Lane	1.00		0.23	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	771	779	67	519	511	288	971	433	157	710	317
V/C Ratio(X)	0.92	0.53	0.53	0.77	1.06	1.06	1.06	0.62	0.27	0.83	0.45	0.88
Avail Cap(c_a), veh/h	335	771	779	83	519	511	288	1018	454	188	819	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	24.6	24.6	55.1	41.2	41.2	48.6	37.1	33.3	51.9	40.9	45.1
Incr Delay (d2), s/veh	27.3	0.7	0.7	23.3	56.1	56.7	69.3	1.1	0.3	19.1	0.5	19.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	8.0	8.1	1.9	22.1	21.9	13.6	7.4	2.6	4.4	4.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	25.3	25.3	78.4	97.2	97.8	117.9	38.2	33.7	71.0	41.4	64.6
LnGrp LOS	E	C	C	E	F	F	F	D	C	E	D	E
Approach Vol, veh/h		1119			1143			1028			730	
Approach Delay, s/veh		38.0			96.7			61.3			55.5	
Approach LOS		D			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	36.9	8.9	55.1	23.0	28.5	25.0	39.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	12.0	32.6	5.3	49.3	18.4	26.2	21.4	33.2				
Max Q Clear Time (g_c+I1), s	10.2	19.0	5.3	21.5	20.4	21.5	20.4	35.2				
Green Ext Time (p_c), s	0.0	3.4	0.0	5.1	0.0	1.3	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			63.8									
HCM 6th LOS			E									

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

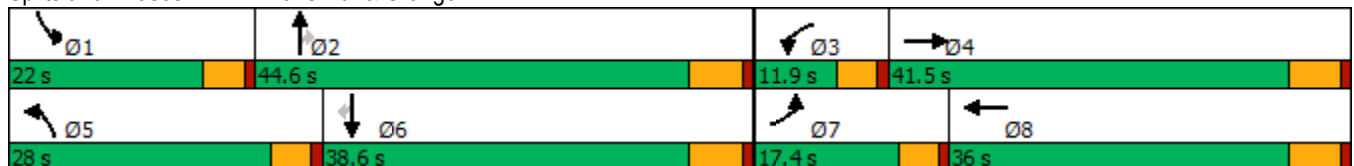


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	176	340	90	309	318	561	236	246	439	194
Future Volume (vph)	176	340	90	309	318	561	236	246	439	194
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.8	35.7	7.3	30.2	23.4	38.8	38.8	17.4	32.8	32.8
Actuated g/C Ratio	0.11	0.30	0.06	0.25	0.20	0.32	0.32	0.14	0.27	0.27
v/c Ratio	0.99	0.99	0.90	1.08	0.99	0.99	0.40	1.02	0.92	0.37
Control Delay	117.6	78.2	118.6	105.9	93.2	75.7	9.4	112.4	66.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.6	78.2	118.6	105.9	93.2	75.7	9.4	112.4	66.8	8.2
LOS	F	E	F	F	F	E	A	F	E	A
Approach Delay		88.4		108.0		66.6			66.6	
Approach LOS		F		F		E			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 78.3
 Intersection LOS: E
 Intersection Capacity Utilization 96.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	340	160	90	309	154	318	561	236	246	439	194
Future Volume (veh/h)	176	340	160	90	309	154	318	561	236	246	439	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	370	123	98	336	157	346	610	184	267	477	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	193	403	134	110	308	144	353	614	517	262	519	440
Arrive On Green	0.11	0.30	0.30	0.06	0.25	0.25	0.20	0.32	0.32	0.14	0.27	0.27
Sat Flow, veh/h	1810	1355	450	1810	1223	572	1810	1900	1598	1810	1900	1608
Grp Volume(v), veh/h	191	0	493	98	0	493	346	610	184	267	477	151
Grp Sat Flow(s),veh/h/ln	1810	0	1805	1810	0	1795	1810	1900	1598	1810	1900	1608
Q Serve(g_s), s	12.7	0.0	31.7	6.5	0.0	30.2	22.8	38.4	10.6	17.4	29.2	9.0
Cycle Q Clear(g_c), s	12.7	0.0	31.7	6.5	0.0	30.2	22.8	38.4	10.6	17.4	29.2	9.0
Prop In Lane	1.00		0.25	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	0	537	110	0	452	353	614	517	262	519	440
V/C Ratio(X)	0.99	0.00	0.92	0.89	0.00	1.09	0.98	0.99	0.36	1.02	0.92	0.34
Avail Cap(c_a), veh/h	193	0	537	110	0	452	353	614	517	262	519	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	0.0	40.7	56.0	0.0	44.9	48.1	40.5	31.0	51.3	42.3	35.0
Incr Delay (d2), s/veh	61.5	0.0	20.9	51.7	0.0	69.4	42.4	34.4	0.4	60.1	21.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	16.6	4.5	0.0	21.6	14.1	22.9	4.0	12.0	16.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.0	0.0	61.6	107.7	0.0	114.3	90.5	74.9	31.5	111.4	63.8	35.4
LnGrp LOS	F	A	E	F	A	F	F	E	C	F	E	D
Approach Vol, veh/h		684			591			1140				895
Approach Delay, s/veh		76.6			113.2			72.6				73.2
Approach LOS		E			F			E				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	44.6	11.9	41.5	28.0	38.6	17.4	36.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	19.4	40.4	8.5	33.7	24.8	31.2	14.7	32.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	0.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	80.8
HCM 6th LOS	F

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

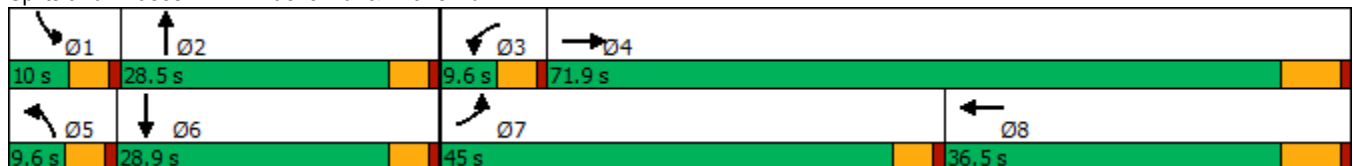


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↘	↑↑↑	↘	↑	↘	↑
Traffic Volume (vph)	592	821	667	1058	76	751	63	682
Future Volume (vph)	592	821	667	1058	76	751	63	682
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	45.0	71.9	9.6	36.5	9.6	28.5	10.0	28.9
Total Split (%)	37.5%	59.9%	8.0%	30.4%	8.0%	23.8%	8.3%	24.1%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	40.4	65.4	5.0	30.0	5.0	23.9	5.4	24.3
Actuated g/C Ratio	0.34	0.54	0.04	0.25	0.04	0.20	0.04	0.20
v/c Ratio	1.06	0.33	9.67	1.04	1.11	2.69	0.84	3.90
Control Delay	92.1	15.4	3932.8	77.9	188.3	786.5	119.8	1327.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.1	15.4	3932.8	77.9	188.3	786.5	119.8	1327.4
LOS	F	B	F	E	F	F	F	F
Approach Delay		46.8		1437.9		740.9		1275.2
Approach LOS		D		F		F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 9.67
 Intersection Signal Delay: 929.0
 Intersection LOS: F
 Intersection Capacity Utilization 149.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

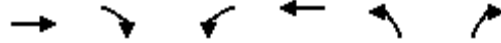


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↗	↑		↖	↑	
Traffic Volume (veh/h)	592	821	33	667	1058	166	76	751	176	63	682	705
Future Volume (veh/h)	592	821	33	667	1058	166	76	751	176	63	682	705
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	643	892	36	725	1150	164	83	816	191	68	741	368
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	609	2788	112	75	1144	163	75	297	69	81	243	120
Arrive On Green	0.34	0.55	0.55	0.04	0.25	0.25	0.04	0.20	0.20	0.05	0.20	0.20
Sat Flow, veh/h	1810	5115	206	1810	4576	652	1810	1489	348	1810	1198	595
Grp Volume(v), veh/h	643	603	325	725	869	445	83	0	1007	68	0	1109
Grp Sat Flow(s),veh/h/ln	1810	1729	1863	1810	1729	1770	1810	0	1837	1810	0	1793
Q Serve(g_s), s	40.4	11.5	11.6	5.0	30.0	30.0	5.0	0.0	23.9	4.5	0.0	24.3
Cycle Q Clear(g_c), s	40.4	11.5	11.6	5.0	30.0	30.0	5.0	0.0	23.9	4.5	0.0	24.3
Prop In Lane	1.00		0.11	1.00		0.37	1.00		0.19	1.00		0.33
Lane Grp Cap(c), veh/h	609	1885	1015	75	865	442	75	0	366	81	0	363
V/C Ratio(X)	1.06	0.32	0.32	9.62	1.01	1.01	1.10	0.00	2.75	0.84	0.00	3.05
Avail Cap(c_a), veh/h	609	1885	1015	75	865	442	75	0	366	81	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	15.0	15.1	57.5	45.0	45.0	57.5	0.0	48.1	56.9	0.0	47.9
Incr Delay (d2), s/veh	52.0	0.4	0.8	3903.6	31.9	44.2	133.8	0.0	796.0	47.5	0.0	931.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.4	4.2	4.6	83.9	15.9	17.8	5.1	0.0	91.9	3.1	0.0	104.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.8	15.5	15.9	3961.1	76.9	89.2	191.3	0.0	844.1	104.4	0.0	979.7
LnGrp LOS	F	B	B	F	F	F	F	A	F	F	A	F
Approach Vol, veh/h		1571			2039			1090				1177
Approach Delay, s/veh		46.8			1460.7			794.4				929.1
Approach LOS		D			F			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	28.5	9.6	71.9	9.6	28.9	45.0	36.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	5.4	23.9	5.0	65.4	5.0	24.3	40.4	30.0				
Max Q Clear Time (g_c+1), s	6.5	25.9	7.0	13.6	7.0	26.3	42.4	32.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	852.7
HCM 6th LOS	F

Timings
43: Bradley St. & Ramona Expy

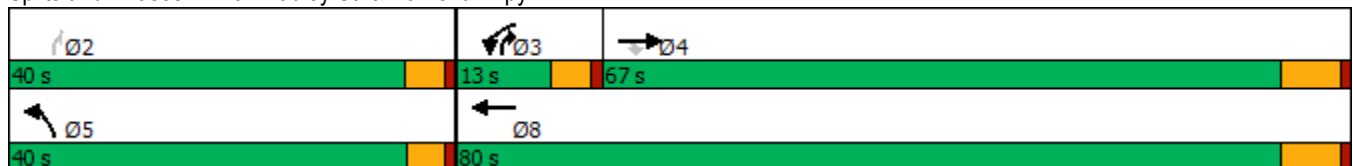


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓	
Traffic Volume (vph)	2141	49	21	3157	293	38	
Future Volume (vph)	2141	49	21	3157	293	38	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4					2
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	65.1	65.1	6.1	73.7	24.2	34.7	
Actuated g/C Ratio	0.60	0.60	0.06	0.68	0.22	0.32	
v/c Ratio	1.08	0.06	0.23	1.40	0.80	0.08	
Control Delay	68.5	7.3	56.6	205.8	55.0	23.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	68.5	7.3	56.6	205.8	55.0	23.9	
LOS	E	A	E	F	D	C	
Approach Delay	67.2			204.8	51.4		
Approach LOS	E			F	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.40
 Intersection Signal Delay: 143.0
 Intersection LOS: F
 Intersection Capacity Utilization 112.7%
 ICU Level of Service H
 Analysis Period (min) 15

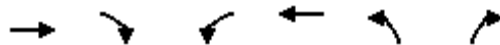
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖	↗
Traffic Volume (veh/h)	2141	49	21	3157	293	38
Future Volume (veh/h)	2141	49	21	3157	293	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2327	51	23	3432	318	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2275	1013	42	2516	360	357
Arrive On Green	0.63	0.63	0.02	0.70	0.20	0.20
Sat Flow, veh/h	3705	1608	1810	3705	1810	1610
Grp Volume(v), veh/h	2327	51	23	3432	318	25
Grp Sat Flow(s),veh/h/ln	1805	1608	1810	1805	1810	1610
Q Serve(g_s), s	66.4	1.3	1.3	73.5	18.0	1.3
Cycle Q Clear(g_c), s	66.4	1.3	1.3	73.5	18.0	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2275	1013	42	2516	360	357
V/C Ratio(X)	1.02	0.05	0.55	1.36	0.88	0.07
Avail Cap(c_a), veh/h	2275	1013	144	2516	609	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	7.5	51.0	16.0	41.1	32.4
Incr Delay (d2), s/veh	25.0	0.0	4.1	166.5	8.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.9	0.4	0.6	78.4	8.8	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.5	7.5	55.0	182.5	49.3	32.5
LnGrp LOS	F	A	E	F	D	C
Approach Vol, veh/h	2378			3455	343	
Approach Delay, s/veh	43.7			181.6	48.1	
Approach LOS	D			F	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		25.5	7.1	72.9		80.0
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		20.0	3.3	68.4		75.5
Green Ext Time (p_c), s		0.9	0.0	0.0		0.0
Intersection Summary						
HCM 6th Ctrl Delay			121.1			
HCM 6th LOS			F			

Timings
44: Bradley St. & Rider St.

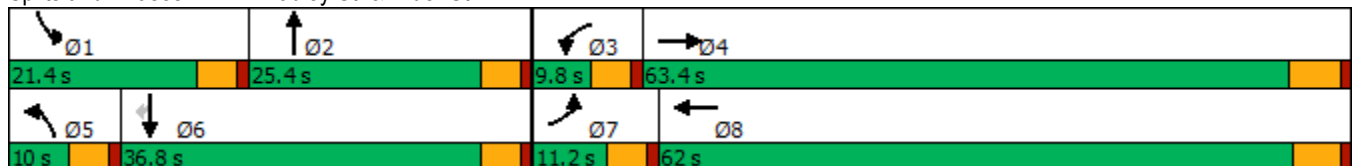


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	39	921	15	845	20	53	223	12	115
Future Volume (vph)	39	921	15	845	20	53	223	12	115
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	59.2	5.1	56.9	5.3	12.0	16.7	29.6	29.6
Actuated g/C Ratio	0.06	0.55	0.05	0.53	0.05	0.11	0.16	0.28	0.28
v/c Ratio	0.41	0.51	0.18	1.03	0.25	0.49	0.86	0.02	0.24
Control Delay	63.2	16.8	57.3	62.0	59.0	39.6	72.8	32.8	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	16.8	57.3	62.0	59.0	39.6	72.8	32.8	7.5
LOS	E	B	E	E	E	D	E	C	A
Approach Delay		18.6		61.9		42.7		50.0	
Approach LOS		B		E		D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.7
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 41.7
 Intersection LOS: D
 Intersection Capacity Utilization 77.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	39	921	9	15	845	99	20	53	50	223	12	115
Future Volume (veh/h)	39	921	9	15	845	99	20	53	50	223	12	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1001	9	16	918	90	22	58	37	242	13	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	2010	18	32	907	89	41	108	69	272	432	362
Arrive On Green	0.03	0.55	0.55	0.02	0.53	0.53	0.02	0.10	0.10	0.15	0.23	0.23
Sat Flow, veh/h	1810	3666	33	1810	1703	167	1810	1084	692	1810	1900	1592
Grp Volume(v), veh/h	42	493	517	16	0	1008	22	0	95	242	13	75
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1810	0	1870	1810	0	1776	1810	1900	1592
Q Serve(g_s), s	2.4	18.0	18.0	0.9	0.0	56.6	1.3	0.0	5.4	13.9	0.6	4.1
Cycle Q Clear(g_c), s	2.4	18.0	18.0	0.9	0.0	56.6	1.3	0.0	5.4	13.9	0.6	4.1
Prop In Lane	1.00		0.02	1.00		0.09	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	60	990	1038	32	0	996	41	0	176	272	432	362
V/C Ratio(X)	0.69	0.50	0.50	0.50	0.00	1.01	0.54	0.00	0.54	0.89	0.03	0.21
Avail Cap(c_a), veh/h	112	990	1038	89	0	996	92	0	347	286	576	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	14.9	14.9	51.7	0.0	24.8	51.4	0.0	45.5	44.3	32.0	33.3
Incr Delay (d2), s/veh	5.2	0.4	0.4	4.4	0.0	31.6	4.1	0.0	2.5	25.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.7	7.1	0.5	0.0	31.0	0.6	0.0	2.5	8.2	0.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	15.3	15.3	56.1	0.0	56.4	55.5	0.0	48.1	69.7	32.0	33.6
LnGrp LOS	E	B	B	E	A	F	E	A	D	E	C	C
Approach Vol, veh/h		1052			1024			117			330	
Approach Delay, s/veh		16.9			56.4			49.5			60.0	
Approach LOS		B			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.6	15.2	6.5	64.1	7.0	28.7	8.2	62.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	15.9	7.4	2.9	20.0	3.3	6.1	4.4	58.6				
Green Ext Time (p_c), s	0.0	0.3	0.0	6.9	0.0	0.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	16.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	215	15	65	399	75
Future Vol, veh/h	165	215	15	65	399	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	179	234	16	71	434	82

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	413	0	399 296
Stage 1	-	-	-	-	296 -
Stage 2	-	-	-	-	103 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1157	-	611 748
Stage 1	-	-	-	-	759 -
Stage 2	-	-	-	-	926 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1157	-	602 748
Mov Cap-2 Maneuver	-	-	-	-	602 -
Stage 1	-	-	-	-	759 -
Stage 2	-	-	-	-	913 -

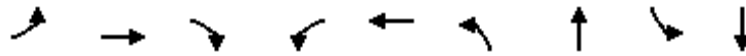
Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	32.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	621	-	-	1157	-
HCM Lane V/C Ratio	0.83	-	-	0.014	-
HCM Control Delay (s)	32.7	-	-	8.2	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	8.8	-	-	0	-

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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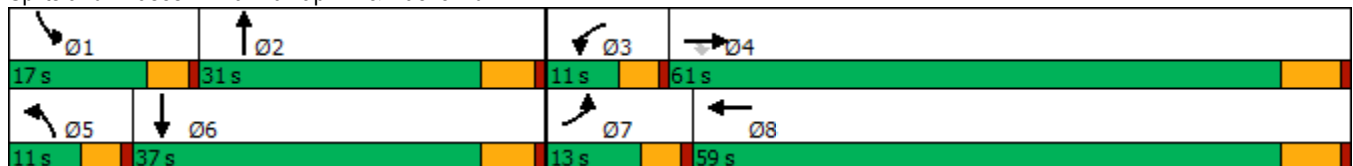


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	41	856	17	4	1580	11	26	120	26
Future Volume (vph)	41	856	17	4	1580	11	26	120	26
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	13.0	61.0	61.0	11.0	59.0	11.0	31.0	17.0	37.0
Total Split (%)	10.8%	50.8%	50.8%	9.2%	49.2%	9.2%	25.8%	14.2%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	58.9	58.9	5.3	54.1	5.5	11.6	12.0	18.7
Actuated g/C Ratio	0.07	0.63	0.63	0.06	0.58	0.06	0.12	0.13	0.20
v/c Ratio	0.33	0.73	0.02	0.04	1.69	0.10	0.15	0.53	0.32
Control Delay	53.5	20.1	0.0	50.2	334.1	51.2	35.0	51.6	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	20.1	0.0	50.2	334.1	51.2	35.0	51.6	12.7
LOS	D	C	A	D	F	D	D	D	B
Approach Delay		21.3			333.5		38.8		31.4
Approach LOS		C			F		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 93.8
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.69
 Intersection Signal Delay: 208.8
 Intersection LOS: F
 Intersection Capacity Utilization 119.3%
 ICU Level of Service H
 Analysis Period (min) 15























Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

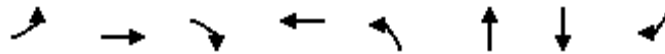
05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	856	17	4	1580	207	11	26	9	120	26	103
Future Volume (veh/h)	41	856	17	4	1580	207	11	26	9	120	26	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	873	12	4	1612	193	11	27	7	122	27	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1107	938	10	920	110	24	148	38	152	94	198
Arrive On Green	0.04	0.58	0.58	0.01	0.55	0.55	0.01	0.10	0.10	0.08	0.17	0.17
Sat Flow, veh/h	1810	1900	1610	1810	1665	199	1810	1455	377	1810	544	1149
Grp Volume(v), veh/h	42	873	12	4	0	1805	11	0	34	122	0	84
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1864	1810	0	1832	1810	0	1693
Q Serve(g_s), s	2.2	33.7	0.3	0.2	0.0	52.5	0.6	0.0	1.6	6.3	0.0	4.1
Cycle Q Clear(g_c), s	2.2	33.7	0.3	0.2	0.0	52.5	0.6	0.0	1.6	6.3	0.0	4.1
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.21	1.00		0.68
Lane Grp Cap(c), veh/h	64	1107	938	10	0	1030	24	0	186	152	0	292
V/C Ratio(X)	0.66	0.79	0.01	0.42	0.00	1.75	0.46	0.00	0.18	0.80	0.00	0.29
Avail Cap(c_a), veh/h	160	1107	938	122	0	1030	122	0	486	236	0	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.3	15.3	8.3	47.1	0.0	21.3	46.5	0.0	39.1	42.7	0.0	34.2
Incr Delay (d2), s/veh	4.2	3.9	0.0	10.5	0.0	342.7	5.0	0.0	0.5	5.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	12.5	0.1	0.1	0.0	116.0	0.3	0.0	0.7	2.9	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	19.2	8.3	57.6	0.0	363.9	51.5	0.0	39.5	47.7	0.0	34.7
LnGrp LOS	D	B	A	E	A	F	D	A	D	D	A	C
Approach Vol, veh/h		927			1809			45				206
Approach Delay, s/veh		20.5			363.3			42.5				42.4
Approach LOS		C			F			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	15.5	5.1	61.8	5.9	22.2	7.9	59.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	12.4	25.2	6.4	54.5	6.4	31.2	8.4	52.5				
Max Q Clear Time (g_c+I1), s	8.3	3.6	2.2	35.7	2.6	6.1	4.2	54.5				
Green Ext Time (p_c), s	0.0	0.1	0.0	5.5	0.0	0.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	229.9											
HCM 6th LOS	F											

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↕	↖	↕	↕	↗	
Traffic Volume (vph)	283	0	477	0	429	2894	1958	221	
Future Volume (vph)	283	0	477	0	429	2894	1958	221	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		30.0	30.0	30.0	16.5	71.8	50.7	50.7	
Actuated g/C Ratio		0.27	0.27	0.27	0.15	0.64	0.45	0.45	
v/c Ratio		0.81	0.89	0.00	0.91	1.37	1.31	0.31	
Control Delay		55.3	42.3	0.0	72.1	192.6	174.1	13.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		55.3	42.3	0.0	72.1	192.6	174.1	13.1	
LOS		E	D	A	E	F	F	B	
Approach Delay		47.1				177.1	157.8		
Approach LOS		D				F	F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 112.9	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay: 154.6	Intersection LOS: F
Intersection Capacity Utilization 119.6%	ICU Level of Service H
Analysis Period (min) 15	





















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

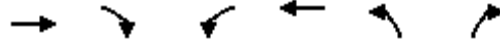
05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	0	477	0	0	1	429	2894	1	0	1958	221
Future Volume (veh/h)	283	0	477	0	0	1	429	2894	1	0	1958	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	308	0	381	0	0	1	466	3146	1	0	2128	193
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	445	0	427	0	0	427	512	2355	1	2	1621	723
Arrive On Green	0.27	0.00	0.27	0.00	0.00	0.27	0.15	0.64	0.64	0.00	0.45	0.45
Sat Flow, veh/h	1436	0	1610	0	0	1610	3510	3704	1	1810	3610	1610
Grp Volume(v), veh/h	308	0	381	0	0	1	466	1533	1614	0	2128	193
Grp Sat Flow(s),veh/h/ln	1436	0	1610	0	0	1610	1755	1805	1900	1810	1805	1610
Q Serve(g_s), s	22.5	0.0	25.6	0.0	0.0	0.1	14.7	71.5	71.5	0.0	50.5	8.4
Cycle Q Clear(g_c), s	22.6	0.0	25.6	0.0	0.0	0.1	14.7	71.5	71.5	0.0	50.5	8.4
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	445	0	427	0	0	427	512	1148	1208	2	1621	723
V/C Ratio(X)	0.69	0.00	0.89	0.00	0.00	0.00	0.91	1.34	1.34	0.00	1.31	0.27
Avail Cap(c_a), veh/h	542	0	536	0	0	536	512	1148	1208	80	1621	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	0.0	39.7	0.0	0.0	30.4	47.3	20.5	20.5	0.0	31.0	19.4
Incr Delay (d2), s/veh	2.9	0.0	14.6	0.0	0.0	0.0	19.9	157.2	156.9	0.0	145.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	11.5	0.0	0.0	0.0	7.5	73.3	77.1	0.0	52.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	0.0	54.3	0.0	0.0	30.4	67.2	177.6	177.4	0.0	176.2	19.6
LnGrp LOS	D	A	D	A	A	C	E	F	F	A	F	B
Approach Vol, veh/h		689			1			3613			2321	
Approach Delay, s/veh		48.6			30.4			163.3			163.2	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	78.0		34.5	21.0	57.0		34.5				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+1), s	0.0	73.5		27.6	16.7	52.5		2.1				
Green Ext Time (p_c), s	0.0	0.0		2.3	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			151.3									
HCM 6th LOS			F									

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

04/27/2021

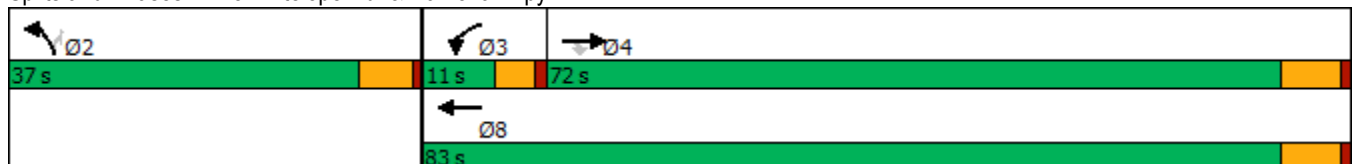


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓↓	↓
Traffic Volume (vph)	1583	852	219	3072	253	56
Future Volume (vph)	1583	852	219	3072	253	56
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	72.0	72.0	11.0	83.0	37.0	37.0
Total Split (%)	60.0%	60.0%	9.2%	69.2%	30.8%	30.8%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	65.5	65.5	6.4	76.5	13.3	13.3
Actuated g/C Ratio	0.64	0.64	0.06	0.75	0.13	0.13
v/c Ratio	0.74	0.74	2.11	1.23	0.60	0.23
Control Delay	15.4	8.1	555.5	126.4	47.8	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.4	8.1	555.5	126.4	47.8	12.6
LOS	B	A	F	F	D	B
Approach Delay	12.9			154.9	41.4	
Approach LOS	B			F	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.1
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.11
 Intersection Signal Delay: 91.8
 Intersection Capacity Utilization 103.5%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service G

Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)
04/27/2021

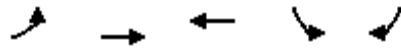


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖	↗
Traffic Volume (veh/h)	1583	852	219	3072	253	56
Future Volume (veh/h)	1583	852	219	3072	253	56
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1721	926	238	3339	275	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2379	1061	117	2778	374	172
Arrive On Green	0.66	0.66	0.06	0.77	0.11	0.11
Sat Flow, veh/h	3705	1610	1810	3705	3510	1610
Grp Volume(v), veh/h	1721	926	238	3339	275	61
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1755	1610
Q Serve(g_s), s	30.9	45.9	6.4	76.5	7.5	3.5
Cycle Q Clear(g_c), s	30.9	45.9	6.4	76.5	7.5	3.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2379	1061	117	2778	374	172
V/C Ratio(X)	0.72	0.87	2.04	1.20	0.73	0.36
Avail Cap(c_a), veh/h	2379	1061	117	2778	1102	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	13.6	46.5	11.5	43.0	41.2
Incr Delay (d2), s/veh	1.9	9.9	497.8	94.5	2.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	14.8	18.8	50.8	3.3	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.0	23.5	544.3	106.0	45.8	42.5
LnGrp LOS	B	C	F	F	D	D
Approach Vol, veh/h	2647			3577	336	
Approach Delay, s/veh	16.7			135.2	45.2	
Approach LOS	B			F	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.4	11.0	72.0		83.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		31.2	6.4	65.5		76.5
Max Q Clear Time (g_c+I1), s		9.5	8.4	47.9		78.5
Green Ext Time (p_c), s		1.1	0.0	13.9		0.0
Intersection Summary						
HCM 6th Ctrl Delay			82.7			
HCM 6th LOS			F			

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↔	↘	↙
Traffic Volume (vph)	373	580	1542	74	111
Future Volume (vph)	373	580	1542	74	111
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	39.3	90.5	51.2	29.5	29.5
Total Split (%)	32.8%	75.4%	42.7%	24.6%	24.6%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	27.6	84.0	51.8	11.1	11.1
Actuated g/C Ratio	0.26	0.78	0.48	0.10	0.10
v/c Ratio	0.87	0.42	2.18	0.43	0.44
Control Delay	57.8	5.0	554.3	52.6	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	5.0	554.3	52.6	13.4
LOS	E	A	F	D	B
Approach Delay		25.6	554.3	29.0	
Approach LOS		C	F	C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 107.4	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.18	
Intersection Signal Delay: 350.3	Intersection LOS: F
Intersection Capacity Utilization 140.3%	ICU Level of Service H
Analysis Period (min) 15	

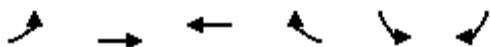
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗		↙	↘	
Traffic Volume (veh/h)	373	580	1542	265	74	111	
Future Volume (veh/h)	373	580	1542	265	74	111	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	405	630	1676	288	80	121	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	437	1498	796	137	174	155	
Arrive On Green	0.24	0.79	0.50	0.50	0.10	0.10	
Sat Flow, veh/h	1810	1900	1580	271	1810	1610	
Grp Volume(v), veh/h	405	630	0	1964	80	121	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1851	1810	1610	
Q Serve(g_s), s	23.3	11.2	0.0	53.7	4.5	7.8	
Cycle Q Clear(g_c), s	23.3	11.2	0.0	53.7	4.5	7.8	
Prop In Lane	1.00			0.15	1.00	1.00	
Lane Grp Cap(c), veh/h	437	1498	0	932	174	155	
V/C Ratio(X)	0.93	0.42	0.00	2.11	0.46	0.78	
Avail Cap(c_a), veh/h	589	1498	0	932	402	358	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	39.5	3.6	0.0	26.4	45.5	47.1	
Incr Delay (d2), s/veh	15.2	0.9	0.0	501.5	1.9	8.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	11.6	2.7	0.0	150.4	2.0	7.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	54.7	4.4	0.0	528.0	47.4	55.3	
LnGrp LOS	D	A	A	F	D	E	
Approach Vol, veh/h		1035	1964		201		
Approach Delay, s/veh		24.1	528.0		52.2		
Approach LOS		C	F		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.5	16.1	30.3	60.2
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				84.0	23.7	34.7	44.7
Max Q Clear Time (g_c+I1), s				13.2	9.8	25.3	55.7
Green Ext Time (p_c), s				4.1	0.5	0.4	0.0
Intersection Summary							
HCM 6th Ctrl Delay			335.1				
HCM 6th LOS			F				

Intersection												
Intersection Delay, s/veh	91.5											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	325	203	126	374	305	0	236	112	385	0	450	1266
Future Vol, veh/h	325	203	126	374	305	0	236	112	385	0	450	1266
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	332	207	129	382	311	0	241	114	393	0	459	1292
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	448.1	484.5	520.5	1600.3
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	50%	55%	0%
Vol Thru, %	15%	31%	45%	26%
Vol Right, %	53%	19%	0%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	733	654	679	1716
LT Vol	236	325	374	0
Through Vol	112	203	305	450
RT Vol	385	126	0	1266
Lane Flow Rate	748	667	693	1751
Geometry Grp	1	1	1	1
Degree of Util (X)	1.942	1.776	1.868	4.453
Departure Headway (Hd)	33.375	32.633	31.674	19.137
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	120	120	125	210
Service Time	31.375	30.633	29.674	17.137
HCM Lane V/C Ratio	6.233	5.558	5.544	8.338
HCM Control Delay	520.5	448.1	484.5	1600.3
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	17.3	15.5	17	84.9

Intersection	
Intersection Delay, s/veh	179.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔			↔			↖	↗
Traffic Vol, veh/h	211	7	124	20	20	25	149	545	19	11	797	288
Future Vol, veh/h	211	7	124	20	20	25	149	545	19	11	797	288
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	229	8	135	22	22	27	162	592	21	12	866	313
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	21.9	15.5	51.3	321.3
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	35%	0%	97%	0%	31%	1%	0%
Vol Thru, %	65%	93%	3%	0%	31%	99%	0%
Vol Right, %	0%	7%	0%	100%	38%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	422	292	218	124	65	808	288
LT Vol	149	0	211	0	20	11	0
Through Vol	273	273	7	0	20	797	0
RT Vol	0	19	0	124	25	0	288
Lane Flow Rate	458	317	237	135	71	878	313
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.981	0.659	0.586	0.289	0.179	1.894	0.612
Departure Headway (Hd)	8.632	8.402	9.972	8.738	10.241	7.765	7.037
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	434	365	414	353	474	517
Service Time	6.332	6.102	7.672	6.438	8.241	5.465	4.737
HCM Lane V/C Ratio	1.075	0.73	0.649	0.326	0.201	1.852	0.605
HCM Control Delay	68.9	25.9	25.9	15	15.5	428.6	20.2
HCM Lane LOS	F	D	D	B	C	F	C
HCM 95th-tile Q	11.9	4.6	3.6	1.2	0.6	57.5	4.1

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	1	59	0	4	0	25	684	0	0	972	20
Future Vol, veh/h	23	1	59	0	4	0	25	684	0	0	972	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	1	64	0	4	0	27	743	0	0	1057	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1867	1865	1068	1898	1876	743	1079	0	0	743	0	0
Stage 1	1068	1068	-	797	797	-	-	-	-	-	-	-
Stage 2	799	797	-	1101	1079	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	56	74	272	53	72	418	654	-	-	873	-	-
Stage 1	271	301	-	383	401	-	-	-	-	-	-	-
Stage 2	382	401	-	259	297	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	50	69	272	38	67	418	654	-	-	873	-	-
Mov Cap-2 Maneuver	50	69	-	38	67	-	-	-	-	-	-	-
Stage 1	252	301	-	356	373	-	-	-	-	-	-	-
Stage 2	351	373	-	197	297	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	94.3		62.4		0.4		0	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	654	-	-	120	67	873	-
HCM Lane V/C Ratio	0.042	-	-	0.752	0.065	-	-
HCM Control Delay (s)	10.7	0	-	94.3	62.4	0	-
HCM Lane LOS	B	A	-	F	F	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.2	0.2	0	-

Intersection												
Int Delay, s/veh	82.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	52	26	15	135	183	32	521	17	195	818	90
Future Vol, veh/h	23	52	26	15	135	183	32	521	17	195	818	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	55	28	16	144	195	34	554	18	207	870	96

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2133	1972	918	2005	2011	563	966	0	0	572	0	0
Stage 1	1332	1332	-	631	631	-	-	-	-	-	-	-
Stage 2	801	640	-	1374	1380	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	36	63	332	45	~60	530	721	-	-	1011	-	-
Stage 1	192	225	-	472	477	-	-	-	-	-	-	-
Stage 2	381	473	-	182	214	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~48	332	21	~45	530	721	-	-	1011	-	-
Mov Cap-2 Maneuver	~-62	115	-	50	~109	-	-	-	-	-	-	-
Stage 1	183	179	-	450	455	-	-	-	-	-	-	-
Stage 2	157	451	-	92	170	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		\$ 513.5	0.6	1.7
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	721	-	-	-	177	1011	-
HCM Lane V/C Ratio	0.047	-	-	-	2.001	0.205	-
HCM Control Delay (s)	10.2	-	-	-	\$ 513.5	9.5	-
HCM Lane LOS	B	-	-	-	F	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	27.1	0.8	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	164	10	48	254	76	41	485	162	104	703	48
Future Vol, veh/h	31	164	10	48	254	76	41	485	162	104	703	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	178	11	52	276	83	45	527	176	113	764	52

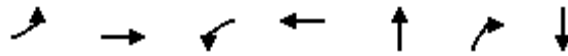
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1901	1809	790	1816	1747	615	816	0	0	703	0	0
Stage 1	1016	1016	-	705	705	-	-	-	-	-	-	-
Stage 2	885	793	-	1111	1042	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	53	~ 80	393	61	~ 87	495	820	-	-	904	-	-
Stage 1	289	318	-	430	442	-	-	-	-	-	-	-
Stage 2	342	403	-	256	309	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 56	393	-	~ 61	495	820	-	-	904	-	-
Mov Cap-2 Maneuver	-	~ 56	-	-	~ 61	-	-	-	-	-	-	-
Stage 1	262	245	-	390	401	-	-	-	-	-	-	-
Stage 2	81	366	-	~ 52	~ 238	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.6	1.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	820	-	-	-	904	-	-
HCM Lane V/C Ratio	0.054	-	-	-	0.125	-	-
HCM Control Delay (s)	9.6	0	-	-	9.6	0	-
HCM Lane LOS	A	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Menifee Rd. & SR-74

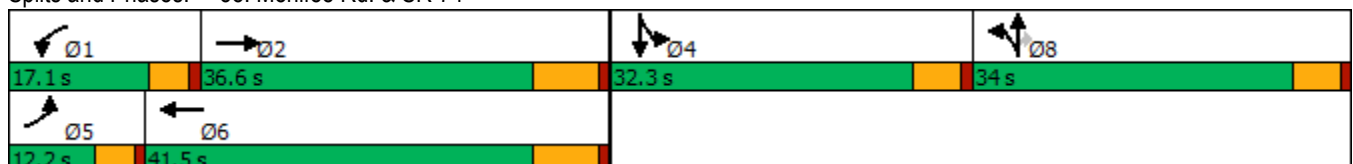


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	127	1014	366	1168	475	298	729
Future Volume (vph)	127	1014	366	1168	475	298	729
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	12.2	36.6	17.1	41.5	34.0	34.0	32.3
Total Split (%)	10.2%	30.5%	14.3%	34.6%	28.3%	28.3%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	7.6	29.6	12.5	34.5	28.7	28.7	27.0
Actuated g/C Ratio	0.06	0.25	0.10	0.29	0.24	0.24	0.22
v/c Ratio	1.21	1.46	2.12	1.35	2.07	0.63	2.27
Control Delay	198.6	248.9	547.1	199.8	512.8	25.3	604.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	198.6	248.9	547.1	199.8	512.8	25.3	604.6
LOS	F	F	F	F	F	C	F
Approach Delay		244.0		277.0	385.5		604.6
Approach LOS		F		F	F		F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.27	
Intersection Signal Delay: 351.2	Intersection LOS: F
Intersection Capacity Utilization 165.4%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	1014	176	366	1168	113	369	475	298	54	729	102
Future Volume (veh/h)	127	1014	176	366	1168	113	369	475	298	54	729	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	1102	169	398	1270	106	401	516	217	59	792	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	774	118	188	970	81	194	250	385	26	345	47
Arrive On Green	0.06	0.25	0.25	0.10	0.29	0.29	0.24	0.24	0.24	0.23	0.23	0.23
Sat Flow, veh/h	1810	3138	480	1810	3374	281	813	1046	1610	114	1531	211
Grp Volume(v), veh/h	138	633	638	398	678	698	917	0	217	960	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1814	1810	1805	1849	1859	0	1610	1856	0	0
Q Serve(g_s), s	7.6	29.6	29.6	12.5	34.5	34.5	28.7	0.0	14.2	27.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	29.6	29.6	12.5	34.5	34.5	28.7	0.0	14.2	27.0	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.15	0.44		1.00	0.06		0.11
Lane Grp Cap(c), veh/h	115	445	447	188	519	532	445	0	385	418	0	0
V/C Ratio(X)	1.20	1.42	1.43	2.11	1.31	1.31	2.06	0.00	0.56	2.30	0.00	0.00
Avail Cap(c_a), veh/h	115	445	447	188	519	532	445	0	385	418	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.2	45.2	45.2	53.8	42.8	42.8	45.7	0.0	40.1	46.5	0.0	0.0
Incr Delay (d2), s/veh	149.0	202.2	204.8	517.7	151.5	153.7	485.7	0.0	1.9	591.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	37.7	38.2	32.6	36.4	37.6	72.5	0.0	5.6	80.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	205.2	247.4	250.0	571.4	194.2	196.4	531.3	0.0	42.0	638.3	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	F	A	D	F	A	A
Approach Vol, veh/h		1409			1774			1134				960
Approach Delay, s/veh		244.4			279.7			437.7				638.3
Approach LOS		F			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	36.6		32.3	12.2	41.5		34.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	12.5	29.6		27.0	7.6	34.5		28.7				
Max Q Clear Time (g_c+I1), s	14.5	31.6		29.0	9.6	36.5		30.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	369.5
HCM 6th LOS	F

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

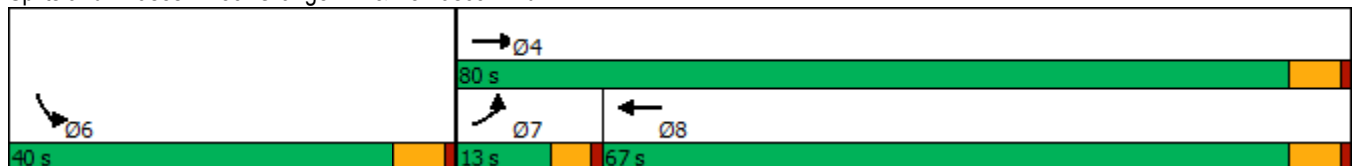


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↑	↗	↘
Traffic Volume (vph)	165	402	735	258
Future Volume (vph)	165	402	735	258
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	27.8	27.8
Total Split (s)	13.0	80.0	67.0	40.0
Total Split (%)	10.8%	66.7%	55.8%	33.3%
Yellow Time (s)	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effct Green (s)	8.4	74.2	61.2	34.2
Actuated g/C Ratio	0.07	0.62	0.51	0.28
v/c Ratio	1.42	0.37	1.61	1.30
Control Delay	269.3	12.5	303.5	181.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	269.3	12.5	303.5	181.2
LOS	F	B	F	F
Approach Delay		87.1	303.5	181.2
Approach LOS		F	F	F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.61	
Intersection Signal Delay: 226.0	Intersection LOS: F
Intersection Capacity Utilization 138.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗		↙	↘	
Traffic Volume (veh/h)	165	402	735	647	258	377	
Future Volume (veh/h)	165	402	735	647	258	377	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	179	437	799	703	280	410	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	127	1175	475	418	195	285	
Arrive On Green	0.07	0.62	0.51	0.51	0.28	0.28	
Sat Flow, veh/h	1810	1900	932	820	683	1000	
Grp Volume(v), veh/h	179	437	0	1502	691	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1752	1686	0	
Q Serve(g_s), s	8.4	13.7	0.0	61.2	34.2	0.0	
Cycle Q Clear(g_c), s	8.4	13.7	0.0	61.2	34.2	0.0	
Prop In Lane	1.00			0.47	0.41	0.59	
Lane Grp Cap(c), veh/h	127	1175	0	894	480	0	
V/C Ratio(X)	1.41	0.37	0.00	1.68	1.44	0.00	
Avail Cap(c_a), veh/h	127	1175	0	894	480	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	55.8	11.4	0.0	29.4	42.9	0.0	
Incr Delay (d2), s/veh	225.9	0.9	0.0	311.2	208.8	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	11.7	5.5	0.0	100.5	41.5	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	281.7	12.3	0.0	340.6	251.7	0.0	
LnGrp LOS	F	B	A	F	F	A	
Approach Vol, veh/h		616	1502		691		
Approach Delay, s/veh		90.6	340.6		251.7		
Approach LOS		F	F		F		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				80.0	40.0	13.0	67.0
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				74.2	34.2	8.4	61.2
Max Q Clear Time (g_c+I1), s				15.7	36.2	10.4	63.2
Green Ext Time (p_c), s				2.7	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	263.9
HCM 6th LOS	F

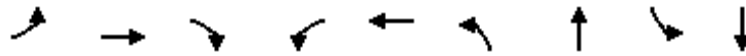
Notes

User approved volume balancing among the lanes for turning movement.

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

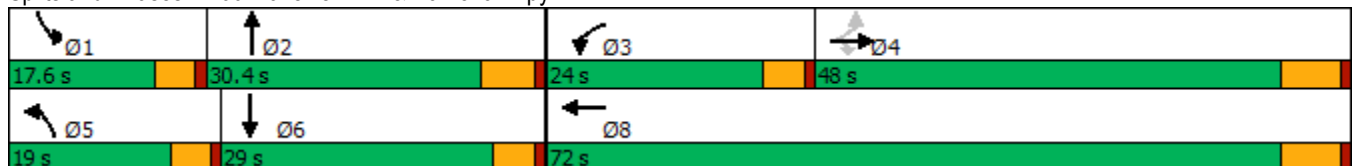


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	27	1089	232	539	2823	357	29	97	213
Future Volume (vph)	27	1089	232	539	2823	357	29	97	213
Turn Type	Perm	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases		4		3	8	5	2	1	6
Permitted Phases	4		4						
Detector Phase	4	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	29.5	29.5	29.5	9.6	16.5	9.6	22.8	9.6	26.7
Total Split (s)	48.0	48.0	48.0	24.0	72.0	19.0	30.4	17.6	29.0
Total Split (%)	40.0%	40.0%	40.0%	20.0%	60.0%	15.8%	25.3%	14.7%	24.2%
Yellow Time (s)	5.5	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	4.6	6.5	4.6	5.8	4.6	4.7
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	41.5	41.5	41.5	19.4	65.5	14.4	26.9	10.7	24.3
Actuated g/C Ratio	0.35	0.35	0.35	0.16	0.55	0.12	0.22	0.09	0.20
v/c Ratio	0.47	1.84	0.41	2.06	3.05	1.84	0.55	0.66	1.26
Control Delay	58.8	411.1	19.0	514.9	939.2	425.1	10.6	71.7	176.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	411.1	19.0	514.9	939.2	425.1	10.6	71.7	176.4
LOS	E	F	B	F	F	F	B	E	F
Approach Delay		336.7			871.4		236.9		156.6
Approach LOS		F			F		F		F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.05	
Intersection Signal Delay: 617.4	Intersection LOS: F
Intersection Capacity Utilization 219.6%	ICU Level of Service H
Analysis Period (min) 15	























Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1089	232	539	2823	14	357	29	268	97	213	201
Future Volume (veh/h)	27	1089	232	539	2823	14	357	29	268	97	213	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	1210	197	599	3137	15	397	32	215	105	232	218
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.92	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	651	552	290	1022	5	215	53	354	130	181	170
Arrive On Green	0.34	0.34	0.34	0.16	0.54	0.54	0.12	0.25	0.25	0.07	0.20	0.20
Sat Flow, veh/h	69	1900	1610	1810	1889	9	1810	213	1430	1810	901	847
Grp Volume(v), veh/h	29	1210	197	599	0	3152	397	0	247	105	0	450
Grp Sat Flow(s),veh/h/ln	69	1900	1610	1810	0	1898	1810	0	1643	1810	0	1748
Q Serve(g_s), s	0.0	41.5	11.1	19.4	0.0	65.5	14.4	0.0	16.1	6.9	0.0	24.3
Cycle Q Clear(g_c), s	41.5	41.5	11.1	19.4	0.0	65.5	14.4	0.0	16.1	6.9	0.0	24.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.87	1.00		0.48
Lane Grp Cap(c), veh/h	59	651	552	290	0	1027	215	0	407	130	0	351
V/C Ratio(X)	0.49	1.86	0.36	2.07	0.00	3.07	1.85	0.00	0.61	0.81	0.00	1.28
Avail Cap(c_a), veh/h	59	651	552	290	0	1027	215	0	407	194	0	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.5	39.8	29.8	50.8	0.0	27.8	53.3	0.0	40.3	55.4	0.0	48.4
Incr Delay (d2), s/veh	6.1	392.2	0.4	491.6	0.0	934.0	397.7	0.0	2.6	8.2	0.0	147.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	88.9	4.1	47.9	0.0	292.0	30.1	0.0	6.6	3.5	0.0	24.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	432.0	30.2	542.5	0.0	961.8	451.1	0.0	42.9	63.6	0.0	195.9
LnGrp LOS	E	F	C	F	A	F	F	A	D	E	A	F
Approach Vol, veh/h		1436			3751			644			555	
Approach Delay, s/veh		369.5			894.8			294.5			170.9	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	35.8	24.0	48.0	19.0	30.1		72.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8		6.5				
Max Green Setting (Gmax), s	13.0	24.6	19.4	41.5	14.4	* 24		65.5				
Max Q Clear Time (g_c+I1), s	8.9	18.1	21.4	43.5	16.4	26.3		67.5				
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	653.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	79.8
Intersection LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	517	121	203	27	16	493
Future Vol, veh/h	517	121	203	27	16	493
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	562	132	221	29	17	536
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	134.8	15.9	39.7
HCM LOS	F	C	E

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	81%	0%	3%
Vol Thru, %	19%	88%	0%
Vol Right, %	0%	12%	97%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	638	230	509
LT Vol	517	0	16
Through Vol	121	203	0
RT Vol	0	27	493
Lane Flow Rate	693	250	553
Geometry Grp	1	1	1
Degree of Util (X)	1.217	0.461	0.887
Departure Headway (Hd)	6.317	7.051	6.204
Convergence, Y/N	Yes	Yes	Yes
Cap	576	515	586
Service Time	4.374	5.051	4.204
HCM Lane V/C Ratio	1.203	0.485	0.944
HCM Control Delay	134.8	15.9	39.7
HCM Lane LOS	F	C	E
HCM 95th-tile Q	25.4	2.4	10.4

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	188	15	0	249	10	0
Future Vol, veh/h	188	15	0	249	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	204	16	0	271	11	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	220	0	483
Stage 1	-	-	-	-	212
Stage 2	-	-	-	-	271
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1361	-	546
Stage 1	-	-	-	-	828
Stage 2	-	-	-	-	779
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1361	-	546
Mov Cap-2 Maneuver	-	-	-	-	546
Stage 1	-	-	-	-	828
Stage 2	-	-	-	-	779

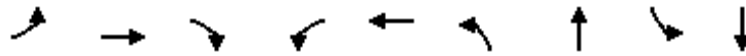
Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	546	-	-	1361	-
HCM Lane V/C Ratio	0.02	-	-	-	-
HCM Control Delay (s)	11.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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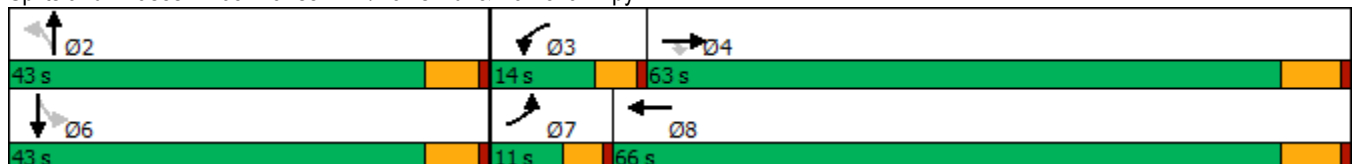


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗		↕		↕
Traffic Volume (vph)	3	1394	55	52	3176	192	3	1	1
Future Volume (vph)	3	1394	55	52	3176	192	3	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	11.0	63.0	63.0	14.0	66.0	43.0	43.0	43.0	43.0
Total Split (%)	9.2%	52.5%	52.5%	11.7%	55.0%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	56.0	56.0	7.5	64.1		28.8		28.8
Actuated g/C Ratio	0.05	0.52	0.52	0.07	0.60		0.27		0.27
v/c Ratio	0.03	0.79	0.07	0.44	1.58		0.86		0.02
Control Delay	55.3	27.3	3.7	62.4	286.6		54.5		17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	55.3	27.3	3.7	62.4	286.6		54.5		17.7
LOS	E	C	A	E	F		D		B
Approach Delay		26.5			283.0		54.5		17.7
Approach LOS		C			F		D		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.1
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.58
 Intersection Signal Delay: 193.2
 Intersection Capacity Utilization 124.0%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑	↖	↗	↑↑			↕			↕	
Traffic Volume (veh/h)	3	1394	55	52	3176	1	192	3	138	1	1	7
Future Volume (veh/h)	3	1394	55	52	3176	1	192	3	138	1	1	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	1499	56	56	3415	1	206	3	106	1	1	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	2002	893	73	2188	1	291	3	120	68	74	305
Arrive On Green	0.00	0.55	0.55	0.04	0.59	0.59	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3610	1610	1810	3704	1	978	14	503	116	312	1284
Grp Volume(v), veh/h	3	1499	56	56	1664	1752	315	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1900	1496	0	0	1713	0	0
Q Serve(g_s), s	0.2	31.9	1.6	3.1	59.5	59.5	20.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	31.9	1.6	3.1	59.5	59.5	20.5	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.65		0.34	0.12		0.75
Lane Grp Cap(c), veh/h	7	2002	893	73	1066	1122	414	0	0	447	0	0
V/C Ratio(X)	0.41	0.75	0.06	0.77	1.56	1.56	0.76	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	115	2025	903	169	1066	1122	611	0	0	657	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.0	17.1	10.3	47.9	20.6	20.6	37.0	0.0	0.0	29.4	0.0	0.0
Incr Delay (d2), s/veh	13.5	1.6	0.0	6.4	257.0	256.8	3.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	11.3	0.5	1.4	95.5	100.5	7.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	18.6	10.4	54.2	277.6	277.4	40.3	0.0	0.0	29.4	0.0	0.0
LnGrp LOS	E	B	B	D	F	F	D	A	A	C	A	A
Approach Vol, veh/h		1558			3472			315				8
Approach Delay, s/veh		18.4			273.9			40.3				29.4
Approach LOS		B			F			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.7	8.6	62.4		29.7	5.0	66.0				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		37.2	9.4	56.5		37.2	6.4	59.5				
Max Q Clear Time (g_c+I1), s		22.5	5.1	33.9		2.4	2.2	61.5				
Green Ext Time (p_c), s		1.4	0.0	10.9		0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			185.4									
HCM 6th LOS			F									

Intersection	
Intersection Delay, s/veh	19.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	84	1	179	81	181	4	74	161	197	87	7
Future Vol, veh/h	11	84	1	179	81	181	4	74	161	197	87	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	91	1	195	88	197	4	80	175	214	95	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.5	25.3	13.6	17.2
HCM LOS	B	D	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	11%	41%	68%
Vol Thru, %	31%	88%	18%	30%
Vol Right, %	67%	1%	41%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	239	96	441	291
LT Vol	4	11	179	197
Through Vol	74	84	81	87
RT Vol	161	1	181	7
Lane Flow Rate	260	104	479	316
Geometry Grp	1	1	1	1
Degree of Util (X)	0.433	0.197	0.767	0.559
Departure Headway (Hd)	6.004	6.78	5.762	6.365
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	597	528	628	566
Service Time	4.056	4.843	3.804	4.414
HCM Lane V/C Ratio	0.436	0.197	0.763	0.558
HCM Control Delay	13.6	11.5	25.3	17.2
HCM Lane LOS	B	B	D	C
HCM 95th-tile Q	2.2	0.7	7.1	3.4

Intersection						
Int Delay, s/veh	57.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	436	2279	1914	101	24	137
Future Vol, veh/h	436	2279	1914	101	24	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	454	2374	1994	105	25	143

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2099	0	0 5329 2047
Stage 1	-	-	- 2047 -
Stage 2	-	-	- 3282 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	~ 266	-	- 0 ~ 71
Stage 1	-	-	- 110 -
Stage 2	-	-	- 25 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	~ 266	-	- 0 ~ 71
Mov Cap-2 Maneuver	-	-	- 0 -
Stage 1	-	-	- 0 -
Stage 2	-	-	- 25 -

Approach	EB	WB	SB
HCM Control Delay, s	58.9	0	\$ 746.6
HCM LOS			F

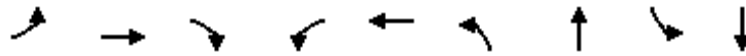
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 266	-	-	-	71
HCM Lane V/C Ratio	1.707	-	-	-	2.362
HCM Control Delay (s)	\$ 366.7	-	-	-	-\$ 746.6
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	29.3	-	-	-	16

Notes
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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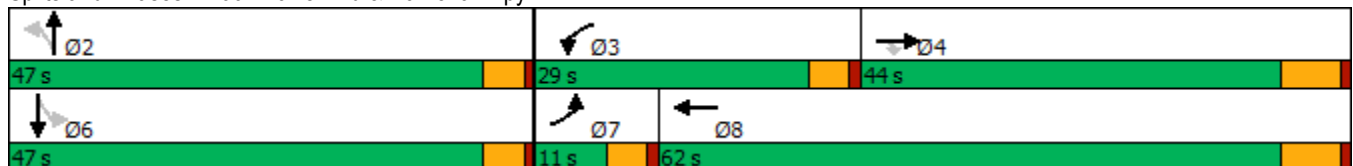


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗		↕
Traffic Volume (vph)	6	1566	733	219	1488	527	2	1	1
Future Volume (vph)	6	1566	733	219	1488	527	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	11.0	44.0	44.0	29.0	62.0	47.0	47.0	47.0	47.0
Total Split (%)	9.2%	36.7%	36.7%	24.2%	51.7%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	37.6	37.6	18.1	58.3	42.5	42.5		42.5
Actuated g/C Ratio	0.05	0.33	0.33	0.16	0.51	0.37	0.37		0.37
v/c Ratio	0.07	1.36	0.87	0.79	0.83	1.01	0.46		0.00
Control Delay	55.8	198.0	24.0	65.4	29.1	79.1	5.0		24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	55.8	198.0	24.0	65.4	29.1	79.1	5.0		24.5
LOS	E	F	C	E	C	E	A		C
Approach Delay		142.3			33.7		48.3		24.5
Approach LOS		F			C		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.9
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.36
 Intersection Signal Delay: 87.2
 Intersection LOS: F
 Intersection Capacity Utilization 104.4%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗	↗	↗	↗↗		↗	↗			↗↗	
Traffic Volume (veh/h)	6	1566	733	219	1488	3	527	2	373	1	1	0
Future Volume (veh/h)	6	1566	733	219	1488	3	527	2	373	1	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	1614	693	226	1534	3	543	2	261	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	1215	542	257	1741	3	562	5	609	233	219	0
Arrive On Green	0.01	0.34	0.34	0.14	0.47	0.47	0.38	0.38	0.38	0.38	0.38	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3696	7	1439	12	1600	485	574	0
Grp Volume(v), veh/h	6	1614	693	226	749	788	543	0	263	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1899	1439	0	1612	1059	0	0
Q Serve(g_s), s	0.4	37.5	37.5	13.6	41.8	41.8	28.9	0.0	13.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	37.5	37.5	13.6	41.8	41.8	42.4	0.0	13.5	13.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.50		0.00
Lane Grp Cap(c), veh/h	14	1215	542	257	850	894	562	0	613	452	0	0
V/C Ratio(X)	0.44	1.33	1.28	0.88	0.88	0.88	0.97	0.00	0.43	0.00	0.00	0.00
Avail Cap(c_a), veh/h	104	1215	542	396	899	946	562	0	613	452	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.0	37.0	37.0	46.9	26.7	26.7	37.6	0.0	25.5	22.0	0.0	0.0
Incr Delay (d2), s/veh	7.9	153.5	139.2	9.2	9.8	9.4	29.2	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	41.0	34.5	6.5	18.1	19.0	18.7	0.0	4.8	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	190.5	176.1	56.1	36.4	36.0	66.8	0.0	25.7	22.0	0.0	0.0
LnGrp LOS	E	F	F	E	D	D	E	A	C	C	A	A
Approach Vol, veh/h		2313			1763			806				2
Approach Delay, s/veh		185.9			38.8			53.4				22.0
Approach LOS		F			D			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		47.0	20.4	44.0		47.0	5.4	59.0				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		42.4	24.4	37.5		42.4	6.4	55.5				
Max Q Clear Time (g_c+I1), s		44.4	15.6	39.5		15.5	2.4	43.8				
Green Ext Time (p_c), s		0.0	0.2	0.0		0.0	0.0	6.9				

Intersection Summary

HCM 6th Ctrl Delay	110.8
HCM 6th LOS	F

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

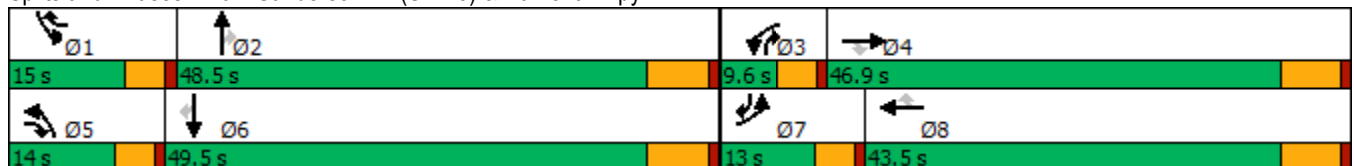
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	988	654	146	70	861	994	241	1421	95	835	744	561
Future Volume (vph)	988	654	146	70	861	994	241	1421	95	835	744	561
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	13.0	46.9	14.0	9.6	43.5	15.0	14.0	48.5	9.6	15.0	49.5	13.0
Total Split (%)	10.8%	39.1%	11.7%	8.0%	36.3%	12.5%	11.7%	40.4%	8.0%	12.5%	41.3%	10.8%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	36.2	52.1	5.0	32.8	49.7	9.4	42.1	53.6	10.4	43.1	58.0
Actuated g/C Ratio	0.07	0.31	0.45	0.04	0.28	0.43	0.08	0.36	0.46	0.09	0.37	0.50
v/c Ratio	3.93	0.59	0.19	0.47	0.85	1.37	0.86	1.10	0.12	2.68	0.56	0.67
Control Delay	1343.8	35.8	10.1	66.0	48.3	201.5	80.3	91.1	6.9	787.7	31.5	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1343.8	35.8	10.1	66.0	48.3	201.5	80.3	91.1	6.9	787.7	31.5	24.2
LOS	F	D	B	E	D	F	F	F	A	F	C	C
Approach Delay		756.5			128.0			85.1			324.4	
Approach LOS		F			F			F			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 115.9	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.93	
Intersection Signal Delay: 321.0	Intersection LOS: F
Intersection Capacity Utilization 142.1%	ICU Level of Service H
Analysis Period (min) 15	

























Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

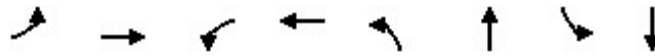
05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	988	654	146	70	861	994	241	1421	95	835	744	561
Future Volume (veh/h)	988	654	146	70	861	994	241	1421	95	835	744	561
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	998	661	116	71	870	879	243	1435	68	843	752	490
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	1229	675	133	1113	636	275	1264	624	304	1294	690
Arrive On Green	0.07	0.34	0.34	0.04	0.31	0.31	0.08	0.35	0.35	0.09	0.36	0.36
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	998	661	116	71	870	879	243	1435	68	843	752	490
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	8.4	17.7	5.4	2.4	26.4	37.0	8.2	42.0	3.2	10.4	20.3	30.0
Cycle Q Clear(g_c), s	8.4	17.7	5.4	2.4	26.4	37.0	8.2	42.0	3.2	10.4	20.3	30.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	1229	675	133	1113	636	275	1264	624	304	1294	690
V/C Ratio(X)	4.06	0.54	0.17	0.54	0.78	1.38	0.88	1.14	0.11	2.77	0.58	0.71
Avail Cap(c_a), veh/h	246	1229	675	146	1113	636	275	1264	624	304	1294	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	31.9	21.8	56.7	37.8	36.3	54.8	39.0	23.5	54.8	31.2	28.2
Incr Delay (d2), s/veh	1387.2	0.5	0.1	1.2	3.7	181.6	26.1	71.3	0.1	806.0	0.7	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	50.9	7.4	1.9	1.0	11.5	49.1	4.5	29.7	1.2	38.5	8.4	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1443.0	32.4	22.0	58.0	41.5	217.9	80.8	110.3	23.6	860.8	31.9	31.6
LnGrp LOS	F	C	C	E	D	F	F	F	C	F	C	C
Approach Vol, veh/h		1775			1820			1746			2085	
Approach Delay, s/veh		824.9			127.3			102.8			367.0	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	48.5	9.1	47.4	14.0	49.5	13.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	10.4	42.0	5.0	40.4	9.4	43.0	8.4	37.0				
Max Q Clear Time (g_c+I1), s	12.4	44.0	4.4	19.7	10.2	32.0	10.4	39.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	4.1	0.0	4.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			355.6									
HCM 6th LOS			F									

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/14/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↕	↘	↕	↘	↕	↘	↕
Traffic Volume (vph)	22	87	84	155	150	312	14	176
Future Volume (vph)	22	87	84	155	150	312	14	176
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	9.6	32.8	9.6	32.8	9.6	33.0	9.6	33.0
Total Split (%)	11.3%	38.6%	11.3%	38.6%	11.3%	38.8%	11.3%	38.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.0	12.9	5.0	21.0	5.0	35.5	5.0	27.4
Actuated g/C Ratio	0.07	0.18	0.07	0.29	0.07	0.50	0.07	0.38
v/c Ratio	0.18	0.29	0.69	0.16	1.22	0.31	0.11	0.16
Control Delay	37.2	12.7	63.3	18.9	185.7	8.1	35.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	12.7	63.3	18.9	185.7	8.1	35.9	13.9
LOS	D	B	E	B	F	A	D	B
Approach Delay		15.2		34.2		46.9		15.2
Approach LOS		B		C		D		B

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 71.4

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 34.5

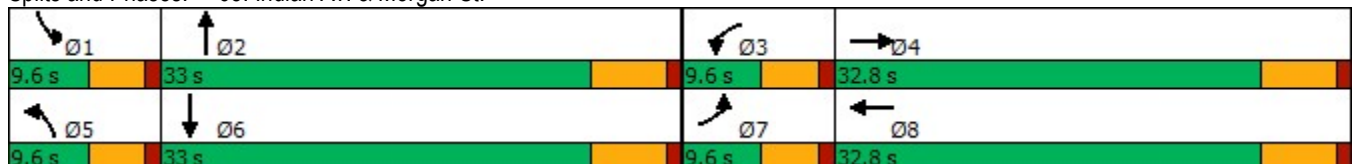
Intersection LOS: C

Intersection Capacity Utilization 61.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕		↖	↕	
Traffic Volume (veh/h)	22	87	104	84	155	6	150	312	226	14	176	36
Future Volume (veh/h)	22	87	104	84	155	6	150	312	226	14	176	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	90	70	87	160	3	155	322	230	14	181	31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	287	204	112	646	12	136	947	661	31	1260	212
Arrive On Green	0.03	0.14	0.14	0.06	0.18	0.18	0.08	0.47	0.47	0.02	0.41	0.41
Sat Flow, veh/h	1810	2014	1433	1810	3625	68	1810	2031	1418	1810	3085	518
Grp Volume(v), veh/h	23	80	80	87	79	84	155	285	267	14	104	108
Grp Sat Flow(s),veh/h/ln	1810	1805	1642	1810	1805	1888	1810	1805	1645	1810	1805	1798
Q Serve(g_s), s	0.8	2.6	2.9	3.2	2.5	2.5	5.0	6.7	6.9	0.5	2.4	2.5
Cycle Q Clear(g_c), s	0.8	2.6	2.9	3.2	2.5	2.5	5.0	6.7	6.9	0.5	2.4	2.5
Prop In Lane	1.00		0.87	1.00		0.04	1.00		0.86	1.00		0.29
Lane Grp Cap(c), veh/h	47	257	234	112	322	337	136	842	767	31	737	734
V/C Ratio(X)	0.49	0.31	0.34	0.78	0.25	0.25	1.14	0.34	0.35	0.45	0.14	0.15
Avail Cap(c_a), veh/h	136	732	666	136	732	765	136	842	767	136	737	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	25.6	25.8	30.8	23.5	23.5	30.8	11.3	11.3	32.4	12.4	12.4
Incr Delay (d2), s/veh	2.9	0.7	0.9	16.3	0.4	0.4	120.1	0.2	0.3	3.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	1.1	1.8	1.0	1.1	6.5	2.2	2.1	0.2	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	26.3	26.6	47.0	23.9	23.9	150.9	11.5	11.6	36.2	12.8	12.8
LnGrp LOS	C	C	C	D	C	C	F	B	B	D	B	B
Approach Vol, veh/h		183			250			707			226	
Approach Delay, s/veh		27.5			32.0			42.1			14.2	
Approach LOS		C			C			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.7	36.9	8.7	15.3	9.6	33.0	6.3	17.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	2.5	8.9	5.2	4.9	7.0	4.5	2.8	4.5				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.7	0.0	0.9	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				33.7								
HCM 6th LOS				C								

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘	↘	↗	↘	↗	↘
Traffic Volume (vph)	18	93	46	84	90	173	10	422	42	240	9
Future Volume (vph)	18	93	46	84	90	173	10	422	42	240	9
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	5.5	13.2	13.2	7.6	19.5	19.5	5.5	15.4	5.5	19.2	19.2
Actuated g/C Ratio	0.10	0.24	0.24	0.14	0.36	0.36	0.10	0.29	0.10	0.36	0.36
v/c Ratio	0.11	0.12	0.10	0.39	0.08	0.28	0.06	0.53	0.26	0.22	0.01
Control Delay	32.2	19.3	0.4	37.2	14.8	4.5	31.7	19.6	33.8	14.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	19.3	0.4	37.2	14.8	4.5	31.7	19.6	33.8	14.3	0.0
LOS	C	B	A	D	B	A	C	B	C	B	A
Approach Delay		15.3			15.1			19.9		16.7	
Approach LOS		B			B			B		B	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 53.9

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 17.3

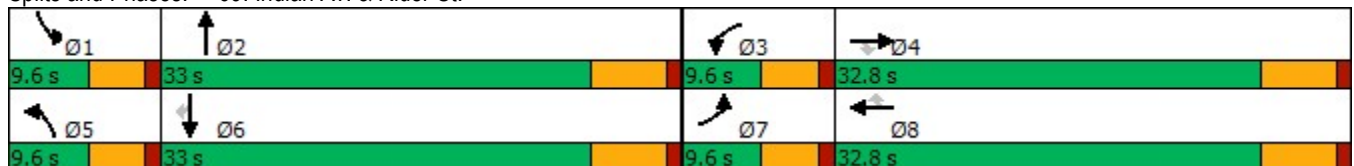
Intersection LOS: B

Intersection Capacity Utilization 42.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

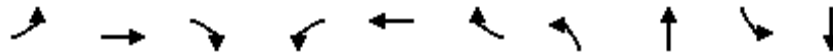
02/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	93	46	84	90	173	10	422	43	42	240	9
Future Volume (veh/h)	18	93	46	84	90	173	10	422	43	42	240	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	108	45	98	105	158	12	491	23	49	279	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	678	302	141	867	387	28	797	37	92	946	422
Arrive On Green	0.03	0.19	0.19	0.08	0.24	0.24	0.02	0.23	0.23	0.05	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3511	164	1810	3610	1610
Grp Volume(v), veh/h	21	108	45	98	105	158	12	252	262	49	279	7
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1870	1810	1805	1610
Q Serve(g_s), s	0.5	1.1	1.1	2.4	1.0	3.8	0.3	5.7	5.7	1.2	2.8	0.1
Cycle Q Clear(g_c), s	0.5	1.1	1.1	2.4	1.0	3.8	0.3	5.7	5.7	1.2	2.8	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	46	678	302	141	867	387	28	410	424	92	946	422
V/C Ratio(X)	0.45	0.16	0.15	0.69	0.12	0.41	0.43	0.62	0.62	0.53	0.29	0.02
Avail Cap(c_a), veh/h	199	2140	954	199	2140	954	199	1078	1117	199	2155	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	15.5	15.5	20.5	13.5	14.6	22.2	15.8	15.8	21.1	13.4	12.5
Incr Delay (d2), s/veh	2.6	0.1	0.2	2.3	0.1	0.7	3.8	1.5	1.5	1.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.3	0.9	0.3	1.1	0.1	2.0	2.1	0.5	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	15.6	15.7	22.8	13.6	15.3	26.0	17.3	17.3	22.9	13.6	12.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		174			361			526			335	
Approach Delay, s/veh		16.7			16.8			17.5			14.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	16.1	8.2	14.4	5.3	17.7	5.8	16.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	3.2	7.7	4.4	3.1	2.3	4.8	2.5	5.8				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.7	0.0	1.6	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay				16.6								
HCM 6th LOS				B								

Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

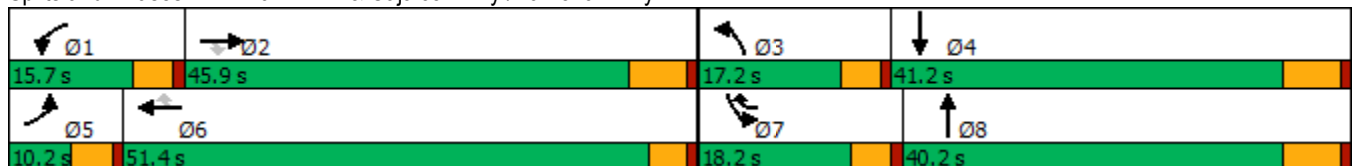


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑	↘↗	↑↑
Traffic Volume (vph)	63	1582	294	318	1242	251	332	212	615	338
Future Volume (vph)	63	1582	294	318	1242	251	332	212	615	338
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	45.9	45.9	15.7	51.4	18.2	17.2	40.2	18.2	41.2
Total Split (%)	8.5%	38.3%	38.3%	13.1%	42.8%	15.2%	14.3%	33.5%	15.2%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.6	39.7	39.7	11.1	46.9	60.4	12.6	34.0	13.6	35.0
Actuated g/C Ratio	0.05	0.33	0.33	0.09	0.39	0.50	0.10	0.28	0.11	0.29
v/c Ratio	0.77	1.37	0.47	1.02	0.91	0.28	0.93	0.49	1.60	0.43
Control Delay	106.5	203.4	15.5	107.9	45.1	2.4	86.1	28.6	316.9	33.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.5	203.4	15.5	107.9	45.1	2.4	86.1	28.6	316.9	33.5
LOS	F	F	B	F	D	A	F	C	F	C
Approach Delay		171.8			50.2			51.9		199.5
Approach LOS		F			D			D		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.60
 Intersection Signal Delay: 120.3
 Intersection LOS: F
 Intersection Capacity Utilization 109.4%
 ICU Level of Service H
 Analysis Period (min) 15

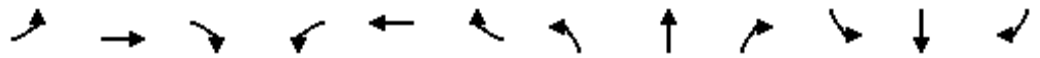
Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	63	1582	294	318	1242	251	332	212	276	615	338	97
Future Volume (veh/h)	63	1582	294	318	1242	251	332	212	276	615	338	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	1631	228	328	1280	211	342	219	237	634	348	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	1206	538	323	1372	792	367	509	454	396	819	216
Arrive On Green	0.05	0.33	0.33	0.09	0.38	0.38	0.10	0.28	0.28	0.11	0.29	0.29
Sat Flow, veh/h	1810	3610	1610	3510	3610	1608	3510	1805	1610	3510	2823	744
Grp Volume(v), veh/h	65	1631	228	328	1280	211	342	219	237	634	221	220
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1608	1755	1805	1610	1755	1805	1762
Q Serve(g_s), s	4.3	40.3	13.2	11.1	41.1	9.2	11.7	12.0	14.9	13.6	11.9	12.2
Cycle Q Clear(g_c), s	4.3	40.3	13.2	11.1	41.1	9.2	11.7	12.0	14.9	13.6	11.9	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	84	1206	538	323	1372	792	367	509	454	396	524	512
V/C Ratio(X)	0.78	1.35	0.42	1.02	0.93	0.27	0.93	0.43	0.52	1.60	0.42	0.43
Avail Cap(c_a), veh/h	84	1206	538	323	1404	807	367	509	454	396	524	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	40.2	31.1	54.7	35.9	17.9	53.6	35.4	36.5	53.5	34.6	34.7
Incr Delay (d2), s/veh	33.0	164.1	0.5	53.9	11.4	0.2	29.9	2.6	4.2	282.2	2.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	44.3	5.0	7.2	19.0	3.2	6.5	5.4	6.2	21.3	5.4	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.9	204.2	31.7	108.7	47.4	18.0	83.5	38.0	40.7	335.7	37.1	37.3
LnGrp LOS	F	F	C	F	D	B	F	D	D	F	D	D
Approach Vol, veh/h		1924			1819			798			1075	
Approach Delay, s/veh		179.9			55.0			58.3			213.2	
Approach LOS		F			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	46.5	17.2	41.2	10.2	52.0	18.2	40.2				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	11.1	39.7	12.6	35.0	5.6	* 47	13.6	34.0				
Max Q Clear Time (g_c+I1), s	13.1	42.3	13.7	14.2	6.3	43.1	15.6	16.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	2.7	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay	128.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↙	↑↑	↙	↙
Traffic Volume (vph)	968	136	722	280	0	403
Future Volume (vph)	968	136	722	280	0	403
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.0	25.0	17.0	42.0	18.0	18.0
Total Split (%)	41.7%	41.7%	28.3%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.0	20.0	12.5	37.0	13.0	13.0
Actuated g/C Ratio	0.33	0.33	0.21	0.62	0.22	0.22
v/c Ratio	0.87	0.23	2.09	0.14	2.48	0.66
Control Delay	29.2	4.1	513.4	5.6	692.2	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	4.1	513.4	5.6	692.2	9.1
LOS	C	A	F	A	F	A
Approach Delay	26.1			371.6	479.7	
Approach LOS	C			F	F	

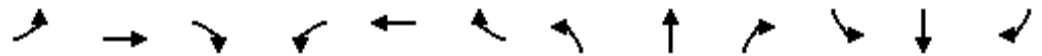
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.48
 Intersection Signal Delay: 300.6
 Intersection LOS: F
 Intersection Capacity Utilization 213.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd. 05/27/2020

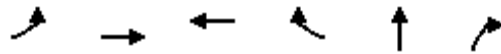


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑						↖	↗
Traffic Volume (veh/h)	0	968	136	722	280	0	0	0	0	892	0	403
Future Volume (veh/h)	0	968	136	722	280	0	0	0	0	892	0	403
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1052	134	785	304	0				970	0	365
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1203	537	377	2226	0				392	0	349
Arrive On Green	0.00	0.33	0.33	0.35	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	1052	134	785	304	0				970	0	365
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	16.5	3.6	12.5	0.0	0.0				13.0	0.0	13.0
Cycle Q Clear(g_c), s	0.0	16.5	3.6	12.5	0.0	0.0				13.0	0.0	13.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1203	537	377	2226	0				392	0	349
V/C Ratio(X)	0.00	0.87	0.25	2.08	0.14	0.00				2.47	0.00	1.05
Avail Cap(c_a), veh/h	0	1203	537	377	2226	0				392	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.67	0.67	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.8	14.5	19.6	0.0	0.0				23.5	0.0	23.5
Incr Delay (d2), s/veh	0.0	9.0	1.1	493.1	0.1	0.0				671.0	0.0	60.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.1	1.3	55.2	0.0	0.0				77.8	0.0	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.8	15.7	512.7	0.1	0.0				694.5	0.0	84.3
LnGrp LOS	A	C	B	F	A	A				F	A	F
Approach Vol, veh/h		1186			1089						1335	
Approach Delay, s/veh		26.4			369.6						527.6	
Approach LOS		C			F						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.0	25.0		18.0		42.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	12.5	20.0		13.0		37.0						
Max Q Clear Time (g_c+I1), s	14.5	18.5		15.0		2.0						
Green Ext Time (p_c), s	0.0	0.8		0.0		1.2						

Intersection Summary

HCM 6th Ctrl Delay	315.3
HCM 6th LOS	F

Timings

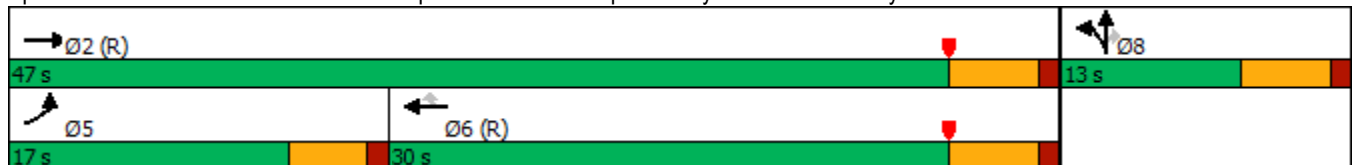


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	677	1182	952	1750	1	347
Future Volume (vph)	677	1182	952	1750	1	347
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	17.0	47.0	30.0	30.0	13.0	13.0
Total Split (%)	28.3%	78.3%	50.0%	50.0%	21.7%	21.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	12.5	42.0	25.0	25.0	8.0	8.0
Actuated g/C Ratio	0.21	0.70	0.42	0.42	0.13	0.13
v/c Ratio	1.96	0.51	0.69	2.06	0.23	1.19
Control Delay	453.1	1.9	17.2	499.3	25.9	134.0
Queue Delay	0.0	1.2	0.0	0.0	0.0	0.0
Total Delay	453.1	3.2	17.2	499.3	25.9	134.0
LOS	F	A	B	F	C	F
Approach Delay		167.0	329.4		120.2	
Approach LOS		F	F		F	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.06
 Intersection Signal Delay: 251.7
 Intersection LOS: F
 Intersection Capacity Utilization 213.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox Blvd./Harley Knox Blvd. 05/27/2020

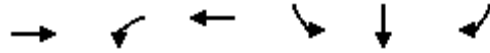


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↘	↗			
Traffic Volume (veh/h)	677	1182	0	0	952	1750	50	1	347	0	0	0
Future Volume (veh/h)	677	1182	0	0	952	1750	50	1	347	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	736	1285	0	0	1035	1812	54	1	237			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	377	2527	0	0	1504	671	237	4	215			
Arrive On Green	0.07	0.23	0.00	0.00	0.42	0.42	0.13	0.13	0.13			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1778	33	1610			
Grp Volume(v), veh/h	736	1285	0	0	1035	1812	55	0	237			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	12.5	18.6	0.0	0.0	14.1	25.0	1.6	0.0	8.0			
Cycle Q Clear(g_c), s	12.5	18.6	0.0	0.0	14.1	25.0	1.6	0.0	8.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	377	2527	0	0	1504	671	241	0	215			
V/C Ratio(X)	1.95	0.51	0.00	0.00	0.69	2.70	0.23	0.00	1.10			
Avail Cap(c_a), veh/h	377	2527	0	0	1504	671	241	0	215			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.36	0.36	0.00	0.00	0.44	0.44	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.9	14.1	0.0	0.0	14.3	17.5	23.2	0.0	26.0			
Incr Delay (d2), s/veh	432.0	0.3	0.0	0.0	1.2	767.2	2.2	0.0	92.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	50.9	8.6	0.0	0.0	4.7	150.0	0.8	0.0	8.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	460.0	14.3	0.0	0.0	15.5	784.7	25.4	0.0	118.0			
LnGrp LOS	F	B	A	A	B	F	C	A	F			
Approach Vol, veh/h		2021			2847			292				
Approach Delay, s/veh		176.6			505.1			100.6				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		47.0			17.0	30.0		13.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		42.0			12.5	25.0		8.0				
Max Q Clear Time (g_c+I1), s		20.6			14.5	27.0		10.0				
Green Ext Time (p_c), s		6.0			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					353.5							
HCM 6th LOS					F							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

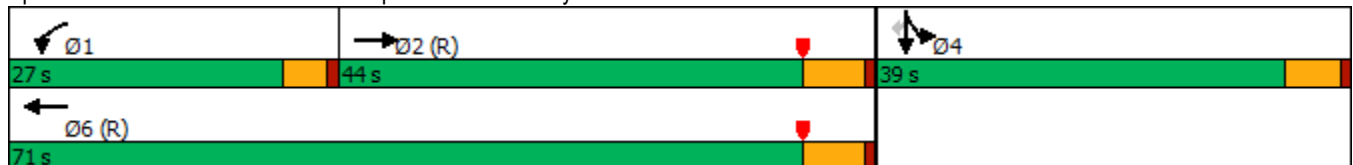


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	1767	741	1448	2513	3	364
Future Volume (vph)	1767	741	1448	2513	3	364
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.0	22.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	2.09	2.03	0.69	2.43	2.43	0.68
Control Delay	514.2	486.7	4.0	670.8	671.2	33.7
Queue Delay	1.3	0.0	1.1	63.6	62.2	0.0
Total Delay	515.5	486.7	5.1	734.4	733.5	33.7
LOS	F	F	A	F	F	C
Approach Delay	515.5		168.0		645.4	
Approach LOS	F		F		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.43
 Intersection Signal Delay: 464.7
 Intersection LOS: F
 Intersection Capacity Utilization 319.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↑	↗
Traffic Volume (veh/h)	0	1767	783	741	1448	0	0	0	0	2513	3	364
Future Volume (veh/h)	0	1767	783	741	1448	0	0	0	0	2513	3	364
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1785	660	748	1463	0				2540	0	299
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	908	316	370	2133	0				1102	0	490
Arrive On Green	0.00	0.35	0.35	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2722	914	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1191	1254	748	1463	0				2540	0	299
Grp Sat Flow(s),veh/h/ln	0	1805	1736	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	38.0	38.0	22.5	38.0	0.0				33.5	0.0	17.4
Cycle Q Clear(g_c), s	0.0	38.0	38.0	22.5	38.0	0.0				33.5	0.0	17.4
Prop In Lane	0.00		0.53	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	624	600	370	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.91	2.09	2.02	0.69	0.00				2.30	0.00	0.61
Avail Cap(c_a), veh/h	0	624	600	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.0	36.0	48.2	26.8	0.0				38.3	0.0	32.7
Incr Delay (d2), s/veh	0.0	410.2	491.6	460.3	0.2	0.0				589.9	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	86.5	96.7	57.7	16.9	0.0				104.3	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	446.2	527.6	508.5	27.0	0.0				628.2	0.0	38.2
LnGrp LOS	A	F	F	F	C	A				F	A	D
Approach Vol, veh/h		2445			2211						2839	
Approach Delay, s/veh		487.9			189.9						566.0	
Approach LOS		F			F						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	44.0		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	24.5	40.0		35.5		40.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		7.2						

Intersection Summary

HCM 6th Ctrl Delay	429.6
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

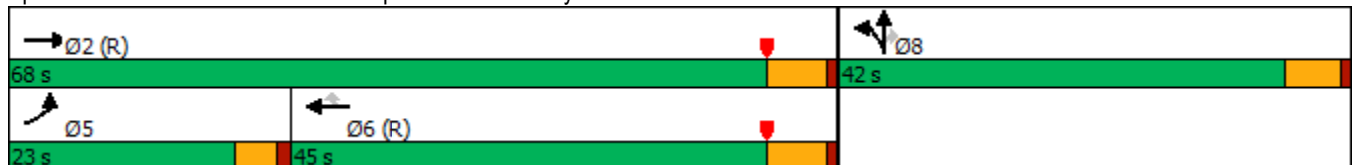


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	516	3765	1576	1986	611	3	721
Future Volume (vph)	516	3765	1576	1986	611	3	721
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	18.5	62.0	39.0	39.0	36.5	36.5	36.5
Actuated g/C Ratio	0.17	0.56	0.35	0.35	0.33	0.33	0.33
v/c Ratio	1.76	1.91	1.27	1.97	0.55	0.56	1.27
Control Delay	367.6	431.6	160.0	459.5	34.6	34.7	164.6
Queue Delay	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Total Delay	367.6	433.9	160.1	459.5	34.6	34.7	164.6
LOS	F	F	F	F	C	C	F
Approach Delay		425.9	327.0			104.8	
Approach LOS		F	F			F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.97
 Intersection Signal Delay: 340.8
 Intersection LOS: F
 Intersection Capacity Utilization 319.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷			↷	↶	↶	↷	↶			
Traffic Volume (veh/h)	516	3765	0	0	1576	1986	611	3	721	0	0	0
Future Volume (veh/h)	516	3765	0	0	1576	1986	611	3	721	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	532	3881	0	0	1625	1851	632	0	656			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	304	2035	0	0	1280	571	1201	0	534			
Arrive On Green	0.17	0.56	0.00	0.00	0.35	0.35	0.33	0.00	0.33			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	532	3881	0	0	1625	1851	632	0	656			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	18.5	62.0	0.0	0.0	39.0	39.0	15.6	0.0	36.5			
Cycle Q Clear(g_c), s	18.5	62.0	0.0	0.0	39.0	39.0	15.6	0.0	36.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	304	2035	0	0	1280	571	1201	0	534			
V/C Ratio(X)	1.75	1.91	0.00	0.00	1.27	3.24	0.53	0.00	1.23			
Avail Cap(c_a), veh/h	304	2035	0	0	1280	571	1201	0	534			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.8	24.0	0.0	0.0	35.5	35.5	29.8	0.0	36.8			
Incr Delay (d2), s/veh	337.9	408.5	0.0	0.0	127.6	1013.6	0.4	0.0	118.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	36.5	137.7	0.0	0.0	38.5	174.8	6.5	0.0	31.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	383.6	432.5	0.0	0.0	163.1	1049.1	30.2	0.0	155.0			
LnGrp LOS	F	F	A	A	F	F	C	A	F			
Approach Vol, veh/h		4413			3476			1288				
Approach Delay, s/veh		426.6			634.9			93.8				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.0			23.0	45.0		42.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		64.0			20.5	41.0		38.5				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	458.8
HCM 6th LOS	F

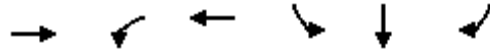
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

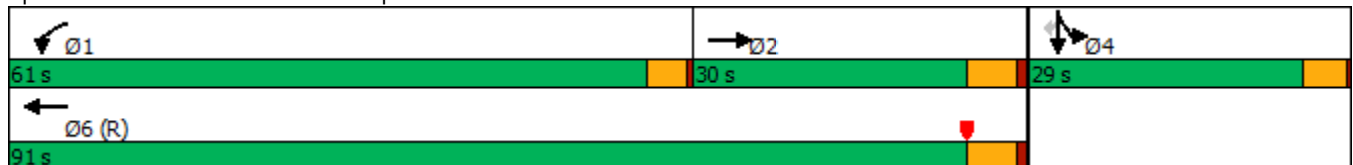


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	588	1077	816	893	0	85
Future Volume (vph)	588	1077	816	893	0	85
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	30.0	61.0	91.0	29.0	29.0	29.0
Total Split (%)	25.0%	50.8%	75.8%	24.2%	24.2%	24.2%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	24.5	57.0	85.5	24.5	24.5	24.5
Actuated g/C Ratio	0.20	0.48	0.71	0.20	0.20	0.20
v/c Ratio	1.17	1.37	0.34	1.39	1.39	0.24
Control Delay	130.2	194.7	3.8	227.3	228.5	13.3
Queue Delay	0.1	0.0	0.3	3.0	3.0	0.0
Total Delay	130.3	194.7	4.1	230.3	231.4	13.3
LOS	F	F	A	F	F	B
Approach Delay	130.3		112.6		212.0	
Approach LOS	F		F		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.39
 Intersection Signal Delay: 143.0
 Intersection LOS: F
 Intersection Capacity Utilization 160.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↘	↖	↗
Traffic Volume (veh/h)	0	588	198	1077	816	0	0	0	0	893	0	85
Future Volume (veh/h)	0	588	198	1077	816	0	0	0	0	893	0	85
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	639	215	1171	887	0				971	0	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	540	182	860	2572	0				739	0	326
Arrive On Green	0.00	0.20	0.20	0.79	1.00	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	2742	890	1810	3705	0				3619	0	1598
Grp Volume(v), veh/h	0	436	418	1171	887	0				971	0	92
Grp Sat Flow(s),veh/h/ln	0	1805	1732	1810	1805	0				1810	0	1598
Q Serve(g_s), s	0.0	24.5	24.5	57.0	0.0	0.0				24.5	0.0	5.8
Cycle Q Clear(g_c), s	0.0	24.5	24.5	57.0	0.0	0.0				24.5	0.0	5.8
Prop In Lane	0.00		0.51	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	369	354	860	2572	0				739	0	326
V/C Ratio(X)	0.00	1.18	1.18	1.36	0.34	0.00				1.31	0.00	0.28
Avail Cap(c_a), veh/h	0	369	354	860	2572	0				739	0	326
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.45	0.45	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	47.8	47.8	12.4	0.0	0.0				47.8	0.0	40.3
Incr Delay (d2), s/veh	0.0	106.3	107.7	166.5	0.2	0.0				150.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.4	20.7	45.5	0.1	0.0				26.1	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	154.0	155.4	178.9	0.2	0.0				198.7	0.0	40.8
LnGrp LOS	A	F	F	F	A	A				F	A	D
Approach Vol, veh/h		854			2058						1063	
Approach Delay, s/veh		154.7			101.9						185.0	
Approach LOS		F			F						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	61.0	30.0		29.0		91.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	57.0	24.5		24.5		85.5						
Max Q Clear Time (g_c+I1), s	59.0	26.5		26.5		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		3.8						

Intersection Summary

HCM 6th Ctrl Delay	135.5
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

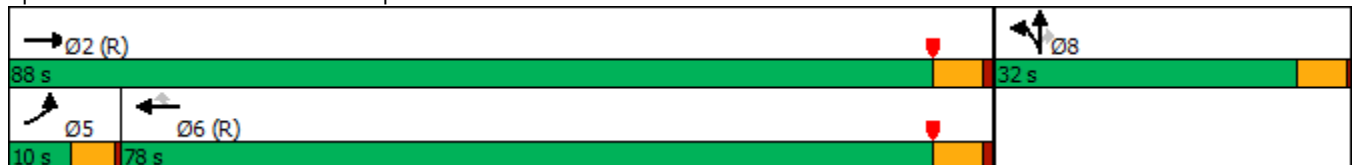


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	98	1383	1724	1130	169	0	564
Future Volume (vph)	98	1383	1724	1130	169	0	564
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	10.0	88.0	78.0	78.0	32.0	32.0	32.0
Total Split (%)	8.3%	73.3%	65.0%	65.0%	26.7%	26.7%	26.7%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	5.5	82.5	72.5	72.5	27.0	27.0	27.0
Actuated g/C Ratio	0.05	0.69	0.60	0.60	0.22	0.22	0.22
v/c Ratio	1.30	0.61	0.86	0.95	0.24	0.24	1.51
Control Delay	175.0	24.1	24.8	22.4	40.1	40.1	272.5
Queue Delay	0.0	48.9	2.8	0.0	1.8	1.8	0.0
Total Delay	175.0	73.0	27.6	22.4	41.9	41.9	272.5
LOS	F	E	C	C	D	D	F
Approach Delay		79.8	25.5			219.2	
Approach LOS		E	C			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.51
 Intersection Signal Delay: 69.4
 Intersection LOS: E
 Intersection Capacity Utilization 160.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
 7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↗	↗			
Traffic Volume (veh/h)	98	1383	0	0	1724	1130	169	0	564	0	0	0
Future Volume (veh/h)	98	1383	0	0	1724	1130	169	0	564	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	107	1503	0	0	1874	739	184	0	450			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	83	2482	0	0	2181	970	814	0	360			
Arrive On Green	0.05	0.69	0.00	0.00	0.60	0.60	0.22	0.00	0.22			
Sat Flow, veh/h	1810	3705	0	0	3705	1606	3619	0	1599			
Grp Volume(v), veh/h	107	1503	0	0	1874	739	184	0	450			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1606	1810	0	1599			
Q Serve(g_s), s	5.5	26.8	0.0	0.0	51.3	40.5	5.0	0.0	27.0			
Cycle Q Clear(g_c), s	5.5	26.8	0.0	0.0	51.3	40.5	5.0	0.0	27.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	83	2482	0	0	2181	970	814	0	360			
V/C Ratio(X)	1.29	0.61	0.00	0.00	0.86	0.76	0.23	0.00	1.25			
Avail Cap(c_a), veh/h	83	2482	0	0	2181	970	814	0	360			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	57.3	10.0	0.0	0.0	19.5	17.4	38.0	0.0	46.5			
Incr Delay (d2), s/veh	138.7	0.1	0.0	0.0	4.7	5.6	0.1	0.0	133.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.6	8.6	0.0	0.0	19.7	14.4	2.2	0.0	23.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	196.0	10.1	0.0	0.0	24.2	23.0	38.0	0.0	180.2			
LnGrp LOS	F	B	A	A	C	C	D	A	F			
Approach Vol, veh/h		1610			2613			634				
Approach Delay, s/veh		22.5			23.9			139.0				
Approach LOS		C			C			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		88.0			10.0	78.0		32.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		82.5			5.5	72.5		27.0				
Max Q Clear Time (g_c+I1), s		28.8			7.5	53.3		29.0				
Green Ext Time (p_c), s		8.4			0.0	11.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

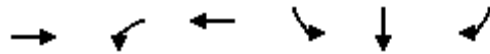
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



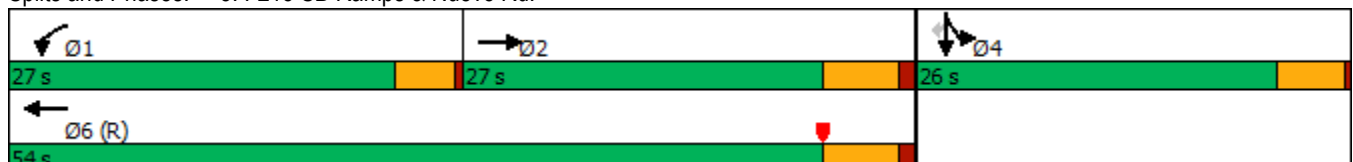
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	884	1181	849	695	4	105
Future Volume (vph)	884	1181	849	695	4	105
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	21.5	24.3	49.8	20.2	20.2	20.2
Actuated g/C Ratio	0.27	0.30	0.62	0.25	0.25	0.25
v/c Ratio	1.28	1.17	0.40	0.85	0.85	0.23
Control Delay	161.7	114.5	8.5	47.8	48.4	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	161.7	114.5	8.5	47.8	48.4	6.3
LOS	F	F	A	D	D	A
Approach Delay	161.7		70.1		42.6	
Approach LOS	F		E		D	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 91.6
 Intersection Capacity Utilization 98.7%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service F

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	884	296	1181	849	0	0	0	0	695	4	105
Future Volume (veh/h)	0	884	296	1181	849	0	0	0	0	695	4	105
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	931	268	1243	894	0				735	0	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	743	213	1009	2189	0				851	0	379
Arrive On Green	0.00	0.27	0.27	0.29	0.61	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	2861	794	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	607	592	1243	894	0				735	0	52
Grp Sat Flow(s),veh/h/ln	0	1805	1755	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	21.5	21.5	23.0	10.4	0.0				15.6	0.0	2.0
Cycle Q Clear(g_c), s	0.0	21.5	21.5	23.0	10.4	0.0				15.6	0.0	2.0
Prop In Lane	0.00		0.45	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	485	472	1009	2189	0				851	0	379
V/C Ratio(X)	0.00	1.25	1.26	1.23	0.41	0.00				0.86	0.00	0.14
Avail Cap(c_a), veh/h	0	485	472	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.36	0.36	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.3	29.3	28.5	8.2	0.0				29.4	0.0	24.2
Incr Delay (d2), s/veh	0.0	129.0	131.5	107.5	0.2	0.0				7.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.6	25.3	23.6	3.0	0.0				7.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	158.2	160.8	136.0	8.4	0.0				36.8	0.0	24.3
LnGrp LOS	A	F	F	F	A	A				D	A	C
Approach Vol, veh/h		1199			2137						787	
Approach Delay, s/veh		159.5			82.7						35.9	
Approach LOS		F			F						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	27.0		23.3		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	25.0	23.5		17.6		12.4						
Green Ext Time (p_c), s	0.0	0.0		1.2		3.8						

Intersection Summary

HCM 6th Ctrl Delay	96.1
HCM 6th LOS	F

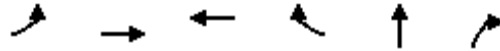
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

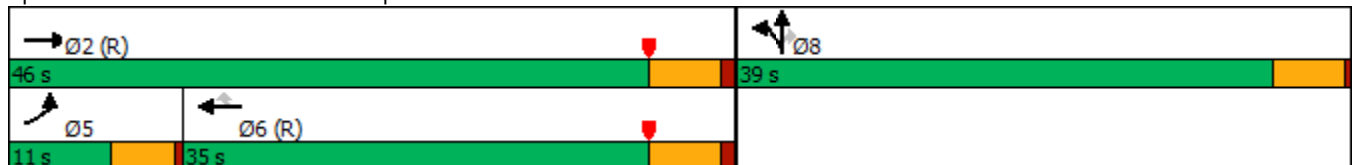


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↖	↗↗
Traffic Volume (vph)	82	1497	1888	551	0	852
Future Volume (vph)	82	1497	1888	551	0	852
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	7.0	45.6	36.0	36.0	28.9	28.9
Actuated g/C Ratio	0.08	0.54	0.42	0.42	0.34	0.34
v/c Ratio	0.56	0.79	0.88	0.56	0.24	0.85
Control Delay	53.5	21.0	31.2	4.4	19.9	31.3
Queue Delay	0.0	3.4	0.0	0.0	0.0	0.0
Total Delay	53.5	24.4	31.2	4.4	19.9	31.3
LOS	D	C	C	A	B	C
Approach Delay		25.9	25.2		29.7	
Approach LOS		C	C		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 26.3
 Intersection LOS: C
 Intersection Capacity Utilization 98.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↖	↗↗			
Traffic Volume (veh/h)	82	1497	0	0	1888	551	143	0	852	0	0	0
Future Volume (veh/h)	82	1497	0	0	1888	551	143	0	852	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	84	1528	0	0	1927	552	146	0	479			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	108	2432	0	0	2910	903	367	0	574			
Arrive On Green	0.06	0.67	0.00	0.00	0.56	0.56	0.20	0.00	0.20			
Sat Flow, veh/h	1810	3705	0	0	5358	1610	1810	0	2834			
Grp Volume(v), veh/h	84	1528	0	0	1927	552	146	0	479			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.9	20.4	0.0	0.0	22.1	19.5	5.9	0.0	13.8			
Cycle Q Clear(g_c), s	3.9	20.4	0.0	0.0	22.1	19.5	5.9	0.0	13.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	108	2432	0	0	2910	903	367	0	574			
V/C Ratio(X)	0.78	0.63	0.00	0.00	0.66	0.61	0.40	0.00	0.83			
Avail Cap(c_a), veh/h	138	2432	0	0	2910	903	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.4	7.8	0.0	0.0	13.0	12.5	29.4	0.0	32.5			
Incr Delay (d2), s/veh	1.4	0.1	0.0	0.0	1.2	3.1	0.3	0.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	5.3	0.0	0.0	7.1	6.3	2.4	0.0	4.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	8.0	0.0	0.0	14.2	15.5	29.6	0.0	33.8			
LnGrp LOS	D	A	A	A	B	B	C	A	C			
Approach Vol, veh/h		1612			2479			625				
Approach Delay, s/veh		9.7			14.5			32.8				
Approach LOS		A			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		62.8			9.6	53.2		22.2				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+1), s		22.4			5.9	24.1		15.8				
Green Ext Time (p_c), s		6.8			0.0	4.1		1.4				

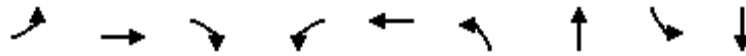
Intersection Summary

HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑↑	↗	↙	↑↑↑	↙	↗	↙	↗
Traffic Volume (vph)	53	1471	4	6	2504	8	0	30	0
Future Volume (vph)	53	1471	4	6	2504	8	0	30	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	21.8	21.8	9.6	21.8	32.6	32.6	32.6	32.6
Total Split (s)	17.0	66.0	66.0	13.0	62.0	41.0	41.0	41.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	10.8%	51.7%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	65.0	65.0	5.3	57.0	13.5	13.5	13.5	13.5
Actuated g/C Ratio	0.08	0.72	0.72	0.06	0.63	0.15	0.15	0.15	0.15
v/c Ratio	0.39	0.43	0.00	0.07	0.84	0.09	0.01	0.15	0.57
Control Delay	50.1	7.2	0.0	46.8	18.8	35.6	0.0	35.8	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	7.2	0.0	46.8	18.8	35.6	0.0	35.8	19.4
LOS	D	A	A	D	B	D	A	D	B
Approach Delay		8.7			18.9		24.7		21.7
Approach LOS		A			B		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 90.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗		↖	↗	
Traffic Volume (veh/h)	53	1471	4	6	2504	7	8	0	4	30	0	190
Future Volume (veh/h)	53	1471	4	6	2504	7	8	0	4	30	0	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	1599	4	7	2722	8	9	0	4	33	0	139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	3543	1100	16	3454	10	139	0	196	261	0	196
Arrive On Green	0.05	0.68	0.68	0.01	0.65	0.65	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1810	5187	1610	1810	5339	16	1270	0	1610	1435	0	1610
Grp Volume(v), veh/h	58	1599	4	7	1762	968	9	0	4	33	0	139
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1897	1270	0	1610	1435	0	1610
Q Serve(g_s), s	2.6	11.4	0.1	0.3	29.6	29.7	0.6	0.0	0.2	1.7	0.0	6.7
Cycle Q Clear(g_c), s	2.6	11.4	0.1	0.3	29.6	29.7	7.2	0.0	0.2	1.8	0.0	6.7
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	3543	1100	16	2237	1227	139	0	196	261	0	196
V/C Ratio(X)	0.71	0.45	0.00	0.43	0.79	0.79	0.06	0.00	0.02	0.13	0.00	0.71
Avail Cap(c_a), veh/h	278	3871	1202	188	2409	1322	557	0	727	734	0	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	5.9	4.1	39.8	10.3	10.3	37.5	0.0	31.2	32.0	0.0	34.0
Incr Delay (d2), s/veh	4.2	0.1	0.0	6.5	1.7	3.1	0.2	0.0	0.0	0.2	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.8	0.0	0.2	8.3	9.6	0.2	0.0	0.1	0.6	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	5.9	4.1	46.3	11.9	13.3	37.7	0.0	31.2	32.2	0.0	38.7
LnGrp LOS	D	A	A	D	B	B	D	A	C	C	A	D
Approach Vol, veh/h		1661			2737			13				172
Approach Delay, s/veh		7.2			12.5			35.7				37.4
Approach LOS		A			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	60.9		14.4	8.2	58.0		14.4				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+1), s	2.3	13.4		8.7	4.6	31.7		9.2				
Green Ext Time (p_c), s	0.0	15.9		1.0	0.0	20.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Intersection			
Intersection Delay, s/veh	351.8		
Intersection LOS	F		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	2212	247
Demand Flow Rate, veh/h	0	2212	247
Vehicles Circulating, veh/h	16	179	1338
Vehicles Exiting, veh/h	2375	1406	225
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	389.4	15.3
Approach LOS	-	F	C
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.725	0.275
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	2212	179	68
Cap Entry Lane, veh/h	1207	420	420
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	2212	179	68
Cap Entry, veh/h	1207	420	420
V/C Ratio	1.833	0.426	0.162
Control Delay, s/veh	389.4	16.9	11.0
LOS	F	C	B
95th %tile Queue, veh	132	2	1

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

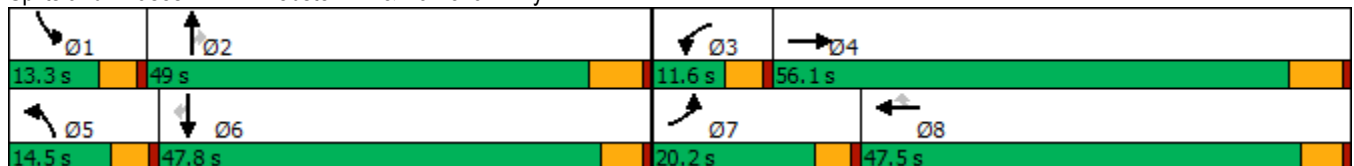
05/27/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	237	3601	36	3268	67	280	34	23	124	60	216
Future Volume (vph)	237	3601	36	3268	67	280	34	23	124	60	216
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.8	55.6	6.3	42.9	42.9	10.0	15.3	15.3	12.3	15.2	15.2
Actuated g/C Ratio	0.15	0.54	0.06	0.41	0.41	0.10	0.15	0.15	0.12	0.15	0.15
v/c Ratio	0.93	1.44	0.36	1.64	0.10	1.73	0.13	0.07	0.62	0.23	0.57
Control Delay	83.8	226.2	59.3	313.7	0.3	381.5	37.1	0.4	61.1	39.1	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	226.2	59.3	313.7	0.3	381.5	37.1	0.4	61.1	39.1	14.0
LOS	F	F	E	F	A	F	D	A	E	D	B
Approach Delay		217.6		304.7			320.1			32.4	
Approach LOS		F		F			F			C	

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 103.6	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.73	
Intersection Signal Delay: 249.1	Intersection LOS: F
Intersection Capacity Utilization 113.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	3601	120	36	3268	67	280	34	23	124	60	216
Future Volume (veh/h)	237	3601	120	36	3268	67	280	34	23	124	60	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	255	3872	124	39	3514	68	301	37	24	133	65	148
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	278	2785	88	59	2169	673	177	245	207	155	223	189
Arrive On Green	0.15	0.54	0.54	0.03	0.42	0.42	0.10	0.13	0.13	0.09	0.12	0.12
Sat Flow, veh/h	1810	5165	164	1810	5187	1610	1810	1900	1606	1810	1900	1610
Grp Volume(v), veh/h	255	2579	1417	39	3514	68	301	37	24	133	65	148
Grp Sat Flow(s),veh/h/ln	1810	1729	1871	1810	1729	1610	1810	1900	1606	1810	1900	1610
Q Serve(g_s), s	14.1	54.7	54.7	2.2	42.4	2.6	9.9	1.8	1.3	7.4	3.2	9.1
Cycle Q Clear(g_c), s	14.1	54.7	54.7	2.2	42.4	2.6	9.9	1.8	1.3	7.4	3.2	9.1
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	1865	1009	59	2169	673	177	245	207	155	223	189
V/C Ratio(X)	0.92	1.38	1.40	0.66	1.62	0.10	1.70	0.15	0.12	0.86	0.29	0.78
Avail Cap(c_a), veh/h	278	1865	1009	125	2169	673	177	802	678	155	800	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	23.4	23.4	48.5	29.5	17.9	45.7	39.2	39.0	45.7	40.9	43.5
Incr Delay (d2), s/veh	32.1	175.8	188.2	4.5	281.0	0.1	339.5	0.3	0.2	33.5	0.7	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	64.1	72.9	1.0	72.1	0.9	21.0	0.8	0.5	4.7	1.5	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.4	199.1	211.5	52.9	310.5	18.0	385.2	39.5	39.3	79.2	41.6	50.5
LnGrp LOS	E	F	F	D	F	B	F	D	D	E	D	D
Approach Vol, veh/h		4251			3621			362			346	
Approach Delay, s/veh		195.8			302.3			327.0			59.9	
Approach LOS		F			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	19.3	7.9	60.9	14.5	18.1	20.2	48.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	9.4	3.8	4.2	56.7	11.9	11.1	16.1	44.4				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	240.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

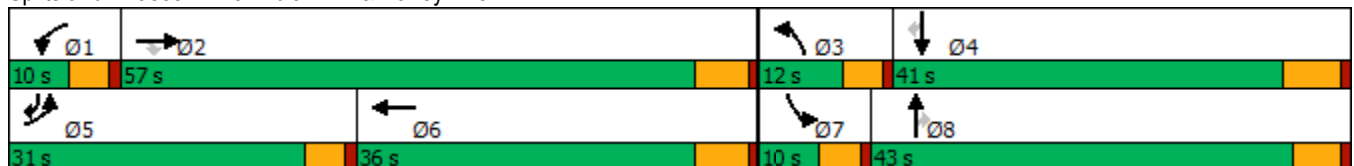
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	476	836	102	67	1008	149	373	86	110	406	818	
Future Volume (vph)	476	836	102	67	1008	149	373	86	110	406	818	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	
Protected Phases	5	2		1	6	3	8		7	4	5	
Permitted Phases			2					8			4	
Detector Phase	5	2	2	1	6	3	8	8	7	4	5	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6	
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0	
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	26.5	50.6	50.6	5.4	29.5	7.3	33.0	33.0	5.4	30.3	63.0	
Actuated g/C Ratio	0.23	0.44	0.44	0.05	0.26	0.06	0.29	0.29	0.05	0.26	0.55	
v/c Ratio	1.24	0.40	0.14	0.86	0.88	0.73	0.39	0.16	1.41	0.88	0.97	
Control Delay	166.5	23.0	4.1	121.8	49.9	73.2	33.9	1.2	284.2	60.3	47.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	166.5	23.0	4.1	121.8	49.9	73.2	33.9	1.2	284.2	60.3	47.5	
LOS	F	C	A	F	D	E	C	A	F	E	D	
Approach Delay		69.9			54.1		38.9			71.0		
Approach LOS		E			D		D			E		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 62.0	Intersection LOS: E
Intersection Capacity Utilization 90.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘↗	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	476	836	102	67	1008	61	149	373	86	110	406	818
Future Volume (veh/h)	476	836	102	67	1008	61	149	373	86	110	406	818
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	517	909	104	73	1096	52	162	405	84	120	441	806
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	403	2180	677	82	1234	59	217	1119	499	82	558	831
Arrive On Green	0.22	0.42	0.42	0.05	0.24	0.24	0.06	0.31	0.31	0.05	0.29	0.29
Sat Flow, veh/h	1810	5187	1610	1810	5074	241	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	517	909	104	73	747	401	162	405	84	120	441	806
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1857	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	26.4	14.6	4.7	4.8	24.7	24.7	5.4	10.3	4.5	5.4	25.3	34.8
Cycle Q Clear(g_c), s	26.4	14.6	4.7	4.8	24.7	24.7	5.4	10.3	4.5	5.4	25.3	34.8
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	403	2180	677	82	841	452	217	1119	499	82	558	831
V/C Ratio(X)	1.28	0.42	0.15	0.89	0.89	0.89	0.74	0.36	0.17	1.46	0.79	0.97
Avail Cap(c_a), veh/h	403	2239	695	82	881	473	219	1145	510	82	558	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	24.2	21.3	56.3	43.3	43.3	54.7	31.8	29.8	56.6	38.6	27.8
Incr Delay (d2), s/veh	145.3	0.1	0.1	61.2	10.6	17.9	11.4	0.2	0.2	260.4	7.6	24.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.6	5.7	1.7	3.5	11.4	13.2	2.7	4.4	1.7	8.4	12.5	25.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	191.4	24.3	21.4	117.5	54.0	61.2	66.2	32.0	30.0	317.0	46.2	51.8
LnGrp LOS	F	C	C	F	D	E	E	C	C	F	D	D
Approach Vol, veh/h		1530			1221			651			1367	
Approach Delay, s/veh		80.6			60.1			40.2			73.3	
Approach LOS		F			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	55.6	11.9	41.0	31.0	34.6	10.0	42.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	26.4	30.2	5.4	* 38				
Max Q Clear Time (g_c+I1), s	6.8	16.6	7.4	36.8	28.4	26.7	7.4	12.3				
Green Ext Time (p_c), s	0.0	6.8	0.0	0.0	0.0	2.1	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	67.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

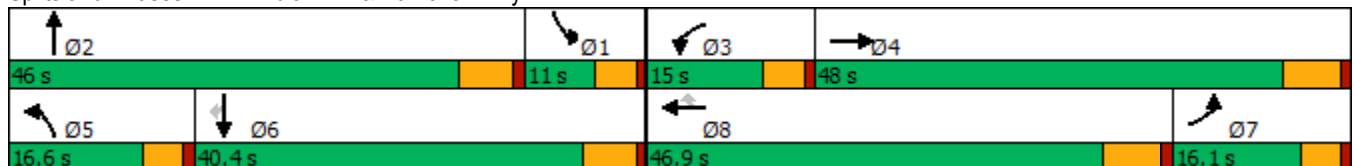


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	476	3573	163	2665	194	228	263	245	223	201
Future Volume (vph)	476	3573	163	2665	194	228	263	245	223	201
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.6	42.1	10.5	41.0	41.0	12.1	17.0	9.8	14.8	14.8
Actuated g/C Ratio	0.12	0.42	0.10	0.41	0.41	0.12	0.17	0.10	0.15	0.15
v/c Ratio	2.35	1.81	0.89	1.29	0.26	1.08	0.52	1.43	0.43	0.51
Control Delay	644.0	388.2	88.5	162.0	5.8	127.3	37.6	256.3	40.9	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	644.0	388.2	88.5	162.0	5.8	127.3	37.6	256.3	40.9	10.6
LOS	F	F	F	F	A	F	D	F	D	B
Approach Delay		416.7		148.0			75.5		110.6	
Approach LOS		F		F			E		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.35
 Intersection Signal Delay: 275.6
 Intersection LOS: F
 Intersection Capacity Utilization 123.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕	↖	↖	↕↕		↖	↕↕	↖
Traffic Volume (veh/h)	476	3573	235	163	2665	194	228	263	50	245	223	201
Future Volume (veh/h)	476	3573	235	163	2665	194	228	263	50	245	223	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	486	3646	218	166	2719	176	233	268	31	250	228	176
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	2204	129	191	2139	664	220	381	44	201	428	191
Arrive On Green	0.12	0.44	0.44	0.11	0.41	0.41	0.12	0.12	0.12	0.11	0.12	0.12
Sat Flow, veh/h	1810	5011	294	1810	5187	1610	1810	3264	374	1810	3610	1610
Grp Volume(v), veh/h	486	2494	1370	166	2719	176	233	147	152	250	228	176
Grp Sat Flow(s),veh/h/ln	1810	1729	1847	1810	1729	1610	1810	1805	1833	1810	1805	1610
Q Serve(g_s), s	11.5	43.4	43.4	8.9	40.7	7.1	12.0	7.7	7.9	11.0	5.9	7.8
Cycle Q Clear(g_c), s	11.5	43.4	43.4	8.9	40.7	7.1	12.0	7.7	7.9	11.0	5.9	7.8
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	211	1521	812	191	2139	664	220	211	214	201	428	191
V/C Ratio(X)	2.31	1.64	1.69	0.87	1.27	0.27	1.06	0.70	0.71	1.24	0.53	0.92
Avail Cap(c_a), veh/h	211	1521	812	191	2139	664	220	735	746	201	1266	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	27.6	27.6	43.5	29.0	19.1	43.3	41.9	42.0	43.9	40.9	22.9
Incr Delay (d2), s/veh	602.0	291.0	314.5	31.4	125.9	0.2	77.1	4.2	4.3	143.3	1.0	16.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.1	77.2	87.7	5.5	39.9	2.5	9.9	3.6	3.7	12.8	2.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	645.6	318.7	342.1	74.9	154.9	19.3	120.5	46.1	46.3	187.2	42.0	39.4
LnGrp LOS	F	F	F	E	F	B	F	D	D	F	D	D
Approach Vol, veh/h		4350			3061			532				654
Approach Delay, s/veh		362.6			142.7			78.7				96.8
Approach LOS		F			F			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	17.3	15.0	49.6	16.6	17.5	17.7	46.9				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	13.0	9.9	10.9	45.4	14.0	9.8	13.5	42.7				
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.0	1.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	246.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	124.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	84	354	0	39	471	60	0	117	23	143	323	218
Future Vol, veh/h	84	354	0	39	471	60	0	117	23	143	323	218
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	91	385	0	42	512	65	0	127	25	155	351	237
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	49.6	179.6	20.5	147.8
HCM LOS	E	F	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	100%	84%	0%	100%	0%	89%	0%	60%
Vol Right, %	0%	16%	0%	0%	0%	11%	0%	40%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	140	84	354	39	531	143	541
LT Vol	0	0	84	0	39	0	143	0
Through Vol	0	117	0	354	0	471	0	323
RT Vol	0	23	0	0	0	60	0	218
Lane Flow Rate	0	152	91	385	42	577	155	588
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0	0.398	0.228	0.906	0.105	1.333	0.38	1.312
Departure Headway (Hd)	10.925	10.802	10.238	9.71	9.663	9.056	9.561	8.745
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	336	353	377	373	404	379	423
Service Time	8.625	8.502	7.938	7.41	7.363	6.756	7.261	6.445
HCM Lane V/C Ratio	0	0.452	0.258	1.021	0.113	1.428	0.409	1.39
HCM Control Delay	13.6	20.5	15.9	57.6	13.5	191.8	18	182.1
HCM Lane LOS	N	C	C	F	B	F	C	F
HCM 95th-tile Q	0	1.8	0.9	9.3	0.3	24.6	1.7	24.4

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

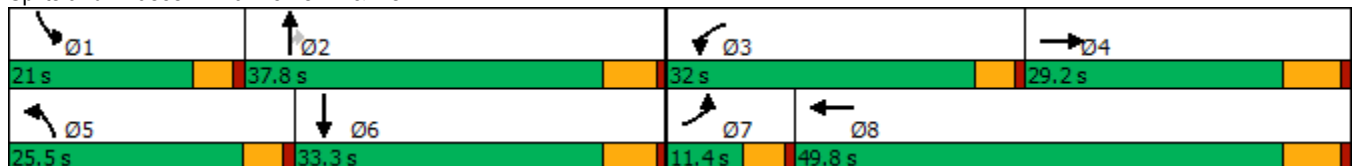


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕
Traffic Volume (vph)	31	708	389	607	289	1110	360	324	1271
Future Volume (vph)	31	708	389	607	289	1110	360	324	1271
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	23.0	27.4	48.2	20.9	32.0	32.0	16.4	27.5
Actuated g/C Ratio	0.05	0.19	0.23	0.40	0.17	0.27	0.27	0.14	0.23
v/c Ratio	0.35	1.37	0.98	0.56	0.96	0.84	0.64	1.37	1.14
Control Delay	65.4	210.6	86.8	29.3	91.1	47.9	20.5	231.2	115.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.4	210.6	86.8	29.3	91.1	47.9	20.5	231.2	115.7
LOS	E	F	F	C	F	D	C	F	F
Approach Delay		205.9		48.8		49.4			138.8
Approach LOS		F		D		D			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.37
 Intersection Signal Delay: 102.6
 Intersection LOS: F
 Intersection Capacity Utilization 106.2%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	31	708	194	389	607	152	289	1110	360	324	1271	29
Future Volume (veh/h)	31	708	194	389	607	152	289	1110	360	324	1271	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	738	169	405	632	83	301	1156	256	338	1324	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	559	128	413	1259	165	315	1383	427	247	1207	17
Arrive On Green	0.03	0.19	0.19	0.23	0.39	0.39	0.17	0.27	0.27	0.14	0.23	0.23
Sat Flow, veh/h	1810	2916	668	1810	3205	420	1810	5187	1601	1810	5268	76
Grp Volume(v), veh/h	32	457	450	405	355	360	301	1156	256	338	869	474
Grp Sat Flow(s),veh/h/ln	1810	1805	1779	1810	1805	1821	1810	1729	1601	1810	1729	1886
Q Serve(g_s), s	2.1	23.0	23.0	26.7	17.9	17.9	19.8	25.2	16.7	16.4	27.5	27.5
Cycle Q Clear(g_c), s	2.1	23.0	23.0	26.7	17.9	17.9	19.8	25.2	16.7	16.4	27.5	27.5
Prop In Lane	1.00		0.38	1.00		0.23	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	49	346	341	413	709	715	315	1383	427	247	792	432
V/C Ratio(X)	0.65	1.32	1.32	0.98	0.50	0.50	0.96	0.84	0.60	1.37	1.10	1.10
Avail Cap(c_a), veh/h	103	346	341	413	709	715	315	1383	427	247	792	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	48.5	48.5	46.0	27.6	27.6	49.1	41.5	38.4	51.8	46.3	46.3
Incr Delay (d2), s/veh	5.2	163.1	163.5	38.8	0.6	0.6	38.4	4.6	2.3	188.8	61.7	72.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	25.6	25.2	15.9	7.4	7.5	12.0	10.9	6.6	20.2	18.1	21.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	211.6	212.0	84.8	28.1	28.1	87.5	46.1	40.7	240.6	107.9	118.3
LnGrp LOS	E	F	F	F	C	C	F	D	D	F	F	F
Approach Vol, veh/h		939			1120			1713			1681	
Approach Delay, s/veh		206.7			48.6			52.6			137.5	
Approach LOS		F			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.8	32.0	29.2	25.5	33.3	7.9	53.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	18.4	27.2	28.7	25.0	21.8	29.5	4.1	19.9				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3.9				

Intersection Summary

HCM 6th Ctrl Delay	104.5
HCM 6th LOS	F

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

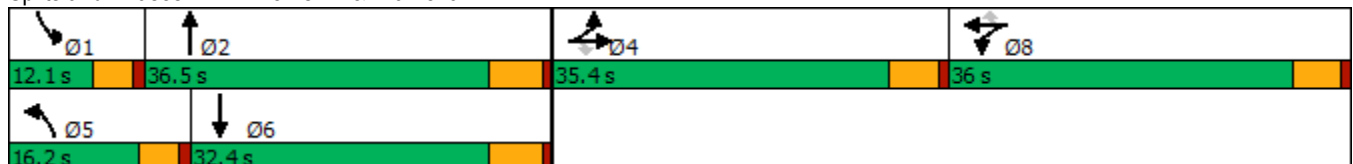


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕↗↘	↖	↕↗↘
Traffic Volume (vph)	186	127	120	128	55	1407	177	1493
Future Volume (vph)	186	127	120	128	55	1407	177	1493
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.7	20.7	27.2	27.2	8.6	32.9	8.2	34.8
Actuated g/C Ratio	0.20	0.20	0.26	0.26	0.08	0.31	0.08	0.33
v/c Ratio	0.65	0.34	0.82	0.27	0.41	1.12	1.37	0.96
Control Delay	47.9	11.9	52.1	7.0	57.0	99.0	244.1	50.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	11.9	52.1	7.0	57.0	99.0	244.1	50.7
LOS	D	B	D	A	E	F	F	D
Approach Delay	34.8		40.2			97.6		71.0
Approach LOS	C		D			F		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.1
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.37
 Intersection Signal Delay: 75.2
 Intersection LOS: E
 Intersection Capacity Utilization 87.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
 17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↕↕		↗	↕↕↕	
Traffic Volume (veh/h)	36	186	127	237	120	128	55	1407	245	177	1493	13
Future Volume (veh/h)	36	186	127	237	120	128	55	1407	245	177	1493	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	202	92	258	130	82	60	1529	245	192	1623	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	272	276	310	156	407	89	1482	237	149	1930	14
Arrive On Green	0.17	0.17	0.17	0.25	0.25	0.25	0.05	0.33	0.31	0.08	0.36	0.35
Sat Flow, veh/h	305	1580	1607	1223	616	1606	1810	4488	717	1810	5312	39
Grp Volume(v), veh/h	241	0	92	388	0	82	60	1177	597	192	1057	578
Grp Sat Flow(s),veh/h/ln	1885	0	1607	1839	0	1606	1810	1729	1747	1810	1729	1893
Q Serve(g_s), s	12.0	0.0	4.9	19.7	0.0	4.0	3.2	32.5	32.5	8.1	27.6	27.6
Cycle Q Clear(g_c), s	12.0	0.0	4.9	19.7	0.0	4.0	3.2	32.5	32.5	8.1	27.6	27.6
Prop In Lane	0.16		1.00	0.66		1.00	1.00		0.41	1.00		0.02
Lane Grp Cap(c), veh/h	324	0	276	465	0	407	89	1142	577	149	1257	688
V/C Ratio(X)	0.74	0.00	0.33	0.83	0.00	0.20	0.68	1.03	1.04	1.29	0.84	0.84
Avail Cap(c_a), veh/h	601	0	513	598	0	522	224	1142	577	149	1257	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	35.8	34.8	0.0	28.9	46.1	33.0	33.3	45.2	28.7	28.7
Incr Delay (d2), s/veh	3.4	0.0	0.7	7.9	0.0	0.2	3.3	35.0	46.8	171.3	5.3	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	1.9	9.4	0.0	1.5	1.5	18.1	20.3	10.6	11.4	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.0	36.5	42.7	0.0	29.2	49.4	67.9	80.2	216.5	34.0	37.9
LnGrp LOS	D	A	D	D	A	C	D	F	F	F	C	D
Approach Vol, veh/h		333			470			1834			1827	
Approach Delay, s/veh		40.5			40.3			71.3			54.4	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	36.5		20.9	8.8	39.8		28.9				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+I1), s	10.1	34.5		14.0	5.2	29.6		21.7				
Green Ext Time (p_c), s	0.0	0.0		1.4	0.0	0.0		1.7				

Intersection Summary

HCM 6th Ctrl Delay	58.8
HCM 6th LOS	E

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

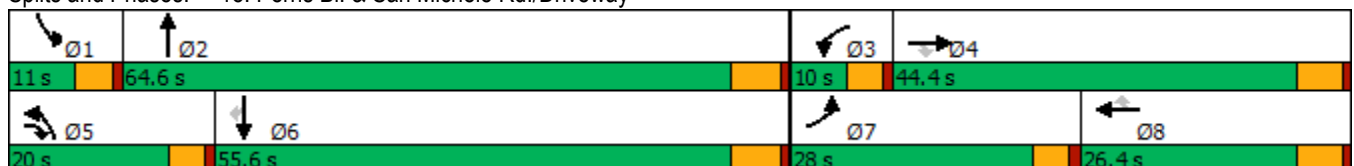


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	195	234	1	93	2272	5	2398	124		
Future Volume (vph)	195	234	1	93	2272	5	2398	124		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4								6
Detector Phase	7	5	3	5	2	1	6	6		
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.3	28.6	5.1	9.9	64.2	5.3	51.2	51.2		
Actuated g/C Ratio	0.17	0.30	0.05	0.10	0.66	0.05	0.53	0.53		
v/c Ratio	0.70	0.47	0.01	0.55	0.72	0.05	0.95	0.15		
Control Delay	52.7	15.9	54.0	55.7	15.6	52.6	32.6	1.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	52.7	15.9	54.0	55.7	15.6	52.6	32.6	1.8		
LOS	D	B	D	E	B	D	C	A		
Approach Delay					17.1		31.1			
Approach LOS					B		C			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 96.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 25.0
 Intersection LOS: C
 Intersection Capacity Utilization 82.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	0	234	1	0	0	93	2272	0	5	2398	124
Future Volume (veh/h)	195	0	234	1	0	0	93	2272	0	5	2398	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	212	0	167	1	0	0	101	2470	0	5	2607	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	255	243	321	2	2	2	130	3264	0	12	2926	908
Arrive On Green	0.14	0.00	0.13	0.00	0.00	0.00	0.07	0.63	0.00	0.01	0.56	0.56
Sat Flow, veh/h	1810	1900	1606	1810	1900	1610	1810	5358	0	1810	5187	1609
Grp Volume(v), veh/h	212	0	167	1	0	0	101	2470	0	5	2607	117
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	1900	1610	1810	1729	0	1810	1729	1609
Q Serve(g_s), s	9.9	0.0	8.1	0.0	0.0	0.0	4.8	29.3	0.0	0.2	38.3	3.0
Cycle Q Clear(g_c), s	9.9	0.0	8.1	0.0	0.0	0.0	4.8	29.3	0.0	0.2	38.3	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	243	321	2	2	2	130	3264	0	12	2926	908
V/C Ratio(X)	0.83	0.00	0.52	0.40	0.00	0.00	0.78	0.76	0.00	0.42	0.89	0.13
Avail Cap(c_a), veh/h	487	852	836	112	459	389	320	3508	0	133	2971	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	31.1	43.4	0.0	0.0	39.7	11.4	0.0	43.0	16.6	8.9
Incr Delay (d2), s/veh	6.9	0.0	1.3	34.7	0.0	0.0	3.8	0.9	0.0	8.6	3.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	3.1	0.0	0.0	0.0	2.2	8.8	0.0	0.1	13.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	0.0	32.4	78.1	0.0	0.0	43.4	12.3	0.0	51.7	20.4	9.0
LnGrp LOS	D	A	C	E	A	A	D	B	A	D	C	A
Approach Vol, veh/h		379			1			2571			2729	
Approach Delay, s/veh		38.4			78.1			13.5			19.9	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	60.5	4.7	16.5	10.8	54.9	16.9	4.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+1), s	2.2	31.3	2.0	10.1	6.8	40.3	11.9	0.0				
Green Ext Time (p_c), s	0.0	21.4	0.0	0.5	0.1	8.8	0.4	0.0				

Intersection Summary

HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Timings
19: Perris Bl. & Nandina Av.

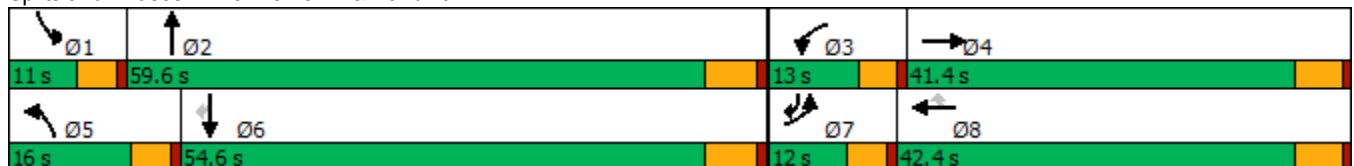


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↗	↙	↕↕	↙	↕↕↕	↗
Traffic Volume (vph)	61	5	32	11	15	70	2279	17	2486	91
Future Volume (vph)	61	5	32	11	15	70	2279	17	2486	91
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	12.0	41.4	13.0	42.4	42.4	16.0	59.6	11.0	54.6	12.0
Total Split (%)	9.6%	33.1%	10.4%	33.9%	33.9%	12.8%	47.7%	8.8%	43.7%	9.6%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.2	13.2	6.4	13.1	13.1	8.1	58.1	5.6	51.4	61.8
Actuated g/C Ratio	0.10	0.14	0.07	0.14	0.14	0.09	0.62	0.06	0.55	0.66
v/c Ratio	0.37	0.31	0.28	0.04	0.05	0.48	0.78	0.17	0.94	0.09
Control Delay	52.0	7.8	51.9	36.9	0.3	54.6	18.5	51.0	31.0	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	7.8	51.9	36.9	0.3	54.6	18.5	51.0	31.0	2.5
LOS	D	A	D	D	A	D	B	D	C	A
Approach Delay		19.5		35.9			19.6		30.1	
Approach LOS		B		D			B		C	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 93
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 24.9
 Intersection LOS: C
 Intersection Capacity Utilization 82.4%
 ICU Level of Service E
 Analysis Period (min) 15
























Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	5	164	32	11	15	70	2279	29	17	2486	91
Future Volume (veh/h)	61	5	164	32	11	15	70	2279	29	17	2486	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	66	5	111	35	12	5	76	2477	23	18	2702	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	229	205	58	213	180	98	2974	28	100	2914	979
Arrive On Green	0.05	0.13	0.13	0.03	0.11	0.11	0.05	0.56	0.56	0.06	0.56	0.56
Sat Flow, veh/h	1810	1805	1610	1810	1900	1602	1810	5300	49	1810	5187	1607
Grp Volume(v), veh/h	66	5	111	35	12	5	76	1615	885	18	2702	70
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1602	1810	1729	1891	1810	1729	1607
Q Serve(g_s), s	3.3	0.2	5.9	1.7	0.5	0.3	3.8	34.9	35.1	0.9	43.3	1.6
Cycle Q Clear(g_c), s	3.3	0.2	5.9	1.7	0.5	0.3	3.8	34.9	35.1	0.9	43.3	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	85	229	205	58	213	180	98	1940	1061	100	2914	979
V/C Ratio(X)	0.77	0.02	0.54	0.60	0.06	0.03	0.77	0.83	0.83	0.18	0.93	0.07
Avail Cap(c_a), veh/h	147	715	638	167	774	652	227	2048	1120	127	2914	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	34.7	37.2	43.4	36.0	35.9	42.4	16.4	16.5	41.0	18.2	7.3
Incr Delay (d2), s/veh	5.5	0.0	2.2	3.6	0.1	0.1	4.7	3.0	5.3	0.3	5.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.1	2.4	0.8	0.2	0.1	1.7	12.2	14.1	0.4	15.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	34.8	39.4	47.0	36.1	36.0	47.1	19.4	21.8	41.3	24.1	7.3
LnGrp LOS	D	C	D	D	D	D	D	B	C	D	C	A
Approach Vol, veh/h		182			52			2576			2790	
Approach Delay, s/veh		42.5			43.4			21.0			23.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	56.8	7.5	16.9	9.5	56.8	8.9	15.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	53.8	8.4	36.0	11.4	48.8	7.4	37.0				
Max Q Clear Time (g_c+I1), s	2.9	37.1	3.7	7.9	5.8	45.3	5.3	2.5				
Green Ext Time (p_c), s	0.0	13.9	0.0	0.6	0.0	3.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			23.3									
HCM 6th LOS			C									

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

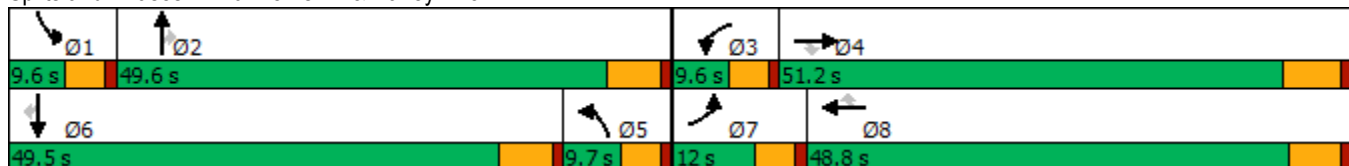


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (vph)	447	401	151	14	587	149	94	1224	19	181	1515	430
Future Volume (vph)	447	401	151	14	587	149	94	1224	19	181	1515	430
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	9.7	49.6	49.6	9.6	49.5	49.5
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.1%	41.3%	41.3%	8.0%	41.3%	41.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	31.6	31.6	5.1	21.3	21.3	5.2	41.8	41.8	5.1	41.7	41.7
Actuated g/C Ratio	0.08	0.33	0.33	0.05	0.22	0.22	0.05	0.43	0.43	0.05	0.43	0.43
v/c Ratio	3.47	0.37	0.26	0.08	0.56	0.34	0.55	0.59	0.03	1.08	0.74	0.59
Control Delay	1148.1	26.3	5.1	50.4	35.0	6.5	59.6	23.6	0.1	133.7	26.7	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1148.1	26.3	5.1	50.4	35.0	6.5	59.6	23.6	0.1	133.7	26.7	16.5
LOS	F	C	A	D	D	A	E	C	A	F	C	B
Approach Delay		525.1			29.6			25.8			33.8	
Approach LOS		F			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.47
 Intersection Signal Delay: 125.3
 Intersection LOS: F
 Intersection Capacity Utilization 87.0%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	447	401	151	14	587	149	94	1224	19	181	1515	430
Future Volume (veh/h)	447	401	151	14	587	149	94	1224	19	181	1515	430
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	486	436	123	15	638	114	102	1330	17	197	1647	412
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	920	411	61	981	300	182	2245	697	198	2198	682
Arrive On Green	0.08	0.25	0.25	0.02	0.19	0.19	0.05	0.43	0.43	0.06	0.42	0.42
Sat Flow, veh/h	1810	3610	1610	3510	5187	1589	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	486	436	123	15	638	114	102	1330	17	197	1647	412
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1589	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	7.4	9.1	4.1	0.4	10.1	5.6	2.5	17.4	0.5	5.0	23.8	11.5
Cycle Q Clear(g_c), s	7.4	9.1	4.1	0.4	10.1	5.6	2.5	17.4	0.5	5.0	23.8	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	920	411	61	981	300	182	2245	697	198	2198	682
V/C Ratio(X)	3.22	0.47	0.30	0.25	0.65	0.38	0.56	0.59	0.02	1.00	0.75	0.60
Avail Cap(c_a), veh/h	151	1828	816	198	2510	769	202	2557	794	198	2551	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	28.0	15.0	43.1	33.3	31.5	41.1	19.2	14.4	41.9	21.6	8.4
Incr Delay (d2), s/veh	1018.2	0.4	0.4	0.8	0.7	0.8	1.2	0.3	0.0	63.2	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	45.7	3.7	2.0	0.2	4.1	2.1	1.1	6.3	0.2	3.8	8.8	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1058.9	28.4	15.4	43.8	34.0	32.3	42.3	19.5	14.5	105.1	22.7	9.4
LnGrp LOS	F	C	B	D	C	C	D	B	B	F	C	A
Approach Vol, veh/h		1045			767			1449			2256	
Approach Delay, s/veh		506.1			34.0			21.1			27.5	
Approach LOS		F			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	44.2	6.1	28.9	10.4	43.5	12.0	23.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	5.1	* 44	7.4	* 43				
Max Q Clear Time (g_c+I1), s	7.0	19.4	2.4	11.1	4.5	25.8	9.4	12.1				
Green Ext Time (p_c), s	0.0	9.8	0.0	3.1	0.0	11.8	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	117.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

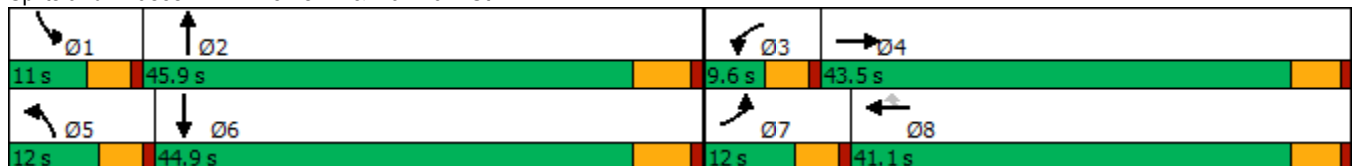


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↘	↗
Traffic Volume (vph)	45	16	10	6	10	34	1262	21	1568
Future Volume (vph)	45	16	10	6	10	34	1262	21	1568
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	12.0	43.5	9.6	41.1	41.1	12.0	45.9	11.0	44.9
Total Split (%)	10.9%	39.5%	8.7%	37.4%	37.4%	10.9%	41.7%	10.0%	40.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.9	17.0	5.8	14.8	14.8	6.6	40.2	6.2	40.0
Actuated g/C Ratio	0.12	0.26	0.09	0.22	0.22	0.10	0.60	0.09	0.60
v/c Ratio	0.21	0.11	0.06	0.01	0.02	0.20	0.42	0.13	0.53
Control Delay	39.5	8.4	42.8	26.5	0.1	41.1	14.1	41.9	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	8.4	42.8	26.5	0.1	41.1	14.1	41.9	16.0
LOS	D	A	D	C	A	D	B	D	B
Approach Delay		18.9		22.6			14.8		16.3
Approach LOS		B		C			B		B

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 66.5	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
 21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	45	16	73	10	6	10	34	1262	14	21	1568	39
Future Volume (veh/h)	45	16	73	10	6	10	34	1262	14	21	1568	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	16	53	10	6	8	35	1301	14	22	1616	40
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	291	259	23	246	209	66	2502	27	46	2403	59
Arrive On Green	0.04	0.16	0.16	0.01	0.13	0.13	0.04	0.47	0.47	0.03	0.46	0.46
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5289	57	1810	5203	129
Grp Volume(v), veh/h	46	16	53	10	6	8	35	851	464	22	1074	582
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1888	1810	1729	1874
Q Serve(g_s), s	1.5	0.5	1.8	0.3	0.2	0.3	1.2	10.5	10.5	0.7	14.9	14.9
Cycle Q Clear(g_c), s	1.5	0.5	1.8	0.3	0.2	0.3	1.2	10.5	10.5	0.7	14.9	14.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.07
Lane Grp Cap(c), veh/h	80	291	259	23	246	209	66	1636	893	46	1597	865
V/C Ratio(X)	0.57	0.06	0.20	0.43	0.02	0.04	0.53	0.52	0.52	0.48	0.67	0.67
Avail Cap(c_a), veh/h	218	1130	1008	147	1115	945	218	2260	1234	189	2204	1194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	21.8	22.3	30.1	23.3	23.4	29.0	11.3	11.3	29.5	12.9	12.9
Incr Delay (d2), s/veh	2.4	0.1	0.4	4.7	0.0	0.1	2.4	0.3	0.5	2.8	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.6	0.2	0.1	0.1	0.5	3.1	3.4	0.3	4.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	21.9	22.7	34.7	23.4	23.4	31.4	11.6	11.8	32.3	13.4	13.8
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		115			24			1350			1678	
Approach Delay, s/veh		26.0			28.1			12.1			13.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	34.8	5.4	15.0	6.8	34.1	7.3	13.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	6.4	40.1	5.0	38.4	7.4	39.1	7.4	36.0				
Max Q Clear Time (g_c+I1), s	2.7	12.5	2.3	3.8	3.2	16.9	3.5	2.3				
Green Ext Time (p_c), s	0.0	9.4	0.0	0.4	0.0	11.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

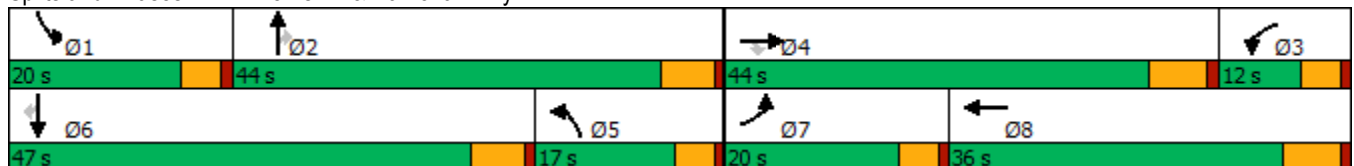
Timings
22: Perris Bl. & Ramona Exwy.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	382	3027	459	182	2241	420	609	233	584	918	279	
Future Volume (vph)	382	3027	459	182	2241	420	609	233	584	918	279	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8	
Total Split (s)	20.0	44.0	44.0	12.0	36.0	17.0	44.0	44.0	20.0	47.0	47.0	
Total Split (%)	16.7%	36.7%	36.7%	10.0%	30.0%	14.2%	36.7%	36.7%	16.7%	39.2%	39.2%	
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	14.9	37.9	37.9	7.4	30.4	12.4	33.8	33.8	15.4	36.8	36.8	
Actuated g/C Ratio	0.13	0.33	0.33	0.06	0.26	0.11	0.29	0.29	0.13	0.32	0.32	
v/c Ratio	0.87	1.84	0.73	0.84	1.99	1.15	0.60	0.41	1.29	0.83	0.46	
Control Delay	70.7	406.3	27.6	84.6	476.0	141.3	37.5	12.3	186.8	43.3	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	70.7	406.3	27.6	84.6	476.0	141.3	37.5	12.3	186.8	43.3	13.3	
LOS	E	F	C	F	F	F	D	B	F	D	B	
Approach Delay		328.2			450.5		67.4			85.7		
Approach LOS		F			F		E			F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 115.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.99	
Intersection Signal Delay: 284.9	Intersection LOS: F
Intersection Capacity Utilization 119.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (veh/h)	382	3027	459	182	2241	368	420	609	233	584	918	279
Future Volume (veh/h)	382	3027	459	182	2241	368	420	609	233	584	918	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	3121	373	188	2310	366	433	628	189	602	946	214
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	448	1670	517	221	1229	188	371	1045	466	461	1101	490
Arrive On Green	0.13	0.32	0.32	0.06	0.27	0.27	0.11	0.29	0.29	0.13	0.30	0.30
Sat Flow, veh/h	3510	5187	1607	3510	4536	693	3510	3610	1609	3510	3610	1605
Grp Volume(v), veh/h	394	3121	373	188	1741	935	433	628	189	602	946	214
Grp Sat Flow(s),veh/h/ln	1755	1729	1607	1755	1729	1771	1755	1805	1609	1755	1805	1605
Q Serve(g_s), s	12.9	37.8	24.1	6.2	31.8	31.8	12.4	17.6	8.5	15.4	29.0	8.6
Cycle Q Clear(g_c), s	12.9	37.8	24.1	6.2	31.8	31.8	12.4	17.6	8.5	15.4	29.0	8.6
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	1670	517	221	937	480	371	1045	466	461	1101	490
V/C Ratio(X)	0.88	1.87	0.72	0.85	1.86	1.95	1.17	0.60	0.41	1.31	0.86	0.44
Avail Cap(c_a), veh/h	461	1670	517	221	937	480	371	1175	523	461	1267	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	39.8	35.1	54.4	42.8	42.8	52.5	35.9	19.8	51.0	38.4	15.5
Incr Delay (d2), s/veh	16.4	393.2	4.9	24.4	390.1	435.0	100.8	0.7	0.6	153.3	5.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	75.9	9.6	3.4	63.6	71.1	10.5	7.5	4.1	16.4	13.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	433.0	40.0	78.9	432.9	477.8	153.3	36.6	20.3	204.3	44.0	16.1
LnGrp LOS	E	F	D	E	F	F	F	D	C	F	D	B
Approach Vol, veh/h		3888			2864			1250			1762	
Approach Delay, s/veh		358.2			424.3			74.5			95.4	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	39.8	13.6	44.0	18.2	41.6	19.6	38.0				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	15.4	38.2	7.4	* 38	12.4	* 41	15.4	29.8				
Max Q Clear Time (g_c+I1), s	17.4	19.6	8.2	39.8	14.4	31.0	14.9	33.8				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.0	0.0	4.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	293.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

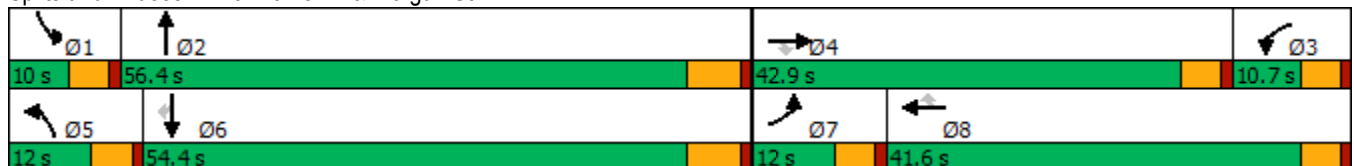


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	58	31	32	238	10	54	51	1272	24	1532	42
Future Volume (vph)	58	31	32	238	10	54	51	1272	24	1532	42
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	42.9	42.9	10.7	41.6	41.6	12.0	56.4	10.0	54.4	54.4
Total Split (%)	10.0%	35.8%	35.8%	8.9%	34.7%	34.7%	10.0%	47.0%	8.3%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	13.6	13.6	9.1	14.5	14.5	6.7	55.4	5.4	50.1	50.1
Actuated g/C Ratio	0.07	0.15	0.15	0.10	0.16	0.16	0.07	0.60	0.06	0.54	0.54
v/c Ratio	0.47	0.06	0.10	1.43	0.04	0.17	0.42	0.47	0.24	0.83	0.05
Control Delay	58.3	36.0	0.6	258.5	33.5	1.1	56.5	14.2	53.9	26.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	36.0	0.6	258.5	33.5	1.1	56.5	14.2	53.9	26.2	0.1
LOS	E	D	A	F	C	A	E	B	D	C	A
Approach Delay		37.2			204.8			15.7		25.9	
Approach LOS		D			F			B		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 93.1
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.43
 Intersection Signal Delay: 37.9
 Intersection LOS: D
 Intersection Capacity Utilization 76.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
 23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑		↘	↑↑	↗
Traffic Volume (veh/h)	58	31	32	238	10	54	51	1272	92	24	1532	42
Future Volume (veh/h)	58	31	32	238	10	54	51	1272	92	24	1532	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	33	17	251	11	48	54	1339	95	25	1613	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	430	192	134	280	238	78	2676	190	48	1896	827
Arrive On Green	0.05	0.12	0.12	0.07	0.15	0.15	0.04	0.54	0.54	0.03	0.53	0.53
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	4939	350	1810	3610	1575
Grp Volume(v), veh/h	61	33	17	251	11	48	54	937	497	25	1613	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1832	1810	1805	1575
Q Serve(g_s), s	2.7	0.7	0.6	6.1	0.4	2.2	2.4	14.0	14.0	1.1	31.5	1.0
Cycle Q Clear(g_c), s	2.7	0.7	0.6	6.1	0.4	2.2	2.4	14.0	14.0	1.1	31.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	83	430	192	134	280	238	78	1874	992	48	1896	827
V/C Ratio(X)	0.74	0.08	0.09	1.87	0.04	0.20	0.69	0.50	0.50	0.52	0.85	0.05
Avail Cap(c_a), veh/h	163	1682	750	134	855	725	163	2128	1127	119	2134	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	32.2	21.9	38.1	30.0	30.8	38.8	11.8	11.8	39.5	16.8	9.5
Incr Delay (d2), s/veh	4.7	0.1	0.2	418.3	0.1	0.4	4.1	0.2	0.4	3.2	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	0.3	18.3	0.2	0.9	1.1	4.5	4.8	0.5	11.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	32.3	22.1	456.3	30.1	31.2	42.9	12.0	12.2	42.8	19.9	9.5
LnGrp LOS	D	C	C	F	C	C	D	B	B	D	B	A
Approach Vol, veh/h		111			310			1488			1676	
Approach Delay, s/veh		36.9			375.4			13.2			20.0	
Approach LOS		D			F			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	50.3	10.7	14.4	8.1	49.0	8.4	16.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	5.4	50.6	6.1	38.3	7.4	48.6	7.4	37.0				
Max Q Clear Time (g_c+I1), s	3.1	16.0	8.1	2.7	4.4	33.5	4.7	4.2				
Green Ext Time (p_c), s	0.0	11.5	0.0	0.2	0.0	9.6	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

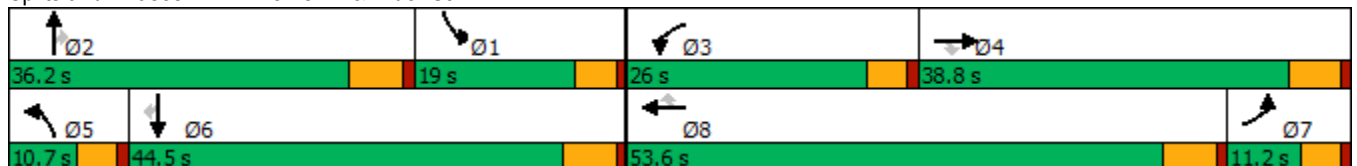
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	355	110	418	138	301	44	997	356	301	1460	49
Future Volume (vph)	59	355	110	418	138	301	44	997	356	301	1460	49
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	11.2	38.8	38.8	26.0	53.6	53.6	10.7	36.2	36.2	19.0	44.5	44.5
Total Split (%)	9.3%	32.3%	32.3%	21.7%	44.7%	44.7%	8.9%	30.2%	30.2%	15.8%	37.1%	37.1%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.6	18.0	18.0	21.6	21.2	21.2	5.9	27.9	27.9	15.0	39.3	39.3
Actuated g/C Ratio	0.20	0.17	0.17	0.21	0.20	0.20	0.06	0.27	0.27	0.14	0.38	0.38
v/c Ratio	0.17	0.59	0.28	1.16	0.19	0.55	0.45	0.74	0.57	1.20	0.77	0.07
Control Delay	36.8	43.1	3.3	134.8	38.2	7.8	65.0	38.9	11.0	161.2	33.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	43.1	3.3	134.8	38.2	7.8	65.0	38.9	11.0	161.2	33.0	0.2
LOS	D	D	A	F	D	A	E	D	B	F	C	A
Approach Delay		34.0			74.6			32.6			53.5	
Approach LOS		C			E			C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 48.8
 Intersection LOS: D
 Intersection Capacity Utilization 87.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
 24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	59	355	110	418	138	301	44	997	356	301	1460	49
Future Volume (veh/h)	59	355	110	418	138	301	44	997	356	301	1460	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	370	68	435	144	248	46	1039	288	314	1521	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	295	538	239	395	695	309	66	1354	419	266	1991	610
Arrive On Green	0.16	0.15	0.15	0.22	0.19	0.19	0.04	0.26	0.26	0.15	0.38	0.38
Sat Flow, veh/h	1810	3610	1604	1810	3610	1608	1810	5187	1606	1810	5187	1590
Grp Volume(v), veh/h	61	370	68	435	144	248	46	1039	288	314	1521	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1604	1810	1805	1608	1810	1729	1606	1810	1729	1590
Q Serve(g_s), s	2.9	9.5	3.7	21.4	3.3	14.4	2.5	18.1	8.9	14.4	25.1	0.7
Cycle Q Clear(g_c), s	2.9	9.5	3.7	21.4	3.3	14.4	2.5	18.1	8.9	14.4	25.1	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	538	239	395	695	309	66	1354	419	266	1991	610
V/C Ratio(X)	0.21	0.69	0.28	1.10	0.21	0.80	0.70	0.77	0.69	1.18	0.76	0.06
Avail Cap(c_a), veh/h	295	1216	540	395	1761	784	113	1609	498	266	2048	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	39.5	37.0	38.3	33.3	37.8	46.7	33.5	10.3	41.8	26.3	5.6
Incr Delay (d2), s/veh	0.1	1.6	0.6	75.3	0.1	4.8	4.9	1.9	3.1	113.2	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.2	1.4	17.2	1.4	5.8	1.2	7.4	5.6	14.5	9.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	41.1	37.7	113.6	33.4	42.6	51.6	35.4	13.4	155.0	28.0	5.7
LnGrp LOS	D	D	D	F	C	D	D	D	B	F	C	A
Approach Vol, veh/h		499			827			1373			1870	
Approach Delay, s/veh		40.0			78.4			31.3			48.9	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.2	31.4	26.0	20.4	8.2	43.4	21.8	24.7				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	14.4	* 30	21.4	33.0	6.1	38.7	6.6	* 48				
Max Q Clear Time (g_c+I1), s	16.4	20.1	23.4	11.5	4.5	27.1	4.9	16.4				
Green Ext Time (p_c), s	0.0	5.4	0.0	2.3	0.0	7.3	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

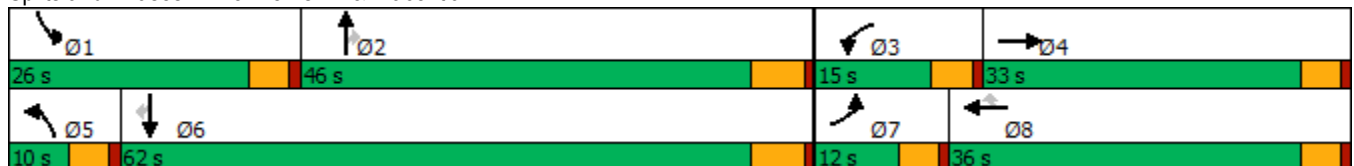


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	112	219	105	131	147	185	1134	147	197	1551	227
Future Volume (vph)	112	219	105	131	147	185	1134	147	197	1551	227
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	28.4	9.8	30.8	30.8	5.4	44.0	44.0	17.6	56.2	56.2
Actuated g/C Ratio	0.06	0.24	0.08	0.26	0.26	0.05	0.37	0.37	0.15	0.47	0.47
v/c Ratio	1.07	0.98	0.77	0.29	0.30	2.46	0.92	0.24	0.80	0.98	0.29
Control Delay	159.6	79.6	85.2	37.4	6.9	709.6	48.3	7.1	70.8	49.4	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	159.6	79.6	85.2	37.4	6.9	709.6	48.3	7.1	70.8	49.4	7.0
LOS	F	E	F	D	A	F	D	A	E	D	A
Approach Delay		96.8		38.8			127.7			46.7	
Approach LOS		F		D			F			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.4	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.46	
Intersection Signal Delay: 79.3	Intersection LOS: E
Intersection Capacity Utilization 98.2%	ICU Level of Service F
Analysis Period (min) 15	
























Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	219	187	105	131	147	185	1134	147	197	1551	227
Future Volume (veh/h)	112	219	187	105	131	147	185	1134	147	197	1551	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	235	191	113	141	82	199	1219	128	212	1668	242
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	232	189	139	482	408	82	1393	619	241	1708	760
Arrive On Green	0.06	0.24	0.24	0.08	0.25	0.25	0.05	0.39	0.39	0.13	0.47	0.47
Sat Flow, veh/h	1810	970	788	1810	1900	1608	1810	3610	1604	1810	3610	1605
Grp Volume(v), veh/h	120	0	426	113	141	82	199	1219	128	212	1668	242
Grp Sat Flow(s),veh/h/ln	1810	0	1758	1810	1900	1608	1810	1805	1604	1810	1805	1605
Q Serve(g_s), s	7.4	0.0	28.4	7.3	7.1	4.8	5.4	37.1	6.3	13.6	53.7	11.1
Cycle Q Clear(g_c), s	7.4	0.0	28.4	7.3	7.1	4.8	5.4	37.1	6.3	13.6	53.7	11.1
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	0	421	139	482	408	82	1393	619	241	1708	760
V/C Ratio(X)	1.06	0.00	1.01	0.82	0.29	0.20	2.42	0.88	0.21	0.88	0.98	0.32
Avail Cap(c_a), veh/h	113	0	421	159	503	426	82	1393	619	326	1710	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	0.0	45.1	53.9	35.7	34.8	56.6	33.8	24.3	50.5	30.6	19.4
Incr Delay (d2), s/veh	102.7	0.0	46.9	21.5	0.3	0.2	672.5	6.5	0.2	15.3	16.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	17.9	4.2	3.4	1.9	17.8	16.6	2.5	7.0	25.3	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	158.3	0.0	92.1	75.4	36.0	35.1	729.1	40.3	24.5	65.8	47.0	19.6
LnGrp LOS	F	A	F	E	D	D	F	D	C	E	D	B
Approach Vol, veh/h		546			336			1546			2122	
Approach Delay, s/veh		106.6			49.0			127.7			45.8	
Approach LOS		F			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	51.6	13.7	33.0	10.0	61.9	12.0	34.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	15.6	39.1	9.3	30.4	7.4	55.7	9.4	9.1				
Green Ext Time (p_c), s	0.1	0.8	0.0	0.0	0.0	0.5	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			81.1									
HCM 6th LOS			F									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

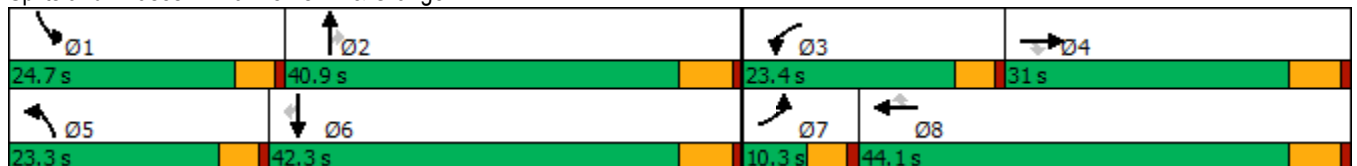
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	444	347	302	310	111	300	926	278	238	1264	66
Future Volume (vph)	32	444	347	302	310	111	300	926	278	238	1264	66
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	25.2	25.2	18.8	42.4	42.4	18.7	36.3	36.3	18.9	36.5	36.5
Actuated g/C Ratio	0.05	0.21	0.21	0.16	0.35	0.35	0.16	0.30	0.30	0.16	0.30	0.30
v/c Ratio	0.41	1.18	0.63	1.14	0.26	0.19	1.14	0.90	0.44	0.89	1.22	0.12
Control Delay	70.5	147.0	13.2	141.8	29.3	5.9	140.9	52.9	7.9	81.1	146.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.5	147.0	13.2	141.8	29.3	5.9	140.9	52.9	7.9	81.1	146.3	0.4
LOS	E	F	B	F	C	A	F	D	A	F	F	A
Approach Delay		87.6			72.7			62.1			130.3	
Approach LOS		F			E			E			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 91.4
 Intersection LOS: F
 Intersection Capacity Utilization 109.0%
 ICU Level of Service G
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	444	347	302	310	111	300	926	278	238	1264	66
Future Volume (veh/h)	32	444	347	302	310	111	300	926	278	238	1264	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	472	282	321	330	91	319	985	257	253	1345	47
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	399	337	283	1222	541	282	1103	490	280	1098	489
Arrive On Green	0.03	0.21	0.21	0.16	0.34	0.34	0.16	0.31	0.31	0.15	0.30	0.30
Sat Flow, veh/h	1810	1900	1603	1810	3610	1599	1810	3610	1605	1810	3610	1609
Grp Volume(v), veh/h	34	472	282	321	330	91	319	985	257	253	1345	47
Grp Sat Flow(s),veh/h/ln	1810	1900	1603	1810	1805	1599	1810	1805	1605	1810	1805	1609
Q Serve(g_s), s	2.2	25.2	20.2	18.8	8.0	4.8	18.7	31.3	15.9	16.5	36.5	2.5
Cycle Q Clear(g_c), s	2.2	25.2	20.2	18.8	8.0	4.8	18.7	31.3	15.9	16.5	36.5	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	399	337	283	1222	541	282	1103	490	280	1098	489
V/C Ratio(X)	0.67	1.18	0.84	1.13	0.27	0.17	1.13	0.89	0.52	0.90	1.22	0.10
Avail Cap(c_a), veh/h	86	399	337	283	1222	541	282	1103	490	303	1098	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	47.4	45.4	50.6	28.9	27.8	50.7	39.8	34.5	49.9	41.8	29.9
Incr Delay (d2), s/veh	5.4	105.2	16.7	94.0	0.1	0.1	93.7	9.5	1.0	26.3	109.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	23.1	9.4	15.7	3.4	1.8	15.6	14.7	6.1	9.3	32.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	152.6	62.2	144.6	29.0	28.0	144.4	49.3	35.5	76.2	151.2	30.0
LnGrp LOS	E	F	E	F	C	C	F	D	D	E	F	C
Approach Vol, veh/h		788			742			1561			1645	
Approach Delay, s/veh		116.4			78.9			66.5			136.2	
Approach LOS		F			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.2	42.4	23.4	31.0	23.3	42.3	8.0	46.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	18.5	33.3	20.8	27.2	20.7	38.5	4.2	10.0				
Green Ext Time (p_c), s	0.1	1.2	0.0	0.0	0.0	0.0	0.0	2.3				
Intersection Summary												
HCM 6th Ctrl Delay				100.9								
HCM 6th LOS				F								

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

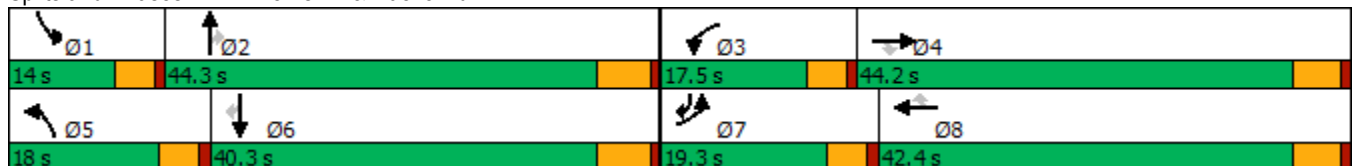
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	592	1045	197	212	772	224	215	762	124	324	979	487
Future Volume (vph)	592	1045	197	212	772	224	215	762	124	324	979	487
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.7	38.8	38.8	11.4	35.5	35.5	13.4	38.5	38.5	9.4	34.5	50.4
Actuated g/C Ratio	0.12	0.33	0.33	0.10	0.30	0.30	0.11	0.32	0.32	0.08	0.29	0.43
v/c Ratio	1.47	0.95	0.34	0.68	0.77	0.40	1.13	0.70	0.24	1.25	1.00	0.43
Control Delay	260.1	56.2	8.6	62.5	43.3	9.6	151.4	38.9	9.8	184.7	70.6	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	260.1	56.2	8.6	62.5	43.3	9.6	151.4	38.9	9.8	184.7	70.6	19.7
LOS	F	E	A	E	D	A	F	D	A	F	E	B
Approach Delay		116.9			40.4			57.6			77.4	
Approach LOS		F			D			E			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.5	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.47	
Intersection Signal Delay: 78.4	Intersection LOS: E
Intersection Capacity Utilization 99.0%	ICU Level of Service F
Analysis Period (min) 15	






























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 		
Traffic Volume (veh/h)	592	1045	197	212	772	224	215	762	124	324	979	487
Future Volume (veh/h)	592	1045	197	212	772	224	215	762	124	324	979	487
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	637	1124	152	228	830	178	231	819	100	348	1053	335
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	441	1208	527	288	1050	460	207	1187	510	282	1064	1171
Arrive On Green	0.13	0.33	0.33	0.08	0.29	0.29	0.11	0.33	0.33	0.08	0.29	0.29
Sat Flow, veh/h	3510	3610	1576	3510	3610	1580	1810	3610	1550	3510	3610	2767
Grp Volume(v), veh/h	637	1124	152	228	830	178	231	819	100	348	1053	335
Grp Sat Flow(s),veh/h/ln	1755	1805	1576	1755	1805	1580	1810	1805	1550	1755	1805	1383
Q Serve(g_s), s	14.7	35.2	8.3	7.5	24.8	10.5	13.4	23.1	5.4	9.4	34.0	9.3
Cycle Q Clear(g_c), s	14.7	35.2	8.3	7.5	24.8	10.5	13.4	23.1	5.4	9.4	34.0	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	441	1208	527	288	1050	460	207	1187	510	282	1064	1171
V/C Ratio(X)	1.44	0.93	0.29	0.79	0.79	0.39	1.12	0.69	0.20	1.23	0.99	0.29
Avail Cap(c_a), veh/h	441	1208	527	387	1141	500	207	1187	510	282	1064	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	37.6	28.7	52.7	38.2	33.2	51.8	34.1	28.2	53.8	41.1	22.4
Incr Delay (d2), s/veh	212.7	12.7	0.3	5.5	3.6	0.5	96.8	1.7	0.2	132.3	25.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.3	17.0	3.1	3.5	11.1	4.0	11.5	10.0	2.0	9.2	18.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	263.8	50.3	29.0	58.3	41.8	33.7	148.7	35.8	28.4	186.1	66.1	22.5
LnGrp LOS	F	D	C	E	D	C	F	D	C	F	E	C
Approach Vol, veh/h		1913			1236			1150			1736	
Approach Delay, s/veh		119.7			43.7			57.8			81.7	
Approach LOS		F			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	44.3	14.2	44.6	18.0	40.3	19.3	39.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	11.4	25.1	9.5	37.2	15.4	36.0	16.7	26.8				
Green Ext Time (p_c), s	0.0	4.6	0.1	1.1	0.0	0.0	0.0	4.3				
Intersection Summary												
HCM 6th Ctrl Delay				81.4								
HCM 6th LOS				F								

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

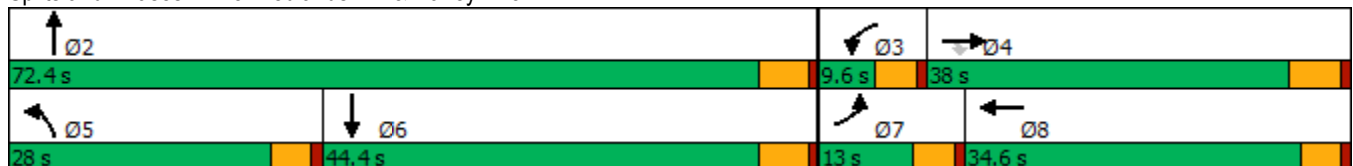


Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	55	546	701	13	5		
Future Volume (vph)	55	546	701	13	5		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	13.0	38.0	28.0	72.4	44.4	9.6	34.6
Total Split (%)	10.8%	31.7%	23.3%	60.3%	37.0%	8%	29%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	8.8	14.4	26.4	36.9	14.3		
Actuated g/C Ratio	0.14	0.22	0.41	0.58	0.22		
v/c Ratio	0.24	0.48	1.00	0.01	0.07		
Control Delay	35.1	1.4	59.6	7.2	9.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	35.1	1.4	59.6	7.2	9.5		
LOS	D	A	E	A	A		
Approach Delay				58.6	9.5		
Approach LOS				E	A		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 64
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 33.1
 Intersection LOS: C
 Intersection Capacity Utilization 63.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	0	546	0	0	0	701	13	0	0	5	41
Future Volume (veh/h)	55	0	546	0	0	0	701	13	0	0	5	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	59	0	422	0	0	0	746	14	0	0	5	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	91	568	481	3	338	0	651	1910	0	0	178	159
Arrive On Green	0.05	0.00	0.30	0.00	0.00	0.00	0.36	0.53	0.00	0.00	0.10	0.10
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	1900	1610
Grp Volume(v), veh/h	59	0	422	0	0	0	746	14	0	0	5	38
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	1610
Q Serve(g_s), s	2.1	0.0	16.2	0.0	0.0	0.0	23.4	0.1	0.0	0.0	0.2	1.4
Cycle Q Clear(g_c), s	2.1	0.0	16.2	0.0	0.0	0.0	23.4	0.1	0.0	0.0	0.2	1.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	91	568	481	3	338	0	651	1910	0	0	178	159
V/C Ratio(X)	0.65	0.00	0.88	0.00	0.00	0.00	1.15	0.01	0.00	0.00	0.03	0.24
Avail Cap(c_a), veh/h	234	940	797	139	876	0	651	3716	0	0	1082	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	21.7	0.0	0.0	0.0	20.8	7.2	0.0	0.0	26.5	27.1
Incr Delay (d2), s/veh	2.9	0.0	6.3	0.0	0.0	0.0	83.2	0.0	0.0	0.0	0.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	6.6	0.0	0.0	0.0	23.4	0.0	0.0	0.0	0.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	0.0	28.0	0.0	0.0	0.0	104.0	7.2	0.0	0.0	26.6	27.8
LnGrp LOS	C	A	C	A	A	A	F	A	A	A	C	C
Approach Vol, veh/h		481			0			760			43	
Approach Delay, s/veh		28.6			0.0			102.2			27.7	
Approach LOS		C						F			C	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		39.8	0.0	25.3	28.0	11.8	7.9	17.4				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		67.0	5.0	32.2	23.4	39.0	8.4	* 30				
Max Q Clear Time (g_c+I1), s		2.1	0.0	18.2	25.4	3.4	4.1	0.0				
Green Ext Time (p_c), s		0.1	0.0	1.3	0.0	0.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	72.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	111	82	24	536	474
Future Volume (vph)	111	82	24	536	474
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	27.1	14.6	14.6	10.4	27.4
Total Split (s)	33.0	18.0	18.0	57.0	39.0
Total Split (%)	36.7%	20.0%	20.0%	63.3%	43.3%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	12.5	24.2	10.1	54.3	43.0
Actuated g/C Ratio	0.17	0.33	0.14	0.75	0.59
v/c Ratio	0.39	0.15	0.10	0.22	0.26
Control Delay	31.1	4.3	31.5	4.6	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	4.3	31.5	4.6	11.0
LOS	C	A	C	A	B
Approach Delay	19.7			5.8	11.0
Approach LOS	B			A	B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 72.5
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 10.0
 Intersection LOS: B
 Intersection Capacity Utilization 37.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 29: Redlands Av. & Markham St.



HCM 6th Signalized Intersection Summary
29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	111	82	24	536	474	36
Future Volume (veh/h)	111	82	24	536	474	36
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	67	26	583	515	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	246	310	102	2592	2081	113
Arrive On Green	0.14	0.14	0.06	0.72	0.60	0.60
Sat Flow, veh/h	1810	1610	1810	3705	3577	189
Grp Volume(v), veh/h	121	67	26	583	267	276
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1866
Q Serve(g_s), s	4.5	2.5	1.0	3.9	5.0	5.0
Cycle Q Clear(g_c), s	4.5	2.5	1.0	3.9	5.0	5.0
Prop In Lane	1.00	1.00	1.00			0.10
Lane Grp Cap(c), veh/h	246	310	102	2592	1079	1115
V/C Ratio(X)	0.49	0.22	0.26	0.22	0.25	0.25
Avail Cap(c_a), veh/h	703	716	337	2592	1079	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	24.5	32.5	3.4	6.8	6.8
Incr Delay (d2), s/veh	1.5	0.3	0.5	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.4	0.4	0.9	1.6	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.3	24.8	32.9	3.6	7.4	7.4
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	188			609	543	
Approach Delay, s/veh	28.3			4.9	7.4	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.0		14.9	8.6	48.4
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		51.6		27.9	13.4	33.6
Max Q Clear Time (g_c+I1), s		5.9		6.5	3.0	7.0
Green Ext Time (p_c), s		4.1		0.5	0.0	3.1
Intersection Summary						
HCM 6th Ctrl Delay			9.2			
HCM 6th LOS			A			

Timings
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

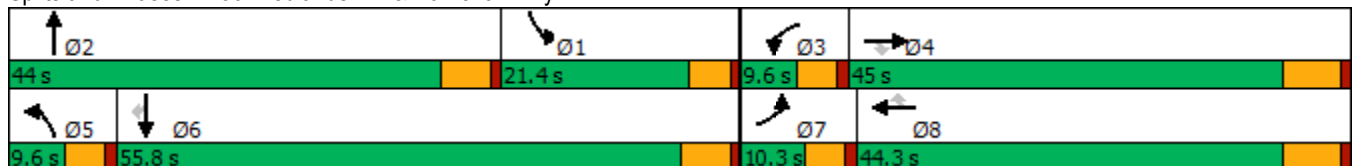


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗	↖	↑	↗
Traffic Volume (vph)	85	3974	70	257	2813	454	86	93	468	49	102
Future Volume (vph)	85	3974	70	257	2813	454	86	93	468	49	102
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.3	45.0	45.0	9.6	44.3	44.3	9.6	44.0	21.4	55.8	55.8
Total Split (%)	8.6%	37.5%	37.5%	8.0%	36.9%	36.9%	8.0%	36.7%	17.8%	46.5%	46.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.7	39.1	39.1	5.0	38.4	38.4	5.0	22.4	16.9	34.3	34.3
Actuated g/C Ratio	0.05	0.37	0.37	0.05	0.37	0.37	0.05	0.21	0.16	0.33	0.33
v/c Ratio	0.93	2.23	0.11	3.21	1.60	0.67	1.07	0.80	1.74	0.08	0.18
Control Delay	125.1	574.8	0.3	1046.6	301.3	21.3	167.7	41.5	377.7	23.3	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.1	574.8	0.3	1046.6	301.3	21.3	167.7	41.5	377.7	23.3	4.8
LOS	F	F	A	F	F	C	F	D	F	C	A
Approach Delay		555.9			319.6			68.0		288.3	
Approach LOS		F			F			E		F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 104.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.21	
Intersection Signal Delay: 418.0	Intersection LOS: F
Intersection Capacity Utilization 153.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	3974	70	257	2813	454	86	93	228	468	49	102
Future Volume (veh/h)	85	3974	70	257	2813	454	86	93	228	468	49	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	4320	71	279	3058	478	93	101	189	509	53	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	1960	607	88	1924	597	88	118	221	296	612	519
Arrive On Green	0.06	0.38	0.38	0.05	0.37	0.37	0.05	0.20	0.20	0.16	0.32	0.32
Sat Flow, veh/h	1810	5187	1606	1810	5187	1610	1810	592	1108	1810	1900	1610
Grp Volume(v), veh/h	92	4320	71	279	3058	478	93	0	290	509	53	97
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1729	1610	1810	0	1701	1810	1900	1610
Q Serve(g_s), s	5.2	38.8	3.0	5.0	38.1	15.3	5.0	0.0	16.9	16.8	2.0	4.5
Cycle Q Clear(g_c), s	5.2	38.8	3.0	5.0	38.1	15.3	5.0	0.0	16.9	16.8	2.0	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	100	1960	607	88	1924	597	88	0	339	296	612	519
V/C Ratio(X)	0.92	2.20	0.12	3.17	1.59	0.80	1.06	0.00	0.85	1.72	0.09	0.19
Avail Cap(c_a), veh/h	100	1960	607	88	1924	597	88	0	639	296	933	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	31.9	20.8	48.8	32.3	9.1	48.8	0.0	39.7	42.9	24.3	25.1
Incr Delay (d2), s/veh	62.3	543.6	0.1	1004.0	267.6	7.6	111.8	0.0	6.2	337.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	113.3	1.1	26.7	62.1	5.5	4.9	0.0	7.4	35.0	0.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.6	575.5	20.9	1052.8	299.8	16.7	160.6	0.0	45.8	380.6	24.3	25.3
LnGrp LOS	F	F	C	F	F	B	F	A	D	F	C	C
Approach Vol, veh/h		4483			3815			383			659	
Approach Delay, s/veh		557.2			319.4			73.7			299.6	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.2	25.9	9.6	45.0	9.6	38.5	10.3	44.3				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	16.8	* 39	5.0	38.8	5.0	50.4	5.7	38.1				
Max Q Clear Time (g_c+I1), s	18.8	18.9	7.0	40.8	7.0	6.5	7.2	40.1				
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.0	0.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	422.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	147	10	6	5	23	8	16	181	0	8	84	249
Future Vol, veh/h	147	10	6	5	23	8	16	181	0	8	84	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	160	11	7	5	25	9	17	197	0	9	91	271
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	11.6	9.7	11.6	9.9
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	8%	100%	0%	14%	9%	0%
Vol Thru, %	92%	0%	62%	64%	91%	0%
Vol Right, %	0%	0%	38%	22%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	147	16	36	92	249
LT Vol	16	147	0	5	8	0
Through Vol	181	0	10	23	84	0
RT Vol	0	0	6	8	0	249
Lane Flow Rate	214	160	17	39	100	271
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.339	0.29	0.028	0.068	0.151	0.353
Departure Headway (Hd)	5.702	6.538	5.767	6.233	5.45	4.7
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	634	551	623	576	650	755
Service Time	3.702	4.251	3.479	4.252	3.25	2.5
HCM Lane V/C Ratio	0.338	0.29	0.027	0.068	0.154	0.359
HCM Control Delay	11.6	11.9	8.6	9.7	9.2	10.1
HCM Lane LOS	B	B	A	A	A	B
HCM 95th-tile Q	1.5	1.2	0.1	0.2	0.5	1.6

Intersection

Intersection Delay, s/veh 63.9

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	56	796	65	56	702	19	7	42	227	7	47	47
Future Vol, veh/h	56	796	65	56	702	19	7	42	227	7	47	47
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	61	847	69	60	747	21	7	46	241	8	51	51
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	372.4	253.8	24.5	16.5
HCM LOS	F	F	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	16%	0%	92%	0%	97%	0%	50%
Vol Right, %	0%	84%	0%	8%	0%	3%	0%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	269	56	861	56	721	7	94
LT Vol	7	0	56	0	56	0	7	0
Through Vol	0	42	0	796	0	702	0	47
RT Vol	0	227	0	65	0	19	0	47
Lane Flow Rate	7	287	61	916	60	767	8	102
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.018	0.598	0.13	1.82	0.128	1.533	0.02	0.242
Departure Headway (Hd)	10.415	9.254	8.45	7.877	8.771	8.232	11.582	10.67
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	346	393	427	467	411	445	311	339
Service Time	8.115	6.954	6.15	5.577	6.471	5.932	9.282	8.37
HCM Lane V/C Ratio	0.02	0.73	0.143	1.961	0.146	1.724	0.026	0.301
HCM Control Delay	13.3	24.8	12.4	396.3	12.8	272.5	14.5	16.7
HCM Lane LOS	B	C	B	F	B	F	B	C
HCM 95th-tile Q	0.1	3.7	0.4	52.8	0.4	36.1	0.1	0.9

Intersection												
Intersection Delay, s/veh	18.5											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	312	166	75	236	3	122	207	26	14	99	25
Future Vol, veh/h	52	312	166	75	236	3	122	207	26	14	99	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	57	339	180	82	257	3	133	225	28	15	108	27
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	21.8	19.2	14.7	14.1
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	73%	0%	100%	0%	0%	99%	0%	100%	0%
Vol Right, %	0%	0%	27%	0%	0%	100%	0%	1%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	138	95	52	312	166	75	239	14	99	25
LT Vol	122	0	0	52	0	0	75	0	14	0	0
Through Vol	0	138	69	0	312	0	0	236	0	99	0
RT Vol	0	0	26	0	0	166	0	3	0	0	25
Lane Flow Rate	133	150	103	57	339	180	82	260	15	108	27
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.32	0.341	0.229	0.128	0.72	0.348	0.192	0.574	0.04	0.266	0.062
Departure Headway (Hd)	8.69	8.18	7.985	8.151	7.646	6.939	8.468	7.959	9.427	8.914	8.195
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	412	438	448	439	471	516	422	452	378	401	435
Service Time	6.47	5.96	5.764	5.924	5.419	4.712	6.245	5.736	7.225	6.711	5.992
HCM Lane V/C Ratio	0.323	0.342	0.23	0.13	0.72	0.349	0.194	0.575	0.04	0.269	0.062
HCM Control Delay	15.5	15.2	13.1	12.1	27.9	13.4	13.3	21	12.6	14.9	11.5
HCM Lane LOS	C	C	B	B	D	B	B	C	B	B	B
HCM 95th-tile Q	1.4	1.5	0.9	0.4	5.7	1.5	0.7	3.5	0.1	1.1	0.2

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

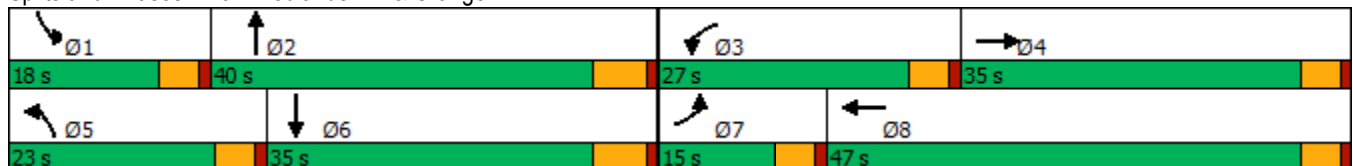


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	69	656	128	519	106	278	34	232
Future Volume (vph)	69	656	128	519	106	278	34	232
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	27.4	10.7	33.3	9.7	18.1	6.5	13.1
Actuated g/C Ratio	0.10	0.35	0.14	0.43	0.12	0.23	0.08	0.17
v/c Ratio	0.40	0.68	0.54	0.37	0.49	0.47	0.23	0.47
Control Delay	45.0	26.4	43.7	19.1	43.9	26.9	43.2	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	26.4	43.7	19.1	43.9	26.9	43.2	33.0
LOS	D	C	D	B	D	C	D	C
Approach Delay		27.8		23.7		30.6		34.2
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 78.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 28.0
 Intersection LOS: C
 Intersection Capacity Utilization 61.8%
 ICU Level of Service B
 Analysis Period (min) 15

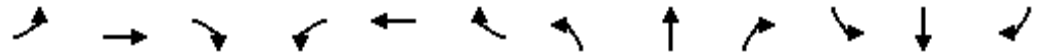
Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
 34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕		↖	↕	
Traffic Volume (veh/h)	69	656	154	128	519	32	106	278	99	34	232	42
Future Volume (veh/h)	69	656	154	128	519	32	106	278	99	34	232	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	676	120	132	535	24	109	287	77	35	239	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	975	173	172	1253	56	142	606	159	67	556	73
Arrive On Green	0.06	0.32	0.32	0.10	0.36	0.36	0.08	0.22	0.22	0.04	0.17	0.17
Sat Flow, veh/h	1810	3050	541	1810	3516	157	1810	2812	739	1810	3198	423
Grp Volume(v), veh/h	71	400	396	132	274	285	109	182	182	35	134	137
Grp Sat Flow(s),veh/h/ln	1810	1805	1786	1810	1805	1868	1810	1805	1746	1810	1805	1815
Q Serve(g_s), s	2.3	11.4	11.4	4.2	6.8	6.8	3.5	5.2	5.4	1.1	3.9	4.0
Cycle Q Clear(g_c), s	2.3	11.4	11.4	4.2	6.8	6.8	3.5	5.2	5.4	1.1	3.9	4.0
Prop In Lane	1.00		0.30	1.00		0.08	1.00		0.42	1.00		0.23
Lane Grp Cap(c), veh/h	106	577	571	172	643	666	142	389	376	67	314	316
V/C Ratio(X)	0.67	0.69	0.69	0.77	0.43	0.43	0.77	0.47	0.48	0.52	0.43	0.44
Avail Cap(c_a), veh/h	319	931	922	688	1299	1345	565	1048	1013	412	895	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	17.5	17.5	26.0	14.4	14.4	26.6	20.2	20.2	27.9	21.7	21.7
Incr Delay (d2), s/veh	2.8	1.5	1.5	2.7	0.4	0.4	3.2	0.9	1.0	2.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.6	4.5	1.9	2.6	2.7	1.5	2.0	2.0	0.5	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.0	19.0	19.1	28.7	14.8	14.8	29.8	21.0	21.2	30.2	22.6	22.7
LnGrp LOS	C	B	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		867			691			473			306	
Approach Delay, s/veh		19.9			17.5			23.1			23.5	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	18.5	10.2	23.4	9.2	16.0	8.0	25.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+I1), s	3.1	7.4	6.2	13.4	5.5	6.0	4.3	8.8				
Green Ext Time (p_c), s	0.0	1.9	0.1	5.0	0.1	1.3	0.0	3.9				

Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

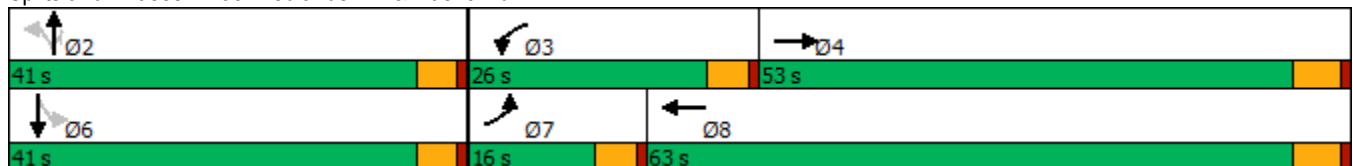


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗		↕
Traffic Volume (vph)	81	1424	236	1241	152	306	244	37	238
Future Volume (vph)	81	1424	236	1241	152	306	244	37	238
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.0	48.1	18.0	59.4	29.3	29.3	29.3		29.3
Actuated g/C Ratio	0.08	0.44	0.16	0.54	0.27	0.27	0.27		0.27
v/c Ratio	0.57	1.10	0.83	0.69	0.97	0.62	0.42		0.96
Control Delay	66.0	85.7	68.5	23.2	104.2	41.5	6.0		75.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	66.0	85.7	68.5	23.2	104.2	41.5	6.0		75.9
LOS	E	F	E	C	F	D	A		E
Approach Delay		84.8		30.2		42.8			75.9
Approach LOS		F		C		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 110.1
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 57.8
 Intersection LOS: E
 Intersection Capacity Utilization 111.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗		↕	
Traffic Volume (veh/h)	81	1424	219	236	1241	50	152	306	244	37	238	71
Future Volume (veh/h)	81	1424	219	236	1241	50	152	306	244	37	238	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	1468	181	243	1279	50	157	315	198	38	245	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	1349	165	272	1801	70	244	578	489	66	351	73
Arrive On Green	0.06	0.42	0.42	0.15	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3234	394	1810	3541	138	1097	1900	1605	101	1153	239
Grp Volume(v), veh/h	84	812	837	243	651	678	157	315	198	337	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1823	1810	1805	1875	1097	1900	1605	1494	0	0
Q Serve(g_s), s	5.2	47.6	47.6	15.0	31.7	31.7	7.3	15.8	11.2	8.7	0.0	0.0
Cycle Q Clear(g_c), s	5.2	47.6	47.6	15.0	31.7	31.7	31.8	15.8	11.2	24.5	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.07	1.00		1.00	0.11		0.16
Lane Grp Cap(c), veh/h	107	753	761	272	918	953	244	578	489	490	0	0
V/C Ratio(X)	0.79	1.08	1.10	0.89	0.71	0.71	0.64	0.54	0.41	0.69	0.00	0.00
Avail Cap(c_a), veh/h	181	753	761	339	918	953	260	606	512	514	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	33.2	33.2	47.6	21.6	21.6	42.2	33.1	31.5	35.5	0.0	0.0
Incr Delay (d2), s/veh	4.7	56.0	63.4	18.8	2.6	2.5	4.9	0.9	0.5	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	31.3	33.2	8.0	13.1	13.6	4.7	7.5	4.3	9.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	89.3	96.7	66.4	24.1	24.1	47.1	34.0	32.0	39.1	0.0	0.0
LnGrp LOS	E	F	F	E	C	C	D	C	C	D	A	A
Approach Vol, veh/h		1733			1572			670			337	
Approach Delay, s/veh		91.3			30.6			36.5			39.1	
Approach LOS		F			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.3	21.8	53.0		39.3	11.3	63.4				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+1), s		33.8	17.0	49.6		26.5	7.2	33.7				
Green Ext Time (p_c), s		0.9	0.1	0.0		1.6	0.0	9.5				
Intersection Summary												
HCM 6th Ctrl Delay			56.6									
HCM 6th LOS			E									

Timings
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

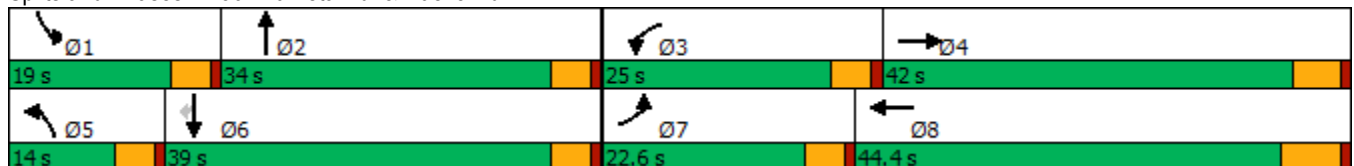


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	101	1447	165	1243	35	103	132	60	87
Future Volume (vph)	101	1447	165	1243	35	103	132	60	87
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	22.6	42.0	25.0	44.4	14.0	34.0	19.0	39.0	39.0
Total Split (%)	18.8%	35.0%	20.8%	37.0%	11.7%	28.3%	15.8%	32.5%	32.5%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	37.2	14.7	39.8	6.9	23.5	11.9	33.1	33.1
Actuated g/C Ratio	0.10	0.35	0.14	0.37	0.06	0.22	0.11	0.31	0.31
v/c Ratio	0.59	0.89	0.72	0.75	0.33	0.87	0.71	0.11	0.16
Control Delay	61.1	41.8	62.3	33.6	59.0	50.1	67.6	29.9	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	41.8	62.3	33.6	59.0	50.1	67.6	29.9	4.4
LOS	E	D	E	C	E	D	E	C	A
Approach Delay		43.0		36.8		50.9		39.7	
Approach LOS		D		D		D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 41.2
 Intersection LOS: D
 Intersection Capacity Utilization 82.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	101	1447	23	165	1243	74	35	103	256	132	60	87
Future Volume (veh/h)	101	1447	23	165	1243	74	35	103	256	132	60	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	1573	20	179	1351	76	38	112	171	143	65	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	1923	24	215	2038	115	61	133	204	177	495	419
Arrive On Green	0.08	0.36	0.36	0.12	0.41	0.41	0.03	0.20	0.20	0.10	0.26	0.26
Sat Flow, veh/h	1810	5277	67	1810	5023	283	1810	678	1035	1810	1900	1610
Grp Volume(v), veh/h	110	1031	562	179	930	497	38	0	283	143	65	55
Grp Sat Flow(s),veh/h/ln	1810	1729	1886	1810	1729	1848	1810	0	1714	1810	1900	1610
Q Serve(g_s), s	5.4	24.6	24.6	8.8	19.9	19.9	1.9	0.0	14.5	7.1	2.4	2.4
Cycle Q Clear(g_c), s	5.4	24.6	24.6	8.8	19.9	19.9	1.9	0.0	14.5	7.1	2.4	2.4
Prop In Lane	1.00		0.04	1.00		0.15	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	140	1260	687	215	1403	750	61	0	337	177	495	419
V/C Ratio(X)	0.78	0.82	0.82	0.83	0.66	0.66	0.62	0.00	0.84	0.81	0.13	0.13
Avail Cap(c_a), veh/h	357	1387	757	405	1436	767	186	0	552	286	716	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	26.3	26.3	39.3	22.0	22.0	43.5	0.0	35.3	40.3	25.8	25.8
Incr Delay (d2), s/veh	3.6	3.7	6.5	3.2	1.1	2.1	3.8	0.0	6.1	3.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	10.0	11.5	3.8	7.2	7.9	0.9	0.0	6.6	3.3	1.1	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	29.9	32.8	42.5	23.2	24.1	47.3	0.0	41.3	43.8	26.0	26.0
LnGrp LOS	D	C	C	D	C	C	D	A	D	D	C	C
Approach Vol, veh/h		1703			1606			321			263	
Approach Delay, s/veh		31.9			25.6			42.0			35.6	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	22.5	15.5	39.7	7.7	28.4	11.7	43.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	14.4	29.4	20.4	* 37	9.4	34.4	18.0	37.9				
Max Q Clear Time (g_c+I1), s	9.1	16.5	10.8	26.6	3.9	4.4	7.4	21.9				
Green Ext Time (p_c), s	0.1	1.4	0.1	6.6	0.0	0.5	0.1	7.6				

Intersection Summary

HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

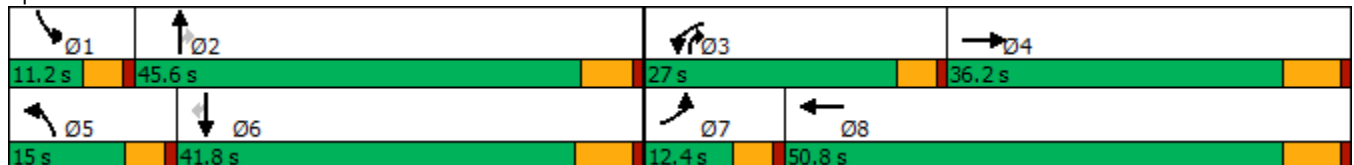


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	233	647	752	933	321	838	757	350	980	131
Future Volume (vph)	233	647	752	933	321	838	757	350	980	131
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	31.1	23.0	45.7	11.0	40.7	63.7	7.2	36.9	36.9
Actuated g/C Ratio	0.07	0.26	0.19	0.39	0.09	0.34	0.54	0.06	0.31	0.31
v/c Ratio	0.96	0.91dr	1.12	0.63	1.00	0.69	0.86	1.67	0.89	0.22
Control Delay	101.7	42.2	117.2	29.2	104.8	36.8	30.7	355.4	49.5	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.7	42.2	117.2	29.2	104.8	36.8	30.7	355.4	49.5	4.0
LOS	F	D	F	C	F	D	C	F	D	A
Approach Delay		52.5		62.6		45.8			118.7	
Approach LOS		D		E		D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.67
 Intersection Signal Delay: 68.0
 Intersection LOS: E
 Intersection Capacity Utilization 94.5%
 ICU Level of Service F
 Analysis Period (min) 15
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↓		↔↔	↑↑↓		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	233	647	458	752	933	296	321	838	757	350	980	131
Future Volume (veh/h)	233	647	458	752	933	296	321	838	757	350	980	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	238	660	382	767	952	275	328	855	634	357	1000	97
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	245	923	428	671	1546	445	321	1248	840	210	1146	505
Arrive On Green	0.07	0.27	0.25	0.19	0.39	0.37	0.09	0.35	0.34	0.06	0.32	0.32
Sat Flow, veh/h	3510	3458	1604	3510	3982	1147	3510	3610	1584	3510	3610	1589
Grp Volume(v), veh/h	238	660	382	767	826	401	328	855	634	357	1000	97
Grp Sat Flow(s),veh/h/ln	1755	1729	1604	1755	1729	1671	1755	1805	1584	1755	1805	1589
Q Serve(g_s), s	8.1	20.8	27.7	23.0	23.1	23.4	11.0	24.4	38.0	7.2	31.5	5.3
Cycle Q Clear(g_c), s	8.1	20.8	27.7	23.0	23.1	23.4	11.0	24.4	38.0	7.2	31.5	5.3
Prop In Lane	1.00		1.00	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	923	428	671	1342	649	321	1248	840	210	1146	505
V/C Ratio(X)	0.97	0.72	0.89	1.14	0.62	0.62	1.02	0.68	0.75	1.70	0.87	0.19
Avail Cap(c_a), veh/h	245	926	429	671	1345	650	321	1248	840	210	1146	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	40.0	43.5	48.6	29.6	30.3	54.6	33.7	22.4	56.5	38.7	29.8
Incr Delay (d2), s/veh	48.9	2.6	20.4	81.2	0.8	1.8	55.9	1.6	3.9	334.2	7.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	8.8	13.0	17.2	9.2	9.3	7.2	10.5	13.6	12.8	14.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.8	42.6	63.9	129.9	30.4	32.1	110.6	35.3	26.4	390.7	46.3	30.0
LnGrp LOS	F	D	E	F	C	C	F	D	C	F	D	C
Approach Vol, veh/h		1280			1994			1817			1454	
Approach Delay, s/veh		60.5			69.0			45.8			129.8	
Approach LOS		E			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	46.0	27.0	36.1	15.0	42.2	12.4	50.7				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	9.2	40.0	25.0	29.7	13.0	33.5	10.1	25.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	1.3	0.0	7.4				

Intersection Summary

HCM 6th Ctrl Delay	74.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

38: Lasselle St. & Krameria Av.

05/27/2020

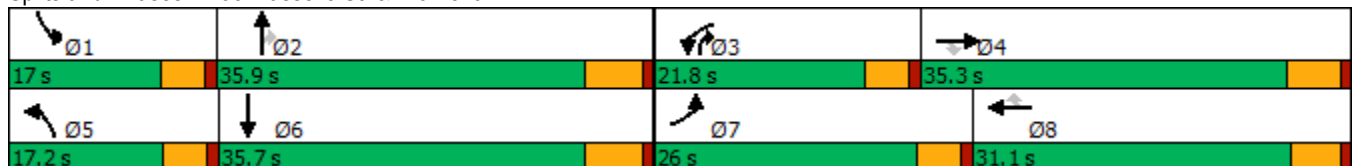


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	511	351	295	240	240	164	273	1367	318	301	798
Future Volume (vph)	511	351	295	240	240	164	273	1367	318	301	798
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.1	27.3	25.9	17.2	22.4	21.3	13.2	32.0	49.2	13.0	31.8
Actuated g/C Ratio	0.21	0.26	0.25	0.16	0.21	0.20	0.13	0.30	0.47	0.12	0.30
v/c Ratio	1.47	0.78	0.54	0.89	0.65	0.38	1.31	1.36	0.43	1.47	1.02
Control Delay	258.5	48.3	10.2	75.4	45.7	7.7	207.3	198.7	12.3	268.6	69.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	258.5	48.3	10.2	75.4	45.7	7.7	207.3	198.7	12.3	268.6	69.2
LOS	F	D	B	E	D	A	F	F	B	F	E
Approach Delay		131.3			47.1			169.6			115.2
Approach LOS		F			D			F			F

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 105.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.47
 Intersection Signal Delay: 131.3
 Intersection LOS: F
 Intersection Capacity Utilization 109.3%
 ICU Level of Service H
 Analysis Period (min) 15

























Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	511	351	295	240	240	164	273	1367	318	301	798	204
Future Volume (veh/h)	511	351	295	240	240	164	273	1367	318	301	798	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	555	382	218	261	261	118	297	1486	236	327	867	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	384	468	372	300	375	300	230	1111	743	227	890	205
Arrive On Green	0.21	0.25	0.23	0.17	0.20	0.19	0.13	0.31	0.30	0.13	0.31	0.29
Sat Flow, veh/h	1810	1900	1598	1810	1900	1605	1810	3610	1607	1810	2909	671
Grp Volume(v), veh/h	555	382	218	261	261	118	297	1486	236	327	538	529
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1605	1810	1805	1607	1810	1805	1775
Q Serve(g_s), s	22.0	19.7	12.6	14.6	13.2	6.7	13.2	31.9	9.6	13.0	30.5	30.6
Cycle Q Clear(g_c), s	22.0	19.7	12.6	14.6	13.2	6.7	13.2	31.9	9.6	13.0	30.5	30.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	384	468	372	300	375	300	230	1111	743	227	552	543
V/C Ratio(X)	1.45	0.82	0.59	0.87	0.70	0.39	1.29	1.34	0.32	1.44	0.97	0.97
Avail Cap(c_a), veh/h	384	574	461	311	497	403	230	1111	743	227	552	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	36.8	35.3	42.1	38.7	37.0	45.2	35.9	17.6	45.3	35.6	35.9
Incr Delay (d2), s/veh	214.5	7.4	1.5	20.8	2.8	0.8	158.5	158.0	0.2	221.6	31.7	32.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.3	9.7	4.9	8.1	6.3	2.7	15.8	37.5	3.5	19.6	17.4	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	255.3	44.2	36.8	63.0	41.5	37.8	203.8	193.9	17.8	266.9	67.3	68.1
LnGrp LOS	F	D	D	E	D	D	F	F	B	F	E	E
Approach Vol, veh/h		1155			640			2019			1394	
Approach Delay, s/veh		144.2			49.6			174.8			114.4	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	35.9	21.2	29.6	17.2	35.7	26.0	24.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	15.0	33.9	16.6	21.7	15.2	32.6	24.0	15.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	136.5
HCM 6th LOS	F

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

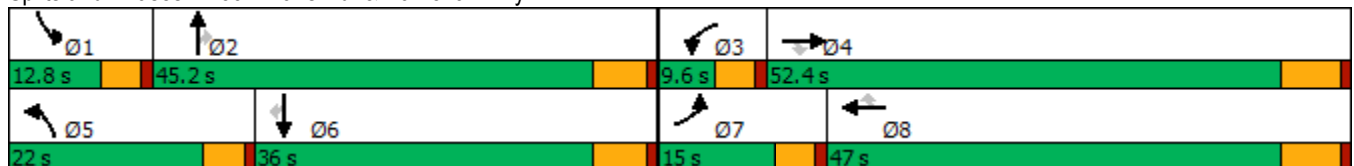
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	579	3539	618	57	2709	465	321	468	69	535	759	495
Future Volume (vph)	579	3539	618	57	2709	465	321	468	69	535	759	495
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	50.5	50.5	5.6	43.1	43.1	15.3	37.4	37.4	8.8	30.9	30.9
Actuated g/C Ratio	0.09	0.43	0.43	0.05	0.37	0.37	0.13	0.32	0.32	0.08	0.27	0.27
v/c Ratio	1.79	1.60	0.73	0.35	2.07	0.66	0.71	0.41	0.11	2.06	0.81	0.89
Control Delay	395.7	299.9	19.8	60.8	507.1	23.1	57.7	31.9	0.4	518.3	47.7	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	395.7	299.9	19.8	60.8	507.1	23.1	57.7	31.9	0.4	518.3	47.7	43.8
LOS	F	F	B	E	F	C	E	C	A	F	D	D
Approach Delay		275.0			429.6			39.0			187.4	
Approach LOS		F			F			D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.3
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.07
 Intersection Signal Delay: 288.2
 Intersection LOS: F
 Intersection Capacity Utilization 134.9%
 ICU Level of Service H
 Analysis Period (min) 15

























Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	579	3539	618	57	2709	465	321	468	69	535	759	495
Future Volume (veh/h)	579	3539	618	57	2709	465	321	468	69	535	759	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	591	3611	0	58	2764	367	328	478	69	546	774	331
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	343	2270		149	1381	616	410	1080	482	275	941	414
Arrive On Green	0.10	0.44	0.00	0.04	0.38	0.38	0.12	0.30	0.30	0.08	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1587
Grp Volume(v), veh/h	591	3611	0	58	2764	367	328	478	69	546	774	331
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1587
Q Serve(g_s), s	11.0	49.2	0.0	1.8	43.0	20.5	10.2	12.0	3.5	8.8	22.7	21.9
Cycle Q Clear(g_c), s	11.0	49.2	0.0	1.8	43.0	20.5	10.2	12.0	3.5	8.8	22.7	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	2270		149	1381	616	410	1080	482	275	941	414
V/C Ratio(X)	1.72	1.59		0.39	2.00	0.60	0.80	0.44	0.14	1.99	0.82	0.80
Avail Cap(c_a), veh/h	343	2270		175	1381	616	562	1323	590	275	1027	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	31.6	0.0	52.4	34.7	27.8	48.4	31.8	28.8	51.8	39.1	38.8
Incr Delay (d2), s/veh	336.5	267.8	0.0	0.6	453.5	1.6	3.9	0.3	0.1	457.1	5.1	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	74.6	0.0	0.8	104.0	7.5	4.6	5.1	1.3	21.2	10.3	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	387.2	299.4	0.0	53.0	488.3	29.3	52.3	32.1	29.0	508.9	44.2	48.0
LnGrp LOS	F	F		D	F	C	D	C	C	F	D	D
Approach Vol, veh/h		4202	A		3189			875			1651	
Approach Delay, s/veh		311.8			427.5			39.4			198.7	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	37.6	8.8	53.2	17.1	33.3	15.0	47.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	10.8	14.0	3.8	51.2	12.2	24.7	13.0	45.0				
Green Ext Time (p_c), s	0.0	3.1	0.0	0.0	0.3	2.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	306.1
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

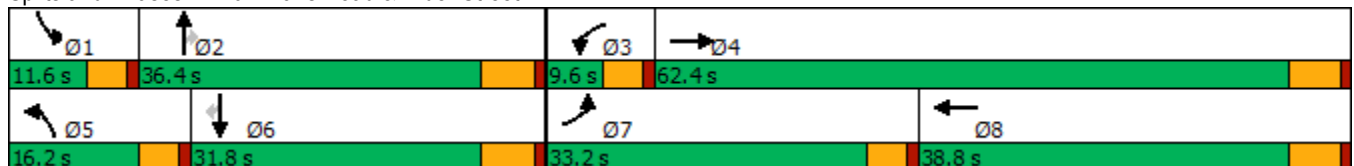


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	371	527	115	417	147	445	72	65	614	347
Future Volume (vph)	371	527	115	417	147	445	72	65	614	347
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	33.2	62.4	9.6	38.8	16.2	36.4	36.4	11.6	31.8	31.8
Total Split (%)	27.7%	52.0%	8.0%	32.3%	13.5%	30.3%	30.3%	9.7%	26.5%	26.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	26.7	43.8	5.1	22.1	11.5	31.4	31.4	6.7	24.1	24.1
Actuated g/C Ratio	0.25	0.42	0.05	0.21	0.11	0.30	0.30	0.06	0.23	0.23
v/c Ratio	0.87	0.56	1.44	0.72	0.81	0.45	0.13	0.61	0.80	0.58
Control Delay	59.8	22.3	287.9	43.5	77.9	34.0	0.5	74.6	47.9	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	22.3	287.9	43.5	77.9	34.0	0.5	74.6	47.9	7.9
LOS	E	C	F	D	E	C	A	E	D	A
Approach Delay		34.5		89.0		40.1			36.1	
Approach LOS		C		F		D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.44	
Intersection Signal Delay: 45.8	Intersection LOS: D
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	























Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	371	527	245	115	417	87	147	445	72	65	614	347
Future Volume (veh/h)	371	527	245	115	417	87	147	445	72	65	614	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	399	567	241	124	448	80	158	478	72	70	660	233
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	436	927	393	100	586	104	192	1037	463	91	835	368
Arrive On Green	0.24	0.38	0.38	0.06	0.19	0.19	0.11	0.29	0.29	0.05	0.23	0.23
Sat Flow, veh/h	1810	2459	1043	1810	3064	544	1810	3610	1610	1810	3610	1593
Grp Volume(v), veh/h	399	416	392	124	263	265	158	478	72	70	660	233
Grp Sat Flow(s),veh/h/ln	1810	1805	1697	1810	1805	1802	1810	1805	1610	1810	1805	1593
Q Serve(g_s), s	19.4	16.8	16.9	5.0	12.4	12.6	7.7	9.8	3.0	3.5	15.5	11.9
Cycle Q Clear(g_c), s	19.4	16.8	16.9	5.0	12.4	12.6	7.7	9.8	3.0	3.5	15.5	11.9
Prop In Lane	1.00		0.61	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	436	680	640	100	345	345	192	1037	463	91	835	368
V/C Ratio(X)	0.91	0.61	0.61	1.24	0.76	0.77	0.82	0.46	0.16	0.77	0.79	0.63
Avail Cap(c_a), veh/h	573	1131	1063	100	660	658	232	1223	546	140	1039	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	22.8	22.8	42.7	34.6	34.6	39.5	26.4	24.0	42.4	32.7	31.3
Incr Delay (d2), s/veh	14.3	0.9	1.0	166.9	3.5	3.6	15.1	0.3	0.2	5.2	3.4	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	6.7	6.3	6.8	5.5	5.5	4.1	4.0	1.1	1.6	6.7	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	23.7	23.8	209.6	38.0	38.3	54.7	26.8	24.2	47.6	36.0	33.2
LnGrp LOS	D	C	C	F	D	D	D	C	C	D	D	C
Approach Vol, veh/h		1207			652			708			963	
Approach Delay, s/veh		31.6			70.8			32.7			36.2	
Approach LOS		C			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	31.7	9.6	39.8	14.2	26.7	26.4	23.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	7.0	30.6	5.0	56.6	11.6	26.0	28.6	33.0				
Max Q Clear Time (g_c+I1), s	5.5	11.8	7.0	18.9	9.7	17.5	21.4	14.6				
Green Ext Time (p_c), s	0.0	2.9	0.0	5.3	0.0	3.2	0.4	2.7				
Intersection Summary												
HCM 6th Ctrl Delay			40.3									
HCM 6th LOS			D									

Timings
41: Evans Rd. & Orange Av.

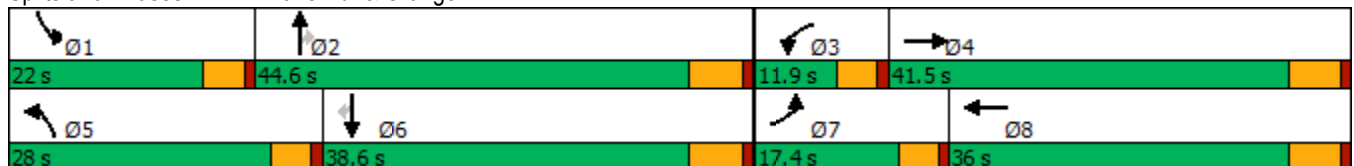


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	166	265	72	163	157	373	96	110	372	154
Future Volume (vph)	166	265	72	163	157	373	96	110	372	154
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.8	28.5	7.2	19.9	13.6	27.9	27.9	10.9	25.2	25.2
Actuated g/C Ratio	0.14	0.31	0.08	0.21	0.15	0.30	0.30	0.12	0.27	0.27
v/c Ratio	0.72	0.71	0.56	0.68	0.64	0.70	0.17	0.56	0.77	0.28
Control Delay	60.6	38.6	64.1	41.7	52.1	37.5	1.9	53.5	44.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.6	38.6	64.1	41.7	52.1	37.5	1.9	53.5	44.1	4.1
LOS	E	D	E	D	D	D	A	D	D	A
Approach Delay		45.4		46.6		35.7			36.0	
Approach LOS		D		D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 93.3
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 39.9
 Intersection LOS: D
 Intersection Capacity Utilization 70.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	265	110	72	163	94	157	373	96	110	372	154
Future Volume (veh/h)	166	265	110	72	163	94	157	373	96	110	372	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	282	89	77	173	93	167	397	73	117	396	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	353	111	103	223	120	211	555	471	152	493	418
Arrive On Green	0.12	0.26	0.26	0.06	0.19	0.19	0.12	0.29	0.29	0.08	0.26	0.26
Sat Flow, veh/h	1810	1375	434	1810	1163	625	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	177	0	371	77	0	266	167	397	73	117	396	105
Grp Sat Flow(s),veh/h/ln	1810	0	1809	1810	0	1788	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	6.4	0.0	12.9	2.8	0.0	9.5	6.0	12.5	2.3	4.2	13.1	3.5
Cycle Q Clear(g_c), s	6.4	0.0	12.9	2.8	0.0	9.5	6.0	12.5	2.3	4.2	13.1	3.5
Prop In Lane	1.00		0.24	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	220	0	464	103	0	343	211	555	471	152	493	418
V/C Ratio(X)	0.80	0.00	0.80	0.75	0.00	0.78	0.79	0.71	0.16	0.77	0.80	0.25
Avail Cap(c_a), veh/h	346	0	963	197	0	805	632	1100	932	470	930	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	23.3	31.1	0.0	25.7	28.8	21.2	17.6	30.1	23.2	19.7
Incr Delay (d2), s/veh	3.3	0.0	3.2	4.0	0.0	3.8	2.5	1.7	0.2	3.1	3.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	5.2	1.2	0.0	3.9	2.5	5.1	0.8	1.8	5.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	0.0	26.5	35.2	0.0	29.5	31.3	23.0	17.7	33.2	26.3	20.0
LnGrp LOS	C	A	C	D	A	C	C	C	B	C	C	B
Approach Vol, veh/h		548			343			637			618	
Approach Delay, s/veh		28.3			30.8			24.6			26.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	25.4	8.4	23.0	12.4	23.2	12.8	18.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	6.2	14.5	4.8	14.9	8.0	15.1	8.4	11.5				
Green Ext Time (p_c), s	0.1	2.4	0.0	2.0	0.2	2.3	0.1	1.3				

Intersection Summary

HCM 6th Ctrl Delay			27.1									
HCM 6th LOS			C									

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

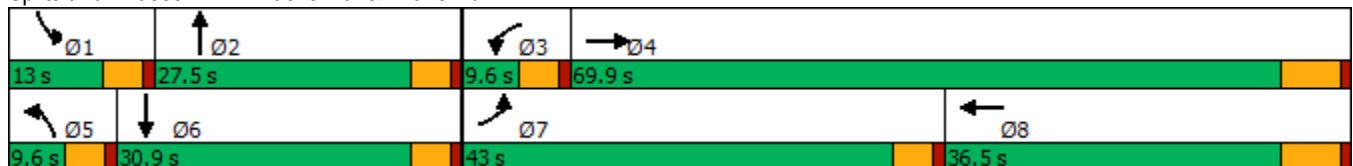


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↵	↕↕↕	↵	↕↕↕	↵	↕	↵	↕
Traffic Volume (vph)	592	1153	423	1026	45	771	174	972
Future Volume (vph)	592	1153	423	1026	45	771	174	972
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	43.0	69.9	9.6	36.5	9.6	27.5	13.0	30.9
Total Split (%)	35.8%	58.3%	8.0%	30.4%	8.0%	22.9%	10.8%	25.8%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	38.4	63.4	5.0	30.0	5.0	22.9	8.4	28.2
Actuated g/C Ratio	0.32	0.53	0.04	0.25	0.04	0.19	0.07	0.24
v/c Ratio	1.07	0.48	5.88	0.91	0.63	4.39	1.44	3.28
Control Delay	96.9	18.3	2234.7	54.5	90.8	1543.0	275.4	1051.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.9	18.3	2234.7	54.5	90.8	1543.0	275.4	1051.1
LOS	F	B	F	D	F	F	F	F
Approach Delay		43.7		650.5		1501.6		964.5
Approach LOS		D		F		F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 5.88
 Intersection Signal Delay: 761.2
 Intersection Capacity Utilization 168.8%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H






















Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	1153	89	423	1026	99	45	771	766	174	972	411
Future Volume (veh/h)	592	1153	89	423	1026	99	45	771	766	174	972	411
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	617	1201	93	441	1069	87	47	803	798	181	1012	208
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	579	2594	201	75	1222	99	61	167	166	127	348	71
Arrive On Green	0.32	0.53	0.53	0.04	0.25	0.25	0.03	0.19	0.19	0.07	0.23	0.23
Sat Flow, veh/h	1810	4910	380	1810	4889	397	1810	875	869	1810	1529	314
Grp Volume(v), veh/h	617	846	448	441	756	400	47	0	1601	181	0	1220
Grp Sat Flow(s),veh/h/ln	1810	1729	1832	1810	1729	1828	1810	0	1744	1810	0	1843
Q Serve(g_s), s	38.4	18.3	18.3	5.0	25.2	25.2	3.1	0.0	22.9	8.4	0.0	27.3
Cycle Q Clear(g_c), s	38.4	18.3	18.3	5.0	25.2	25.2	3.1	0.0	22.9	8.4	0.0	27.3
Prop In Lane	1.00		0.21	1.00		0.22	1.00		0.50	1.00		0.17
Lane Grp Cap(c), veh/h	579	1827	968	75	865	457	61	0	333	127	0	419
V/C Ratio(X)	1.07	0.46	0.46	5.85	0.87	0.88	0.77	0.00	4.81	1.43	0.00	2.91
Avail Cap(c_a), veh/h	579	1827	968	75	865	457	75	0	333	127	0	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.8	17.7	17.7	57.5	43.2	43.2	57.5	0.0	48.6	55.8	0.0	46.4
Incr Delay (d2), s/veh	56.1	0.8	1.6	2210.5	11.9	20.3	25.0	0.0	1722.1	232.4	0.0	867.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.9	6.8	7.4	48.5	11.6	13.3	1.8	0.0	169.2	12.0	0.0	113.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.9	18.5	19.3	2268.0	55.1	63.5	82.5	0.0	1770.6	288.2	0.0	913.4
LnGrp LOS	F	B	B	F	E	E	F	A	F	F	A	F
Approach Vol, veh/h		1911			1597			1648			1401	
Approach Delay, s/veh		44.0			668.3			1722.5			832.6	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	27.5	9.6	69.9	8.6	31.9	43.0	36.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	8.4	22.9	5.0	63.4	5.0	26.3	38.4	30.0				
Max Q Clear Time (g_c+I1), s	10.4	24.9	7.0	20.3	5.1	29.3	40.4	27.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	9.5	0.0	0.0	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay	786.4											
HCM 6th LOS	F											

Timings
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

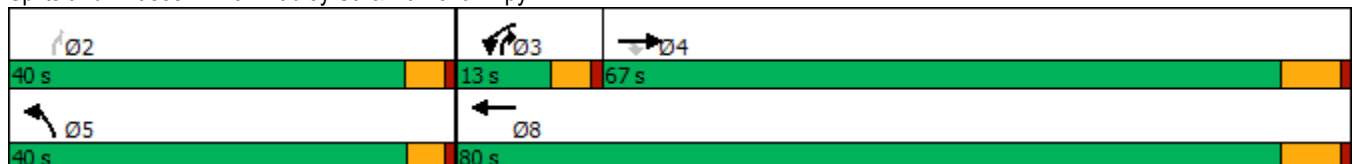


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓	
Traffic Volume (vph)	3415	281	37	2718	108	19	
Future Volume (vph)	3415	281	37	2718	108	19	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4					2
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	64.3	64.3	6.5	73.5	12.0	23.0	
Actuated g/C Ratio	0.67	0.67	0.07	0.76	0.12	0.24	
v/c Ratio	1.49	0.27	0.32	1.04	0.51	0.05	
Control Delay	244.9	5.6	50.2	42.5	47.8	27.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	244.9	5.6	50.2	42.5	47.8	27.6	
LOS	F	A	D	D	D	C	
Approach Delay	226.7			42.6	44.8		
Approach LOS	F			D	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.5
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.49
 Intersection Signal Delay: 146.1
 Intersection LOS: F
 Intersection Capacity Utilization 109.5%
 ICU Level of Service H
 Analysis Period (min) 15

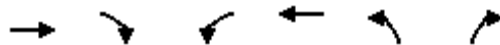
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	3415	281	37	2718	108	19
Future Volume (veh/h)	3415	281	37	2718	108	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3595	276	39	2861	114	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2575	1148	62	2879	150	189
Arrive On Green	0.71	0.71	0.03	0.80	0.08	0.08
Sat Flow, veh/h	3705	1609	1810	3705	1810	1610
Grp Volume(v), veh/h	3595	276	39	2861	114	8
Grp Sat Flow(s),veh/h/ln	1805	1609	1810	1805	1810	1610
Q Serve(g_s), s	65.7	5.5	2.0	71.3	5.7	0.4
Cycle Q Clear(g_c), s	65.7	5.5	2.0	71.3	5.7	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2575	1148	62	2879	150	189
V/C Ratio(X)	1.40	0.24	0.63	0.99	0.76	0.04
Avail Cap(c_a), veh/h	2575	1148	165	2879	697	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	4.6	43.9	9.1	41.3	36.1
Incr Delay (d2), s/veh	180.6	0.1	3.9	15.3	7.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	79.7	1.1	0.9	14.3	2.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	193.8	4.7	47.8	24.4	48.9	36.2
LnGrp LOS	F	A	D	C	D	D
Approach Vol, veh/h	3871			2900	122	
Approach Delay, s/veh	180.3			24.7	48.1	
Approach LOS	F			C	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.2	7.8	72.2		80.0
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		7.7	4.0	67.7		73.3
Green Ext Time (p_c), s		0.3	0.0	0.0		0.2
Intersection Summary						
HCM 6th Ctrl Delay			112.5			
HCM 6th LOS			F			

Timings
44: Bradley St. & Rider St.

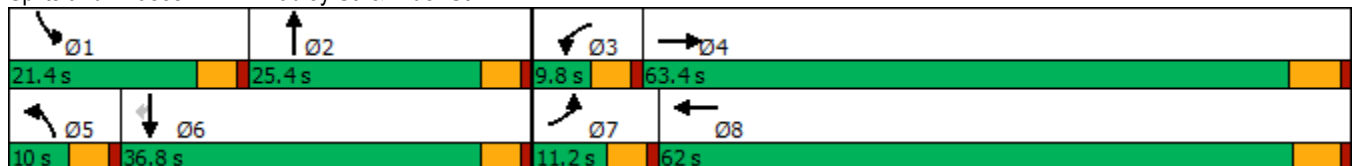


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↗
Traffic Volume (vph)	128	489	8	433	19	9	49	16	105
Future Volume (vph)	128	489	8	433	19	9	49	16	105
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	38.1	5.9	24.6	5.9	12.6	8.1	13.6	13.6
Actuated g/C Ratio	0.13	0.64	0.10	0.41	0.10	0.21	0.14	0.23	0.23
v/c Ratio	0.58	0.23	0.05	0.72	0.11	0.04	0.21	0.04	0.25
Control Delay	46.1	9.2	37.0	22.7	37.2	22.6	33.3	25.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	9.2	37.0	22.7	37.2	22.6	33.3	25.8	8.0
LOS	D	A	D	C	D	C	C	C	A
Approach Delay		16.6		22.9		30.7		17.0	
Approach LOS		B		C		C		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 59.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↘		↗	↘		↗	↘	↗
Traffic Volume (veh/h)	128	489	16	8	433	94	19	9	7	49	16	105
Future Volume (veh/h)	128	489	16	8	433	94	19	9	7	49	16	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	509	16	8	451	92	20	9	4	51	17	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	1609	50	19	562	115	43	174	77	89	313	264
Arrive On Green	0.09	0.45	0.45	0.01	0.37	0.37	0.02	0.14	0.14	0.05	0.16	0.16
Sat Flow, veh/h	1810	3570	112	1810	1531	312	1810	1246	554	1810	1900	1601
Grp Volume(v), veh/h	133	257	268	8	0	543	20	0	13	51	17	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1877	1810	0	1843	1810	0	1800	1810	1900	1601
Q Serve(g_s), s	4.0	5.1	5.1	0.2	0.0	14.8	0.6	0.0	0.4	1.5	0.4	1.3
Cycle Q Clear(g_c), s	4.0	5.1	5.1	0.2	0.0	14.8	0.6	0.0	0.4	1.5	0.4	1.3
Prop In Lane	1.00		0.06	1.00		0.17	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	170	813	846	19	0	676	43	0	251	89	313	264
V/C Ratio(X)	0.78	0.32	0.32	0.42	0.00	0.80	0.46	0.00	0.05	0.58	0.05	0.16
Avail Cap(c_a), veh/h	214	1859	1933	168	0	1865	175	0	670	544	1094	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	9.8	9.8	27.5	0.0	15.9	26.9	0.0	20.9	26.0	19.7	20.1
Incr Delay (d2), s/veh	10.4	0.2	0.2	5.5	0.0	2.3	2.8	0.0	0.1	2.2	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.5	1.6	0.1	0.0	5.4	0.3	0.0	0.1	0.7	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	10.1	10.1	33.0	0.0	18.2	29.8	0.0	20.9	28.2	19.8	20.3
LnGrp LOS	D	B	B	C	A	B	C	A	C	C	B	C
Approach Vol, veh/h		658			551			33			111	
Approach Delay, s/veh		15.1			18.4			26.3			23.9	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	12.4	5.2	31.0	5.9	13.8	9.9	26.3				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	3.5	2.4	2.2	7.1	2.6	3.3	6.0	16.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0	0.0	0.2	0.0	3.7				

Intersection Summary

HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	10.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	361	66	134	302	25
Future Vol, veh/h	95	361	66	134	302	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	100	380	69	141	318	26

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	480	0	569 290
Stage 1	-	-	-	-	290 -
Stage 2	-	-	-	-	279 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1093	-	487 754
Stage 1	-	-	-	-	764 -
Stage 2	-	-	-	-	773 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1093	-	454 754
Mov Cap-2 Maneuver	-	-	-	-	454 -
Stage 1	-	-	-	-	764 -
Stage 2	-	-	-	-	720 -

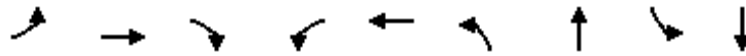
Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	31.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	468	-	-	1093	-
HCM Lane V/C Ratio	0.735	-	-	0.064	-
HCM Control Delay (s)	31.2	-	-	8.5	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	6	-	-	0.2	-

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

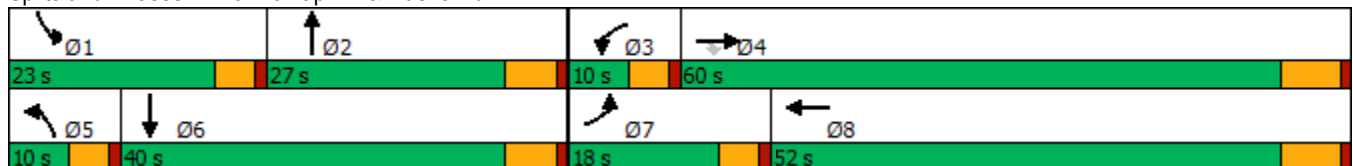


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	87	1935	9	7	1413	9	48	225	31
Future Volume (vph)	87	1935	9	7	1413	9	48	225	31
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	18.0	60.0	60.0	10.0	52.0	10.0	27.0	23.0	40.0
Total Split (%)	15.0%	50.0%	50.0%	8.3%	43.3%	8.3%	22.5%	19.2%	33.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.6	58.4	58.4	5.2	48.5	5.2	11.6	17.0	27.4
Actuated g/C Ratio	0.09	0.57	0.57	0.05	0.48	0.05	0.11	0.17	0.27
v/c Ratio	0.56	1.93	0.01	0.09	1.90	0.11	0.25	0.81	0.21
Control Delay	59.8	443.4	0.0	53.1	430.0	53.8	46.0	64.2	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	443.4	0.0	53.1	430.0	53.8	46.0	64.2	13.3
LOS	E	F	A	D	F	D	D	E	B
Approach Delay		424.8			428.2		47.2		49.0
Approach LOS		F			F		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101.8
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.93
 Intersection Signal Delay: 390.1
 Intersection LOS: F
 Intersection Capacity Utilization 131.3%
 ICU Level of Service H
 Analysis Period (min) 15






















Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

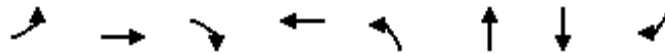
05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1935	9	7	1413	150	9	48	3	225	31	65
Future Volume (veh/h)	87	1935	9	7	1413	150	9	48	3	225	31	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	2103	8	8	1536	150	10	52	2	245	34	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	1001	848	18	801	78	22	179	7	277	154	254
Arrive On Green	0.07	0.53	0.53	0.01	0.47	0.47	0.01	0.10	0.10	0.15	0.24	0.24
Sat Flow, veh/h	1810	1900	1610	1810	1704	166	1810	1818	70	1810	645	1062
Grp Volume(v), veh/h	95	2103	8	8	0	1686	10	0	54	245	0	90
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1870	1810	0	1887	1810	0	1706
Q Serve(g_s), s	5.3	53.5	0.2	0.4	0.0	47.7	0.6	0.0	2.7	13.5	0.0	4.3
Cycle Q Clear(g_c), s	5.3	53.5	0.2	0.4	0.0	47.7	0.6	0.0	2.7	13.5	0.0	4.3
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.04	1.00		0.62
Lane Grp Cap(c), veh/h	121	1001	848	18	0	879	22	0	186	277	0	408
V/C Ratio(X)	0.78	2.10	0.01	0.44	0.00	1.92	0.46	0.00	0.29	0.88	0.00	0.22
Avail Cap(c_a), veh/h	239	1001	848	96	0	879	96	0	394	328	0	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.7	24.0	11.4	50.0	0.0	26.9	49.8	0.0	42.5	42.1	0.0	31.0
Incr Delay (d2), s/veh	4.2	498.8	0.0	6.3	0.0	417.7	5.4	0.0	0.9	19.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	158.5	0.1	0.2	0.0	120.1	0.3	0.0	1.3	7.2	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	522.9	11.4	56.3	0.0	444.6	55.3	0.0	43.4	61.4	0.0	31.3
LnGrp LOS	D	F	B	E	A	F	E	A	D	E	A	C
Approach Vol, veh/h		2206			1694			64			335	
Approach Delay, s/veh		500.7			442.7			45.2			53.3	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.2	15.8	5.6	60.0	5.8	30.1	11.4	54.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	18.4	21.2	5.4	53.5	5.4	34.2	13.4	45.5				
Max Q Clear Time (g_c+1), s	15.5	4.7	2.4	55.5	2.6	6.3	7.3	49.7				
Green Ext Time (p_c), s	0.1	0.1	0.0	0.0	0.0	0.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											436.2	
HCM 6th LOS											F	

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↕	↖	↖	↕	↖	
Traffic Volume (vph)	51	0	450	0	458	2703	3299	134	
Future Volume (vph)	51	0	450	0	458	2703	3299	134	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		25.9	25.9	25.9	16.5	71.9	50.8	50.8	
Actuated g/C Ratio		0.24	0.24	0.24	0.15	0.66	0.47	0.47	
v/c Ratio		0.16	0.89	0.00	0.92	1.21	2.09	0.18	
Control Delay		32.4	42.2	0.0	70.7	119.1	512.5	8.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		32.4	42.2	0.0	70.7	119.1	512.5	8.0	
LOS		C	D	A	E	F	F	A	
Approach Delay		41.2				112.1	492.7		
Approach LOS		D				F	F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 109	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.09	
Intersection Signal Delay: 291.2	Intersection LOS: F
Intersection Capacity Utilization 140.7%	ICU Level of Service H
Analysis Period (min) 15	





















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

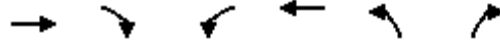
05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	0	450	0	0	1	458	2703	1	0	3299	134
Future Volume (veh/h)	51	0	450	0	0	1	458	2703	1	0	3299	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	0	363	0	0	1	487	2876	1	0	3510	117
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	423	0	400	0	0	401	523	2407	1	2	1657	738
Arrive On Green	0.25	0.00	0.25	0.00	0.00	0.25	0.15	0.65	0.65	0.00	0.46	0.46
Sat Flow, veh/h	1436	0	1606	0	0	1610	3510	3703	1	1810	3610	1608
Grp Volume(v), veh/h	54	0	363	0	0	1	487	1402	1475	0	3510	117
Grp Sat Flow(s),veh/h/ln	1436	0	1606	0	0	1610	1755	1805	1900	1810	1805	1608
Q Serve(g_s), s	3.2	0.0	24.1	0.0	0.0	0.1	15.1	71.5	71.5	0.0	50.5	4.7
Cycle Q Clear(g_c), s	3.3	0.0	24.1	0.0	0.0	0.1	15.1	71.5	71.5	0.0	50.5	4.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	423	0	400	0	0	401	523	1173	1235	2	1657	738
V/C Ratio(X)	0.13	0.00	0.91	0.00	0.00	0.00	0.93	1.19	1.19	0.00	2.12	0.16
Avail Cap(c_a), veh/h	554	0	546	0	0	548	523	1173	1235	82	1657	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	40.1	0.0	0.0	31.0	46.2	19.2	19.2	0.0	29.7	17.4
Incr Delay (d2), s/veh	0.1	0.0	15.3	0.0	0.0	0.0	23.1	96.1	95.8	0.0	505.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	10.9	0.0	0.0	0.0	7.9	53.8	56.5	0.0	135.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	0.0	55.4	0.0	0.0	31.0	69.3	115.4	115.0	0.0	534.8	17.4
LnGrp LOS	C	A	E	A	A	C	E	F	F	A	F	B
Approach Vol, veh/h		417			1			3364			3627	
Approach Delay, s/veh		52.4			31.0			108.6			518.1	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	78.0		32.0	21.0	57.0		32.0				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+I1), s	0.0	73.5		26.1	17.1	52.5		2.1				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			305.9									
HCM 6th LOS			F									

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

04/27/2021

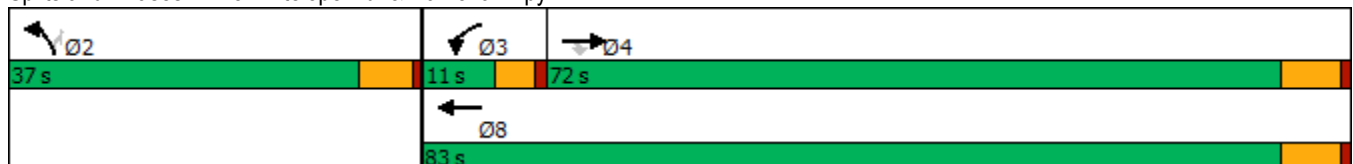


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (vph)	3350	399	187	2191	815	258
Future Volume (vph)	3350	399	187	2191	815	258
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	72.0	72.0	11.0	83.0	37.0	37.0
Total Split (%)	60.0%	60.0%	9.2%	69.2%	30.8%	30.8%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	65.5	65.5	6.4	76.5	31.2	31.2
Actuated g/C Ratio	0.55	0.55	0.05	0.64	0.26	0.26
v/c Ratio	1.85	0.46	2.11	1.04	0.97	0.57
Control Delay	406.6	12.7	562.6	51.1	68.4	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	406.6	12.7	562.6	51.1	68.4	29.9
LOS	F	B	F	D	E	C
Approach Delay	364.6			91.2	59.1	
Approach LOS	F			F	E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.11
 Intersection Signal Delay: 228.8
 Intersection LOS: F
 Intersection Capacity Utilization 140.3%
 ICU Level of Service H
 Analysis Period (min) 15

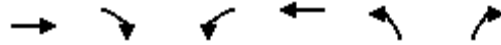
Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

04/27/2021

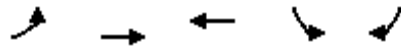


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	3350	399	187	2191	815	258
Future Volume (veh/h)	3350	399	187	2191	815	258
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3641	434	203	2382	886	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1970	879	97	2301	913	419
Arrive On Green	0.55	0.55	0.05	0.64	0.26	0.26
Sat Flow, veh/h	3705	1610	1810	3705	3510	1610
Grp Volume(v), veh/h	3641	434	203	2382	886	280
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1755	1610
Q Serve(g_s), s	65.5	20.1	6.4	76.5	30.0	18.7
Cycle Q Clear(g_c), s	65.5	20.1	6.4	76.5	30.0	18.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1970	879	97	2301	913	419
V/C Ratio(X)	1.85	0.49	2.10	1.04	0.97	0.67
Avail Cap(c_a), veh/h	1970	879	97	2301	913	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	16.9	56.8	21.7	43.9	39.8
Incr Delay (d2), s/veh	383.5	2.0	529.9	28.5	22.8	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	129.1	7.1	17.0	34.7	15.4	7.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	410.7	18.9	586.7	50.3	66.8	43.8
LnGrp LOS	F	B	F	F	E	D
Approach Vol, veh/h	4075			2585	1166	
Approach Delay, s/veh	369.0			92.4	61.3	
Approach LOS	F			F	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		37.0	11.0	72.0		83.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		31.2	6.4	65.5		76.5
Max Q Clear Time (g_c+I1), s		32.0	8.4	67.5		78.5
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0
Intersection Summary						
HCM 6th Ctrl Delay			231.8			
HCM 6th LOS			F			

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↔	↘	↙
Traffic Volume (vph)	204	1735	1120	313	448
Future Volume (vph)	204	1735	1120	313	448
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	28.0	78.0	50.0	42.0	42.0
Total Split (%)	23.3%	65.0%	41.7%	35.0%	35.0%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	17.3	71.8	49.9	26.1	26.1
Actuated g/C Ratio	0.16	0.65	0.45	0.24	0.24
v/c Ratio	0.79	1.52	1.63	0.80	0.72
Control Delay	64.5	261.8	313.5	53.7	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	261.8	313.5	53.7	14.5
LOS	E	F	F	D	B
Approach Delay		241.1	313.5	30.6	
Approach LOS		F	F	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 110.2
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.63
 Intersection Signal Delay: 223.9
 Intersection LOS: F
 Intersection Capacity Utilization 118.9%
 ICU Level of Service H
 Analysis Period (min) 15

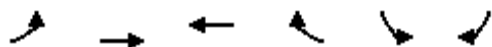
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗		↙	↘	
Traffic Volume (veh/h)	204	1735	1120	153	313	448	
Future Volume (veh/h)	204	1735	1120	153	313	448	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	222	1886	1217	166	340	487	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	250	1132	686	94	546	486	
Arrive On Green	0.14	0.60	0.42	0.42	0.30	0.30	
Sat Flow, veh/h	1810	1900	1637	223	1810	1610	
Grp Volume(v), veh/h	222	1886	0	1383	340	487	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1860	1810	1610	
Q Serve(g_s), s	14.5	71.5	0.0	50.3	19.4	36.2	
Cycle Q Clear(g_c), s	14.5	71.5	0.0	50.3	19.4	36.2	
Prop In Lane	1.00			0.12	1.00	1.00	
Lane Grp Cap(c), veh/h	250	1132	0	779	546	486	
V/C Ratio(X)	0.89	1.67	0.00	1.77	0.62	1.00	
Avail Cap(c_a), veh/h	353	1132	0	779	546	486	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	50.8	24.2	0.0	34.9	36.0	41.9	
Incr Delay (d2), s/veh	14.0	303.6	0.0	353.7	2.2	41.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.3	122.6	0.0	97.5	8.6	33.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	64.7	327.9	0.0	388.6	38.2	83.4	
LnGrp LOS	E	F	A	F	D	F	
Approach Vol, veh/h		2108	1383		827		
Approach Delay, s/veh		300.1	388.6		64.8		
Approach LOS		F	F		E		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				78.0	42.0	21.2	56.8
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				71.5	36.2	23.4	43.5
Max Q Clear Time (g_c+I1), s				73.5	38.2	16.5	52.3
Green Ext Time (p_c), s				0.0	0.0	0.2	0.0
Intersection Summary							
HCM 6th Ctrl Delay			283.4				
HCM 6th LOS			F				

Intersection

Intersection Delay, s/v $\frac{414.5}{4}$

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1454	339	255	358	304	4	174	513	379	9	267	795
Future Vol, veh/h	1454	339	255	358	304	4	174	513	379	9	267	795
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1499	349	263	369	313	4	179	529	391	9	275	820
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	2168.8	569.9	968.9	941
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	71%	54%	1%
Vol Thru, %	48%	17%	46%	25%
Vol Right, %	36%	12%	1%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1066	2048	666	1071
LT Vol	174	1454	358	9
Through Vol	513	339	304	267
RT Vol	379	255	4	795
Lane Flow Rate	1099	2111	687	1104
Geometry Grp	1	1	1	1
Degree of Util (X)	2.875	5.668	1.833	2.808
Departure Headway (Hd)	50.614	29.737	71.999	51.285
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	88	148	62	88
Service Time	48.614	27.737	69.999	49.285
HCM Lane V/C Ratio	12.489	14.264	11.081	12.545
HCM Control Delay	968.9	2168.8	569.9	941
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	20.4	74.1	9	19.6

Intersection	
Intersection Delay, s/veh	160.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	↔
Traffic Vol, veh/h	418	26	170	10	17	9	120	795	19	20	664	225
Future Vol, veh/h	418	26	170	10	17	9	120	795	19	20	664	225
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	435	27	177	10	18	9	125	828	20	21	692	234
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	96.4	15.9	116.3	254.3
HCM LOS	F	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	23%	0%	94%	0%	28%	3%	0%
Vol Thru, %	77%	95%	6%	0%	47%	97%	0%
Vol Right, %	0%	5%	0%	100%	25%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	518	417	444	170	36	684	225
LT Vol	120	0	418	0	10	20	0
Through Vol	398	398	26	0	17	664	0
RT Vol	0	19	0	170	9	0	225
Lane Flow Rate	539	434	462	177	38	713	234
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	1.234	0.976	1.153	0.384	0.104	1.665	0.499
Departure Headway (Hd)	9.26	9.106	9.993	8.775	11.557	8.943	8.2
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	399	403	365	413	312	413	443
Service Time	6.96	6.806	7.693	6.475	9.557	6.643	5.9
HCM Lane V/C Ratio	1.351	1.077	1.266	0.429	0.122	1.726	0.528
HCM Control Delay	153.6	69.9	126.9	16.8	15.9	331.8	18.8
HCM Lane LOS	F	F	F	C	C	F	C
HCM 95th-tile Q	20.3	11.5	16.4	1.8	0.3	39.8	2.7

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	0	16	1	1	1	26	913	3	1	811	23
Future Vol, veh/h	36	0	16	1	1	1	26	913	3	1	811	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	39	0	17	1	1	1	28	992	3	1	882	25

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1948	1948	895	1955	1959	994	907	0	0	995	0	0
Stage 1	897	897	-	1050	1050	-	-	-	-	-	-	-
Stage 2	1051	1051	-	905	909	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	49	65	342	49	64	300	759	-	-	703	-	-
Stage 1	337	361	-	277	307	-	-	-	-	-	-	-
Stage 2	277	306	-	334	357	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	45	59	342	43	58	300	759	-	-	703	-	-
Mov Cap-2 Maneuver	45	59	-	43	58	-	-	-	-	-	-	-
Stage 1	309	360	-	254	282	-	-	-	-	-	-	-
Stage 2	252	281	-	316	356	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	205.2	60.6	0.3	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	759	-	-	61	68	703	-
HCM Lane V/C Ratio	0.037	-	-	0.927	0.048	0.002	-
HCM Control Delay (s)	9.9	0	-	205.2	60.6	10.1	0
HCM Lane LOS	A	A	-	F	F	B	A
HCM 95th %tile Q(veh)	0.1	-	-	4.3	0.1	0	-

Intersection												
Int Delay, s/veh	145.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	58	164	26	9	51	120	23	794	12	106	674	50
Future Vol, veh/h	58	164	26	9	51	120	23	794	12	106	674	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	63	178	28	10	55	130	25	863	13	115	733	54

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2002	1916	760	2013	1937	870	787	0	0	876	0	0
Stage 1	990	990	-	920	920	-	-	-	-	-	-	-
Stage 2	1012	926	-	1093	1017	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 45	~ 68	409	44	66	354	841	-	-	779	-	-
Stage 1	299	327	-	327	352	-	-	-	-	-	-	-
Stage 2	291	350	-	262	318	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 18	~ 56	409	-	~ 55	354	841	-	-	779	-	-
Mov Cap-2 Maneuver	~ 30	~ 139	-	39	155	-	-	-	-	-	-	-
Stage 1	290	279	-	317	341	-	-	-	-	-	-	-
Stage 2	149	340	-	75	271	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$	1217.9		0.3	1.3
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	841	-	-	78	-	779	-
HCM Lane V/C Ratio	0.03	-	-	3.456	-	0.148	-
HCM Control Delay (s)	9.4	-	-	\$ 1217.9	-	10.4	-
HCM Lane LOS	A	-	-	F	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	27.6	-	0.5	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	220	7	13	99	23	10	758	185	89	584	39
Future Vol, veh/h	37	220	7	13	99	23	10	758	185	89	584	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	239	8	14	108	25	11	824	201	97	635	42

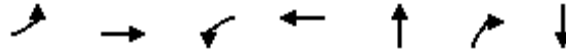
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1863	1897	656	1921	1818	925	677	0	0	1025	0	0
Stage 1	850	850	-	947	947	-	-	-	-	-	-	-
Stage 2	1013	1047	-	974	871	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	56	~ 70	469	51	~ 79	329	924	-	-	685	-	-
Stage 1	358	380	-	316	342	-	-	-	-	-	-	-
Stage 2	291	308	-	305	371	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 52	469	-	~ 59	329	924	-	-	685	-	-
Mov Cap-2 Maneuver	-	~ 52	-	-	~ 59	-	-	-	-	-	-	-
Stage 1	348	293	-	307	332	-	-	-	-	-	-	-
Stage 2	176	299	-	43	286	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s					0.1		1.4	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	924	-	-	-	-	685	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-	0.141	-	-
HCM Control Delay (s)	8.9	0	-	-	-	11.1	0	-
HCM Lane LOS	A	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.5	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Menifee Rd. & SR-74

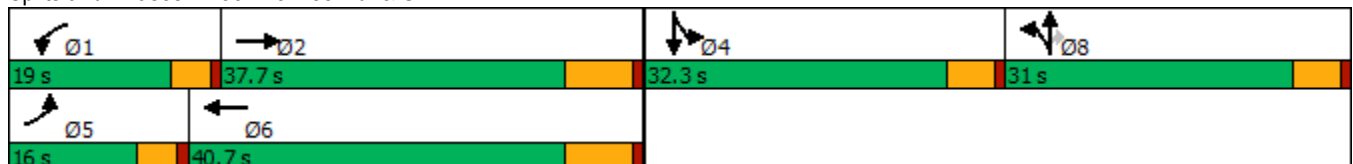


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	228	1155	295	1043	708	252	547
Future Volume (vph)	228	1155	295	1043	708	252	547
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	16.0	37.7	19.0	40.7	31.0	31.0	32.3
Total Split (%)	13.3%	31.4%	15.8%	33.9%	25.8%	25.8%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	11.4	30.7	14.4	33.7	25.7	25.7	27.0
Actuated g/C Ratio	0.10	0.26	0.12	0.28	0.21	0.21	0.22
v/c Ratio	1.42	1.68	1.45	1.19	2.59	0.60	1.77
Control Delay	259.5	338.8	265.9	132.5	745.5	28.4	384.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	259.5	338.8	265.9	132.5	745.5	28.4	384.5
LOS	F	F	F	F	F	C	F
Approach Delay		328.0		160.3	598.6		384.5
Approach LOS		F		F	F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.59
 Intersection Signal Delay: 354.8
 Intersection LOS: F
 Intersection Capacity Utilization 165.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘			↖	↖		↖↗	
Traffic Volume (veh/h)	228	1155	283	295	1043	80	270	708	252	73	547	81
Future Volume (veh/h)	228	1155	283	295	1043	80	270	708	252	73	547	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	1229	281	314	1110	70	287	753	214	78	582	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	748	169	217	968	61	111	291	345	45	335	38
Arrive On Green	0.09	0.26	0.26	0.12	0.28	0.28	0.21	0.21	0.21	0.22	0.22	0.22
Sat Flow, veh/h	1810	2925	661	1810	3449	217	517	1357	1610	200	1491	169
Grp Volume(v), veh/h	243	753	757	314	581	599	1040	0	214	726	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1781	1810	1805	1861	1874	0	1610	1860	0	0
Q Serve(g_s), s	11.4	30.7	30.7	14.4	33.7	33.7	25.7	0.0	14.5	27.0	0.0	0.0
Cycle Q Clear(g_c), s	11.4	30.7	30.7	14.4	33.7	33.7	25.7	0.0	14.5	27.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.12	0.28		1.00	0.11		0.09
Lane Grp Cap(c), veh/h	172	462	456	217	507	523	401	0	345	418	0	0
V/C Ratio(X)	1.41	1.63	1.66	1.45	1.15	1.15	2.59	0.00	0.62	1.74	0.00	0.00
Avail Cap(c_a), veh/h	172	462	456	217	507	523	401	0	345	418	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.3	44.7	44.7	52.8	43.1	43.2	47.2	0.0	42.7	46.5	0.0	0.0
Incr Delay (d2), s/veh	216.8	293.3	307.4	224.7	86.7	86.6	723.2	0.0	3.4	340.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	50.8	51.9	19.9	26.4	27.2	92.0	0.0	5.8	51.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	271.1	338.0	352.1	277.5	129.8	129.7	770.4	0.0	46.1	387.2	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	F	A	D	F	A	A
Approach Vol, veh/h		1753			1494			1254			726	
Approach Delay, s/veh		334.8			160.8			646.8			387.2	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	37.7		32.3	16.0	40.7		31.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	14.4	30.7		27.0	11.4	33.7		25.7				
Max Q Clear Time (g_c+I1), s	16.4	32.7		29.0	13.4	35.7		27.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay												367.2
HCM 6th LOS												F

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020

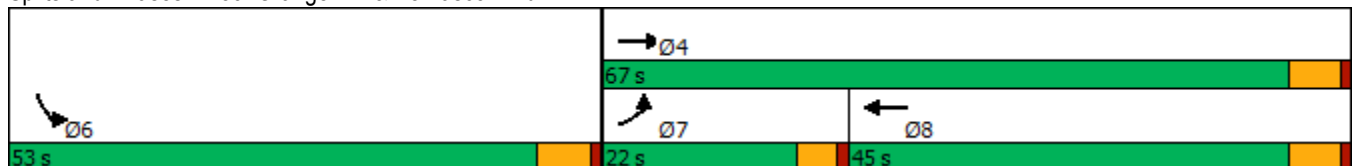


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↑	↗	↘
Traffic Volume (vph)	534	731	532	952
Future Volume (vph)	534	731	532	952
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	22.8	22.8
Total Split (s)	22.0	67.0	45.0	53.0
Total Split (%)	18.3%	55.8%	37.5%	44.2%
Yellow Time (s)	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effct Green (s)	17.4	61.2	39.2	47.2
Actuated g/C Ratio	0.14	0.51	0.33	0.39
v/c Ratio	2.22	0.82	2.06	2.08
Control Delay	587.5	33.4	504.5	514.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	587.5	33.4	504.5	514.4
LOS	F	C	F	F
Approach Delay		267.1	504.5	514.4
Approach LOS		F	F	F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.22	
Intersection Signal Delay: 428.4	Intersection LOS: F
Intersection Capacity Utilization 186.2%	ICU Level of Service H
Analysis Period (min) 15	

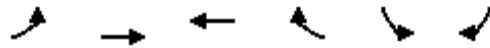
Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶		↶	↷	
Traffic Volume (veh/h)	534	731	532	622	952	397	
Future Volume (veh/h)	534	731	532	622	952	397	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	580	795	578	676	1035	432	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	262	969	261	305	484	202	
Arrive On Green	0.14	0.51	0.33	0.33	0.39	0.39	
Sat Flow, veh/h	1810	1900	798	934	1231	514	
Grp Volume(v), veh/h	580	795	0	1254	1468	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1732	1746	0	
Q Serve(g_s), s	17.4	42.3	0.0	39.2	47.2	0.0	
Cycle Q Clear(g_c), s	17.4	42.3	0.0	39.2	47.2	0.0	
Prop In Lane	1.00			0.54	0.71	0.29	
Lane Grp Cap(c), veh/h	262	969	0	566	687	0	
V/C Ratio(X)	2.21	0.82	0.00	2.22	2.14	0.00	
Avail Cap(c_a), veh/h	262	969	0	566	687	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	51.3	24.8	0.0	40.4	36.4	0.0	
Incr Delay (d2), s/veh	557.0	7.7	0.0	553.1	516.8	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	48.2	19.5	0.0	102.8	117.4	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	608.3	32.5	0.0	593.5	553.2	0.0	
LnGrp LOS	F	C	A	F	F	A	
Approach Vol, veh/h		1375	1254		1468		
Approach Delay, s/veh		275.4	593.5		553.2		
Approach LOS		F	F		F		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				67.0	53.0	22.0	45.0
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				61.2	47.2	17.4	39.2
Max Q Clear Time (g_c+I1), s				44.3	49.2	19.4	41.2
Green Ext Time (p_c), s				4.8	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	472.3
HCM 6th LOS	F

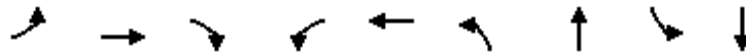
Notes

User approved volume balancing among the lanes for turning movement.

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

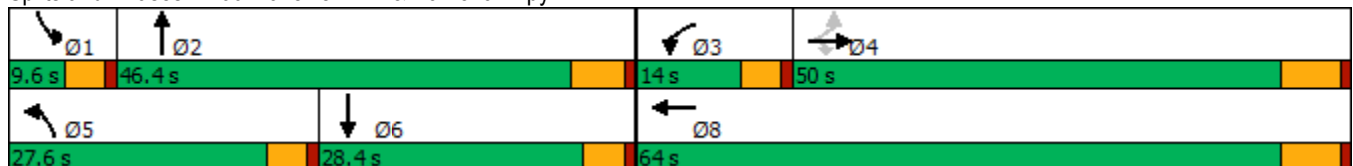


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	197	3155	321	472	1874	159	210	53	92
Future Volume (vph)	197	3155	321	472	1874	159	210	53	92
Turn Type	Perm	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases		4		3	8	5	2	1	6
Permitted Phases	4		4						
Detector Phase	4	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	29.5	29.5	29.5	9.6	24.5	27.6	27.6	9.6	26.7
Total Split (s)	50.0	50.0	50.0	14.0	64.0	27.6	46.4	9.6	28.4
Total Split (%)	41.7%	41.7%	41.7%	11.7%	53.3%	23.0%	38.7%	8.0%	23.7%
Yellow Time (s)	5.5	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	4.6	6.5	4.6	5.8	4.6	4.7
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	43.6	43.6	43.6	9.4	57.6	15.3	40.7	5.0	29.4
Actuated g/C Ratio	0.37	0.37	0.37	0.08	0.49	0.13	0.34	0.04	0.25
v/c Ratio	3.34	4.74	0.49	3.48	2.27	0.72	1.37	0.76	0.42
Control Delay	1109.3	1699.8	18.4	1143.8	593.7	66.2	205.4	108.5	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1109.3	1699.8	18.4	1143.8	593.7	66.2	205.4	108.5	34.3
LOS	F	F	B	F	F	E	F	F	C
Approach Delay		1520.4			699.6		184.0		51.5
Approach LOS		F			F		F		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.1	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 4.74	
Intersection Signal Delay: 1014.8	Intersection LOS: F
Intersection Capacity Utilization 265.8%	ICU Level of Service H
Analysis Period (min) 15	























Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	3155	321	472	1874	102	159	210	657	53	92	86
Future Volume (veh/h)	197	3155	321	472	1874	102	159	210	657	53	92	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	214	3321	294	497	1973	111	167	228	633	58	100	93
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	689	584	142	854	48	196	150	417	75	246	229
Arrive On Green	0.36	0.36	0.36	0.08	0.48	0.48	0.11	0.34	0.34	0.04	0.27	0.27
Sat Flow, veh/h	201	1900	1610	1810	1782	100	1810	444	1234	1810	906	842
Grp Volume(v), veh/h	214	3321	294	497	0	2084	167	0	861	58	0	193
Grp Sat Flow(s),veh/h/ln	201	1900	1610	1810	0	1882	1810	0	1678	1810	0	1748
Q Serve(g_s), s	0.0	43.5	17.1	9.4	0.0	57.5	10.9	0.0	40.6	3.8	0.0	10.8
Cycle Q Clear(g_c), s	43.5	43.5	17.1	9.4	0.0	57.5	10.9	0.0	40.6	3.8	0.0	10.8
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.74	1.00		0.48
Lane Grp Cap(c), veh/h	60	689	584	142	0	902	196	0	568	75	0	474
V/C Ratio(X)	3.57	4.82	0.50	3.51	0.00	2.31	0.85	0.00	1.52	0.77	0.00	0.41
Avail Cap(c_a), veh/h	60	689	584	142	0	902	347	0	568	75	0	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.0	38.2	29.8	55.3	0.0	31.2	52.5	0.0	39.7	56.9	0.0	35.8
Incr Delay (d2), s/veh	1194.8	1722.5	0.7	1144.9	0.0	593.2	4.0	0.0	241.3	35.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.7	348.3	6.3	49.2	0.0	171.7	5.0	0.0	53.9	2.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1254.8	1760.7	30.5	1200.2	0.0	624.4	56.5	0.0	280.9	92.1	0.0	36.4
LnGrp LOS	F	F	C	F	A	F	E	A	F	F	A	D
Approach Vol, veh/h		3829			2581			1028				251
Approach Delay, s/veh		1599.6			735.3			244.5				49.2
Approach LOS		F			F			F				D
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	46.4	14.0	50.0	17.6	38.4		64.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8		6.5				
Max Green Setting (Gmax), s	5.0	40.6	9.4	43.5	23.0	* 24		57.5				
Max Q Clear Time (g_c+I1), s	5.8	42.6	11.4	45.5	12.9	12.8		59.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	0.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	1077.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	86.2
Intersection LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	450	278	217	25	19	449
Future Vol, veh/h	450	278	217	25	19	449
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	464	287	224	26	20	463
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	148.3	15.1	26.4
HCM LOS	F	C	D

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	0%	4%
Vol Thru, %	38%	90%	0%
Vol Right, %	0%	10%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	728	242	468
LT Vol	450	0	19
Through Vol	278	217	0
RT Vol	0	25	449
Lane Flow Rate	751	249	482
Geometry Grp	1	1	1
Degree of Util (X)	1.255	0.443	0.76
Departure Headway (Hd)	6.02	6.787	6.254
Convergence, Y/N	Yes	Yes	Yes
Cap	608	534	584
Service Time	4.038	4.787	4.254
HCM Lane V/C Ratio	1.235	0.466	0.825
HCM Control Delay	148.3	15.1	26.4
HCM Lane LOS	F	C	D
HCM 95th-tile Q	28.8	2.2	6.8

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	32	0	186	13	0
Future Vol, veh/h	255	32	0	186	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	277	35	0	202	14	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	312	0	497
Stage 1	-	-	-	-	295
Stage 2	-	-	-	-	202
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1260	-	536
Stage 1	-	-	-	-	760
Stage 2	-	-	-	-	837
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1260	-	536
Mov Cap-2 Maneuver	-	-	-	-	536
Stage 1	-	-	-	-	760
Stage 2	-	-	-	-	837

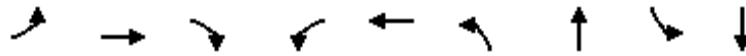
Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	536	-	-	1260	-
HCM Lane V/C Ratio	0.026	-	-	-	-
HCM Control Delay (s)	11.9	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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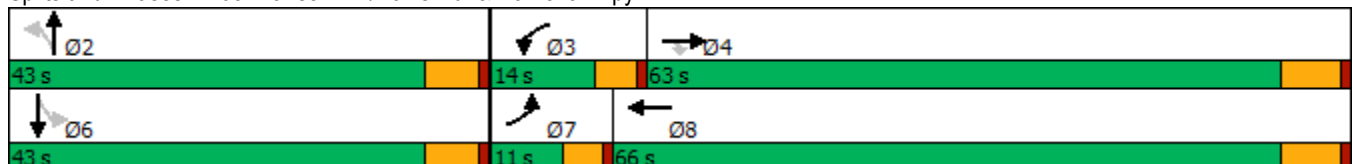


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗		↕		↕
Traffic Volume (vph)	3	3727	135	165	2355	86	6	3	3
Future Volume (vph)	3	3727	135	165	2355	86	6	3	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	11.0	63.0	63.0	14.0	66.0	43.0	43.0	43.0	43.0
Total Split (%)	9.2%	52.5%	52.5%	11.7%	55.0%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	56.7	56.7	9.4	68.9		16.8		16.8
Actuated g/C Ratio	0.05	0.57	0.57	0.09	0.69		0.17		0.17
v/c Ratio	0.03	1.88	0.15	1.00	0.98		0.75		0.04
Control Delay	48.7	417.3	6.7	117.3	30.3		44.2		24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.7	417.3	6.7	117.3	30.3		44.2		24.8
LOS	D	F	A	F	C		D		C
Approach Delay		402.6			36.0		44.2		24.8
Approach LOS		F			D		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.88
 Intersection Signal Delay: 250.2
 Intersection LOS: F
 Intersection Capacity Utilization 146.0%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷		↷			↷	↷
Traffic Volume (veh/h)	3	3727	135	165	2355	3	86	6	131	3	3	6
Future Volume (veh/h)	3	3727	135	165	2355	3	86	6	131	3	3	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	3842	130	170	2428	3	89	6	96	3	3	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	2094	934	175	2488	3	151	18	116	92	92	115
Arrive On Green	0.00	0.58	0.58	0.10	0.67	0.67	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3699	5	645	119	772	301	616	764
Grp Volume(v), veh/h	3	3842	130	170	1184	1247	191	0	0	11	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1899	1536	0	0	1681	0	0
Q Serve(g_s), s	0.2	56.5	3.6	9.1	60.9	61.0	10.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	56.5	3.6	9.1	60.9	61.0	11.7	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.47		0.50	0.27		0.45
Lane Grp Cap(c), veh/h	7	2094	934	175	1214	1277	285	0	0	299	0	0
V/C Ratio(X)	0.41	1.84	0.14	0.97	0.98	0.98	0.67	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	119	2094	934	175	1214	1277	636	0	0	665	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.4	20.5	9.3	43.9	15.2	15.2	40.1	0.0	0.0	35.4	0.0	0.0
Incr Delay (d2), s/veh	13.4	377.7	0.1	59.9	20.2	19.7	2.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	128.2	1.1	6.7	23.6	24.7	4.4	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	398.1	9.4	103.8	35.4	34.9	42.8	0.0	0.0	35.5	0.0	0.0
LnGrp LOS	E	F	A	F	D	C	D	A	A	D	A	A
Approach Vol, veh/h		3975			2601			191				11
Approach Delay, s/veh		385.2			39.6			42.8				35.5
Approach LOS		F			D			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.4	14.0	63.0		20.4	5.0	72.0				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		37.2	9.4	56.5		37.2	6.4	59.5				
Max Q Clear Time (g_c+I1), s		13.7	11.1	58.5		2.5	2.2	63.0				
Green Ext Time (p_c), s		1.0	0.0	0.0		0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	242.3
HCM 6th LOS	F

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	25	7	80	32	149	4	138	120	150	115	20
Future Vol, veh/h	13	25	7	80	32	149	4	138	120	150	115	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	27	7	85	34	159	4	147	128	160	122	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	11.7	11.1	12.4
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	29%	31%	53%
Vol Thru, %	53%	56%	12%	40%
Vol Right, %	46%	16%	57%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	262	45	261	285
LT Vol	4	13	80	150
Through Vol	138	25	32	115
RT Vol	120	7	149	20
Lane Flow Rate	279	48	278	303
Geometry Grp	1	1	1	1
Degree of Util (X)	0.386	0.078	0.4	0.443
Departure Headway (Hd)	4.981	5.862	5.19	5.259
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	722	609	694	685
Service Time	3.015	3.914	3.227	3.293
HCM Lane V/C Ratio	0.386	0.079	0.401	0.442
HCM Control Delay	11.1	9.4	11.7	12.4
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.8	0.3	1.9	2.3

Intersection

Int Delay, s/veh 1308.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	283	2440	2726	57	95	532
Future Vol, veh/h	283	2440	2726	57	95	532
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	292	2515	2810	59	98	548

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2869	0	0 5939 2840
Stage 1	-	-	- 2840 -
Stage 2	-	-	- 3099 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	~ 132	-	- 0 ~ 23
Stage 1	-	-	- ~ 43 -
Stage 2	-	-	- ~ 31 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 132	-	- 0 ~ 23
Mov Cap-2 Maneuver	-	-	- 0 -
Stage 1	-	-	- 0 -
Stage 2	-	-	- ~ 31 -

Approach	EB	WB	SB
HCM Control Delay, s	64.7	0	\$ 12518.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 132	-	-	-	23
HCM Lane V/C Ratio	2.21	-	-	-	-28.104
HCM Control Delay (s)	\$ 622.8	-	-	-	\$ 12518.5
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	24.4	-	-	-	80.9

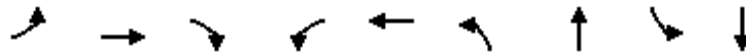
Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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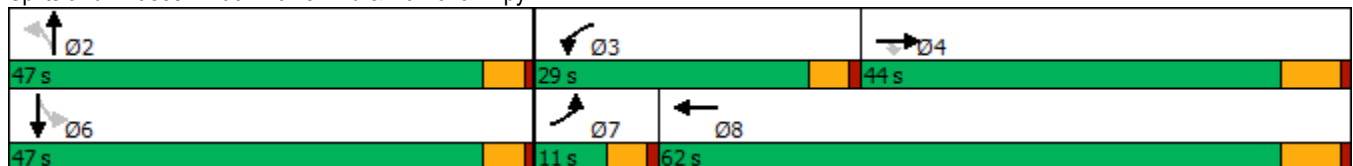


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗		↕
Traffic Volume (vph)	1	1791	744	447	1832	948	1	1	1
Future Volume (vph)	1	1791	744	447	1832	948	1	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	11.0	44.0	44.0	29.0	62.0	47.0	47.0	47.0	47.0
Total Split (%)	9.2%	36.7%	36.7%	24.2%	51.7%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	37.5	37.5	24.4	64.6	42.4	42.4		42.4
Actuated g/C Ratio	0.04	0.31	0.31	0.20	0.54	0.35	0.35		0.35
v/c Ratio	0.01	1.67	0.96	1.28	0.99	1.97	0.43		0.01
Control Delay	56.0	335.1	41.9	186.2	46.7	469.6	4.7		18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	56.0	335.1	41.9	186.2	46.7	469.6	4.7		18.2
LOS	E	F	D	F	D	F	A		B
Approach Delay		249.0			74.1		352.5		18.2
Approach LOS		F			E		F		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.97
 Intersection Signal Delay: 204.8
 Intersection LOS: F
 Intersection Capacity Utilization 146.5%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1791	744	447	1832	0	948	1	318	1	1	4
Future Volume (veh/h)	1	1791	744	447	1832	0	948	1	318	1	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	1885	685	471	1928	0	998	1	219	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	1128	503	368	1857	0	498	3	567	133	139	235
Arrive On Green	0.00	0.31	0.31	0.20	0.51	0.00	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1810	3610	1610	1810	3705	0	1436	7	1604	272	395	666
Grp Volume(v), veh/h	1	1885	685	471	1928	0	998	0	220	4	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	0	1436	0	1611	1333	0	0
Q Serve(g_s), s	0.1	37.5	37.5	24.4	61.7	0.0	30.1	0.0	12.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	37.5	37.5	24.4	61.7	0.0	42.4	0.0	12.3	12.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.25		0.50
Lane Grp Cap(c), veh/h	2	1128	503	368	1857	0	498	0	569	508	0	0
V/C Ratio(X)	0.40	1.67	1.36	1.28	1.04	0.00	2.00	0.00	0.39	0.01	0.00	0.00
Avail Cap(c_a), veh/h	97	1128	503	368	1857	0	498	0	569	508	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.9	41.3	41.3	47.8	29.1	0.0	43.4	0.0	29.1	25.3	0.0	0.0
Incr Delay (d2), s/veh	35.1	305.8	175.1	145.4	31.5	0.0	458.6	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	63.4	38.3	25.3	31.4	0.0	78.1	0.0	4.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.0	347.1	216.4	193.2	60.6	0.0	502.1	0.0	29.2	25.3	0.0	0.0
LnGrp LOS	F	F	F	F	F	A	F	A	C	C	A	A
Approach Vol, veh/h		2571			2399			1218				4
Approach Delay, s/veh		312.2			86.7			416.7				25.3
Approach LOS		F			F			F				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		47.0	29.0	44.0		47.0	4.8	68.2				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		42.4	24.4	37.5		42.4	6.4	55.5				
Max Q Clear Time (g_c+I1), s		44.4	26.4	39.5		14.3	2.1	63.7				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			245.2									
HCM 6th LOS			F									

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

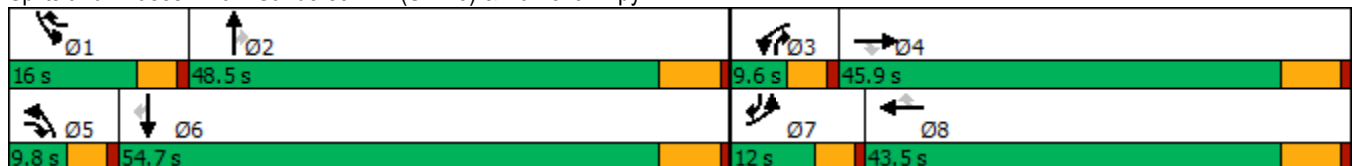
05/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	803	938	266	52	740	809	237	923	44	1074	1703	1122
Future Volume (vph)	803	938	266	52	740	809	237	923	44	1074	1703	1122
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	12.0	45.9	9.8	9.6	43.5	16.0	9.8	48.5	9.6	16.0	54.7	12.0
Total Split (%)	10.0%	38.3%	8.2%	8.0%	36.3%	13.3%	8.2%	40.4%	8.0%	13.3%	45.6%	10.0%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	36.4	48.1	5.0	31.9	49.8	5.2	42.1	53.6	11.4	48.3	57.7
Actuated g/C Ratio	0.06	0.32	0.42	0.04	0.28	0.43	0.05	0.37	0.47	0.10	0.42	0.50
v/c Ratio	3.60	0.83	0.36	0.35	0.75	1.10	1.51	0.71	0.05	3.13	1.13	1.35
Control Delay	1197.7	44.1	14.4	61.9	42.9	94.0	298.1	35.5	0.1	982.2	101.9	191.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1197.7	44.1	14.4	61.9	42.9	94.0	298.1	35.5	0.1	982.2	101.9	191.0
LOS	F	D	B	E	D	F	F	D	A	F	F	F
Approach Delay		501.7			69.3			85.9			370.0	
Approach LOS		F			E			F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.1
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.60
 Intersection Signal Delay: 305.9
 Intersection LOS: F
 Intersection Capacity Utilization 118.0%
 ICU Level of Service H
 Analysis Period (min) 15

























Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

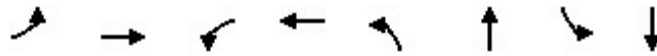
05/27/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	803	938	266	52	740	809	237	923	44	1074	1703	1122
Future Volume (veh/h)	803	938	266	52	740	809	237	923	44	1074	1703	1122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	811	947	229	53	747	744	239	932	37	1085	1720	1015
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	1211	610	121	1113	649	152	1264	619	333	1450	738
Arrive On Green	0.06	0.34	0.34	0.03	0.31	0.31	0.04	0.35	0.35	0.09	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1590
Grp Volume(v), veh/h	811	947	229	53	747	744	239	932	37	1085	1720	1015
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1590
Q Serve(g_s), s	7.4	28.4	12.4	1.8	21.7	37.0	5.2	27.1	1.7	11.4	48.2	48.2
Cycle Q Clear(g_c), s	7.4	28.4	12.4	1.8	21.7	37.0	5.2	27.1	1.7	11.4	48.2	48.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1211	610	121	1113	649	152	1264	619	333	1450	738
V/C Ratio(X)	3.75	0.78	0.38	0.44	0.67	1.15	1.57	0.74	0.06	3.25	1.19	1.38
Avail Cap(c_a), veh/h	216	1211	610	146	1113	649	152	1264	619	333	1450	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	35.9	27.0	56.8	36.2	35.8	57.4	34.2	23.3	54.3	35.9	32.2
Incr Delay (d2), s/veh	1247.1	3.4	0.4	0.9	1.6	82.8	286.2	2.3	0.0	1021.8	91.1	177.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.6	12.2	4.5	0.8	9.2	32.2	8.3	11.5	0.6	52.1	37.7	55.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1303.4	39.3	27.4	57.7	37.8	118.6	343.6	36.5	23.3	1076.1	127.0	209.7
LnGrp LOS	F	D	C	E	D	F	F	D	C	F	F	F
Approach Vol, veh/h		1987			1544			1208			3820	
Approach Delay, s/veh		553.9			77.4			96.8			418.5	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	48.5	8.7	46.8	9.8	54.7	12.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	11.4	42.0	5.0	39.4	5.2	48.2	7.4	37.0				
Max Q Clear Time (g_c+I1), s	13.4	29.1	3.8	30.4	7.2	50.2	9.4	39.0				
Green Ext Time (p_c), s	0.0	4.7	0.0	4.3	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											343.0	
HCM 6th LOS											F	

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

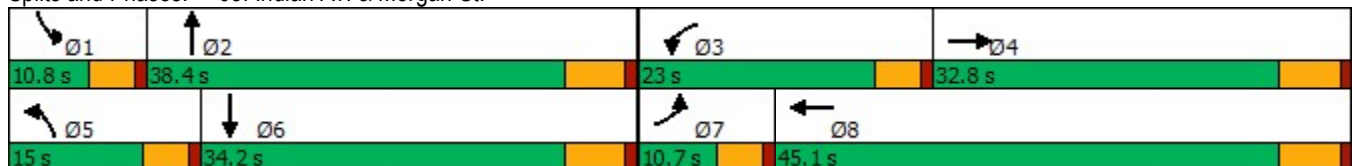


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	26	114	237	44	126	409	28	368
Future Volume (vph)	26	114	237	44	126	409	28	368
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	10.7	32.8	23.0	45.1	15.0	38.4	10.8	34.2
Total Split (%)	10.2%	31.2%	21.9%	43.0%	14.3%	36.6%	10.3%	32.6%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.7	13.1	17.8	25.0	10.2	37.1	5.8	28.6
Actuated g/C Ratio	0.06	0.14	0.20	0.28	0.11	0.41	0.06	0.32
v/c Ratio	0.28	0.43	0.83	0.08	0.77	0.44	0.31	0.44
Control Delay	49.5	21.4	56.4	17.5	65.8	21.5	50.0	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	21.4	56.4	17.5	65.8	21.5	50.0	26.7
LOS	D	C	E	B	E	C	D	C
Approach Delay		24.6		48.4		30.2		28.3
Approach LOS		C		D		C		C

Intersection Summary

Cycle Length: 105	
Actuated Cycle Length: 90.6	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 32.3	Intersection LOS: C
Intersection Capacity Utilization 57.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	26	114	90	237	44	17	126	409	110	28	368	35
Future Volume (veh/h)	26	114	90	237	44	17	126	409	110	28	368	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	141	68	293	54	16	156	505	129	35	454	37
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	287	132	332	753	214	191	1180	300	60	1155	94
Arrive On Green	0.03	0.12	0.12	0.18	0.27	0.27	0.11	0.41	0.41	0.03	0.34	0.34
Sat Flow, veh/h	1810	2403	1103	1810	2775	788	1810	2850	724	1810	3381	275
Grp Volume(v), veh/h	32	104	105	293	34	36	156	319	315	35	242	249
Grp Sat Flow(s),veh/h/ln	1810	1805	1701	1810	1805	1758	1810	1805	1770	1810	1805	1851
Q Serve(g_s), s	1.5	4.5	4.8	13.1	1.2	1.3	7.0	10.5	10.6	1.6	8.5	8.5
Cycle Q Clear(g_c), s	1.5	4.5	4.8	13.1	1.2	1.3	7.0	10.5	10.6	1.6	8.5	8.5
Prop In Lane	1.00		0.65	1.00		0.45	1.00		0.41	1.00		0.15
Lane Grp Cap(c), veh/h	57	215	203	332	490	477	191	747	732	60	616	632
V/C Ratio(X)	0.56	0.48	0.52	0.88	0.07	0.07	0.82	0.43	0.43	0.58	0.39	0.39
Avail Cap(c_a), veh/h	133	586	552	400	853	831	226	747	732	135	616	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	34.2	34.4	33.1	22.5	22.5	36.4	17.3	17.4	39.6	20.8	20.8
Incr Delay (d2), s/veh	3.2	1.7	2.0	15.9	0.1	0.1	15.0	0.4	0.4	3.3	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.0	2.0	6.8	0.5	0.5	3.7	3.9	3.9	0.7	3.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	35.9	36.4	49.0	22.6	22.6	51.4	17.7	17.8	42.9	22.7	22.7
LnGrp LOS	D	D	D	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		241			363			790			526	
Approach Delay, s/veh		37.1			43.9			24.4			24.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	40.2	19.9	15.7	13.4	34.2	7.2	28.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	6.2	32.6	18.4	27.0	10.4	28.4	6.1	39.3				
Max Q Clear Time (g_c+I1), s	3.6	12.6	15.1	6.8	9.0	10.5	3.5	3.3				
Green Ext Time (p_c), s	0.0	3.4	0.1	1.0	0.0	2.3	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑	↘	↑↑	↗
Traffic Volume (vph)	35	230	28	52	48	129	7	378	85	544	6
Future Volume (vph)	35	230	28	52	48	129	7	378	85	544	6
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	5.3	13.0	13.0	5.3	15.0	15.0	5.3	14.6	5.3	23.6	23.6
Actuated g/C Ratio	0.10	0.23	0.23	0.10	0.27	0.27	0.10	0.26	0.10	0.43	0.43
v/c Ratio	0.24	0.32	0.07	0.36	0.06	0.28	0.05	0.52	0.58	0.42	0.01
Control Delay	33.5	20.1	0.2	37.0	17.5	5.7	31.7	20.1	46.3	14.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	20.1	0.2	37.0	17.5	5.7	31.7	20.1	46.3	14.8	0.0
LOS	C	C	A	D	B	A	C	C	D	B	A
Approach Delay		19.8			15.3			20.3		18.9	
Approach LOS		B			B			C		B	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 55.5

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 18.9

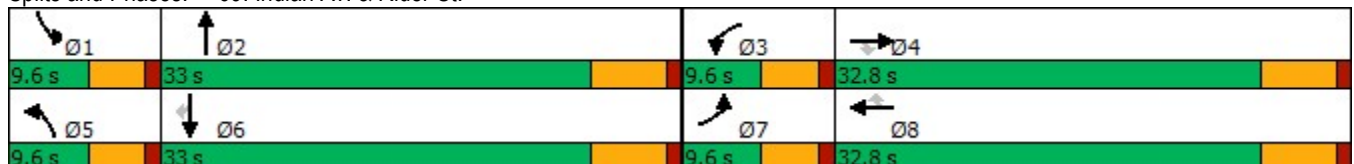
Intersection LOS: B

Intersection Capacity Utilization 49.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	230	28	52	48	129	7	378	37	85	544	6
Future Volume (veh/h)	35	230	28	52	48	129	7	378	37	85	544	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	274	28	62	57	103	8	450	27	101	648	5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	752	336	107	803	358	19	736	44	141	1010	451
Arrive On Green	0.04	0.21	0.21	0.06	0.22	0.22	0.01	0.21	0.21	0.08	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3461	207	1810	3610	1610
Grp Volume(v), veh/h	42	274	28	62	57	103	8	234	243	101	648	5
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1863	1810	1805	1610
Q Serve(g_s), s	1.1	3.1	0.7	1.6	0.6	2.5	0.2	5.5	5.6	2.6	7.4	0.1
Cycle Q Clear(g_c), s	1.1	3.1	0.7	1.6	0.6	2.5	0.2	5.5	5.6	2.6	7.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	81	752	336	107	803	358	19	384	396	141	1010	451
V/C Ratio(X)	0.52	0.36	0.08	0.58	0.07	0.29	0.42	0.61	0.61	0.72	0.64	0.01
Avail Cap(c_a), veh/h	192	2072	924	192	2072	924	192	1044	1077	192	2087	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	15.9	15.0	21.6	14.4	15.2	23.1	16.8	16.8	21.2	14.9	12.2
Incr Delay (d2), s/veh	1.9	0.3	0.1	1.9	0.0	0.4	5.3	1.6	1.5	4.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.0	0.2	0.6	0.2	0.8	0.1	2.0	2.0	1.1	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	16.2	15.1	23.4	14.5	15.6	28.5	18.3	18.3	25.2	15.6	12.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		344			222			485			754	
Approach Delay, s/veh		17.1			17.5			18.5			16.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	15.8	7.4	15.6	5.1	19.0	6.7	16.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	4.6	7.6	3.6	5.1	2.2	9.4	3.1	4.5				
Green Ext Time (p_c), s	0.0	2.4	0.0	1.6	0.0	3.8	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

APPENDIX 7.2:

**HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

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**Volume Development
AM Peak Hour**

1: Harvill Av. & Cajalco Expy.

	PHF: 0.937 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	486	469	208	354	200	46	107	1,082	249	450	1,419	529	5,599

2: I-215 SB Ramps & Harley Knox Bl.

	PHF: 0.935 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	0	0	0	1,756	13	638	0	682	40	249	301	0	3,680

3: I-215 NB Ramps & Harley Knox Bl.

	PHF: 0.944 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	86	6	369	0	0	0	481	1,957	0	0	464	1,531	4,895

4: I-215 SB Ramps & Ramona Exwy.

	PHF: 0.958 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	0	0	0	1,612	0	547	0	1,235	485	599	1,854	0	6,331

5: I-215 NB Ramps & Ramona Exwy.

	PHF: 0.964 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	630	4	782	0	0	0	291	2,558	0	0	1,821	1,828	7,914

6: I-215 SB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	0	0	0	714	0	102	0	388	175	510	635	0	2,524

7: I-215 NB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	201	0	887	0	0	0	82	1,020	0	0	942	887	4,019

8: I-215 SB Ramps & Nuevo Rd.

	PHF: 0.884 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	0	0	0	436	1	186	0	779	249	734	1,574	0	3,959

9: I-215 NB Ramps & Nuevo Rd.

	PHF: 0.890 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	495	4	1,252	0	0	0	72	1,142	0	0	1,813	424	5,202

10: Western Wy. & Harley Knox Bl.

	PHF: 0.982 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	1	0	2	10	0	61	129	2,185	12	14	1,932	66	4,413

11: Webster Av. & Harley Knox Bl.

	PHF: 0.939 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	135	487	52	94	297	122	120	1,827	221	12	1,660	156	5,183

12: Webster Av. & Ramona Exwy.

	PHF: 0.940 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	185	93	49	79	49	156	321	2,575	106	67	3,326	46	7,051

**Volume Development
AM Peak Hour**

13: Indian Av. & Harley Knox Bl.

	PHF: 0.927 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (NMCP) (PCE):	141	496	56	27	167	348	648	1,116	150	75	1,271	101	4,596

14: Indian Av. & Ramona Exwy.

	PHF: 0.983 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (NMCP) (PCE):	142	238	51	65	115	174	419	2,204	153	84	3,297	213	7,154

15: Indian Av. & Placentia Av.

	PHF: 0.684 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (NMCP) (PCE):	50	225	117	42	181	112	347	1,270	175	203	1,210	71	4,004

16: Perris Bl. & Iris Av.

	PHF: 0.871 7:15am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (NMCP) (PCE):	245	1,261	356	206	754	77	50	588	158	367	774	197	5,029

17: Perris Bl. & Krameria Av.

	PHF: 0.907 7:15am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (NMCP) (PCE):	114	1,444	297	113	1,084	11	26	214	122	300	228	263	4,215

18: Perris Bl. & San Michele Rd.

	PHF: 0.937 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (NMCP) (PCE):	160	2,113	2	1	1,873	109	53	0	34	4	0	0	4,350

19: Perris Bl. & Nandina Av.

	PHF: 0.920 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (NMCP) (PCE):	64	2,223	27	19	1,844	30	25	2	25	11	6	13	4,288

20: Perris Bl. & Harley Knox Av.

	PHF: 0.914 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (NMCP) (PCE):	339	1,574	23	114	1,041	402	324	914	65	17	677	249	5,738

21: Perris Bl. & Markham St.

	PHF: 0.941 7:00am		Count Date: 5/10/2017										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (NMCP) (PCE):	44	1,989	8	9	1,050	30	23	19	30	11	28	30	3,270

22: Perris Bl. & Ramona Exwy.

	PHF: 0.984 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (NMCP) (PCE):	484	1,129	155	298	506	289	464	1,611	247	212	2,811	402	8,608

23: Perris Bl. & Morgan St.

	PHF: 0.954 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (NMCP) (PCE):	56	1,719	420	43	816	93	35	10	37	144	29	11	3,413

24: Perris Bl. & Rider St.

	PHF: 0.933 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL

**Volume Development
AM Peak Hour**

<hr/>	2040 WP (NMCP) (PCE):	57	1,741	214	171	686	45	34	195	23	329	424	448	4,367
	25: Perris Bl. & Placentia Av.													
	PHF: 0.897 7:00am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (NMCP) (PCE):	101	1,208	53	44	806	166	432	300	97	65	331	293	3,895
	26: Perris Bl. & Orange Av.													
	PHF: 0.931 7:15am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (NMCP) (PCE):	222	908	143	125	652	46	20	338	168	224	571	195	3,612
	27: Perris Bl. & Nuevo Rd.													
	PHF: 0.849 7:15am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (NMCP) (PCE):	241	672	319	196	523	324	522	1,021	111	289	1,062	198	5,478
	28: Redlands Av. & Harley Knox Bl.													
	PHF: 0.833 7:00am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (NMCP) (PCE):	917	5	0	0	6	7	53	0	997	0	0	0	1,986
	29: Redlands Av. & Markham St.													
	PHF: 0.836 7:00am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (NMCP) (PCE):	102	803	0	0	763	112	36	0	30	0	0	0	1,846
	30: Redlands Av. & Ramona Exwy.													
	PHF: 0.961 7:00am									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (NMCP) (PCE):	48	42	504	682	105	74	118	1,983	65	252	3,591	828	8,292
	31: Redlands Av. & Morgan St.													
	PHF: 0.838 7:15									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (NMCP) (PCE):	4	75	0	24	160	179	427	18	12	1	5	2	907
	32: Redlands Av. & Rider St.													
	PHF: 0.831 7:00									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (NMCP) (PCE):	7	49	390	21	68	65	39	518	40	19	1,172	6	2,395
	33: Redlands Av. & Placentia Av.													
	PHF: 0.849 7:15									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (NMCP) (PCE):	262	360	34	8	109	9	65	151	234	171	329	6	1,738
	34: Redlands Av. & Orange Av.													
	PHF: 0.928 7:15									Count Date:	3/11/2020			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (NMCP) (PCE):	130	320	206	265	185	82	59	376	73	181	646	258	2,781
	35: Redlands Av. & Nuevo Rd.													
	PHF: 0.815 7:00am									Count Date:	5/28/2019			
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (NMCP) (PCE):	171	307	209	53	307	104	82	1,124	206	273	1,577	54	4,466
	36: Murrieta Rd. & Nuevo Rd.													
	PHF: 0.822 7:15am									Count Date:	1/0/1900			

**Volume Development
AM Peak Hour**

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	111	161	278	217	175	265	179	1,135	116	298	1,315	282	4,531

37: Lasselle St. & Iris Av.

PHF: 0.933 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	406	828	768	308	753	143	168	690	416	687	856	137	6,160

38: Lasselle St. & Krameria Av.

PHF: 0.950 8:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	209	1,284	67	198	1,664	160	247	97	282	133	84	71	4,497

39: Evans Rd. & Ramona Exwy.

PHF: 0.943 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	640	590	61	394	356	506	359	2,570	218	76	3,525	567	9,860

40: Evans Rd. & Rider St.

PHF: 0.882 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	281	556	125	120	295	381	270	673	100	48	815	227	3,890

41: Evans Rd. & Orange Av.

PHF: 0.663 7:00am

Count Date: 2/1/2018

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	318	561	259	269	439	194	176	637	160	97	397	161	3,669

42: Evans Rd. & Nuevo Rd.

PHF: 0.842 7:00am

Count Date: 1/0/1900

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	76	751	199	63	682	705	592	1,004	33	674	1,112	166	6,057

43: Bradley Rd. & Ramona Exwy.

PHF: 0.884 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	293	0	72	0	0	0	0	2,810	49	31	3,354	0	6,609

44: Bradley Rd. & Rider St.

PHF: 0.881 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	20	53	50	223	12	115	39	921	9	15	845	99	2,401

45: Dunlap Dr. & Orange Av.

PHF: 0.898 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	399	0	98	0	0	0	0	508	215	22	167	0	1,409

46: Dunlap Dr. & Nuevo Rd.

PHF: 0.978 7:00am

Count Date: 9/23/2014

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	11	26	20	120	26	103	41	1,062	17	7	1,641	207	3,282

47: Ramona Exwy. & Rider St.

PHF: 0.875 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	429	3,101	1	0	2,662	221	283	0	477	0	0	1	7,176

48: Antelope Rd. & Ramona Exwy. - Future Intersection

**Volume Development
AM Peak Hour**

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	411	0	64	0	0	0	0	1,751	1,387	246	3,121	0	6,980	

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0	

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	0	0	0	0	0	0	0	0	0	0	0	0	0	

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	0	0	0	118	0	176	590	580	0	0	1,542	414	3,421	

52: Street A & Ramona Exwy. - Future Intersection

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	151	0	43	0	0	0	0	1,304	511	147	3,216	0	5,371	

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	350	112	385	0	450	1,266	325	213	160	374	339	0	3,974	

54: Menifee Rd. & San Jacinto Av.

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	149	637	19	14	824	291	222	7	124	20	20	36	2,364	

55: Menifee Rd. & Ellis Rd.

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	25	764	0	0	996	23	34	1	59	0	4	0	1,906	

56: Menifee Rd. & Mapes Rd.

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	32	590	17	195	838	93	34	52	26	15	135	183	2,208	

57: Menifee Rd. & Watson Rd.

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	41	542	162	107	720	48	31	164	10	48	254	87	2,214	

58: Menifee Rd. & Ethanac Rd. (SR-74)

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	369	498	298	61	736	105	138	1,014	176	366	1,168	136	5,067	

59: Bernasconi Rd. & Orange Av. - Future Intersection

	PHF:										Count Date:			
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	0	0	0	258	0	434	182	409	0	0	758	647	2,688	

**Volume Development
AM Peak Hour**

60: Lakeview Av. & Ramona Exwy.														
	PHF:	<u>0.904</u>		7:00									Count Date:	<u>3/11/2020</u>
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
2040 WP (NMCP) (PCE):	357	29	268	97	213	201	27	1,116	232	539	2,912	14	6,006	
61: Lakeview Av. & Nuevo Rd.														
	PHF:	<u>0.875</u>		7:30									Count Date:	<u>3/11/2020</u>
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
2040 WP (NMCP) (PCE):	0	0	0	16	0	504	520	128	0	0	226	27	1,422	
62: Nuevo Rd. & Nuevo Rd./Montgomery Av.														
	PHF:	<u>0.900</u>		8:00									Count Date:	<u>3/11/2020</u>
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
2040 WP (NMCP) (PCE):	10	0	0	0	0	0	0	195	15	0	272	0	492	
63: Hansen Av./Davis Rd. & Ramona Exwy.														
	PHF:	<u>0.930</u>		7:00									Count Date:	<u>3/11/2020</u>
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
2040 WP (NMCP) (PCE):	192	3	138	1	1	7	3	1,421	55	52	3,265	1	5,142	
64: Hansen Av. & Contour Av.														
	PHF:	<u>0.775</u>		8:00									Count Date:	<u>3/11/2020</u>
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
2040 WP (NMCP) (PCE):	4	77	164	197	98	7	11	84	1	190	81	181	1,095	
65: Bridge St. & Ramona Exwy.														
	PHF:	<u>0.962</u>		7:00									Count Date:	<u>3/11/2020</u>
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
2040 WP (NMCP) (PCE):	0	0	0	24	0	137	436	2,299	0	0	1,980	101	4,977	
66: Warren Rd. & Ramona Exwy.														
	PHF:	<u>0.966</u>		7:00									Count Date:	<u>3/11/2020</u>
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
2040 WP (NMCP) (PCE):	538	2	373	1	1	0	6	1,582	736	219	1,543	3	5,004	
67: Sanderson Av. (SR-79) & Ramona Exwy.														
	PHF:	<u>0.991</u>		7:00									Count Date:	<u>3/11/2020</u>
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
2040 WP (NMCP) (PCE):	252	1,421	95	835	744	582	994	661	149	70	884	994	7,681	

**Volume Development
PM Peak Hour**

1: Harvill Av. & Cajalco Expy.													
PHF: <u>0.970</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	332	212	282	621	338	105	66	1,594	294	332	1,269	265	5,709
2: I-215 SB Ramps & Harley Knox Bl.													
PHF: <u>0.901</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	0	0	0	988	0	403	0	968	136	722	280	0	3,497
3: I-215 NB Ramps & Harley Knox Bl.													
PHF: <u>0.879</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	50	1	347	0	0	0	677	1,278	0	0	952	2,001	5,307
4: I-215 SB Ramps & Ramona Exwy.													
PHF: <u>0.988</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	0	0	0	2,513	3	364	0	1,792	783	741	1,502	0	7,698

**Volume Development
PM Peak Hour**

5: I-215 NB Ramps & Ramona Exwy.

	PHF: 0.975 4:30pm		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	611	3	721	0	0	0	516	3,790	0	0	1,630	1,986	9,258

6: I-215 SB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	0	0	0	979	0	85	0	591	198	1,238	824	0	3,914

7: I-215 NB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	169	0	625	0	0	0	98	1,472	0	0	1,894	1,321	5,579

8: I-215 SB Ramps & Nuevo Rd.

	PHF: 0.948 4:00pm		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	0	0	0	695	4	105	0	884	296	1,317	849	0	4,151

**Volume Development
PM Peak Hour**

9: I-215 NB Ramps & Nuevo Rd.															
	PHF:	<u>0.982</u>	4:00pm											Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
<hr/> 2040 WP (NMCP) (PCE):	143	0	914	0	0	0	82	1,497	0	0	2,024	551	5,210		
10: Western Wy. & Harley Knox Bl.															
	PHF:	<u>0.893</u>	4:30pm											Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
<hr/> 2040 WP (NMCP) (PCE):	8	0	4	30	0	190	53	1,567	4	6	2,755	7	4,624		
11: Webster Av. & Harley Knox Bl.															
	PHF:	<u>0.902</u>	4:30pm											Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
<hr/> 2040 WP (NMCP) (PCE):	165	407	63	180	640	158	144	1,327	192	15	2,271	126	5,687		
12: Webster Av. & Ramona Exwy.															
	PHF:	<u>0.927</u>	4:30pm											Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
<hr/> 2040 WP (NMCP) (PCE):	280	34	23	124	60	216	237	3,626	120	36	3,322	67	8,146		

**Volume Development
PM Peak Hour**

13: Indian Av. & Harley Knox Bl.													
PHF: <u>0.909</u> 4:15pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	149	373	86	110	406	818	476	932	102	67	1,259	61	4,840
14: Indian Av. & Ramona Exwy.													
PHF: <u>0.981</u> 4:45pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	228	263	56	251	223	201	476	3,598	235	177	2,719	208	8,636
15: Indian Av. & Placentia Av.													
PHF: <u>0.713</u> 4:15pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	60	117	23	143	323	430	152	1,483	117	39	1,756	60	4,705
16: Perris Bl. & Iris Av.													
PHF: <u>0.957</u> 4:45pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	303	1,132	360	324	1,280	29	31	708	200	389	607	152	5,514

**Volume Development
PM Peak Hour**

17: Perris Bl. & Krameria Av.													
PHF: <u>0.917</u> 4:30pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	55	1,443	259	177	1,509	13	36	186	127	243	120	128	4,296
18: Perris Bl. & San Michele Rd.													
PHF: <u>0.887</u> 4:15pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	93	2,321	0	5	2,420	124	195	0	234	1	0	0	5,394
19: Perris Bl. & Nandina Av.													
PHF: <u>0.908</u> 4:15pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	70	2,328	29	17	2,508	91	61	5	164	32	11	15	5,332
20: Perris Bl. & Harley Knox Av.													
PHF: <u>0.911</u> 4:15pm													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	108	1,265	19	184	1,533	430	447	491	157	14	824	157	5,628

**Volume Development
PM Peak Hour**

21: Perris Bl. & Markham St.
 PHF: 0.966 4:30pm Count Date: 5/10/2017

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	34	1,317	14	21	1,593	39	45	16	73	10	6	10	3,178

22: Perris Bl. & Ramona Exwy.
 PHF: 0.974 4:30pm Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	420	609	233	609	918	279	382	3,064	459	182	2,323	423	9,901

23: Perris Bl. & Morgan St.
 PHF: 0.947 4:30pm Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	51	1,272	156	24	1,532	42	58	31	32	408	10	54	3,671

24: Perris Bl. & Rider St.
 PHF: 0.958 4:30pm Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	44	1,061	356	301	1,630	49	59	355	110	418	138	301	4,822

**Volume Development
PM Peak Hour**

25: Perris Bl. & Placentia Av.													
	PHF: 0.925		4:30pm										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	185	1,134	147	197	1,551	397	176	305	187	105	322	147	4,854
26: Perris Bl. & Orange Av.													
	PHF: 0.941		4:00pm										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	300	926	290	238	1,264	66	32	456	347	329	337	111	4,695
27: Perris Bl. & Nuevo Rd.													
	PHF: 0.927		4:00pm										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	215	762	136	324	979	487	592	1,107	197	239	908	224	6,171
28: Redlands Av. & Harley Knox Bl.													
	PHF: 0.944		4:00pm										Count Date: <u>3/11/2020</u>
<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	947	13	0	0	5	41	55	0	639	0	0	0	1,700

**Volume Development
PM Peak Hour**

29: Redlands Av. & Markham St.
 PHF: 0.875 4:15pm Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	24	782	0	0	567	36	111	0	82	0	0	0	1,603

30: Redlands Av. & Ramona Exwy.
 PHF: 0.924 4:30pm Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	86	93	292	561	49	102	85	4,036	70	427	2,949	700	9,449

31: Redlands Av. & Morgan St.
 PHF: 0.732 16:30 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	16	181	0	8	84	419	211	10	6	5	23	8	970

32: Redlands Av. & Rider St.
 PHF: 0.935 16:30 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	7	69	227	7	59	47	56	796	65	56	702	19	2,109

**Volume Development
PM Peak Hour**

33: Redlands Av. & Placentia Av.
 PHF: 0.910 16:30 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	313	234	26	14	111	25	52	312	252	75	236	3	1,653

34: Redlands Av. & Orange Av.
 PHF: 0.975 16:45 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	106	278	111	133	232	42	69	681	154	155	573	250	2,784

35: Redlands Av. & Nuevo Rd.
 PHF: 0.968 4:45pm Count Date: 5/28/2019

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	152	306	256	37	238	71	81	1,498	219	263	1,404	50	4,573

36: Murrieta Rd. & Nuevo Rd.
 PHF: 0.912 5:00pm Count Date: _____

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	35	103	268	132	60	87	101	1,533	23	192	1,434	74	4,042

**Volume Development
PM Peak Hour**

37: Lasselle St. & Iris Av.													
	PHF: 0.978		Count Date: 3/11/2020										
	17:00												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	321	852	784	350	986	131	233	647	458	764	933	296	6,757
38: Lasselle St. & Krameria Av.													
	PHF: 0.900		Count Date: 3/11/2020										
	4:15pm												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	287	1,408	318	301	816	204	428	351	301	240	240	164	5,059
39: Evans Rd. & Ramona Exwy.													
	PHF: 0.977		Count Date: 3/11/2020										
	16:45												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	321	468	75	584	759	495	579	3,757	618	71	3,261	574	11,560
40: Evans Rd. & Rider St.													
	PHF: 0.925		Count Date: 3/11/2020										
	17:00												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	147	445	72	65	614	347	371	527	245	115	417	87	3,452

**Volume Development
PM Peak Hour**

41: Evans Rd. & Orange Av.													
	<u>PHF:</u> 0.939		4:45pm										Count Date: <u>2/1/2018</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (NMCP) (PCE):	157	373	108	122	372	154	166	425	110	99	517	121	2,724
 42: Evans Rd. & Nuevo Rd.													
	<u>PHF:</u> 0.958		5:00pm										Count Date: <u>1/0/1900</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (NMCP) (PCE):	45	771	778	174	972	411	592	1,252	89	450	1,244	99	6,878
 43: Bradley Rd. & Ramona Exwy.													
	<u>PHF:</u> 0.948		16:45										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (NMCP) (PCE):	108	0	37	0	0	0	0	3,689	281	78	3,392	0	7,585
 44: Bradley Rd. & Rider St.													
	<u>PHF:</u> 0.957		16:00										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (NMCP) (PCE):	19	9	7	49	16	105	128	489	16	8	433	94	1,374

**Volume Development
PM Peak Hour**

45: Dunlap Dr. & Orange Av.														
PHF:		0.954		17:00		Count Date:							3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	302	0	37	0	0	0	0	280	361	93	543	0	1,616	
46: Dunlap Dr. & Nuevo Rd.														
PHF:		0.789		4:30pm		Count Date:							9/23/2014	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	9	48	9	225	31	65	87	2,046	9	21	1,658	150	4,359	
47: Ramona Exwy. & Rider St.														
PHF:		0.940		16:45		Count Date:							3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	458	3,418	1	0	3,591	134	51	0	450	0	0	1	8,106	
48: Antelope Rd. & Ramona Exwy. - Future Intersection														
PHF:						Count Date:								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (NMCP) (PCE):	1,412	0	294	0	0	0	0	3,410	631	247	2,309	0	8,303	

**Volume Development
PM Peak Hour**

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	<u>PHF:</u>								<u>Count Date:</u>				<u>TOTAL</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<u>2040 WP (NMCP) (PCE):</u>	0	0	0	0	0	0	0	0	0	0	0	0	0

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	<u>PHF:</u>								<u>Count Date:</u>				<u>TOTAL</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<u>2040 WP (NMCP) (PCE):</u>	0	0	0	0	0	0	0	0	0	0	0	0	0

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	<u>PHF:</u>								<u>Count Date:</u>				<u>TOTAL</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<u>2040 WP (NMCP) (PCE):</u>	0	0	0	490	0	707	321	1,735	0	0	1,120	233	4,607

52: Street A & Ramona Exwy. - Future Intersection

	<u>PHF:</u>								<u>Count Date:</u>				<u>TOTAL</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<u>2040 WP (NMCP) (PCE):</u>	568	0	190	0	0	0	0	3,465	239	113	1,988	0	6,563

**Volume Development
PM Peak Hour**

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.

	PHF: 0.973		16:15		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	236	513	379	9	267	795	1,454	380	391	358	322	4	5,108

54: Menifee Rd. & San Jacinto Av.

	PHF: 0.964		16:30		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	120	844	19	34	773	239	424	26	170	10	17	15	2,691

55: Menifee Rd. & Ellis Rd.

	PHF: 0.907		16:30		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	26	956	3	1	906	37	42	0	16	1	1	1	1,992

56: Menifee Rd. & Mapes Rd.

	PHF: 0.892		16:30		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	23	831	12	106	756	64	64	164	26	9	51	120	2,226

**Volume Development
PM Peak Hour**

57: Menifee Rd. & Watson Rd.														
	PHF:	<u>0.809</u>	16:00										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 WP (NMCP) (PCE):	10	789	185	103	652	39	37	220	7	13	99	29	2,184	
58: Menifee Rd. & Ethanac Rd. (SR-74)														
	PHF:	<u>0.944</u>	16:30										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 WP (NMCP) (PCE):	270	720	252	100	574	95	234	1,155	283	295	1,043	92	5,112	
59: Bernasconi Rd. & Orange Av. - Future Intersection														
	PHF:	<u> </u>											Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 WP (NMCP) (PCE):	0	0	0	952	0	428	602	758	0	0	544	622	3,905	
60: Lakeview Av. & Ramona Exwy.														
	PHF:	<u>0.947</u>	16:45										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 WP (NMCP) (PCE):	159	210	657	53	92	86	197	3,259	321	472	1,920	102	7,527	

Volume Development
PM Peak Hour

61: Lakeview Av. & Nuevo Rd.													
PHF: <u>0.971</u> 16:00											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	0	0	0	19	0	455	464	305	0	0	229	25	1,496
62: Nuevo Rd. & Nuevo Rd./Montgomery Av.													
PHF: <u>0.903</u> 16:15											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	13	0	0	0	0	0	0	282	32	0	198	0	525
63: Hansen Av./Davis Rd. & Ramona Exwy.													
PHF: <u>0.968</u> 16:30											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	86	6	131	3	3	6	3	3,831	135	165	2,401	3	6,772
64: Hansen Av. & Contour Av.													
PHF: <u>0.935</u> 16:00											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	4	152	134	150	121	20	13	25	7	86	32	149	893

**Volume Development
PM Peak Hour**

65: Bridge St. & Ramona Exwy.

PHF: 0.972 16:15 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	0	0	0	95	0	532	283	2,517	0	0	2,760	57	6,244

66: Warren Rd. & Ramona Exwy.

PHF: 0.953 16:45 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	954	1	318	1	1	4	1	1,854	758	447	1,860	0	6,200

67: Sanderson Av. (SR-79) & Ramona Exwy.

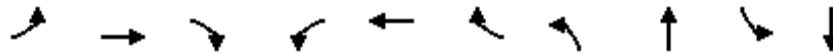
PHF: 0.986 16:00 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (NMCP) (PCE):	243	923	44	1,074	1,703	1,131	825	965	280	52	752	809	8,802

Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

05/28/2020

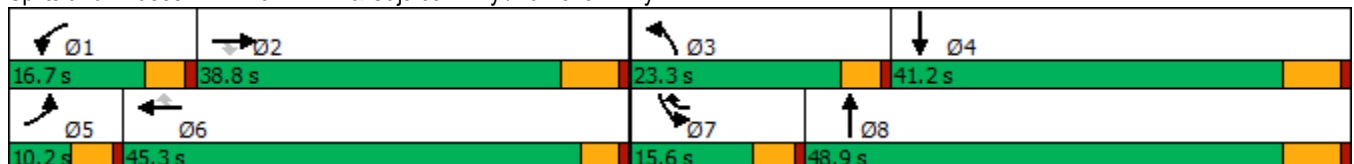


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑	↗	↙↗	↑↑	↗	↙↗	↑↗	↙↗	↑↗
Traffic Volume (vph)	107	1082	249	450	1419	529	486	469	354	200
Future Volume (vph)	107	1082	249	450	1419	529	486	469	354	200
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	38.8	38.8	16.7	45.3	15.6	23.3	48.9	15.6	41.2
Total Split (%)	8.5%	32.3%	32.3%	13.9%	37.8%	13.0%	19.4%	40.8%	13.0%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.6	32.6	32.6	12.1	40.8	56.3	18.7	42.7	11.0	35.0
Actuated g/C Ratio	0.05	0.27	0.27	0.10	0.34	0.47	0.16	0.36	0.09	0.29
v/c Ratio	1.36	1.17	0.46	1.36	1.23	0.67	0.95	0.57	1.17	0.25
Control Delay	262.9	128.6	12.7	219.0	146.4	21.9	78.2	30.3	153.5	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	262.9	128.6	12.7	219.0	146.4	21.9	78.2	30.3	153.5	30.3
LOS	F	F	B	F	F	C	E	C	F	C
Approach Delay		118.6			132.5			50.3		103.0
Approach LOS		F			F			D		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.36
 Intersection Signal Delay: 108.7
 Intersection LOS: F
 Intersection Capacity Utilization 91.5%
 ICU Level of Service F
 Analysis Period (min) 15

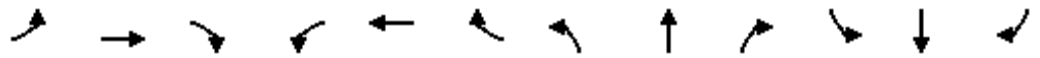
Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	107	1082	249	450	1419	529	486	469	208	354	200	46
Future Volume (veh/h)	107	1082	249	450	1419	529	486	469	208	354	200	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	1151	200	479	1510	508	517	499	193	377	213	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	1017	454	349	1210	685	539	891	342	317	856	177
Arrive On Green	0.05	0.28	0.28	0.10	0.34	0.34	0.15	0.35	0.35	0.09	0.29	0.29
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	2539	976	3510	2977	617
Grp Volume(v), veh/h	114	1151	200	479	1510	508	517	354	338	377	128	130
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1710	1755	1805	1789
Q Serve(g_s), s	5.6	34.3	12.4	12.1	40.8	32.2	17.8	19.3	19.5	11.0	6.6	6.8
Cycle Q Clear(g_c), s	5.6	34.3	12.4	12.1	40.8	32.2	17.8	19.3	19.5	11.0	6.6	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.34
Lane Grp Cap(c), veh/h	83	1017	454	349	1210	685	539	633	600	317	519	514
V/C Ratio(X)	1.37	1.13	0.44	1.37	1.25	0.74	0.96	0.56	0.56	1.19	0.25	0.25
Avail Cap(c_a), veh/h	83	1017	454	349	1210	685	539	633	600	317	519	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	43.7	35.8	54.8	40.5	29.3	51.1	31.9	32.0	55.3	33.2	33.3
Incr Delay (d2), s/veh	225.2	71.6	0.7	184.8	118.5	4.3	28.3	3.5	3.8	111.8	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	24.6	4.8	14.1	36.9	12.4	9.6	8.6	8.3	9.6	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	283.3	115.3	36.5	239.6	158.9	33.6	79.4	35.4	35.8	167.1	34.4	34.5
LnGrp LOS	F	F	D	F	F	C	E	D	D	F	C	C
Approach Vol, veh/h		1465			2497			1209			635	
Approach Delay, s/veh		117.6			148.9			54.3			113.2	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	40.5	23.3	41.2	10.2	47.0	15.6	48.9				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	12.1	32.6	18.7	35.0	5.6	* 41	11.0	42.7				
Max Q Clear Time (g_c+I1), s	14.1	36.3	19.8	8.8	7.6	42.8	13.0	21.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	3.8				

Intersection Summary

HCM 6th Ctrl Delay	117.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings



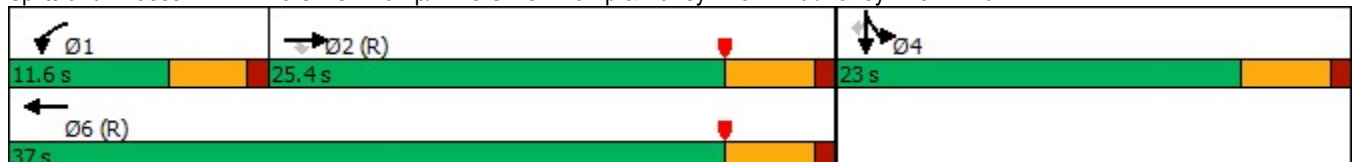
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↙	↑↑	↙	↙
Traffic Volume (vph)	682	40	249	301	13	638
Future Volume (vph)	682	40	249	301	13	638
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.4	25.4	11.6	37.0	23.0	23.0
Total Split (%)	42.3%	42.3%	19.3%	61.7%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.4	20.4	7.1	32.0	18.0	18.0
Actuated g/C Ratio	0.34	0.34	0.12	0.53	0.30	0.30
v/c Ratio	0.59	0.07	1.24	0.17	3.52	0.93
Control Delay	18.8	0.2	166.0	11.9	1151.4	32.5
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	0.2	166.0	11.9	1151.4	32.5
LOS	B	A	F	B	F	C
Approach Delay	17.9			81.7	858.0	
Approach LOS	B			F	F	

Intersection Summary

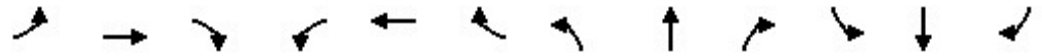
Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 3.52
 Intersection Signal Delay: 579.0
 Intersection Capacity Utilization 244.2%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/11/2022

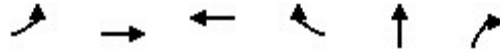


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	682	40	249	301	0	0	0	0	1782	13	638
Future Volume (veh/h)	0	682	40	249	301	0	0	0	0	1782	13	638
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	726	43	265	320	0				1896	14	620
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1227	547	214	1925	0				539	4	483
Arrive On Green	0.00	0.34	0.34	0.24	1.00	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1797	13	1610
Grp Volume(v), veh/h	0	726	43	265	320	0				1910	0	620
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	10.0	1.1	7.1	0.0	0.0				18.0	0.0	18.0
Cycle Q Clear(g_c), s	0.0	10.0	1.1	7.1	0.0	0.0				18.0	0.0	18.0
Prop In Lane	0.00		1.00	1.00		0.00				0.99		1.00
Lane Grp Cap(c), veh/h	0	1227	547	214	1925	0				543	0	483
V/C Ratio(X)	0.00	0.59	0.08	1.24	0.17	0.00				3.52	0.00	1.28
Avail Cap(c_a), veh/h	0	1227	547	214	1925	0				543	0	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.4	13.4	22.9	0.0	0.0				21.0	0.0	21.0
Incr Delay (d2), s/veh	0.0	2.1	0.3	139.5	0.2	0.0				1137.3	0.0	142.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	0.4	10.6	0.0	0.0				177.9	0.0	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.5	13.7	162.4	0.2	0.0				1158.3	0.0	163.7
LnGrp LOS	A	B	B	F	A	A				F	A	F
Approach Vol, veh/h		769			585						2530	
Approach Delay, s/veh		18.2			73.7						914.6	
Approach LOS		B			E						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.6	25.4		23.0		37.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	7.1	20.4		18.0		32.0						
Max Q Clear Time (g_c+I1), s	9.1	12.0		20.0		2.0						
Green Ext Time (p_c), s	0.0	2.1		0.0		1.2						

Intersection Summary

HCM 6th Ctrl Delay	610.5
HCM 6th LOS	F

Timings

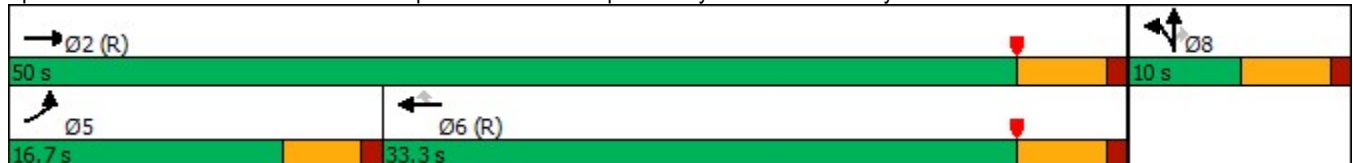


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	481	1983	464	1539	6	369
Future Volume (vph)	481	1983	464	1539	6	369
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	16.7	50.0	33.3	33.3	10.0	10.0
Total Split (%)	27.8%	83.3%	55.5%	55.5%	16.7%	16.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	12.2	45.0	28.3	28.3	5.0	5.0
Actuated g/C Ratio	0.20	0.75	0.47	0.47	0.08	0.08
v/c Ratio	1.40	0.78	0.29	1.76	0.64	1.62
Control Delay	208.7	12.9	10.3	366.3	49.1	318.9
Queue Delay	0.0	47.5	0.0	0.0	0.0	0.0
Total Delay	208.7	60.3	10.3	366.3	49.1	318.9
LOS	F	E	B	F	D	F
Approach Delay		89.3	283.8		265.5	
Approach LOS		F	F		F	

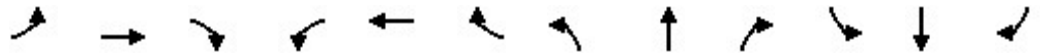
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.76
 Intersection Signal Delay: 184.8
 Intersection LOS: F
 Intersection Capacity Utilization 244.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 02/11/2022

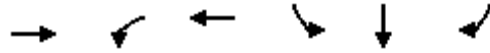


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	481	1983	0	0	464	1539	86	6	369	0	0	0
Future Volume (veh/h)	481	1983	0	0	464	1539	86	6	369	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	512	2110	0	0	494	1574	91	6	329			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	368	2708	0	0	1703	759	142	9	134			
Arrive On Green	0.41	1.00	0.00	0.00	0.47	0.47	0.08	0.08	0.08			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1703	112	1610			
Grp Volume(v), veh/h	512	2110	0	0	494	1574	97	0	329			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1815	0	1610			
Q Serve(g_s), s	12.2	0.0	0.0	0.0	5.0	28.3	3.1	0.0	5.0			
Cycle Q Clear(g_c), s	12.2	0.0	0.0	0.0	5.0	28.3	3.1	0.0	5.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.94		1.00			
Lane Grp Cap(c), veh/h	368	2708	0	0	1703	759	151	0	134			
V/C Ratio(X)	1.39	0.78	0.00	0.00	0.29	2.07	0.64	0.00	2.45			
Avail Cap(c_a), veh/h	368	2708	0	0	1703	759	151	0	134			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.78	0.78	0.00	0.00	0.65	0.65	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.8	0.0	0.0	0.0	9.7	15.9	26.6	0.0	27.5			
Incr Delay (d2), s/veh	188.8	1.8	0.0	0.0	0.3	485.6	19.0	0.0	675.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	22.4	0.7	0.0	0.0	1.6	110.0	2.0	0.0	26.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	206.6	1.8	0.0	0.0	10.0	501.4	45.7	0.0	702.8			
LnGrp LOS	F	A	A	A	A	F	D	A	F			
Approach Vol, veh/h		2622			2068			426				
Approach Delay, s/veh		41.8			384.0			553.2				
Approach LOS		D			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			16.7	33.3		10.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		45.0			12.2	28.3		5.0				
Max Q Clear Time (g_c+I1), s		2.0			14.2	30.3		7.0				
Green Ext Time (p_c), s		16.6			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					222.7							
HCM 6th LOS					F							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

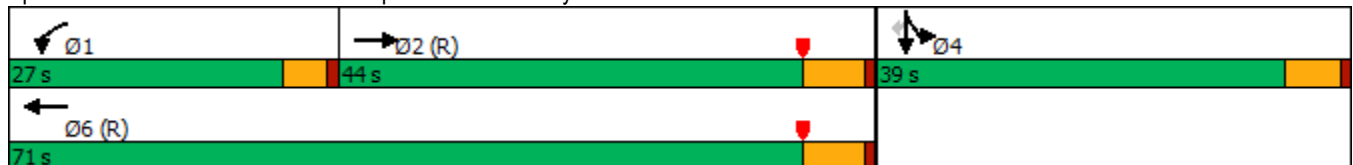


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↙	↗
Traffic Volume (vph)	1235	599	1854	1612	0	547
Future Volume (vph)	1235	599	1854	1612	0	547
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.0	22.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	1.46	1.69	0.91	1.61	1.61	1.05
Control Delay	239.9	338.9	7.2	311.0	311.8	85.7
Queue Delay	0.2	0.0	39.9	56.0	56.0	0.0
Total Delay	240.1	338.9	47.1	367.0	367.8	85.7
LOS	F	F	D	F	F	F
Approach Delay	240.1		118.4		296.0	
Approach LOS	F		F		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.69
 Intersection Signal Delay: 212.0
 Intersection LOS: F
 Intersection Capacity Utilization 264.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↘	↖	↗
Traffic Volume (veh/h)	0	1235	485	599	1854	0	0	0	0	1612	0	547
Future Volume (veh/h)	0	1235	485	599	1854	0	0	0	0	1612	0	547
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1286	408	624	1931	0				1679	0	497
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	936	288	370	2133	0				1102	0	490
Arrive On Green	0.00	0.35	0.35	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2805	833	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	843	851	624	1931	0				1679	0	497
Grp Sat Flow(s),veh/h/ln	0	1805	1738	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	38.0	38.0	22.5	55.9	0.0				33.5	0.0	33.5
Cycle Q Clear(g_c), s	0.0	38.0	38.0	22.5	55.9	0.0				33.5	0.0	33.5
Prop In Lane	0.00		0.48	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	624	600	370	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.35	1.42	1.69	0.91	0.00				1.52	0.00	1.01
Avail Cap(c_a), veh/h	0	624	600	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.0	36.0	48.2	32.6	0.0				38.3	0.0	38.3
Incr Delay (d2), s/veh	0.0	159.2	189.1	309.7	0.7	0.0				240.2	0.0	44.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	43.0	46.4	42.2	25.0	0.0				50.8	0.0	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	195.2	225.1	358.0	33.3	0.0				278.4	0.0	82.3
LnGrp LOS	A	F	F	F	C	A				F	A	F
Approach Vol, veh/h		1694			2555						2176	
Approach Delay, s/veh		210.2			112.6						233.6	
Approach LOS		F			F						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	44.0		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	24.5	40.0		35.5		57.9						
Green Ext Time (p_c), s	0.0	0.0		0.0		4.9						

Intersection Summary

HCM 6th Ctrl Delay	179.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷↷	↷↷	↷	↶	↷	↷
Traffic Volume (vph)	291	2558	1821	1828	630	4	782
Future Volume (vph)	291	2558	1821	1828	630	4	782
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	18.5	62.0	39.0	39.0	36.5	36.5	36.5
Actuated g/C Ratio	0.17	0.56	0.35	0.35	0.33	0.33	0.33
v/c Ratio	1.00	1.31	1.48	1.81	0.58	0.58	1.39
Control Delay	53.9	168.6	251.0	384.7	35.2	35.4	215.9
Queue Delay	0.0	2.3	0.8	0.0	0.0	0.0	0.0
Total Delay	53.9	171.0	251.7	384.7	35.2	35.4	215.9
LOS	D	F	F	F	D	D	F
Approach Delay		159.0	318.3			135.1	
Approach LOS		F	F			F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.81
 Intersection Signal Delay: 228.2
 Intersection LOS: F
 Intersection Capacity Utilization 264.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷			↷	↶	↶	↷	↶			
Traffic Volume (veh/h)	291	2558	0	0	1821	1828	630	4	782	0	0	0
Future Volume (veh/h)	291	2558	0	0	1821	1828	630	4	782	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	303	2665	0	0	1897	1742	659	0	654			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	304	2035	0	0	1280	571	1201	0	534			
Arrive On Green	0.22	0.75	0.00	0.00	0.35	0.35	0.33	0.00	0.33			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	303	2665	0	0	1897	1742	659	0	654			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	18.4	62.0	0.0	0.0	39.0	39.0	16.4	0.0	36.5			
Cycle Q Clear(g_c), s	18.4	62.0	0.0	0.0	39.0	39.0	16.4	0.0	36.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	304	2035	0	0	1280	571	1201	0	534			
V/C Ratio(X)	1.00	1.31	0.00	0.00	1.48	3.05	0.55	0.00	1.22			
Avail Cap(c_a), veh/h	304	2035	0	0	1280	571	1201	0	534			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.7	13.8	0.0	0.0	35.5	35.5	30.0	0.0	36.8			
Incr Delay (d2), s/veh	14.4	139.7	0.0	0.0	221.2	927.8	0.5	0.0	116.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.5	50.1	0.0	0.0	55.1	161.2	6.9	0.0	30.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	153.5	0.0	0.0	256.7	963.3	30.6	0.0	153.5			
LnGrp LOS	E	F	A	A	F	F	C	A	F			
Approach Vol, veh/h		2968			3639			1313				
Approach Delay, s/veh		143.7			595.0			91.8				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.0			23.0	45.0		42.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		64.0			20.4	41.0		38.5				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	342.4
HCM 6th LOS	F

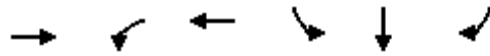
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

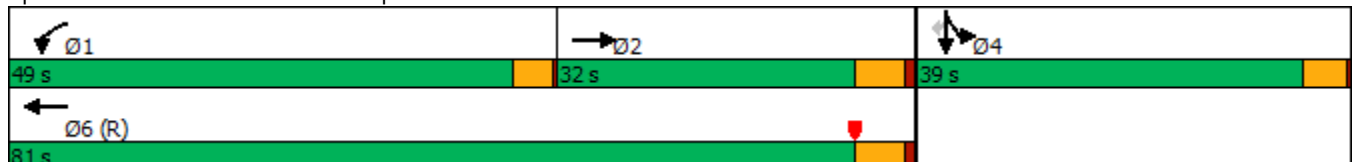


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	388	510	635	714	0	102
Future Volume (vph)	388	510	635	714	0	102
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	32.0	49.0	81.0	39.0	39.0	39.0
Total Split (%)	26.7%	40.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effect Green (s)	34.0	40.8	78.8	31.2	31.2	31.2
Actuated g/C Ratio	0.28	0.34	0.66	0.26	0.26	0.26
v/c Ratio	0.61	0.90	0.29	0.87	0.87	0.22
Control Delay	38.6	78.2	8.2	62.3	62.3	7.0
Queue Delay	0.2	51.7	0.2	0.7	0.7	0.0
Total Delay	38.8	129.9	8.4	63.1	63.1	7.0
LOS	D	F	A	E	E	A
Approach Delay	38.8		62.5		56.0	
Approach LOS	D		E		E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 55.1
 Intersection LOS: E
 Intersection Capacity Utilization 92.4%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	388	175	510	635	0	0	0	0	714	0	102
Future Volume (veh/h)	0	388	175	510	635	0	0	0	0	714	0	102
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	422	190	554	690	0				776	0	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	677	302	573	2271	0				875	0	387
Arrive On Green	0.00	0.28	0.28	0.63	1.00	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	2519	1080	1810	3705	0				3619	0	1600
Grp Volume(v), veh/h	0	313	299	554	690	0				776	0	111
Grp Sat Flow(s),veh/h/ln	0	1805	1699	1810	1805	0				1810	0	1600
Q Serve(g_s), s	0.0	18.1	18.5	34.8	0.0	0.0				24.8	0.0	6.8
Cycle Q Clear(g_c), s	0.0	18.1	18.5	34.8	0.0	0.0				24.8	0.0	6.8
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	504	474	573	2271	0				875	0	387
V/C Ratio(X)	0.00	0.62	0.63	0.97	0.30	0.00				0.89	0.00	0.29
Avail Cap(c_a), veh/h	0	504	474	679	2271	0				1040	0	460
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.36	0.36	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	37.7	37.8	21.4	0.0	0.0				43.9	0.0	37.1
Incr Delay (d2), s/veh	0.0	5.7	6.2	12.8	0.1	0.0				8.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.5	8.2	8.8	0.0	0.0				11.7	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	43.4	44.0	34.2	0.1	0.0				52.3	0.0	37.5
LnGrp LOS	A	D	D	C	A	A				D	A	D
Approach Vol, veh/h		612			1244						887	
Approach Delay, s/veh		43.7			15.3						50.4	
Approach LOS		D			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	42.0	39.0		33.5		81.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	45.0	26.5		34.5		75.5						
Max Q Clear Time (g_c+I1), s	36.8	20.5		26.8		2.0						
Green Ext Time (p_c), s	1.2	1.2		2.2		2.8						

Intersection Summary

HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

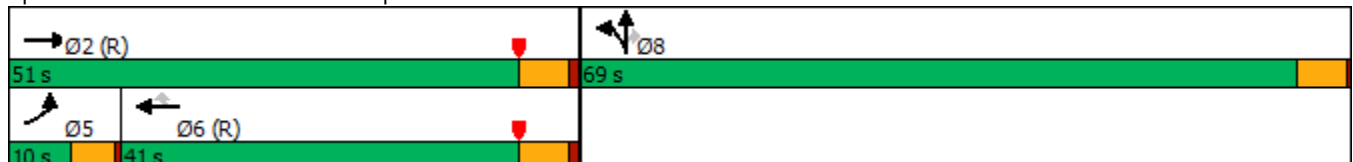


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷↷	↷↷	↷	↶	↷	↷
Traffic Volume (vph)	82	1020	942	887	201	0	887
Future Volume (vph)	82	1020	942	887	201	0	887
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	10.0	51.0	41.0	41.0	69.0	69.0	69.0
Total Split (%)	8.3%	42.5%	34.2%	34.2%	57.5%	57.5%	57.5%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	5.5	45.5	35.5	35.5	64.0	64.0	64.0
Actuated g/C Ratio	0.05	0.38	0.30	0.30	0.53	0.53	0.53
v/c Ratio	1.09	0.81	0.96	0.91	0.12	0.12	1.10
Control Delay	163.7	49.1	61.3	19.6	14.4	14.4	87.4
Queue Delay	0.0	4.4	11.9	0.0	0.3	0.3	0.0
Total Delay	163.7	53.5	73.2	19.6	14.7	14.7	87.4
LOS	F	D	E	B	B	B	F
Approach Delay		61.7	47.2			74.0	
Approach LOS		E	D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 58.4
 Intersection LOS: E
 Intersection Capacity Utilization 92.4%
 ICU Level of Service F
 Analysis Period (min) 15




















Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
 7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

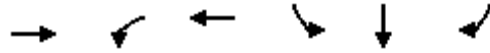
06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1020	0	0	942	887	201	0	887	0	0	0
Future Volume (veh/h)	82	1020	0	0	942	887	201	0	887	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	89	1109	0	0	1024	692	218	0	692			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	83	1677	0	0	1376	611	1621	0	719			
Arrive On Green	0.05	0.46	0.00	0.00	0.38	0.38	0.45	0.00	0.45			
Sat Flow, veh/h	1810	3705	0	0	3705	1604	3619	0	1605			
Grp Volume(v), veh/h	89	1109	0	0	1024	692	218	0	692			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1604	1810	0	1605			
Q Serve(g_s), s	5.5	28.5	0.0	0.0	29.4	45.7	4.2	0.0	50.2			
Cycle Q Clear(g_c), s	5.5	28.5	0.0	0.0	29.4	45.7	4.2	0.0	50.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	83	1677	0	0	1376	611	1621	0	719			
V/C Ratio(X)	1.07	0.66	0.00	0.00	0.74	1.13	0.13	0.00	0.96			
Avail Cap(c_a), veh/h	83	1677	0	0	1376	611	1930	0	856			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.64	0.64	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	57.3	24.8	0.0	0.0	32.1	37.1	19.5	0.0	32.1			
Incr Delay (d2), s/veh	100.0	1.3	0.0	0.0	3.7	78.5	0.0	0.0	19.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.7	11.6	0.0	0.0	12.7	30.0	1.7	0.0	21.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	157.2	26.2	0.0	0.0	35.8	115.7	19.5	0.0	51.5			
LnGrp LOS	F	C	A	A	D	F	B	A	D			
Approach Vol, veh/h		1198			1716			910				
Approach Delay, s/veh		35.9			68.0			43.8				
Approach LOS		D			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.2			10.0	51.2		58.8				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		45.5			5.5	35.5		64.0				
Max Q Clear Time (g_c+I1), s		30.5			7.5	47.7		52.2				
Green Ext Time (p_c), s		4.2			0.0	0.0		1.5				
Intersection Summary												
HCM 6th Ctrl Delay					52.2							
HCM 6th LOS					D							
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

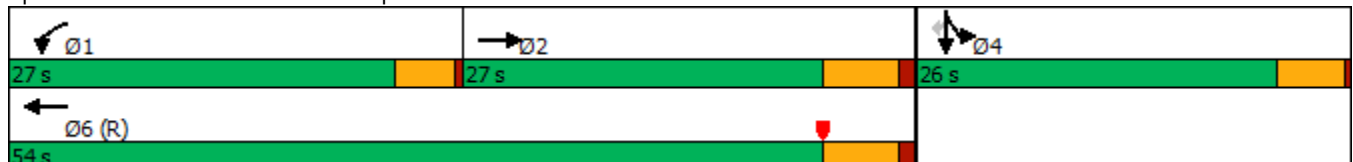


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	779	734	1574	436	1	186
Future Volume (vph)	779	734	1574	436	1	186
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	27.4	22.1	53.4	16.6	16.6	16.6
Actuated g/C Ratio	0.34	0.28	0.67	0.21	0.21	0.21
v/c Ratio	0.92	0.83	0.71	0.67	0.67	0.50
Control Delay	40.0	35.4	11.4	38.0	38.0	19.0
Queue Delay	0.0	0.0	1.6	0.0	0.0	0.0
Total Delay	40.0	35.4	13.0	38.0	38.0	19.0
LOS	D	D	B	D	D	B
Approach Delay	40.0		20.1		32.3	
Approach LOS	D		C		C	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 27.2
 Intersection LOS: C
 Intersection Capacity Utilization 84.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	779	249	734	1574	0	0	0	0	436	1	186
Future Volume (veh/h)	0	779	249	734	1574	0	0	0	0	436	1	186
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	847	241	798	1711	0				475	0	144
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	828	235	904	2189	0				616	0	274
Arrive On Green	0.00	0.30	0.30	0.26	0.61	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	2868	788	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	551	537	798	1711	0				475	0	144
Grp Sat Flow(s),veh/h/ln	0	1805	1756	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	23.9	23.9	17.5	28.4	0.0				10.0	0.0	6.5
Cycle Q Clear(g_c), s	0.0	23.9	23.9	17.5	28.4	0.0				10.0	0.0	6.5
Prop In Lane	0.00		0.45	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	539	524	904	2189	0				616	0	274
V/C Ratio(X)	0.00	1.02	1.02	0.88	0.78	0.00				0.77	0.00	0.53
Avail Cap(c_a), veh/h	0	539	524	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.1	28.1	28.5	11.8	0.0				31.7	0.0	30.2
Incr Delay (d2), s/veh	0.0	44.6	45.4	0.9	0.3	0.0				2.1	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.8	15.4	6.7	8.1	0.0				4.2	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	72.7	73.5	29.4	12.1	0.0				33.8	0.0	31.8
LnGrp LOS	A	F	F	C	B	A				C	A	C
Approach Vol, veh/h		1088			2509						619	
Approach Delay, s/veh		73.1			17.6						33.3	
Approach LOS		E			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.6	29.4		18.1		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	19.5	25.9		12.0		30.4						
Green Ext Time (p_c), s	1.1	0.0		1.6		8.0						

Intersection Summary

HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

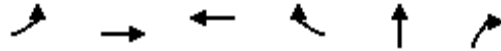
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

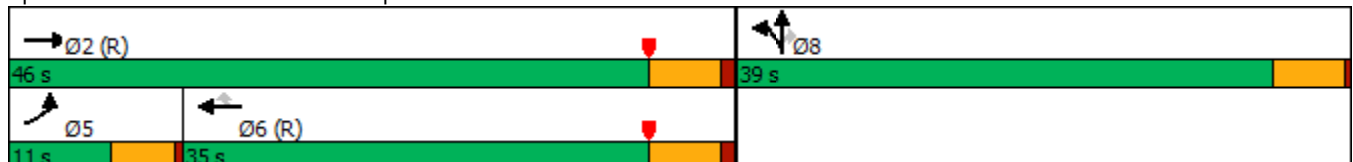


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↙	↗↗
Traffic Volume (vph)	72	1142	1813	424	4	1252
Future Volume (vph)	72	1142	1813	424	4	1252
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	6.2	40.5	31.7	31.7	34.0	34.0
Actuated g/C Ratio	0.07	0.48	0.37	0.37	0.40	0.40
v/c Ratio	0.59	0.72	1.02	0.52	0.75	1.14
Control Delay	57.3	20.8	54.2	4.6	29.7	100.0
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay	57.3	22.3	54.2	4.6	29.7	100.0
LOS	E	C	D	A	C	F
Approach Delay		24.3	44.8		80.0	
Approach LOS		C	D		E	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 51.9
 Intersection LOS: D
 Intersection Capacity Utilization 84.1%
 ICU Level of Service E
 Analysis Period (min) 15



















Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

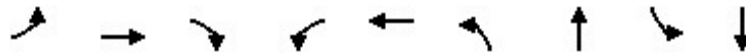
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	1142	0	0	1813	424	495	4	1252	0	0	0
Future Volume (veh/h)	72	1142	0	0	1813	424	495	4	1252	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	78	1241	0	0	1971	422	538	4	1015			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	101	1775	0	0	1987	617	691	5	1090			
Arrive On Green	0.06	0.49	0.00	0.00	0.38	0.38	0.38	0.38	0.38			
Sat Flow, veh/h	1810	3705	0	0	5358	1610	1797	13	2834			
Grp Volume(v), veh/h	78	1241	0	0	1971	422	542	0	1015			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.6	22.6	0.0	0.0	32.1	18.6	22.3	0.0	29.2			
Cycle Q Clear(g_c), s	3.6	22.6	0.0	0.0	32.1	18.6	22.3	0.0	29.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	101	1775	0	0	1987	617	697	0	1090			
V/C Ratio(X)	0.77	0.70	0.00	0.00	0.99	0.68	0.78	0.00	0.93			
Avail Cap(c_a), veh/h	138	1775	0	0	1987	617	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.37	0.37	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.6	16.7	0.0	0.0	26.1	21.9	23.0	0.0	25.1			
Incr Delay (d2), s/veh	4.3	0.9	0.0	0.0	18.4	6.1	4.7	0.0	12.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	8.0	0.0	0.0	14.8	7.2	9.4	0.0	10.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	17.6	0.0	0.0	44.5	28.0	27.6	0.0	37.8			
LnGrp LOS	D	B	A	A	D	C	C	A	D			
Approach Vol, veh/h		1319			2393			1557				
Approach Delay, s/veh		19.2			41.6			34.2				
Approach LOS		B			D			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		47.3			9.2	38.1		37.7				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+I1), s		24.6			5.6	34.1		31.2				
Green Ext Time (p_c), s		4.9			0.0	0.0		1.5				
Intersection Summary												
HCM 6th Ctrl Delay					33.8							
HCM 6th LOS					C							

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

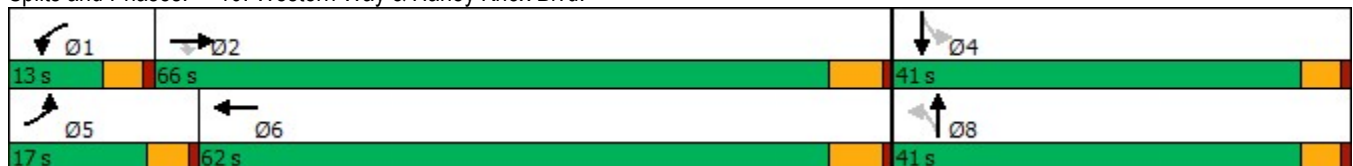


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑↑	↘	↙	↑↑↑	↙	↘	↙	↘
Traffic Volume (vph)	129	2211	12	14	1940	1	0	10	0
Future Volume (vph)	129	2211	12	14	1940	1	0	10	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	21.8	21.8	9.6	21.8	32.6	32.6	32.6	32.6
Total Split (s)	17.0	66.0	66.0	13.0	62.0	41.0	41.0	41.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	10.8%	51.7%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.8	62.9	62.9	6.0	46.6	13.7	13.7	13.7	13.7
Actuated g/C Ratio	0.13	0.77	0.77	0.07	0.57	0.17	0.17	0.17	0.17
v/c Ratio	0.56	0.57	0.01	0.11	0.70	0.00	0.01	0.04	0.16
Control Delay	49.8	8.5	0.0	46.8	15.9	33.0	0.0	34.3	0.9
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	8.6	0.0	46.8	15.9	33.0	0.0	34.3	0.9
LOS	D	A	A	D	B	C	A	C	A
Approach Delay		10.8			16.2		11.0		5.5
Approach LOS		B			B		B		A

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 82.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

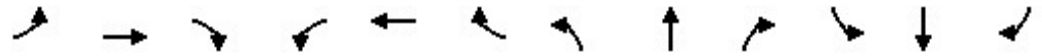
Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↖	↗	↑↑↑		↖	↖		↗	↖	
Traffic Volume (veh/h)	129	2211	12	14	1940	66	1	0	2	10	0	61
Future Volume (veh/h)	129	2211	12	14	1940	66	1	0	2	10	0	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	132	2256	12	14	1980	65	1	0	2	10	0	51
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	169	3431	1065	31	3019	99	206	0	165	251	0	165
Arrive On Green	0.09	0.66	0.66	0.02	0.59	0.59	0.10	0.00	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1810	5187	1610	1810	5159	169	1375	0	1610	1437	0	1610
Grp Volume(v), veh/h	132	2256	12	14	1326	719	1	0	2	10	0	51
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1870	1375	0	1610	1437	0	1610
Q Serve(g_s), s	4.9	17.9	0.2	0.5	17.7	17.8	0.0	0.0	0.1	0.4	0.0	2.0
Cycle Q Clear(g_c), s	4.9	17.9	0.2	0.5	17.7	17.8	2.1	0.0	0.1	0.5	0.0	2.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	169	3431	1065	31	2024	1094	206	0	165	251	0	165
V/C Ratio(X)	0.78	0.66	0.01	0.45	0.66	0.66	0.00	0.00	0.01	0.04	0.00	0.31
Avail Cap(c_a), veh/h	327	4552	1413	222	2833	1532	794	0	854	866	0	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	7.0	4.0	33.4	9.6	9.6	29.5	0.0	27.6	27.9	0.0	28.5
Incr Delay (d2), s/veh	3.0	0.2	0.0	3.8	0.4	0.7	0.0	0.0	0.0	0.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.9	0.0	0.2	4.8	5.3	0.0	0.0	0.0	0.2	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	7.2	4.0	37.2	9.9	10.3	29.5	0.0	27.7	27.9	0.0	29.6
LnGrp LOS	C	A	A	D	A	B	C	A	C	C	A	C
Approach Vol, veh/h		2400			2059			3				61
Approach Delay, s/veh		8.6			10.2			28.3				29.3
Approach LOS		A			B			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	51.2		11.6	11.0	45.9		11.6				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+I1), s	2.5	19.9		4.0	6.9	19.8		4.1				
Green Ext Time (p_c), s	0.0	25.5		0.3	0.1	19.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Intersection			
Intersection Delay, s/veh	194.7		
Intersection LOS	F		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	1787	199
Demand Flow Rate, veh/h	0	1787	199
Vehicles Circulating, veh/h	13	144	1971
Vehicles Exiting, veh/h	1918	2026	248
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	212.6	34.4
Approach LOS	-	F	D
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.724	0.276
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	1787	144	55
Cap Entry Lane, veh/h	1246	236	236
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	1787	144	55
Cap Entry, veh/h	1246	236	236
V/C Ratio	1.435	0.610	0.233
Control Delay, s/veh	212.6	39.5	21.0
LOS	F	E	C
95th %tile Queue, veh	76	4	1

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

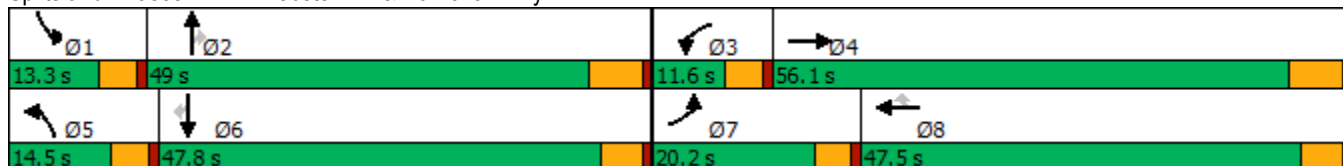
05/28/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	321	2575	67	3326	46	185	93	49	79	49	156
Future Volume (vph)	321	2575	67	3326	46	185	93	49	79	49	156
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.8	50.7	6.8	42.9	42.9	10.0	16.4	16.4	8.1	15.5	15.5
Actuated g/C Ratio	0.15	0.49	0.07	0.41	0.41	0.10	0.16	0.16	0.08	0.15	0.15
v/c Ratio	1.24	1.13	0.60	1.65	0.07	1.13	0.33	0.14	0.60	0.18	0.43
Control Delay	175.4	91.7	70.7	320.8	0.2	152.8	40.8	0.8	66.5	38.0	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	175.4	91.7	70.7	320.8	0.2	152.8	40.8	0.8	66.5	38.0	9.0
LOS	F	F	E	F	A	F	D	A	E	D	A
Approach Delay		100.7		311.6			98.2			30.0	
Approach LOS		F		F			F			C	

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 103.9	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.65	
Intersection Signal Delay: 200.6	Intersection LOS: F
Intersection Capacity Utilization 112.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	2575	106	67	3326	46	185	93	49	79	49	156
Future Volume (veh/h)	321	2575	106	67	3326	46	185	93	49	79	49	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	341	2739	93	71	3538	40	197	99	37	84	52	120
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	284	2743	92	92	2210	686	180	267	226	108	191	162
Arrive On Green	0.16	0.53	0.53	0.05	0.43	0.43	0.10	0.14	0.14	0.06	0.10	0.10
Sat Flow, veh/h	1810	5154	173	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	341	1829	1003	71	3538	40	197	99	37	84	52	120
Grp Sat Flow(s),veh/h/ln	1810	1729	1869	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	15.6	52.3	53.0	3.9	42.4	1.5	9.9	4.7	2.0	4.6	2.5	7.2
Cycle Q Clear(g_c), s	15.6	52.3	53.0	3.9	42.4	1.5	9.9	4.7	2.0	4.6	2.5	7.2
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	1841	995	92	2210	686	180	267	226	108	191	162
V/C Ratio(X)	1.20	0.99	1.01	0.77	1.60	0.06	1.09	0.37	0.16	0.78	0.27	0.74
Avail Cap(c_a), veh/h	284	1841	995	127	2210	686	180	817	693	158	815	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	23.1	23.3	46.7	28.5	16.8	44.8	38.8	37.6	46.1	41.4	43.5
Incr Delay (d2), s/veh	119.6	19.4	30.6	11.3	272.4	0.0	94.5	0.9	0.3	7.5	0.8	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	22.7	27.9	1.9	71.3	0.5	9.1	2.2	0.8	2.2	1.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	161.5	42.5	53.9	58.0	301.0	16.8	139.3	39.6	38.0	53.7	42.1	50.0
LnGrp LOS	F	D	F	E	F	B	F	D	D	D	D	D
Approach Vol, veh/h		3173			3649			333			256	
Approach Delay, s/veh		58.9			293.2			98.4			49.6	
Approach LOS		E			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	20.2	9.6	59.2	14.5	16.2	20.2	48.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+1), s	6.6	6.7	5.9	55.0	11.9	9.2	17.6	44.4				
Green Ext Time (p_c), s	0.0	0.6	0.0	0.0	0.0	0.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	175.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↘↗	↑↑	↗	↘	↑	↗
Traffic Volume (vph)	648	1142	150	75	1279	141	496	56	27	167	348
Future Volume (vph)	648	1142	150	75	1279	141	496	56	27	167	348
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6
Total Split (s)	30.0	57.0	57.0	10.0	37.0	12.0	43.0	43.0	10.0	41.0	30.0
Total Split (%)	25.0%	47.5%	47.5%	8.3%	30.8%	10.0%	35.8%	35.8%	8.3%	34.2%	25.0%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	25.6	51.5	51.5	5.4	31.4	7.2	25.5	25.5	5.3	18.5	50.4
Actuated g/C Ratio	0.25	0.49	0.49	0.05	0.30	0.07	0.24	0.24	0.05	0.18	0.48
v/c Ratio	1.57	0.48	0.18	0.86	0.95	0.63	0.60	0.12	0.32	0.53	0.46
Control Delay	298.6	19.3	3.5	113.3	50.9	60.8	38.3	0.5	60.3	43.9	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	298.6	19.3	3.5	113.3	50.9	60.8	38.3	0.5	60.3	43.9	15.9
LOS	F	B	A	F	D	E	D	A	E	D	B
Approach Delay		111.4			54.1		39.9			26.8	
Approach LOS		F			D		D			C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 104.1

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.57

Intersection Signal Delay: 72.8

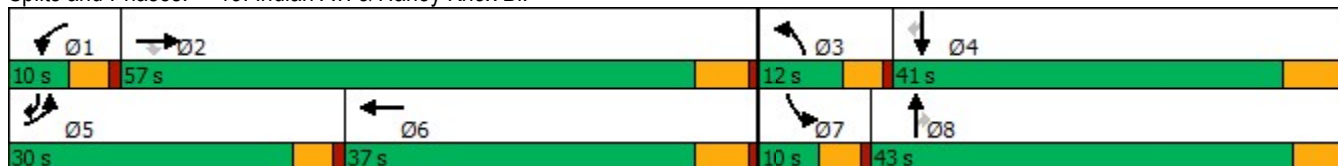
Intersection LOS: E

Intersection Capacity Utilization 97.7%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘↗	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	648	1142	150	75	1279	101	141	496	56	27	167	348
Future Volume (veh/h)	648	1142	150	75	1279	101	141	496	56	27	167	348
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	697	1228	152	81	1375	90	152	533	54	29	180	326
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	449	2573	799	96	1495	98	216	781	349	50	347	694
Arrive On Green	0.25	0.50	0.50	0.05	0.30	0.30	0.06	0.22	0.22	0.03	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	4974	326	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	697	1228	152	81	956	509	152	533	54	29	180	326
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1841	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	25.4	16.0	5.4	4.5	27.3	27.3	4.3	13.9	2.8	1.6	8.8	14.8
Cycle Q Clear(g_c), s	25.4	16.0	5.4	4.5	27.3	27.3	4.3	13.9	2.8	1.6	8.8	14.8
Prop In Lane	1.00		1.00	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	2573	799	96	1040	554	216	781	349	50	347	694
V/C Ratio(X)	1.55	0.48	0.19	0.85	0.92	0.92	0.70	0.68	0.15	0.58	0.52	0.47
Avail Cap(c_a), veh/h	449	2596	806	96	1055	562	254	1327	592	96	646	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	17.0	14.3	48.0	34.6	34.6	47.1	36.8	32.5	49.2	37.8	20.8
Incr Delay (d2), s/veh	258.9	0.1	0.1	45.5	12.5	20.3	5.0	1.1	0.2	4.0	1.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	42.8	5.7	1.8	3.2	12.6	14.6	2.0	6.0	1.1	0.8	4.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	297.4	17.2	14.5	93.5	47.1	54.9	52.1	37.9	32.7	53.2	39.0	21.3
LnGrp LOS	F	B	B	F	D	D	D	D	C	D	D	C
Approach Vol, veh/h		2077			1546			739			535	
Approach Delay, s/veh		111.0			52.1			40.4			29.0	
Approach LOS		F			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	56.6	10.9	24.9	30.0	36.6	7.4	28.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	25.4	31.2	5.4	* 38				
Max Q Clear Time (g_c+I1), s	6.5	18.0	6.3	16.8	27.4	29.3	3.6	15.9				
Green Ext Time (p_c), s	0.0	10.2	0.0	1.9	0.0	1.4	0.0	3.4				

Intersection Summary

HCM 6th Ctrl Delay	72.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

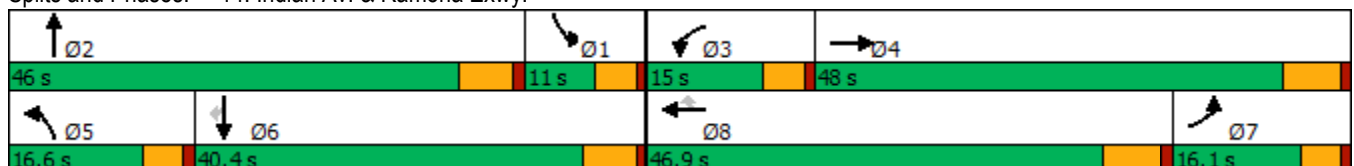


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	419	2204	84	3297	213	142	238	65	115	174
Future Volume (vph)	419	2204	84	3297	213	142	238	65	115	174
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.6	46.3	8.5	41.0	41.0	11.2	19.3	7.9	13.8	13.8
Actuated g/C Ratio	0.12	0.47	0.09	0.41	0.41	0.11	0.19	0.08	0.14	0.14
v/c Ratio	2.03	1.00	0.56	1.57	0.28	0.71	0.42	0.46	0.23	0.47
Control Delay	505.4	46.8	59.3	282.3	6.7	63.7	34.2	57.2	38.1	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	505.4	46.8	59.3	282.3	6.7	63.7	34.2	57.2	38.1	9.7
LOS	F	D	E	F	A	E	C	E	D	A
Approach Delay		116.1		260.8			43.9		27.6	
Approach LOS		F		F			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.03
 Intersection Signal Delay: 180.0
 Intersection LOS: F
 Intersection Capacity Utilization 120.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	419	2204	153	84	3297	213	142	238	51	65	115	174
Future Volume (veh/h)	419	2204	153	84	3297	213	142	238	51	65	115	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	428	2249	154	86	3364	188	145	243	41	66	117	171
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	2499	170	111	2217	688	177	375	62	143	414	185
Arrive On Green	0.12	0.50	0.50	0.06	0.43	0.43	0.10	0.12	0.12	0.08	0.11	0.11
Sat Flow, veh/h	1810	4961	337	1810	5187	1610	1810	3095	514	1810	3610	1610
Grp Volume(v), veh/h	428	1561	842	86	3364	188	145	140	144	66	117	171
Grp Sat Flow(s),veh/h/ln	1810	1729	1839	1810	1729	1610	1810	1805	1804	1810	1805	1610
Q Serve(g_s), s	11.5	38.9	39.9	4.5	40.7	7.2	7.5	7.0	7.2	3.3	2.8	7.2
Cycle Q Clear(g_c), s	11.5	38.9	39.9	4.5	40.7	7.2	7.5	7.0	7.2	3.3	2.8	7.2
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	219	1742	927	111	2217	688	177	218	218	143	414	185
V/C Ratio(X)	1.96	0.90	0.91	0.78	1.52	0.27	0.82	0.64	0.66	0.46	0.28	0.93
Avail Cap(c_a), veh/h	219	1742	927	198	2217	688	228	762	762	143	1312	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	21.4	21.6	44.1	27.3	17.7	42.1	39.9	40.0	41.9	38.6	21.7
Incr Delay (d2), s/veh	447.7	6.6	12.6	4.4	235.3	0.2	13.1	3.1	3.4	0.9	0.4	17.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.0	14.9	17.7	2.0	62.9	2.5	3.9	3.2	3.3	1.5	1.2	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	489.5	27.9	34.2	48.4	262.5	17.9	55.2	43.0	43.3	42.8	38.9	39.2
LnGrp LOS	F	C	C	D	F	B	E	D	D	D	D	D
Approach Vol, veh/h		2831			3638			429			354	
Approach Delay, s/veh		99.6			244.8			47.2			39.8	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	17.3	10.4	54.2	13.9	16.7	17.7	46.9				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	5.3	9.2	6.5	41.9	9.5	9.2	13.5	42.7				
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.0	1.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	166.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕	↗	↘	↕
Traffic Vol, veh/h	203	71	225	117	42	181
Future Vol, veh/h	203	71	225	117	42	181
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	299	104	331	172	62	266
Number of Lanes	1	1	1	1	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	17.6	15.5	14.7
HCM LOS	C	C	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%
Vol Thru, %	100%	0%	0%	0%	0%	100%
Vol Right, %	0%	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	117	203	71	42	181
LT Vol	0	0	203	0	42	0
Through Vol	225	0	0	0	0	181
RT Vol	0	117	0	71	0	0
Lane Flow Rate	331	172	299	104	62	266
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.589	0.272	0.598	0.174	0.122	0.489
Departure Headway (Hd)	6.408	5.695	7.215	5.997	7.123	6.612
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	562	628	499	596	501	543
Service Time	4.176	3.462	4.978	3.759	4.897	4.386
HCM Lane V/C Ratio	0.589	0.274	0.599	0.174	0.124	0.49
HCM Control Delay	18	10.6	20.2	10	10.9	15.6
HCM Lane LOS	C	B	C	A	B	C
HCM 95th-tile Q	3.8	1.1	3.9	0.6	0.4	2.7

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

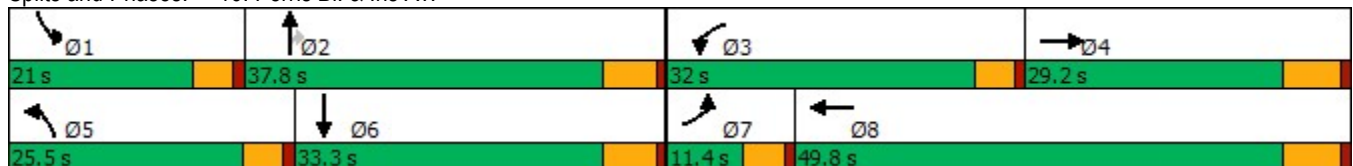


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↕	↘	↕	↘	↕	↗	↘	↕
Traffic Volume (vph)	50	588	367	774	245	1254	356	206	733
Future Volume (vph)	50	588	367	774	245	1254	356	206	733
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	23.0	27.4	45.9	20.2	32.0	32.0	16.4	28.2
Actuated g/C Ratio	0.05	0.19	0.23	0.38	0.17	0.27	0.27	0.14	0.24
v/c Ratio	0.59	1.25	1.02	0.83	0.93	1.04	0.72	0.96	0.77
Control Delay	79.6	163.4	96.5	39.6	85.6	78.8	28.5	100.7	47.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.6	163.4	96.5	39.6	85.6	78.8	28.5	100.7	47.4
LOS	E	F	F	D	F	E	C	F	D
Approach Delay		158.2		55.2		70.1			58.2
Approach LOS		F		E		E			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 77.7
 Intersection LOS: E
 Intersection Capacity Utilization 95.2%
 ICU Level of Service F
 Analysis Period (min) 15

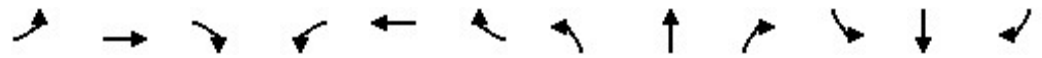
Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕	↖	↗	↕	↖
Traffic Volume (veh/h)	50	588	158	367	774	197	245	1254	356	206	733	77
Future Volume (veh/h)	50	588	158	367	774	197	245	1254	356	206	733	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	676	145	422	890	143	282	1441	278	237	843	76
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	74	567	121	413	1180	190	308	1383	427	247	1130	101
Arrive On Green	0.04	0.19	0.19	0.23	0.38	0.38	0.17	0.27	0.27	0.14	0.23	0.23
Sat Flow, veh/h	1810	2956	634	1810	3111	500	1810	5187	1601	1810	4843	435
Grp Volume(v), veh/h	57	413	408	422	516	517	282	1441	278	237	601	318
Grp Sat Flow(s),veh/h/ln	1810	1805	1785	1810	1805	1805	1810	1729	1601	1810	1729	1820
Q Serve(g_s), s	3.7	23.0	23.0	27.4	29.9	29.9	18.4	32.0	18.5	15.6	19.4	19.5
Cycle Q Clear(g_c), s	3.7	23.0	23.0	27.4	29.9	29.9	18.4	32.0	18.5	15.6	19.4	19.5
Prop In Lane	1.00		0.35	1.00		0.28	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	74	346	342	413	685	685	308	1383	427	247	807	424
V/C Ratio(X)	0.77	1.19	1.19	1.02	0.75	0.75	0.92	1.04	0.65	0.96	0.75	0.75
Avail Cap(c_a), veh/h	103	346	342	413	685	685	315	1383	427	247	807	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	48.5	48.5	46.3	32.4	32.4	49.0	44.0	39.0	51.5	42.7	42.7
Incr Delay (d2), s/veh	13.5	111.6	112.5	49.8	4.8	4.8	29.1	35.8	3.5	45.3	3.8	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	20.6	20.5	17.5	13.1	13.1	10.5	17.7	7.4	10.0	8.4	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	160.1	161.0	96.1	37.1	37.1	78.1	79.8	42.5	96.7	46.5	50.0
LnGrp LOS	E	F	F	F	D	D	E	F	D	F	D	D
Approach Vol, veh/h		878			1455			2001			1156	
Approach Delay, s/veh		154.7			54.2			74.4			57.7	
Approach LOS		F			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.8	32.0	29.2	25.0	33.8	9.5	51.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	17.6	34.0	29.4	25.0	20.4	21.5	5.7	31.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.7	0.0	4.6				

Intersection Summary

HCM 6th Ctrl Delay	78.4
HCM 6th LOS	E

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

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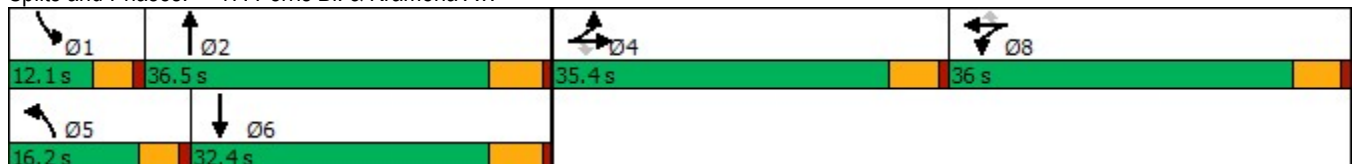


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕↗↘	↖	↕↗↘
Traffic Volume (vph)	214	122	228	263	114	1437	113	1063
Future Volume (vph)	214	122	228	263	114	1437	113	1063
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.2	22.2	32.1	32.1	11.0	32.6	8.1	29.7
Actuated g/C Ratio	0.20	0.20	0.29	0.29	0.10	0.29	0.07	0.27
v/c Ratio	0.70	0.33	1.09	0.47	0.70	1.26	0.94	0.85
Control Delay	51.5	11.1	104.0	11.4	70.1	157.8	117.4	46.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	11.1	104.0	11.4	70.1	157.8	117.4	46.6
LOS	D	B	F	B	E	F	F	D
Approach Delay	37.9		73.3			152.4		53.3
Approach LOS	D		E			F		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 99.5	Intersection LOS: F
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	26	214	122	300	228	263	114	1437	297	113	1063	11
Future Volume (veh/h)	26	214	122	300	228	263	114	1437	297	113	1063	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	235	79	330	251	164	125	1579	306	124	1168	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	37	301	288	311	237	477	163	1314	253	136	1517	14
Arrive On Green	0.18	0.18	0.18	0.30	0.30	0.30	0.09	0.30	0.28	0.08	0.29	0.27
Sat Flow, veh/h	208	1682	1607	1049	798	1609	1810	4365	841	1810	5299	50
Grp Volume(v), veh/h	264	0	79	581	0	164	125	1249	636	124	762	417
Grp Sat Flow(s),veh/h/ln	1890	0	1607	1848	0	1609	1810	1729	1749	1810	1729	1891
Q Serve(g_s), s	14.4	0.0	4.6	32.0	0.0	8.6	7.3	32.5	32.5	7.3	21.8	21.8
Cycle Q Clear(g_c), s	14.4	0.0	4.6	32.0	0.0	8.6	7.3	32.5	32.5	7.3	21.8	21.8
Prop In Lane	0.11		1.00	0.57		1.00	1.00		0.48	1.00		0.03
Lane Grp Cap(c), veh/h	338	0	288	548	0	477	163	1041	527	136	990	541
V/C Ratio(X)	0.78	0.00	0.27	1.06	0.00	0.34	0.77	1.20	1.21	0.91	0.77	0.77
Avail Cap(c_a), veh/h	550	0	468	548	0	477	205	1041	527	136	990	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	0.0	38.2	38.0	0.0	29.7	48.0	37.7	38.2	49.6	35.3	35.3
Incr Delay (d2), s/veh	3.9	0.0	0.5	55.6	0.0	0.4	9.6	99.2	110.4	50.9	3.8	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	1.8	22.3	0.0	3.3	3.6	27.3	29.3	5.1	9.2	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.2	0.0	38.8	93.5	0.0	30.2	57.6	137.0	148.5	100.4	39.0	42.0
LnGrp LOS	D	A	D	F	A	C	E	F	F	F	D	D
Approach Vol, veh/h		343			745			2010			1303	
Approach Delay, s/veh		44.5			79.6			135.7			45.8	
Approach LOS		D			E			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	36.5		23.3	13.7	34.9		36.0				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+I1), s	9.3	34.5		16.4	9.3	23.8		34.0				
Green Ext Time (p_c), s	0.0	0.0		1.4	0.0	1.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	92.5
HCM 6th LOS	F

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

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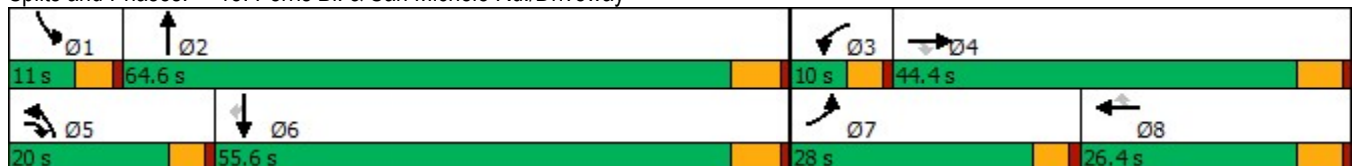


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	53	34	4	160	2106	1	1852	109		
Future Volume (vph)	53	34	4	160	2106	1	1852	109		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4						6		
Detector Phase	7	5	3	5	2	1	6	6		
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.1	27.1	5.4	13.0	67.0	5.3	48.6	48.6		
Actuated g/C Ratio	0.11	0.31	0.06	0.15	0.76	0.06	0.55	0.55		
v/c Ratio	0.27	0.06	0.04	0.64	0.57	0.01	0.69	0.12		
Control Delay	45.1	0.2	49.0	51.6	10.0	49.0	19.1	0.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	45.1	0.2	49.0	51.6	10.0	49.0	19.1	0.9		
LOS	D	A	D	D	B	D	B	A		
Approach Delay					12.9		18.1			
Approach LOS					B		B			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 88.3
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 15.6
 Intersection LOS: B
 Intersection Capacity Utilization 67.7%
 ICU Level of Service C
 Analysis Period (min) 15

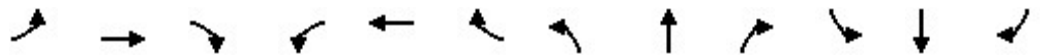
Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	0	34	4	0	0	160	2106	2	1	1852	109
Future Volume (veh/h)	53	0	34	4	0	0	160	2106	2	1	1852	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	0	17	4	0	0	170	2240	2	1	1970	95
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	192	348	10	117	99	209	3398	3	2	2701	839
Arrive On Green	0.04	0.00	0.10	0.01	0.00	0.00	0.12	0.63	0.63	0.00	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5352	5	1810	5187	1610
Grp Volume(v), veh/h	56	0	17	4	0	0	170	1447	795	1	1970	95
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	1899	1810	1729	1610
Q Serve(g_s), s	2.4	0.0	0.7	0.2	0.0	0.0	7.3	20.8	20.8	0.0	23.2	2.4
Cycle Q Clear(g_c), s	2.4	0.0	0.7	0.2	0.0	0.0	7.3	20.8	20.8	0.0	23.2	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	192	348	10	117	99	209	2195	1206	2	2701	839
V/C Ratio(X)	0.69	0.00	0.05	0.42	0.00	0.00	0.81	0.66	0.66	0.40	0.73	0.11
Avail Cap(c_a), veh/h	534	935	979	123	504	427	352	2567	1410	146	3261	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	24.6	39.3	0.0	0.0	34.2	9.1	9.1	39.5	14.7	9.7
Incr Delay (d2), s/veh	10.1	0.0	0.1	10.3	0.0	0.0	2.9	0.5	0.9	34.6	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.2	0.1	0.0	0.0	3.1	5.7	6.4	0.0	7.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.4	0.0	24.6	49.6	0.0	0.0	37.1	9.6	10.0	74.2	15.3	9.7
LnGrp LOS	D	A	C	D	A	A	D	A	A	E	B	A
Approach Vol, veh/h		73			4			2412			2066	
Approach Delay, s/veh		42.1			49.6			11.7			15.1	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	56.1	5.0	13.4	13.7	47.1	8.1	10.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.0	22.8	2.2	2.7	9.3	25.2	4.4	0.0				
Green Ext Time (p_c), s	0.0	22.2	0.0	0.0	0.1	16.0	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									

Timings
19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	25	2	11	6	13	64	2216	19	1824	30
Future Volume (vph)	25	2	11	6	13	64	2216	19	1824	30
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	11.0	41.4	11.0	41.4	41.4	15.0	60.6	12.0	57.6	11.0
Total Split (%)	8.8%	33.1%	8.8%	33.1%	33.1%	12.0%	48.5%	9.6%	46.1%	8.8%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	15.0	5.6	13.1	13.1	7.9	62.5	6.0	54.4	59.7
Actuated g/C Ratio	0.08	0.18	0.07	0.16	0.16	0.10	0.75	0.07	0.66	0.72
v/c Ratio	0.18	0.04	0.10	0.02	0.04	0.41	0.63	0.16	0.58	0.03
Control Delay	47.5	0.1	48.6	35.8	0.2	49.5	13.9	48.6	15.3	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	0.1	48.6	35.8	0.2	49.5	13.9	48.6	15.3	1.0
LOS	D	A	D	D	A	D	B	D	B	A
Approach Delay		22.9		25.4			14.9		15.4	
Approach LOS		C		C			B		B	

Intersection Summary

Cycle Length: 125	
Actuated Cycle Length: 83	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

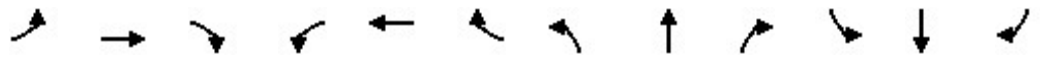
Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	2	25	11	6	13	64	2216	27	19	1824	30
Future Volume (veh/h)	25	2	25	11	6	13	64	2216	27	19	1824	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	2	18	12	7	6	70	2409	19	21	1983	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	168	150	26	152	129	91	3119	25	108	3099	1006
Arrive On Green	0.03	0.09	0.09	0.01	0.08	0.08	0.05	0.59	0.59	0.06	0.60	0.60
Sat Flow, veh/h	1810	1805	1606	1810	1900	1610	1810	5309	42	1810	5187	1609
Grp Volume(v), veh/h	27	2	18	12	7	6	70	1568	860	21	1983	28
Grp Sat Flow(s),veh/h/ln	1810	1805	1606	1810	1900	1610	1810	1729	1892	1810	1729	1609
Q Serve(g_s), s	1.2	0.1	0.9	0.5	0.3	0.3	3.2	28.5	28.6	0.9	20.8	0.6
Cycle Q Clear(g_c), s	1.2	0.1	0.9	0.5	0.3	0.3	3.2	28.5	28.6	0.9	20.8	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	50	168	150	26	152	129	91	2032	1112	108	3099	1006
V/C Ratio(X)	0.54	0.01	0.12	0.46	0.05	0.05	0.77	0.77	0.77	0.19	0.64	0.03
Avail Cap(c_a), veh/h	139	779	693	139	820	695	226	2272	1244	161	3222	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	34.3	34.7	40.8	35.4	35.4	39.1	13.0	13.0	37.3	10.9	6.0
Incr Delay (d2), s/veh	3.2	0.0	0.4	4.5	0.1	0.1	5.1	1.5	2.8	0.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	0.3	0.1	0.1	1.5	9.0	10.3	0.4	6.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	34.3	35.0	45.3	35.6	35.6	44.3	14.5	15.8	37.6	11.4	6.0
LnGrp LOS	D	C	D	D	D	D	D	B	B	D	B	A
Approach Vol, veh/h		47			25			2498			2032	
Approach Delay, s/veh		39.7			40.2			15.8			11.5	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	54.8	5.8	13.2	8.8	55.6	6.9	12.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	54.8	6.4	36.0	10.4	51.8	6.4	36.0				
Max Q Clear Time (g_c+I1), s	2.9	30.6	2.5	2.9	5.2	22.8	3.2	2.3				
Green Ext Time (p_c), s	0.0	18.4	0.0	0.1	0.0	17.7	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

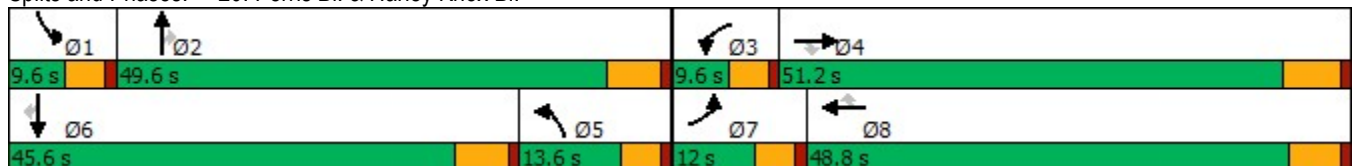
02/11/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	940	65	17	684	242	339	1574	23	94	1041	402
Future Volume (vph)	324	940	65	17	684	242	339	1574	23	94	1041	402
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	13.6	49.6	49.6	9.6	45.6	45.6
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	11.3%	41.3%	41.3%	8.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	37.0	37.0	5.1	28.5	28.5	13.3	41.9	41.9	5.1	33.7	33.7
Actuated g/C Ratio	0.07	0.35	0.35	0.05	0.27	0.27	0.13	0.40	0.40	0.05	0.32	0.32
v/c Ratio	2.74	0.81	0.10	0.11	0.53	0.48	0.84	0.83	0.03	0.61	0.68	0.72
Control Delay	823.7	36.6	0.3	54.8	32.9	14.7	64.2	33.6	0.1	67.7	33.5	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	823.7	36.6	0.3	54.8	32.9	14.7	64.2	33.6	0.1	67.7	33.5	28.4
LOS	F	D	A	D	C	B	E	C	A	E	C	C
Approach Delay		226.8			28.6			38.6			34.3	
Approach LOS		F			C			D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.74
 Intersection Signal Delay: 79.3
 Intersection Capacity Utilization 83.1%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service E

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (veh/h)	324	940	65	17	684	242	339	1574	23	94	1041	402
Future Volume (veh/h)	324	940	65	17	684	242	339	1574	23	94	1041	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	356	1033	66	19	752	173	373	1730	22	103	1144	334
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1229	548	71	1505	467	456	2032	631	160	1535	476
Arrive On Green	0.07	0.34	0.34	0.02	0.29	0.29	0.13	0.39	0.39	0.05	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	356	1033	66	19	752	173	373	1730	22	103	1144	334
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	7.4	27.7	1.9	0.6	12.6	9.0	10.9	31.9	0.9	3.0	20.9	14.7
Cycle Q Clear(g_c), s	7.4	27.7	1.9	0.6	12.6	9.0	10.9	31.9	0.9	3.0	20.9	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	1229	548	71	1505	467	456	2032	631	160	1535	476
V/C Ratio(X)	2.79	0.84	0.12	0.27	0.50	0.37	0.82	0.85	0.03	0.64	0.75	0.70
Avail Cap(c_a), veh/h	128	1548	691	167	2126	660	456	2166	672	167	1968	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	32.0	9.4	50.6	30.9	29.6	44.4	29.1	19.7	49.2	33.4	18.9
Incr Delay (d2), s/veh	826.6	3.5	0.1	0.7	0.3	0.5	10.5	3.3	0.0	5.8	1.2	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.5	11.7	1.1	0.2	5.0	3.4	5.2	12.9	0.3	1.4	8.4	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	875.3	35.5	9.5	51.4	31.2	30.1	54.9	32.4	19.7	55.0	34.5	21.4
LnGrp LOS	F	D	A	D	C	C	D	C	B	E	C	C
Approach Vol, veh/h		1455			944			2125			1581	
Approach Delay, s/veh		239.8			31.4			36.3			33.1	
Approach LOS		F			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	46.9	6.7	41.9	19.4	36.8	12.0	36.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	9.0	* 40	7.4	* 43				
Max Q Clear Time (g_c+I1), s	5.0	33.9	2.6	29.7	12.9	22.9	9.4	14.6				
Green Ext Time (p_c), s	0.0	7.1	0.0	6.0	0.0	8.0	0.0	5.8				

Intersection Summary

HCM 6th Ctrl Delay	83.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

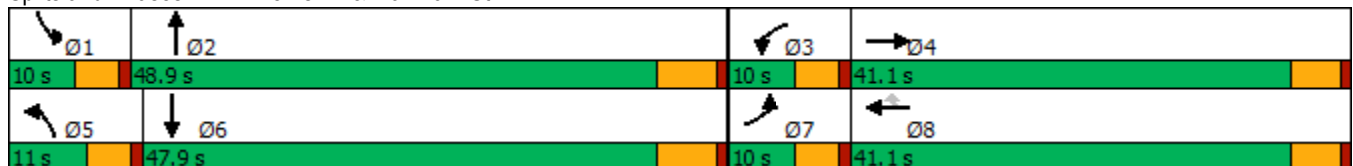


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	19	11	28	30	44	1989	9	1050
Future Volume (vph)	23	19	11	28	30	44	1989	9	1050
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	10.0	41.1	10.0	41.1	41.1	11.0	48.9	10.0	47.9
Total Split (%)	9.1%	37.4%	9.1%	37.4%	37.4%	10.0%	44.5%	9.1%	43.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	5.5	16.0	5.4	14.0	14.0	6.1	54.4	5.3	49.5
Actuated g/C Ratio	0.07	0.21	0.07	0.19	0.19	0.08	0.73	0.07	0.66
v/c Ratio	0.18	0.07	0.09	0.08	0.08	0.32	0.56	0.08	0.34
Control Delay	43.0	12.7	42.1	26.4	0.4	44.2	13.2	42.0	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	12.7	42.1	26.4	0.4	44.2	13.2	42.0	12.9
LOS	D	B	D	C	A	D	B	D	B
Approach Delay		22.3		17.7			13.9		13.2
Approach LOS		C		B			B		B

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 74.5
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 13.9
 Intersection LOS: B
 Intersection Capacity Utilization 64.0%
 ICU Level of Service C
 Analysis Period (min) 15
























Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
 21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	19	30	11	28	30	44	1989	8	9	1050	30
Future Volume (veh/h)	23	19	30	11	28	30	44	1989	8	9	1050	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	20	23	12	30	17	47	2116	9	10	1117	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	248	221	27	238	202	78	2882	12	23	2642	76
Arrive On Green	0.03	0.14	0.14	0.01	0.13	0.13	0.04	0.54	0.54	0.01	0.51	0.51
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5331	23	1810	5179	148
Grp Volume(v), veh/h	24	20	23	12	30	17	47	1372	753	10	746	403
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1895	1810	1729	1869
Q Serve(g_s), s	0.9	0.7	0.9	0.4	1.0	0.6	1.7	20.6	20.6	0.4	9.2	9.2
Cycle Q Clear(g_c), s	0.9	0.7	0.9	0.4	1.0	0.6	1.7	20.6	20.6	0.4	9.2	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	48	248	221	27	238	202	78	1870	1025	23	1764	954
V/C Ratio(X)	0.50	0.08	0.10	0.44	0.13	0.08	0.60	0.73	0.73	0.44	0.42	0.42
Avail Cap(c_a), veh/h	143	952	849	143	1002	849	170	2184	1197	143	2133	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	25.7	25.8	33.3	26.5	26.4	32.1	11.9	11.9	33.5	10.4	10.4
Incr Delay (d2), s/veh	2.9	0.1	0.2	4.2	0.2	0.2	2.7	1.1	2.0	4.8	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.3	0.2	0.4	0.2	0.8	6.1	7.0	0.2	2.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	25.8	26.0	37.6	26.8	26.6	34.8	13.0	13.9	38.3	10.6	10.7
LnGrp LOS	D	C	C	D	C	C	C	B	B	D	B	B
Approach Vol, veh/h		67			59			2172			1159	
Approach Delay, s/veh		29.4			28.9			13.8			10.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	42.7	5.6	14.5	7.5	40.6	6.4	13.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	5.4	43.1	5.4	36.0	6.4	42.1	5.4	36.0				
Max Q Clear Time (g_c+I1), s	2.4	22.6	2.4	2.9	3.7	11.2	2.9	3.0				
Green Ext Time (p_c), s	0.0	14.3	0.0	0.2	0.0	8.1	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay				13.4								
HCM 6th LOS				B								

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

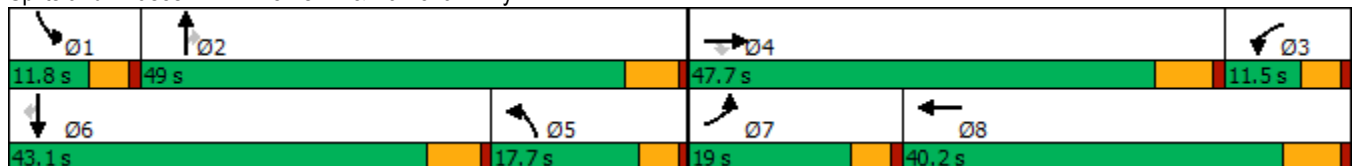


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (vph)	464	1611	247	212	2811	484	1129	155	298	506	289
Future Volume (vph)	464	1611	247	212	2811	484	1129	155	298	506	289
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases				4				2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8
Total Split (s)	19.0	47.7	47.7	11.5	40.2	17.7	49.0	49.0	11.8	43.1	43.1
Total Split (%)	15.8%	39.8%	39.8%	9.6%	33.5%	14.8%	40.8%	40.8%	9.8%	35.9%	35.9%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.4	41.2	41.2	7.3	34.0	24.0	41.8	41.8	7.2	25.0	25.0
Actuated g/C Ratio	0.12	0.35	0.35	0.06	0.29	0.20	0.35	0.35	0.06	0.21	0.21
v/c Ratio	1.11	0.91	0.37	1.01	2.23	0.70	0.91	0.24	1.43	0.68	0.52
Control Delay	125.8	46.1	8.0	119.8	577.9	51.0	47.7	4.2	258.9	47.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.8	46.1	8.0	119.8	577.9	51.0	47.7	4.2	258.9	47.3	7.6
LOS	F	D	A	F	F	D	D	A	F	D	A
Approach Delay		58.0			549.6		44.8			94.5	
Approach LOS		E			F		D			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.23	
Intersection Signal Delay: 255.5	Intersection LOS: F
Intersection Capacity Utilization 133.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	464	1611	247	212	2811	402	484	1129	155	298	506	289
Future Volume (veh/h)	464	1611	247	212	2811	402	484	1129	155	298	506	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	473	1644	207	216	2868	391	494	1152	110	304	516	236
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	424	1780	551	203	1363	178	744	1255	559	212	672	296
Arrive On Green	0.12	0.34	0.34	0.06	0.29	0.29	0.21	0.35	0.35	0.06	0.19	0.19
Sat Flow, veh/h	3510	5187	1606	3510	4641	605	3510	3610	1609	3510	3610	1589
Grp Volume(v), veh/h	473	1644	207	216	2103	1156	494	1152	110	304	516	236
Grp Sat Flow(s),veh/h/ln	1755	1729	1606	1755	1729	1788	1755	1805	1609	1755	1805	1589
Q Serve(g_s), s	14.4	36.4	11.6	6.9	35.0	35.0	15.4	36.5	4.3	7.2	16.2	12.6
Cycle Q Clear(g_c), s	14.4	36.4	11.6	6.9	35.0	35.0	15.4	36.5	4.3	7.2	16.2	12.6
Prop In Lane	1.00		1.00	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	424	1780	551	203	1015	525	744	1255	559	212	672	296
V/C Ratio(X)	1.12	0.92	0.38	1.06	2.07	2.20	0.66	0.92	0.20	1.44	0.77	0.80
Avail Cap(c_a), veh/h	424	1804	559	203	1015	525	744	1307	582	212	1128	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	37.7	29.6	56.2	42.1	42.1	43.1	37.3	15.6	56.1	46.1	25.7
Incr Delay (d2), s/veh	79.3	8.5	0.4	81.2	485.5	546.6	1.8	10.2	0.2	220.7	1.9	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	15.8	4.3	5.2	82.6	94.3	6.7	17.1	2.1	9.6	7.2	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.8	46.2	30.0	137.4	527.6	588.7	44.9	47.5	15.8	276.8	48.0	30.7
LnGrp LOS	F	D	C	F	F	F	D	D	B	F	D	C
Approach Vol, veh/h		2324			3475			1756			1056	
Approach Delay, s/veh		62.1			523.7			44.8			110.0	
Approach LOS		E			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	47.3	13.1	47.1	31.1	28.0	19.0	41.2				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	7.2	43.2	6.9	* 42	13.1	* 37	14.4	34.0				
Max Q Clear Time (g_c+1), s	9.2	38.5	8.9	38.4	17.4	18.2	16.4	37.0				
Green Ext Time (p_c), s	0.0	3.0	0.0	2.6	0.0	3.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	250.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

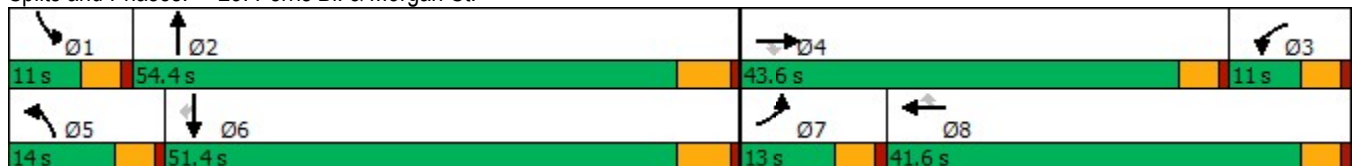


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	35	414	37	26	148	11	56	1719	43	816	93
Future Volume (vph)	35	414	37	26	148	11	56	1719	43	816	93
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	13.0	43.6	43.6	11.0	41.6	41.6	14.0	54.4	11.0	51.4	51.4
Total Split (%)	10.8%	36.3%	36.3%	9.2%	34.7%	34.7%	11.7%	45.3%	9.2%	42.8%	42.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.9	18.6	18.6	7.4	19.2	19.2	7.7	42.6	6.5	38.5	38.5
Actuated g/C Ratio	0.08	0.22	0.22	0.09	0.23	0.23	0.09	0.50	0.08	0.45	0.45
v/c Ratio	0.25	0.55	0.09	0.17	0.36	0.03	0.36	0.70	0.32	0.52	0.12
Control Delay	51.3	35.4	0.4	47.7	34.6	0.1	51.9	21.3	54.3	20.9	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	35.4	0.4	47.7	34.6	0.1	51.9	21.3	54.3	20.9	1.8
LOS	D	D	A	D	C	A	D	C	D	C	A
Approach Delay		33.9			34.3			22.3		20.5	
Approach LOS		C			C			C		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 84.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

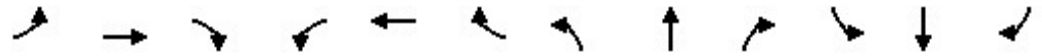
Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
 23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	414	37	26	148	11	56	1719	20	43	816	93
Future Volume (veh/h)	35	414	37	26	148	11	56	1719	20	43	816	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	436	23	27	156	11	59	1809	21	45	859	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	661	295	52	335	284	85	2565	30	73	1728	771
Arrive On Green	0.04	0.18	0.18	0.03	0.18	0.18	0.05	0.49	0.49	0.04	0.48	0.48
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5286	61	1810	3610	1610
Grp Volume(v), veh/h	37	436	23	27	156	11	59	1183	647	45	859	81
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1889	1810	1805	1610
Q Serve(g_s), s	1.5	8.4	0.7	1.1	5.5	0.4	2.4	20.0	20.0	1.8	12.2	2.1
Cycle Q Clear(g_c), s	1.5	8.4	0.7	1.1	5.5	0.4	2.4	20.0	20.0	1.8	12.2	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	65	661	295	52	335	284	85	1678	917	73	1728	771
V/C Ratio(X)	0.57	0.66	0.08	0.52	0.47	0.04	0.69	0.71	0.71	0.61	0.50	0.11
Avail Cap(c_a), veh/h	203	1883	840	155	940	797	227	2247	1228	155	2201	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	28.4	15.9	35.8	27.7	25.6	35.1	15.1	15.1	35.3	13.3	10.7
Incr Delay (d2), s/veh	2.9	1.1	0.1	3.0	1.0	0.1	3.7	0.7	1.2	3.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.6	0.3	0.5	2.6	0.2	1.1	6.6	7.3	0.8	4.1	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.4	29.5	16.0	38.8	28.7	25.6	38.8	15.7	16.3	38.3	13.6	10.8
LnGrp LOS	D	C	B	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		496			194			1889			985	
Approach Delay, s/veh		29.5			29.9			16.6			14.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	42.1	6.7	18.3	8.1	41.6	7.3	17.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	6.4	48.6	6.4	39.0	9.4	45.6	8.4	37.0				
Max Q Clear Time (g_c+I1), s	3.8	22.0	3.1	10.4	4.4	14.2	3.5	7.5				
Green Ext Time (p_c), s	0.0	14.3	0.0	3.3	0.0	6.5	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

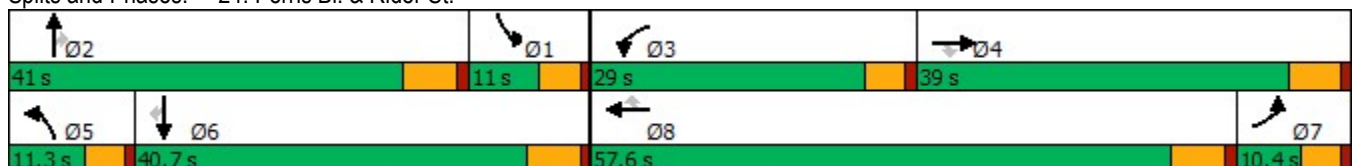
02/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	195	23	329	424	448	57	1341	214	171	569	45
Future Volume (vph)	34	195	23	329	424	448	57	1341	214	171	569	45
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	10.4	39.0	39.0	29.0	57.6	57.6	11.3	41.0	41.0	11.0	40.7	40.7
Total Split (%)	8.7%	32.5%	32.5%	24.2%	48.0%	48.0%	9.4%	34.2%	34.2%	9.2%	33.9%	33.9%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	14.9	14.9	23.9	36.2	36.2	6.4	34.7	34.7	6.5	36.9	36.9
Actuated g/C Ratio	0.07	0.15	0.15	0.24	0.36	0.36	0.06	0.34	0.34	0.06	0.37	0.37
v/c Ratio	0.31	0.39	0.07	0.83	0.35	0.69	0.54	0.81	0.34	1.60	0.32	0.07
Control Delay	54.0	40.6	0.3	55.5	25.6	23.1	66.5	35.4	9.6	338.4	25.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	40.6	0.3	55.5	25.6	23.1	66.5	35.4	9.6	338.4	25.6	0.2
LOS	D	D	A	E	C	C	E	D	A	F	C	A
Approach Delay		38.7			32.8			33.1			92.3	
Approach LOS		D			C			C			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.60
 Intersection Signal Delay: 45.5
 Intersection LOS: D
 Intersection Capacity Utilization 79.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	34	195	23	329	424	448	57	1341	214	171	569	45
Future Volume (veh/h)	34	195	23	329	424	448	57	1341	214	171	569	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	210	16	354	456	372	61	1442	196	184	612	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	423	188	391	1033	461	79	1815	563	129	2029	630
Arrive On Green	0.03	0.12	0.12	0.22	0.29	0.29	0.04	0.35	0.35	0.07	0.39	0.39
Sat Flow, veh/h	1810	3610	1606	1810	3610	1610	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	37	210	16	354	456	372	61	1442	196	184	612	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1606	1810	1805	1610	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	1.8	4.9	0.8	17.1	9.2	19.2	3.0	22.4	4.0	6.4	7.3	1.0
Cycle Q Clear(g_c), s	1.8	4.9	0.8	17.1	9.2	19.2	3.0	22.4	4.0	6.4	7.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	61	423	188	391	1033	461	79	1815	563	129	2029	630
V/C Ratio(X)	0.61	0.50	0.08	0.91	0.44	0.81	0.77	0.79	0.35	1.42	0.30	0.06
Avail Cap(c_a), veh/h	117	1337	595	493	2086	931	135	2037	632	129	2029	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	37.1	35.3	34.2	26.1	29.7	42.4	26.2	5.2	41.6	18.8	9.1
Incr Delay (d2), s/veh	3.6	0.9	0.2	15.6	0.3	3.4	5.9	2.0	0.4	229.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.1	0.3	8.7	3.7	7.3	1.4	8.7	2.6	11.0	2.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	38.0	35.5	49.9	26.4	33.1	48.3	28.3	5.5	271.3	18.9	9.2
LnGrp LOS	D	D	D	D	C	C	D	C	A	F	B	A
Approach Vol, veh/h		263			1182			1699			834	
Approach Delay, s/veh		39.0			35.5			26.4			74.2	
Approach LOS		D			D			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	37.2	24.0	16.3	8.5	40.9	8.8	31.5				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	6.4	* 35	24.4	33.2	6.7	34.9	5.8	* 52				
Max Q Clear Time (g_c+I1), s	8.4	24.4	19.1	6.9	5.0	9.3	3.8	21.2				
Green Ext Time (p_c), s	0.0	6.9	0.3	1.2	0.0	4.1	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

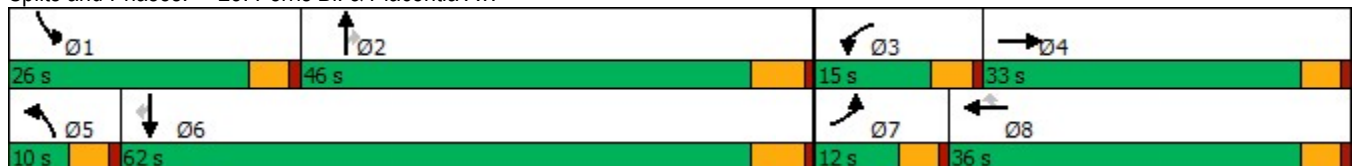
02/11/2022

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	33	300	65	331	293	101	1208	53	44	806	49
Future Volume (vph)	33	300	65	331	293	101	1208	53	44	806	49
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	28.3	8.1	32.0	32.0	5.5	40.9	40.9	7.3	40.2	40.2
Actuated g/C Ratio	0.06	0.28	0.08	0.32	0.32	0.06	0.41	0.41	0.07	0.40	0.40
v/c Ratio	0.32	0.84	0.49	0.60	0.44	1.13	0.90	0.08	0.37	0.61	0.08
Control Delay	55.3	49.8	58.1	35.5	5.4	175.8	39.8	0.2	54.5	26.1	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	49.8	58.1	35.5	5.4	175.8	39.8	0.2	54.5	26.1	0.9
LOS	E	D	E	D	A	F	D	A	D	C	A
Approach Delay		50.3		24.8			48.3			26.1	
Approach LOS		D		C			D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.5
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 37.9
 Intersection LOS: D
 Intersection Capacity Utilization 79.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	300	97	65	331	293	101	1208	53	44	806	49
Future Volume (veh/h)	33	300	97	65	331	293	101	1208	53	44	806	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	333	104	72	368	209	112	1342	50	49	896	48
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	373	117	93	545	462	109	1518	677	71	1441	642
Arrive On Green	0.03	0.27	0.27	0.05	0.29	0.29	0.06	0.42	0.42	0.04	0.40	0.40
Sat Flow, veh/h	1810	1388	434	1810	1900	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	37	0	437	72	368	209	112	1342	50	49	896	48
Grp Sat Flow(s),veh/h/ln	1810	0	1822	1810	1900	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	1.8	0.0	20.6	3.5	15.3	9.5	5.4	30.6	1.7	2.4	17.7	1.6
Cycle Q Clear(g_c), s	1.8	0.0	20.6	3.5	15.3	9.5	5.4	30.6	1.7	2.4	17.7	1.6
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	61	0	490	93	545	462	109	1518	677	71	1441	642
V/C Ratio(X)	0.61	0.00	0.89	0.77	0.67	0.45	1.02	0.88	0.07	0.69	0.62	0.07
Avail Cap(c_a), veh/h	150	0	580	211	669	567	109	1626	725	434	2273	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0	31.4	41.8	28.1	26.1	41.9	23.9	15.5	42.3	21.4	16.6
Incr Delay (d2), s/veh	3.6	0.0	14.3	5.0	2.0	0.7	92.3	5.9	0.0	4.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	10.8	1.7	7.2	3.7	5.1	12.8	0.6	1.1	6.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.1	0.0	45.7	46.8	30.1	26.8	134.2	29.8	15.5	46.6	21.9	16.6
LnGrp LOS	D	A	D	D	C	C	F	C	B	D	C	B
Approach Vol, veh/h		474			649			1504			993	
Approach Delay, s/veh		45.7			30.9			37.1			22.8	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	43.3	9.2	28.6	10.0	41.4	7.6	30.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	4.4	32.6	5.5	22.6	7.4	19.7	3.8	17.3				
Green Ext Time (p_c), s	0.0	4.9	0.0	1.4	0.0	6.8	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay			33.2									
HCM 6th LOS			C									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

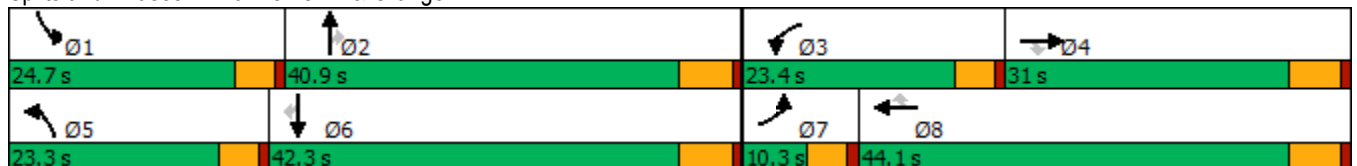
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	338	168	224	571	195	222	908	143	125	652	46
Future Volume (vph)	20	338	168	224	571	195	222	908	143	125	652	46
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	24.0	24.0	17.3	42.2	42.2	17.2	33.9	33.9	12.5	29.2	29.2
Actuated g/C Ratio	0.05	0.22	0.22	0.16	0.39	0.39	0.16	0.31	0.31	0.11	0.27	0.27
v/c Ratio	0.24	0.87	0.36	0.84	0.44	0.28	0.84	0.87	0.26	0.65	0.72	0.09
Control Delay	60.2	63.7	7.9	70.8	27.7	5.0	71.0	45.7	6.3	62.0	41.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	63.7	7.9	70.8	27.7	5.0	71.0	45.7	6.3	62.0	41.4	0.3
LOS	E	E	A	E	C	A	E	D	A	E	D	A
Approach Delay		45.7			33.0			45.7			42.3	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 41.4
 Intersection LOS: D
 Intersection Capacity Utilization 79.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	20	338	168	224	571	195	222	908	143	125	652	46
Future Volume (veh/h)	20	338	168	224	571	195	222	908	143	125	652	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	363	140	241	614	159	239	976	130	134	701	37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	42	416	353	276	1257	559	274	1151	512	166	937	417
Arrive On Green	0.02	0.22	0.22	0.15	0.35	0.35	0.15	0.32	0.32	0.09	0.26	0.26
Sat Flow, veh/h	1810	1900	1610	1810	3610	1606	1810	3610	1607	1810	3610	1606
Grp Volume(v), veh/h	22	363	140	241	614	159	239	976	130	134	701	37
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1606	1810	1805	1607	1810	1805	1606
Q Serve(g_s), s	1.1	17.6	7.1	12.4	12.8	6.8	12.3	24.1	5.7	6.9	17.0	1.7
Cycle Q Clear(g_c), s	1.1	17.6	7.1	12.4	12.8	6.8	12.3	24.1	5.7	6.9	17.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	416	353	276	1257	559	274	1151	512	166	937	417
V/C Ratio(X)	0.53	0.87	0.40	0.87	0.49	0.28	0.87	0.85	0.25	0.80	0.75	0.09
Avail Cap(c_a), veh/h	108	501	425	356	1448	644	354	1327	591	381	1380	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	36.0	31.9	39.6	24.4	22.5	39.6	30.4	24.1	42.5	32.5	26.8
Incr Delay (d2), s/veh	3.7	13.6	0.7	14.6	0.3	0.3	14.5	4.8	0.3	3.4	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.3	2.7	6.4	5.1	2.5	6.3	10.5	2.1	3.1	7.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	49.6	32.6	54.2	24.7	22.8	54.1	35.1	24.4	46.0	33.8	26.9
LnGrp LOS	D	D	C	D	C	C	D	D	C	D	C	C
Approach Vol, veh/h		525			1014			1345			872	
Approach Delay, s/veh		45.1			31.4			37.5			35.3	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	36.3	19.2	26.7	19.0	30.6	6.8	39.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	8.9	26.1	14.4	19.6	14.3	19.0	3.1	14.8				
Green Ext Time (p_c), s	0.1	4.3	0.1	1.2	0.1	4.2	0.0	4.4				

Intersection Summary

HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

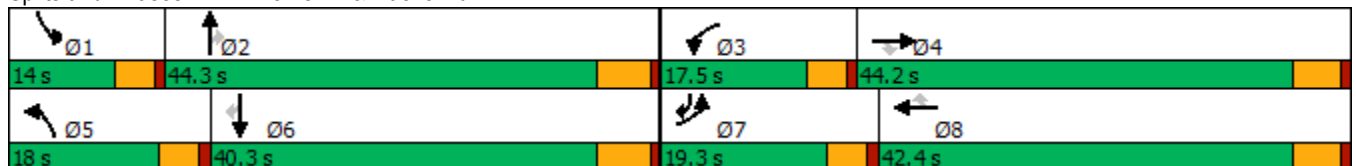
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	522	1021	111	289	1062	198	241	672	319	196	523	324
Future Volume (vph)	522	1021	111	289	1062	198	241	672	319	196	523	324
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.7	39.4	39.4	12.4	37.1	37.1	13.4	30.4	30.4	9.1	26.1	42.0
Actuated g/C Ratio	0.13	0.35	0.35	0.11	0.33	0.33	0.12	0.27	0.27	0.08	0.23	0.38
v/c Ratio	1.23	0.87	0.21	0.81	0.96	0.35	1.21	0.74	0.59	0.75	0.68	0.32
Control Delay	162.5	43.7	7.7	66.1	56.4	14.5	172.5	42.1	14.6	67.8	43.0	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	162.5	43.7	7.7	66.1	56.4	14.5	172.5	42.1	14.6	67.8	43.0	18.1
LOS	F	D	A	E	E	B	F	D	B	E	D	B
Approach Delay		78.7			52.8			60.5			39.9	
Approach LOS		E			D			E			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.8	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 59.9	Intersection LOS: E
Intersection Capacity Utilization 92.7%	ICU Level of Service F
Analysis Period (min) 15	
































Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 	 	
Traffic Volume (veh/h)	522	1021	111	289	1062	198	241	672	319	196	523	324
Future Volume (veh/h)	522	1021	111	289	1062	198	241	672	319	196	523	324
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.98	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	567	1110	86	314	1154	149	262	730	254	213	568	248
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	454	1259	509	372	1175	513	213	1042	441	271	896	1058
Arrive On Green	0.13	0.35	0.35	0.11	0.33	0.33	0.12	0.29	0.29	0.08	0.25	0.25
Sat Flow, veh/h	3510	3610	1461	3510	3610	1578	1810	3610	1529	3510	3610	2788
Grp Volume(v), veh/h	567	1110	86	314	1154	149	262	730	254	213	568	248
Grp Sat Flow(s),veh/h/ln	1755	1805	1461	1755	1805	1578	1810	1805	1529	1755	1805	1394
Q Serve(g_s), s	14.7	32.9	4.6	10.0	36.0	8.0	13.4	20.5	16.1	6.8	16.0	6.9
Cycle Q Clear(g_c), s	14.7	32.9	4.6	10.0	36.0	8.0	13.4	20.5	16.1	6.8	16.0	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	454	1259	509	372	1175	513	213	1042	441	271	896	1058
V/C Ratio(X)	1.25	0.88	0.17	0.84	0.98	0.29	1.23	0.70	0.58	0.78	0.63	0.23
Avail Cap(c_a), veh/h	454	1259	509	398	1175	513	213	1222	518	290	1095	1212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	34.8	25.6	49.9	38.0	28.6	50.2	36.1	34.5	51.5	38.1	24.2
Incr Delay (d2), s/veh	129.5	7.6	0.2	13.4	22.0	0.3	137.0	1.5	1.2	11.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	15.1	1.6	5.0	18.8	3.0	14.0	8.9	6.0	3.3	6.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	179.0	42.4	25.8	63.3	60.1	28.9	187.2	37.5	35.7	62.6	39.0	24.3
LnGrp LOS	F	D	C	E	E	C	F	D	D	E	D	C
Approach Vol, veh/h		1763			1617			1246			1029	
Approach Delay, s/veh		85.5			57.8			68.6			40.3	
Approach LOS		F			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	38.6	16.7	45.0	18.0	34.0	19.3	42.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	8.8	22.5	12.0	34.9	15.4	18.0	16.7	38.0				
Green Ext Time (p_c), s	0.0	5.0	0.1	2.5	0.0	4.1	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				65.7								
HCM 6th LOS				E								

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	53	997	917	5	6		
Future Volume (vph)	53	997	917	5	6		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	9.6	31.8	36.0	78.6	42.6	9.6	31.8
Total Split (%)	8.0%	26.5%	30.0%	65.5%	35.5%	8%	27%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	15.2	20.0	34.4	41.6	14.3		
Actuated g/C Ratio	0.21	0.27	0.47	0.56	0.19		
v/c Ratio	0.16	0.89	1.19	0.00	0.02		
Control Delay	34.4	12.6	119.4	8.4	20.6		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	34.4	12.6	119.4	8.4	20.6		
LOS	C	B	F	A	C		
Approach Delay				118.8	20.6		
Approach LOS				F	C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 73.9	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 62.6	Intersection LOS: E
Intersection Capacity Utilization 79.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↗			↑↗	
Traffic Volume (veh/h)	53	0	997	0	0	0	917	5	0	0	6	7
Future Volume (veh/h)	53	0	997	0	0	0	917	5	0	0	6	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	58	0	1013	0	0	0	997	5	0	0	7	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	646	547	2	443	0	743	1855	0	0	80	69
Arrive On Green	0.05	0.00	0.34	0.00	0.00	0.00	0.41	0.51	0.00	0.00	0.04	0.04
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	1936	1579
Grp Volume(v), veh/h	58	0	1013	0	0	0	997	5	0	0	7	7
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	1616
Q Serve(g_s), s	2.4	0.0	26.0	0.0	0.0	0.0	31.4	0.1	0.0	0.0	0.3	0.3
Cycle Q Clear(g_c), s	2.4	0.0	26.0	0.0	0.0	0.0	31.4	0.1	0.0	0.0	0.3	0.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		0.98
Lane Grp Cap(c), veh/h	84	646	547	2	443	0	743	1855	0	0	78	70
V/C Ratio(X)	0.69	0.00	1.85	0.00	0.00	0.00	1.34	0.00	0.00	0.00	0.09	0.10
Avail Cap(c_a), veh/h	118	646	547	118	675	0	743	3453	0	0	877	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	25.3	0.0	0.0	0.0	22.6	9.1	0.0	0.0	35.1	35.2
Incr Delay (d2), s/veh	3.8	0.0	390.3	0.0	0.0	0.0	163.2	0.0	0.0	0.0	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	68.7	0.0	0.0	0.0	45.3	0.0	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	0.0	415.5	0.0	0.0	0.0	185.8	9.1	0.0	0.0	35.6	35.8
LnGrp LOS	D	A	F	A	A	A	F	A	A	A	D	D
Approach Vol, veh/h		1071			0			1002			14	
Approach Delay, s/veh		395.2			0.0			184.9			35.7	
Approach LOS		F						F			D	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		44.7	0.0	31.8	36.0	8.7	8.1	23.7				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.2	5.0	26.0	31.4	37.2	5.0	* 27				
Max Q Clear Time (g_c+I1), s		2.1	0.0	28.0	33.4	2.3	4.4	0.0				
Green Ext Time (p_c), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	291.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	36	30	102	803	763
Future Volume (vph)	36	30	102	803	763
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0
Minimum Split (s)	26.6	14.6	14.6	15.4	27.4
Total Split (s)	27.0	10.0	10.0	63.0	53.0
Total Split (%)	30.0%	11.1%	11.1%	70.0%	58.9%
Yellow Time (s)	3.6	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	9.3	14.9	5.5	63.6	51.1
Actuated g/C Ratio	0.12	0.20	0.07	0.84	0.67
v/c Ratio	0.18	0.10	0.86	0.29	0.40
Control Delay	30.8	8.3	88.8	3.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	8.3	88.8	3.5	7.7
LOS	C	A	F	A	A
Approach Delay	20.4			13.1	7.7
Approach LOS	C			B	A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 76.1
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 10.8
 Intersection LOS: B
 Intersection Capacity Utilization 46.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 29: Redlands Av. & Markham St.



HCM 6th Signalized Intersection Summary
29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	30	102	803	763	112
Future Volume (veh/h)	36	30	102	803	763	112
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	33	111	873	829	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	96	207	137	2912	2105	310
Arrive On Green	0.05	0.05	0.08	0.73	0.67	0.67
Sat Flow, veh/h	1810	1610	1810	3705	3252	465
Grp Volume(v), veh/h	39	33	111	873	474	477
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1816
Q Serve(g_s), s	1.5	1.3	4.3	6.0	8.5	8.5
Cycle Q Clear(g_c), s	1.5	1.3	4.3	6.0	8.5	8.5
Prop In Lane	1.00	1.00	1.00			0.26
Lane Grp Cap(c), veh/h	96	207	137	2912	1203	1211
V/C Ratio(X)	0.40	0.16	0.81	0.30	0.39	0.39
Avail Cap(c_a), veh/h	568	627	137	2912	1203	1211
HCM Platoon Ratio	1.00	1.00	1.00	0.90	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	27.7	32.5	2.7	5.4	5.4
Incr Delay (d2), s/veh	2.7	0.4	27.8	0.3	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.8	0.6	2.4	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.4	28.0	60.3	3.0	6.3	6.3
LnGrp LOS	D	C	E	A	A	A
Approach Vol, veh/h	72			984	951	
Approach Delay, s/veh	32.0			9.4	6.3	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.0		8.4	10.0	53.0
Change Period (Y+Rc), s		5.4		4.6	4.6	5.4
Max Green Setting (Gmax), s		57.6		22.4	5.4	47.6
Max Q Clear Time (g_c+11), s		8.0		3.5	6.3	10.5
Green Ext Time (p_c), s		6.9		0.1	0.0	6.7
Intersection Summary						
HCM 6th Ctrl Delay			8.8			
HCM 6th LOS			A			

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

05/28/2020

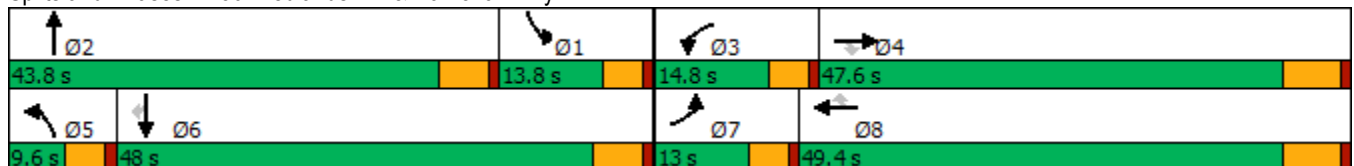


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗	↘	↑	↗
Traffic Volume (vph)	118	1983	65	252	3591	828	48	42	682	105	74
Future Volume (vph)	118	1983	65	252	3591	828	48	42	682	105	74
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	13.0	47.6	47.6	14.8	49.4	49.4	9.6	43.8	13.8	48.0	48.0
Total Split (%)	10.8%	39.7%	39.7%	12.3%	41.2%	41.2%	8.0%	36.5%	11.5%	40.0%	40.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	41.4	41.4	10.2	43.2	43.2	5.0	36.9	9.2	43.1	43.1
Actuated g/C Ratio	0.07	0.35	0.35	0.09	0.36	0.36	0.04	0.31	0.08	0.36	0.36
v/c Ratio	0.96	1.14	0.11	1.70	1.98	1.11	0.66	0.97	5.07	0.16	0.12
Control Delay	126.4	106.3	0.3	373.0	466.5	90.2	94.1	59.6	1862.9	27.0	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	126.4	106.3	0.3	373.0	466.5	90.2	94.1	59.6	1862.9	27.0	2.1
LOS	F	F	A	F	F	F	F	E	F	C	A
Approach Delay		104.2			394.7			62.4		1479.7	
Approach LOS		F			F			E		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 5.07
 Intersection Signal Delay: 407.5
 Intersection LOS: F
 Intersection Capacity Utilization 168.3%
 ICU Level of Service H
 Analysis Period (min) 15





























Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	118	1983	65	252	3591	828	48	42	504	682	105	74
Future Volume (veh/h)	118	1983	65	252	3591	828	48	42	504	682	105	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	2066	68	262	3741	862	50	44	525	710	109	77
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	1778	537	153	1855	567	65	38	454	138	693	581
Arrive On Green	0.07	0.34	0.34	0.08	0.36	0.36	0.04	0.32	0.32	0.08	0.36	0.36
Sat Flow, veh/h	1810	5187	1568	1810	5187	1585	1810	120	1429	1810	1900	1593
Grp Volume(v), veh/h	123	2066	68	262	3741	862	50	0	569	710	109	77
Grp Sat Flow(s),veh/h/ln	1810	1729	1568	1810	1729	1585	1810	0	1549	1810	1900	1593
Q Serve(g_s), s	8.2	41.4	3.6	10.2	43.2	31.6	3.3	0.0	38.4	9.2	4.7	3.9
Cycle Q Clear(g_c), s	8.2	41.4	3.6	10.2	43.2	31.6	3.3	0.0	38.4	9.2	4.7	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		1.00
Lane Grp Cap(c), veh/h	126	1778	537	153	1855	567	65	0	492	138	693	581
V/C Ratio(X)	0.98	1.16	0.13	1.71	2.02	1.52	0.77	0.00	1.16	5.15	0.16	0.13
Avail Cap(c_a), veh/h	126	1778	537	153	1855	567	75	0	492	138	693	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	39.7	27.3	55.3	38.8	20.8	57.8	0.0	41.2	55.8	25.8	25.6
Incr Delay (d2), s/veh	72.8	79.6	0.1	347.8	459.5	243.5	28.7	0.0	91.0	1884.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	29.6	1.3	19.3	96.0	48.9	2.0	0.0	26.5	76.3	2.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.9	119.3	27.4	403.1	498.3	264.3	86.5	0.0	132.2	1940.3	25.9	25.7
LnGrp LOS	F	F	C	F	F	F	F	A	F	F	C	C
Approach Vol, veh/h		2257			4865			619			896	
Approach Delay, s/veh		117.1			451.7			128.5			1542.8	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	43.8	14.8	47.6	8.9	49.5	13.0	49.4				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	9.2	* 38	10.2	41.4	5.0	42.6	8.4	43.2				
Max Q Clear Time (g_c+I1), s	11.2	40.4	12.2	43.4	5.3	6.7	10.2	45.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	454.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	21.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	427	18	12	1	5	2	4	75	0	24	160	179
Future Vol, veh/h	427	18	12	1	5	2	4	75	0	24	160	179
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	464	20	13	1	5	2	4	82	0	26	174	195
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	30.8	9.9	11.2	11.7
HCM LOS	D	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	5%	100%	0%	12%	13%	0%
Vol Thru, %	95%	0%	60%	62%	87%	0%
Vol Right, %	0%	0%	40%	25%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	427	30	8	184	179
LT Vol	4	427	0	1	24	0
Through Vol	75	0	18	5	160	0
RT Vol	0	0	12	2	0	179
Lane Flow Rate	86	464	33	9	200	195
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.162	0.824	0.051	0.016	0.354	0.303
Departure Headway (Hd)	6.785	6.39	5.603	6.679	6.378	5.602
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	527	566	639	534	564	640
Service Time	4.843	4.122	3.334	4.741	4.127	3.351
HCM Lane V/C Ratio	0.163	0.82	0.052	0.017	0.355	0.305
HCM Control Delay	11.2	32.4	8.6	9.9	12.6	10.8
HCM Lane LOS	B	D	A	A	B	B
HCM 95th-tile Q	0.6	8.4	0.2	0	1.6	1.3

Intersection

Intersection Delay, s/ve	530.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	39	518	40	19	1172	6	7	49	390	21	68	65
Future Vol, veh/h	39	518	40	19	1172	6	7	49	390	21	68	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	563	43	21	1274	7	8	53	424	23	74	71
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	220.6	912.8	94.3	24.5
HCM LOS	F	F	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	11%	0%	93%	0%	99%	0%	51%
Vol Right, %	0%	89%	0%	7%	0%	1%	0%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	439	39	558	19	1178	21	133
LT Vol	7	0	39	0	19	0	21	0
Through Vol	0	49	0	518	0	1172	0	68
RT Vol	0	390	0	40	0	6	0	65
Lane Flow Rate	8	477	42	607	21	1280	23	145
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.019	1.038	0.105	1.413	0.051	3.003	0.065	0.375
Departure Headway (Hd)	12.512	11.285	12.529	11.932	9.911	9.382	15.306	14.373
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	288	324	288	309	363	397	236	253
Service Time	10.212	8.985	10.229	9.632	7.611	7.082	13.006	12.073
HCM Lane V/C Ratio	0.028	1.472	0.146	1.964	0.058	3.224	0.097	0.573
HCM Control Delay	15.5	95.6	16.7	234.9	13.1	927.3	19.1	25.4
HCM Lane LOS	C	F	C	F	B	F	C	D
HCM 95th-tile Q	0.1	11.9	0.3	22.6	0.2	100.4	0.2	1.7

Intersection												
Intersection Delay, s/veh	33.2											
Intersection LOS	D											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↗		↖	↑	↗
Traffic Vol, veh/h	65	151	234	171	329	6	262	360	34	8	109	9
Future Vol, veh/h	65	151	234	171	329	6	262	360	34	8	109	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	71	164	254	186	358	7	285	391	37	9	118	10
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

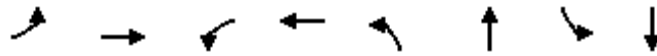
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	23.1	49.2	30.4	19.5
HCM LOS	C	E	D	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	78%	0%	100%	0%	0%	98%	0%	100%	0%
Vol Right, %	0%	0%	22%	0%	0%	100%	0%	2%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	262	240	154	65	151	234	171	335	8	109	9
LT Vol	262	0	0	65	0	0	171	0	8	0	0
Through Vol	0	240	120	0	151	0	0	329	0	109	0
RT Vol	0	0	34	0	0	234	0	6	0	0	9
Lane Flow Rate	285	261	167	71	164	254	186	364	9	118	10
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.77	0.669	0.422	0.202	0.446	0.641	0.506	0.94	0.028	0.369	0.029
Departure Headway (Hd)	9.74	9.227	9.068	10.302	9.792	9.078	9.805	9.292	11.748	11.227	10.498
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	370	391	395	347	366	397	366	390	307	322	343
Service Time	7.525	7.011	6.852	8.1	7.59	6.876	7.591	7.079	9.448	8.927	8.198
HCM Lane V/C Ratio	0.77	0.668	0.423	0.205	0.448	0.64	0.508	0.933	0.029	0.366	0.029
HCM Control Delay	38.8	28.9	18.4	15.7	20.3	26.9	22.3	63	14.8	20.3	13.5
HCM Lane LOS	E	D	C	C	C	D	C	F	B	C	B
HCM 95th-tile Q	6.3	4.7	2	0.7	2.2	4.3	2.7	10.3	0.1	1.6	0.1

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

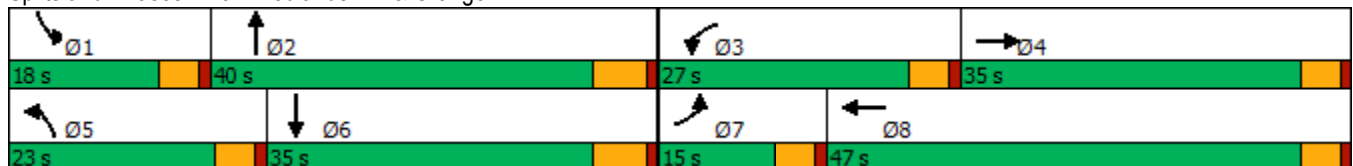


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	59	376	181	646	130	320	265	185
Future Volume (vph)	59	376	181	646	130	320	265	185
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.8	24.1	14.8	34.0	11.9	19.0	14.0	21.0
Actuated g/C Ratio	0.08	0.26	0.16	0.37	0.13	0.21	0.15	0.23
v/c Ratio	0.42	0.52	0.67	0.75	0.60	0.72	1.04	0.35
Control Delay	53.7	30.8	51.1	29.2	52.3	33.2	109.6	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	30.8	51.1	29.2	52.3	33.2	109.6	28.3
LOS	D	C	D	C	D	C	F	C
Approach Delay		33.5		32.8		37.0		68.8
Approach LOS		C		C		D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 92.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 40.8
 Intersection LOS: D
 Intersection Capacity Utilization 77.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
 34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	376	73	181	646	258	130	320	206	265	185	82
Future Volume (veh/h)	59	376	73	181	646	258	130	320	206	265	185	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	404	54	195	695	246	140	344	168	285	199	64
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	837	111	236	902	319	176	476	228	298	729	228
Arrive On Green	0.05	0.26	0.26	0.13	0.35	0.35	0.10	0.20	0.20	0.16	0.27	0.27
Sat Flow, veh/h	1810	3196	424	1810	2608	923	1810	2359	1129	1810	2707	846
Grp Volume(v), veh/h	63	227	231	195	481	460	140	262	250	285	131	132
Grp Sat Flow(s),veh/h/ln	1810	1805	1815	1810	1805	1726	1810	1805	1683	1810	1805	1748
Q Serve(g_s), s	2.8	8.6	8.8	8.5	19.3	19.3	6.2	11.0	11.3	12.7	4.6	4.9
Cycle Q Clear(g_c), s	2.8	8.6	8.8	8.5	19.3	19.3	6.2	11.0	11.3	12.7	4.6	4.9
Prop In Lane	1.00		0.23	1.00		0.53	1.00		0.67	1.00		0.48
Lane Grp Cap(c), veh/h	84	473	475	236	624	597	176	364	340	298	486	470
V/C Ratio(X)	0.75	0.48	0.49	0.83	0.77	0.77	0.79	0.72	0.74	0.96	0.27	0.28
Avail Cap(c_a), veh/h	231	675	678	498	941	900	409	759	708	298	648	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	25.3	25.4	34.5	23.7	23.7	35.9	30.3	30.4	33.7	23.4	23.5
Incr Delay (d2), s/veh	4.8	0.8	0.8	2.8	2.2	2.3	3.1	2.7	3.1	40.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.7	3.8	3.9	8.3	8.0	2.7	4.7	4.6	8.5	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	26.1	26.2	37.2	25.9	26.0	39.0	33.0	33.6	73.7	23.7	23.8
LnGrp LOS	D	C	C	D	C	C	D	C	C	E	C	C
Approach Vol, veh/h		521			1136			652			548	
Approach Delay, s/veh		28.2			27.9			34.5			49.7	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	22.2	15.2	25.9	12.5	27.7	8.4	32.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+I1), s	14.7	13.3	10.5	10.8	8.2	6.9	4.8	21.3				
Green Ext Time (p_c), s	0.0	2.8	0.2	2.8	0.1	1.3	0.0	6.8				

Intersection Summary												
HCM 6th Ctrl Delay				33.6								
HCM 6th LOS				C								

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

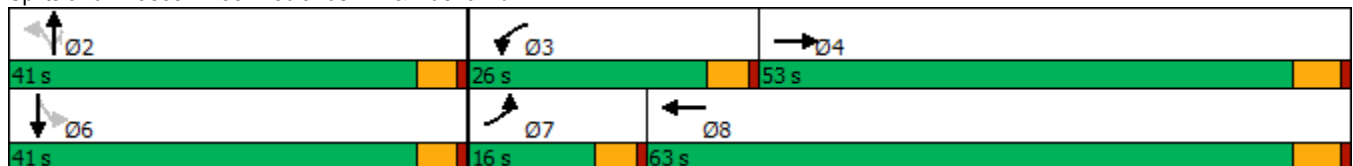


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗		↕
Traffic Volume (vph)	82	1124	273	1577	171	307	209	53	307
Future Volume (vph)	82	1124	273	1577	171	307	209	53	307
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.5	47.6	20.9	59.0	36.4	36.4	36.4		36.4
Actuated g/C Ratio	0.08	0.40	0.17	0.49	0.30	0.30	0.30		0.30
v/c Ratio	0.62	1.04	0.94	1.00	1.24	0.58	0.35		1.28
Control Delay	72.0	71.3	87.2	52.1	190.2	40.0	5.6		177.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	72.0	71.3	87.2	52.1	190.2	40.0	5.6		177.7
LOS	E	E	F	D	F	D	A		F
Approach Delay		71.3		57.1		66.9			177.7
Approach LOS		E		E		E			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 75.7
 Intersection LOS: E
 Intersection Capacity Utilization 111.3%
 ICU Level of Service H
 Analysis Period (min) 15






















Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1124	206	273	1577	54	171	307	209	53	307	104
Future Volume (veh/h)	82	1124	206	273	1577	54	171	307	209	53	307	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	1222	183	297	1714	52	186	334	174	58	334	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	1242	185	322	1833	55	155	577	488	64	271	71
Arrive On Green	0.06	0.40	0.40	0.18	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3130	466	1810	3575	108	976	1900	1607	99	892	235
Grp Volume(v), veh/h	89	701	704	297	862	904	186	334	174	485	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1791	1810	1805	1878	976	1900	1607	1226	0	0
Q Serve(g_s), s	5.8	46.0	46.8	19.4	53.4	54.2	0.0	17.8	10.1	18.6	0.0	0.0
Cycle Q Clear(g_c), s	5.8	46.0	46.8	19.4	53.4	54.2	36.4	17.8	10.1	36.4	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.06	1.00		1.00	0.12		0.19
Lane Grp Cap(c), veh/h	112	716	711	322	926	963	155	577	488	406	0	0
V/C Ratio(X)	0.79	0.98	0.99	0.92	0.93	0.94	1.20	0.58	0.36	1.20	0.00	0.00
Avail Cap(c_a), veh/h	172	716	711	323	926	963	155	577	488	406	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.5	35.7	36.0	48.5	27.3	27.4	48.8	35.3	32.6	44.6	0.0	0.0
Incr Delay (d2), s/veh	6.5	28.4	31.2	30.2	15.6	16.3	135.4	1.5	0.4	109.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	24.9	25.6	11.2	25.3	26.8	10.6	8.6	3.9	24.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	64.1	67.2	78.7	42.9	43.7	184.2	36.8	33.1	154.3	0.0	0.0
LnGrp LOS	E	E	E	E	D	D	F	D	C	F	A	A
Approach Vol, veh/h		1494			2063			694			485	
Approach Delay, s/veh		65.4			48.4			75.4			154.3	
Approach LOS		E			D			E			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0	26.0	53.0		41.0	12.0	66.9				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+I1), s		38.4	21.4	48.8		38.4	7.8	56.2				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			68.6									
HCM 6th LOS			E									

Timings
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

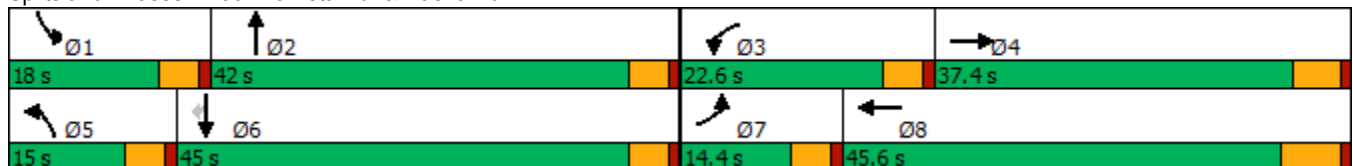


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕↕↕	↙	↕↕↕	↙	↕	↙	↕	↗
Traffic Volume (vph)	179	1135	298	1315	111	161	217	175	265
Future Volume (vph)	179	1135	298	1315	111	161	217	175	265
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	14.4	37.4	22.6	45.6	15.0	42.0	18.0	45.0	45.0
Total Split (%)	12.0%	31.2%	18.8%	38.0%	12.5%	35.0%	15.0%	37.5%	37.5%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.8	32.1	18.1	39.2	9.9	31.7	13.4	35.3	35.3
Actuated g/C Ratio	0.09	0.28	0.16	0.34	0.09	0.28	0.12	0.31	0.31
v/c Ratio	1.27	0.94	1.14	0.99	0.78	0.90	1.12	0.32	0.44
Control Delay	203.0	54.3	141.5	57.7	84.5	54.5	144.0	31.9	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	203.0	54.3	141.5	57.7	84.5	54.5	144.0	31.9	9.4
LOS	F	D	F	E	F	D	F	C	A
Approach Delay		73.0		70.9		60.6		59.9	
Approach LOS		E		E		E		E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.6	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.27	
Intersection Signal Delay: 68.7	Intersection LOS: E
Intersection Capacity Utilization 96.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	↖
Traffic Volume (veh/h)	179	1135	116	298	1315	282	111	161	278	217	175	265
Future Volume (veh/h)	179	1135	116	298	1315	282	111	161	278	217	175	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	195	1234	61	324	1429	187	121	175	150	236	190	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	1448	72	314	1689	221	149	204	175	233	499	421
Arrive On Green	0.09	0.29	0.29	0.17	0.37	0.37	0.08	0.22	0.22	0.13	0.26	0.26
Sat Flow, veh/h	1810	5063	250	1810	4626	605	1810	945	810	1810	1900	1603
Grp Volume(v), veh/h	195	843	452	324	1068	548	121	0	325	236	190	174
Grp Sat Flow(s),veh/h/ln	1810	1729	1855	1810	1729	1773	1810	0	1754	1810	1900	1603
Q Serve(g_s), s	9.8	23.9	23.9	18.0	29.5	29.5	6.8	0.0	18.5	13.4	8.5	9.3
Cycle Q Clear(g_c), s	9.8	23.9	23.9	18.0	29.5	29.5	6.8	0.0	18.5	13.4	8.5	9.3
Prop In Lane	1.00		0.13	1.00		0.34	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	171	989	531	314	1262	647	149	0	379	233	499	421
V/C Ratio(X)	1.14	0.85	0.85	1.03	0.85	0.85	0.81	0.00	0.86	1.01	0.38	0.41
Avail Cap(c_a), veh/h	171	1066	572	314	1302	667	181	0	632	233	739	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	35.0	35.0	42.9	30.3	30.3	46.8	0.0	39.2	45.2	31.4	31.7
Incr Delay (d2), s/veh	112.2	6.4	11.3	59.6	5.2	9.7	16.6	0.0	6.2	61.7	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	10.5	12.0	12.7	12.0	13.1	3.8	0.0	8.6	10.0	4.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	159.2	41.4	46.2	102.5	35.5	40.0	63.5	0.0	45.4	106.9	31.9	32.3
LnGrp LOS	F	D	D	F	D	D	E	A	D	F	C	C
Approach Vol, veh/h		1490			1940			446			600	
Approach Delay, s/veh		58.3			48.0			50.3			61.5	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	27.0	22.6	36.2	13.2	31.9	14.4	44.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	13.4	37.4	18.0	* 32	10.4	40.4	9.8	39.1				
Max Q Clear Time (g_c+I1), s	15.4	20.5	20.0	25.9	8.8	11.3	11.8	31.5				
Green Ext Time (p_c), s	0.0	1.9	0.0	3.8	0.0	1.8	0.0	5.2				

Intersection Summary

HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

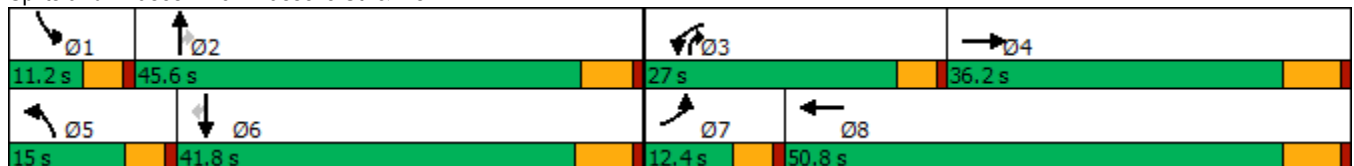


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖↗	↕↔	↖↗	↕↔	↖	↖↗	↕↔	↖
Traffic Volume (vph)	168	690	687	856	406	828	768	308	753	143
Future Volume (vph)	168	690	687	856	406	828	768	308	753	143
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	31.4	23.1	46.1	11.0	37.5	60.6	7.2	33.7	33.7
Actuated g/C Ratio	0.07	0.27	0.20	0.40	0.10	0.33	0.53	0.06	0.29	0.29
v/c Ratio	0.72	0.84	1.05	0.52	1.30	0.76	0.95	1.51	0.77	0.27
Control Delay	69.7	42.2	94.1	26.9	198.3	39.5	42.6	288.8	42.7	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.7	42.2	94.1	26.9	198.3	39.5	42.6	288.8	42.7	5.9
LOS	E	D	F	C	F	D	D	F	D	A
Approach Delay		45.8		54.4		72.9			101.2	
Approach LOS		D		D		E			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.51
 Intersection Signal Delay: 67.8
 Intersection LOS: E
 Intersection Capacity Utilization 91.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselie St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	168	690	416	687	856	137	406	828	768	308	753	143
Future Volume (veh/h)	168	690	416	687	856	137	406	828	768	308	753	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	742	348	739	920	129	437	890	722	331	810	91
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	904	419	676	1761	246	323	1258	851	212	1155	506
Arrive On Green	0.07	0.26	0.24	0.19	0.38	0.37	0.09	0.35	0.34	0.06	0.32	0.32
Sat Flow, veh/h	3510	3458	1604	3510	4590	641	3510	3610	1597	3510	3610	1581
Grp Volume(v), veh/h	181	742	348	739	692	357	437	890	722	331	810	91
Grp Sat Flow(s),veh/h/ln	1755	1729	1604	1755	1729	1773	1755	1805	1597	1755	1805	1581
Q Serve(g_s), s	6.0	24.1	24.6	23.0	18.4	18.7	11.0	25.5	40.4	7.2	23.5	5.0
Cycle Q Clear(g_c), s	6.0	24.1	24.6	23.0	18.4	18.7	11.0	25.5	40.4	7.2	23.5	5.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	904	419	676	1327	680	323	1258	851	212	1155	506
V/C Ratio(X)	0.73	0.82	0.83	1.09	0.52	0.52	1.35	0.71	0.85	1.56	0.70	0.18
Avail Cap(c_a), veh/h	247	933	432	676	1355	695	323	1258	851	212	1155	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	41.5	42.7	48.2	28.4	28.7	54.2	33.6	24.0	56.1	35.6	29.3
Incr Delay (d2), s/veh	9.4	5.8	12.5	62.7	0.3	0.7	177.2	1.9	8.1	275.4	1.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	10.5	10.9	15.5	7.3	7.7	12.7	11.0	17.4	11.2	10.1	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	47.3	55.2	110.9	28.7	29.4	231.4	35.5	32.1	331.5	37.5	29.5
LnGrp LOS	E	D	E	F	C	C	F	D	C	F	D	C
Approach Vol, veh/h		1271			1788			2049			1232	
Approach Delay, s/veh		51.8			62.8			76.1			115.9	
Approach LOS		D			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	46.0	27.0	35.2	15.0	42.2	12.4	49.8				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	9.2	42.4	25.0	26.6	13.0	25.5	8.0	20.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	3.7	0.0	6.6				

Intersection Summary

HCM 6th Ctrl Delay	75.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

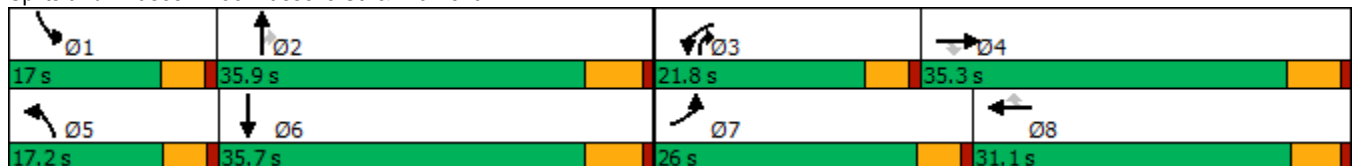


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	247	97	282	133	84	71	209	1284	67	198	1664
Future Volume (vph)	247	97	282	133	84	71	209	1284	67	198	1664
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.0	18.6	17.2	12.0	14.1	13.0	13.3	32.2	44.3	13.1	32.0
Actuated g/C Ratio	0.22	0.20	0.19	0.13	0.15	0.14	0.14	0.35	0.48	0.14	0.35
v/c Ratio	0.66	0.27	0.55	0.60	0.30	0.23	0.84	1.07	0.09	0.81	1.55
Control Delay	44.5	32.8	8.1	49.9	38.2	3.4	68.9	77.9	4.0	65.2	276.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	32.8	8.1	49.9	38.2	3.4	68.9	77.9	4.0	65.2	276.4
LOS	D	C	A	D	D	A	E	E	A	E	F
Approach Delay		26.3			35.0			73.5			255.8
Approach LOS		C			C			E			F

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 92.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.55
 Intersection Signal Delay: 146.4
 Intersection LOS: F
 Intersection Capacity Utilization 93.5%
 ICU Level of Service F
 Analysis Period (min) 15

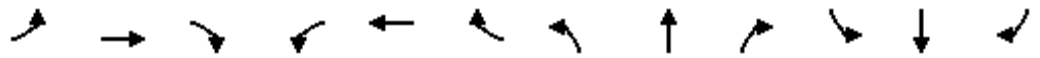
Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↓	↗
Traffic Volume (veh/h)	247	97	282	133	84	71	209	1284	67	198	1664	160
Future Volume (veh/h)	247	97	282	133	84	71	209	1284	67	198	1664	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	260	102	199	140	88	28	220	1352	47	208	1752	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	399	306	186	264	202	266	1319	731	254	1203	105
Arrive On Green	0.17	0.21	0.19	0.10	0.14	0.13	0.15	0.37	0.35	0.14	0.36	0.34
Sat Flow, veh/h	1810	1900	1576	1810	1900	1603	1810	3610	1608	1810	3352	292
Grp Volume(v), veh/h	260	102	199	140	88	28	220	1352	47	208	930	977
Grp Sat Flow(s),veh/h/ln	1810	1900	1576	1810	1900	1603	1810	1805	1608	1810	1805	1839
Q Serve(g_s), s	12.3	4.0	10.3	6.6	3.7	1.4	10.4	32.3	1.5	9.9	31.7	31.7
Cycle Q Clear(g_c), s	12.3	4.0	10.3	6.6	3.7	1.4	10.4	32.3	1.5	9.9	31.7	31.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	309	399	306	186	264	202	266	1319	731	254	648	660
V/C Ratio(X)	0.84	0.26	0.65	0.75	0.33	0.14	0.83	1.02	0.06	0.82	1.44	1.48
Avail Cap(c_a), veh/h	451	673	533	365	583	472	270	1319	731	266	648	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	29.1	32.8	38.5	34.3	34.3	36.6	28.0	13.5	36.9	28.3	28.5
Incr Delay (d2), s/veh	6.3	0.3	2.3	2.3	0.7	0.3	17.4	31.3	0.0	15.9	204.9	224.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	1.8	4.0	3.0	1.7	0.5	5.6	18.2	0.5	5.2	49.2	53.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	29.4	35.1	40.9	35.1	34.6	54.0	59.3	13.6	52.8	233.2	252.4
LnGrp LOS	D	C	D	D	D	C	D	F	B	D	F	F
Approach Vol, veh/h		561			256			1619			2115	
Approach Delay, s/veh		37.2			38.2			57.3			224.3	
Approach LOS		D			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	36.3	13.1	22.6	17.0	35.7	19.1	16.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	11.9	34.3	8.6	12.3	12.4	33.7	14.3	5.7				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.1	0.0	0.0	0.2	0.4				

Intersection Summary

HCM 6th Ctrl Delay	131.4
HCM 6th LOS	F

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

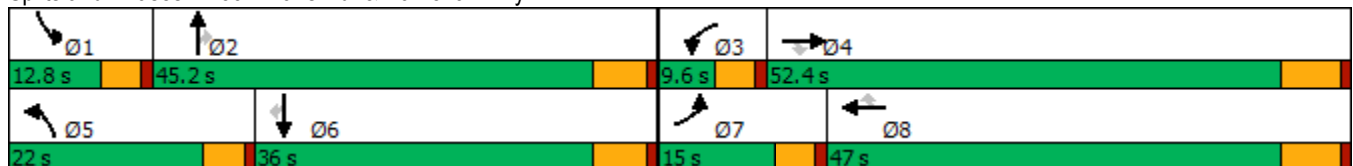
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	2570	218	76	3525	567	640	590	61	394	356	506
Future Volume (vph)	359	2570	218	76	3525	567	640	590	61	394	356	506
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	50.4	50.4	5.6	43.0	43.0	18.0	40.4	40.4	8.8	31.2	31.2
Actuated g/C Ratio	0.09	0.42	0.42	0.05	0.36	0.36	0.15	0.34	0.34	0.07	0.26	0.26
v/c Ratio	1.18	1.25	0.30	0.49	2.88	0.85	1.29	0.51	0.10	1.62	0.40	0.95
Control Delay	155.7	146.8	9.8	66.3	866.4	37.0	184.4	33.3	0.3	333.6	37.7	55.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	155.7	146.8	9.8	66.3	866.4	37.0	184.4	33.3	0.3	333.6	37.7	55.9
LOS	F	F	A	E	F	D	F	C	A	F	D	E
Approach Delay		138.3			739.0			106.6			137.8	
Approach LOS		F			F			F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.88
 Intersection Signal Delay: 387.9
 Intersection LOS: F
 Intersection Capacity Utilization 157.0%
 ICU Level of Service H
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	359	2570	218	76	3525	567	640	590	61	394	356	506
Future Volume (veh/h)	359	2570	218	76	3525	567	640	590	61	394	356	506
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	382	2734	0	81	3750	467	681	628	46	419	379	366
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	2127		155	1306	583	532	1217	543	260	937	413
Arrive On Green	0.09	0.41	0.00	0.04	0.36	0.36	0.15	0.34	0.34	0.07	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1589
Grp Volume(v), veh/h	382	2734	0	81	3750	467	681	628	46	419	379	366
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1589
Q Serve(g_s), s	11.0	48.7	0.0	2.7	43.0	31.0	18.0	16.6	2.3	8.8	10.3	26.3
Cycle Q Clear(g_c), s	11.0	48.7	0.0	2.7	43.0	31.0	18.0	16.6	2.3	8.8	10.3	26.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	2127		155	1306	583	532	1217	543	260	937	413
V/C Ratio(X)	1.18	1.29		0.52	2.87	0.80	1.28	0.52	0.08	1.61	0.40	0.89
Avail Cap(c_a), veh/h	325	2127		165	1306	583	532	1251	558	260	972	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	35.1	0.0	55.6	37.9	34.1	50.4	31.6	26.9	55.0	36.4	42.3
Incr Delay (d2), s/veh	106.6	132.1	0.0	1.0	844.2	7.9	140.3	0.3	0.1	292.6	0.3	19.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	44.6	0.0	1.2	170.6	12.5	18.0	7.0	0.9	14.3	4.5	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	160.5	167.1	0.0	56.6	882.2	42.0	190.8	32.0	27.0	347.7	36.7	61.5
LnGrp LOS	F	F		E	F	D	F	C	C	F	D	E
Approach Vol, veh/h		3116	A		4298			1355			1164	
Approach Delay, s/veh		166.3			775.3			111.6			156.4	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	44.1	9.3	52.7	22.0	34.9	15.0	47.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	10.8	18.6	4.7	50.7	20.0	28.3	13.0	45.0				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	0.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			421.2									
HCM 6th LOS			F									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

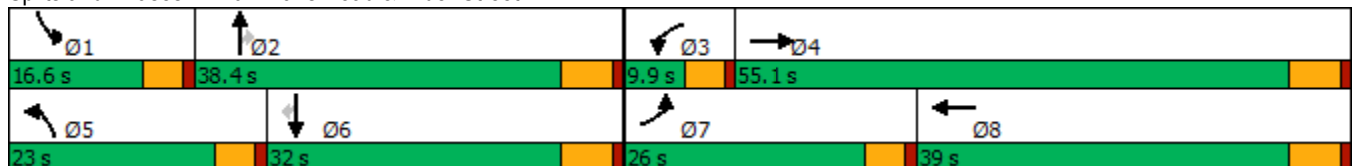


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↙	↕	↗	↙	↕	↗
Traffic Volume (vph)	270	673	48	815	281	556	125	120	295	381
Future Volume (vph)	270	673	48	815	281	556	125	120	295	381
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	26.0	55.1	9.9	39.0	23.0	38.4	38.4	16.6	32.0	32.0
Total Split (%)	21.7%	45.9%	8.3%	32.5%	19.2%	32.0%	32.0%	13.8%	26.7%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.4	50.7	5.3	33.3	18.5	25.6	25.6	10.8	17.9	17.9
Actuated g/C Ratio	0.18	0.46	0.05	0.30	0.17	0.23	0.23	0.10	0.16	0.16
v/c Ratio	0.88	0.52	0.61	1.06	1.02	0.73	0.28	0.74	0.55	0.79
Control Delay	72.7	23.8	83.8	82.8	103.9	45.3	5.7	74.8	46.3	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.7	23.8	83.8	82.8	103.9	45.3	5.7	74.8	46.3	23.7
LOS	E	C	F	F	F	D	A	E	D	C
Approach Delay		36.4		82.8		57.3			39.8	
Approach LOS		D		F		E			D	

Intersection Summary























Cycle Length: 120
 Actuated Cycle Length: 111.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 55.3
 Intersection LOS: E
 Intersection Capacity Utilization 86.0%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	673	100	48	815	227	281	556	125	120	295	381
Future Volume (veh/h)	270	673	100	48	815	227	281	556	125	120	295	381
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	293	732	94	52	886	205	305	604	119	130	321	279
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	320	1374	176	67	836	193	288	971	433	157	710	317
Arrive On Green	0.18	0.43	0.43	0.04	0.29	0.29	0.16	0.27	0.27	0.09	0.20	0.20
Sat Flow, veh/h	1810	3218	413	1810	2911	673	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	293	410	416	52	549	542	305	604	119	130	321	279
Grp Sat Flow(s),veh/h/ln	1810	1805	1826	1810	1805	1779	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	18.4	19.5	19.5	3.3	33.2	33.2	18.4	17.0	6.7	8.2	9.1	19.5
Cycle Q Clear(g_c), s	18.4	19.5	19.5	3.3	33.2	33.2	18.4	17.0	6.7	8.2	9.1	19.5
Prop In Lane	1.00		0.23	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	771	779	67	519	511	288	971	433	157	710	317
V/C Ratio(X)	0.92	0.53	0.53	0.77	1.06	1.06	1.06	0.62	0.27	0.83	0.45	0.88
Avail Cap(c_a), veh/h	335	771	779	83	519	511	288	1018	454	188	819	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	24.6	24.6	55.1	41.2	41.2	48.6	37.1	33.3	51.9	40.9	45.1
Incr Delay (d2), s/veh	27.3	0.7	0.7	23.3	56.1	56.7	69.3	1.1	0.3	19.1	0.5	19.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	8.0	8.1	1.9	22.1	21.9	13.6	7.4	2.6	4.4	4.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	25.3	25.3	78.4	97.2	97.8	117.9	38.2	33.7	71.0	41.4	64.6
LnGrp LOS	E	C	C	E	F	F	F	D	C	E	D	E
Approach Vol, veh/h		1119			1143			1028			730	
Approach Delay, s/veh		38.0			96.7			61.3			55.5	
Approach LOS		D			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	36.9	8.9	55.1	23.0	28.5	25.0	39.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	12.0	32.6	5.3	49.3	18.4	26.2	21.4	33.2				
Max Q Clear Time (g_c+I1), s	10.2	19.0	5.3	21.5	20.4	21.5	20.4	35.2				
Green Ext Time (p_c), s	0.0	3.4	0.0	5.1	0.0	1.3	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			63.8									
HCM 6th LOS			E									

Timings
41: Evans Rd. & Orange Av.

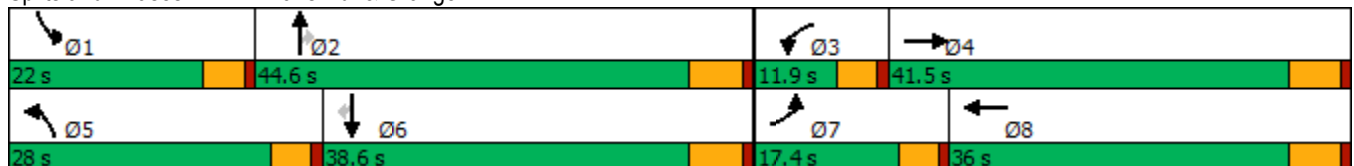


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	176	637	97	397	318	561	259	269	439	194
Future Volume (vph)	176	637	97	397	318	561	259	269	439	194
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.8	35.7	7.3	30.2	23.4	38.8	38.8	17.4	32.8	32.8
Actuated g/C Ratio	0.11	0.30	0.06	0.25	0.20	0.32	0.32	0.14	0.27	0.27
v/c Ratio	0.99	1.57	0.96	1.30	0.99	0.99	0.44	1.12	0.92	0.37
Control Delay	117.6	295.3	133.4	186.2	93.2	75.7	12.7	138.3	66.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.6	295.3	133.4	186.2	93.2	75.7	12.7	138.3	66.8	8.2
LOS	F	F	F	F	F	E	B	F	E	A
Approach Delay		263.2		178.4		66.2			75.5	
Approach LOS		F		F		E			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.57
 Intersection Signal Delay: 140.8
 Intersection LOS: F
 Intersection Capacity Utilization 110.4%
 ICU Level of Service H
 Analysis Period (min) 15























Splits and Phases: 41: Evans Rd. & Orange Av.



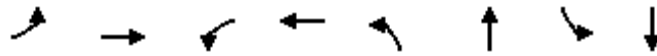
HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	637	160	97	397	161	318	561	259	269	439	194
Future Volume (veh/h)	176	637	160	97	397	161	318	561	259	269	439	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	692	123	105	432	165	346	610	209	292	477	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	193	465	83	110	329	126	353	614	517	262	519	440
Arrive On Green	0.11	0.30	0.30	0.06	0.25	0.25	0.20	0.32	0.32	0.14	0.27	0.27
Sat Flow, veh/h	1810	1563	278	1810	1308	500	1810	1900	1598	1810	1900	1608
Grp Volume(v), veh/h	191	0	815	105	0	597	346	610	209	292	477	151
Grp Sat Flow(s),veh/h/ln	1810	0	1841	1810	0	1808	1810	1900	1598	1810	1900	1608
Q Serve(g_s), s	12.7	0.0	35.7	6.9	0.0	30.2	22.8	38.4	12.2	17.4	29.2	9.0
Cycle Q Clear(g_c), s	12.7	0.0	35.7	6.9	0.0	30.2	22.8	38.4	12.2	17.4	29.2	9.0
Prop In Lane	1.00		0.15	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	0	548	110	0	455	353	614	517	262	519	440
V/C Ratio(X)	0.99	0.00	1.49	0.95	0.00	1.31	0.98	0.99	0.40	1.11	0.92	0.34
Avail Cap(c_a), veh/h	193	0	548	110	0	455	353	614	517	262	519	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	0.0	42.2	56.2	0.0	44.9	48.1	40.5	31.6	51.3	42.3	35.0
Incr Delay (d2), s/veh	61.5	0.0	229.1	70.4	0.0	155.5	42.4	34.4	0.5	89.3	21.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	50.3	5.2	0.0	32.6	14.1	22.9	4.6	14.2	16.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	115.0	0.0	271.3	126.6	0.0	200.4	90.5	74.9	32.1	140.6	63.8	35.4
LnGrp LOS	F	A	F	F	A	F	F	E	C	F	E	D
Approach Vol, veh/h		1006			702			1165			920	
Approach Delay, s/veh		241.6			189.3			71.9			83.5	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	44.6	11.9	41.5	28.0	38.6	17.4	36.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	19.4	40.4	8.9	37.7	24.8	31.2	14.7	32.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			141.4									
HCM 6th LOS			F									

Timings
42: Nuevo Rd. & Evans Rd.

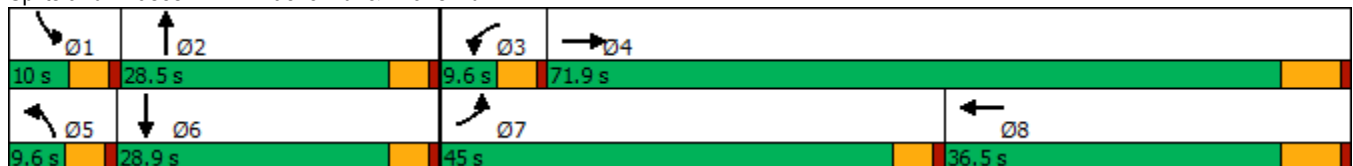


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗
Traffic Volume (vph)	592	1004	674	1112	76	751	63	682
Future Volume (vph)	592	1004	674	1112	76	751	63	682
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	45.0	71.9	9.6	36.5	9.6	28.5	10.0	28.9
Total Split (%)	37.5%	59.9%	8.0%	30.4%	8.0%	23.8%	8.3%	24.1%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	40.4	65.4	5.0	30.0	5.0	23.9	5.4	24.3
Actuated g/C Ratio	0.34	0.54	0.04	0.25	0.04	0.20	0.04	0.20
v/c Ratio	1.06	0.40	9.77	1.08	1.11	2.76	0.84	3.90
Control Delay	92.1	16.3	3980.7	91.8	188.3	819.2	119.8	1327.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.1	16.3	3980.7	91.8	188.3	819.2	119.8	1327.4
LOS	F	B	F	F	F	F	F	F
Approach Delay		43.9		1435.1		772.2		1275.2
Approach LOS		D		F		F		F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 9.77	
Intersection Signal Delay: 910.4	Intersection LOS: F
Intersection Capacity Utilization 150.1%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

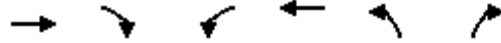


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	
Traffic Volume (veh/h)	592	1004	33	674	1112	166	76	751	199	63	682	705
Future Volume (veh/h)	592	1004	33	674	1112	166	76	751	199	63	682	705
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	643	1091	36	733	1209	164	83	816	216	68	741	368
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	609	2811	93	75	1152	156	75	288	76	81	243	120
Arrive On Green	0.34	0.55	0.55	0.04	0.25	0.25	0.04	0.20	0.20	0.05	0.20	0.20
Sat Flow, veh/h	1810	5157	170	1810	4608	625	1810	1448	383	1810	1198	595
Grp Volume(v), veh/h	643	731	396	733	907	466	83	0	1032	68	0	1109
Grp Sat Flow(s),veh/h/ln	1810	1729	1869	1810	1729	1775	1810	0	1831	1810	0	1793
Q Serve(g_s), s	40.4	14.6	14.7	5.0	30.0	30.0	5.0	0.0	23.9	4.5	0.0	24.3
Cycle Q Clear(g_c), s	40.4	14.6	14.7	5.0	30.0	30.0	5.0	0.0	23.9	4.5	0.0	24.3
Prop In Lane	1.00		0.09	1.00		0.35	1.00		0.21	1.00		0.33
Lane Grp Cap(c), veh/h	609	1885	1019	75	865	444	75	0	365	81	0	363
V/C Ratio(X)	1.06	0.39	0.39	9.72	1.05	1.05	1.10	0.00	2.83	0.84	0.00	3.05
Avail Cap(c_a), veh/h	609	1885	1019	75	865	444	75	0	365	81	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	15.8	15.8	57.5	45.0	45.0	57.5	0.0	48.1	56.9	0.0	47.9
Incr Delay (d2), s/veh	52.0	0.6	1.1	3951.3	44.4	56.3	133.8	0.0	831.0	47.5	0.0	931.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.4	5.3	5.9	84.9	17.4	19.4	5.1	0.0	95.1	3.1	0.0	104.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.8	16.4	16.9	4008.8	89.4	101.3	191.3	0.0	879.1	104.4	0.0	979.7
LnGrp LOS	F	B	B	F	F	F	F	A	F	F	A	F
Approach Vol, veh/h		1770			2106			1115				1177
Approach Delay, s/veh		43.9			1456.2			827.9				929.1
Approach LOS		D			F			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	28.5	9.6	71.9	9.6	28.9	45.0	36.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	5.4	23.9	5.0	65.4	5.0	24.3	40.4	30.0				
Max Q Clear Time (g_c+1), s	6.5	25.9	7.0	16.7	7.0	26.3	42.4	32.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	836.7
HCM 6th LOS	F

Timings
43: Bradley St. & Ramona Expy

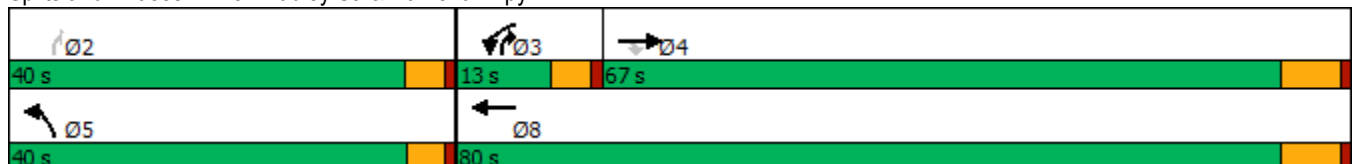


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵	
Traffic Volume (vph)	2810	49	31	3354	293	72	
Future Volume (vph)	2810	49	31	3354	293	72	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	64.7	64.7	6.5	73.7	24.2	35.2	
Actuated g/C Ratio	0.59	0.59	0.06	0.68	0.22	0.32	
v/c Ratio	1.43	0.06	0.31	1.49	0.80	0.15	
Control Delay	217.3	8.7	58.5	244.9	55.0	25.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	217.3	8.7	58.5	244.9	55.0	25.7	
LOS	F	A	E	F	D	C	
Approach Delay	213.8			243.2	49.2		
Approach LOS	F			F	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.49
 Intersection Signal Delay: 219.8
 Intersection Capacity Utilization 118.1%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)
05/28/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	2810	49	31	3354	293	72
Future Volume (veh/h)	2810	49	31	3354	293	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3054	51	34	3646	318	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2248	1001	54	2513	361	370
Arrive On Green	0.62	0.62	0.03	0.70	0.20	0.20
Sat Flow, veh/h	3705	1608	1810	3705	1810	1610
Grp Volume(v), veh/h	3054	51	34	3646	318	62
Grp Sat Flow(s),veh/h/ln	1805	1608	1810	1805	1810	1610
Q Serve(g_s), s	65.7	1.3	2.0	73.5	18.0	3.3
Cycle Q Clear(g_c), s	65.7	1.3	2.0	73.5	18.0	3.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2248	1001	54	2513	361	370
V/C Ratio(X)	1.36	0.05	0.63	1.45	0.88	0.17
Avail Cap(c_a), veh/h	2248	1001	144	2513	608	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	7.8	50.6	16.0	41.0	32.6
Incr Delay (d2), s/veh	164.4	0.0	4.4	205.2	8.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	72.4	0.4	0.9	91.9	8.8	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	184.3	7.8	55.0	221.2	49.0	32.8
LnGrp LOS	F	A	E	F	D	C
Approach Vol, veh/h	3105			3680	380	
Approach Delay, s/veh	181.4			219.7	46.4	
Approach LOS	F			F	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		25.6	7.8	72.2		80.0
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		20.0	4.0	67.7		75.5
Green Ext Time (p_c), s		1.1	0.0	0.0		0.0
Intersection Summary						
HCM 6th Ctrl Delay			193.9			
HCM 6th LOS			F			

Timings
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

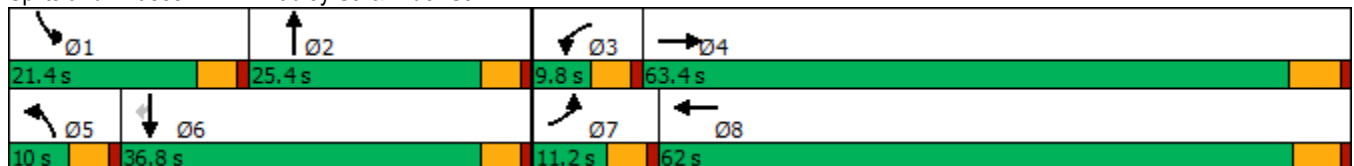


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕	↗
Traffic Volume (vph)	39	921	15	845	20	53	223	12	115
Future Volume (vph)	39	921	15	845	20	53	223	12	115
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	59.2	5.1	56.9	5.3	12.0	16.7	29.6	29.6
Actuated g/C Ratio	0.06	0.55	0.05	0.53	0.05	0.11	0.16	0.28	0.28
v/c Ratio	0.41	0.51	0.18	1.03	0.25	0.49	0.86	0.02	0.24
Control Delay	63.2	16.8	57.3	62.0	59.0	39.6	72.8	32.8	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	16.8	57.3	62.0	59.0	39.6	72.8	32.8	7.5
LOS	E	B	E	E	E	D	E	C	A
Approach Delay		18.6		61.9		42.7		50.0	
Approach LOS		B		E		D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.7
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 41.7
 Intersection LOS: D
 Intersection Capacity Utilization 77.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	39	921	9	15	845	99	20	53	50	223	12	115
Future Volume (veh/h)	39	921	9	15	845	99	20	53	50	223	12	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1001	9	16	918	90	22	58	37	242	13	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	2010	18	32	907	89	41	108	69	272	432	362
Arrive On Green	0.03	0.55	0.55	0.02	0.53	0.53	0.02	0.10	0.10	0.15	0.23	0.23
Sat Flow, veh/h	1810	3666	33	1810	1703	167	1810	1084	692	1810	1900	1592
Grp Volume(v), veh/h	42	493	517	16	0	1008	22	0	95	242	13	75
Grp Sat Flow(s),veh/h/ln	1810	1805	1894	1810	0	1870	1810	0	1776	1810	1900	1592
Q Serve(g_s), s	2.4	18.0	18.0	0.9	0.0	56.6	1.3	0.0	5.4	13.9	0.6	4.1
Cycle Q Clear(g_c), s	2.4	18.0	18.0	0.9	0.0	56.6	1.3	0.0	5.4	13.9	0.6	4.1
Prop In Lane	1.00		0.02	1.00		0.09	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	60	990	1038	32	0	996	41	0	176	272	432	362
V/C Ratio(X)	0.69	0.50	0.50	0.50	0.00	1.01	0.54	0.00	0.54	0.89	0.03	0.21
Avail Cap(c_a), veh/h	112	990	1038	89	0	996	92	0	347	286	576	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	14.9	14.9	51.7	0.0	24.8	51.4	0.0	45.5	44.3	32.0	33.3
Incr Delay (d2), s/veh	5.2	0.4	0.4	4.4	0.0	31.6	4.1	0.0	2.5	25.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.7	7.1	0.5	0.0	31.0	0.6	0.0	2.5	8.2	0.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	15.3	15.3	56.1	0.0	56.4	55.5	0.0	48.1	69.7	32.0	33.6
LnGrp LOS	E	B	B	E	A	F	E	A	D	E	C	C
Approach Vol, veh/h		1052			1024			117			330	
Approach Delay, s/veh		16.9			56.4			49.5			60.0	
Approach LOS		B			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.6	15.2	6.5	64.1	7.0	28.7	8.2	62.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	15.9	7.4	2.9	20.0	3.3	6.1	4.4	58.6				
Green Ext Time (p_c), s	0.0	0.3	0.0	6.9	0.0	0.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	120.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	508	215	22	167	399	98
Future Vol, veh/h	508	215	22	167	399	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	552	234	24	182	434	107

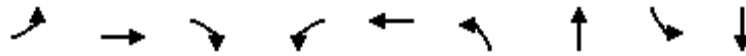
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	786	0	899
Stage 1	-	-	-	-	669
Stage 2	-	-	-	-	230
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	842	-	~ 312
Stage 1	-	-	-	-	513
Stage 2	-	-	-	-	813
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	842	-	~ 302
Mov Cap-2 Maneuver	-	-	-	-	~ 302
Stage 1	-	-	-	-	513
Stage 2	-	-	-	-	787

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	\$ 342
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	324	-	-	842	-
HCM Lane V/C Ratio	1.667	-	-	0.028	-
HCM Control Delay (s)	\$ 342	-	-	9.4	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	33.1	-	-	0.1	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
46: Dunlap Dr. & Nuevo Rd.

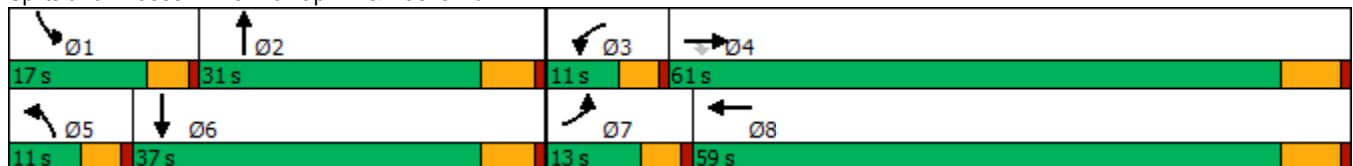


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	41	1062	17	7	1641	11	26	120	26
Future Volume (vph)	41	1062	17	7	1641	11	26	120	26
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	13.0	61.0	61.0	11.0	59.0	11.0	31.0	17.0	37.0
Total Split (%)	10.8%	50.8%	50.8%	9.2%	49.2%	9.2%	25.8%	14.2%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	59.7	59.7	5.4	54.9	5.5	11.6	12.0	18.7
Actuated g/C Ratio	0.07	0.63	0.63	0.06	0.58	0.06	0.12	0.13	0.20
v/c Ratio	0.33	0.90	0.02	0.07	1.74	0.11	0.20	0.54	0.32
Control Delay	53.6	30.5	0.0	50.6	355.5	51.2	29.7	52.1	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	30.5	0.0	50.6	355.5	51.2	29.7	52.1	12.6
LOS	D	C	A	D	F	D	C	D	B
Approach Delay		30.9			354.4		33.8		31.6
Approach LOS		C			F		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.6
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.74
 Intersection Signal Delay: 213.9
 Intersection LOS: F
 Intersection Capacity Utilization 122.5%
 ICU Level of Service H
 Analysis Period (min) 15






















Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

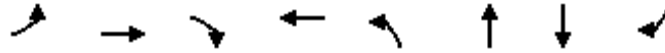
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1062	17	7	1641	207	11	26	20	120	26	103
Future Volume (veh/h)	41	1062	17	7	1641	207	11	26	20	120	26	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1084	12	7	1674	193	11	27	18	122	27	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1099	931	16	923	106	24	109	73	152	94	199
Arrive On Green	0.04	0.58	0.58	0.01	0.55	0.55	0.01	0.10	0.10	0.08	0.17	0.17
Sat Flow, veh/h	1810	1900	1610	1810	1672	193	1810	1063	709	1810	544	1149
Grp Volume(v), veh/h	42	1084	12	7	0	1867	11	0	45	122	0	84
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1865	1810	0	1772	1810	0	1693
Q Serve(g_s), s	2.2	53.3	0.3	0.4	0.0	52.5	0.6	0.0	2.2	6.3	0.0	4.1
Cycle Q Clear(g_c), s	2.2	53.3	0.3	0.4	0.0	52.5	0.6	0.0	2.2	6.3	0.0	4.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.40	1.00		0.68
Lane Grp Cap(c), veh/h	64	1099	931	16	0	1030	24	0	182	152	0	294
V/C Ratio(X)	0.66	0.99	0.01	0.44	0.00	1.81	0.46	0.00	0.25	0.80	0.00	0.29
Avail Cap(c_a), veh/h	160	1099	931	122	0	1030	122	0	470	236	0	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.3	19.7	8.5	46.9	0.0	21.3	46.6	0.0	39.3	42.8	0.0	34.2
Incr Delay (d2), s/veh	4.3	23.8	0.0	6.8	0.0	369.9	5.0	0.0	0.7	5.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	25.3	0.1	0.2	0.0	123.8	0.3	0.0	1.0	2.9	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	43.5	8.5	53.7	0.0	391.2	51.6	0.0	40.0	47.8	0.0	34.7
LnGrp LOS	D	D	A	D	A	F	D	A	D	D	A	C
Approach Vol, veh/h		1138			1874			56				206
Approach Delay, s/veh		43.4			389.9			42.3				42.5
Approach LOS		D			F			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	15.6	5.4	61.5	5.9	22.3	8.0	59.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	12.4	25.2	6.4	54.5	6.4	31.2	8.4	52.5				
Max Q Clear Time (g_c+I1), s	8.3	4.2	2.4	55.3	2.6	6.1	4.2	54.5				
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	0.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			241.7									
HCM 6th LOS			F									

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↕	↖	↕	↕	↗	
Traffic Volume (vph)	283	0	477	0	429	3101	2662	221	
Future Volume (vph)	283	0	477	0	429	3101	2662	221	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		30.0	30.0	30.0	16.5	71.8	50.7	50.7	
Actuated g/C Ratio		0.27	0.27	0.27	0.15	0.64	0.45	0.45	
v/c Ratio		0.81	0.89	0.00	0.91	1.47	1.78	0.31	
Control Delay		55.3	42.3	0.0	72.1	236.1	380.2	13.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		55.3	42.3	0.0	72.1	236.1	380.2	13.7	
LOS		E	D	A	E	F	F	B	
Approach Delay		47.1				216.2	352.1		
Approach LOS		D				F	F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 112.9	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.78	
Intersection Signal Delay: 252.9	Intersection LOS: F
Intersection Capacity Utilization 125.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↕		↘	↕	↗
Traffic Volume (veh/h)	283	0	477	0	0	1	429	3101	1	0	2662	221
Future Volume (veh/h)	283	0	477	0	0	1	429	3101	1	0	2662	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	308	0	381	0	0	1	466	3371	1	0	2893	193
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	445	0	427	0	0	427	512	2355	1	2	1621	723
Arrive On Green	0.27	0.00	0.27	0.00	0.00	0.27	0.15	0.64	0.64	0.00	0.45	0.45
Sat Flow, veh/h	1436	0	1610	0	0	1610	3510	3704	1	1810	3610	1610
Grp Volume(v), veh/h	308	0	381	0	0	1	466	1643	1729	0	2893	193
Grp Sat Flow(s),veh/h/ln	1436	0	1610	0	0	1610	1755	1805	1900	1810	1805	1610
Q Serve(g_s), s	22.5	0.0	25.6	0.0	0.0	0.1	14.7	71.5	71.5	0.0	50.5	8.4
Cycle Q Clear(g_c), s	22.6	0.0	25.6	0.0	0.0	0.1	14.7	71.5	71.5	0.0	50.5	8.4
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	445	0	427	0	0	427	512	1148	1208	2	1621	723
V/C Ratio(X)	0.69	0.00	0.89	0.00	0.00	0.00	0.91	1.43	1.43	0.00	1.78	0.27
Avail Cap(c_a), veh/h	542	0	536	0	0	536	512	1148	1208	80	1621	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	0.0	39.7	0.0	0.0	30.4	47.3	20.5	20.5	0.0	31.0	19.4
Incr Delay (d2), s/veh	2.9	0.0	14.6	0.0	0.0	0.0	19.9	199.2	199.0	0.0	355.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	11.5	0.0	0.0	0.0	7.5	86.7	91.2	0.0	99.5	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	0.0	54.3	0.0	0.0	30.4	67.2	219.7	219.5	0.0	386.5	19.6
LnGrp LOS	D	A	D	A	A	C	E	F	F	A	F	B
Approach Vol, veh/h		689			1			3838			3086	
Approach Delay, s/veh		48.6			30.4			201.1			363.6	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	78.0		34.5	21.0	57.0		34.5				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+I1), s	0.0	73.5		27.6	16.7	52.5		2.1				
Green Ext Time (p_c), s	0.0	0.0		2.3	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	253.1
HCM 6th LOS	F

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

04/27/2021

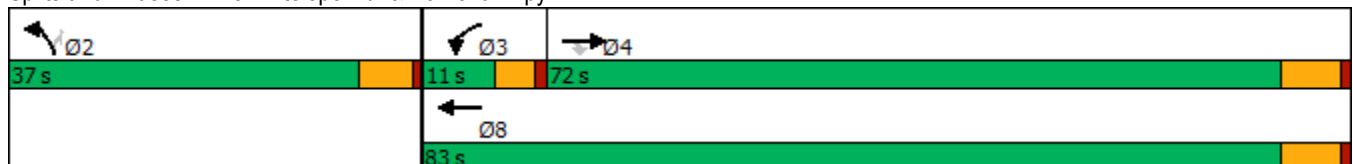


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (vph)	1751	1387	246	3121	411	64
Future Volume (vph)	1751	1387	246	3121	411	64
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	72.0	72.0	11.0	83.0	37.0	37.0
Total Split (%)	60.0%	60.0%	9.2%	69.2%	30.8%	30.8%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	65.6	65.6	6.4	76.6	18.8	18.8
Actuated g/C Ratio	0.61	0.61	0.06	0.71	0.17	0.17
v/c Ratio	0.87	1.13	2.50	1.32	0.73	0.21
Control Delay	23.5	81.1	722.4	167.6	49.5	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	81.1	722.4	167.6	49.5	10.4
LOS	C	F	F	F	D	B
Approach Delay	49.0			208.1	44.2	
Approach LOS	D			F	D	

Intersection Summary

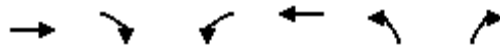
Cycle Length: 120
 Actuated Cycle Length: 107.7
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.50
 Intersection Signal Delay: 125.4
 Intersection LOS: F
 Intersection Capacity Utilization 108.8%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)
04/27/2021

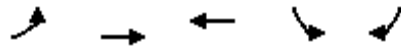


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (veh/h)	1751	1387	246	3121	411	64
Future Volume (veh/h)	1751	1387	246	3121	411	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1903	1508	267	3392	447	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2244	1001	110	2621	552	253
Arrive On Green	0.62	0.62	0.06	0.73	0.16	0.16
Sat Flow, veh/h	3705	1610	1810	3705	3510	1610
Grp Volume(v), veh/h	1903	1508	267	3392	447	70
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1755	1610
Q Serve(g_s), s	44.4	65.5	6.4	76.5	13.0	4.0
Cycle Q Clear(g_c), s	44.4	65.5	6.4	76.5	13.0	4.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2244	1001	110	2621	552	253
V/C Ratio(X)	0.85	1.51	2.43	1.29	0.81	0.28
Avail Cap(c_a), veh/h	2244	1001	110	2621	1039	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	19.9	49.5	14.4	42.9	39.1
Incr Delay (d2), s/veh	4.2	233.2	669.9	135.3	2.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	83.5	23.2	68.5	5.6	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.2	253.1	719.4	149.8	45.8	39.7
LnGrp LOS	C	F	F	F	D	D
Approach Vol, veh/h	3411			3659	517	
Approach Delay, s/veh	123.2			191.3	45.0	
Approach LOS	F			F	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		22.4	11.0	72.0		83.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		31.2	6.4	65.5		76.5
Max Q Clear Time (g_c+I1), s		15.0	8.4	67.5		78.5
Green Ext Time (p_c), s		1.6	0.0	0.0		0.0
Intersection Summary						
HCM 6th Ctrl Delay			150.7			
HCM 6th LOS			F			

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

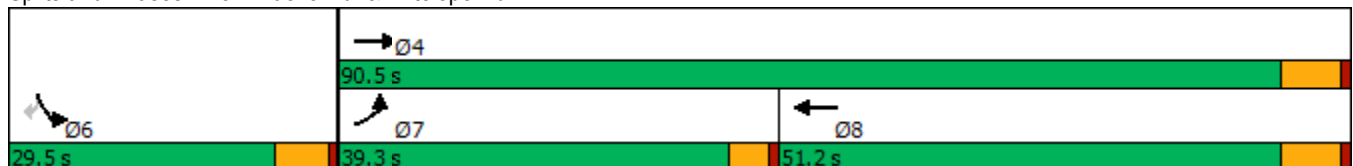


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↔	↘	↗
Traffic Volume (vph)	590	580	1542	118	176
Future Volume (vph)	590	580	1542	118	176
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	39.3	90.5	51.2	29.5	29.5
Total Split (%)	32.8%	75.4%	42.7%	24.6%	24.6%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	34.7	84.0	44.7	13.4	13.4
Actuated g/C Ratio	0.32	0.77	0.41	0.12	0.12
v/c Ratio	1.12	0.43	2.80	0.58	0.52
Control Delay	112.1	5.9	831.3	56.5	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	112.1	5.9	831.3	56.5	11.7
LOS	F	A	F	E	B
Approach Delay		59.5	831.3	29.7	
Approach LOS		E	F	C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 109.7	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.80	
Intersection Signal Delay: 498.5	Intersection LOS: F
Intersection Capacity Utilization 161.4%	ICU Level of Service H
Analysis Period (min) 15	

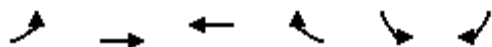
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗		↙	↘	
Traffic Volume (veh/h)	590	580	1542	414	118	176	
Future Volume (veh/h)	590	580	1542	414	118	176	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	641	630	1676	450	128	191	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	561	1426	576	155	252	224	
Arrive On Green	0.31	0.75	0.40	0.40	0.14	0.14	
Sat Flow, veh/h	1810	1900	1443	387	1810	1610	
Grp Volume(v), veh/h	641	630	0	2126	128	191	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1830	1810	1610	
Q Serve(g_s), s	34.7	13.8	0.0	44.7	7.3	13.0	
Cycle Q Clear(g_c), s	34.7	13.8	0.0	44.7	7.3	13.0	
Prop In Lane	1.00			0.21	1.00	1.00	
Lane Grp Cap(c), veh/h	561	1426	0	731	252	224	
V/C Ratio(X)	1.14	0.44	0.00	2.91	0.51	0.85	
Avail Cap(c_a), veh/h	561	1426	0	731	383	341	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	38.6	5.2	0.0	33.6	44.6	47.0	
Incr Delay (d2), s/veh	83.7	1.0	0.0	862.3	1.6	12.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	27.4	4.1	0.0	193.3	3.3	0.8	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	122.3	6.2	0.0	895.9	46.2	59.0	
LnGrp LOS	F	A	A	F	D	E	
Approach Vol, veh/h		1271	2126		319		
Approach Delay, s/veh		64.8	895.9		53.9		
Approach LOS		E	F		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.5	21.4	39.3	51.2
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				84.0	23.7	34.7	44.7
Max Q Clear Time (g_c+11), s				15.8	15.0	36.7	46.7
Green Ext Time (p_c), s				4.1	0.6	0.0	0.0
Intersection Summary							
HCM 6th Ctrl Delay			539.3				
HCM 6th LOS			F				

Timings
52: Street A & Ramona Expy



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↖	↑	↖	↗
Traffic Volume (vph)	1304	147	3216	151	43
Future Volume (vph)	1304	147	3216	151	43
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	9.6	16.5	14.6	14.6
Total Split (s)	88.8	16.2	105.0	15.0	15.0
Total Split (%)	74.0%	13.5%	87.5%	12.5%	12.5%
Yellow Time (s)	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	82.3	11.6	98.5	10.4	10.4
Actuated g/C Ratio	0.69	0.10	0.82	0.09	0.09
v/c Ratio	0.82	0.92	2.24	1.05	0.26
Control Delay	16.3	104.0	578.1	139.0	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	104.0	578.1	139.0	18.2
LOS	B	F	F	F	B
Approach Delay	16.3		557.4	112.1	
Approach LOS	B		F	F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.24	
Intersection Signal Delay: 358.6	Intersection LOS: F
Intersection Capacity Utilization 186.9%	ICU Level of Service H
Analysis Period (min) 15	

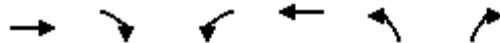
Splits and Phases: 52: Street A & Ramona Expy



HCM 6th Signalized Intersection Summary
52: Street A & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵	↵
Traffic Volume (veh/h)	1304	511	147	3216	151	43
Future Volume (veh/h)	1304	511	147	3216	151	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1417	555	160	3496	164	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1773	651	175	1560	157	140
Arrive On Green	0.69	0.69	0.10	0.82	0.09	0.09
Sat Flow, veh/h	2680	949	1810	1900	1810	1610
Grp Volume(v), veh/h	961	1011	160	3496	164	47
Grp Sat Flow(s),veh/h/ln	1805	1729	1810	1900	1810	1610
Q Serve(g_s), s	42.9	53.1	10.5	98.5	10.4	3.3
Cycle Q Clear(g_c), s	42.9	53.1	10.5	98.5	10.4	3.3
Prop In Lane		0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1238	1186	175	1560	157	140
V/C Ratio(X)	0.78	0.85	0.91	2.24	1.05	0.34
Avail Cap(c_a), veh/h	1238	1186	175	1560	157	140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	14.3	53.7	10.8	54.8	51.6
Incr Delay (d2), s/veh	4.8	7.9	43.6	560.8	84.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.9	18.3	6.7	260.1	8.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.5	22.1	97.3	571.6	139.3	53.0
LnGrp LOS	B	C	F	F	F	D
Approach Vol, veh/h	1972			3656	211	
Approach Delay, s/veh	19.9			550.8	120.1	
Approach LOS	B			F	F	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.0	16.2	88.8		105.0
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		10.4	11.6	82.3		98.5
Max Q Clear Time (g_c+I1), s		12.4	12.5	55.1		100.5
Green Ext Time (p_c), s		0.0	0.0	16.9		0.0
Intersection Summary						
HCM 6th Ctrl Delay			355.9			
HCM 6th LOS			F			

Intersection												
Intersection Delay, s/v	19.8											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	325	213	160	374	339	0	350	112	385	0	450	1266
Future Vol, veh/h	325	213	160	374	339	0	350	112	385	0	450	1266
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	332	217	163	382	346	0	357	114	393	0	459	1292
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	505.9	534.1	662.7	1606.9
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	47%	52%	0%
Vol Thru, %	13%	31%	48%	26%
Vol Right, %	45%	23%	0%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	847	698	713	1716
LT Vol	350	325	374	0
Through Vol	112	213	339	450
RT Vol	385	160	0	1266
Lane Flow Rate	864	712	728	1751
Geometry Grp	1	1	1	1
Degree of Util (X)	2.258	1.89	1.961	4.453
Departure Headway (Hd)	35.632	36.259	35.465	22.082
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	112	107	109	193
Service Time	33.632	34.259	33.465	20.082
HCM Lane V/C Ratio	7.714	6.654	6.679	9.073
HCM Control Delay	662.7	505.9	534.1	1606.9
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	20.1	15.6	16.7	74

Intersection	
Intersection Delay, s/veh	196.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	↔
Traffic Vol, veh/h	222	7	124	20	20	36	149	637	19	14	824	291
Future Vol, veh/h	222	7	124	20	20	36	149	637	19	14	824	291
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	241	8	135	22	22	39	162	692	21	15	896	316
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	24.3	16.2	76.6	348.2
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	32%	0%	97%	0%	26%	2%	0%
Vol Thru, %	68%	94%	3%	0%	26%	98%	0%
Vol Right, %	0%	6%	0%	100%	47%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	468	338	229	124	76	838	291
LT Vol	149	0	222	0	20	14	0
Through Vol	319	319	7	0	20	824	0
RT Vol	0	19	0	124	36	0	291
Lane Flow Rate	508	367	249	135	83	911	316
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	1.107	0.779	0.629	0.296	0.211	1.967	0.621
Departure Headway (Hd)	8.816	8.61	10.335	9.098	10.397	8.062	7.33
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	417	422	351	398	348	465	497
Service Time	6.516	6.31	8.035	6.798	8.397	5.762	5.03
HCM Lane V/C Ratio	1.218	0.87	0.709	0.339	0.239	1.959	0.636
HCM Control Delay	106.1	35.7	29	15.6	16.2	461.7	21.3
HCM Lane LOS	F	E	D	C	C	F	C
HCM 95th-tile Q	16	6.7	4.1	1.2	0.8	59.5	4.2

Intersection												
Int Delay, s/veh	11.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	1	59	0	4	0	25	764	0	0	996	23
Future Vol, veh/h	34	1	59	0	4	0	25	764	0	0	996	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	1	64	0	4	0	27	830	0	0	1083	25

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1982	1980	1096	2012	1992	830	1108	0	0	830	0	0
Stage 1	1096	1096	-	884	884	-	-	-	-	-	-	-
Stage 2	886	884	-	1128	1108	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	47	62	262	44	61	373	638	-	-	811	-	-
Stage 1	261	292	-	343	366	-	-	-	-	-	-	-
Stage 2	342	366	-	250	288	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	42	57	262	31	56	373	638	-	-	811	-	-
Mov Cap-2 Maneuver	42	57	-	31	56	-	-	-	-	-	-	-
Stage 1	240	292	-	316	337	-	-	-	-	-	-	-
Stage 2	311	337	-	188	288	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	227.1		74.6		0.3		0	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	638	-	-	89	56	811	-
HCM Lane V/C Ratio	0.043	-	-	1.148	0.078	-	-
HCM Control Delay (s)	10.9	0	-	227.1	74.6	0	-
HCM Lane LOS	B	A	-	F	F	A	-
HCM 95th %tile Q(veh)	0.1	-	-	7.1	0.2	0	-

Intersection												
Int Delay, s/veh	90.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	34	52	26	15	135	183	32	590	17	195	838	93
Future Vol, veh/h	34	52	26	15	135	183	32	590	17	195	838	93
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	36	55	28	16	144	195	34	628	18	207	891	99

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2230	2069	941	2101	2109	637	990	0	0	646	0	0
Stage 1	1355	1355	-	705	705	-	-	-	-	-	-	-
Stage 2	875	714	-	1396	1404	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 31	~ 55	322	38	~ 52	481	706	-	-	949	-	-
Stage 1	186	220	-	430	442	-	-	-	-	-	-	-
Stage 2	347	438	-	177	208	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 41	322	17	~ 39	481	706	-	-	949	-	-
Mov Cap-2 Maneuver	~ -122	105	-	45	~ 102	-	-	-	-	-	-	-
Stage 1	177	172	-	409	421	-	-	-	-	-	-	-
Stage 2	130	417	-	86	163	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		\$ 593.2	0.5	1.7
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	706	-	-	-	163	949	-
HCM Lane V/C Ratio	0.048	-	-	-	2.173	0.219	-
HCM Control Delay (s)	10.4	-	-	-	\$ 593.2	9.9	-
HCM Lane LOS	B	-	-	-	F	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	28.6	0.8	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	164	10	48	254	87	41	542	162	107	720	48
Future Vol, veh/h	31	164	10	48	254	87	41	542	162	107	720	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	34	178	11	52	276	95	45	589	176	116	783	52

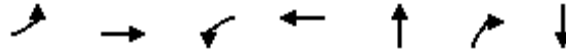
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1994	1896	809	1903	1834	677	835	0	0	765	0	0
Stage 1	1041	1041	-	767	767	-	-	-	-	-	-	-
Stage 2	953	855	-	1136	1067	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	46	~ 70	384	53	~ 77	456	807	-	-	857	-	-
Stage 1	280	310	-	398	414	-	-	-	-	-	-	-
Stage 2	314	378	-	248	301	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 47	384	-	~ 52	456	807	-	-	857	-	-
Mov Cap-2 Maneuver	-	~ 47	-	-	~ 52	-	-	-	-	-	-	-
Stage 1	252	231	-	358	373	-	-	-	-	-	-	-
Stage 2	58	340	-	~ 41	~ 224	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	1.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	807	-	-	-	857	-	-
HCM Lane V/C Ratio	0.055	-	-	-	0.136	-	-
HCM Control Delay (s)	9.7	0	-	-	9.9	0	-
HCM Lane LOS	A	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Menifee Rd. & SR-74

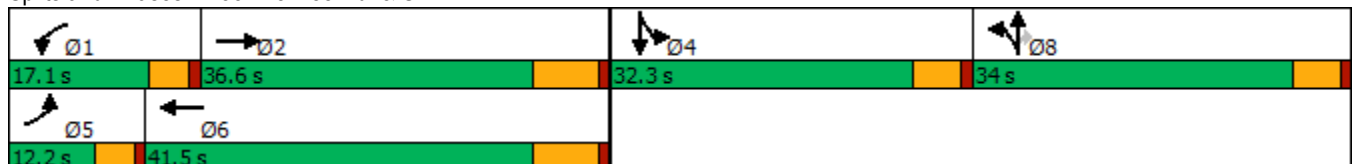


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	138	1014	366	1168	498	298	736
Future Volume (vph)	138	1014	366	1168	498	298	736
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	12.2	36.6	17.1	41.5	34.0	34.0	32.3
Total Split (%)	10.2%	30.5%	14.3%	34.6%	28.3%	28.3%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	7.6	29.6	12.5	34.5	28.7	28.7	27.0
Actuated g/C Ratio	0.06	0.25	0.10	0.29	0.24	0.24	0.22
v/c Ratio	1.32	1.46	2.12	1.38	2.12	0.63	2.32
Control Delay	234.5	248.9	547.1	211.1	537.4	25.3	623.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	234.5	248.9	547.1	211.1	537.4	25.3	623.2
LOS	F	F	F	F	F	C	F
Approach Delay		247.4		284.7	406.3		623.2
Approach LOS		F		F	F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.32
 Intersection Signal Delay: 363.2
 Intersection LOS: F
 Intersection Capacity Utilization 167.5%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕			↕	↗		↕	↖
Traffic Volume (veh/h)	138	1014	176	366	1168	136	369	498	298	61	736	105
Future Volume (veh/h)	138	1014	176	366	1168	136	369	498	298	61	736	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	150	1102	169	398	1270	131	401	541	217	66	800	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	774	118	188	950	98	189	256	385	28	342	48
Arrive On Green	0.06	0.25	0.25	0.10	0.29	0.29	0.24	0.24	0.24	0.23	0.23	0.23
Sat Flow, veh/h	1810	3138	480	1810	3304	340	792	1068	1610	125	1518	212
Grp Volume(v), veh/h	150	633	638	398	692	709	942	0	217	978	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1814	1810	1805	1839	1860	0	1610	1855	0	0
Q Serve(g_s), s	7.6	29.6	29.6	12.5	34.5	34.5	28.7	0.0	14.2	27.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	29.6	29.6	12.5	34.5	34.5	28.7	0.0	14.2	27.0	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.18	0.43		1.00	0.07		0.11
Lane Grp Cap(c), veh/h	115	445	447	188	519	529	445	0	385	417	0	0
V/C Ratio(X)	1.31	1.42	1.43	2.11	1.33	1.34	2.12	0.00	0.56	2.34	0.00	0.00
Avail Cap(c_a), veh/h	115	445	447	188	519	529	445	0	385	417	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.2	45.2	45.2	53.8	42.8	42.8	45.7	0.0	40.1	46.5	0.0	0.0
Incr Delay (d2), s/veh	188.2	202.2	204.8	517.7	162.7	166.0	510.3	0.0	1.9	611.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	37.7	38.2	32.6	38.0	39.2	75.5	0.0	5.6	82.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	244.4	247.4	250.0	571.4	205.4	208.8	555.9	0.0	42.0	658.1	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	F	A	D	F	A	A
Approach Vol, veh/h		1421			1799			1159				978
Approach Delay, s/veh		248.2			287.7			459.7				658.1
Approach LOS		F			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	36.6		32.3	12.2	41.5		34.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	12.5	29.6		27.0	7.6	34.5		28.7				
Max Q Clear Time (g_c+I1), s	14.5	31.6		29.0	9.6	36.5		30.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				382.1								
HCM 6th LOS				F								

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

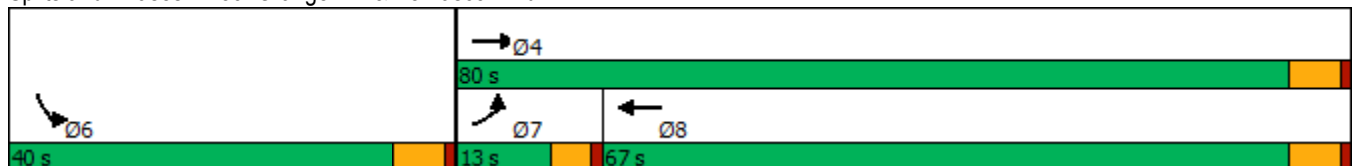


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↑	↗	↘
Traffic Volume (vph)	182	409	758	258
Future Volume (vph)	182	409	758	258
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	27.8	27.8
Total Split (s)	13.0	80.0	67.0	40.0
Total Split (%)	10.8%	66.7%	55.8%	33.3%
Yellow Time (s)	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effect Green (s)	8.4	74.2	61.2	34.2
Actuated g/C Ratio	0.07	0.62	0.51	0.28
v/c Ratio	1.57	0.38	1.63	1.40
Control Delay	328.2	12.6	315.2	222.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	328.2	12.6	315.2	222.4
LOS	F	B	F	F
Approach Delay		109.8	315.2	222.4
Approach LOS		F	F	F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.63	
Intersection Signal Delay: 246.1	Intersection LOS: F
Intersection Capacity Utilization 144.0%	ICU Level of Service H
Analysis Period (min) 15	

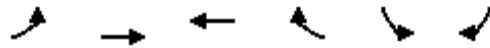
Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	182	409	758	647	258	434	
Future Volume (veh/h)	182	409	758	647	258	434	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	198	445	824	703	280	472	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	127	1175	483	412	178	300	
Arrive On Green	0.07	0.62	0.51	0.51	0.28	0.28	
Sat Flow, veh/h	1810	1900	947	808	624	1053	
Grp Volume(v), veh/h	198	445	0	1527	753	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1755	1679	0	
Q Serve(g_s), s	8.4	14.0	0.0	61.2	34.2	0.0	
Cycle Q Clear(g_c), s	8.4	14.0	0.0	61.2	34.2	0.0	
Prop In Lane	1.00			0.46	0.37	0.63	
Lane Grp Cap(c), veh/h	127	1175	0	895	479	0	
V/C Ratio(X)	1.56	0.38	0.00	1.71	1.57	0.00	
Avail Cap(c_a), veh/h	127	1175	0	895	479	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	55.8	11.4	0.0	29.4	42.9	0.0	
Incr Delay (d2), s/veh	288.1	0.9	0.0	322.7	267.9	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	13.9	5.6	0.0	103.5	49.2	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	343.9	12.3	0.0	352.1	310.8	0.0	
LnGrp LOS	F	B	A	F	F	A	
Approach Vol, veh/h		643	1527		753		
Approach Delay, s/veh		114.4	352.1		310.8		
Approach LOS		F	F		F		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				80.0	40.0	13.0	67.0
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				74.2	34.2	8.4	61.2
Max Q Clear Time (g_c+I1), s				16.0	36.2	10.4	63.2
Green Ext Time (p_c), s				2.7	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	289.2
HCM 6th LOS	F

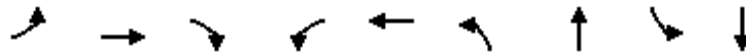
Notes

User approved volume balancing among the lanes for turning movement.

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

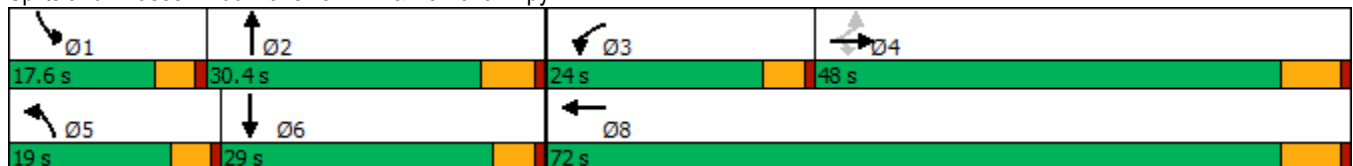


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	27	1116	232	539	2912	357	29	97	213
Future Volume (vph)	27	1116	232	539	2912	357	29	97	213
Turn Type	Perm	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases		4		3	8	5	2	1	6
Permitted Phases	4		4						
Detector Phase	4	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	29.5	29.5	29.5	9.6	16.5	9.6	22.8	9.6	26.7
Total Split (s)	48.0	48.0	48.0	24.0	72.0	19.0	30.4	17.6	29.0
Total Split (%)	40.0%	40.0%	40.0%	20.0%	60.0%	15.8%	25.3%	14.7%	24.2%
Yellow Time (s)	5.5	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	4.6	6.5	4.6	5.8	4.6	4.7
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	41.5	41.5	41.5	19.4	65.5	14.4	26.9	10.7	24.3
Actuated g/C Ratio	0.35	0.35	0.35	0.16	0.55	0.12	0.22	0.09	0.20
v/c Ratio	0.47	1.89	0.41	2.06	3.14	1.84	0.55	0.66	1.26
Control Delay	58.8	431.0	19.0	514.9	981.8	425.1	10.6	71.7	176.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	431.0	19.0	514.9	981.8	425.1	10.6	71.7	176.4
LOS	E	F	B	F	F	F	B	E	F
Approach Delay		354.3			909.2		236.9		156.6
Approach LOS		F			F		F		F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.14	
Intersection Signal Delay: 645.8	Intersection LOS: F
Intersection Capacity Utilization 224.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1116	232	539	2912	14	357	29	268	97	213	201
Future Volume (veh/h)	27	1116	232	539	2912	14	357	29	268	97	213	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	1240	197	599	3236	15	397	32	215	105	232	218
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.92	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	59	651	552	290	1022	5	215	53	354	130	181	170
Arrive On Green	0.34	0.34	0.34	0.16	0.54	0.54	0.12	0.25	0.25	0.07	0.20	0.20
Sat Flow, veh/h	62	1900	1610	1810	1890	9	1810	213	1430	1810	901	847
Grp Volume(v), veh/h	29	1240	197	599	0	3251	397	0	247	105	0	450
Grp Sat Flow(s),veh/h/ln	62	1900	1610	1810	0	1898	1810	0	1643	1810	0	1748
Q Serve(g_s), s	0.0	41.5	11.1	19.4	0.0	65.5	14.4	0.0	16.1	6.9	0.0	24.3
Cycle Q Clear(g_c), s	41.5	41.5	11.1	19.4	0.0	65.5	14.4	0.0	16.1	6.9	0.0	24.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.87	1.00		0.48
Lane Grp Cap(c), veh/h	59	651	552	290	0	1027	215	0	407	130	0	351
V/C Ratio(X)	0.49	1.90	0.36	2.07	0.00	3.17	1.85	0.00	0.61	0.81	0.00	1.28
Avail Cap(c_a), veh/h	59	651	552	290	0	1027	215	0	407	194	0	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.5	39.8	29.8	50.8	0.0	27.8	53.3	0.0	40.3	55.4	0.0	48.4
Incr Delay (d2), s/veh	6.1	412.7	0.4	491.6	0.0	977.3	397.7	0.0	2.6	8.2	0.0	147.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	92.6	4.1	47.9	0.0	304.3	30.1	0.0	6.6	3.5	0.0	24.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	452.5	30.2	542.5	0.0	1005.1	451.1	0.0	42.9	63.6	0.0	195.9
LnGrp LOS	E	F	C	F	A	F	F	A	D	E	A	F
Approach Vol, veh/h		1466			3850			644			555	
Approach Delay, s/veh		388.1			933.1			294.5			170.9	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	35.8	24.0	48.0	19.0	30.1		72.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8		6.5				
Max Green Setting (Gmax), s	13.0	24.6	19.4	41.5	14.4	* 24		65.5				
Max Q Clear Time (g_c+I1), s	8.9	18.1	21.4	43.5	16.4	26.3		67.5				
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	682.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	88.6
Intersection LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	520	128	226	27	16	504
Future Vol, veh/h	520	128	226	27	16	504
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	565	139	246	29	17	548
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	151.5	17.5	44.9
HCM LOS	F	C	E

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	80%	0%	3%
Vol Thru, %	20%	89%	0%
Vol Right, %	0%	11%	97%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	648	253	520
LT Vol	520	0	16
Through Vol	128	226	0
RT Vol	0	27	504
Lane Flow Rate	704	275	565
Geometry Grp	1	1	1
Degree of Util (X)	1.258	0.513	0.916
Departure Headway (Hd)	6.431	7.18	6.326
Convergence, Y/N	Yes	Yes	Yes
Cap	563	506	577
Service Time	4.499	5.18	4.326
HCM Lane V/C Ratio	1.25	0.543	0.979
HCM Control Delay	151.5	17.5	44.9
HCM Lane LOS	F	C	E
HCM 95th-tile Q	27.4	2.9	11.3

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	15	0	272	10	0
Future Vol, veh/h	195	15	0	272	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	212	16	0	296	11	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	228	0	516 220
Stage 1	-	-	-	-	220 -
Stage 2	-	-	-	-	296 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1352	-	523 825
Stage 1	-	-	-	-	821 -
Stage 2	-	-	-	-	759 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1352	-	523 825
Mov Cap-2 Maneuver	-	-	-	-	523 -
Stage 1	-	-	-	-	821 -
Stage 2	-	-	-	-	759 -

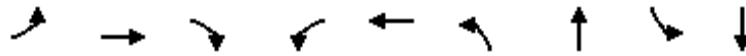
Approach	EB	WB	NB
HCM Control Delay, s	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	523	-	-	1352	-
HCM Lane V/C Ratio	0.021	-	-	-	-
HCM Control Delay (s)	12	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

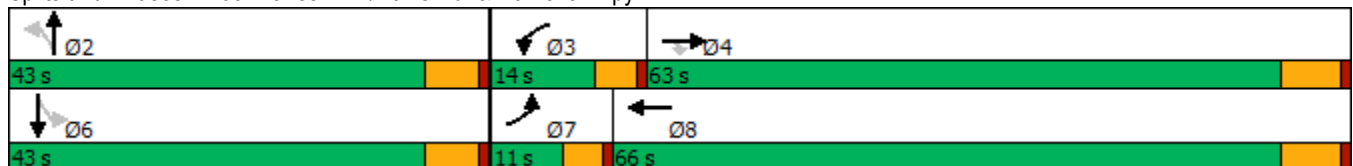


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗		↕		↕
Traffic Volume (vph)	3	1421	55	52	3265	192	3	1	1
Future Volume (vph)	3	1421	55	52	3265	192	3	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	11.0	63.0	63.0	14.0	66.0	43.0	43.0	43.0	43.0
Total Split (%)	9.2%	52.5%	52.5%	11.7%	55.0%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	56.3	56.3	7.5	64.4		28.9		28.9
Actuated g/C Ratio	0.05	0.52	0.52	0.07	0.60		0.27		0.27
v/c Ratio	0.03	0.81	0.07	0.44	1.63		0.86		0.02
Control Delay	55.3	28.0	3.7	62.7	305.8		54.7		17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	55.3	28.0	3.7	62.7	305.8		54.7		17.7
LOS	E	C	A	E	F		D		B
Approach Delay		27.1			302.0		54.7		17.7
Approach LOS		C			F		D		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.5
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.63
 Intersection Signal Delay: 206.4
 Intersection Capacity Utilization 126.4%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗	↗	↗	↗↗			↕			↕	
Traffic Volume (veh/h)	3	1421	55	52	3265	1	192	3	138	1	1	7
Future Volume (veh/h)	3	1421	55	52	3265	1	192	3	138	1	1	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	1528	56	56	3511	1	206	3	106	1	1	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	2002	893	73	2188	1	291	3	120	68	74	305
Arrive On Green	0.00	0.55	0.55	0.04	0.59	0.59	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	3610	1610	1810	3704	1	978	14	503	116	312	1284
Grp Volume(v), veh/h	3	1528	56	56	1711	1801	315	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1900	1496	0	0	1713	0	0
Q Serve(g_s), s	0.2	32.9	1.6	3.1	59.5	59.5	20.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	32.9	1.6	3.1	59.5	59.5	20.5	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.65		0.34	0.12		0.75
Lane Grp Cap(c), veh/h	7	2002	893	73	1066	1122	414	0	0	447	0	0
V/C Ratio(X)	0.41	0.76	0.06	0.77	1.60	1.60	0.76	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	115	2025	903	169	1066	1122	611	0	0	657	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.0	17.3	10.3	47.9	20.6	20.6	37.0	0.0	0.0	29.4	0.0	0.0
Incr Delay (d2), s/veh	13.5	1.8	0.0	6.4	276.5	276.4	3.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	11.7	0.5	1.4	101.3	106.6	7.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	19.1	10.4	54.2	297.1	297.0	40.3	0.0	0.0	29.4	0.0	0.0
LnGrp LOS	E	B	B	D	F	F	D	A	A	C	A	A
Approach Vol, veh/h		1587			3568			315				8
Approach Delay, s/veh		18.8			293.2			40.3				29.4
Approach LOS		B			F			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.7	8.6	62.4		29.7	5.0	66.0				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		37.2	9.4	56.5		37.2	6.4	59.5				
Max Q Clear Time (g_c+I1), s		22.5	5.1	34.9		2.4	2.2	61.5				
Green Ext Time (p_c), s		1.4	0.0	10.9		0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				198.8								
HCM 6th LOS				F								

Intersection	
Intersection Delay, s/veh	21
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	84	1	190	81	181	4	77	164	197	98	7
Future Vol, veh/h	11	84	1	190	81	181	4	77	164	197	98	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	91	1	207	88	197	4	84	178	214	107	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.8	28.3	14.2	18.4
HCM LOS	B	D	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	11%	42%	65%
Vol Thru, %	31%	88%	18%	32%
Vol Right, %	67%	1%	40%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	96	452	302
LT Vol	4	11	190	197
Through Vol	77	84	81	98
RT Vol	164	1	181	7
Lane Flow Rate	266	104	491	328
Geometry Grp	1	1	1	1
Degree of Util (X)	0.453	0.201	0.8	0.589
Departure Headway (Hd)	6.119	6.931	5.86	6.456
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	586	515	619	558
Service Time	4.181	5.01	3.909	4.515
HCM Lane V/C Ratio	0.454	0.202	0.793	0.588
HCM Control Delay	14.2	11.8	28.3	18.4
HCM Lane LOS	B	B	D	C
HCM 95th-tile Q	2.3	0.7	7.9	3.8

Intersection						
Int Delay, s/veh	64.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	436	2299	1980	101	24	137
Future Vol, veh/h	436	2299	1980	101	24	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	454	2395	2063	105	25	143

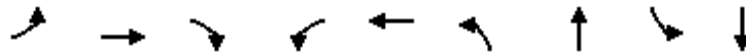
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2168	0	-	0	5419 2116
Stage 1	-	-	-	-	2116 -
Stage 2	-	-	-	-	3303 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	~ 250	-	-	-	0 ~ 65
Stage 1	-	-	-	-	101 -
Stage 2	-	-	-	-	~ 24 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	~ 250	-	-	-	0 ~ 65
Mov Cap-2 Maneuver	-	-	-	-	0 -
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	~ 24 -

Approach	EB	WB	SB
HCM Control Delay, s	66.4	0	\$ 852.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 250	-	-	-	65
HCM Lane V/C Ratio	1.817	-	-	-	2.58
HCM Control Delay (s)	\$ 416.5	-	-	-	-\$ 852.6
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	31	-	-	-	16.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
66: Warren Rd & Ramona Expy

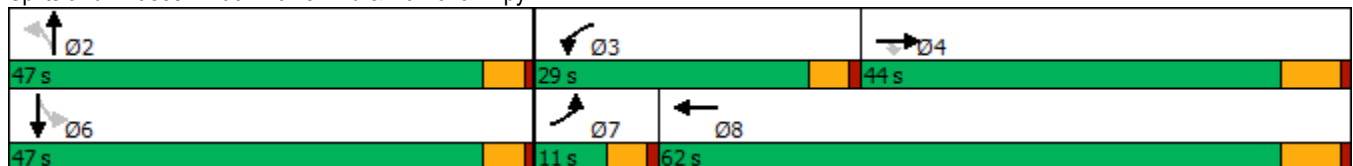


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗		↕
Traffic Volume (vph)	6	1582	736	219	1543	538	2	1	1
Future Volume (vph)	6	1582	736	219	1543	538	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	11.0	44.0	44.0	29.0	62.0	47.0	47.0	47.0	47.0
Total Split (%)	9.2%	36.7%	36.7%	24.2%	51.7%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	37.6	37.6	18.1	58.3	42.5	42.5		42.5
Actuated g/C Ratio	0.05	0.33	0.33	0.16	0.51	0.37	0.37		0.37
v/c Ratio	0.07	1.37	0.87	0.79	0.86	1.04	0.46		0.00
Control Delay	55.8	204.1	24.7	65.4	30.8	84.8	5.0		24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	55.8	204.1	24.7	65.4	30.8	84.8	5.0		24.5
LOS	E	F	C	E	C	F	A		C
Approach Delay		146.9			35.1		52.0		24.5
Approach LOS		F			D		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.9
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.37
 Intersection Signal Delay: 90.1
 Intersection LOS: F
 Intersection Capacity Utilization 105.4%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗			↕	
Traffic Volume (veh/h)	6	1582	736	219	1543	3	538	2	373	1	1	0
Future Volume (veh/h)	6	1582	736	219	1543	3	538	2	373	1	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	1631	696	226	1591	3	555	2	261	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	1215	542	257	1741	3	562	5	609	233	219	0
Arrive On Green	0.01	0.34	0.34	0.14	0.47	0.47	0.38	0.38	0.38	0.38	0.38	0.00
Sat Flow, veh/h	1810	3610	1610	1810	3697	7	1439	12	1600	485	574	0
Grp Volume(v), veh/h	6	1631	696	226	777	817	555	0	263	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1899	1439	0	1612	1059	0	0
Q Serve(g_s), s	0.4	37.5	37.5	13.6	44.5	44.5	28.9	0.0	13.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	37.5	37.5	13.6	44.5	44.5	42.4	0.0	13.5	13.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.50		0.00
Lane Grp Cap(c), veh/h	14	1215	542	257	850	894	562	0	613	452	0	0
V/C Ratio(X)	0.44	1.34	1.28	0.88	0.91	0.91	0.99	0.00	0.43	0.00	0.00	0.00
Avail Cap(c_a), veh/h	104	1215	542	396	899	946	562	0	613	452	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	55.0	37.0	37.0	46.9	27.4	27.4	38.0	0.0	25.5	22.0	0.0	0.0
Incr Delay (d2), s/veh	7.9	159.7	141.5	9.2	13.2	12.7	34.4	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	42.1	34.8	6.5	20.0	20.9	20.1	0.0	4.8	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	196.6	178.4	56.1	40.5	40.1	72.4	0.0	25.7	22.0	0.0	0.0
LnGrp LOS	E	F	F	E	D	D	E	A	C	C	A	A
Approach Vol, veh/h		2333			1820			818				2
Approach Delay, s/veh		190.9			42.3			57.4				22.0
Approach LOS		F			D			E				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		47.0	20.4	44.0		47.0	5.4	59.0				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		42.4	24.4	37.5		42.4	6.4	55.5				
Max Q Clear Time (g_c+I1), s		44.4	15.6	39.5		15.5	2.4	46.5				
Green Ext Time (p_c), s		0.0	0.2	0.0		0.0	0.0	5.9				
Intersection Summary												
HCM 6th Ctrl Delay				114.5								
HCM 6th LOS				F								

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

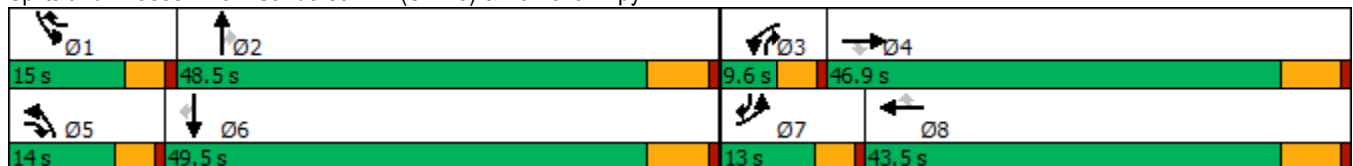
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	994	661	149	70	884	994	252	1421	95	835	744	582
Future Volume (vph)	994	661	149	70	884	994	252	1421	95	835	744	582
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	13.0	46.9	14.0	9.6	43.5	15.0	14.0	48.5	9.6	15.0	49.5	13.0
Total Split (%)	10.8%	39.1%	11.7%	8.0%	36.3%	12.5%	11.7%	40.4%	8.0%	12.5%	41.3%	10.8%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	36.7	52.6	5.0	33.3	50.2	9.4	42.0	53.6	10.4	43.0	58.0
Actuated g/C Ratio	0.07	0.32	0.45	0.04	0.29	0.43	0.08	0.36	0.46	0.09	0.37	0.50
v/c Ratio	3.97	0.59	0.20	0.47	0.86	1.36	0.90	1.10	0.12	2.69	0.56	0.70
Control Delay	1362.8	35.7	10.2	66.3	49.1	198.1	87.4	93.2	6.9	793.1	31.7	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1362.8	35.7	10.2	66.3	49.1	198.1	87.4	93.2	6.9	793.1	31.7	25.5
LOS	F	D	B	E	D	F	F	F	A	F	C	C
Approach Delay		764.5			125.8			87.8			324.1	
Approach LOS		F			F			F			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116.4	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 3.97	
Intersection Signal Delay: 322.8	Intersection LOS: F
Intersection Capacity Utilization 142.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

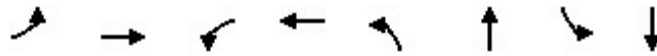
05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	994	661	149	70	884	994	252	1421	95	835	744	582
Future Volume (veh/h)	994	661	149	70	884	994	252	1421	95	835	744	582
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1004	668	120	71	893	879	255	1435	68	843	752	511
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	1229	675	133	1113	636	275	1264	624	304	1294	690
Arrive On Green	0.07	0.34	0.34	0.04	0.31	0.31	0.08	0.35	0.35	0.09	0.36	0.36
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	1004	668	120	71	893	879	255	1435	68	843	752	511
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	8.4	18.0	5.6	2.4	27.3	37.0	8.7	42.0	3.2	10.4	20.3	31.9
Cycle Q Clear(g_c), s	8.4	18.0	5.6	2.4	27.3	37.0	8.7	42.0	3.2	10.4	20.3	31.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	1229	675	133	1113	636	275	1264	624	304	1294	690
V/C Ratio(X)	4.09	0.54	0.18	0.54	0.80	1.38	0.93	1.14	0.11	2.77	0.58	0.74
Avail Cap(c_a), veh/h	246	1229	675	146	1113	636	275	1264	624	304	1294	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	32.0	21.9	56.7	38.1	36.3	55.0	39.0	23.5	54.8	31.2	28.7
Incr Delay (d2), s/veh	1398.2	0.5	0.1	1.2	4.3	181.6	35.0	71.3	0.1	806.0	0.7	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	51.3	7.5	2.0	1.0	12.0	49.1	5.0	29.7	1.2	38.5	8.4	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1454.0	32.5	22.0	58.0	42.5	217.9	89.9	110.3	23.6	860.8	31.9	33.0
LnGrp LOS	F	C	C	E	D	F	F	F	C	F	C	C
Approach Vol, veh/h		1792			1843			1758			2106	
Approach Delay, s/veh		828.2			126.7			104.0			364.0	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	48.5	9.1	47.4	14.0	49.5	13.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	10.4	42.0	5.0	40.4	9.4	43.0	8.4	37.0				
Max Q Clear Time (g_c+I1), s	12.4	44.0	4.4	20.0	10.7	33.9	10.4	39.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	4.2	0.0	4.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				355.7								
HCM 6th LOS				F								

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↕	↘	↕	↘	↕	↘	↕
Traffic Volume (vph)	22	87	138	155	150	312	14	176
Future Volume (vph)	22	87	138	155	150	312	14	176
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	9.6	32.8	9.6	32.8	9.6	33.0	9.6	33.0
Total Split (%)	11.3%	38.6%	11.3%	38.6%	11.3%	38.8%	11.3%	38.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.0	12.9	5.0	21.0	5.0	35.5	5.0	27.4
Actuated g/C Ratio	0.07	0.18	0.07	0.29	0.07	0.50	0.07	0.38
v/c Ratio	0.18	0.29	1.12	0.16	1.22	0.40	0.11	0.16
Control Delay	37.2	12.7	152.2	18.9	185.7	6.7	35.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	12.7	152.2	18.9	185.7	6.7	35.9	13.9
LOS	D	B	F	B	F	A	D	B
Approach Delay		15.2		80.3		37.5		15.2
Approach LOS		B		F		D		B

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 71.4

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.22

Intersection Signal Delay: 39.4

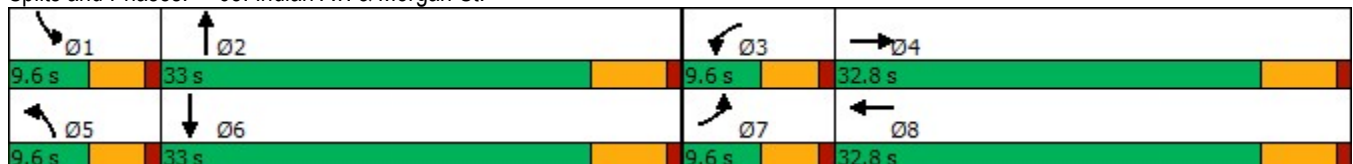
Intersection LOS: D

Intersection Capacity Utilization 64.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	22	87	104	138	155	6	150	312	410	14	176	36
Future Volume (veh/h)	22	87	104	138	155	6	150	312	410	14	176	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	23	90	70	142	160	3	155	322	420	14	181	31
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	47	283	202	134	685	13	134	830	741	31	1243	209
Arrive On Green	0.03	0.14	0.14	0.07	0.19	0.19	0.07	0.46	0.46	0.02	0.40	0.40
Sat Flow, veh/h	1810	2014	1433	1810	3625	68	1810	1805	1610	1810	3085	518
Grp Volume(v), veh/h	23	80	80	142	79	84	155	322	420	14	104	108
Grp Sat Flow(s),veh/h/ln	1810	1805	1642	1810	1805	1888	1810	1805	1610	1810	1805	1798
Q Serve(g_s), s	0.8	2.7	3.0	5.0	2.5	2.5	5.0	7.9	12.9	0.5	2.5	2.6
Cycle Q Clear(g_c), s	0.8	2.7	3.0	5.0	2.5	2.5	5.0	7.9	12.9	0.5	2.5	2.6
Prop In Lane	1.00		0.87	1.00		0.04	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	47	254	231	134	341	357	134	830	741	31	727	725
V/C Ratio(X)	0.49	0.31	0.35	1.06	0.23	0.23	1.16	0.39	0.57	0.45	0.14	0.15
Avail Cap(c_a), veh/h	134	722	657	134	722	755	134	830	741	134	727	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	26.1	26.2	31.3	23.2	23.2	31.3	12.0	13.3	32.9	12.8	12.8
Incr Delay (d2), s/veh	2.9	0.7	0.9	94.5	0.3	0.3	125.9	0.3	1.0	3.8	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	1.1	5.5	1.0	1.0	6.7	2.6	3.9	0.2	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	26.8	27.1	125.7	23.6	23.6	157.1	12.3	14.3	36.7	13.2	13.2
LnGrp LOS	D	C	C	F	C	C	F	B	B	D	B	B
Approach Vol, veh/h		183			305			897			226	
Approach Delay, s/veh		28.0			71.1			38.3			14.7	
Approach LOS		C			E			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	36.8	9.6	15.3	9.6	33.0	6.4	18.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	2.5	14.9	7.0	5.0	7.0	4.6	2.8	4.5				
Green Ext Time (p_c), s	0.0	3.5	0.0	0.7	0.0	0.9	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗	↘	↘	↗	↘	↗	↘
Traffic Volume (vph)	18	93	46	84	90	173	10	606	42	294	9
Future Volume (vph)	18	93	46	84	90	173	10	606	42	294	9
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	5.5	13.3	13.3	7.7	19.4	19.4	5.5	18.5	5.5	22.1	22.1
Actuated g/C Ratio	0.10	0.23	0.23	0.14	0.34	0.34	0.10	0.33	0.10	0.39	0.39
v/c Ratio	0.12	0.13	0.11	0.40	0.09	0.29	0.07	0.65	0.28	0.24	0.01
Control Delay	33.9	21.0	0.4	39.4	16.2	4.7	33.2	20.8	35.8	13.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	21.0	0.4	39.4	16.2	4.7	33.2	20.8	35.8	13.9	0.0
LOS	C	C	A	D	B	A	C	C	D	B	A
Approach Delay		16.5			16.1			21.0		16.2	
Approach LOS		B			B			C		B	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 56.9

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 18.3

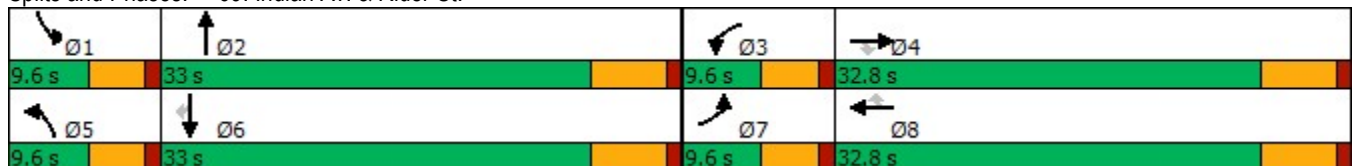
Intersection LOS: B

Intersection Capacity Utilization 47.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	93	46	84	90	173	10	606	43	42	294	9
Future Volume (veh/h)	18	93	46	84	90	173	10	606	43	42	294	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	108	45	98	105	158	12	705	23	49	342	7
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	633	282	134	809	361	28	1028	34	89	1163	519
Arrive On Green	0.03	0.18	0.18	0.07	0.22	0.22	0.02	0.29	0.29	0.05	0.32	0.32
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3568	116	1810	3610	1610
Grp Volume(v), veh/h	21	108	45	98	105	158	12	357	371	49	342	7
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1879	1810	1805	1610
Q Serve(g_s), s	0.6	1.3	1.2	2.7	1.2	4.2	0.3	8.8	8.8	1.3	3.6	0.1
Cycle Q Clear(g_c), s	0.6	1.3	1.2	2.7	1.2	4.2	0.3	8.8	8.8	1.3	3.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	46	633	282	134	809	361	28	520	542	89	1163	519
V/C Ratio(X)	0.46	0.17	0.16	0.73	0.13	0.44	0.43	0.69	0.69	0.55	0.29	0.01
Avail Cap(c_a), veh/h	180	1936	864	180	1936	864	180	975	1015	180	1951	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	17.6	17.6	22.8	15.6	16.8	24.6	15.9	15.9	23.4	12.8	11.6
Incr Delay (d2), s/veh	2.7	0.1	0.3	5.7	0.1	0.8	3.9	1.6	1.6	2.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.5	0.4	1.2	0.4	1.4	0.2	3.1	3.2	0.5	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	17.8	17.9	28.5	15.7	17.6	28.5	17.5	17.4	25.3	12.9	11.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		174			361			740			398	
Approach Delay, s/veh		18.9			20.0			17.7			14.4	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	20.3	8.3	14.6	5.4	22.0	5.9	17.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	3.3	10.8	4.7	3.3	2.3	5.6	2.6	6.2				
Green Ext Time (p_c), s	0.0	3.7	0.0	0.7	0.0	1.9	0.0	1.0				

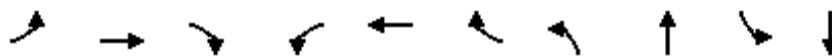
Intersection Summary

HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Timings
1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

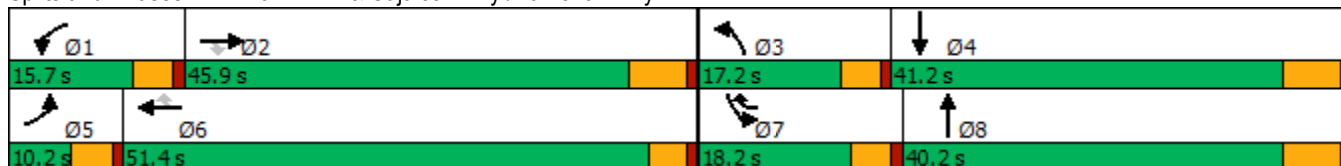


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑	↘↗	↑↑
Traffic Volume (vph)	66	1594	294	332	1269	265	332	212	621	338
Future Volume (vph)	66	1594	294	332	1269	265	332	212	621	338
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	45.9	45.9	15.7	51.4	18.2	17.2	40.2	18.2	41.2
Total Split (%)	8.5%	38.3%	38.3%	13.1%	42.8%	15.2%	14.3%	33.5%	15.2%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.6	39.7	39.7	11.1	46.9	60.4	12.6	34.0	13.6	35.0
Actuated g/C Ratio	0.05	0.33	0.33	0.09	0.39	0.50	0.10	0.28	0.11	0.29
v/c Ratio	0.81	1.38	0.47	1.06	0.93	0.29	0.93	0.50	1.62	0.44
Control Delay	112.6	207.7	15.6	118.3	47.3	2.4	86.1	28.9	323.2	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.6	207.7	15.6	118.3	47.3	2.4	86.1	28.9	323.2	33.3
LOS	F	F	B	F	D	A	F	C	F	C
Approach Delay		175.6			53.6			51.8		202.6
Approach LOS		F			D			D		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.62
 Intersection Signal Delay: 122.8
 Intersection LOS: F
 Intersection Capacity Utilization 110.2%
 ICU Level of Service H
 Analysis Period (min) 15

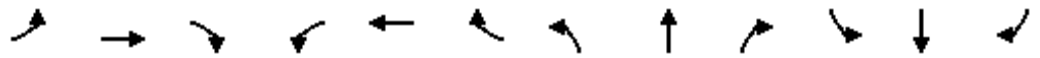
Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	66	1594	294	332	1269	265	332	212	282	621	338	105
Future Volume (veh/h)	66	1594	294	332	1269	265	332	212	282	621	338	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	1643	228	342	1308	225	342	219	243	640	348	101
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	1217	543	322	1381	796	365	507	452	394	800	229
Arrive On Green	0.05	0.34	0.34	0.09	0.38	0.38	0.10	0.28	0.28	0.11	0.29	0.29
Sat Flow, veh/h	1810	3610	1610	3510	3610	1608	3510	1805	1610	3510	2767	791
Grp Volume(v), veh/h	68	1643	228	342	1308	225	342	219	243	640	225	224
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1608	1755	1805	1610	1755	1805	1754
Q Serve(g_s), s	4.5	40.8	13.2	11.1	42.5	10.0	11.7	12.0	15.5	13.6	12.3	12.6
Cycle Q Clear(g_c), s	4.5	40.8	13.2	11.1	42.5	10.0	11.7	12.0	15.5	13.6	12.3	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	84	1217	543	322	1381	796	365	507	452	394	522	507
V/C Ratio(X)	0.81	1.35	0.42	1.06	0.95	0.28	0.94	0.43	0.54	1.62	0.43	0.44
Avail Cap(c_a), veh/h	84	1217	543	322	1398	803	365	507	452	394	522	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	40.2	31.0	55.0	36.2	18.0	53.9	35.7	36.9	53.8	35.0	35.1
Incr Delay (d2), s/veh	41.1	163.2	0.5	67.8	13.5	0.2	30.9	2.7	4.5	292.1	2.6	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	44.6	5.0	7.8	20.0	3.5	6.6	5.5	6.4	21.8	5.6	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.4	203.4	31.5	122.8	49.7	18.2	84.7	38.3	41.4	345.8	37.6	37.9
LnGrp LOS	F	F	C	F	D	B	F	D	D	F	D	D
Approach Vol, veh/h		1939			1875			804			1089	
Approach Delay, s/veh		179.5			59.2			59.0			218.8	
Approach LOS		F			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	47.0	17.2	41.2	10.2	52.5	18.2	40.2				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	11.1	39.7	12.6	35.0	5.6	* 47	13.6	34.0				
Max Q Clear Time (g_c+I1), s	13.1	42.8	13.7	14.6	6.5	44.5	15.6	17.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	1.8	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay	130.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

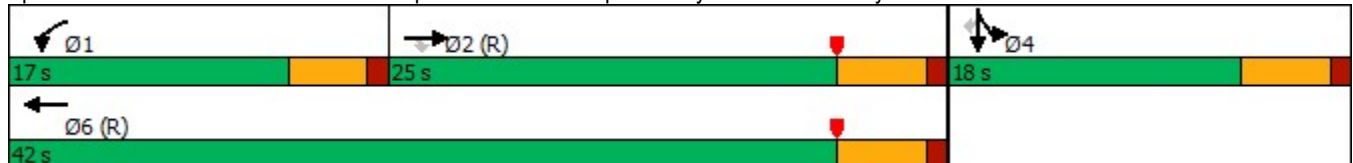


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵
Traffic Volume (vph)	968	136	722	280	0	403
Future Volume (vph)	968	136	722	280	0	403
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.0	25.0	17.0	42.0	18.0	18.0
Total Split (%)	41.7%	41.7%	28.3%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	20.0	20.0	12.5	37.0	13.0	13.0
Actuated g/C Ratio	0.33	0.33	0.21	0.62	0.22	0.22
v/c Ratio	0.89	0.24	2.13	0.14	2.83	0.71
Control Delay	30.9	4.1	533.1	5.5	848.9	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	4.1	533.1	5.5	848.9	12.7
LOS	C	A	F	A	F	B
Approach Delay	27.6			385.7	608.1	
Approach LOS	C			F	F	

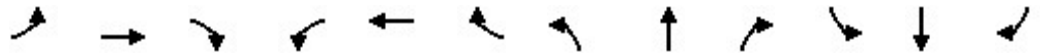
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.83
 Intersection Signal Delay: 361.7
 Intersection LOS: F
 Intersection Capacity Utilization 236.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

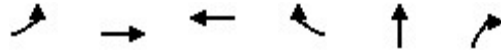


HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑						↖	↗
Traffic Volume (veh/h)	0	968	136	722	280	0	0	0	0	997	0	403
Future Volume (veh/h)	0	968	136	722	280	0	0	0	0	997	0	403
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1076	137	802	311	0				1108	0	374
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1203	537	377	2226	0				392	0	349
Arrive On Green	0.00	0.33	0.33	0.35	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	1076	137	802	311	0				1108	0	374
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	17.0	3.7	12.5	0.0	0.0				13.0	0.0	13.0
Cycle Q Clear(g_c), s	0.0	17.0	3.7	12.5	0.0	0.0				13.0	0.0	13.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1203	537	377	2226	0				392	0	349
V/C Ratio(X)	0.00	0.89	0.26	2.13	0.14	0.00				2.83	0.00	1.07
Avail Cap(c_a), veh/h	0	1203	537	377	2226	0				392	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.62	0.62	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.0	14.6	19.6	0.0	0.0				23.5	0.0	23.5
Incr Delay (d2), s/veh	0.0	10.4	1.1	512.9	0.1	0.0				828.8	0.0	68.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.5	1.3	57.3	0.0	0.0				95.0	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.4	15.7	532.4	0.1	0.0				852.3	0.0	92.2
LnGrp LOS	A	C	B	F	A	A				F	A	F
Approach Vol, veh/h		1213			1113						1482	
Approach Delay, s/veh		27.8			383.7						660.5	
Approach LOS		C			F						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.0	25.0		18.0		42.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	12.5	20.0		13.0		37.0						
Max Q Clear Time (g_c+I1), s	14.5	19.0		15.0		2.0						
Green Ext Time (p_c), s	0.0	0.6		0.0		1.2						
Intersection Summary												
HCM 6th Ctrl Delay				378.0								
HCM 6th LOS				F								

Timings

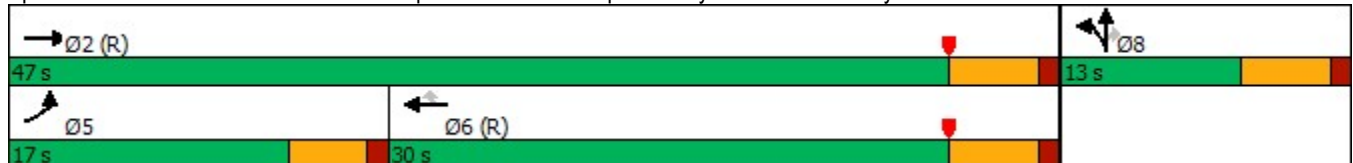


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	677	1287	952	2027	1	347
Future Volume (vph)	677	1287	952	2027	1	347
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	17.0	47.0	30.0	30.0	13.0	13.0
Total Split (%)	28.3%	78.3%	50.0%	50.0%	21.7%	21.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	12.5	42.0	25.0	25.0	8.0	8.0
Actuated g/C Ratio	0.21	0.70	0.42	0.42	0.13	0.13
v/c Ratio	2.05	0.58	0.72	2.50	0.24	1.24
Control Delay	492.6	3.4	17.9	695.6	26.2	154.8
Queue Delay	0.0	3.3	0.0	0.0	0.0	0.0
Total Delay	492.6	6.7	17.9	695.6	26.2	154.8
LOS	F	A	B	F	C	F
Approach Delay		174.1	479.0		138.3	
Approach LOS		F	F		F	

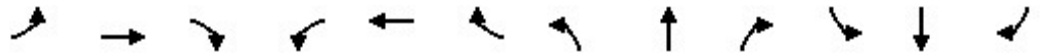
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.50
 Intersection Signal Delay: 341.5
 Intersection LOS: F
 Intersection Capacity Utilization 236.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/11/2022

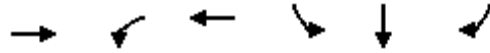


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↘	↗			
Traffic Volume (veh/h)	677	1287	0	0	952	2027	50	1	347	0	0	0
Future Volume (veh/h)	677	1287	0	0	952	2027	50	1	347	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	769	1462	0	0	1082	2209	57	1	247			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	377	2527	0	0	1504	671	237	4	215			
Arrive On Green	0.07	0.23	0.00	0.00	0.42	0.42	0.13	0.13	0.13			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1780	31	1610			
Grp Volume(v), veh/h	769	1462	0	0	1082	2209	58	0	247			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	12.5	21.6	0.0	0.0	15.0	25.0	1.7	0.0	8.0			
Cycle Q Clear(g_c), s	12.5	21.6	0.0	0.0	15.0	25.0	1.7	0.0	8.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	377	2527	0	0	1504	671	241	0	215			
V/C Ratio(X)	2.04	0.58	0.00	0.00	0.72	3.29	0.24	0.00	1.15			
Avail Cap(c_a), veh/h	377	2527	0	0	1504	671	241	0	215			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.33	0.33	0.00	0.00	0.18	0.18	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.9	15.2	0.0	0.0	14.6	17.5	23.3	0.0	26.0			
Incr Delay (d2), s/veh	471.0	0.3	0.0	0.0	0.5	1032.4	2.3	0.0	107.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	55.0	9.9	0.0	0.0	4.9	199.5	0.8	0.0	9.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	499.0	15.5	0.0	0.0	15.1	1049.9	25.6	0.0	133.9			
LnGrp LOS	F	B	A	A	B	F	C	A	F			
Approach Vol, veh/h		2231			3291			305				
Approach Delay, s/veh		182.2			709.7			113.3				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		47.0			17.0	30.0		13.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		42.0			12.5	25.0		8.0				
Max Q Clear Time (g_c+I1), s		23.6			14.5	27.0		10.0				
Green Ext Time (p_c), s		6.8			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					476.5							
HCM 6th LOS					F							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

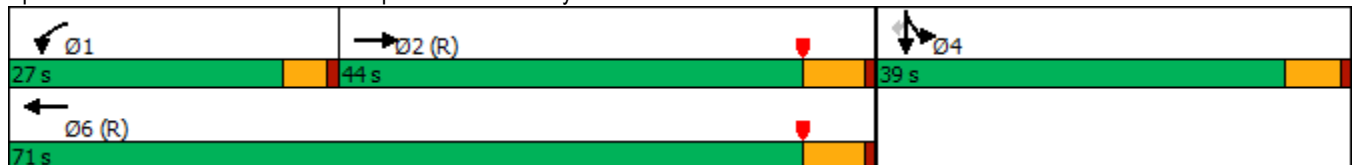


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	1792	741	1502	2513	3	364
Future Volume (vph)	1792	741	1502	2513	3	364
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.0	22.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	2.11	2.03	0.71	2.43	2.43	0.68
Control Delay	523.9	486.7	3.8	670.8	671.2	33.7
Queue Delay	1.4	0.0	1.5	63.6	62.2	0.0
Total Delay	525.3	486.7	5.3	734.4	733.5	33.7
LOS	F	F	A	F	F	C
Approach Delay	525.3		164.2		645.4	
Approach LOS	F		F		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.43
 Intersection Signal Delay: 465.0
 Intersection LOS: F
 Intersection Capacity Utilization 320.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↘	↑	↗
Traffic Volume (veh/h)	0	1792	783	741	1502	0	0	0	0	2513	3	364
Future Volume (veh/h)	0	1792	783	741	1502	0	0	0	0	2513	3	364
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1810	660	748	1517	0				2540	0	299
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	911	313	370	2133	0				1102	0	490
Arrive On Green	0.00	0.35	0.35	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2732	905	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1203	1267	748	1517	0				2540	0	299
Grp Sat Flow(s),veh/h/ln	0	1805	1737	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	38.0	38.0	22.5	39.9	0.0				33.5	0.0	17.4
Cycle Q Clear(g_c), s	0.0	38.0	38.0	22.5	39.9	0.0				33.5	0.0	17.4
Prop In Lane	0.00		0.52	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	624	600	370	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.93	2.11	2.02	0.71	0.00				2.30	0.00	0.61
Avail Cap(c_a), veh/h	0	624	600	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.0	36.0	48.2	27.4	0.0				38.3	0.0	32.7
Incr Delay (d2), s/veh	0.0	419.0	500.4	460.3	0.2	0.0				589.9	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	88.0	98.3	57.7	17.8	0.0				104.3	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	455.0	536.4	508.5	27.6	0.0				628.2	0.0	38.2
LnGrp LOS	A	F	F	F	C	A				F	A	D
Approach Vol, veh/h		2470			2265						2839	
Approach Delay, s/veh		496.7			186.4						566.0	
Approach LOS		F			F						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	44.0		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	24.5	40.0		35.5		41.9						
Green Ext Time (p_c), s	0.0	0.0		0.0		7.4						

Intersection Summary

HCM 6th Ctrl Delay	429.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	516	3790	1630	1986	611	3	721
Future Volume (vph)	516	3790	1630	1986	611	3	721
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	18.5	62.0	39.0	39.0	36.5	36.5	36.5
Actuated g/C Ratio	0.17	0.56	0.35	0.35	0.33	0.33	0.33
v/c Ratio	1.76	1.92	1.31	1.97	0.55	0.56	1.27
Control Delay	367.6	437.3	178.2	459.5	34.6	34.7	164.6
Queue Delay	0.0	2.2	0.1	0.0	0.0	0.0	0.0
Total Delay	367.6	439.6	178.3	459.5	34.6	34.7	164.6
LOS	F	F	F	F	C	C	F
Approach Delay		430.9	332.8			104.8	
Approach LOS		F	F			F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.97
 Intersection Signal Delay: 345.6
 Intersection LOS: F
 Intersection Capacity Utilization 320.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↗	↗			
Traffic Volume (veh/h)	516	3790	0	0	1630	1986	611	3	721	0	0	0
Future Volume (veh/h)	516	3790	0	0	1630	1986	611	3	721	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	532	3907	0	0	1680	1851	632	0	656			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	304	2035	0	0	1280	571	1201	0	534			
Arrive On Green	0.17	0.56	0.00	0.00	0.35	0.35	0.33	0.00	0.33			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	532	3907	0	0	1680	1851	632	0	656			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	18.5	62.0	0.0	0.0	39.0	39.0	15.6	0.0	36.5			
Cycle Q Clear(g_c), s	18.5	62.0	0.0	0.0	39.0	39.0	15.6	0.0	36.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	304	2035	0	0	1280	571	1201	0	534			
V/C Ratio(X)	1.75	1.92	0.00	0.00	1.31	3.24	0.53	0.00	1.23			
Avail Cap(c_a), veh/h	304	2035	0	0	1280	571	1201	0	534			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.8	24.0	0.0	0.0	35.5	35.5	29.8	0.0	36.8			
Incr Delay (d2), s/veh	337.9	414.2	0.0	0.0	146.3	1013.6	0.4	0.0	118.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	36.5	139.3	0.0	0.0	41.8	174.8	6.5	0.0	31.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	383.6	438.2	0.0	0.0	181.8	1049.1	30.2	0.0	155.0			
LnGrp LOS	F	F	A	A	F	F	C	A	F			
Approach Vol, veh/h		4439			3531			1288				
Approach Delay, s/veh		431.7			636.5			93.8				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		68.0			23.0	45.0		42.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		64.0			20.5	41.0		38.5				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	462.8
HCM 6th LOS	F

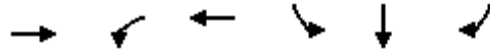
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

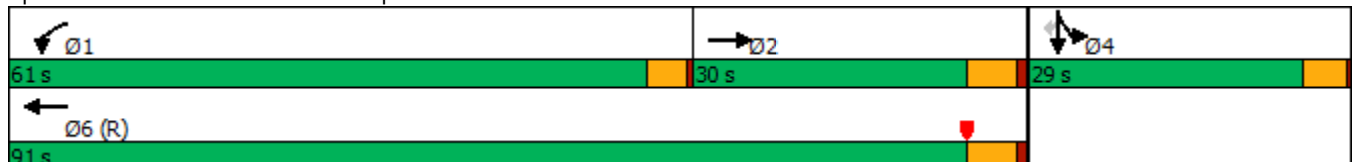


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↵	↑↑	↵	↵	↵
Traffic Volume (vph)	591	1238	824	979	0	85
Future Volume (vph)	591	1238	824	979	0	85
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	30.0	61.0	91.0	29.0	29.0	29.0
Total Split (%)	25.0%	50.8%	75.8%	24.2%	24.2%	24.2%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	24.5	57.0	85.5	24.5	24.5	24.5
Actuated g/C Ratio	0.20	0.48	0.71	0.20	0.20	0.20
v/c Ratio	1.17	1.57	0.35	1.52	1.52	0.24
Control Delay	131.8	284.8	3.9	282.3	282.3	14.9
Queue Delay	0.1	0.0	0.3	4.2	4.2	0.0
Total Delay	131.9	284.8	4.2	286.5	286.5	14.9
LOS	F	F	A	F	F	B
Approach Delay	131.9		172.7		264.9	
Approach LOS	F		F		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.57
 Intersection Signal Delay: 189.5
 Intersection LOS: F
 Intersection Capacity Utilization 178.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↘	↖	↗
Traffic Volume (veh/h)	0	591	198	1238	824	0	0	0	0	979	0	85
Future Volume (veh/h)	0	591	198	1238	824	0	0	0	0	979	0	85
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	642	215	1346	896	0				1064	0	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	541	181	860	2572	0				739	0	326
Arrive On Green	0.00	0.20	0.20	0.79	1.00	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	2746	887	1810	3705	0				3619	0	1598
Grp Volume(v), veh/h	0	437	420	1346	896	0				1064	0	92
Grp Sat Flow(s),veh/h/ln	0	1805	1733	1810	1805	0				1810	0	1598
Q Serve(g_s), s	0.0	24.5	24.5	57.0	0.0	0.0				24.5	0.0	5.8
Cycle Q Clear(g_c), s	0.0	24.5	24.5	57.0	0.0	0.0				24.5	0.0	5.8
Prop In Lane	0.00		0.51	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	369	354	860	2572	0				739	0	326
V/C Ratio(X)	0.00	1.19	1.19	1.57	0.35	0.00				1.44	0.00	0.28
Avail Cap(c_a), veh/h	0	369	354	860	2572	0				739	0	326
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.29	0.29	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	47.8	47.8	12.4	0.0	0.0				47.8	0.0	40.3
Incr Delay (d2), s/veh	0.0	107.8	109.2	256.4	0.1	0.0				205.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.6	20.8	66.9	0.0	0.0				31.8	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	155.5	156.9	268.8	0.1	0.0				253.4	0.0	40.8
LnGrp LOS	A	F	F	F	A	A				F	A	D
Approach Vol, veh/h		857			2242						1156	
Approach Delay, s/veh		156.2			161.4						236.5	
Approach LOS		F			F						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	61.0	30.0		29.0		91.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	57.0	24.5		24.5		85.5						
Max Q Clear Time (g_c+I1), s	59.0	26.5		26.5		2.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		3.9						

Intersection Summary

HCM 6th Ctrl Delay	180.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



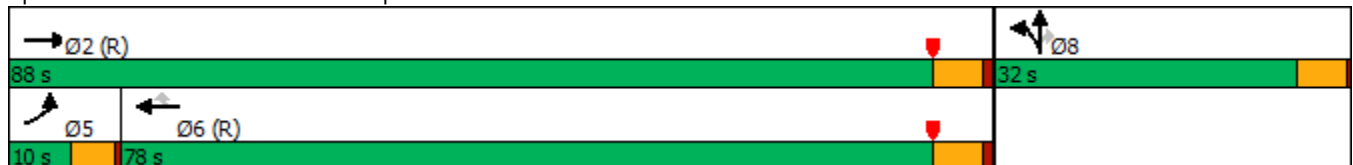
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	98	1472	1894	1321	169	0	625
Future Volume (vph)	98	1472	1894	1321	169	0	625
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	10.0	88.0	78.0	78.0	32.0	32.0	32.0
Total Split (%)	8.3%	73.3%	65.0%	65.0%	26.7%	26.7%	26.7%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	5.5	82.5	72.5	72.5	27.0	27.0	27.0
Actuated g/C Ratio	0.05	0.69	0.60	0.60	0.22	0.22	0.22
v/c Ratio	1.30	0.64	0.94	1.11	0.24	0.24	1.67
Control Delay	174.6	25.5	32.4	71.4	40.1	40.1	341.7
Queue Delay	0.0	48.9	44.3	0.0	2.1	2.1	0.0
Total Delay	174.6	74.4	76.8	71.4	42.2	42.2	341.7
LOS	F	E	E	E	D	D	F
Approach Delay		80.6	74.6			277.8	
Approach LOS		F	E			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.67
 Intersection Signal Delay: 105.2
 Intersection Capacity Utilization 178.2%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↗	↗			
Traffic Volume (veh/h)	98	1472	0	0	1894	1321	169	0	625	0	0	0
Future Volume (veh/h)	98	1472	0	0	1894	1321	169	0	625	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	107	1600	0	0	2059	947	184	0	516			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	83	2482	0	0	2181	970	814	0	360			
Arrive On Green	0.05	0.69	0.00	0.00	0.60	0.60	0.22	0.00	0.22			
Sat Flow, veh/h	1810	3705	0	0	3705	1606	3619	0	1599			
Grp Volume(v), veh/h	107	1600	0	0	2059	947	184	0	516			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1606	1810	0	1599			
Q Serve(g_s), s	5.5	29.9	0.0	0.0	63.1	68.2	5.0	0.0	27.0			
Cycle Q Clear(g_c), s	5.5	29.9	0.0	0.0	63.1	68.2	5.0	0.0	27.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	83	2482	0	0	2181	970	814	0	360			
V/C Ratio(X)	1.29	0.64	0.00	0.00	0.94	0.98	0.23	0.00	1.43			
Avail Cap(c_a), veh/h	83	2482	0	0	2181	970	814	0	360			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	57.3	10.5	0.0	0.0	21.9	22.9	38.0	0.0	46.5			
Incr Delay (d2), s/veh	138.7	0.1	0.0	0.0	10.0	23.6	0.1	0.0	210.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.6	9.6	0.0	0.0	25.6	28.1	2.2	0.0	31.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	196.0	10.6	0.0	0.0	31.9	46.5	38.0	0.0	257.1			
LnGrp LOS	F	B	A	A	C	D	D	A	F			
Approach Vol, veh/h		1707			3006			700				
Approach Delay, s/veh		22.3			36.5			199.5				
Approach LOS		C			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		88.0			10.0	78.0		32.0				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		82.5			5.5	72.5		27.0				
Max Q Clear Time (g_c+I1), s		31.9			7.5	70.2		29.0				
Green Ext Time (p_c), s		9.3			0.0	2.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

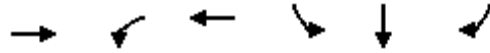
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	884	1317	849	695	4	105
Future Volume (vph)	884	1317	849	695	4	105
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	21.5	24.3	49.8	20.2	20.2	20.2
Actuated g/C Ratio	0.27	0.30	0.62	0.25	0.25	0.25
v/c Ratio	1.28	1.30	0.40	0.85	0.85	0.23
Control Delay	161.7	170.2	8.5	47.8	48.4	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	161.7	170.2	8.5	47.8	48.4	6.3
LOS	F	F	A	D	D	A
Approach Delay	161.7		106.8		42.6	
Approach LOS	F		F		D	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 110.0
 Intersection Capacity Utilization 102.5%
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	884	296	1317	849	0	0	0	0	695	4	105
Future Volume (veh/h)	0	884	296	1317	849	0	0	0	0	695	4	105
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	931	268	1386	894	0				735	0	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	743	213	1009	2189	0				851	0	379
Arrive On Green	0.00	0.27	0.27	0.29	0.61	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	2861	794	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	607	592	1386	894	0				735	0	52
Grp Sat Flow(s),veh/h/ln	0	1805	1755	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	21.5	21.5	23.0	10.4	0.0				15.6	0.0	2.0
Cycle Q Clear(g_c), s	0.0	21.5	21.5	23.0	10.4	0.0				15.6	0.0	2.0
Prop In Lane	0.00		0.45	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	485	472	1009	2189	0				851	0	379
V/C Ratio(X)	0.00	1.25	1.26	1.37	0.41	0.00				0.86	0.00	0.14
Avail Cap(c_a), veh/h	0	485	472	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.15	0.15	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.3	29.3	28.5	8.2	0.0				29.4	0.0	24.2
Incr Delay (d2), s/veh	0.0	129.0	131.5	169.0	0.1	0.0				7.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.6	25.3	32.2	3.0	0.0				7.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	158.2	160.8	197.5	8.3	0.0				36.8	0.0	24.3
LnGrp LOS	A	F	F	F	A	A				D	A	C
Approach Vol, veh/h		1199			2280						787	
Approach Delay, s/veh		159.5			123.3						35.9	
Approach LOS		F			F						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	27.0		23.3		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	25.0	23.5		17.6		12.4						
Green Ext Time (p_c), s	0.0	0.0		1.2		3.8						

Intersection Summary

HCM 6th Ctrl Delay	117.4
HCM 6th LOS	F

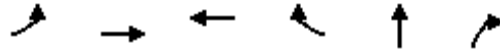
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

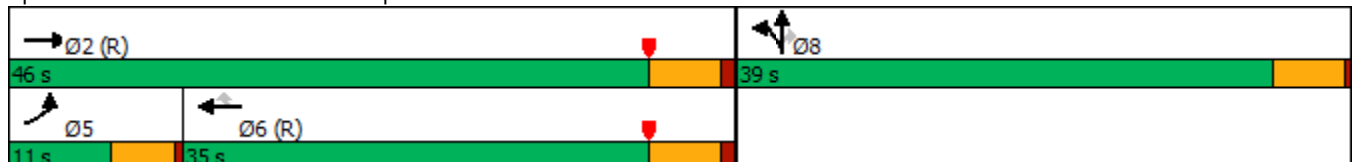


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↖	↗↗
Traffic Volume (vph)	82	1497	2024	551	0	914
Future Volume (vph)	82	1497	2024	551	0	914
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	6.8	44.1	34.8	34.8	30.4	30.4
Actuated g/C Ratio	0.08	0.52	0.41	0.41	0.36	0.36
v/c Ratio	0.59	0.82	0.97	0.58	0.23	0.87
Control Delay	55.6	22.7	42.5	5.4	19.0	32.2
Queue Delay	0.0	4.8	0.0	0.0	0.0	0.0
Total Delay	55.6	27.5	42.5	5.4	19.0	32.2
LOS	E	C	D	A	B	C
Approach Delay		29.0	34.6		30.4	
Approach LOS		C	C		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 32.0
 Intersection LOS: C
 Intersection Capacity Utilization 102.5%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↖	↗↗			
Traffic Volume (veh/h)	82	1497	0	0	2024	551	143	0	914	0	0	0
Future Volume (veh/h)	82	1497	0	0	2024	551	143	0	914	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	84	1528	0	0	2065	552	146	0	543			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	108	2350	0	0	2791	867	408	0	639			
Arrive On Green	0.06	0.65	0.00	0.00	0.54	0.54	0.23	0.00	0.23			
Sat Flow, veh/h	1810	3705	0	0	5358	1610	1810	0	2834			
Grp Volume(v), veh/h	84	1528	0	0	2065	552	146	0	543			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.9	21.8	0.0	0.0	26.0	20.5	5.8	0.0	15.6			
Cycle Q Clear(g_c), s	3.9	21.8	0.0	0.0	26.0	20.5	5.8	0.0	15.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	108	2350	0	0	2791	867	408	0	639			
V/C Ratio(X)	0.78	0.65	0.00	0.00	0.74	0.64	0.36	0.00	0.85			
Avail Cap(c_a), veh/h	138	2350	0	0	2791	867	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.4	9.0	0.0	0.0	15.1	13.8	27.7	0.0	31.5			
Incr Delay (d2), s/veh	1.4	0.1	0.0	0.0	1.8	3.6	0.2	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	6.0	0.0	0.0	8.6	6.8	2.4	0.0	5.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	9.1	0.0	0.0	16.9	17.4	27.9	0.0	32.8			
LnGrp LOS	D	A	A	A	B	B	C	A	C			
Approach Vol, veh/h		1612			2617			689				
Approach Delay, s/veh		10.8			17.0			31.8				
Approach LOS		B			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.8			9.6	51.2		24.2				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+I1), s		23.8			5.9	28.0		17.6				
Green Ext Time (p_c), s		6.6			0.0	1.3		1.6				

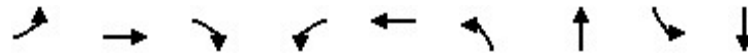
Intersection Summary

HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

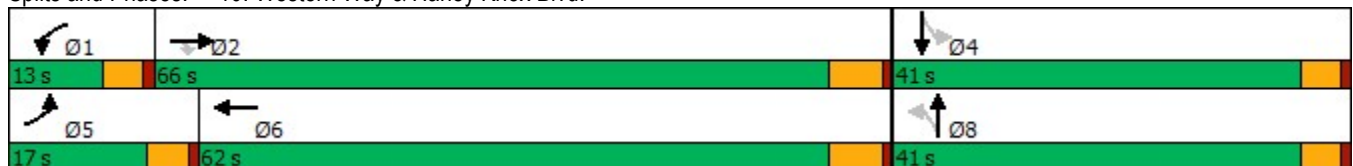


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑↑	↘	↙	↑↑↑	↙	↘	↙	↘
Traffic Volume (vph)	53	1576	4	6	2781	8	0	30	0
Future Volume (vph)	53	1576	4	6	2781	8	0	30	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	5	2		1	6		8		4
Permitted Phases			2			8		4	
Detector Phase	5	2	2	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	21.8	21.8	9.6	21.8	32.6	32.6	32.6	32.6
Total Split (s)	17.0	66.0	66.0	13.0	62.0	41.0	41.0	41.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	10.8%	51.7%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	65.2	65.2	5.3	57.0	13.6	13.6	13.6	13.6
Actuated g/C Ratio	0.08	0.72	0.72	0.06	0.63	0.15	0.15	0.15	0.15
v/c Ratio	0.40	0.48	0.00	0.07	0.97	0.10	0.01	0.16	0.59
Control Delay	50.3	7.6	0.0	47.0	28.3	35.9	0.0	35.9	20.4
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	7.7	0.0	47.0	28.3	35.9	0.0	35.9	20.4
LOS	D	A	A	D	C	D	A	D	C
Approach Delay		9.1			28.3		24.8		22.5
Approach LOS		A			C		C		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 91.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 21.3
 Intersection LOS: C
 Intersection Capacity Utilization 74.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↘	↗	↑↑↑		↗	↘		↗	↘	
Traffic Volume (veh/h)	53	1576	4	6	2781	7	8	0	4	30	0	190
Future Volume (veh/h)	53	1576	4	6	2781	7	8	0	4	30	0	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	1771	4	7	3125	8	9	0	4	34	0	142
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	3599	1117	16	3515	9	129	0	192	253	0	192
Arrive On Green	0.04	0.69	0.69	0.01	0.66	0.66	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1810	5187	1610	1810	5342	14	1266	0	1610	1435	0	1610
Grp Volume(v), veh/h	60	1771	4	7	2022	1111	9	0	4	34	0	142
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1898	1266	0	1610	1435	0	1610
Q Serve(g_s), s	2.8	13.4	0.1	0.3	40.6	40.7	0.6	0.0	0.2	1.8	0.0	7.2
Cycle Q Clear(g_c), s	2.8	13.4	0.1	0.3	40.6	40.7	7.8	0.0	0.2	2.0	0.0	7.2
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	3599	1117	16	2275	1249	129	0	192	253	0	192
V/C Ratio(X)	0.74	0.49	0.00	0.43	0.89	0.89	0.07	0.00	0.02	0.13	0.00	0.74
Avail Cap(c_a), veh/h	266	3704	1150	180	2305	1265	524	0	695	702	0	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.8	6.0	4.0	41.6	11.9	11.9	39.6	0.0	32.8	33.7	0.0	35.9
Incr Delay (d2), s/veh	4.9	0.1	0.0	6.6	4.7	8.1	0.2	0.0	0.0	0.2	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	0.0	0.2	12.3	14.8	0.2	0.0	0.1	0.6	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	6.1	4.0	48.1	16.5	20.0	39.8	0.0	32.8	33.9	0.0	41.3
LnGrp LOS	D	A	A	D	B	B	D	A	C	C	A	D
Approach Vol, veh/h		1835			3140			13				176
Approach Delay, s/veh		7.4			17.8			37.7				39.9
Approach LOS		A			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	64.3		14.7	8.4	61.3		14.7				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+I1), s	2.3	15.4		9.2	4.8	42.7		9.8				
Green Ext Time (p_c), s	0.0	18.5		1.0	0.0	12.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

Intersection			
Intersection Delay, s/veh	479.4		
Intersection LOS	F		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	2568	253
Demand Flow Rate, veh/h	0	2568	253
Vehicles Circulating, veh/h	17	183	1484
Vehicles Exiting, veh/h	2734	1554	230
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	524.8	19.2
Approach LOS	-	F	C
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.723	0.277
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	2568	183	70
Cap Entry Lane, veh/h	1202	368	368
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	2568	183	70
Cap Entry, veh/h	1202	368	368
V/C Ratio	2.136	0.497	0.190
Control Delay, s/veh	524.8	21.6	13.0
LOS	F	C	B
95th %tile Queue, veh	176	3	1

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

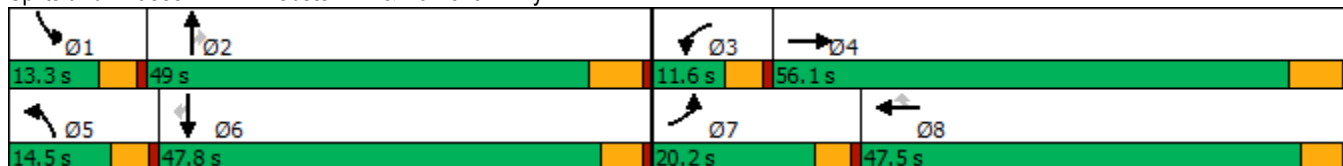
05/28/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	237	3626	36	3322	67	280	34	23	124	60	216
Future Volume (vph)	237	3626	36	3322	67	280	34	23	124	60	216
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.8	55.6	6.3	42.9	42.9	10.0	15.3	15.3	12.3	15.2	15.2
Actuated g/C Ratio	0.15	0.54	0.06	0.41	0.41	0.10	0.15	0.15	0.12	0.15	0.15
v/c Ratio	0.93	1.45	0.36	1.66	0.10	1.73	0.13	0.07	0.62	0.23	0.57
Control Delay	83.8	230.5	59.3	325.5	0.3	381.5	37.1	0.4	61.1	39.1	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	230.5	59.3	325.5	0.3	381.5	37.1	0.4	61.1	39.1	14.0
LOS	F	F	E	F	A	F	D	A	E	D	B
Approach Delay		221.8		316.3			320.1			32.4	
Approach LOS		F		F			F			C	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 103.6
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.73
 Intersection Signal Delay: 256.3
 Intersection LOS: F
 Intersection Capacity Utilization 113.6%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	3626	120	36	3322	67	280	34	23	124	60	216
Future Volume (veh/h)	237	3626	120	36	3322	67	280	34	23	124	60	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	255	3899	124	39	3572	68	301	37	24	133	65	148
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	278	2786	88	59	2169	673	177	245	207	155	223	189
Arrive On Green	0.15	0.54	0.54	0.03	0.42	0.42	0.10	0.13	0.13	0.09	0.12	0.12
Sat Flow, veh/h	1810	5166	163	1810	5187	1610	1810	1900	1606	1810	1900	1610
Grp Volume(v), veh/h	255	2596	1427	39	3572	68	301	37	24	133	65	148
Grp Sat Flow(s),veh/h/ln	1810	1729	1871	1810	1729	1610	1810	1900	1606	1810	1900	1610
Q Serve(g_s), s	14.1	54.7	54.7	2.2	42.4	2.6	9.9	1.8	1.3	7.4	3.2	9.1
Cycle Q Clear(g_c), s	14.1	54.7	54.7	2.2	42.4	2.6	9.9	1.8	1.3	7.4	3.2	9.1
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	1865	1009	59	2169	673	177	245	207	155	223	189
V/C Ratio(X)	0.92	1.39	1.41	0.66	1.65	0.10	1.70	0.15	0.12	0.86	0.29	0.78
Avail Cap(c_a), veh/h	278	1865	1009	125	2169	673	177	802	678	155	800	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	23.4	23.4	48.5	29.5	17.9	45.7	39.2	39.0	45.7	40.9	43.5
Incr Delay (d2), s/veh	32.1	179.9	192.3	4.5	293.0	0.1	339.5	0.3	0.2	33.5	0.7	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	65.2	74.0	1.0	74.5	0.9	21.0	0.8	0.5	4.7	1.5	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.4	203.3	215.6	52.9	322.5	18.0	385.2	39.5	39.3	79.2	41.6	50.5
LnGrp LOS	E	F	F	D	F	B	F	D	D	E	D	D
Approach Vol, veh/h		4278			3679			362			346	
Approach Delay, s/veh		199.7			314.0			327.0			59.9	
Approach LOS		F			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	19.3	7.9	60.9	14.5	18.1	20.2	48.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	9.4	3.8	4.2	56.7	11.9	11.1	16.1	44.4				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	248.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

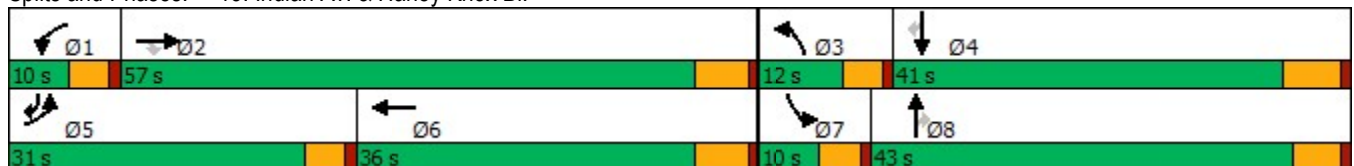


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↘↗	↑↑	↗	↘	↑	↗
Traffic Volume (vph)	476	941	102	67	1285	149	373	86	110	406	818
Future Volume (vph)	476	941	102	67	1285	149	373	86	110	406	818
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	26.4	51.3	51.3	5.4	30.2	7.3	33.4	33.4	5.4	30.6	63.3
Actuated g/C Ratio	0.23	0.44	0.44	0.05	0.26	0.06	0.29	0.29	0.05	0.26	0.55
v/c Ratio	1.27	0.45	0.14	0.88	1.10	0.74	0.39	0.17	1.44	0.89	0.99
Control Delay	177.9	23.8	4.2	126.5	96.0	74.7	34.1	1.3	294.2	61.6	51.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	177.9	23.8	4.2	126.5	96.0	74.7	34.1	1.3	294.2	61.6	51.1
LOS	F	C	A	F	F	E	C	A	F	E	D
Approach Delay		70.7			97.4		39.4			74.4	
Approach LOS		E			F		D			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 115.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.44	
Intersection Signal Delay: 75.6	Intersection LOS: E
Intersection Capacity Utilization 95.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘↗	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	476	941	102	67	1285	61	149	373	86	110	406	818
Future Volume (veh/h)	476	941	102	67	1285	61	149	373	86	110	406	818
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	523	1034	105	74	1412	53	164	410	86	121	446	815
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	398	2213	687	81	1291	48	216	1107	494	81	551	821
Arrive On Green	0.22	0.43	0.43	0.05	0.25	0.25	0.06	0.31	0.31	0.05	0.29	0.29
Sat Flow, veh/h	1810	5187	1610	1810	5131	193	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	523	1034	105	74	952	513	164	410	86	121	446	815
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1865	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	26.4	17.1	4.8	4.9	30.2	30.2	5.5	10.7	4.7	5.4	26.1	34.8
Cycle Q Clear(g_c), s	26.4	17.1	4.8	4.9	30.2	30.2	5.5	10.7	4.7	5.4	26.1	34.8
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	398	2213	687	81	870	469	216	1107	494	81	551	821
V/C Ratio(X)	1.31	0.47	0.15	0.91	1.09	1.09	0.76	0.37	0.17	1.49	0.81	0.99
Avail Cap(c_a), veh/h	398	2213	687	81	870	469	216	1131	505	81	551	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	24.6	21.1	57.1	44.9	44.9	55.4	32.5	30.5	57.3	39.5	29.2
Incr Delay (d2), s/veh	158.1	0.2	0.1	68.6	59.3	69.3	12.9	0.2	0.2	272.9	8.8	29.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.8	6.6	1.8	3.7	19.6	22.4	2.8	4.5	1.8	8.6	13.1	27.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	204.9	24.8	21.2	125.7	104.2	114.2	68.3	32.7	30.6	330.2	48.3	58.6
LnGrp LOS	F	C	C	F	F	F	E	C	C	F	D	E
Approach Vol, veh/h		1662			1539			660			1382	
Approach Delay, s/veh		81.2			108.5			41.3			79.1	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	57.0	12.0	41.0	31.0	36.0	10.0	43.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	26.4	30.2	5.4	* 38				
Max Q Clear Time (g_c+I1), s	6.9	19.1	7.5	36.8	28.4	32.2	7.4	12.7				
Green Ext Time (p_c), s	0.0	7.9	0.0	0.0	0.0	0.0	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	83.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

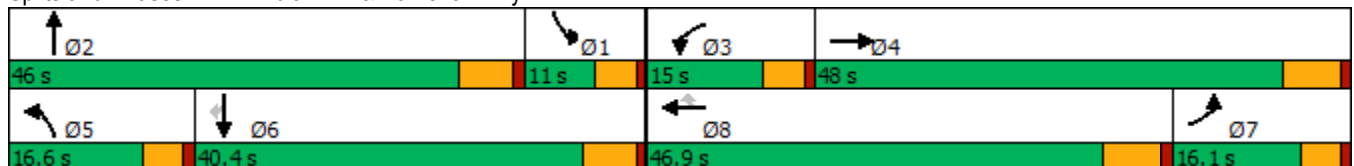


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	476	3598	177	2719	208	228	263	251	223	201
Future Volume (vph)	476	3598	177	2719	208	228	263	251	223	201
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.6	42.1	10.5	41.0	41.0	12.1	17.1	9.7	14.8	14.8
Actuated g/C Ratio	0.12	0.42	0.10	0.41	0.41	0.12	0.17	0.10	0.15	0.15
v/c Ratio	2.35	1.82	0.97	1.32	0.28	1.08	0.53	1.47	0.43	0.51
Control Delay	644.0	393.3	105.2	173.3	6.6	127.3	37.4	275.5	40.9	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	644.0	393.3	105.2	173.3	6.6	127.3	37.4	275.5	40.9	10.6
LOS	F	F	F	F	A	F	D	F	D	B
Approach Delay		421.0		158.3			74.9		119.0	
Approach LOS		F		F			E		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.35
 Intersection Signal Delay: 281.1
 Intersection Capacity Utilization 125.2%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	476	3598	235	177	2719	208	228	263	56	251	223	201
Future Volume (veh/h)	476	3598	235	177	2719	208	228	263	56	251	223	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	486	3671	218	181	2774	190	233	268	37	256	228	176
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	211	2205	128	191	2139	664	220	380	52	197	428	191
Arrive On Green	0.12	0.44	0.44	0.11	0.41	0.41	0.12	0.12	0.12	0.11	0.12	0.12
Sat Flow, veh/h	1810	5013	292	1810	5187	1610	1810	3191	436	1810	3610	1610
Grp Volume(v), veh/h	486	2510	1379	181	2774	190	233	150	155	256	228	176
Grp Sat Flow(s),veh/h/ln	1810	1729	1847	1810	1729	1610	1810	1805	1822	1810	1805	1610
Q Serve(g_s), s	11.5	43.4	43.4	9.8	40.7	7.8	12.0	7.9	8.1	10.8	5.9	7.8
Cycle Q Clear(g_c), s	11.5	43.4	43.4	9.8	40.7	7.8	12.0	7.9	8.1	10.8	5.9	7.8
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	211	1521	812	191	2139	664	220	215	217	197	428	191
V/C Ratio(X)	2.31	1.65	1.70	0.95	1.30	0.29	1.06	0.70	0.71	1.30	0.53	0.92
Avail Cap(c_a), veh/h	211	1521	812	191	2139	664	220	735	742	197	1266	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	27.6	27.6	43.9	29.0	19.3	43.3	41.8	41.9	44.0	40.9	22.9
Incr Delay (d2), s/veh	602.0	295.8	319.2	50.1	137.2	0.2	77.1	4.1	4.3	166.1	1.0	16.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	40.1	78.2	88.8	6.8	42.1	2.7	9.9	3.7	3.8	13.8	2.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	645.6	323.4	346.9	94.0	166.2	19.6	120.5	45.9	46.2	210.1	42.0	39.4
LnGrp LOS	F	F	F	F	F	B	F	D	D	F	D	D
Approach Vol, veh/h		4375			3145			538				660
Approach Delay, s/veh		366.6			153.2			78.3				106.5
Approach LOS		F			F			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	17.5	15.0	49.6	16.6	17.5	17.7	46.9				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	12.8	10.1	11.8	45.4	14.0	9.8	13.5	42.7				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	1.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	252.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	1186
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	216	1419	117	39	1587	60	60	117	23	143	323	600
Future Vol, veh/h	216	1419	117	39	1587	60	60	117	23	143	323	600
Peak Hour Factor	0.92	0.92	0.92	0.68	0.92	0.68	0.92	0.68	0.68	0.68	0.68	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	235	1542	127	57	1725	88	65	172	34	210	475	652
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	1287.7	1614.8	41.8	673.2
HCM LOS	F	F	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	84%	0%	92%	0%	96%	0%	35%
Vol Right, %	0%	16%	0%	8%	0%	4%	0%	65%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	140	216	1536	39	1647	143	923
LT Vol	60	0	216	0	39	0	143	0
Through Vol	0	117	0	1419	0	1587	0	323
RT Vol	0	23	0	117	0	60	0	600
Lane Flow Rate	65	206	235	1670	57	1813	210	1127
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.187	0.556	0.62	4.155	0.154	4.619	0.556	2.683
Departure Headway (Hd)	21.099	20.396	17.998	17.362	15.595	15.018	13.883	12.786
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	172	179	204	234	232	272	263	293
Service Time	18.799	18.096	15.698	15.062	13.295	12.718	11.583	10.486
HCM Lane V/C Ratio	0.378	1.151	1.152	7.137	0.246	6.665	0.798	3.846
HCM Control Delay	28.6	46	46.2	1462.3	21.1	1665.2	32.7	792.7
HCM Lane LOS	D	E	E	F	C	F	D	F
HCM 95th-tile Q	0.7	2.9	3.6	85.5	0.5	112.1	3.1	63.7

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

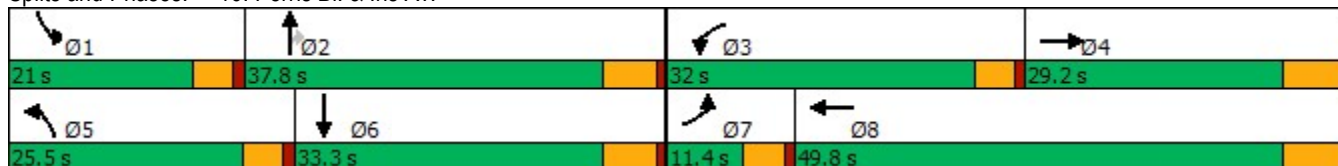


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↗	↗	↘	↗
Traffic Volume (vph)	31	708	389	607	303	1114	360	324	1274
Future Volume (vph)	31	708	389	607	303	1114	360	324	1274
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.1	23.0	27.4	48.2	20.9	32.0	32.0	16.4	27.5
Actuated g/C Ratio	0.05	0.19	0.23	0.40	0.17	0.27	0.27	0.14	0.23
v/c Ratio	0.35	1.38	0.98	0.56	1.01	0.84	0.64	1.37	1.14
Control Delay	65.4	214.4	86.8	29.3	102.1	48.1	20.6	231.2	116.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.4	214.4	86.8	29.3	102.1	48.1	20.6	231.2	116.7
LOS	E	F	F	C	F	D	C	F	F
Approach Delay		209.5		48.8		51.7			139.6
Approach LOS		F		D		D			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.38
 Intersection Signal Delay: 104.1
 Intersection LOS: F
 Intersection Capacity Utilization 107.3%
 ICU Level of Service G
 Analysis Period (min) 15

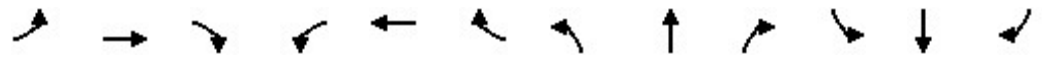
Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	31	708	200	389	607	152	303	1114	360	324	1274	29
Future Volume (veh/h)	31	708	200	389	607	152	303	1114	360	324	1274	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	738	175	405	632	83	316	1160	256	338	1327	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	49	555	132	413	1259	165	315	1383	427	247	1207	17
Arrive On Green	0.03	0.19	0.19	0.23	0.39	0.39	0.17	0.27	0.27	0.14	0.23	0.23
Sat Flow, veh/h	1810	2894	686	1810	3205	420	1810	5187	1601	1810	5269	75
Grp Volume(v), veh/h	32	460	453	405	355	360	316	1160	256	338	871	475
Grp Sat Flow(s),veh/h/ln	1810	1805	1775	1810	1805	1821	1810	1729	1601	1810	1729	1886
Q Serve(g_s), s	2.1	23.0	23.0	26.7	17.9	17.9	20.9	25.3	16.7	16.4	27.5	27.5
Cycle Q Clear(g_c), s	2.1	23.0	23.0	26.7	17.9	17.9	20.9	25.3	16.7	16.4	27.5	27.5
Prop In Lane	1.00		0.39	1.00		0.23	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	49	346	340	413	709	715	315	1383	427	247	792	432
V/C Ratio(X)	0.65	1.33	1.33	0.98	0.50	0.50	1.00	0.84	0.60	1.37	1.10	1.10
Avail Cap(c_a), veh/h	103	346	340	413	709	715	315	1383	427	247	792	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	48.5	48.5	46.0	27.6	27.6	49.5	41.6	38.4	51.8	46.3	46.3
Incr Delay (d2), s/veh	5.2	167.3	167.7	38.8	0.6	0.6	51.4	4.7	2.3	188.8	62.5	72.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	26.0	25.6	15.9	7.4	7.5	13.6	11.0	6.6	20.2	18.2	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	215.8	216.2	84.8	28.1	28.1	100.9	46.3	40.7	240.6	108.8	119.1
LnGrp LOS	E	F	F	F	C	C	F	D	D	F	F	F
Approach Vol, veh/h		945			1120			1732			1684	
Approach Delay, s/veh		210.8			48.6			55.4			138.1	
Approach LOS		F			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.8	32.0	29.2	25.5	33.3	7.9	53.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+l1), s	18.4	27.3	28.7	25.0	22.9	29.5	4.1	19.9				
Green Ext Time (p_c), s	0.0	3.1	0.0	0.0	0.0	0.0	0.0	3.9				

Intersection Summary

HCM 6th Ctrl Delay	106.2
HCM 6th LOS	F

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

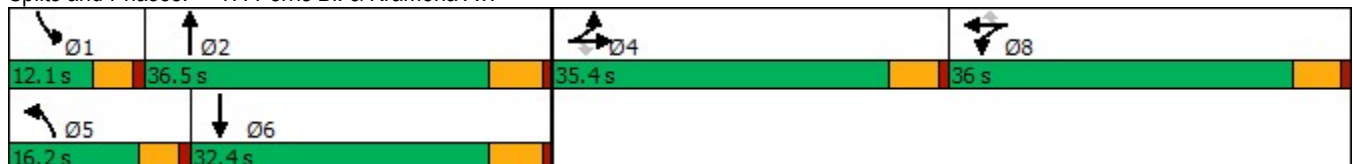


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕↕↕	↖	↕↕↕
Traffic Volume (vph)	186	127	120	128	55	1424	177	1501
Future Volume (vph)	186	127	120	128	55	1424	177	1501
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.7	20.7	27.7	27.7	8.6	32.8	8.2	34.7
Actuated g/C Ratio	0.20	0.20	0.26	0.26	0.08	0.31	0.08	0.33
v/c Ratio	0.65	0.34	0.82	0.27	0.41	1.15	1.38	0.97
Control Delay	48.3	12.0	52.0	6.9	57.2	110.2	247.4	52.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	12.0	52.0	6.9	57.2	110.2	247.4	52.8
LOS	D	B	D	A	E	F	F	D
Approach Delay	35.1		40.2			108.5		73.2
Approach LOS	D		D			F		E

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.6	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 80.7	Intersection LOS: F
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
 17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	36	186	127	243	120	128	55	1424	259	177	1501	13
Future Volume (veh/h)	36	186	127	243	120	128	55	1424	259	177	1501	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	202	92	264	130	82	60	1548	261	192	1632	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	271	276	315	155	411	89	1463	246	148	1921	14
Arrive On Green	0.17	0.17	0.17	0.26	0.26	0.26	0.05	0.33	0.31	0.08	0.36	0.34
Sat Flow, veh/h	305	1580	1607	1232	607	1606	1810	4451	748	1810	5312	39
Grp Volume(v), veh/h	241	0	92	394	0	82	60	1201	608	192	1062	582
Grp Sat Flow(s),veh/h/ln	1885	0	1607	1838	0	1606	1810	1729	1740	1810	1729	1893
Q Serve(g_s), s	12.0	0.0	5.0	20.1	0.0	4.0	3.2	32.5	32.5	8.1	28.0	28.0
Cycle Q Clear(g_c), s	12.0	0.0	5.0	20.1	0.0	4.0	3.2	32.5	32.5	8.1	28.0	28.0
Prop In Lane	0.16		1.00	0.67		1.00	1.00		0.43	1.00		0.02
Lane Grp Cap(c), veh/h	324	0	276	470	0	411	89	1137	572	148	1251	685
V/C Ratio(X)	0.74	0.00	0.33	0.84	0.00	0.20	0.68	1.06	1.06	1.30	0.85	0.85
Avail Cap(c_a), veh/h	598	0	510	595	0	520	223	1137	572	148	1251	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	36.0	34.8	0.0	28.9	46.3	33.2	33.6	45.4	29.1	29.1
Incr Delay (d2), s/veh	3.4	0.0	0.7	8.3	0.0	0.2	3.4	43.1	55.2	173.7	5.7	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	1.9	9.7	0.0	1.5	1.5	19.4	21.6	10.6	11.7	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	36.7	43.2	0.0	29.1	49.6	76.3	88.8	219.1	34.8	39.0
LnGrp LOS	D	A	D	D	A	C	D	F	F	F	C	D
Approach Vol, veh/h		333			476			1869			1836	
Approach Delay, s/veh		40.7			40.8			79.5			55.4	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	36.5		21.0	8.8	39.8		29.3				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+I1), s	10.1	34.5		14.0	5.2	30.0		22.1				
Green Ext Time (p_c), s	0.0	0.0		1.4	0.0	0.0		1.7				

Intersection Summary

HCM 6th Ctrl Delay	62.8
HCM 6th LOS	E

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

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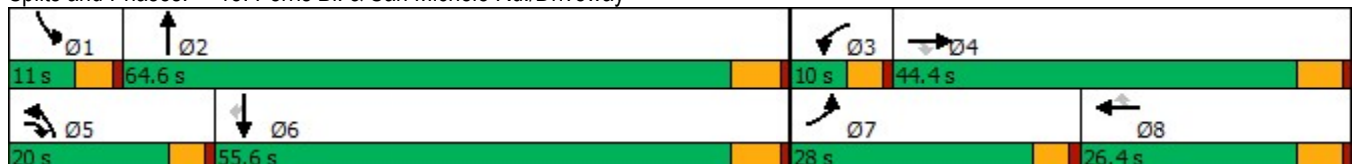


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	195	234	1	93	2304	5	2412	124		
Future Volume (vph)	195	234	1	93	2304	5	2412	124		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4								6
Detector Phase	7	5	3	5	2	1	6	6		
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.5	29.0	5.1	10.0	64.3	5.3	51.1	51.1		
Actuated g/C Ratio	0.17	0.30	0.05	0.10	0.66	0.05	0.53	0.53		
v/c Ratio	0.71	0.48	0.01	0.56	0.75	0.06	0.99	0.15		
Control Delay	53.4	16.4	54.0	56.2	16.4	52.8	40.1	2.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	53.4	16.4	54.0	56.2	16.4	52.8	40.1	2.0		
LOS	D	B	D	E	B	D	D	A		
Approach Delay					17.9		38.2			
Approach LOS					B		D			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 97
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 28.8
 Intersection LOS: C
 Intersection Capacity Utilization 82.5%
 ICU Level of Service E
 Analysis Period (min) 15

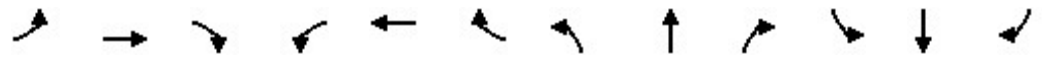
Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑↑		↖	↑↑↑	↗
Traffic Volume (veh/h)	195	0	234	1	0	0	93	2304	0	5	2412	124
Future Volume (veh/h)	195	0	234	1	0	0	93	2304	0	5	2412	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	219	0	173	1	0	0	104	2589	0	6	2710	120
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	262	249	329	2	2	2	133	3259	0	14	2917	905
Arrive On Green	0.14	0.00	0.13	0.00	0.00	0.00	0.07	0.63	0.00	0.01	0.56	0.56
Sat Flow, veh/h	1810	1900	1606	1810	1900	1610	1810	5358	0	1810	5187	1609
Grp Volume(v), veh/h	219	0	173	1	0	0	104	2589	0	6	2710	120
Grp Sat Flow(s),veh/h/ln	1810	1900	1606	1810	1900	1610	1810	1729	0	1810	1729	1609
Q Serve(g_s), s	10.4	0.0	8.5	0.0	0.0	0.0	5.0	32.6	0.0	0.3	42.2	3.1
Cycle Q Clear(g_c), s	10.4	0.0	8.5	0.0	0.0	0.0	5.0	32.6	0.0	0.3	42.2	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	249	329	2	2	2	133	3259	0	14	2917	905
V/C Ratio(X)	0.84	0.00	0.53	0.40	0.00	0.00	0.78	0.79	0.00	0.43	0.93	0.13
Avail Cap(c_a), veh/h	481	841	830	111	453	384	316	3463	0	131	2933	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	0.0	31.2	43.9	0.0	0.0	40.1	12.1	0.0	43.5	17.7	9.1
Incr Delay (d2), s/veh	6.9	0.0	1.3	34.7	0.0	0.0	3.7	1.3	0.0	7.5	6.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	3.2	0.0	0.0	0.0	2.2	9.9	0.0	0.2	15.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	0.0	32.5	78.7	0.0	0.0	43.8	13.4	0.0	51.0	23.7	9.2
LnGrp LOS	D	A	C	E	A	A	D	B	A	D	C	A
Approach Vol, veh/h		392			1			2693			2836	
Approach Delay, s/veh		38.7			78.7			14.6			23.1	
Approach LOS		D			E			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	61.1	4.7	16.9	11.1	55.3	17.3	4.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.3	34.6	2.0	10.5	7.0	44.2	12.4	0.0				
Green Ext Time (p_c), s	0.0	20.1	0.0	0.5	0.1	5.4	0.4	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			20.3									
HCM 6th LOS			C									

Timings
19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↕	↘	↕	↗	↘	↕	↘	↕	↗
Traffic Volume (vph)	61	5	32	11	15	70	2311	17	2499	91
Future Volume (vph)	61	5	32	11	15	70	2311	17	2499	91
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	12.0	41.4	13.0	42.4	42.4	16.0	59.6	11.0	54.6	12.0
Total Split (%)	9.6%	33.1%	10.4%	33.9%	33.9%	12.8%	47.7%	8.8%	43.7%	9.6%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.2	13.2	6.4	13.1	13.1	8.1	58.1	5.6	51.4	61.8
Actuated g/C Ratio	0.10	0.14	0.07	0.14	0.14	0.09	0.62	0.06	0.55	0.66
v/c Ratio	0.38	0.31	0.28	0.04	0.05	0.49	0.80	0.17	0.96	0.09
Control Delay	52.2	7.7	51.9	36.9	0.3	54.9	19.1	51.2	32.9	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	7.7	51.9	36.9	0.3	54.9	19.1	51.2	32.9	2.5
LOS	D	A	D	D	A	D	B	D	C	A
Approach Delay		19.6		35.9			20.1		32.0	
Approach LOS		B		D			C		C	

Intersection Summary

Cycle Length: 125	
Actuated Cycle Length: 93	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

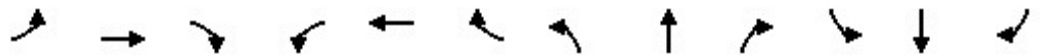
Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	5	164	32	11	15	70	2311	29	17	2499	91
Future Volume (veh/h)	61	5	164	32	11	15	70	2311	29	17	2499	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	67	5	112	35	12	5	77	2540	23	19	2746	70
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	229	205	58	211	178	100	2988	27	99	2921	982
Arrive On Green	0.05	0.13	0.13	0.03	0.11	0.11	0.06	0.56	0.56	0.05	0.56	0.56
Sat Flow, veh/h	1810	1805	1610	1810	1900	1601	1810	5301	48	1810	5187	1607
Grp Volume(v), veh/h	67	5	112	35	12	5	77	1655	908	19	2746	70
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1601	1810	1729	1891	1810	1729	1607
Q Serve(g_s), s	3.4	0.2	6.0	1.7	0.5	0.3	3.8	36.7	36.9	0.9	45.0	1.6
Cycle Q Clear(g_c), s	3.4	0.2	6.0	1.7	0.5	0.3	3.8	36.7	36.9	0.9	45.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	87	229	205	58	211	178	100	1949	1066	99	2921	982
V/C Ratio(X)	0.77	0.02	0.55	0.60	0.06	0.03	0.77	0.85	0.85	0.19	0.94	0.07
Avail Cap(c_a), veh/h	146	709	632	166	767	646	225	2030	1110	126	2921	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	35.0	37.5	43.8	36.4	36.3	42.7	16.7	16.8	41.4	18.6	7.2
Incr Delay (d2), s/veh	5.4	0.0	2.3	3.7	0.1	0.1	4.7	3.5	6.3	0.3	7.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.1	2.4	0.8	0.2	0.1	1.8	12.9	15.0	0.4	16.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	35.1	39.8	47.4	36.5	36.4	47.4	20.2	23.1	41.8	25.5	7.3
LnGrp LOS	D	D	D	D	D	D	D	C	C	D	C	A
Approach Vol, veh/h		184			52			2640			2835	
Approach Delay, s/veh		42.9			43.9			22.0			25.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	57.5	7.5	17.0	9.7	57.4	9.0	15.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	53.8	8.4	36.0	11.4	48.8	7.4	37.0				
Max Q Clear Time (g_c+I1), s	2.9	38.9	3.7	8.0	5.8	47.0	5.4	2.5				
Green Ext Time (p_c), s	0.0	12.8	0.0	0.6	0.0	1.7	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

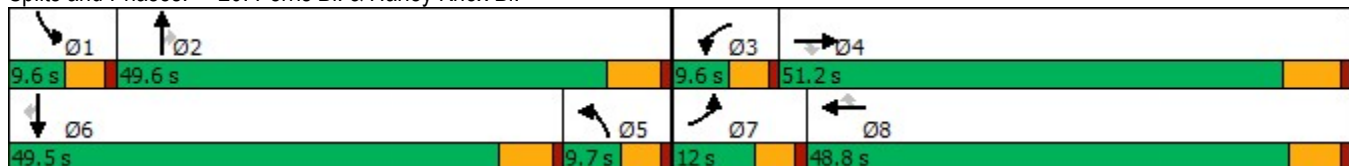


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (vph)	447	500	157	14	850	140	108	1265	19	177	1533	430
Future Volume (vph)	447	500	157	14	850	140	108	1265	19	177	1533	430
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	9.7	49.6	49.6	9.6	49.5	49.5
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.1%	41.3%	41.3%	8.0%	41.3%	41.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	36.5	36.5	5.0	28.4	28.4	5.1	42.8	42.8	5.0	42.7	42.7
Actuated g/C Ratio	0.07	0.35	0.35	0.05	0.27	0.27	0.05	0.41	0.41	0.05	0.41	0.41
v/c Ratio	3.84	0.44	0.26	0.09	0.66	0.28	0.70	0.66	0.03	1.16	0.80	0.65
Control Delay	1307.1	28.0	5.9	52.9	36.1	5.1	72.4	27.6	0.1	164.6	31.5	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1307.1	28.0	5.9	52.9	36.1	5.1	72.4	27.6	0.1	164.6	31.5	23.4
LOS	F	C	A	D	D	A	E	C	A	F	C	C
Approach Delay		542.6			32.0			30.7			40.9	
Approach LOS		F			C			C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.84
 Intersection Signal Delay: 135.0
 Intersection LOS: F
 Intersection Capacity Utilization 92.4%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (veh/h)	447	500	157	14	850	140	108	1265	19	177	1533	430
Future Volume (veh/h)	447	500	157	14	850	140	108	1265	19	177	1533	430
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	491	549	131	15	934	106	119	1390	17	195	1685	417
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	1113	496	60	1305	400	178	2148	667	175	2080	645
Arrive On Green	0.07	0.31	0.31	0.02	0.25	0.25	0.05	0.41	0.41	0.05	0.40	0.40
Sat Flow, veh/h	1810	3610	1610	3510	5187	1589	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	491	549	131	15	934	106	119	1390	17	195	1685	417
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1589	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	7.4	12.5	4.6	0.4	16.5	5.4	3.3	21.6	0.6	5.0	29.0	14.8
Cycle Q Clear(g_c), s	7.4	12.5	4.6	0.4	16.5	5.4	3.3	21.6	0.6	5.0	29.0	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	1113	496	60	1305	400	178	2148	667	175	2080	645
V/C Ratio(X)	3.68	0.49	0.26	0.25	0.72	0.27	0.67	0.65	0.03	1.12	0.81	0.65
Avail Cap(c_a), veh/h	133	1617	721	175	2220	680	178	2261	702	175	2256	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	28.4	14.9	48.8	34.3	30.2	46.9	23.6	17.4	47.7	26.7	12.1
Incr Delay (d2), s/veh	1226.3	0.3	0.3	0.8	0.7	0.4	7.5	0.6	0.0	102.7	2.2	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	48.6	5.1	2.2	0.2	6.7	2.0	1.6	8.2	0.2	4.6	11.4	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1272.8	28.7	15.2	49.6	35.1	30.5	54.4	24.2	17.5	150.5	28.9	13.9
LnGrp LOS	F	C	B	D	D	C	D	C	B	F	C	B
Approach Vol, veh/h		1171			1055			1526			2297	
Approach Delay, s/veh		548.9			34.8			26.5			36.5	
Approach LOS		F			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	47.4	6.3	37.2	10.9	46.1	12.0	31.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	5.1	* 44	7.4	* 43				
Max Q Clear Time (g_c+l1), s	7.0	23.6	2.4	14.5	5.3	31.0	9.4	18.5				
Green Ext Time (p_c), s	0.0	9.5	0.0	3.9	0.0	9.3	0.0	6.8				

Intersection Summary

HCM 6th Ctrl Delay	132.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

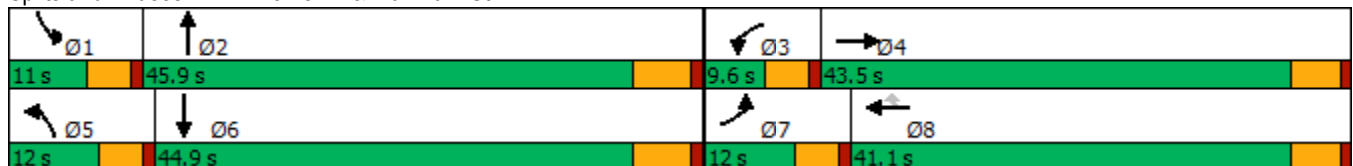


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	45	16	10	6	10	34	1317	21	1593
Future Volume (vph)	45	16	10	6	10	34	1317	21	1593
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	12.0	43.5	9.6	41.1	41.1	12.0	45.9	11.0	44.9
Total Split (%)	10.9%	39.5%	8.7%	37.4%	37.4%	10.9%	41.7%	10.0%	40.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	7.9	17.0	5.8	14.8	14.8	6.6	40.5	6.2	40.3
Actuated g/C Ratio	0.12	0.25	0.09	0.22	0.22	0.10	0.61	0.09	0.60
v/c Ratio	0.22	0.11	0.06	0.01	0.02	0.20	0.44	0.13	0.54
Control Delay	39.7	8.4	42.8	26.7	0.1	41.1	14.3	42.0	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	8.4	42.8	26.7	0.1	41.1	14.3	42.0	16.1
LOS	D	A	D	C	A	D	B	D	B
Approach Delay		18.9		22.7			14.9		16.4
Approach LOS		B		C			B		B

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 66.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 15.9
 Intersection LOS: B
 Intersection Capacity Utilization 51.2%
 ICU Level of Service A
 Analysis Period (min) 15
























Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
 21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	16	73	10	6	10	34	1317	14	21	1593	39
Future Volume (veh/h)	45	16	73	10	6	10	34	1317	14	21	1593	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	16	53	10	6	8	35	1358	14	22	1642	40
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	80	289	258	23	245	208	66	2523	26	46	2423	59
Arrive On Green	0.04	0.16	0.16	0.01	0.13	0.13	0.04	0.48	0.48	0.03	0.47	0.47
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5292	55	1810	5205	127
Grp Volume(v), veh/h	46	16	53	10	6	8	35	887	485	22	1091	591
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1889	1810	1729	1874
Q Serve(g_s), s	1.5	0.5	1.8	0.3	0.2	0.3	1.2	11.2	11.2	0.7	15.2	15.2
Cycle Q Clear(g_c), s	1.5	0.5	1.8	0.3	0.2	0.3	1.2	11.2	11.2	0.7	15.2	15.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.07
Lane Grp Cap(c), veh/h	80	289	258	23	245	208	66	1648	900	46	1610	872
V/C Ratio(X)	0.58	0.06	0.21	0.43	0.02	0.04	0.53	0.54	0.54	0.48	0.68	0.68
Avail Cap(c_a), veh/h	216	1120	999	146	1105	937	216	2241	1224	187	2185	1184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	22.0	22.6	30.3	23.6	23.6	29.3	11.4	11.4	29.7	12.9	12.9
Incr Delay (d2), s/veh	2.4	0.1	0.4	4.7	0.0	0.1	2.4	0.3	0.5	2.8	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.6	0.2	0.1	0.1	0.5	3.3	3.7	0.3	4.6	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	22.1	22.9	35.0	23.6	23.7	31.7	11.7	11.9	32.6	13.4	13.8
LnGrp LOS	C	C	C	D	C	C	C	B	B	C	B	B
Approach Vol, veh/h		115			24			1407			1704	
Approach Delay, s/veh		26.2			28.4			12.3			13.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	35.3	5.4	15.0	6.9	34.6	7.3	13.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	6.4	40.1	5.0	38.4	7.4	39.1	7.4	36.0				
Max Q Clear Time (g_c+1), s	2.7	13.2	2.3	3.8	3.2	17.2	3.5	2.3				
Green Ext Time (p_c), s	0.0	9.8	0.0	0.4	0.0	11.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				13.7								
HCM 6th LOS				B								

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

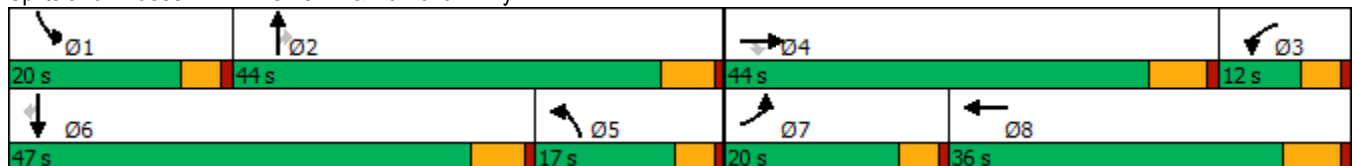
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	382	3064	459	182	2323	420	609	233	609	918	279	
Future Volume (vph)	382	3064	459	182	2323	420	609	233	609	918	279	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8	
Total Split (s)	20.0	44.0	44.0	12.0	36.0	17.0	44.0	44.0	20.0	47.0	47.0	
Total Split (%)	16.7%	36.7%	36.7%	10.0%	30.0%	14.2%	36.7%	36.7%	16.7%	39.2%	39.2%	
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	14.9	37.9	37.9	7.4	30.4	12.4	33.8	33.8	15.4	36.8	36.8	
Actuated g/C Ratio	0.13	0.33	0.33	0.06	0.26	0.11	0.29	0.29	0.13	0.32	0.32	
v/c Ratio	0.87	1.86	0.73	0.84	2.10	1.15	0.60	0.41	1.35	0.83	0.46	
Control Delay	70.7	416.1	27.9	84.6	522.5	141.3	37.5	12.3	208.8	43.3	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	70.7	416.1	27.9	84.6	522.5	141.3	37.5	12.3	208.8	43.3	13.3	
LOS	E	F	C	F	F	F	D	B	F	D	B	
Approach Delay		336.7			495.3		67.4			94.5		
Approach LOS		F			F		E			F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 115.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.10	
Intersection Signal Delay: 305.1	Intersection LOS: F
Intersection Capacity Utilization 120.8%	ICU Level of Service H
Analysis Period (min) 15	


































Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	382	3064	459	182	2323	423	420	609	233	609	918	279
Future Volume (veh/h)	382	3064	459	182	2323	423	420	609	233	609	918	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	3159	373	188	2395	423	433	628	189	628	946	214
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	448	1670	517	221	1211	203	371	1045	466	461	1101	490
Arrive On Green	0.13	0.32	0.32	0.06	0.27	0.27	0.11	0.29	0.29	0.13	0.30	0.30
Sat Flow, veh/h	3510	5187	1607	3510	4468	750	3510	3610	1609	3510	3610	1605
Grp Volume(v), veh/h	394	3159	373	188	1826	992	433	628	189	628	946	214
Grp Sat Flow(s),veh/h/ln	1755	1729	1607	1755	1729	1760	1755	1805	1609	1755	1805	1605
Q Serve(g_s), s	12.9	37.8	24.1	6.2	31.8	31.8	12.4	17.6	8.5	15.4	29.0	8.6
Cycle Q Clear(g_c), s	12.9	37.8	24.1	6.2	31.8	31.8	12.4	17.6	8.5	15.4	29.0	8.6
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	1670	517	221	937	477	371	1045	466	461	1101	490
V/C Ratio(X)	0.88	1.89	0.72	0.85	1.95	2.08	1.17	0.60	0.41	1.36	0.86	0.44
Avail Cap(c_a), veh/h	461	1670	517	221	937	477	371	1175	523	461	1267	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	39.8	35.1	54.4	42.8	42.8	52.5	35.9	19.8	51.0	38.4	15.5
Incr Delay (d2), s/veh	16.4	403.4	4.9	24.4	430.7	493.7	100.8	0.7	0.6	177.2	5.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	77.4	9.6	3.4	68.9	78.5	10.5	7.5	4.1	17.9	13.1	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	443.2	40.0	78.9	473.5	536.5	153.3	36.6	20.3	228.2	44.0	16.1
LnGrp LOS	E	F	D	E	F	F	F	D	C	F	D	B
Approach Vol, veh/h		3926			3006			1250			1788	
Approach Delay, s/veh		367.1			469.6			74.5			105.3	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	39.8	13.6	44.0	18.2	41.6	19.6	38.0				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	15.4	38.2	7.4	* 38	12.4	* 41	15.4	29.8				
Max Q Clear Time (g_c+I1), s	17.4	19.6	8.2	39.8	14.4	31.0	14.9	33.8				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.0	0.0	4.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	314.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/14/2022

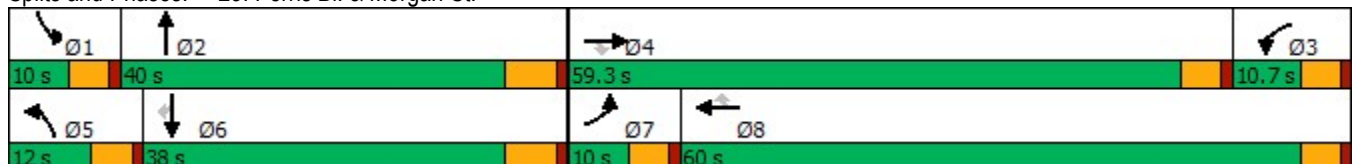


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	58	171	32	39	383	54	51	1272	24	1532	42
Future Volume (vph)	58	171	32	39	383	54	51	1272	24	1532	42
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	10.0	59.3	59.3	10.7	60.0	60.0	12.0	40.0	10.0	38.0	38.0
Total Split (%)	8.3%	49.4%	49.4%	8.9%	50.0%	50.0%	10.0%	33.3%	8.3%	31.7%	31.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	19.1	19.1	12.4	23.9	23.9	6.6	38.6	5.4	33.6	33.6
Actuated g/C Ratio	0.07	0.23	0.23	0.15	0.28	0.28	0.08	0.46	0.06	0.40	0.40
v/c Ratio	0.51	0.22	0.08	0.16	0.75	0.11	0.38	0.57	0.22	1.12	0.06
Control Delay	59.4	30.5	0.3	35.7	37.4	0.8	50.0	21.1	47.9	93.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	30.5	0.3	35.7	37.4	0.8	50.0	21.1	47.9	93.1	0.2
LOS	E	C	A	D	D	A	D	C	D	F	A
Approach Delay		33.2			33.1			22.2		90.0	
Approach LOS		C			C			C		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 84.3
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.12
 Intersection Signal Delay: 53.9
 Intersection LOS: D
 Intersection Capacity Utilization 79.2%
 ICU Level of Service D
 Analysis Period (min) 15

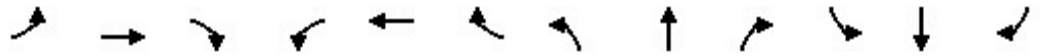
Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
 23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	171	32	39	383	54	51	1272	17	24	1532	42
Future Volume (veh/h)	58	171	32	39	383	54	51	1272	17	24	1532	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	180	17	41	403	48	54	1339	16	25	1613	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	451	201	332	498	422	79	2217	26	48	1454	634
Arrive On Green	0.05	0.13	0.13	0.18	0.26	0.26	0.04	0.42	0.42	0.03	0.40	0.40
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5283	63	1810	3610	1575
Grp Volume(v), veh/h	61	180	17	41	403	48	54	877	478	25	1613	38
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1888	1810	1805	1575
Q Serve(g_s), s	2.7	3.7	0.6	1.5	15.9	1.8	2.4	15.8	15.8	1.1	32.2	1.2
Cycle Q Clear(g_c), s	2.7	3.7	0.6	1.5	15.9	1.8	2.4	15.8	15.8	1.1	32.2	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	84	451	201	332	498	422	79	1452	792	48	1454	634
V/C Ratio(X)	0.73	0.40	0.08	0.12	0.81	0.11	0.68	0.60	0.60	0.52	1.11	0.06
Avail Cap(c_a), veh/h	122	2470	1102	332	1316	1116	167	1479	807	122	1454	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	32.2	20.7	27.3	27.6	22.4	37.7	18.0	18.0	38.4	23.9	14.6
Incr Delay (d2), s/veh	4.4	0.6	0.2	0.1	3.2	0.1	3.8	0.7	1.2	3.2	59.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.6	0.3	0.7	7.5	0.7	1.1	5.6	6.2	0.5	23.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	32.8	20.9	27.3	30.8	22.6	41.5	18.7	19.3	41.6	83.5	14.7
LnGrp LOS	D	C	C	C	C	C	D	B	B	D	F	B
Approach Vol, veh/h		258			492			1409			1676	
Approach Delay, s/veh		34.2			29.7			19.8			81.3	
Approach LOS		C			C			B			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	39.4	19.3	14.6	8.1	38.0	8.3	25.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	5.4	34.2	6.1	54.7	7.4	32.2	5.4	55.4				
Max Q Clear Time (g_c+l1), s	3.1	17.8	3.5	5.7	4.4	34.2	4.7	17.9				
Green Ext Time (p_c), s	0.0	7.7	0.0	1.4	0.0	0.0	0.0	3.1				

Intersection Summary

HCM 6th Ctrl Delay	48.9
HCM 6th LOS	D

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

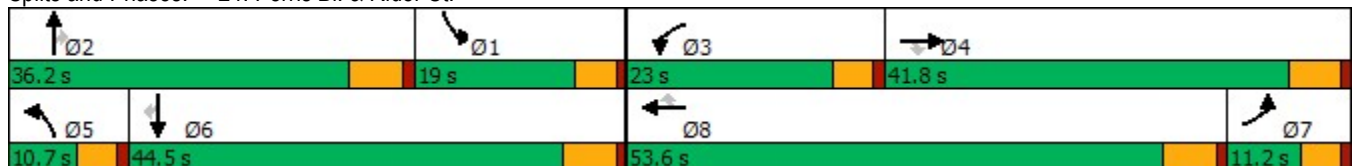
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	355	110	418	138	301	44	921	356	301	1262	49
Future Volume (vph)	59	355	110	418	138	301	44	921	356	301	1262	49
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	11.2	41.8	41.8	23.0	53.6	53.6	10.7	36.2	36.2	19.0	44.5	44.5
Total Split (%)	9.3%	34.8%	34.8%	19.2%	44.7%	44.7%	8.9%	30.2%	30.2%	15.8%	37.1%	37.1%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.1	17.6	17.6	18.6	20.3	20.3	5.9	26.2	26.2	14.6	39.4	39.4
Actuated g/C Ratio	0.18	0.18	0.18	0.19	0.21	0.21	0.06	0.27	0.27	0.15	0.40	0.40
v/c Ratio	0.18	0.57	0.28	1.27	0.19	0.54	0.43	0.69	0.56	1.17	0.63	0.07
Control Delay	37.5	40.3	3.2	178.3	36.0	7.6	60.9	35.8	9.0	149.1	27.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	40.3	3.2	178.3	36.0	7.6	60.9	35.8	9.0	149.1	27.0	0.2
LOS	D	D	A	F	D	A	E	D	A	F	C	A
Approach Delay		32.2			95.3			29.4			49.0	
Approach LOS		C			F			C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.27
 Intersection Signal Delay: 50.2
 Intersection LOS: D
 Intersection Capacity Utilization 86.3%
 ICU Level of Service E
 Analysis Period (min) 15

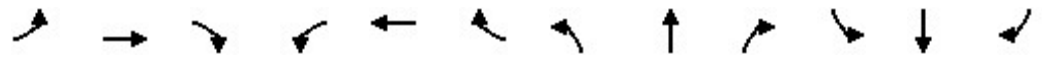
Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
 24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↘	↘	↑↑	↘	↘	↑↑↑	↘	↘	↑↑↑	↘
Traffic Volume (veh/h)	59	355	110	418	138	301	44	921	356	301	1262	49
Future Volume (veh/h)	59	355	110	418	138	301	44	921	356	301	1262	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	370	68	435	144	248	46	959	288	314	1315	35
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	261	551	245	360	703	313	68	1320	409	282	2001	613
Arrive On Green	0.14	0.15	0.15	0.20	0.19	0.19	0.04	0.25	0.25	0.16	0.39	0.39
Sat Flow, veh/h	1810	3610	1604	1810	3610	1608	1810	5187	1606	1810	5187	1590
Grp Volume(v), veh/h	61	370	68	435	144	248	46	959	288	314	1315	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1604	1810	1805	1608	1810	1729	1606	1810	1729	1590
Q Serve(g_s), s	2.8	8.9	3.5	18.4	3.1	13.6	2.3	15.6	8.8	14.4	19.3	0.7
Cycle Q Clear(g_c), s	2.8	8.9	3.5	18.4	3.1	13.6	2.3	15.6	8.8	14.4	19.3	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	551	245	360	703	313	68	1320	409	282	2001	613
V/C Ratio(X)	0.23	0.67	0.28	1.21	0.20	0.79	0.68	0.73	0.70	1.11	0.66	0.06
Avail Cap(c_a), veh/h	261	1406	625	360	1867	832	119	1706	528	282	2172	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	37.0	34.7	37.0	31.2	35.4	43.9	31.5	10.6	39.0	23.4	5.6
Incr Delay (d2), s/veh	0.2	1.4	0.6	116.6	0.1	4.5	4.4	1.1	2.9	87.7	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.9	1.3	19.3	1.3	5.4	1.1	6.2	5.3	12.9	7.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	38.4	35.3	153.6	31.4	40.0	48.3	32.6	13.5	126.7	24.0	5.7
LnGrp LOS	D	D	D	F	C	D	D	C	B	F	C	A
Approach Vol, veh/h		499			827			1293			1664	
Approach Delay, s/veh		37.6			98.3			28.9			43.0	
Approach LOS		D			F			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.2	29.3	23.0	19.9	8.1	41.5	19.1	23.8				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	14.4	* 30	18.4	36.0	6.1	38.7	6.6	* 48				
Max Q Clear Time (g_c+I1), s	16.4	17.6	20.4	10.9	4.3	21.3	4.8	15.6				
Green Ext Time (p_c), s	0.0	5.7	0.0	2.4	0.0	8.3	0.0	1.7				

Intersection Summary

HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

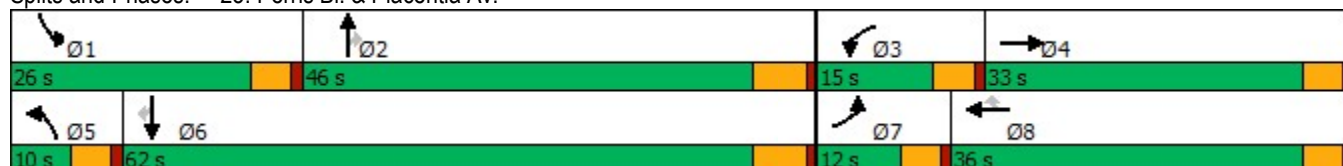


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖	↗↗	↗	↖	↗↗	↗
Traffic Volume (vph)	37	305	105	322	147	185	1134	147	197	1551	28
Future Volume (vph)	37	305	105	322	147	185	1134	147	197	1551	28
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	28.4	9.9	33.6	33.6	5.4	43.7	43.7	17.9	56.2	56.2
Actuated g/C Ratio	0.06	0.24	0.08	0.28	0.28	0.05	0.37	0.37	0.15	0.47	0.47
v/c Ratio	0.41	1.23	0.79	0.67	0.29	2.54	0.95	0.24	0.81	1.01	0.04
Control Delay	67.3	160.3	87.7	46.2	6.6	746.9	53.9	7.6	71.4	57.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	160.3	87.7	46.2	6.6	746.9	53.9	7.6	71.4	57.5	0.1
LOS	E	F	F	D	A	F	D	A	E	E	A
Approach Delay		153.8		43.7			136.9			58.1	
Approach LOS		F		D			F			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.5
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.54
 Intersection Signal Delay: 94.5
 Intersection LOS: F
 Intersection Capacity Utilization 102.7%
 ICU Level of Service G
 Analysis Period (min) 15

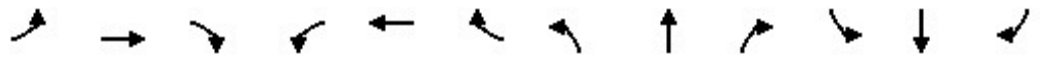
Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	305	187	105	322	147	185	1134	147	197	1551	28
Future Volume (veh/h)	37	305	187	105	322	147	185	1134	147	197	1551	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	339	204	117	358	46	206	1260	154	219	1723	25
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	265	160	143	544	461	82	1375	613	247	1705	760
Arrive On Green	0.03	0.24	0.24	0.08	0.29	0.29	0.05	0.38	0.38	0.14	0.47	0.47
Sat Flow, veh/h	1810	1111	669	1810	1900	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	41	0	543	117	358	46	206	1260	154	219	1723	25
Grp Sat Flow(s),veh/h/ln	1810	0	1780	1810	1900	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	2.7	0.0	28.4	7.6	19.7	2.5	5.4	39.5	7.8	14.1	56.2	1.0
Cycle Q Clear(g_c), s	2.7	0.0	28.4	7.6	19.7	2.5	5.4	39.5	7.8	14.1	56.2	1.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	0	425	143	544	461	82	1375	613	247	1705	760
V/C Ratio(X)	0.73	0.00	1.28	0.82	0.66	0.10	2.51	0.92	0.25	0.89	1.01	0.03
Avail Cap(c_a), veh/h	113	0	425	158	544	461	82	1375	613	325	1705	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	0.0	45.3	54.0	37.3	31.2	56.8	35.0	25.2	50.4	31.4	16.8
Incr Delay (d2), s/veh	6.5	0.0	142.4	23.2	2.9	0.1	713.5	9.8	0.2	16.8	24.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	29.3	4.4	9.7	1.0	18.7	18.2	3.1	7.4	28.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	0.0	187.7	77.2	40.2	31.3	770.3	44.9	25.4	67.3	55.8	16.8
LnGrp LOS	E	A	F	E	D	C	F	D	C	E	F	B
Approach Vol, veh/h		584			521			1620			1967	
Approach Delay, s/veh		179.0			47.7			135.3			56.6	
Approach LOS		F			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.9	51.1	14.0	33.0	10.0	62.0	8.3	38.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	16.1	41.5	9.6	30.4	7.4	58.2	4.7	21.7				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			98.0									
HCM 6th LOS			F									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

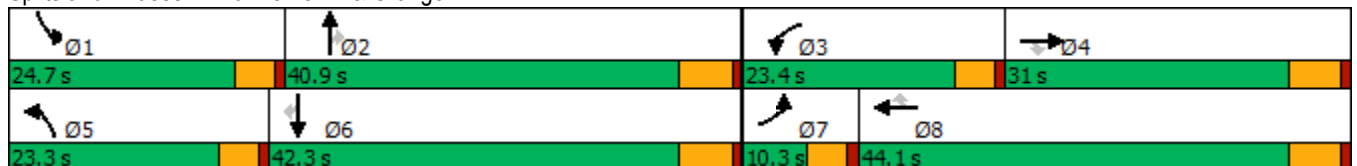
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	456	347	329	337	111	300	926	290	238	1264	66
Future Volume (vph)	32	456	347	329	337	111	300	926	290	238	1264	66
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	25.2	25.2	18.8	42.4	42.4	18.7	36.3	36.3	18.9	36.5	36.5
Actuated g/C Ratio	0.05	0.21	0.21	0.16	0.35	0.35	0.16	0.30	0.30	0.16	0.30	0.30
v/c Ratio	0.41	1.22	0.64	1.24	0.28	0.19	1.14	0.90	0.46	0.89	1.22	0.12
Control Delay	70.5	158.8	13.6	177.2	29.6	5.9	140.9	52.9	7.9	81.1	146.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.5	158.8	13.6	177.2	29.6	5.9	140.9	52.9	7.9	81.1	146.3	0.4
LOS	E	F	B	F	C	A	F	D	A	F	F	A
Approach Delay		95.1			88.7			61.7			130.3	
Approach LOS		F			F			E			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay: 95.0
 Intersection LOS: F
 Intersection Capacity Utilization 111.1%
 ICU Level of Service H
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	456	347	329	337	111	300	926	290	238	1264	66
Future Volume (veh/h)	32	456	347	329	337	111	300	926	290	238	1264	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	485	282	350	359	91	319	985	270	253	1345	47
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	399	337	283	1222	541	282	1103	490	280	1098	489
Arrive On Green	0.03	0.21	0.21	0.16	0.34	0.34	0.16	0.31	0.31	0.15	0.30	0.30
Sat Flow, veh/h	1810	1900	1603	1810	3610	1599	1810	3610	1605	1810	3610	1609
Grp Volume(v), veh/h	34	485	282	350	359	91	319	985	270	253	1345	47
Grp Sat Flow(s),veh/h/ln	1810	1900	1603	1810	1805	1599	1810	1805	1605	1810	1805	1609
Q Serve(g_s), s	2.2	25.2	20.2	18.8	8.8	4.8	18.7	31.3	16.9	16.5	36.5	2.5
Cycle Q Clear(g_c), s	2.2	25.2	20.2	18.8	8.8	4.8	18.7	31.3	16.9	16.5	36.5	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	51	399	337	283	1222	541	282	1103	490	280	1098	489
V/C Ratio(X)	0.67	1.22	0.84	1.23	0.29	0.17	1.13	0.89	0.55	0.90	1.22	0.10
Avail Cap(c_a), veh/h	86	399	337	283	1222	541	282	1103	490	303	1098	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	47.4	45.4	50.6	29.2	27.8	50.7	39.8	34.8	49.9	41.8	29.9
Incr Delay (d2), s/veh	5.4	117.9	16.7	132.2	0.1	0.1	93.7	9.5	1.3	26.3	109.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	24.6	9.4	18.7	3.7	1.8	15.6	14.7	6.5	9.3	32.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	165.3	62.2	182.8	29.3	28.0	144.4	49.3	36.1	76.2	151.2	30.0
LnGrp LOS	E	F	E	F	C	C	F	D	D	E	F	C
Approach Vol, veh/h		801			800			1574			1645	
Approach Delay, s/veh		124.7			96.3			66.3			136.2	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.2	42.4	23.4	31.0	23.3	42.3	8.0	46.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	18.5	33.3	20.8	27.2	20.7	38.5	4.2	10.8				
Green Ext Time (p_c), s	0.1	1.2	0.0	0.0	0.0	0.0	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay	104.8											
HCM 6th LOS	F											

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

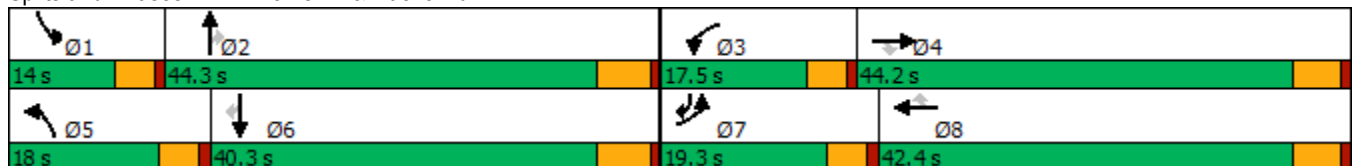
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	592	1107	197	239	908	224	215	762	136	324	979	487
Future Volume (vph)	592	1107	197	239	908	224	215	762	136	324	979	487
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.7	39.1	39.1	11.9	36.2	36.2	13.4	38.5	38.5	9.4	34.5	50.4
Actuated g/C Ratio	0.12	0.33	0.33	0.10	0.30	0.30	0.11	0.32	0.32	0.08	0.29	0.42
v/c Ratio	1.48	1.01	0.34	0.74	0.89	0.41	1.14	0.70	0.26	1.26	1.01	0.44
Control Delay	264.3	68.0	9.7	65.5	50.8	12.8	153.9	39.4	11.2	188.0	72.5	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	264.3	68.0	9.7	65.5	50.8	12.8	153.9	39.4	11.2	188.0	72.5	20.0
LOS	F	E	A	E	D	B	F	D	B	F	E	C
Approach Delay		123.3			47.2			58.1			79.1	
Approach LOS		F			D			E			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.48
 Intersection Signal Delay: 81.8
 Intersection Capacity Utilization 101.0%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service G






























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 		
Traffic Volume (veh/h)	592	1107	197	239	908	224	215	762	136	324	979	487
Future Volume (veh/h)	592	1107	197	239	908	224	215	762	136	324	979	487
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	637	1190	152	257	976	178	231	819	113	348	1053	335
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	433	1217	531	315	1096	480	203	1166	500	277	1045	1150
Arrive On Green	0.12	0.34	0.34	0.09	0.30	0.30	0.11	0.32	0.32	0.08	0.29	0.29
Sat Flow, veh/h	3510	3610	1576	3510	3610	1582	1810	3610	1549	3510	3610	2765
Grp Volume(v), veh/h	637	1190	152	257	976	178	231	819	113	348	1053	335
Grp Sat Flow(s),veh/h/ln	1755	1805	1576	1755	1805	1582	1810	1805	1549	1755	1805	1383
Q Serve(g_s), s	14.7	38.8	8.4	8.6	30.8	10.5	13.4	23.7	6.3	9.4	34.5	9.6
Cycle Q Clear(g_c), s	14.7	38.8	8.4	8.6	30.8	10.5	13.4	23.7	6.3	9.4	34.5	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	433	1217	531	315	1096	480	203	1166	500	277	1045	1150
V/C Ratio(X)	1.47	0.98	0.29	0.82	0.89	0.37	1.14	0.70	0.23	1.26	1.01	0.29
Avail Cap(c_a), veh/h	433	1217	531	380	1121	491	203	1166	500	277	1045	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	39.0	29.0	53.3	39.6	32.6	52.9	35.3	29.4	54.9	42.3	23.4
Incr Delay (d2), s/veh	224.2	20.5	0.3	9.3	9.0	0.5	104.2	1.9	0.2	141.5	29.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.8	20.0	3.2	4.1	14.6	4.0	11.8	10.3	2.4	9.5	19.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	276.4	59.6	29.3	62.5	48.7	33.0	157.1	37.2	29.7	196.4	72.0	23.5
LnGrp LOS	F	E	C	E	D	C	F	D	C	F	F	C
Approach Vol, veh/h		1979			1411			1163			1736	
Approach Delay, s/veh		127.0			49.2			60.3			87.6	
Approach LOS		F			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	44.3	15.3	45.6	18.0	40.3	19.3	41.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	11.4	25.7	10.6	40.8	15.4	36.5	16.7	32.8				
Green Ext Time (p_c), s	0.0	4.5	0.1	0.0	0.0	0.0	0.0	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			86.3									
HCM 6th LOS			F									

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

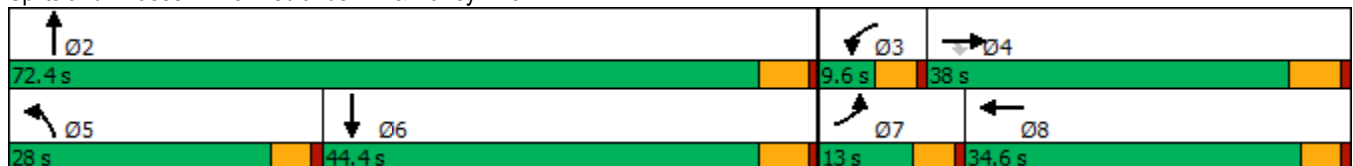


Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	55	639	947	13	5		
Future Volume (vph)	55	639	947	13	5		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	13.0	38.0	28.0	72.4	44.4	9.6	34.6
Total Split (%)	10.8%	31.7%	23.3%	60.3%	37.0%	8%	29%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	8.8	14.4	26.4	36.9	14.3		
Actuated g/C Ratio	0.14	0.22	0.41	0.58	0.22		
v/c Ratio	0.24	0.57	1.35	0.01	0.07		
Control Delay	35.1	1.9	189.9	7.2	9.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	35.1	1.9	189.9	7.2	9.5		
LOS	D	A	F	A	A		
Approach Delay				187.4	9.5		
Approach LOS				F	A		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 64	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 107.9	Intersection LOS: F
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

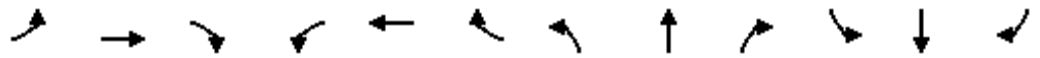
Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↗			↑↗	
Traffic Volume (veh/h)	55	0	639	0	0	0	947	13	0	0	5	41
Future Volume (veh/h)	55	0	639	0	0	0	947	13	0	0	5	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	59	0	521	0	0	0	1007	14	0	0	5	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	87	674	571	3	459	0	594	1762	0	0	171	153
Arrive On Green	0.05	0.00	0.35	0.00	0.00	0.00	0.33	0.49	0.00	0.00	0.09	0.09
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	1900	1610
Grp Volume(v), veh/h	59	0	521	0	0	0	1007	14	0	0	5	38
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	1610
Q Serve(g_s), s	2.3	0.0	22.0	0.0	0.0	0.0	23.4	0.1	0.0	0.0	0.2	1.6
Cycle Q Clear(g_c), s	2.3	0.0	22.0	0.0	0.0	0.0	23.4	0.1	0.0	0.0	0.2	1.6
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	87	674	571	3	459	0	594	1762	0	0	171	153
V/C Ratio(X)	0.67	0.00	0.91	0.00	0.00	0.00	1.69	0.01	0.00	0.00	0.03	0.25
Avail Cap(c_a), veh/h	213	859	728	127	800	0	594	3396	0	0	988	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	21.9	0.0	0.0	0.0	23.9	9.4	0.0	0.0	29.3	29.9
Incr Delay (d2), s/veh	3.3	0.0	13.5	0.0	0.0	0.0	319.5	0.0	0.0	0.0	0.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	9.9	0.0	0.0	0.0	61.6	0.0	0.0	0.0	0.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	0.0	35.4	0.0	0.0	0.0	343.4	9.4	0.0	0.0	29.3	30.7
LnGrp LOS	D	A	D	A	A	A	F	A	A	A	C	C
Approach Vol, veh/h		580			0			1021			43	
Approach Delay, s/veh		35.6			0.0			338.9			30.6	
Approach LOS		D						F			C	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		40.2	0.0	31.1	28.0	12.2	8.0	23.0				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		67.0	5.0	32.2	23.4	39.0	8.4	* 30				
Max Q Clear Time (g_c+I1), s		2.1	0.0	24.0	25.4	3.6	4.3	0.0				
Green Ext Time (p_c), s		0.1	0.0	1.3	0.0	0.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	223.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	111	82	24	782	567
Future Volume (vph)	111	82	24	782	567
Turn Type	Prot	pm+ov	Prot	NA	NA
Protected Phases	4	5	5	2	6
Permitted Phases		4			
Detector Phase	4	5	5	2	6
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	27.1	9.6	9.6	15.4	27.4
Total Split (s)	33.0	10.0	10.0	57.0	47.0
Total Split (%)	36.7%	11.1%	11.1%	63.3%	52.2%
Yellow Time (s)	4.1	3.6	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	4.6	4.6	5.4	5.4
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	12.5	19.3	5.3	54.3	46.7
Actuated g/C Ratio	0.17	0.27	0.07	0.75	0.64
v/c Ratio	0.39	0.18	0.20	0.31	0.28
Control Delay	31.1	5.3	38.3	5.1	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	5.3	38.3	5.1	8.9
LOS	C	A	D	A	A
Approach Delay	20.2			6.1	8.9
Approach LOS	C			A	A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 72.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 8.9
 Intersection LOS: A
 Intersection Capacity Utilization 38.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 29: Redlands Av. & Markham St.



HCM 6th Signalized Intersection Summary
 29: Redlands Av. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	111	82	24	782	567	36
Future Volume (veh/h)	111	82	24	782	567	36
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	121	89	26	850	616	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	248	266	51	2589	2155	136
Arrive On Green	0.14	0.14	0.03	0.65	0.63	0.63
Sat Flow, veh/h	1810	1610	1810	3705	3543	218
Grp Volume(v), veh/h	121	89	26	850	322	333
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1861
Q Serve(g_s), s	4.5	3.5	1.0	7.6	5.9	5.9
Cycle Q Clear(g_c), s	4.5	3.5	1.0	7.6	5.9	5.9
Prop In Lane	1.00	1.00	1.00			0.12
Lane Grp Cap(c), veh/h	248	266	51	2589	1128	1163
V/C Ratio(X)	0.49	0.33	0.51	0.33	0.29	0.29
Avail Cap(c_a), veh/h	702	670	136	2589	1128	1163
HCM Platoon Ratio	1.00	1.00	1.00	0.90	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	26.5	34.5	5.0	6.2	6.2
Incr Delay (d2), s/veh	1.5	0.7	2.9	0.3	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.1	0.5	1.9	1.8	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.2	27.3	37.4	5.3	6.8	6.8
LnGrp LOS	C	C	D	A	A	A
Approach Vol, veh/h				876	655	
Approach Delay, s/veh				6.3	6.8	
Approach LOS				A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.0		14.9	6.6	50.4
Change Period (Y+Rc), s		5.4		5.1	4.6	5.4
Max Green Setting (Gmax), s		51.6		27.9	5.4	41.6
Max Q Clear Time (g_c+I1), s		9.6		6.5	3.0	7.9
Green Ext Time (p_c), s		6.6		0.6	0.0	4.0
Intersection Summary						
HCM 6th Ctrl Delay			9.2			
HCM 6th LOS			A			

Timings
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

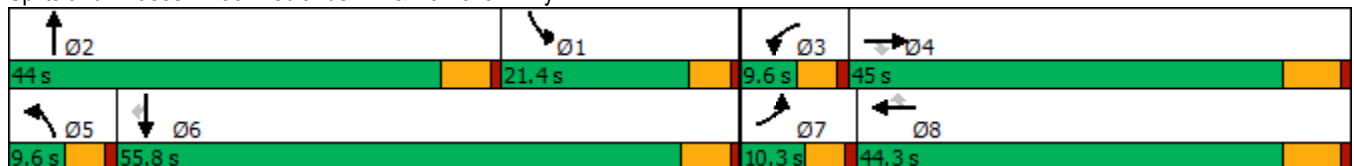


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗	↖	↑	↗
Traffic Volume (vph)	85	4036	70	427	2949	700	86	93	561	49	102
Future Volume (vph)	85	4036	70	427	2949	700	86	93	561	49	102
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.3	45.0	45.0	9.6	44.3	44.3	9.6	44.0	21.4	55.8	55.8
Total Split (%)	8.6%	37.5%	37.5%	8.0%	36.9%	36.9%	8.0%	36.7%	17.8%	46.5%	46.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.7	39.0	39.0	5.0	38.3	38.3	5.0	26.9	16.9	38.7	38.7
Actuated g/C Ratio	0.05	0.36	0.36	0.05	0.35	0.35	0.05	0.25	0.16	0.36	0.36
v/c Ratio	0.97	2.36	0.11	5.59	1.75	0.98	1.12	0.86	2.18	0.08	0.17
Control Delay	139.4	633.2	0.4	2096.1	367.6	48.6	183.2	47.8	567.2	22.4	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	139.4	633.2	0.4	2096.1	367.6	48.6	183.2	47.8	567.2	22.4	4.5
LOS	F	F	A	F	F	D	F	D	F	C	A
Approach Delay		612.7			493.8			72.5		449.2	
Approach LOS		F			F			E		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 5.59
 Intersection Signal Delay: 522.2
 Intersection LOS: F
 Intersection Capacity Utilization 172.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	4036	70	427	2949	700	86	93	292	561	49	102
Future Volume (veh/h)	85	4036	70	427	2949	700	86	93	292	561	49	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	4387	71	464	3205	746	93	101	258	610	53	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	1858	575	84	1824	566	84	114	292	281	679	576
Arrive On Green	0.05	0.36	0.36	0.05	0.35	0.35	0.05	0.24	0.24	0.16	0.36	0.36
Sat Flow, veh/h	1810	5187	1606	1810	5187	1610	1810	473	1209	1810	1900	1610
Grp Volume(v), veh/h	92	4387	71	464	3205	746	93	0	359	610	53	97
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1729	1610	1810	0	1682	1810	1900	1610
Q Serve(g_s), s	5.5	38.8	3.2	5.0	38.1	22.7	5.0	0.0	22.3	16.8	2.0	4.5
Cycle Q Clear(g_c), s	5.5	38.8	3.2	5.0	38.1	22.7	5.0	0.0	22.3	16.8	2.0	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	95	1858	575	84	1824	566	84	0	406	281	679	576
V/C Ratio(X)	0.97	2.36	0.12	5.56	1.76	1.32	1.11	0.00	0.88	2.17	0.08	0.17
Avail Cap(c_a), veh/h	95	1858	575	84	1824	566	84	0	599	281	884	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	34.8	23.3	51.7	35.1	12.5	51.7	0.0	39.6	45.8	23.0	23.8
Incr Delay (d2), s/veh	80.5	614.3	0.1	2075.9	342.8	154.9	132.5	0.0	10.5	539.8	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	120.7	1.2	50.3	72.7	31.2	5.3	0.0	10.1	49.4	0.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.7	649.0	23.4	2127.5	377.9	167.4	184.2	0.0	50.2	585.5	23.0	23.9
LnGrp LOS	F	F	C	F	F	F	F	A	D	F	C	C
Approach Vol, veh/h		4550			4415			452			760	
Approach Delay, s/veh		628.8			526.2			77.7			474.6	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.2	31.5	9.6	45.0	9.6	44.1	10.3	44.3				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	16.8	* 39	5.0	38.8	5.0	50.4	5.7	38.1				
Max Q Clear Time (g_c+I1), s	18.8	24.3	7.0	40.8	7.0	6.5	7.5	40.1				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	0.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	548.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	211	10	6	5	23	8	16	181	0	8	84	419
Future Vol, veh/h	211	10	6	5	23	8	16	181	0	8	84	419
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	229	11	7	5	25	9	17	197	0	9	91	455
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	15.1	10.7	13.1	15.7
HCM LOS	C	B	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	8%	100%	0%	14%	9%	0%
Vol Thru, %	92%	0%	62%	64%	91%	0%
Vol Right, %	0%	0%	38%	22%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	211	16	36	92	419
LT Vol	16	211	0	5	8	0
Through Vol	181	0	10	23	84	0
RT Vol	0	0	6	8	0	419
Lane Flow Rate	214	229	17	39	100	455
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.374	0.449	0.03	0.076	0.164	0.65
Departure Headway (Hd)	6.285	7.052	6.277	6.995	5.893	5.14
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	572	509	569	510	608	701
Service Time	4.34	4.803	4.028	5.07	3.638	2.885
HCM Lane V/C Ratio	0.374	0.45	0.03	0.076	0.164	0.649
HCM Control Delay	13.1	15.5	9.2	10.7	9.8	17
HCM Lane LOS	B	C	A	B	A	C
HCM 95th-tile Q	1.7	2.3	0.1	0.2	0.6	4.8

Intersection

Intersection Delay, s/veh 280

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	56	796	65	56	702	19	7	69	227	7	59	47
Future Vol, veh/h	56	796	65	56	702	19	7	69	227	7	59	47
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	61	847	69	60	747	21	7	75	241	8	64	51
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	399.5	275.8	29.7	17.9
HCM LOS	F	F	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	23%	0%	92%	0%	97%	0%	56%
Vol Right, %	0%	77%	0%	8%	0%	3%	0%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	296	56	861	56	721	7	106
LT Vol	7	0	56	0	56	0	7	0
Through Vol	0	69	0	796	0	702	0	59
RT Vol	0	227	0	65	0	19	0	47
Lane Flow Rate	7	316	61	916	60	767	8	115
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.018	0.678	0.134	1.883	0.132	1.585	0.02	0.279
Departure Headway (Hd)	10.643	9.536	8.831	8.256	9.184	8.643	11.991	11.118
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	338	383	408	449	393	430	300	326
Service Time	8.343	7.236	6.531	5.956	6.884	6.343	9.691	8.818
HCM Lane V/C Ratio	0.021	0.825	0.15	2.04	0.153	1.784	0.027	0.353
HCM Control Delay	13.5	30.1	12.9	425.2	13.3	296.2	14.9	18.1
HCM Lane LOS	B	D	B	F	B	F	B	C
HCM 95th-tile Q	0.1	4.8	0.5	53.8	0.5	37.1	0.1	1.1

Intersection												
Intersection Delay, s/veh	32.8											
Intersection LOS	D											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	312	252	75	236	3	313	234	26	14	111	25
Future Vol, veh/h	52	312	252	75	236	3	313	234	26	14	111	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	57	339	274	82	257	3	340	254	28	15	121	27
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	33.9	27.2	38.7	17.8
HCM LOS	D	D	E	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	75%	0%	100%	0%	0%	99%	0%	100%	0%
Vol Right, %	0%	0%	25%	0%	0%	100%	0%	1%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	313	156	104	52	312	252	75	239	14	111	25
LT Vol	313	0	0	52	0	0	75	0	14	0	0
Through Vol	0	156	78	0	312	0	0	236	0	111	0
RT Vol	0	0	26	0	0	252	0	3	0	0	25
Lane Flow Rate	340	170	113	57	339	274	82	260	15	121	27
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.903	0.426	0.278	0.149	0.845	0.628	0.227	0.686	0.047	0.355	0.075
Departure Headway (Hd)	9.552	9.039	8.859	9.478	8.97	8.259	10.011	9.502	11.125	10.606	9.879
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	378	398	405	378	404	436	358	379	321	338	362
Service Time	7.32	6.806	6.627	7.245	6.737	6.025	7.785	7.276	8.915	8.395	7.668
HCM Lane V/C Ratio	0.899	0.427	0.279	0.151	0.839	0.628	0.229	0.686	0.047	0.358	0.075
HCM Control Delay	56.7	18.4	15	13.9	45.1	24.1	15.7	30.8	14.5	19.2	13.5
HCM Lane LOS	F	C	B	B	E	C	C	D	B	C	B
HCM 95th-tile Q	9.2	2.1	1.1	0.5	8	4.2	0.9	4.9	0.1	1.6	0.2

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

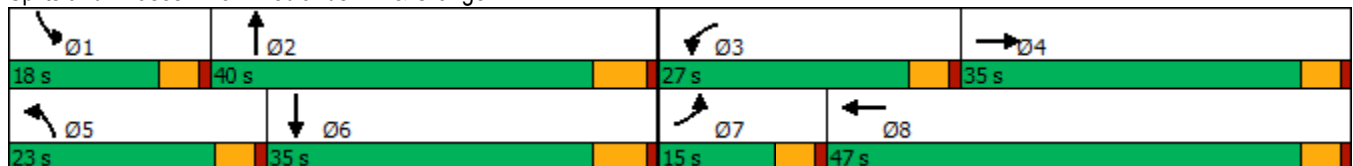


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	69	681	155	573	106	278	133	232
Future Volume (vph)	69	681	155	573	106	278	133	232
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.8	28.9	12.5	36.1	10.0	15.3	10.8	16.1
Actuated g/C Ratio	0.09	0.33	0.14	0.41	0.11	0.17	0.12	0.18
v/c Ratio	0.44	0.74	0.62	0.59	0.53	0.63	0.61	0.43
Control Delay	50.7	31.4	48.5	22.2	49.2	35.0	51.7	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	31.4	48.5	22.2	49.2	35.0	51.7	33.3
LOS	D	C	D	C	D	D	D	C
Approach Delay		32.8		26.4		38.0		39.3
Approach LOS		C		C		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 87.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 32.4
 Intersection LOS: C
 Intersection Capacity Utilization 67.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
 34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	69	681	154	155	573	250	106	278	111	133	232	42
Future Volume (veh/h)	69	681	154	155	573	250	106	278	111	133	232	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	702	120	160	591	249	109	287	89	137	239	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	971	166	205	919	387	142	457	139	176	599	79
Arrive On Green	0.06	0.32	0.32	0.11	0.37	0.37	0.08	0.17	0.17	0.10	0.19	0.19
Sat Flow, veh/h	1810	3070	524	1810	2462	1036	1810	2711	821	1810	3198	423
Grp Volume(v), veh/h	71	412	410	160	433	407	109	189	187	137	134	137
Grp Sat Flow(s),veh/h/ln	1810	1805	1789	1810	1805	1693	1810	1805	1727	1810	1805	1816
Q Serve(g_s), s	2.5	13.0	13.0	5.5	12.7	12.7	3.8	6.2	6.5	4.8	4.2	4.3
Cycle Q Clear(g_c), s	2.5	13.0	13.0	5.5	12.7	12.7	3.8	6.2	6.5	4.8	4.2	4.3
Prop In Lane	1.00		0.29	1.00		0.61	1.00		0.48	1.00		0.23
Lane Grp Cap(c), veh/h	101	571	566	205	674	632	142	304	291	176	338	340
V/C Ratio(X)	0.70	0.72	0.72	0.78	0.64	0.64	0.77	0.62	0.64	0.78	0.39	0.40
Avail Cap(c_a), veh/h	293	854	846	631	1191	1117	518	960	919	377	820	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	19.5	19.5	27.7	16.6	16.6	29.0	24.8	24.9	28.3	22.9	23.0
Incr Delay (d2), s/veh	3.3	1.8	1.8	2.5	1.0	1.1	3.3	2.1	2.4	2.8	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.4	5.4	2.5	5.0	4.8	1.6	2.6	2.6	2.0	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	21.2	21.3	30.2	17.6	17.7	32.3	26.9	27.3	31.2	23.7	23.7
LnGrp LOS	C	C	C	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		893			1000			485			408	
Approach Delay, s/veh		22.2			19.7			28.2			26.2	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	16.6	11.9	24.9	9.6	17.8	8.2	28.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+I1), s	6.8	8.5	7.5	15.0	5.8	6.3	4.5	14.7				
Green Ext Time (p_c), s	0.1	2.0	0.2	5.0	0.1	1.3	0.0	6.5				

Intersection Summary

HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

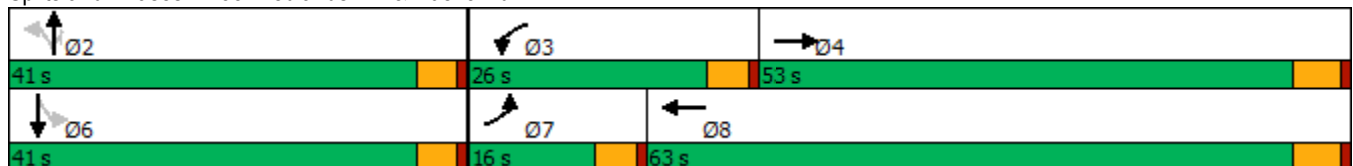


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗		↗
Traffic Volume (vph)	81	1498	263	1404	152	306	256	37	238
Future Volume (vph)	81	1498	263	1404	152	306	256	37	238
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	48.0	19.3	60.6	30.6	30.6	30.6		30.6
Actuated g/C Ratio	0.08	0.43	0.17	0.54	0.27	0.27	0.27		0.27
v/c Ratio	0.58	1.17	0.88	0.78	0.93	0.61	0.42		0.92
Control Delay	67.6	116.8	74.5	26.7	94.8	41.3	6.0		69.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	67.6	116.8	74.5	26.7	94.8	41.3	6.0		69.5
LOS	E	F	E	C	F	D	A		E
Approach Delay		114.5		34.0		40.0			69.5
Approach LOS		F		C		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 69.3
 Intersection LOS: E
 Intersection Capacity Utilization 115.0%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1498	219	263	1404	50	152	306	256	37	238	71
Future Volume (veh/h)	81	1498	219	263	1404	50	152	306	256	37	238	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	1544	181	271	1447	50	157	315	210	38	245	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	1323	153	298	1824	63	239	578	488	65	348	72
Arrive On Green	0.06	0.41	0.41	0.16	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	3255	377	1810	3560	123	1097	1900	1605	101	1144	238
Grp Volume(v), veh/h	84	847	878	271	732	765	157	315	210	337	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1827	1810	1805	1878	1097	1900	1605	1482	0	0
Q Serve(g_s), s	5.4	47.6	47.6	17.2	39.0	39.2	7.7	16.2	12.3	9.2	0.0	0.0
Cycle Q Clear(g_c), s	5.4	47.6	47.6	17.2	39.0	39.2	33.1	16.2	12.3	25.4	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.07	1.00		1.00	0.11		0.16
Lane Grp Cap(c), veh/h	107	734	742	298	925	962	239	578	488	485	0	0
V/C Ratio(X)	0.79	1.16	1.18	0.91	0.79	0.79	0.66	0.55	0.43	0.70	0.00	0.00
Avail Cap(c_a), veh/h	176	734	742	331	925	962	246	590	499	496	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.4	34.8	34.8	48.0	23.4	23.5	43.7	34.0	32.6	36.6	0.0	0.0
Incr Delay (d2), s/veh	4.8	84.8	95.6	24.8	4.8	4.7	6.1	1.0	0.6	4.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	37.0	39.7	9.7	16.7	17.4	4.9	7.7	4.7	9.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	119.6	130.3	72.9	28.2	28.2	49.8	35.0	33.2	40.7	0.0	0.0
LnGrp LOS	E	F	F	E	C	C	D	D	C	D	A	A
Approach Vol, veh/h		1809			1768			682			337	
Approach Delay, s/veh		122.0			35.0			37.9			40.7	
Approach LOS		F			D			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.2	23.9	53.0		40.2	11.5	65.4				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+I1), s		35.1	19.2	49.6		27.4	7.4	41.2				
Green Ext Time (p_c), s		0.5	0.1	0.0		1.5	0.0	9.1				

Intersection Summary

HCM 6th Ctrl Delay	70.1
HCM 6th LOS	E

Timings

36: Murrieta Rd. & Nuevo Rd.

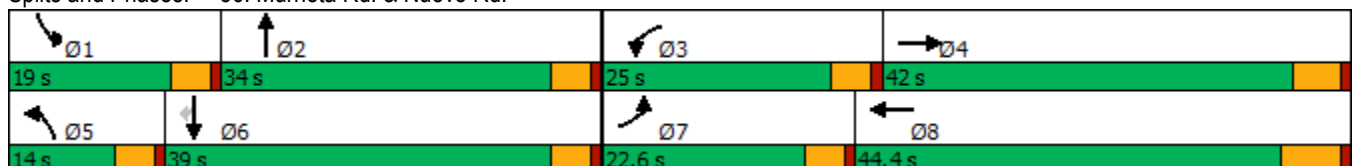


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	101	1533	192	1434	35	103	132	60	87
Future Volume (vph)	101	1533	192	1434	35	103	132	60	87
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	22.6	42.0	25.0	44.4	14.0	34.0	19.0	39.0	39.0
Total Split (%)	18.8%	35.0%	20.8%	37.0%	11.7%	28.3%	15.8%	32.5%	32.5%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.1	37.1	16.2	41.1	6.9	24.3	12.0	34.0	34.0
Actuated g/C Ratio	0.10	0.34	0.15	0.38	0.06	0.22	0.11	0.31	0.31
v/c Ratio	0.60	0.96	0.78	0.84	0.33	0.88	0.72	0.11	0.16
Control Delay	62.6	50.9	66.4	37.6	60.2	52.1	69.6	30.4	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	50.9	66.4	37.6	60.2	52.1	69.6	30.4	4.4
LOS	E	D	E	D	E	D	E	C	A
Approach Delay		51.6		40.8		52.8		40.7	
Approach LOS		D		D		D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 46.4
 Intersection LOS: D
 Intersection Capacity Utilization 86.0%
 ICU Level of Service E
 Analysis Period (min) 15






















Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1533	23	192	1434	74	35	103	268	132	60	87
Future Volume (veh/h)	101	1533	23	192	1434	74	35	103	268	132	60	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	110	1666	20	209	1559	76	38	112	184	143	65	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	139	1900	23	243	2114	103	60	131	214	175	505	428
Arrive On Green	0.08	0.36	0.36	0.13	0.42	0.42	0.03	0.20	0.20	0.10	0.27	0.27
Sat Flow, veh/h	1810	5282	63	1810	5066	247	1810	647	1062	1810	1900	1610
Grp Volume(v), veh/h	110	1091	595	209	1064	571	38	0	296	143	65	55
Grp Sat Flow(s),veh/h/ln	1810	1729	1887	1810	1729	1855	1810	0	1709	1810	1900	1610
Q Serve(g_s), s	5.9	28.9	28.9	11.1	25.4	25.4	2.0	0.0	16.4	7.6	2.5	2.5
Cycle Q Clear(g_c), s	5.9	28.9	28.9	11.1	25.4	25.4	2.0	0.0	16.4	7.6	2.5	2.5
Prop In Lane	1.00		0.03	1.00		0.13	1.00		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	139	1244	679	243	1443	774	60	0	345	175	505	428
V/C Ratio(X)	0.79	0.88	0.88	0.86	0.74	0.74	0.64	0.00	0.86	0.82	0.13	0.13
Avail Cap(c_a), veh/h	332	1292	705	377	1443	774	174	0	513	266	667	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	29.3	29.3	41.5	24.0	24.0	46.8	0.0	37.7	43.4	27.3	27.3
Incr Delay (d2), s/veh	3.8	6.9	11.8	7.3	2.0	3.7	4.2	0.0	9.3	6.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	12.4	14.5	5.1	9.5	10.6	1.0	0.0	7.7	3.7	1.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	36.3	41.1	48.8	26.1	27.8	51.0	0.0	47.0	49.8	27.5	27.5
LnGrp LOS	D	D	D	D	C	C	D	A	D	D	C	C
Approach Vol, veh/h		1796			1844			334			263	
Approach Delay, s/veh		38.6			29.2			47.5			39.6	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	24.4	17.8	41.7	7.8	30.6	12.1	47.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	14.4	29.4	20.4	* 37	9.4	34.4	18.0	37.9				
Max Q Clear Time (g_c+I1), s	9.6	18.4	13.1	30.9	4.0	4.5	7.9	27.4				
Green Ext Time (p_c), s	0.1	1.4	0.2	4.3	0.0	0.5	0.1	6.6				

Intersection Summary

HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

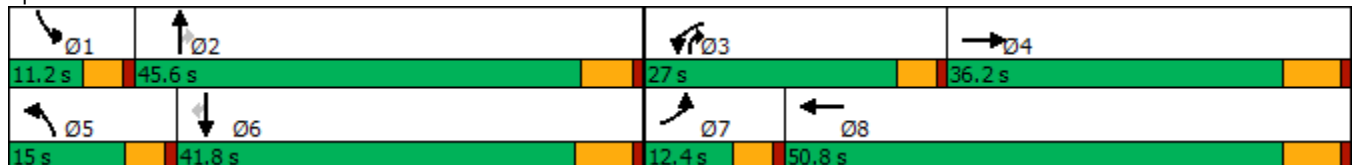


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔	↔↔	↕↕↔	↔↔	↕↕	↔	↔↔	↕↕	↔
Traffic Volume (vph)	233	647	764	933	321	852	784	350	986	131
Future Volume (vph)	233	647	764	933	321	852	784	350	986	131
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	31.1	23.0	45.7	11.0	40.7	63.7	7.2	36.9	36.9
Actuated g/C Ratio	0.07	0.26	0.19	0.39	0.09	0.34	0.54	0.06	0.31	0.31
v/c Ratio	0.96	0.91dr	1.14	0.63	1.01	0.70	0.89	1.67	0.89	0.22
Control Delay	101.9	42.2	124.1	29.2	105.0	37.1	34.1	356.0	50.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.9	42.2	124.1	29.2	105.0	37.1	34.1	356.0	50.0	4.0
LOS	F	D	F	C	F	D	C	F	D	A
Approach Delay		52.6		65.6		47.0			118.8	
Approach LOS		D		E		D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.67
 Intersection Signal Delay: 69.2
 Intersection LOS: E
 Intersection Capacity Utilization 94.9%
 ICU Level of Service F
 Analysis Period (min) 15
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lassel St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	233	647	458	764	933	296	321	852	784	350	986	131
Future Volume (veh/h)	233	647	458	764	933	296	321	852	784	350	986	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	238	660	382	780	952	275	328	869	662	357	1006	97
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	245	923	428	671	1546	445	321	1248	840	210	1146	505
Arrive On Green	0.07	0.27	0.25	0.19	0.39	0.37	0.09	0.35	0.34	0.06	0.32	0.32
Sat Flow, veh/h	3510	3458	1604	3510	3982	1147	3510	3610	1584	3510	3610	1589
Grp Volume(v), veh/h	238	660	382	780	826	401	328	869	662	357	1006	97
Grp Sat Flow(s),veh/h/ln	1755	1729	1604	1755	1729	1671	1755	1805	1584	1755	1805	1589
Q Serve(g_s), s	8.1	20.8	27.7	23.0	23.1	23.4	11.0	24.9	40.4	7.2	31.7	5.3
Cycle Q Clear(g_c), s	8.1	20.8	27.7	23.0	23.1	23.4	11.0	24.9	40.4	7.2	31.7	5.3
Prop In Lane	1.00		1.00	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	923	428	671	1342	649	321	1248	840	210	1146	505
V/C Ratio(X)	0.97	0.72	0.89	1.16	0.62	0.62	1.02	0.70	0.79	1.70	0.88	0.19
Avail Cap(c_a), veh/h	245	926	429	671	1345	650	321	1248	840	210	1146	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	40.0	43.5	48.6	29.6	30.3	54.6	33.9	23.1	56.5	38.8	29.8
Incr Delay (d2), s/veh	48.9	2.6	20.4	88.8	0.8	1.8	55.9	1.7	5.1	334.2	7.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	8.8	13.0	17.9	9.2	9.3	7.2	10.8	14.8	12.8	14.5	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.8	42.6	63.9	137.4	30.4	32.1	110.6	35.6	28.2	390.7	46.8	30.0
LnGrp LOS	F	D	E	F	C	C	F	D	C	F	D	C
Approach Vol, veh/h		1280			2007			1859			1460	
Approach Delay, s/veh		60.5			72.3			46.2			129.8	
Approach LOS		E			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	46.0	27.0	36.1	15.0	42.2	12.4	50.7				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	9.2	42.4	25.0	29.7	13.0	33.7	10.1	25.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	1.2	0.0	7.4				

Intersection Summary

HCM 6th Ctrl Delay	75.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Stoneridge Commerce Center SP (JN 13265)

38: Lasselle St. & Krameria Av.

05/28/2020

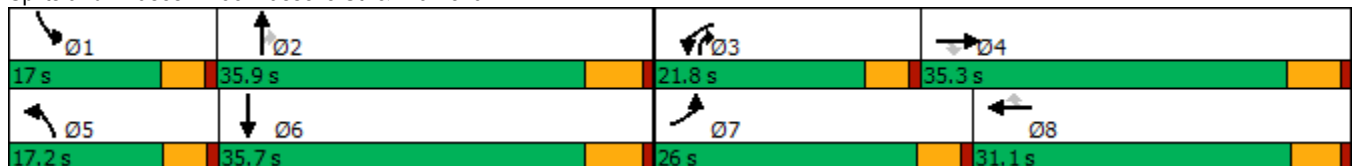


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	511	351	301	240	240	164	287	1408	318	301	816
Future Volume (vph)	511	351	301	240	240	164	287	1408	318	301	816
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.1	27.3	25.9	17.2	22.4	21.3	13.2	32.0	49.2	13.0	31.8
Actuated g/C Ratio	0.21	0.26	0.25	0.16	0.21	0.20	0.13	0.30	0.47	0.12	0.30
v/c Ratio	1.47	0.78	0.55	0.89	0.65	0.38	1.38	1.40	0.43	1.47	1.04
Control Delay	258.5	48.3	10.7	75.4	45.7	7.7	232.9	215.9	12.3	268.6	74.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	258.5	48.3	10.7	75.4	45.7	7.7	232.9	215.9	12.3	268.6	74.2
LOS	F	D	B	E	D	A	F	F	B	F	E
Approach Delay		130.8			47.1			186.1			118.5
Approach LOS		F			D			F			F

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 105.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.47
 Intersection Signal Delay: 138.8
 Intersection LOS: F
 Intersection Capacity Utilization 110.5%
 ICU Level of Service H
 Analysis Period (min) 15

























Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	511	351	301	240	240	164	287	1408	318	301	816	204
Future Volume (veh/h)	511	351	301	240	240	164	287	1408	318	301	816	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	555	382	224	261	261	118	312	1530	236	327	887	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	384	469	373	300	375	300	230	1111	743	227	894	201
Arrive On Green	0.21	0.25	0.23	0.17	0.20	0.19	0.13	0.31	0.30	0.13	0.31	0.29
Sat Flow, veh/h	1810	1900	1598	1810	1900	1605	1810	3610	1607	1810	2924	659
Grp Volume(v), veh/h	555	382	224	261	261	118	312	1530	236	327	547	540
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1605	1810	1805	1607	1810	1805	1777
Q Serve(g_s), s	22.0	19.7	13.0	14.6	13.2	6.7	13.2	31.9	9.6	13.0	31.3	31.4
Cycle Q Clear(g_c), s	22.0	19.7	13.0	14.6	13.2	6.7	13.2	31.9	9.6	13.0	31.3	31.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	384	469	373	300	375	300	230	1111	743	227	552	543
V/C Ratio(X)	1.45	0.82	0.60	0.87	0.70	0.39	1.35	1.38	0.32	1.44	0.99	0.99
Avail Cap(c_a), veh/h	384	574	461	311	497	403	230	1111	743	227	552	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	36.8	35.4	42.1	38.7	37.0	45.2	35.9	17.6	45.3	35.9	36.2
Incr Delay (d2), s/veh	214.6	7.4	1.6	20.8	2.8	0.8	185.1	175.5	0.2	221.7	36.1	36.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.3	9.7	5.1	8.1	6.3	2.7	17.5	40.2	3.5	19.6	18.4	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	255.4	44.2	37.0	63.0	41.5	37.8	230.3	211.4	17.8	267.0	72.0	72.9
LnGrp LOS	F	D	D	E	D	D	F	F	B	F	E	E
Approach Vol, veh/h		1161			640			2078			1414	
Approach Delay, s/veh		143.8			49.6			192.3			117.4	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	35.9	21.2	29.6	17.2	35.7	26.0	24.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	15.0	33.9	16.6	21.7	15.2	33.4	24.0	15.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	144.4
HCM 6th LOS	F

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

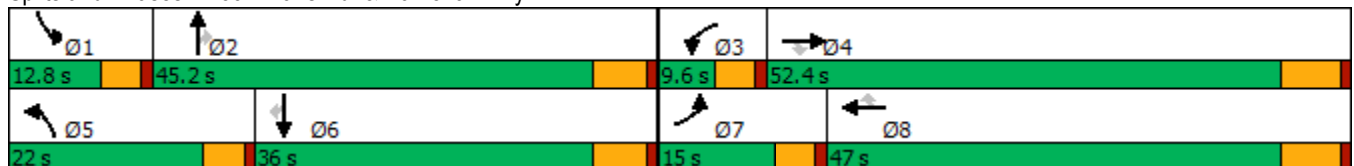
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	579	3757	618	71	3261	574	321	468	75	584	759	495
Future Volume (vph)	579	3757	618	71	3261	574	321	468	75	584	759	495
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	50.5	50.5	5.6	43.1	43.1	15.3	37.4	37.4	8.8	30.9	30.9
Actuated g/C Ratio	0.09	0.43	0.43	0.05	0.37	0.37	0.13	0.32	0.32	0.08	0.27	0.27
v/c Ratio	1.79	1.70	0.74	0.43	2.49	0.82	0.71	0.41	0.12	2.25	0.81	0.89
Control Delay	395.7	343.2	21.1	63.1	693.5	32.8	57.7	31.9	0.4	600.2	47.7	43.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	395.7	343.2	21.1	63.1	693.5	32.8	57.7	31.9	0.4	600.2	47.7	43.8
LOS	F	F	C	E	F	C	E	C	A	F	D	D
Approach Delay		309.2			585.0			38.7			222.3	
Approach LOS		F			F			D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.3
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.49
 Intersection Signal Delay: 368.3
 Intersection LOS: F
 Intersection Capacity Utilization 150.1%
 ICU Level of Service H
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	579	3757	618	71	3261	574	321	468	75	584	759	495
Future Volume (veh/h)	579	3757	618	71	3261	574	321	468	75	584	759	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	591	3834	0	72	3328	479	328	478	76	596	774	331
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	343	2257		158	1381	616	410	1080	482	275	941	414
Arrive On Green	0.10	0.44	0.00	0.05	0.38	0.38	0.12	0.30	0.30	0.08	0.26	0.26
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1587
Grp Volume(v), veh/h	591	3834	0	72	3328	479	328	478	76	596	774	331
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1587
Q Serve(g_s), s	11.0	48.9	0.0	2.2	43.0	29.4	10.2	12.0	3.9	8.8	22.7	21.9
Cycle Q Clear(g_c), s	11.0	48.9	0.0	2.2	43.0	29.4	10.2	12.0	3.9	8.8	22.7	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	2257		158	1381	616	410	1080	482	275	941	414
V/C Ratio(X)	1.72	1.70		0.45	2.41	0.78	0.80	0.44	0.16	2.17	0.82	0.80
Avail Cap(c_a), veh/h	343	2257		175	1381	616	562	1323	590	275	1027	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	31.8	0.0	52.3	34.7	30.5	48.4	31.8	29.0	51.8	39.1	38.8
Incr Delay (d2), s/veh	336.5	316.3	0.0	0.8	637.0	6.3	3.9	0.3	0.2	538.1	5.1	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	84.3	0.0	1.0	139.2	11.5	4.6	5.1	1.4	24.3	10.3	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	387.2	348.1	0.0	53.1	671.7	36.8	52.3	32.1	29.1	589.9	44.2	48.0
LnGrp LOS	F	F		D	F	D	D	C	C	F	D	D
Approach Vol, veh/h		4425	A		3879			882			1701	
Approach Delay, s/veh		353.3			581.8			39.4			236.2	
Approach LOS		F			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	37.6	9.1	52.9	17.1	33.3	15.0	47.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	10.8	14.0	4.2	50.9	12.2	24.7	13.0	45.0				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.0	0.3	2.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	391.0
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

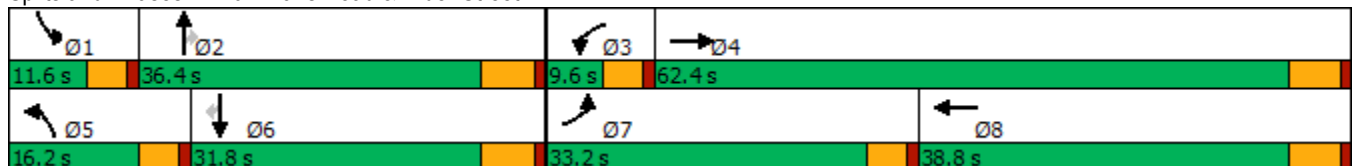


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	371	527	115	417	147	445	72	65	614	347
Future Volume (vph)	371	527	115	417	147	445	72	65	614	347
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	33.2	62.4	9.6	38.8	16.2	36.4	36.4	11.6	31.8	31.8
Total Split (%)	27.7%	52.0%	8.0%	32.3%	13.5%	30.3%	30.3%	9.7%	26.5%	26.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	26.7	43.8	5.1	22.1	11.5	31.4	31.4	6.7	24.1	24.1
Actuated g/C Ratio	0.25	0.42	0.05	0.21	0.11	0.30	0.30	0.06	0.23	0.23
v/c Ratio	0.87	0.56	1.44	0.72	0.81	0.45	0.13	0.61	0.80	0.58
Control Delay	59.8	22.3	287.9	43.5	77.9	34.0	0.5	74.6	47.9	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	22.3	287.9	43.5	77.9	34.0	0.5	74.6	47.9	7.9
LOS	E	C	F	D	E	C	A	E	D	A
Approach Delay		34.5		89.0		40.1			36.1	
Approach LOS		C		F		D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.44	
Intersection Signal Delay: 45.8	Intersection LOS: D
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)
05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	371	527	245	115	417	87	147	445	72	65	614	347
Future Volume (veh/h)	371	527	245	115	417	87	147	445	72	65	614	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	399	567	241	124	448	80	158	478	72	70	660	233
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	436	927	393	100	586	104	192	1037	463	91	835	368
Arrive On Green	0.24	0.38	0.38	0.06	0.19	0.19	0.11	0.29	0.29	0.05	0.23	0.23
Sat Flow, veh/h	1810	2459	1043	1810	3064	544	1810	3610	1610	1810	3610	1593
Grp Volume(v), veh/h	399	416	392	124	263	265	158	478	72	70	660	233
Grp Sat Flow(s),veh/h/ln	1810	1805	1697	1810	1805	1802	1810	1805	1610	1810	1805	1593
Q Serve(g_s), s	19.4	16.8	16.9	5.0	12.4	12.6	7.7	9.8	3.0	3.5	15.5	11.9
Cycle Q Clear(g_c), s	19.4	16.8	16.9	5.0	12.4	12.6	7.7	9.8	3.0	3.5	15.5	11.9
Prop In Lane	1.00		0.61	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	436	680	640	100	345	345	192	1037	463	91	835	368
V/C Ratio(X)	0.91	0.61	0.61	1.24	0.76	0.77	0.82	0.46	0.16	0.77	0.79	0.63
Avail Cap(c_a), veh/h	573	1131	1063	100	660	658	232	1223	546	140	1039	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	22.8	22.8	42.7	34.6	34.6	39.5	26.4	24.0	42.4	32.7	31.3
Incr Delay (d2), s/veh	14.3	0.9	1.0	166.9	3.5	3.6	15.1	0.3	0.2	5.2	3.4	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	6.7	6.3	6.8	5.5	5.5	4.1	4.0	1.1	1.6	6.7	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	23.7	23.8	209.6	38.0	38.3	54.7	26.8	24.2	47.6	36.0	33.2
LnGrp LOS	D	C	C	F	D	D	D	C	C	D	D	C
Approach Vol, veh/h		1207			652			708			963	
Approach Delay, s/veh		31.6			70.8			32.7			36.2	
Approach LOS		C			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	31.7	9.6	39.8	14.2	26.7	26.4	23.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	7.0	30.6	5.0	56.6	11.6	26.0	28.6	33.0				
Max Q Clear Time (g_c+I1), s	5.5	11.8	7.0	18.9	9.7	17.5	21.4	14.6				
Green Ext Time (p_c), s	0.0	2.9	0.0	5.3	0.0	3.2	0.4	2.7				

Intersection Summary

HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

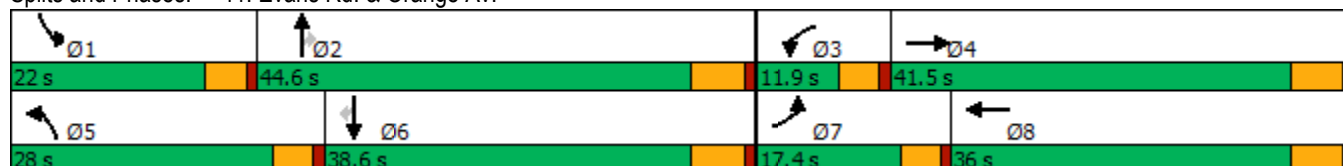


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	166	425	99	517	157	373	108	122	372	154
Future Volume (vph)	166	425	99	517	157	373	108	122	372	154
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.6	36.1	7.4	30.8	14.2	29.2	29.2	11.9	26.8	26.8
Actuated g/C Ratio	0.12	0.34	0.07	0.29	0.13	0.28	0.28	0.11	0.25	0.25
v/c Ratio	0.82	0.90	0.83	1.24	0.69	0.76	0.21	0.64	0.82	0.30
Control Delay	76.6	53.2	97.2	158.5	59.5	45.0	2.8	61.0	52.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	53.2	97.2	158.5	59.5	45.0	2.8	61.0	52.1	4.1
LOS	E	D	F	F	E	D	A	E	D	A
Approach Delay		58.8		150.3		41.4			42.4	
Approach LOS		E		F		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.5
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay: 75.5
 Intersection LOS: E
 Intersection Capacity Utilization 89.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	425	110	99	517	121	157	373	108	122	372	154
Future Volume (veh/h)	166	425	110	99	517	121	157	373	108	122	372	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	452	89	105	550	122	167	397	86	130	396	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	210	549	108	132	474	105	202	500	424	162	458	388
Arrive On Green	0.12	0.36	0.36	0.07	0.31	0.31	0.11	0.26	0.26	0.09	0.24	0.24
Sat Flow, veh/h	1810	1535	302	1810	1506	334	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	177	0	541	105	0	672	167	397	86	130	396	105
Grp Sat Flow(s),veh/h/ln	1810	0	1837	1810	0	1840	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	9.2	0.0	25.7	5.5	0.0	30.2	8.7	18.7	4.0	6.8	19.2	5.1
Cycle Q Clear(g_c), s	9.2	0.0	25.7	5.5	0.0	30.2	8.7	18.7	4.0	6.8	19.2	5.1
Prop In Lane	1.00		0.16	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	0	657	132	0	579	202	500	424	162	458	388
V/C Ratio(X)	0.84	0.00	0.82	0.79	0.00	1.16	0.83	0.79	0.20	0.80	0.86	0.27
Avail Cap(c_a), veh/h	241	0	683	138	0	579	441	768	651	328	649	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	0.0	28.1	43.8	0.0	32.9	41.7	32.9	27.5	42.9	34.9	29.6
Incr Delay (d2), s/veh	18.6	0.0	7.8	23.4	0.0	90.2	3.3	3.3	0.2	3.5	8.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	11.8	3.2	0.0	26.9	3.9	8.5	1.5	3.1	9.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	0.0	35.9	67.2	0.0	123.1	45.0	36.2	27.8	46.4	43.5	29.9
LnGrp LOS	E	A	D	E	A	F	D	D	C	D	D	C
Approach Vol, veh/h		718			777			650				631
Approach Delay, s/veh		41.9			115.5			37.3				41.8
Approach LOS		D			F			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	31.0	11.6	40.1	15.3	28.9	15.7	36.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	8.8	20.7	7.5	27.7	10.7	21.2	11.2	32.2				
Green Ext Time (p_c), s	0.1	2.3	0.0	2.0	0.2	1.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	61.4
HCM 6th LOS	E

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

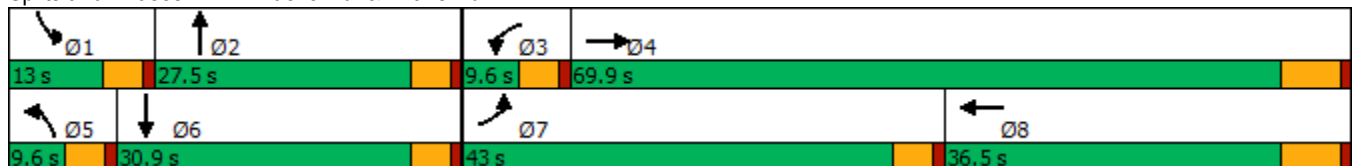


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗
Traffic Volume (vph)	592	1252	450	1244	45	771	174	972
Future Volume (vph)	592	1252	450	1244	45	771	174	972
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	43.0	69.9	9.6	36.5	9.6	27.5	13.0	30.9
Total Split (%)	35.8%	58.3%	8.0%	30.4%	8.0%	22.9%	10.8%	25.8%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	38.4	63.4	5.0	30.0	5.0	22.9	8.4	28.2
Actuated g/C Ratio	0.32	0.53	0.04	0.25	0.04	0.19	0.07	0.24
v/c Ratio	1.07	0.51	6.25	1.08	0.63	4.42	1.44	3.28
Control Delay	96.9	18.9	2401.8	93.6	90.8	1557.7	275.4	1051.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.9	18.9	2401.8	93.6	90.8	1557.7	275.4	1051.1
LOS	F	B	F	F	F	F	F	F
Approach Delay		42.8		673.1		1516.2		964.5
Approach LOS		D		F		F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 6.25
 Intersection Signal Delay: 757.3
 Intersection LOS: F
 Intersection Capacity Utilization 173.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

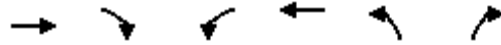


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	592	1252	89	450	1244	99	45	771	778	174	972	411
Future Volume (veh/h)	592	1252	89	450	1244	99	45	771	778	174	972	411
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	617	1304	93	469	1296	87	47	803	810	181	1012	208
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	579	2611	186	75	1241	83	61	166	167	127	348	71
Arrive On Green	0.32	0.53	0.53	0.04	0.25	0.25	0.03	0.19	0.19	0.07	0.23	0.23
Sat Flow, veh/h	1810	4942	352	1810	4965	333	1810	867	875	1810	1529	314
Grp Volume(v), veh/h	617	912	485	469	903	480	47	0	1613	181	0	1220
Grp Sat Flow(s),veh/h/ln	1810	1729	1837	1810	1729	1840	1810	0	1742	1810	0	1843
Q Serve(g_s), s	38.4	20.3	20.3	5.0	30.0	30.0	3.1	0.0	22.9	8.4	0.0	27.3
Cycle Q Clear(g_c), s	38.4	20.3	20.3	5.0	30.0	30.0	3.1	0.0	22.9	8.4	0.0	27.3
Prop In Lane	1.00		0.19	1.00		0.18	1.00		0.50	1.00		0.17
Lane Grp Cap(c), veh/h	579	1827	970	75	865	460	61	0	333	127	0	419
V/C Ratio(X)	1.07	0.50	0.50	6.22	1.04	1.04	0.77	0.00	4.85	1.43	0.00	2.91
Avail Cap(c_a), veh/h	579	1827	970	75	865	460	75	0	333	127	0	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.8	18.1	18.1	57.5	45.0	45.0	57.5	0.0	48.6	55.8	0.0	46.4
Incr Delay (d2), s/veh	56.1	1.0	1.8	2377.3	42.7	54.0	25.0	0.0	1739.6	232.4	0.0	867.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.9	7.5	8.2	52.0	17.2	19.8	1.8	0.0	170.7	12.0	0.0	113.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.9	19.1	20.0	2434.8	87.7	99.0	82.5	0.0	1788.2	288.2	0.0	913.4
LnGrp LOS	F	B	B	F	F	F	F	A	F	F	A	F
Approach Vol, veh/h		2014			1852			1660			1401	
Approach Delay, s/veh		43.1			685.0			1739.9			832.6	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	27.5	9.6	69.9	8.6	31.9	43.0	36.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	8.4	22.9	5.0	63.4	5.0	26.3	38.4	30.0				
Max Q Clear Time (g_c+I1), s	10.4	24.9	7.0	22.3	5.1	29.3	40.4	32.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	10.6	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	781.0
HCM 6th LOS	F

Timings
43: Bradley St. & Ramona Expy

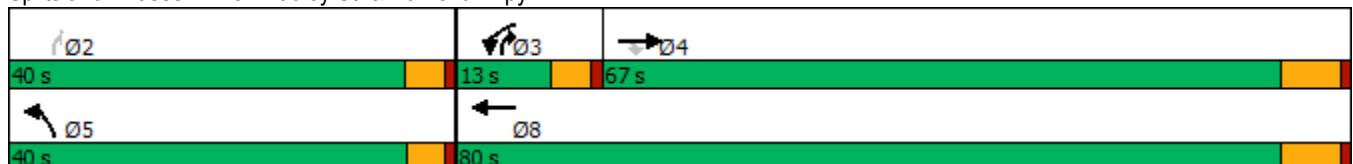


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑	
Traffic Volume (vph)	3689	281	78	3392	108	37	
Future Volume (vph)	3689	281	78	3392	108	37	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	63.3	63.3	7.7	73.5	12.0	24.2	
Actuated g/C Ratio	0.66	0.66	0.08	0.76	0.12	0.25	
v/c Ratio	1.64	0.27	0.57	1.30	0.51	0.10	
Control Delay	310.0	6.1	59.2	154.6	47.8	27.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	310.0	6.1	59.2	154.6	47.8	27.7	
LOS	F	A	E	F	D	C	
Approach Delay	288.5			152.5	42.7		
Approach LOS	F			F	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 96.5
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.64
 Intersection Signal Delay: 221.5
 Intersection LOS: F
 Intersection Capacity Utilization 117.1%
 ICU Level of Service H
 Analysis Period (min) 15

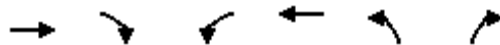
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	3689	281	78	3392	108	37
Future Volume (veh/h)	3689	281	78	3392	108	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3883	276	82	3571	114	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2482	1106	106	2873	154	231
Arrive On Green	0.69	0.69	0.06	0.80	0.09	0.09
Sat Flow, veh/h	3705	1609	1810	3705	1810	1610
Grp Volume(v), veh/h	3883	276	82	3571	114	27
Grp Sat Flow(s),veh/h/ln	1805	1609	1810	1805	1810	1610
Q Serve(g_s), s	63.5	6.0	4.1	73.5	5.7	1.3
Cycle Q Clear(g_c), s	63.5	6.0	4.1	73.5	5.7	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2482	1106	106	2873	154	231
V/C Ratio(X)	1.56	0.25	0.78	1.24	0.74	0.12
Avail Cap(c_a), veh/h	2482	1106	165	2873	696	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	5.4	42.9	9.4	41.3	34.5
Incr Delay (d2), s/veh	255.9	0.1	4.5	112.5	6.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	104.2	1.4	1.9	53.6	2.8	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	270.3	5.6	47.4	121.9	48.1	34.7
LnGrp LOS	F	A	D	F	D	C
Approach Vol, veh/h	4159			3653	141	
Approach Delay, s/veh	252.8			120.2	45.5	
Approach LOS	F			F	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.4	10.0	70.0		80.0
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		7.7	6.1	65.5		75.5
Green Ext Time (p_c), s		0.4	0.0	0.0		0.0
Intersection Summary						
HCM 6th Ctrl Delay			188.2			
HCM 6th LOS			F			

Timings
44: Bradley St. & Rider St.

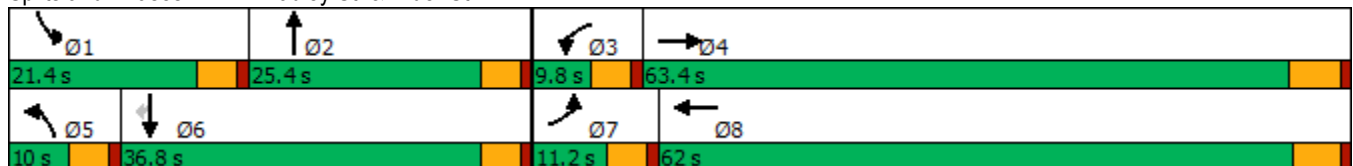


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕	↗
Traffic Volume (vph)	128	489	8	433	19	9	49	16	105
Future Volume (vph)	128	489	8	433	19	9	49	16	105
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	38.1	5.9	24.6	5.9	12.6	8.1	13.6	13.6
Actuated g/C Ratio	0.13	0.64	0.10	0.41	0.10	0.21	0.14	0.23	0.23
v/c Ratio	0.58	0.23	0.05	0.72	0.11	0.04	0.21	0.04	0.25
Control Delay	46.1	9.2	37.0	22.7	37.2	22.6	33.3	25.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	9.2	37.0	22.7	37.2	22.6	33.3	25.8	8.0
LOS	D	A	D	C	D	C	C	C	A
Approach Delay		16.6		22.9		30.7		17.0	
Approach LOS		B		C		C		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 59.9
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 19.5
 Intersection LOS: B
 Intersection Capacity Utilization 57.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↘		↗	↘		↗	↘	↗
Traffic Volume (veh/h)	128	489	16	8	433	94	19	9	7	49	16	105
Future Volume (veh/h)	128	489	16	8	433	94	19	9	7	49	16	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	133	509	16	8	451	92	20	9	4	51	17	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	1609	50	19	562	115	43	174	77	89	313	264
Arrive On Green	0.09	0.45	0.45	0.01	0.37	0.37	0.02	0.14	0.14	0.05	0.16	0.16
Sat Flow, veh/h	1810	3570	112	1810	1531	312	1810	1246	554	1810	1900	1601
Grp Volume(v), veh/h	133	257	268	8	0	543	20	0	13	51	17	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1877	1810	0	1843	1810	0	1800	1810	1900	1601
Q Serve(g_s), s	4.0	5.1	5.1	0.2	0.0	14.8	0.6	0.0	0.4	1.5	0.4	1.3
Cycle Q Clear(g_c), s	4.0	5.1	5.1	0.2	0.0	14.8	0.6	0.0	0.4	1.5	0.4	1.3
Prop In Lane	1.00		0.06	1.00		0.17	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	170	813	846	19	0	676	43	0	251	89	313	264
V/C Ratio(X)	0.78	0.32	0.32	0.42	0.00	0.80	0.46	0.00	0.05	0.58	0.05	0.16
Avail Cap(c_a), veh/h	214	1859	1933	168	0	1865	175	0	670	544	1094	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	9.8	9.8	27.5	0.0	15.9	26.9	0.0	20.9	26.0	19.7	20.1
Incr Delay (d2), s/veh	10.4	0.2	0.2	5.5	0.0	2.3	2.8	0.0	0.1	2.2	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.5	1.6	0.1	0.0	5.4	0.3	0.0	0.1	0.7	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	10.1	10.1	33.0	0.0	18.2	29.8	0.0	20.9	28.2	19.8	20.3
LnGrp LOS	D	B	B	C	A	B	C	A	C	C	B	C
Approach Vol, veh/h		658			551			33			111	
Approach Delay, s/veh		15.1			18.4			26.3			23.9	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	12.4	5.2	31.0	5.9	13.8	9.9	26.3				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	3.5	2.4	2.2	7.1	2.6	3.3	6.0	16.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.0	0.0	0.2	0.0	3.7				

Intersection Summary

HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 110.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Traffic Vol, veh/h	280	361	93	543	302	37
Future Vol, veh/h	280	361	93	543	302	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	295	380	98	572	318	39

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	675	0	1253
Stage 1	-	-	-	-	485
Stage 2	-	-	-	-	768
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	926	-	~ 192
Stage 1	-	-	-	-	623
Stage 2	-	-	-	-	461
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	926	-	~ 162
Mov Cap-2 Maneuver	-	-	-	-	~ 162
Stage 1	-	-	-	-	623
Stage 2	-	-	-	-	390

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	\$ 525.2
HCM LOS			F

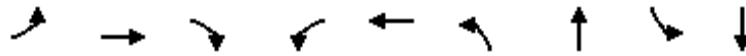
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	176	-	-	926	-
HCM Lane V/C Ratio	2.028	-	-	0.106	-
HCM Control Delay (s)	\$ 525.2	-	-	9.3	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	27.5	-	-	0.4	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
46: Dunlap Dr. & Nuevo Rd.

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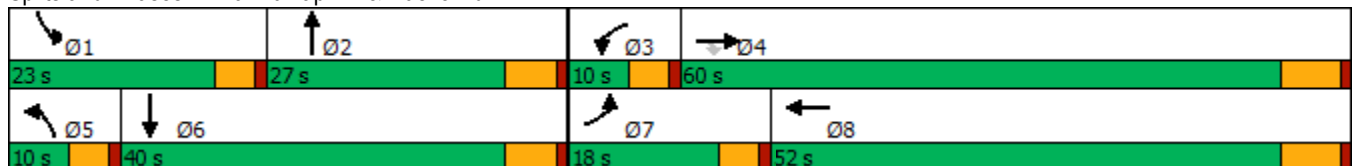


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	87	2046	9	21	1658	9	48	225	31
Future Volume (vph)	87	2046	9	21	1658	9	48	225	31
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	18.0	60.0	60.0	10.0	52.0	10.0	27.0	23.0	40.0
Total Split (%)	15.0%	50.0%	50.0%	8.3%	43.3%	8.3%	22.5%	19.2%	33.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.6	56.9	56.9	5.3	48.9	5.2	11.6	17.0	27.4
Actuated g/C Ratio	0.09	0.56	0.56	0.05	0.48	0.05	0.11	0.17	0.27
v/c Ratio	0.56	2.10	0.01	0.24	2.18	0.11	0.29	0.82	0.21
Control Delay	59.9	520.1	0.0	57.9	556.8	54.1	44.1	64.9	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.9	520.1	0.0	57.9	556.8	54.1	44.1	64.9	13.4
LOS	E	F	A	E	F	D	D	E	B
Approach Delay		499.1			551.0		45.5		49.4
Approach LOS		F			F		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.2
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.18
 Intersection Signal Delay: 480.8
 Intersection LOS: F
 Intersection Capacity Utilization 137.1%
 ICU Level of Service H
 Analysis Period (min) 15























Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

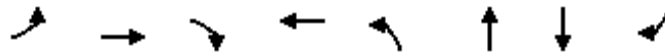
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	2046	9	21	1658	150	9	48	9	225	31	65
Future Volume (veh/h)	87	2046	9	21	1658	150	9	48	9	225	31	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	2224	8	23	1802	150	10	52	9	245	34	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	985	835	42	822	68	22	153	27	277	153	253
Arrive On Green	0.07	0.52	0.52	0.02	0.47	0.47	0.01	0.10	0.10	0.15	0.24	0.24
Sat Flow, veh/h	1810	1900	1610	1810	1730	144	1810	1578	273	1810	645	1062
Grp Volume(v), veh/h	95	2224	8	23	0	1952	10	0	61	245	0	90
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1874	1810	0	1851	1810	0	1706
Q Serve(g_s), s	5.3	53.5	0.2	1.3	0.0	49.0	0.6	0.0	3.2	13.7	0.0	4.4
Cycle Q Clear(g_c), s	5.3	53.5	0.2	1.3	0.0	49.0	0.6	0.0	3.2	13.7	0.0	4.4
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.15	1.00		0.62
Lane Grp Cap(c), veh/h	121	985	835	42	0	890	22	0	180	277	0	406
V/C Ratio(X)	0.79	2.26	0.01	0.54	0.00	2.19	0.46	0.00	0.34	0.89	0.00	0.22
Avail Cap(c_a), veh/h	235	985	835	95	0	890	95	0	380	323	0	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.4	24.9	12.0	49.9	0.0	27.1	50.6	0.0	43.5	42.8	0.0	31.6
Incr Delay (d2), s/veh	4.2	569.4	0.0	4.0	0.0	540.5	5.5	0.0	1.1	20.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	175.9	0.1	0.6	0.0	152.4	0.3	0.0	1.5	7.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	594.2	12.0	53.8	0.0	567.6	56.1	0.0	44.6	63.0	0.0	31.9
LnGrp LOS	D	F	B	D	A	F	E	A	D	E	A	C
Approach Vol, veh/h		2327			1975			71			335	
Approach Delay, s/veh		570.1			561.6			46.2			54.7	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	15.8	7.0	60.0	5.8	30.3	11.5	55.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	18.4	21.2	5.4	53.5	5.4	34.2	13.4	45.5				
Max Q Clear Time (g_c+I1), s	15.7	5.2	3.3	55.5	2.6	6.4	7.3	51.0				
Green Ext Time (p_c), s	0.1	0.2	0.0	0.0	0.0	0.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			522.0									
HCM 6th LOS			F									

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↕	↖	↗	↕	↖	↗
Traffic Volume (vph)	51	0	450	0	458	3418	3591	134	
Future Volume (vph)	51	0	450	0	458	3418	3591	134	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4						6
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		25.9	25.9	25.9	16.5	71.9	50.8	50.8	
Actuated g/C Ratio		0.24	0.24	0.24	0.15	0.66	0.47	0.47	
v/c Ratio		0.16	0.89	0.00	0.92	1.53	2.27	0.18	
Control Delay		32.4	42.2	0.0	70.7	260.7	594.0	8.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		32.4	42.2	0.0	70.7	260.7	594.0	8.0	
LOS		C	D	A	E	F	F	A	
Approach Delay		41.2				238.2	572.9		
Approach LOS		D				F	F		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 109	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.27	
Intersection Signal Delay: 379.9	Intersection LOS: F
Intersection Capacity Utilization 148.8%	ICU Level of Service H
Analysis Period (min) 15	





















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

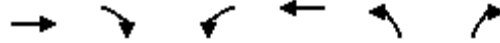
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	0	450	0	0	1	458	3418	1	0	3591	134
Future Volume (veh/h)	51	0	450	0	0	1	458	3418	1	0	3591	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	0	363	0	0	1	487	3636	1	0	3820	117
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	423	0	400	0	0	401	523	2408	1	2	1657	738
Arrive On Green	0.25	0.00	0.25	0.00	0.00	0.25	0.15	0.65	0.65	0.00	0.46	0.46
Sat Flow, veh/h	1436	0	1606	0	0	1610	3510	3704	1	1810	3610	1608
Grp Volume(v), veh/h	54	0	363	0	0	1	487	1772	1865	0	3820	117
Grp Sat Flow(s),veh/h/ln	1436	0	1606	0	0	1610	1755	1805	1900	1810	1805	1608
Q Serve(g_s), s	3.2	0.0	24.1	0.0	0.0	0.1	15.1	71.5	71.5	0.0	50.5	4.7
Cycle Q Clear(g_c), s	3.3	0.0	24.1	0.0	0.0	0.1	15.1	71.5	71.5	0.0	50.5	4.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	423	0	400	0	0	401	523	1173	1235	2	1657	738
V/C Ratio(X)	0.13	0.00	0.91	0.00	0.00	0.00	0.93	1.51	1.51	0.00	2.30	0.16
Avail Cap(c_a), veh/h	554	0	546	0	0	548	523	1173	1235	82	1657	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	0.0	40.1	0.0	0.0	31.0	46.2	19.2	19.2	0.0	29.7	17.4
Incr Delay (d2), s/veh	0.1	0.0	15.3	0.0	0.0	0.0	23.1	234.0	233.9	0.0	589.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	10.9	0.0	0.0	0.0	7.9	98.7	103.8	0.0	154.8	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	0.0	55.4	0.0	0.0	31.0	69.3	253.2	253.1	0.0	618.8	17.4
LnGrp LOS	C	A	E	A	A	C	E	F	F	A	F	B
Approach Vol, veh/h		417			1			4124			3937	
Approach Delay, s/veh		52.4			31.0			231.5			600.9	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	78.0		32.0	21.0	57.0		32.0				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+I1), s	0.0	73.5		26.1	17.1	52.5		2.1				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			394.2									
HCM 6th LOS			F									

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

04/27/2021

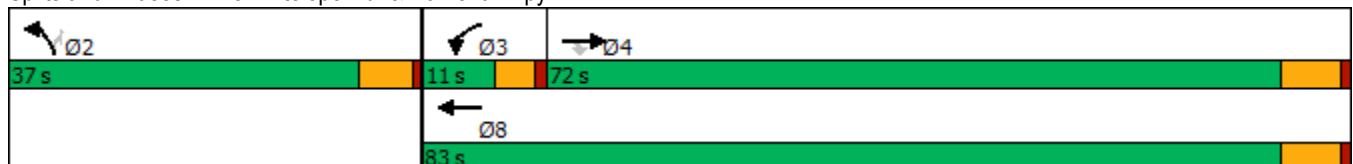


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵↵	↵
Traffic Volume (vph)	3410	631	247	2309	1412	294
Future Volume (vph)	3410	631	247	2309	1412	294
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	72.0	72.0	11.0	83.0	37.0	37.0
Total Split (%)	60.0%	60.0%	9.2%	69.2%	30.8%	30.8%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	65.5	65.5	6.4	76.5	31.2	31.2
Actuated g/C Ratio	0.55	0.55	0.05	0.64	0.26	0.26
v/c Ratio	1.88	0.70	2.79	1.09	1.69	0.65
Control Delay	421.3	18.0	855.6	71.7	343.9	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	421.3	18.0	855.6	71.7	343.9	34.2
LOS	F	B	F	E	F	C
Approach Delay	358.4			147.3	290.5	
Approach LOS	F			F	F	

Intersection Summary

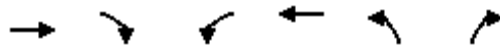
Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.79
 Intersection Signal Delay: 279.4
 Intersection Capacity Utilization 162.3%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)
04/27/2021

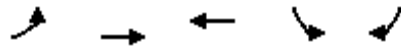


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	↑
Traffic Volume (veh/h)	3410	631	247	2309	1412	294
Future Volume (veh/h)	3410	631	247	2309	1412	294
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3707	686	268	2510	1535	320
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1970	879	97	2301	913	419
Arrive On Green	0.55	0.55	0.05	0.64	0.26	0.26
Sat Flow, veh/h	3705	1610	1810	3705	3510	1610
Grp Volume(v), veh/h	3707	686	268	2510	1535	320
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1755	1610
Q Serve(g_s), s	65.5	40.5	6.4	76.5	31.2	22.0
Cycle Q Clear(g_c), s	65.5	40.5	6.4	76.5	31.2	22.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1970	879	97	2301	913	419
V/C Ratio(X)	1.88	0.78	2.78	1.09	1.68	0.76
Avail Cap(c_a), veh/h	1970	879	97	2301	913	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	21.6	56.8	21.7	44.4	41.0
Incr Delay (d2), s/veh	398.5	6.8	827.8	48.7	311.6	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	133.2	15.0	25.0	41.2	52.5	9.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	425.8	28.4	884.6	70.4	356.0	49.2
LnGrp LOS	F	C	F	F	F	D
Approach Vol, veh/h	4393			2778	1855	
Approach Delay, s/veh	363.7			149.0	303.1	
Approach LOS	F			F	F	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		37.0	11.0	72.0		83.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		31.2	6.4	65.5		76.5
Max Q Clear Time (g_c+I1), s		33.2	8.4	67.5		78.5
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0
Intersection Summary						
HCM 6th Ctrl Delay			285.2			
HCM 6th LOS			F			

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↑	↖	↘	↗
Traffic Volume (vph)	321	1735	1120	490	707
Future Volume (vph)	321	1735	1120	490	707
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	28.0	78.0	50.0	42.0	42.0
Total Split (%)	23.3%	65.0%	41.7%	35.0%	35.0%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	23.4	71.5	43.5	36.2	36.2
Actuated g/C Ratio	0.20	0.60	0.36	0.30	0.30
v/c Ratio	0.99	1.67	2.16	0.98	1.01
Control Delay	95.3	326.8	552.1	76.0	57.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	95.3	326.8	552.1	76.0	57.2
LOS	F	F	F	E	E
Approach Delay		290.6	552.1	64.9	
Approach LOS		F	F	E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.16
 Intersection Signal Delay: 308.7
 Intersection LOS: F
 Intersection Capacity Utilization 132.1%
 ICU Level of Service H
 Analysis Period (min) 15

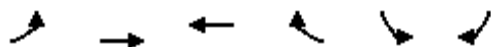
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	321	1735	1120	233	490	707	
Future Volume (veh/h)	321	1735	1120	233	490	707	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	349	1886	1217	253	533	768	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	353	1132	553	115	546	486	
Arrive On Green	0.20	0.60	0.36	0.36	0.30	0.30	
Sat Flow, veh/h	1810	1900	1526	317	1810	1610	
Grp Volume(v), veh/h	349	1886	0	1470	533	768	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1843	1810	1610	
Q Serve(g_s), s	23.1	71.5	0.0	43.5	35.0	36.2	
Cycle Q Clear(g_c), s	23.1	71.5	0.0	43.5	35.0	36.2	
Prop In Lane	1.00			0.17	1.00	1.00	
Lane Grp Cap(c), veh/h	353	1132	0	668	546	486	
V/C Ratio(X)	0.99	1.67	0.00	2.20	0.98	1.58	
Avail Cap(c_a), veh/h	353	1132	0	668	546	486	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	48.2	24.2	0.0	38.3	41.5	41.9	
Incr Delay (d2), s/veh	44.8	303.6	0.0	545.1	32.4	271.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	14.3	122.6	0.0	119.4	19.8	64.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	92.9	327.9	0.0	583.3	73.9	313.1	
LnGrp LOS	F	F	A	F	E	F	
Approach Vol, veh/h		2235	1470		1301		
Approach Delay, s/veh		291.2	583.3		215.1		
Approach LOS		F	F		F		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				78.0	42.0	28.0	50.0
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				71.5	36.2	23.4	43.5
Max Q Clear Time (g_c+I1), s				73.5	38.2	25.1	45.5
Green Ext Time (p_c), s				0.0	0.0	0.0	0.0
Intersection Summary							
HCM 6th Ctrl Delay			357.2				
HCM 6th LOS			F				

Timings
52: Street A & Ramona Expy

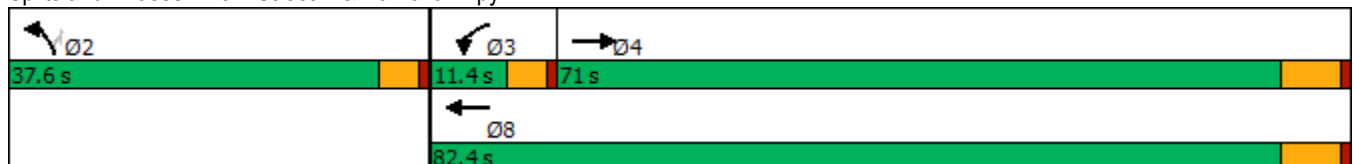


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑	↑
Traffic Volume (vph)	3465	113	1988	568	190
Future Volume (vph)	3465	113	1988	568	190
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	9.6	16.5	14.6	14.6
Total Split (s)	71.0	11.4	82.4	37.6	37.6
Total Split (%)	59.2%	9.5%	68.7%	31.3%	31.3%
Yellow Time (s)	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	64.5	6.8	75.9	33.0	33.0
Actuated g/C Ratio	0.54	0.06	0.63	0.28	0.28
v/c Ratio	2.09	1.21	1.80	1.24	0.40
Control Delay	514.2	202.1	384.7	163.5	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	514.2	202.1	384.7	163.5	19.7
LOS	F	F	F	F	B
Approach Delay	514.2		374.8	127.4	
Approach LOS	F		F	F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.09
 Intersection Signal Delay: 424.9
 Intersection Capacity Utilization 145.3%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 52: Street A & Ramona Expy



HCM 6th Signalized Intersection Summary
52: Street A & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑	↘	↗
Traffic Volume (veh/h)	3465	239	113	1988	568	190
Future Volume (veh/h)	3465	239	113	1988	568	190
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3766	227	123	2161	617	180
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1860	111	103	1202	498	443
Arrive On Green	0.54	0.54	0.06	0.63	0.27	0.27
Sat Flow, veh/h	3556	207	1810	1900	1810	1610
Grp Volume(v), veh/h	1945	2048	123	2161	617	180
Grp Sat Flow(s),veh/h/ln	1805	1863	1810	1900	1810	1610
Q Serve(g_s), s	64.5	64.5	6.8	75.9	33.0	10.9
Cycle Q Clear(g_c), s	64.5	64.5	6.8	75.9	33.0	10.9
Prop In Lane		0.11	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	970	1001	103	1202	498	443
V/C Ratio(X)	2.01	2.05	1.20	1.80	1.24	0.41
Avail Cap(c_a), veh/h	970	1001	103	1202	498	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	27.8	56.6	22.0	43.5	35.5
Incr Delay (d2), s/veh	456.0	473.8	152.1	362.5	124.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	146.8	156.4	7.3	148.0	31.9	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	483.7	501.5	208.7	384.6	167.7	36.1
LnGrp LOS	F	F	F	F	F	D
Approach Vol, veh/h	3993			2284	797	
Approach Delay, s/veh	492.9			375.1	138.0	
Approach LOS	F			F	F	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		37.6	11.4	71.0		82.4
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		33.0	6.8	64.5		75.9
Max Q Clear Time (g_c+I1), s		35.0	8.8	66.5		77.9
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0
Intersection Summary						
HCM 6th Ctrl Delay			414.9			
HCM 6th LOS			F			

Intersection

Intersection Delay, s/v **552.3**

Intersection LOS **F**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1454	380	391	358	322	4	236	513	379	9	267	795
Future Vol, veh/h	1454	380	391	358	322	4	236	513	379	9	267	795
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1499	392	403	369	332	4	243	529	391	9	275	820
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	2380.1	613	1054.5	956.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	65%	52%	1%
Vol Thru, %	45%	17%	47%	25%
Vol Right, %	34%	18%	1%	74%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1128	2225	684	1071
LT Vol	236	1454	358	9
Through Vol	513	380	322	267
RT Vol	379	391	4	795
Lane Flow Rate	1163	2294	705	1104
Geometry Grp	1	1	1	1
Degree of Util (X)	3.048	6.131	1.89	2.808
Departure Headway (Hd)	54.676	31.336	80.4	58.086
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	81	161	56	77
Service Time	52.676	29.336	78.4	56.086
HCM Lane V/C Ratio	14.358	14.248	12.589	14.338
HCM Control Delay	1054.5	2380.1	613	956.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	20.5	77.1	8.7	17.7

Intersection	
Intersection Delay, s/veh	217.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	↔
Traffic Vol, veh/h	424	26	170	10	17	15	120	844	19	34	773	239
Future Vol, veh/h	424	26	170	10	17	15	120	844	19	34	773	239
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	442	27	177	10	18	16	125	879	20	35	805	249
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	105.5	16.5	139.2	365.5
HCM LOS	F	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	22%	0%	94%	0%	24%	4%	0%
Vol Thru, %	78%	96%	6%	0%	40%	96%	0%
Vol Right, %	0%	4%	0%	100%	36%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	542	441	450	170	42	807	239
LT Vol	120	0	424	0	10	34	0
Through Vol	422	422	26	0	17	773	0
RT Vol	0	19	0	170	15	0	239
Lane Flow Rate	565	459	469	177	44	841	249
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	1.3	1.04	1.18	0.388	0.122	1.974	0.535
Departure Headway (Hd)	9.599	9.451	10.522	9.301	11.82	9.073	8.323
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	384	386	347	390	305	412	436
Service Time	7.299	7.151	8.222	7.001	9.82	6.773	6.023
HCM Lane V/C Ratio	1.471	1.189	1.352	0.454	0.144	2.041	0.571
HCM Control Delay	180.7	88.3	138.7	17.8	16.5	467.7	20.2
HCM Lane LOS	F	F	F	C	C	F	C
HCM 95th-tile Q	22.3	13.2	16.7	1.8	0.4	53.8	3.1

Intersection												
Int Delay, s/veh	12.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	0	16	1	1	1	26	956	3	1	906	37
Future Vol, veh/h	42	0	16	1	1	1	26	956	3	1	906	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	0	17	1	1	1	28	1039	3	1	985	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2105	2105	1005	2113	2124	1041	1025	0	0	1042	0	0
Stage 1	1007	1007	-	1097	1097	-	-	-	-	-	-	-
Stage 2	1098	1098	-	1016	1027	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 38	52	296	38	51	282	685	-	-	675	-	-
Stage 1	293	321	-	261	291	-	-	-	-	-	-	-
Stage 2	260	291	-	289	314	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 34	47	296	33	46	282	685	-	-	675	-	-
Mov Cap-2 Maneuver	~ 34	47	-	33	46	-	-	-	-	-	-	-
Stage 1	265	320	-	236	263	-	-	-	-	-	-	-
Stage 2	233	263	-	271	313	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	417.2	75.9	0.3	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	685	-	-	45	54	675	-	-
HCM Lane V/C Ratio	0.041	-	-	1.401	0.06	0.002	-	-
HCM Control Delay (s)	10.5	0	-	\$ 417.2	75.9	10.3	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	6.1	0.2	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	234.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	64	164	26	9	51	120	23	831	12	106	756	64
Future Vol, veh/h	64	164	26	9	51	120	23	831	12	106	756	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	70	178	28	10	55	130	25	903	13	115	822	70

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2139	2053	857	2150	2082	910	892	0	0	916	0	0
Stage 1	1087	1087	-	960	960	-	-	-	-	-	-	-
Stage 2	1052	966	-	1190	1122	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 36	~ 56	360	35	~ 54	336	769	-	-	753	-	-
Stage 1	264	295	-	311	338	-	-	-	-	-	-	-
Stage 2	276	336	-	231	284	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 13	~ 46	360	-	~ 44	336	769	-	-	753	-	-
Mov Cap-2 Maneuver	~ 19	~ 125	-	22	138	-	-	-	-	-	-	-
Stage 1	255	250	-	301	327	-	-	-	-	-	-	-
Stage 2	136	325	-	52	241	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$	2047.7		0.3	1.2
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	769	-	-	53	753	-	-
HCM Lane V/C Ratio	0.033	-	-	5.209	0.153	-	-
HCM Control Delay (s)	9.8	-	-	\$ 2047.7	10.6	-	-
HCM Lane LOS	A	-	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	31.2	0.5	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	220	7	13	99	29	10	789	185	103	652	39
Future Vol, veh/h	37	220	7	13	99	29	10	789	185	103	652	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	239	8	14	108	32	11	858	201	112	709	42

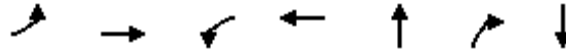
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2005	2035	730	2059	1956	959	751	0	0	1059	0	0
Stage 1	954	954	-	981	981	-	-	-	-	-	-	-
Stage 2	1051	1081	-	1078	975	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	45	~ 58	426	41	~ 65	314	868	-	-	665	-	-
Stage 1	313	340	-	303	330	-	-	-	-	-	-	-
Stage 2	277	296	-	267	332	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 40	426	-	~ 45	314	868	-	-	665	-	-
Mov Cap-2 Maneuver	-	~ 40	-	-	~ 45	-	-	-	-	-	-	-
Stage 1	303	241	-	293	319	-	-	-	-	-	-	-
Stage 2	160	286	-	~ 1	235	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.1	1.5
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	868	-	-	-	665	-	-
HCM Lane V/C Ratio	0.013	-	-	-	0.168	-	-
HCM Control Delay (s)	9.2	0	-	-	11.5	0	-
HCM Lane LOS	A	A	-	-	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.6	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Menifee Rd. & SR-74

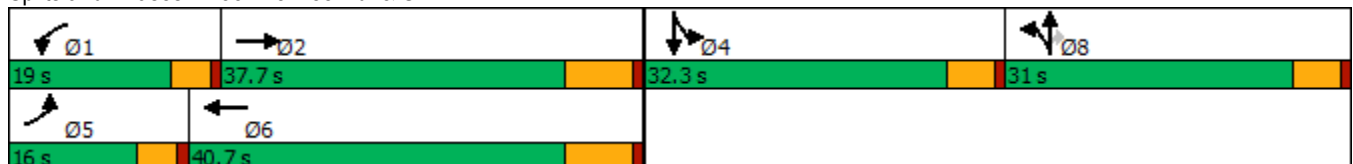


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	234	1155	295	1043	720	252	574
Future Volume (vph)	234	1155	295	1043	720	252	574
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	16.0	37.7	19.0	40.7	31.0	31.0	32.3
Total Split (%)	13.3%	31.4%	15.8%	33.9%	25.8%	25.8%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	11.4	30.7	14.4	33.7	25.7	25.7	27.0
Actuated g/C Ratio	0.10	0.26	0.12	0.28	0.21	0.21	0.22
v/c Ratio	1.46	1.68	1.45	1.20	2.63	0.60	1.94
Control Delay	273.2	338.8	265.9	137.6	759.8	28.4	460.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	273.2	338.8	265.9	137.6	759.8	28.4	460.1
LOS	F	F	F	F	F	C	F
Approach Delay		329.6		164.0	611.4		460.1
Approach LOS		F		F	F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.63
 Intersection Signal Delay: 371.4
 Intersection LOS: F
 Intersection Capacity Utilization 170.1%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕			↕	↗		↕	↖
Traffic Volume (veh/h)	234	1155	283	295	1043	92	270	720	252	100	574	95
Future Volume (veh/h)	234	1155	283	295	1043	92	270	720	252	100	574	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	249	1229	281	314	1110	83	287	766	214	106	611	81
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	748	169	217	956	71	109	292	345	55	319	42
Arrive On Green	0.09	0.26	0.26	0.12	0.28	0.28	0.21	0.21	0.21	0.22	0.22	0.22
Sat Flow, veh/h	1810	2925	661	1810	3405	254	511	1364	1610	246	1419	188
Grp Volume(v), veh/h	249	753	757	314	588	605	1053	0	214	798	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1781	1810	1805	1854	1874	0	1610	1854	0	0
Q Serve(g_s), s	11.4	30.7	30.7	14.4	33.7	33.7	25.7	0.0	14.5	27.0	0.0	0.0
Cycle Q Clear(g_c), s	11.4	30.7	30.7	14.4	33.7	33.7	25.7	0.0	14.5	27.0	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.14	0.27		1.00	0.13		0.10
Lane Grp Cap(c), veh/h	172	462	456	217	507	521	401	0	345	417	0	0
V/C Ratio(X)	1.45	1.63	1.66	1.45	1.16	1.16	2.62	0.00	0.62	1.91	0.00	0.00
Avail Cap(c_a), veh/h	172	462	456	217	507	521	401	0	345	417	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.3	44.7	44.7	52.8	43.1	43.2	47.2	0.0	42.7	46.5	0.0	0.0
Incr Delay (d2), s/veh	231.3	293.3	307.4	224.7	92.2	92.3	737.5	0.0	3.4	419.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	50.8	51.9	19.9	27.2	27.9	93.6	0.0	5.8	60.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	285.6	338.0	352.1	277.5	135.3	135.5	784.7	0.0	46.1	466.3	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	F	A	D	F	A	A
Approach Vol, veh/h		1759			1507			1267			798	
Approach Delay, s/veh		336.6			165.0			659.9			466.3	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	37.7		32.3	16.0	40.7		31.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	14.4	30.7		27.0	11.4	33.7		25.7				
Max Q Clear Time (g_c+I1), s	16.4	32.7		29.0	13.4	35.7		27.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	384.4
HCM 6th LOS	F

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

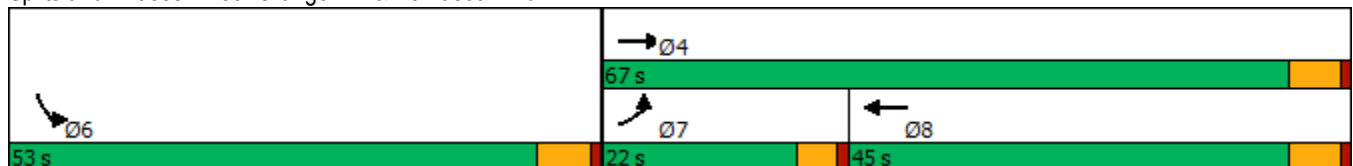


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↑	↗	↘
Traffic Volume (vph)	602	758	544	952
Future Volume (vph)	602	758	544	952
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	22.8	22.8
Total Split (s)	22.0	67.0	45.0	53.0
Total Split (%)	18.3%	55.8%	37.5%	44.2%
Yellow Time (s)	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effct Green (s)	17.4	61.2	39.2	47.2
Actuated g/C Ratio	0.14	0.51	0.33	0.39
v/c Ratio	2.51	0.85	2.08	2.13
Control Delay	711.4	35.7	513.9	534.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	711.4	35.7	513.9	534.9
LOS	F	D	F	F
Approach Delay		334.7	513.9	534.9
Approach LOS		F	F	F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.51	
Intersection Signal Delay: 458.9	Intersection LOS: F
Intersection Capacity Utilization 192.5%	ICU Level of Service H
Analysis Period (min) 15	

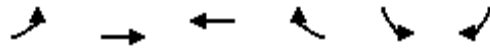
Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶		↶	↷	
Traffic Volume (veh/h)	602	758	544	622	952	428	
Future Volume (veh/h)	602	758	544	622	952	428	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	654	824	591	676	1035	465	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	262	969	264	302	473	212	
Arrive On Green	0.14	0.51	0.33	0.33	0.39	0.39	
Sat Flow, veh/h	1810	1900	809	925	1202	540	
Grp Volume(v), veh/h	654	824	0	1267	1501	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1734	1743	0	
Q Serve(g_s), s	17.4	45.0	0.0	39.2	47.2	0.0	
Cycle Q Clear(g_c), s	17.4	45.0	0.0	39.2	47.2	0.0	
Prop In Lane	1.00			0.53	0.69	0.31	
Lane Grp Cap(c), veh/h	262	969	0	566	685	0	
V/C Ratio(X)	2.49	0.85	0.00	2.24	2.19	0.00	
Avail Cap(c_a), veh/h	262	969	0	566	685	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	51.3	25.4	0.0	40.4	36.4	0.0	
Incr Delay (d2), s/veh	682.9	9.3	0.0	562.5	540.2	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	57.4	21.1	0.0	104.3	121.7	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	734.2	34.7	0.0	602.9	576.6	0.0	
LnGrp LOS	F	C	A	F	F	A	
Approach Vol, veh/h		1478	1267		1501		
Approach Delay, s/veh		344.2	602.9		576.6		
Approach LOS		F	F		F		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				67.0	53.0	22.0	45.0
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				61.2	47.2	17.4	39.2
Max Q Clear Time (g_c+I1), s				47.0	49.2	19.4	41.2
Green Ext Time (p_c), s				4.7	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	503.6
HCM 6th LOS	F

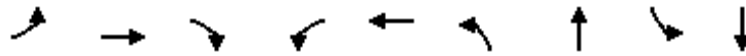
Notes

User approved volume balancing among the lanes for turning movement.

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

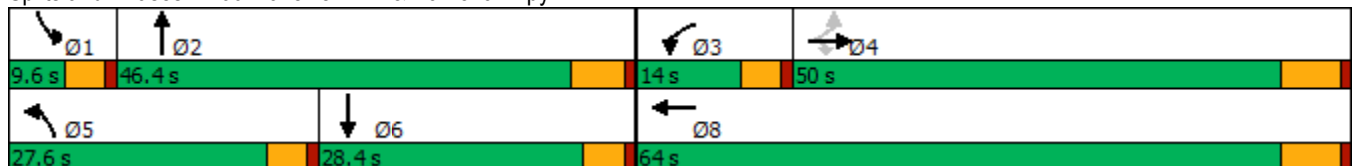


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	197	3259	321	472	1920	159	210	53	92
Future Volume (vph)	197	3259	321	472	1920	159	210	53	92
Turn Type	Perm	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases		4		3	8	5	2	1	6
Permitted Phases	4		4						
Detector Phase	4	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	29.5	29.5	29.5	9.6	24.5	27.6	27.6	9.6	26.7
Total Split (s)	50.0	50.0	50.0	14.0	64.0	27.6	46.4	9.6	28.4
Total Split (%)	41.7%	41.7%	41.7%	11.7%	53.3%	23.0%	38.7%	8.0%	23.7%
Yellow Time (s)	5.5	5.5	5.5	3.6	5.5	3.6	4.8	3.6	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	4.6	6.5	4.6	5.8	4.6	4.7
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	43.6	43.6	43.6	9.4	57.6	15.3	40.7	5.0	29.4
Actuated g/C Ratio	0.37	0.37	0.37	0.08	0.49	0.13	0.34	0.04	0.25
v/c Ratio	3.34	4.90	0.49	3.48	2.32	0.72	1.37	0.76	0.42
Control Delay	1109.3	1770.2	18.4	1143.8	616.8	66.2	205.4	108.5	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1109.3	1770.2	18.4	1143.8	616.8	66.2	205.4	108.5	34.3
LOS	F	F	B	F	F	E	F	F	C
Approach Delay		1586.0			716.4		184.0		51.5
Approach LOS		F			F		F		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.1	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 4.90	
Intersection Signal Delay: 1058.3	Intersection LOS: F
Intersection Capacity Utilization 271.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	3259	321	472	1920	102	159	210	657	53	92	86
Future Volume (veh/h)	197	3259	321	472	1920	102	159	210	657	53	92	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	214	3431	294	497	2021	111	167	228	633	58	100	93
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	689	584	142	855	47	196	150	417	75	246	229
Arrive On Green	0.36	0.36	0.36	0.08	0.48	0.48	0.11	0.34	0.34	0.04	0.27	0.27
Sat Flow, veh/h	192	1900	1610	1810	1784	98	1810	444	1234	1810	906	842
Grp Volume(v), veh/h	214	3431	294	497	0	2132	167	0	861	58	0	193
Grp Sat Flow(s),veh/h/ln	192	1900	1610	1810	0	1882	1810	0	1678	1810	0	1748
Q Serve(g_s), s	0.0	43.5	17.1	9.4	0.0	57.5	10.9	0.0	40.6	3.8	0.0	10.8
Cycle Q Clear(g_c), s	43.5	43.5	17.1	9.4	0.0	57.5	10.9	0.0	40.6	3.8	0.0	10.8
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.74	1.00		0.48
Lane Grp Cap(c), veh/h	60	689	584	142	0	902	196	0	568	75	0	474
V/C Ratio(X)	3.57	4.98	0.50	3.51	0.00	2.36	0.85	0.00	1.52	0.77	0.00	0.41
Avail Cap(c_a), veh/h	60	689	584	142	0	902	347	0	568	75	0	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.0	38.2	29.8	55.3	0.0	31.2	52.5	0.0	39.7	56.9	0.0	35.8
Incr Delay (d2), s/veh	1194.8	1794.3	0.7	1144.9	0.0	616.8	4.0	0.0	241.3	35.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.7	362.0	6.3	49.2	0.0	177.7	5.0	0.0	53.9	2.5	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1254.8	1832.6	30.5	1200.2	0.0	648.1	56.5	0.0	280.9	92.1	0.0	36.4
LnGrp LOS	F	F	C	F	A	F	E	A	F	F	A	D
Approach Vol, veh/h		3939			2629			1028				251
Approach Delay, s/veh		1666.7			752.4			244.5				49.2
Approach LOS		F			F			F				D
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	46.4	14.0	50.0	17.6	38.4		64.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8		6.5				
Max Green Setting (Gmax), s	5.0	40.6	9.4	43.5	23.0	* 24		57.5				
Max Q Clear Time (g_c+I1), s	5.8	42.6	11.4	45.5	12.9	12.8		59.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	0.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	1122.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Intersection Delay, s/veh 105.3

Intersection LOS F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	464	305	229	25	19	455
Future Vol, veh/h	464	305	229	25	19	455
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	478	314	236	26	20	469
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	182.4	15.9	28
HCM LOS	F	C	D

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	0%	4%
Vol Thru, %	40%	90%	0%
Vol Right, %	0%	10%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	769	254	474
LT Vol	464	0	19
Through Vol	305	229	0
RT Vol	0	25	455
Lane Flow Rate	793	262	489
Geometry Grp	1	1	1
Degree of Util (X)	1.338	0.468	0.774
Departure Headway (Hd)	6.077	6.922	6.415
Convergence, Y/N	Yes	Yes	Yes
Cap	603	524	567
Service Time	4.094	4.922	4.415
HCM Lane V/C Ratio	1.315	0.5	0.862
HCM Control Delay	182.4	15.9	28
HCM Lane LOS	F	C	D
HCM 95th-tile Q	33.7	2.5	7.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	282	32	0	198	13	0
Future Vol, veh/h	282	32	0	198	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	307	35	0	215	14	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	342	0	540 325
Stage 1	-	-	-	-	325 -
Stage 2	-	-	-	-	215 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1228	-	506 721
Stage 1	-	-	-	-	737 -
Stage 2	-	-	-	-	826 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1228	-	506 721
Mov Cap-2 Maneuver	-	-	-	-	506 -
Stage 1	-	-	-	-	737 -
Stage 2	-	-	-	-	826 -

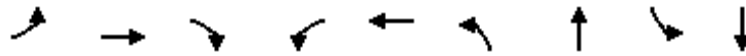
Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	506	-	-	1228	-
HCM Lane V/C Ratio	0.028	-	-	-	-
HCM Control Delay (s)	12.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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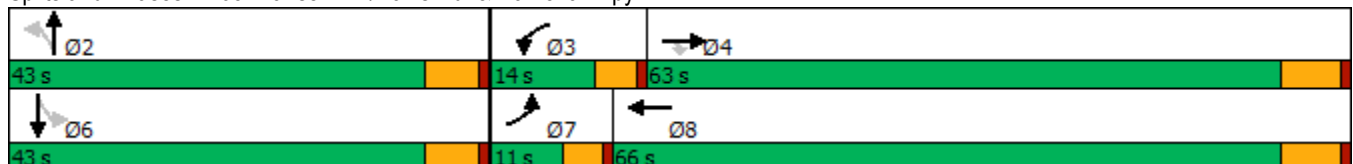


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↙	↕		↕		↕
Traffic Volume (vph)	3	3831	135	165	2401	86	6	3	3
Future Volume (vph)	3	3831	135	165	2401	86	6	3	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	11.0	63.0	63.0	14.0	66.0	43.0	43.0	43.0	43.0
Total Split (%)	9.2%	52.5%	52.5%	11.7%	55.0%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	56.7	56.7	9.4	68.9		16.8		16.8
Actuated g/C Ratio	0.05	0.57	0.57	0.09	0.69		0.17		0.17
v/c Ratio	0.03	1.93	0.15	1.00	1.00		0.75		0.04
Control Delay	48.7	440.4	6.7	117.3	34.5		44.2		24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	48.7	440.4	6.7	117.3	34.5		44.2		24.8
LOS	D	F	A	F	C		D		C
Approach Delay		425.4			39.8		44.2		24.8
Approach LOS		F			D		D		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 99.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.93	
Intersection Signal Delay: 265.9	Intersection LOS: F
Intersection Capacity Utilization 148.9%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑	↖	↗	↑↑			↕			↕	
Traffic Volume (veh/h)	3	3831	135	165	2401	3	86	6	131	3	3	6
Future Volume (veh/h)	3	3831	135	165	2401	3	86	6	131	3	3	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	3949	130	170	2475	3	89	6	96	3	3	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	2094	934	175	2488	3	151	18	116	92	92	115
Arrive On Green	0.00	0.58	0.58	0.10	0.67	0.67	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1810	3610	1610	1810	3700	4	645	119	772	301	616	764
Grp Volume(v), veh/h	3	3949	130	170	1207	1271	191	0	0	11	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1899	1536	0	0	1681	0	0
Q Serve(g_s), s	0.2	56.5	3.6	9.1	64.4	64.5	10.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	56.5	3.6	9.1	64.4	64.5	11.7	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.47		0.50	0.27		0.45
Lane Grp Cap(c), veh/h	7	2094	934	175	1214	1277	285	0	0	299	0	0
V/C Ratio(X)	0.41	1.89	0.14	0.97	0.99	1.00	0.67	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	119	2094	934	175	1214	1277	636	0	0	665	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.4	20.5	9.3	43.9	15.8	15.8	40.1	0.0	0.0	35.4	0.0	0.0
Incr Delay (d2), s/veh	13.4	400.6	0.1	59.9	24.5	24.0	2.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	134.9	1.1	6.7	26.0	27.2	4.4	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	421.1	9.4	103.8	40.3	39.7	42.8	0.0	0.0	35.5	0.0	0.0
LnGrp LOS	E	F	A	F	D	D	D	A	A	D	A	A
Approach Vol, veh/h		4082			2648			191				11
Approach Delay, s/veh		407.7			44.1			42.8				35.5
Approach LOS		F			D			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.4	14.0	63.0		20.4	5.0	72.0				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		37.2	9.4	56.5		37.2	6.4	59.5				
Max Q Clear Time (g_c+I1), s		13.7	11.1	58.5		2.5	2.2	66.5				
Green Ext Time (p_c), s		1.0	0.0	0.0		0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	258.2
HCM 6th LOS	F

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	25	7	86	32	149	4	152	134	150	121	20
Future Vol, veh/h	13	25	7	86	32	149	4	152	134	150	121	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	27	7	91	34	159	4	162	143	160	129	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	12.1	11.9	12.9
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	29%	32%	52%
Vol Thru, %	52%	56%	12%	42%
Vol Right, %	46%	16%	56%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	290	45	267	291
LT Vol	4	13	86	150
Through Vol	152	25	32	121
RT Vol	134	7	149	20
Lane Flow Rate	309	48	284	310
Geometry Grp	1	1	1	1
Degree of Util (X)	0.431	0.08	0.418	0.459
Departure Headway (Hd)	5.032	6.003	5.304	5.343
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	716	595	679	675
Service Time	3.071	4.061	3.346	3.382
HCM Lane V/C Ratio	0.432	0.081	0.418	0.459
HCM Control Delay	11.9	9.6	12.1	12.9
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	2.2	0.3	2.1	2.4

Intersection

Int Delay, s/veh 1345.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	283	2517	2760	57	95	532
Future Vol, veh/h	283	2517	2760	57	95	532
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	170	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	292	2595	2845	59	98	548

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	2904	0	0 6054 2875
Stage 1	-	-	- 2875 -
Stage 2	-	-	- 3179 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	~ 128	-	- 0 ~ 22
Stage 1	-	-	- ~ 41 -
Stage 2	-	-	- ~ 28 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 128	-	- 0 ~ 22
Mov Cap-2 Maneuver	-	-	- 0 -
Stage 1	-	-	- 0 -
Stage 2	-	-	- ~ 28 -

Approach

	EB	WB	SB
HCM Control Delay, s	66.2	0	\$ 13107.5
HCM LOS			F

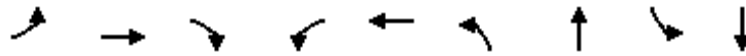
Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 128	-	-	-	22
HCM Lane V/C Ratio	2.279	-	-	-	-29.381
HCM Control Delay (s)	\$ 655.2	-	-	-	\$ 13107.5
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	24.9	-	-	-	81

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
66: Warren Rd & Ramona Expy

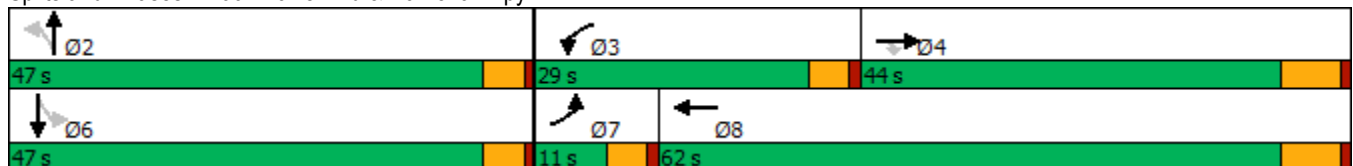


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗		↕
Traffic Volume (vph)	1	1854	758	447	1860	954	1	1	1
Future Volume (vph)	1	1854	758	447	1860	954	1	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	11.0	44.0	44.0	29.0	62.0	47.0	47.0	47.0	47.0
Total Split (%)	9.2%	36.7%	36.7%	24.2%	51.7%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	37.5	37.5	24.4	64.6	42.4	42.4		42.4
Actuated g/C Ratio	0.04	0.31	0.31	0.20	0.54	0.35	0.35		0.35
v/c Ratio	0.01	1.73	0.99	1.28	1.01	1.98	0.43		0.01
Control Delay	56.0	360.9	48.1	186.2	50.5	474.8	4.7		18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	56.0	360.9	48.1	186.2	50.5	474.8	4.7		18.2
LOS	E	F	D	F	D	F	A		B
Approach Delay		270.0			76.8		356.9		18.2
Approach LOS		F			E		F		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.98
 Intersection Signal Delay: 215.7
 Intersection LOS: F
 Intersection Capacity Utilization 148.6%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗			↕	
Traffic Volume (veh/h)	1	1854	758	447	1860	0	954	1	318	1	1	4
Future Volume (veh/h)	1	1854	758	447	1860	0	954	1	318	1	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	1952	700	471	1958	0	1004	1	219	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	1128	503	368	1857	0	498	3	567	133	139	235
Arrive On Green	0.00	0.31	0.31	0.20	0.51	0.00	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1810	3610	1610	1810	3705	0	1436	7	1604	272	395	666
Grp Volume(v), veh/h	1	1952	700	471	1958	0	1004	0	220	4	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	0	1436	0	1611	1333	0	0
Q Serve(g_s), s	0.1	37.5	37.5	24.4	61.7	0.0	30.1	0.0	12.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	37.5	37.5	24.4	61.7	0.0	42.4	0.0	12.3	12.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.25		0.50
Lane Grp Cap(c), veh/h	2	1128	503	368	1857	0	498	0	569	508	0	0
V/C Ratio(X)	0.40	1.73	1.39	1.28	1.05	0.00	2.02	0.00	0.39	0.01	0.00	0.00
Avail Cap(c_a), veh/h	97	1128	503	368	1857	0	498	0	569	508	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.9	41.3	41.3	47.8	29.1	0.0	43.4	0.0	29.1	25.3	0.0	0.0
Incr Delay (d2), s/veh	35.1	332.4	187.9	145.4	36.9	0.0	464.0	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	67.6	40.1	25.3	32.8	0.0	78.8	0.0	4.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.0	373.6	229.2	193.2	66.0	0.0	507.5	0.0	29.2	25.3	0.0	0.0
LnGrp LOS	F	F	F	F	F	A	F	A	C	C	A	A
Approach Vol, veh/h		2653			2429			1224				4
Approach Delay, s/veh		335.4			90.7			421.5				25.3
Approach LOS		F			F			F				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		47.0	29.0	44.0		47.0	4.8	68.2				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		42.4	24.4	37.5		42.4	6.4	55.5				
Max Q Clear Time (g_c+I1), s		44.4	26.4	39.5		14.3	2.1	63.7				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	257.7
HCM 6th LOS	F

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

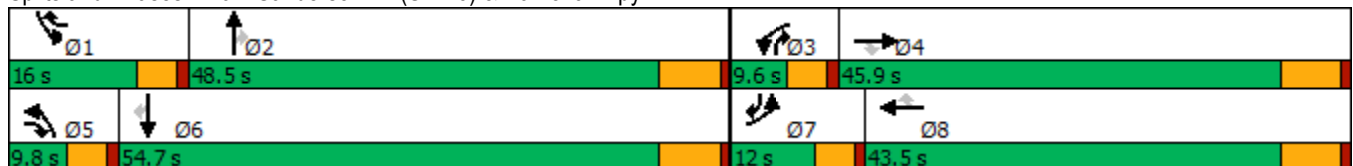
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	825	965	280	52	752	809	243	923	44	1074	1703	1131
Future Volume (vph)	825	965	280	52	752	809	243	923	44	1074	1703	1131
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	12.0	45.9	9.8	9.6	43.5	16.0	9.8	48.5	9.6	16.0	54.7	12.0
Total Split (%)	10.0%	38.3%	8.2%	8.0%	36.3%	13.3%	8.2%	40.4%	8.0%	13.3%	45.6%	10.0%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	37.0	48.7	5.0	32.4	50.4	5.2	42.1	53.7	11.4	48.4	57.7
Actuated g/C Ratio	0.06	0.32	0.42	0.04	0.28	0.44	0.04	0.36	0.46	0.10	0.42	0.50
v/c Ratio	3.72	0.85	0.38	0.35	0.75	1.10	1.56	0.71	0.05	3.14	1.14	1.37
Control Delay	1250.0	45.0	15.1	62.2	42.9	91.8	315.8	35.9	0.1	989.4	104.3	198.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1250.0	45.0	15.1	62.2	42.9	91.8	315.8	35.9	0.1	989.4	104.3	198.3
LOS	F	D	B	E	D	F	F	D	A	F	F	F
Approach Delay		521.0			68.0			90.8			374.8	
Approach LOS		F			E			F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.7
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.72
 Intersection Signal Delay: 313.9
 Intersection LOS: F
 Intersection Capacity Utilization 119.0%
 ICU Level of Service H
 Analysis Period (min) 15

































Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

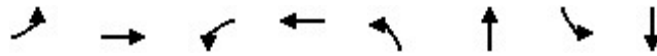
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (veh/h)	825	965	280	52	752	809	243	923	44	1074	1703	1131
Future Volume (veh/h)	825	965	280	52	752	809	243	923	44	1074	1703	1131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	833	975	243	53	760	744	245	932	37	1085	1720	1024
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	1211	610	121	1113	649	152	1264	619	333	1450	738
Arrive On Green	0.06	0.34	0.34	0.03	0.31	0.31	0.04	0.35	0.35	0.09	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1590
Grp Volume(v), veh/h	833	975	243	53	760	744	245	932	37	1085	1720	1024
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1590
Q Serve(g_s), s	7.4	29.5	13.2	1.8	22.1	37.0	5.2	27.1	1.7	11.4	48.2	48.2
Cycle Q Clear(g_c), s	7.4	29.5	13.2	1.8	22.1	37.0	5.2	27.1	1.7	11.4	48.2	48.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1211	610	121	1113	649	152	1264	619	333	1450	738
V/C Ratio(X)	3.85	0.81	0.40	0.44	0.68	1.15	1.61	0.74	0.06	3.25	1.19	1.39
Avail Cap(c_a), veh/h	216	1211	610	146	1113	649	152	1264	619	333	1450	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	36.3	27.3	56.8	36.4	35.8	57.4	34.2	23.3	54.3	35.9	32.2
Incr Delay (d2), s/veh	1292.7	4.1	0.4	0.9	1.7	82.8	303.1	2.3	0.0	1021.8	91.1	182.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	42.0	12.8	4.8	0.8	9.4	32.2	8.6	11.5	0.6	52.1	37.7	56.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1349.0	40.4	27.7	57.7	38.1	118.6	360.5	36.5	23.3	1076.1	127.0	215.0
LnGrp LOS	F	D	C	E	D	F	F	D	C	F	F	F
Approach Vol, veh/h		2051			1557			1214			3829	
Approach Delay, s/veh		570.4			77.2			101.5			419.5	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	48.5	8.7	46.8	9.8	54.7	12.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	11.4	42.0	5.0	39.4	5.2	48.2	7.4	37.0				
Max Q Clear Time (g_c+I1), s	13.4	29.1	3.8	31.5	7.2	50.2	9.4	39.0				
Green Ext Time (p_c), s	0.0	4.7	0.0	4.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				349.0								
HCM 6th LOS				F								

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

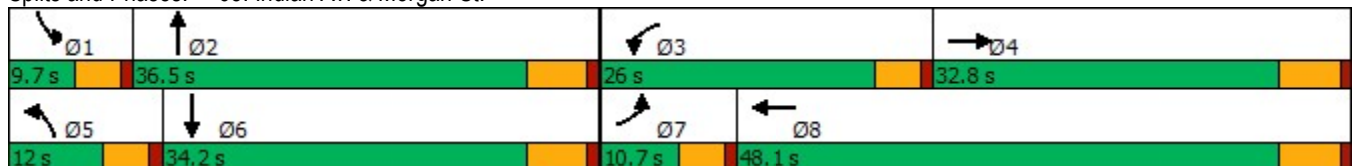


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↙	↔	↖	↗	↘	↘
Traffic Volume (vph)	26	114	407	44	126	409	28	368
Future Volume (vph)	26	114	407	44	126	409	28	368
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	10.7	32.8	26.0	48.1	12.0	36.5	9.7	34.2
Total Split (%)	10.2%	31.2%	24.8%	45.8%	11.4%	34.8%	9.2%	32.6%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.7	13.1	21.5	27.5	7.4	34.9	5.1	28.5
Actuated g/C Ratio	0.06	0.14	0.23	0.30	0.08	0.38	0.06	0.31
v/c Ratio	0.29	0.44	1.19	0.07	1.07	0.53	0.35	0.44
Control Delay	49.6	21.5	138.5	15.9	136.4	23.4	53.5	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	21.5	138.5	15.9	136.4	23.4	53.5	27.0
LOS	D	C	F	B	F	C	D	C
Approach Delay		24.7		122.6		43.5		28.8
Approach LOS		C		F		D		C

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 91.5
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 57.8
 Intersection LOS: E
 Intersection Capacity Utilization 69.3%
 ICU Level of Service C
 Analysis Period (min) 15

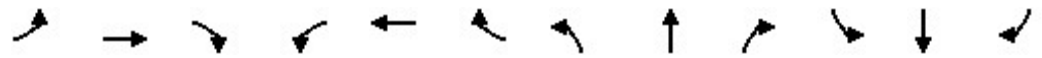
Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕		↖	↕	
Traffic Volume (veh/h)	26	114	90	407	44	17	126	409	174	28	368	35
Future Volume (veh/h)	26	114	90	407	44	17	126	409	174	28	368	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	141	68	502	54	16	156	505	208	35	454	37
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	272	125	440	903	256	152	935	383	59	1092	89
Arrive On Green	0.03	0.11	0.11	0.24	0.33	0.33	0.08	0.37	0.37	0.03	0.32	0.32
Sat Flow, veh/h	1810	2403	1103	1810	2775	788	1810	2497	1023	1810	3381	275
Grp Volume(v), veh/h	32	104	105	502	34	36	156	364	349	35	242	249
Grp Sat Flow(s),veh/h/ln	1810	1805	1701	1810	1805	1758	1810	1805	1716	1810	1805	1851
Q Serve(g_s), s	1.5	4.8	5.1	21.4	1.1	1.2	7.4	13.9	14.0	1.7	9.2	9.3
Cycle Q Clear(g_c), s	1.5	4.8	5.1	21.4	1.1	1.2	7.4	13.9	14.0	1.7	9.2	9.3
Prop In Lane	1.00		0.65	1.00		0.45	1.00		0.60	1.00		0.15
Lane Grp Cap(c), veh/h	56	204	192	440	588	572	152	676	642	59	583	598
V/C Ratio(X)	0.57	0.51	0.55	1.14	0.06	0.06	1.02	0.54	0.54	0.59	0.41	0.42
Avail Cap(c_a), veh/h	126	554	522	440	868	846	152	676	642	105	583	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	36.7	36.9	33.3	20.4	20.4	40.3	21.6	21.6	42.0	23.3	23.3
Incr Delay (d2), s/veh	3.4	2.0	2.4	87.1	0.0	0.0	79.5	0.9	0.9	3.5	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.1	2.2	19.3	0.5	0.5	6.5	5.5	5.3	0.8	3.8	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	38.7	39.3	120.4	20.4	20.5	119.8	22.4	22.5	45.4	25.4	25.4
LnGrp LOS	D	D	D	F	C	C	F	C	C	D	C	C
Approach Vol, veh/h		241			572			869			526	
Approach Delay, s/veh		39.8			108.1			39.9			26.8	
Approach LOS		D			F			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	38.7	26.0	15.7	12.0	34.2	7.3	34.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.1	30.7	21.4	27.0	7.4	28.4	6.1	42.3				
Max Q Clear Time (g_c+I1), s	3.7	16.0	23.4	7.1	9.4	11.3	3.5	3.2				
Green Ext Time (p_c), s	0.0	3.5	0.0	1.0	0.0	2.2	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			54.5									
HCM 6th LOS			D									

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	35	230	28	52	48	129	7	442	85	714	6	
Future Volume (vph)	35	230	28	52	48	129	7	442	85	714	6	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases			4			8					6	
Detector Phase	7	4	4	3	8	8	5	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8	
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0	
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	
Act Effct Green (s)	5.3	13.1	13.1	5.3	15.1	15.1	5.3	15.7	5.3	24.7	24.7	
Actuated g/C Ratio	0.09	0.23	0.23	0.09	0.27	0.27	0.09	0.28	0.09	0.44	0.44	
v/c Ratio	0.25	0.33	0.07	0.36	0.06	0.28	0.05	0.57	0.59	0.54	0.01	
Control Delay	34.3	20.7	0.2	37.9	18.0	5.8	32.1	20.6	47.8	15.9	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.3	20.7	0.2	37.9	18.0	5.8	32.1	20.6	47.8	15.9	0.0	
LOS	C	C	A	D	B	A	C	C	D	B	A	
Approach Delay		20.4			15.6			20.8		19.2		
Approach LOS		C			B			C		B		

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 56.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 19.4

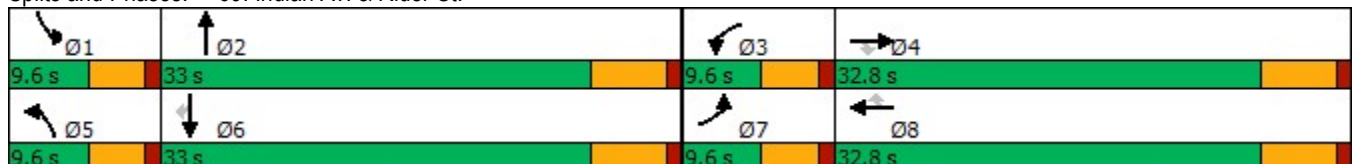
Intersection LOS: B

Intersection Capacity Utilization 53.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗
Traffic Volume (veh/h)	35	230	28	52	48	129	7	442	37	85	714	6
Future Volume (veh/h)	35	230	28	52	48	129	7	442	37	85	714	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	274	28	62	57	103	8	526	27	101	850	5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	693	309	103	741	331	19	948	49	134	1210	540
Arrive On Green	0.04	0.19	0.19	0.06	0.21	0.21	0.01	0.27	0.27	0.07	0.34	0.34
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3494	179	1810	3610	1610
Grp Volume(v), veh/h	42	274	28	62	57	103	8	271	282	101	850	5
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1868	1810	1805	1610
Q Serve(g_s), s	1.2	3.4	0.7	1.7	0.7	2.8	0.2	6.6	6.6	2.8	10.5	0.1
Cycle Q Clear(g_c), s	1.2	3.4	0.7	1.7	0.7	2.8	0.2	6.6	6.6	2.8	10.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	79	693	309	103	741	331	19	490	507	134	1210	540
V/C Ratio(X)	0.53	0.40	0.09	0.60	0.08	0.31	0.42	0.55	0.56	0.75	0.70	0.01
Avail Cap(c_a), veh/h	176	1898	846	176	1898	846	176	956	989	176	1912	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	18.1	17.1	23.6	16.5	17.3	25.3	16.0	16.1	23.3	14.8	11.4
Incr Delay (d2), s/veh	2.0	0.4	0.1	2.1	0.0	0.5	5.4	1.0	1.0	8.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.2	0.2	0.7	0.2	0.9	0.1	2.3	2.4	1.3	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	18.5	17.2	25.7	16.5	17.9	30.7	17.0	17.0	31.4	15.6	11.4
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		344			222			561			956	
Approach Delay, s/veh		19.3			19.7			17.2			17.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	19.7	7.5	15.7	5.1	23.0	6.9	16.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	4.8	8.6	3.7	5.4	2.2	12.5	3.2	4.8				
Green Ext Time (p_c), s	0.0	2.8	0.0	1.6	0.0	4.7	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				17.8								
HCM 6th LOS				B								

APPENDIX 7.3:

**HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

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**Volume Development
AM Peak Hour**

1: Harvill Av. & Cajalco Expy.

	PHF: 0.937 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	393	371	313	193	157	38	112	1,340	181	224	1,498	224	5,043

2: I-215 SB Ramps & Harley Knox Bl.

	PHF: 0.935 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	495	11	219	0	606	62	151	589	0	2,134

3: I-215 NB Ramps & Harley Knox Bl.

	PHF: 0.944 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	301	5	98	0	0	0	474	628	0	0	439	956	2,900

4: I-215 SB Ramps & Ramona Exwy.

	PHF: 0.958 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	563	0	264	0	1,049	338	368	1,195	0	3,776

5: I-215 NB Ramps & Ramona Exwy.

	PHF: 0.964 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	329	4	564	0	0	0	197	1,415	0	0	1,233	827	4,569

6: I-215 SB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	300	0	84	0	302	143	277	515	0	1,622

7: I-215 NB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	165	0	286	0	0	0	67	536	0	0	628	560	2,241

8: I-215 SB Ramps & Nuevo Rd.

	PHF: 0.884 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	267	1	100	0	536	188	502	1,025	0	2,619

9: I-215 NB Ramps & Nuevo Rd.

	PHF: 0.890 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	406	3	758	0	0	0	59	744	0	0	1,120	509	3,599

10: Western Wy. & Harley Knox Bl.

	PHF: 0.982 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	7	0	51	80	644	1	0	1,343	51	2,178

11: Webster Av. & Harley Knox Bl.

	PHF: 0.939 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	143	447	110	86	272	112	110	526	86	112	1,023	143	3,171

12: Webster Av. & Ramona Exwy.

	PHF: 0.940 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	146	76	38	50	40	396	618	1,397	66	45	1,909	109	4,890

**Volume Development
AM Peak Hour**

13: Indian Av. & Harley Knox Bl.

	PHF: 0.927 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (WMCP) (PCE):	86	378	82	102	187	216	249	288	60	157	802	302	2,909

14: Indian Av. & Ramona Exwy.

	PHF: 0.983 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (WMCP) (PCE):	131	190	51	58	143	149	195	1,191	192	177	1,765	179	4,420

15: Indian Av. & Placentia Av.

	PHF: 0.684 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (WMCP) (PCE):	68	175	96	30	146	39	79	198	97	167	993	81	2,168

16: Perris Bl. & Iris Av.

	PHF: 0.871 7:15am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (WMCP) (PCE):	290	878	292	169	800	150	76	352	137	301	540	162	4,146

17: Perris Bl. & Krameria Av.

	PHF: 0.907 7:15am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (WMCP) (PCE):	93	1,032	233	87	869	90	76	171	100	212	171	202	3,336

18: Perris Bl. & San Michele Rd.

	PHF: 0.937 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (WMCP) (PCE):	132	1,301	2	1	1,029	90	44	0	27	4	0	0	2,629

19: Perris Bl. & Nandina Av.

	PHF: 0.920 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (WMCP) (PCE):	47	1,398	27	19	1,017	55	14	2	14	11	6	13	2,622

20: Perris Bl. & Harley Knox Av.

	PHF: 0.914 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (WMCP) (PCE):	254	1,200	23	105	751	283	247	656	86	373	676	284	4,938

21: Perris Bl. & Markham St.

	PHF: 0.941 7:00am		Count Date: 5/10/2017										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (WMCP) (PCE):	35	1,553	5	5	1,022	25	19	16	22	4	23	20	2,747

22: Perris Bl. & Ramona Exwy.

	PHF: 0.984 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (WMCP) (PCE):	333	886	116	143	513	374	379	766	154	205	1,365	373	5,608

23: Perris Bl. & Morgan St.

	PHF: 0.954 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 NP (WMCP) (PCE):	46	1,300	17	11	870	76	29	8	30	22	24	2	2,435

24: Perris Bl. & Rider St.

	PHF: 0.933 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL

**Volume Development
AM Peak Hour**

2040 NP (WMCP) (PCE):	118	1,145	110	62	820	47	26	156	17	242	338	292	3,372
25: Perris Bl. & Placentia Av.													
	PHF:	0.897	7:00am		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	518	1,070	144	47	588	168	66	80	106	215	584	240	3,827
26: Perris Bl. & Orange Av.													
	PHF:	0.931	7:15am		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	182	1,184	99	102	935	66	19	258	138	178	463	227	3,851
27: Perris Bl. & Nuevo Rd.													
	PHF:	0.849	7:15am		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	351	965	221	139	729	266	429	522	152	272	626	192	4,865
28: Redlands Av. & Harley Knox Bl.													
	PHF:	0.833	7:00am		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	542	2	0	0	4	1	92	0	692	0	0	0	1,333
29: Redlands Av. & Markham St.													
	PHF:	0.836	7:00am		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	30	497	0	0	71	22	13	0	15	0	0	0	648
30: Redlands Av. & Ramona Exwy.													
	PHF:	0.961	7:00am		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	107	42	94	64	6	24	51	894	21	81	1,790	512	3,687
31: Redlands Av. & Morgan St.													
	PHF:	0.838	7:15		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	4	240	0	24	80	50	23	18	12	1	5	2	459
32: Redlands Av. & Rider St.													
	PHF:	0.831	7:00		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	5	293	286	22	77	3	2	379	32	43	947	97	2,185
33: Redlands Av. & Placentia Av.													
	PHF:	0.849	7:15		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	702	282	71	5	78	21	42	81	196	140	159	7	1,784
34: Redlands Av. & Orange Av.													
	PHF:	0.928	7:15		Count Date: 3/11/2020								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	369	838	150	68	391	74	48	271	89	143	518	167	3,126
35: Redlands Av. & Nuevo Rd.													
	PHF:	0.815	7:00am		Count Date: 5/28/2019								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	140	252	131	54	252	287	143	545	169	211	1,007	113	3,303
36: Murrieta Rd. & Nuevo Rd.													
	PHF:	0.822	7:15am		Count Date: 1/0/1900								

**Volume Development
AM Peak Hour**

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	300	132	198	158	143	217	147	492	233	242	775	184	3,221

37: Lasselle St. & Iris Av.

PHF: 0.933 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	298	618	546	143	534	102	133	514	305	670	659	117	4,638

38: Lasselle St. & Krameria Av.

PHF: 0.950 8:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	108	1,075	55	106	1,272	160	176	49	172	73	30	59	3,334

39: Evans Rd. & Ramona Exwy.

PHF: 0.943 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	546	976	191	149	389	431	294	539	179	194	1,407	372	5,668

40: Evans Rd. & Rider St.

PHF: 0.882 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	176	859	30	88	760	310	216	492	63	16	621	183	3,815

41: Evans Rd. & Orange Av.

PHF: 0.663 7:00am

Count Date: 2/1/2018

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	261	982	194	202	732	159	144	279	132	74	253	126	3,539

42: Evans Rd. & Nuevo Rd.

PHF: 0.842 7:00am

Count Date: 1/0/1900

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	70	690	83	131	627	579	485	332	30	113	552	197	3,890

43: Bradley Rd. & Ramona Exwy.

PHF: 0.884 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	240	0	49	0	0	0	0	812	40	42	2,161	0	3,345

44: Bradley Rd. & Rider St.

PHF: 0.881 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	17	44	41	139	10	94	32	658	50	13	584	69	1,748

45: Dunlap Dr. & Orange Av.

PHF: 0.898 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	328	0	75	0	0	0	0	165	176	15	65	0	824

46: Dunlap Dr. & Nuevo Rd.

PHF: 0.978 7:00am

Count Date: 9/23/2014

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	80	72	48	66	69	85	33	206	47	54	389	120	1,270

47: Ramona Exwy. & Rider St.

PHF: 0.875 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	230	1,970	1	0	680	181	232	0	249	0	0	1	3,544

48: Antelope Rd. & Ramona Exwy. - Future Intersection

**Volume Development
AM Peak Hour**

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	0	0	0	0	929	0	0	2,201	0	3,130

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	545	10	0	430	10	0	0	0	50	0	865	1,910

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	520	37	253	190	0	10	0	10	0	0	0	1,020

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	152	0	24	33	298	0	0	600	417	1,524

52: Street A & Ramona Exwy. - Future Intersection

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	0	0	0	0	929	0	0	2,201	0	3,130

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.

	PHF:										Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 NP (WMCP) (PCE):	412	174	316	3	412	283	70	155	225	307	322	6	2,685		

54: Menifee Rd. & San Jacinto Av.

	PHF:										Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 NP (WMCP) (PCE):	143	566	16	6	545	220	182	6	115	18	17	11	1,844		

55: Menifee Rd. & Ellis Rd.

	PHF:										Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 NP (WMCP) (PCE):	47	714	0	0	726	23	8	1	48	0	4	0	1,572		

56: Menifee Rd. & Mapes Rd.

	PHF:										Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 NP (WMCP) (PCE):	73	562	26	160	584	91	23	53	55	18	111	150	1,905		

57: Menifee Rd. & Watson Rd.

	PHF:										Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 NP (WMCP) (PCE):	47	588	134	82	521	50	32	139	19	56	208	68	1,945		

58: Menifee Rd. & Ethanac Rd. (SR-74)

	PHF:										Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 NP (WMCP) (PCE):	325	496	240	56	511	54	162	1,053	214	289	919	113	4,432		

59: Bernasconi Rd. & Orange Av. - Future Intersection

	PHF:								Count Date:				
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	8	0	64	30	162	0	0	426	10	700

**Volume Development
AM Peak Hour**

60: Lakeview Av. & Ramona Exwy.														
	PHF:	<u>0.904</u>		7:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (WMCP) (PCE):	224	29	148	97	213	201	27	581	174	172	1,117	14	2,997	
61: Lakeview Av. & Nuevo Rd.														
	PHF:	<u>0.875</u>		7:30									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (WMCP) (PCE):	0	0	0	13	0	393	421	100	0	0	170	22	1,120	
62: Nuevo Rd. & Nuevo Rd./Montgomery Av.														
	PHF:	<u>0.900</u>		8:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (WMCP) (PCE):	73	0	17	0	0	0	0	147	37	13	182	0	469	
63: Hansen Av./Davis Rd. & Ramona Exwy.														
	PHF:	<u>0.930</u>		7:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (WMCP) (PCE):	132	2	88	1	1	6	2	784	39	31	1,165	1	2,254	
64: Hansen Av. & Contour Av.														
	PHF:	<u>0.775</u>		8:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (WMCP) (PCE):	4	68	125	117	91	6	9	69	1	125	66	137	818	
65: Bridge St. & Ramona Exwy.														
	PHF:	<u>0.962</u>		7:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (WMCP) (PCE):	0	0	0	20	0	19	44	839	0	0	1,172	83	2,175	
66: Warren Rd. & Ramona Exwy.														
	PHF:	<u>0.966</u>		7:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (WMCP) (PCE):	273	2	306	1	1	0	5	719	135	179	982	2	2,605	
67: Sanderson Av. (SR-79) & Ramona Exwy.														
	PHF:	<u>0.991</u>		7:00									Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 NP (WMCP) (PCE):	163	2,401	114	863	1,872	360	571	384	71	78	641	815	8,333	

Volume Development
PM Peak Hour

1: Harvill Av. & Cajalco Expy.													
PHF: 0.970 4:30pm											Count Date: 3/11/2020		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	249	164	145	414	417	181	43	1,791	232	393	1,536	97	5,661
2: I-215 SB Ramps & Harley Knox Bl.													
PHF: 0.901 4:30pm											Count Date: 3/11/2020		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	439	0	435	0	555	106	381	345	0	2,262
3: I-215 NB Ramps & Harley Knox Bl.													
PHF: 0.879 4:30pm											Count Date: 3/11/2020		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	109	1	221	0	0	0	297	697	0	0	617	671	2,613
4: I-215 SB Ramps & Ramona Exwy.													
PHF: 0.988 4:30pm											Count Date: 3/11/2020		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	1,179	2	281	0	1,658	444	288	1,425	0	5,278

Volume Development
PM Peak Hour

5: I-215 NB Ramps & Ramona Exwy.

	PHF: 0.975 4:30pm		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	375	2	526	0	0	0	416	2,421	0	0	1,339	860	5,940

6: I-215 SB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	540	0	69	0	479	163	549	661	0	2,462

7: I-215 NB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	139	0	297	0	0	0	80	940	0	0	1,071	705	3,232

8: I-215 SB Ramps & Nuevo Rd.

	PHF: 0.948 4:00pm		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	570	4	86	0	430	243	759	428	0	2,520

Volume Development
PM Peak Hour

9: I-215 NB Ramps & Nuevo Rd.													
PHF: 0.982 4:00pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	117	0	603	0	0	0	70	930	0	0	1,070	452	3,242
10: Western Wy. & Harley Knox Bl.													
PHF: 0.893 4:30pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	4	0	0	20	0	132	30	885	2	4	1,153	4	2,234
11: Webster Av. & Harley Knox Bl.													
PHF: 0.902 4:30pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	121	391	138	173	615	152	138	673	173	152	888	121	3,735
12: Webster Av. & Ramona Exwy.													
PHF: 0.927 4:30pm												Count Date: 3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	179	28	19	273	52	890	474	1,891	40	30	1,503	107	5,486

**Volume Development
PM Peak Hour**

13: Indian Av. & Harley Knox Bl.														
	PHF:	<u>0.909</u>	4:15pm										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 NP (WMCP) (PCE):	81	302	246	326	559	363	304	568	108	242	428	169	3,696	
14: Indian Av. & Ramona Exwy.														
	PHF:	<u>0.981</u>	4:45pm										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 NP (WMCP) (PCE):	252	249	200	292	341	368	236	1,795	220	134	1,287	95	5,469	
15: Indian Av. & Placentia Av.														
	PHF:	<u>0.713</u>	4:15pm										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 NP (WMCP) (PCE):	95	96	89	137	253	145	129	1,078	199	54	312	41	2,628	
16: Perris Bl. & Iris Av.														
	PHF:	<u>0.957</u>	4:45pm										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 NP (WMCP) (PCE):	210	950	295	265	1,064	120	169	472	303	319	352	125	4,645	

**Volume Development
PM Peak Hour**

17: Perris Bl. & Krameria Av.													
PHF: 0.917 4:30pm													
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	45	1,032	172	192	1,164	90	146	137	104	179	88	112	3,462
18: Perris Bl. & San Michele Rd.													
PHF: 0.887 4:15pm													
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	76	1,123	0	5	1,323	102	160	0	192	1	0	0	2,981
19: Perris Bl. & Nandina Av.													
PHF: 0.908 4:15pm													
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	56	1,153	29	17	1,420	70	66	5	114	32	11	15	2,988
20: Perris Bl. & Harley Knox Av.													
PHF: 0.911 4:15pm													
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	155	891	19	181	1,120	333	316	401	228	419	538	273	4,873

Volume Development
PM Peak Hour

21: Perris Bl. & Markham St.													
PHF: <u>0.966</u> 4:30pm												Count Date: <u>5/10/2017</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	25	1,254	60	106	1,460	32	37	13	58	4	5	6	3,060
22: Perris Bl. & Ramona Exwy.													
PHF: <u>0.974</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	233	649	246	355	835	281	430	1,473	384	187	918	209	6,200
23: Perris Bl. & Morgan St.													
PHF: <u>0.947</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	42	1,081	14	7	1,389	35	48	25	26	32	8	13	2,720
24: Perris Bl. & Rider St.													
PHF: <u>0.958</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	33	973	237	153	1,325	37	58	279	144	256	107	131	3,734

Volume Development
PM Peak Hour

25: Perris Bl. & Placentia Av.													
PHF: 0.925 4:30pm													
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	226	803	330	162	1,190	86	162	624	654	226	148	121	4,732
26: Perris Bl. & Orange Av.													
PHF: 0.941 4:00pm													
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	246	1,118	228	195	1,410	54	131	364	285	247	255	91	4,624
27: Perris Bl. & Nuevo Rd.													
PHF: 0.927 4:00pm													
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	217	887	256	254	1,206	399	485	548	297	171	308	157	5,186
28: Redlands Av. & Harley Knox Bl.													
PHF: 0.944 4:00pm													
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	140	10	0	0	2	23	61	0	539	0	0	0	775

Volume Development
PM Peak Hour

29: Redlands Av. & Markham St.													
PHF: <u>0.875</u> 4:15pm											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	8	137	0	0	288	10	14	0	150	0	0	0	606
30: Redlands Av. & Ramona Exwy.													
PHF: <u>0.924</u> 4:30pm											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	35	16	90	295	138	128	42	1,875	97	95	1,242	115	4,168
31: Redlands Av. & Morgan St.													
PHF: <u>0.732</u> 16:30											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	16	130	0	8	330	41	59	10	6	5	23	8	636
32: Redlands Av. & Rider St.													
PHF: <u>0.935</u> 16:30											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	6	134	167	93	353	3	19	628	47	58	518	28	2,054

Volume Development
PM Peak Hour

33: Redlands Av. & Placentia Av.													
PHF: <u>0.910</u> 16:30											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	300	135	125	16	366	39	37	288	729	75	100	3	2,213
34: Redlands Av. & Orange Av.													
PHF: <u>0.975</u> 16:45											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	154	580	81	28	957	49	83	538	427	105	426	26	3,455
35: Redlands Av. & Nuevo Rd.													
PHF: <u>0.968</u> 4:45pm											Count Date: <u>5/28/2019</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	124	253	188	117	309	187	310	835	179	167	640	97	3,407
36: Murrieta Rd. & Nuevo Rd.													
PHF: <u>0.912</u> 5:00pm											Count Date: _____		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	334	84	207	50	50	71	83	834	500	126	589	20	2,948

Volume Development
PM Peak Hour

37: Lasselle St. & Iris Av.

PHF: 0.978 17:00 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	234	604	535	208	751	98	176	737	341	754	759	192	5,390

38: Lasselle St. & Krameria Av.

PHF: 0.900 4:15pm Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	168	1,005	261	187	1,258	120	331	271	197	172	169	135	4,273

39: Evans Rd. & Ramona Exwy.

PHF: 0.977 16:45 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	273	545	253	363	1,050	428	475	1,444	507	296	751	235	6,620

40: Evans Rd. & Rider St.

PHF: 0.925 17:00 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	85	784	14	48	1,072	280	301	368	141	11	262	59	3,425

Volume Development
PM Peak Hour

41: Evans Rd. & Orange Av.													
PHF: <u>0.939</u> 4:45pm												Count Date: <u>2/1/2018</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	129	886	93	133	1,173	126	136	217	90	65	134	77	3,259
42: Evans Rd. & Nuevo Rd.													
PHF: <u>0.958</u> 5:00pm												Count Date: <u>1/0/1900</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	40	685	136	211	864	337	486	526	79	181	357	222	4,125
43: Bradley Rd. & Ramona Exwy.													
PHF: <u>0.948</u> 16:45												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	88	0	17	0	0	0	0	2,273	231	63	1,020	0	3,692
44: Bradley Rd. & Rider St.													
PHF: <u>0.957</u> 16:00												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	40	7	6	17	13	86	105	261	40	7	210	25	816

Volume Development
PM Peak Hour

45: Dunlap Dr. & Orange Av.													
PHF: 0.954		17:00		Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	247	0	25	0	0	0	0	95	354	66	134	0	921

46: Dunlap Dr. & Nuevo Rd.													
PHF: 0.789		4:30pm		Count Date: 9/23/2014									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	94	139	86	123	182	88	71	488	91	77	337	69	1,845

47: Ramona Exwy. & Rider St.													
PHF: 0.940		16:45		Count Date: 3/11/2020									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	179	1,040	1	0	2,180	110	42	0	206	0	0	1	3,759

48: Antelope Rd. & Ramona Exwy. - Future Intersection													
PHF:				Count Date:									
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	0	0	0	0	2,386	0	0	1,220	0	3,606

Volume Development
PM Peak Hour

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	PHF:							Count Date:					TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (WMCP) (PCE):	0	298	10	0	1,494	10	0	0	0	72	0	446	2,330

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	PHF:							Count Date:					TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (WMCP) (PCE):	0	260	36	954	579	0	10	0	10	0	0	0	1,849

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	PHF:							Count Date:					TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (WMCP) (PCE):	0	0	0	462	0	38	27	710	0	0	501	210	1,948

52: Street A & Ramona Exwy. - Future Intersection

	PHF:							Count Date:					TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 NP (WMCP) (PCE):	0	0	0	0	0	0	0	2,386	0	0	1,220	0	3,606

Volume Development
PM Peak Hour

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.													
PHF:	0.973		16:15										
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	306	485	311	9	411	178	328	240	604	294	227	4	3,396
54: Menifee Rd. & San Jacinto Av.													
PHF:	0.964		16:30										
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	128	552	16	4	752	203	346	22	197	10	14	1	2,245
55: Menifee Rd. & Ellis Rd.													
PHF:	0.907		16:30										
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	22	754	2	1	923	8	24	0	13	1	1	1	1,751
56: Menifee Rd. & Mapes Rd.													
PHF:	0.892		16:30										
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	70	546	13	87	720	41	88	151	192	28	55	98	2,089

Volume Development
PM Peak Hour

57: Menifee Rd. & Watson Rd.													
PHF:	0.809		16:00										
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	13	587	152	83	840	42	52	181	12	22	101	27	2,111
58: Menifee Rd. & Ethanac Rd. (SR-74)													
PHF:	0.944		16:30										
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	332	453	195	136	724	80	197	847	156	218	897	85	4,320
59: Bernasconi Rd. & Orange Av. - Future Intersection													
PHF:	16:30												
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	21	0	149	55	359	0	0	211	5	800
60: Lakeview Av. & Ramona Exwy.													
PHF:	0.947		16:45										
	Count Date: 3/11/2020												
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	89	210	204	53	92	86	197	1,204	184	204	788	102	3,414

Volume Development
PM Peak Hour

61: Lakeview Av. & Nuevo Rd.													
PHF:	0.971		16:00										
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	16	0	362	356	201	0	0	166	20	1,122
62: Nuevo Rd. & Nuevo Rd./Montgomery Av.													
PHF:	0.903		16:15										
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	58	0	23	0	0	0	0	182	78	24	141	0	506
63: Hansen Av./Davis Rd. & Ramona Exwy.													
PHF:	0.968		16:30										
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	56	5	85	2	2	5	2	1,378	80	103	1,033	2	2,755
64: Hansen Av. & Contour Av.													
PHF:	0.935		16:00										
Count Date: 3/11/2020													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	4	113	72	96	94	16	11	20	6	54	26	72	584

**Volume Development
PM Peak Hour**

65: Bridge St. & Ramona Exwy.

PHF: 0.972 16:15 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	0	0	0	78	0	73	21	1,214	0	0	1,023	47	2,455

66: Warren Rd. & Ramona Exwy.

PHF: 0.953 16:45 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	231	1	261	1	1	4	1	1,017	274	366	835	0	2,992

67: Sanderson Av. (SR-79) & Ramona Exwy.

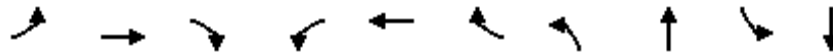
PHF: 0.986 16:00 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 NP (WMCP) (PCE):	135	2,283	104	881	2,643	640	469	645	164	116	426	699	9,206

Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

05/28/2020

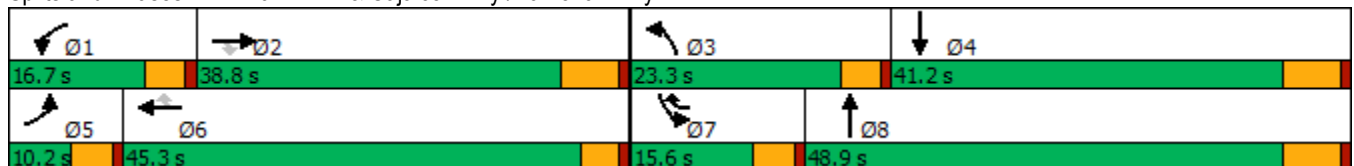


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↔	↘↗	↑↔
Traffic Volume (vph)	112	1340	181	224	1498	224	393	371	193	157
Future Volume (vph)	112	1340	181	224	1498	224	393	371	193	157
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	38.8	38.8	16.7	45.3	15.6	23.3	48.9	15.6	41.2
Total Split (%)	8.5%	32.3%	32.3%	13.9%	37.8%	13.0%	19.4%	40.8%	13.0%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.6	33.5	33.5	11.2	40.8	55.5	17.2	42.7	10.2	35.6
Actuated g/C Ratio	0.05	0.28	0.28	0.09	0.34	0.47	0.14	0.36	0.09	0.30
v/c Ratio	1.40	1.40	0.32	0.73	1.29	0.27	0.83	0.56	0.69	0.19
Control Delay	280.4	221.9	6.1	65.8	170.7	3.5	63.9	24.9	65.4	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	280.4	221.9	6.1	65.8	170.7	3.5	63.9	24.9	65.4	28.2
LOS	F	F	A	E	F	A	E	C	E	C
Approach Delay		201.9			139.4			39.1		46.7
Approach LOS		F			F			D		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.2	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 131.1	Intersection LOS: F
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	

























Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1340	181	224	1498	224	393	371	313	193	157	38
Future Volume (veh/h)	112	1340	181	224	1498	224	393	371	313	193	157	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	1426	128	238	1594	183	418	395	305	205	167	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	85	1097	489	295	1231	669	476	691	528	262	878	185
Arrive On Green	0.05	0.30	0.30	0.08	0.34	0.34	0.14	0.36	0.36	0.07	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1937	1479	3510	2967	625
Grp Volume(v), veh/h	119	1426	128	238	1594	183	418	368	332	205	100	103
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1611	1755	1805	1787
Q Serve(g_s), s	5.6	36.3	7.2	8.0	40.8	9.0	14.0	19.7	20.0	6.9	4.9	5.1
Cycle Q Clear(g_c), s	5.6	36.3	7.2	8.0	40.8	9.0	14.0	19.7	20.0	6.9	4.9	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		0.35
Lane Grp Cap(c), veh/h	85	1097	489	295	1231	669	476	644	575	262	534	529
V/C Ratio(X)	1.40	1.30	0.26	0.81	1.29	0.27	0.88	0.57	0.58	0.78	0.19	0.19
Avail Cap(c_a), veh/h	85	1097	489	355	1231	669	549	644	575	323	534	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.0	41.6	31.5	53.8	39.4	23.0	50.7	31.1	31.2	54.4	31.4	31.5
Incr Delay (d2), s/veh	238.5	141.9	0.3	9.1	138.7	0.2	12.4	3.6	4.2	7.5	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	36.8	2.7	3.8	40.6	3.3	6.7	8.8	8.0	3.2	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	295.5	183.6	31.8	62.9	178.2	23.3	63.1	34.7	35.3	61.9	32.2	32.3
LnGrp LOS	F	F	C	E	F	C	E	C	D	E	C	C
Approach Vol, veh/h		1673			2015			1118			408	
Approach Delay, s/veh		179.9			150.5			45.5			47.2	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	42.5	20.8	41.6	10.2	47.0	13.5	48.9				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	12.1	32.6	18.7	35.0	5.6	* 41	11.0	42.7				
Max Q Clear Time (g_c+I1), s	10.0	38.3	16.0	7.1	7.6	42.8	8.9	22.0				
Green Ext Time (p_c), s	0.1	0.0	0.3	1.0	0.0	0.0	0.1	3.9				

Intersection Summary

HCM 6th Ctrl Delay	129.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

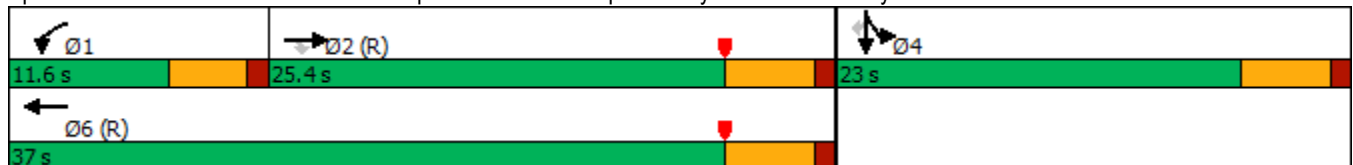


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↙	↑↑	↙	↙
Traffic Volume (vph)	606	62	151	589	11	219
Future Volume (vph)	606	62	151	589	11	219
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.4	25.4	11.6	37.0	23.0	23.0
Total Split (%)	42.3%	42.3%	19.3%	61.7%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.5	20.5	7.0	32.0	18.0	18.0
Actuated g/C Ratio	0.34	0.34	0.12	0.53	0.30	0.30
v/c Ratio	0.52	0.10	0.77	0.33	0.99	0.36
Control Delay	17.7	1.5	44.0	8.5	61.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	1.5	44.0	8.5	61.8	4.5
LOS	B	A	D	A	E	A
Approach Delay	16.2			15.7	44.5	
Approach LOS	B			B	D	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 25.7
 Intersection LOS: C
 Intersection Capacity Utilization 128.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

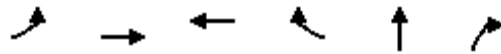


HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑						↖	↗
Traffic Volume (veh/h)	0	606	62	151	589	0	0	0	0	495	11	219
Future Volume (veh/h)	0	606	62	151	589	0	0	0	0	495	11	219
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	645	66	161	627	0				527	12	174
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1258	561	199	1925	0				531	12	483
Arrive On Green	0.00	0.35	0.35	0.22	1.00	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1771	40	1610
Grp Volume(v), veh/h	0	645	66	161	627	0				539	0	174
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	8.5	1.7	5.1	0.0	0.0				17.8	0.0	5.1
Cycle Q Clear(g_c), s	0.0	8.5	1.7	5.1	0.0	0.0				17.8	0.0	5.1
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	1258	561	199	1925	0				543	0	483
V/C Ratio(X)	0.00	0.51	0.12	0.81	0.33	0.00				0.99	0.00	0.36
Avail Cap(c_a), veh/h	0	1258	561	214	1925	0				543	0	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.5	13.3	22.8	0.0	0.0				20.9	0.0	16.5
Incr Delay (d2), s/veh	0.0	1.5	0.4	17.0	0.4	0.0				36.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.6	2.7	0.1	0.0				11.7	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.0	13.7	39.9	0.4	0.0				57.3	0.0	16.9
LnGrp LOS	A	B	B	D	A	A				E	A	B
Approach Vol, veh/h		711			788						713	
Approach Delay, s/veh		16.7			8.5						47.5	
Approach LOS		B			A						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.1	25.9		23.0		37.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	7.1	20.4		18.0		32.0						
Max Q Clear Time (g_c+I1), s	7.1	10.5		19.8		2.0						
Green Ext Time (p_c), s	0.0	2.0		0.0		2.6						
Intersection Summary												
HCM 6th Ctrl Delay				23.7								
HCM 6th LOS				C								

Timings

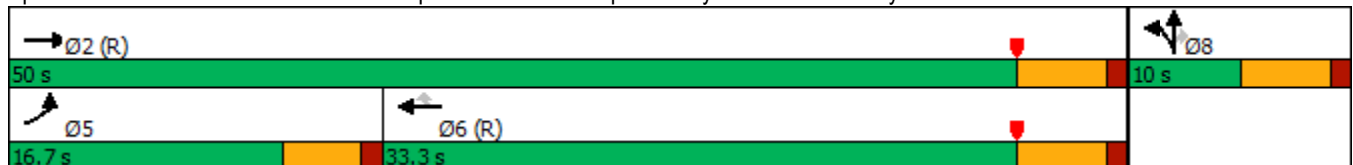


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	474	628	439	956	5	98
Future Volume (vph)	474	628	439	956	5	98
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	16.7	50.0	33.3	33.3	10.0	10.0
Total Split (%)	27.8%	83.3%	55.5%	55.5%	16.7%	16.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	12.2	45.0	28.3	28.3	5.0	5.0
Actuated g/C Ratio	0.20	0.75	0.47	0.47	0.08	0.08
v/c Ratio	1.37	0.25	0.27	1.09	2.17	0.43
Control Delay	199.8	0.1	10.2	73.1	567.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	199.8	0.1	10.2	73.1	567.2	11.3
LOS	F	A	B	E	F	B
Approach Delay		86.0	53.3		432.4	
Approach LOS		F	D		F	

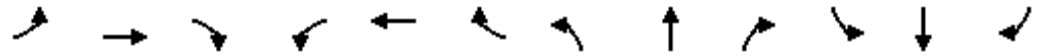
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.17
 Intersection Signal Delay: 118.4
 Intersection LOS: F
 Intersection Capacity Utilization 128.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 05/28/2020

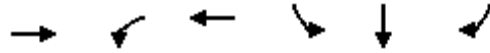


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↘	↗			
Traffic Volume (veh/h)	474	628	0	0	439	956	301	5	98	0	0	0
Future Volume (veh/h)	474	628	0	0	439	956	301	5	98	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	504	668	0	0	467	954	320	5	40			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	368	2708	0	0	1703	759	149	2	134			
Arrive On Green	0.14	0.50	0.00	0.00	0.47	0.47	0.08	0.08	0.08			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1783	28	1610			
Grp Volume(v), veh/h	504	668	0	0	467	954	325	0	40			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	12.2	6.3	0.0	0.0	4.7	28.3	5.0	0.0	1.4			
Cycle Q Clear(g_c), s	12.2	6.3	0.0	0.0	4.7	28.3	5.0	0.0	1.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	368	2708	0	0	1703	759	151	0	134			
V/C Ratio(X)	1.37	0.25	0.00	0.00	0.27	1.26	2.15	0.00	0.30			
Avail Cap(c_a), veh/h	368	2708	0	0	1703	759	151	0	134			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.84	0.84	0.00	0.00	0.88	0.88	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.9	5.3	0.0	0.0	9.6	15.9	27.5	0.0	25.9			
Incr Delay (d2), s/veh	180.4	0.2	0.0	0.0	0.4	124.7	540.5	0.0	5.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.4	0.7	0.0	0.0	1.5	33.8	24.6	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	206.4	5.5	0.0	0.0	10.0	140.6	568.0	0.0	31.4			
LnGrp LOS	F	A	A	A	A	F	F	A	C			
Approach Vol, veh/h		1172			1421			365				
Approach Delay, s/veh		91.9			97.6			509.2				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			16.7	33.3		10.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		45.0			12.2	28.3		5.0				
Max Q Clear Time (g_c+11), s		8.3			14.2	30.3		7.0				
Green Ext Time (p_c), s		2.8			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					146.1							
HCM 6th LOS					F							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

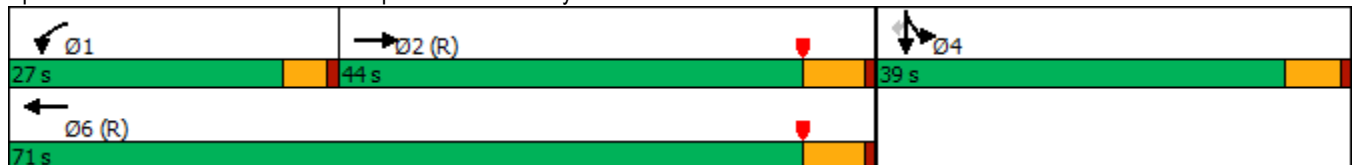


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	1049	368	1195	563	0	264
Future Volume (vph)	1049	368	1195	563	0	264
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.0	22.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	1.18	1.04	0.58	0.56	0.56	0.51
Control Delay	122.3	69.7	3.4	37.1	37.1	26.4
Queue Delay	0.1	0.0	1.2	87.8	87.8	0.0
Total Delay	122.4	69.7	4.5	124.9	124.9	26.4
LOS	F	E	A	F	F	C
Approach Delay	122.4		19.8		93.4	
Approach LOS	F		B		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 73.6
 Intersection LOS: E
 Intersection Capacity Utilization 89.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	1049	338	368	1195	0	0	0	0	563	0	264
Future Volume (veh/h)	0	1049	338	368	1195	0	0	0	0	563	0	264
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1093	255	383	1245	0				586	0	202
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1002	232	370	2133	0				1102	0	490
Arrive On Green	0.00	0.35	0.35	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	2996	673	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	677	671	383	1245	0				586	0	202
Grp Sat Flow(s),veh/h/ln	0	1805	1769	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	38.0	38.0	22.5	30.9	0.0				14.8	0.0	11.0
Cycle Q Clear(g_c), s	0.0	38.0	38.0	22.5	30.9	0.0				14.8	0.0	11.0
Prop In Lane	0.00		0.38	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	624	611	370	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.09	1.10	1.03	0.58	0.00				0.53	0.00	0.41
Avail Cap(c_a), veh/h	0	624	611	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.37	0.37	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.0	36.0	48.2	24.5	0.0				31.7	0.0	30.4
Incr Delay (d2), s/veh	0.0	41.9	46.7	37.8	0.4	0.0				1.8	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.7	23.1	14.2	13.8	0.0				6.5	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	77.9	82.7	86.1	24.9	0.0				33.6	0.0	33.0
LnGrp LOS	A	F	F	F	C	A				C	A	C
Approach Vol, veh/h		1348			1628						788	
Approach Delay, s/veh		80.3			39.3						33.4	
Approach LOS		F			D						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	44.0		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	24.5	40.0		16.8		32.9						
Green Ext Time (p_c), s	0.0	0.0		2.6		5.9						

Intersection Summary

HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷↷	↷↷	↷	↶	↷	↷
Traffic Volume (vph)	197	1415	1233	827	329	4	564
Future Volume (vph)	197	1415	1233	827	329	4	564
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	16.3	62.0	41.2	41.2	36.5	36.5	36.5
Actuated g/C Ratio	0.15	0.56	0.37	0.37	0.33	0.33	0.33
v/c Ratio	0.77	0.72	0.95	0.89	0.31	0.30	1.01
Control Delay	36.3	35.4	49.5	23.3	29.2	29.1	71.5
Queue Delay	0.0	49.4	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	84.8	49.5	23.3	29.2	29.1	71.5
LOS	D	F	D	C	C	C	E
Approach Delay		78.9	39.0			55.8	
Approach LOS		E	D			E	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 56.4
 Intersection LOS: E
 Intersection Capacity Utilization 89.1%
 ICU Level of Service E
 Analysis Period (min) 15




















Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1415	0	0	1233	827	329	4	564	0	0	0
Future Volume (veh/h)	197	1415	0	0	1233	827	329	4	564	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	205	1474	0	0	1284	699	346	0	427			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	233	2188	0	0	1576	703	1047	0	466			
Arrive On Green	0.26	1.00	0.00	0.00	0.44	0.44	0.29	0.00	0.29			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	205	1474	0	0	1284	699	346	0	427			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	12.0	0.0	0.0	0.0	34.2	47.6	8.3	0.0	28.2			
Cycle Q Clear(g_c), s	12.0	0.0	0.0	0.0	34.2	47.6	8.3	0.0	28.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	233	2188	0	0	1576	703	1047	0	466			
V/C Ratio(X)	0.88	0.67	0.00	0.00	0.81	0.99	0.33	0.00	0.92			
Avail Cap(c_a), veh/h	304	2188	0	0	1576	703	1201	0	534			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.0	0.0	0.0	0.0	27.1	30.9	30.7	0.0	37.8			
Incr Delay (d2), s/veh	2.4	0.2	0.0	0.0	4.8	32.6	0.2	0.0	19.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	0.0	14.4	23.0	3.5	0.0	13.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.2	0.0	0.0	31.9	63.5	30.9	0.0	57.0			
LnGrp LOS	D	A	A	A	C	E	C	A	E			
Approach Vol, veh/h		1679			1983			773				
Approach Delay, s/veh		5.3			43.0			45.3				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.7			18.7	54.0		37.3				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		2.0			14.0	49.6		30.2				
Green Ext Time (p_c), s		8.1			0.2	0.0		1.6				

Intersection Summary

HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

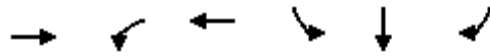
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

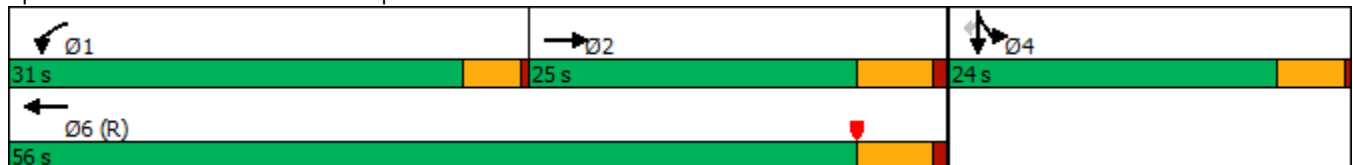


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	302	277	515	300	0	84
Future Volume (vph)	302	277	515	300	0	84
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	25.0	31.0	56.0	24.0	24.0	24.0
Total Split (%)	31.3%	38.8%	70.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effect Green (s)	34.4	18.6	57.0	13.0	13.0	13.0
Actuated g/C Ratio	0.43	0.23	0.71	0.16	0.16	0.16
v/c Ratio	0.32	0.72	0.22	0.59	0.59	0.27
Control Delay	14.6	37.7	4.6	38.9	38.9	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	37.7	4.6	38.9	38.9	8.5
LOS	B	D	A	D	D	A
Approach Delay	14.6		16.2		32.3	
Approach LOS	B		B		C	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 19.6
 Intersection LOS: B
 Intersection Capacity Utilization 56.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	302	143	277	515	0	0	0	0	300	0	84
Future Volume (veh/h)	0	302	143	277	515	0	0	0	0	300	0	84
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	328	155	301	560	0				326	0	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	926	429	351	2279	0				452	0	199
Arrive On Green	0.00	0.39	0.39	0.19	0.63	0.00				0.12	0.00	0.12
Sat Flow, veh/h	0	2488	1108	1810	3705	0				3619	0	1591
Grp Volume(v), veh/h	0	246	237	301	560	0				326	0	91
Grp Sat Flow(s),veh/h/ln	0	1805	1696	1810	1805	0				1810	0	1591
Q Serve(g_s), s	0.0	7.7	8.0	12.9	5.4	0.0				6.9	0.0	4.2
Cycle Q Clear(g_c), s	0.0	7.7	8.0	12.9	5.4	0.0				6.9	0.0	4.2
Prop In Lane	0.00		0.65	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	699	656	351	2279	0				452	0	199
V/C Ratio(X)	0.00	0.35	0.36	0.86	0.25	0.00				0.72	0.00	0.46
Avail Cap(c_a), veh/h	0	699	656	611	2279	0				882	0	388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.4	17.5	31.2	6.4	0.0				33.7	0.0	32.5
Incr Delay (d2), s/veh	0.0	1.4	1.5	5.8	0.2	0.0				2.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	3.0	5.7	1.5	0.0				3.0	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.8	19.0	37.0	6.7	0.0				35.9	0.0	34.1
LnGrp LOS	A	B	B	D	A	A				D	A	C
Approach Vol, veh/h		483			861						417	
Approach Delay, s/veh		18.9			17.3						35.5	
Approach LOS		B			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.5	36.5		14.5		56.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	27.0	19.5		19.5		50.5						
Max Q Clear Time (g_c+I1), s	14.9	10.0		8.9		7.4						
Green Ext Time (p_c), s	0.7	1.2		1.1		2.2						

Intersection Summary

HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

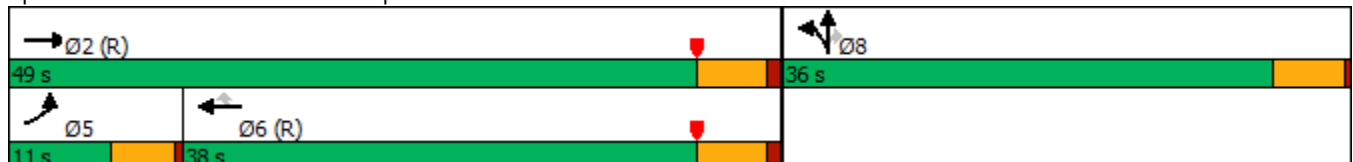


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	67	536	628	560	165	0	286
Future Volume (vph)	67	536	628	560	165	0	286
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	11.0	49.0	38.0	38.0	36.0	36.0	36.0
Total Split (%)	12.9%	57.6%	44.7%	44.7%	42.4%	42.4%	42.4%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	7.9	64.0	53.5	53.5	10.5	10.5	10.5
Actuated g/C Ratio	0.09	0.75	0.63	0.63	0.12	0.12	0.12
v/c Ratio	0.43	0.21	0.30	0.50	0.42	0.43	0.75
Control Delay	43.8	3.9	9.4	2.7	38.7	38.9	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	3.9	9.4	2.7	38.7	38.9	20.6
LOS	D	A	A	A	D	D	C
Approach Delay		8.3	6.3			27.3	
Approach LOS		A	A			C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 11.0
 Intersection LOS: B
 Intersection Capacity Utilization 56.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↗	↗			
Traffic Volume (veh/h)	67	536	0	0	628	560	165	0	286	0	0	0
Future Volume (veh/h)	67	536	0	0	628	560	165	0	286	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	73	583	0	0	683	609	179	0	311			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	94	2368	0	0	1989	885	798	0	353			
Arrive On Green	0.05	0.66	0.00	0.00	0.55	0.55	0.22	0.00	0.22			
Sat Flow, veh/h	1810	3705	0	0	3705	1606	3619	0	1599			
Grp Volume(v), veh/h	73	583	0	0	683	609	179	0	311			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1606	1810	0	1599			
Q Serve(g_s), s	3.4	5.6	0.0	0.0	8.9	23.3	3.4	0.0	16.0			
Cycle Q Clear(g_c), s	3.4	5.6	0.0	0.0	8.9	23.3	3.4	0.0	16.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	94	2368	0	0	1989	885	798	0	353			
V/C Ratio(X)	0.77	0.25	0.00	0.00	0.34	0.69	0.22	0.00	0.88			
Avail Cap(c_a), veh/h	138	2368	0	0	1989	885	1320	0	583			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.8	6.0	0.0	0.0	10.6	13.8	27.2	0.0	32.1			
Incr Delay (d2), s/veh	7.4	0.2	0.0	0.0	0.5	4.4	0.1	0.0	4.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	1.6	0.0	0.0	3.0	7.8	1.4	0.0	6.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	6.2	0.0	0.0	11.0	18.2	27.2	0.0	37.0			
LnGrp LOS	D	A	A	A	B	B	C	A	D			
Approach Vol, veh/h		656			1292			490				
Approach Delay, s/veh		10.8			14.4			33.4				
Approach LOS		B			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.3			8.9	52.3		23.7				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		43.5			6.5	32.5		31.0				
Max Q Clear Time (g_c+I1), s		7.6			5.4	25.3		18.0				
Green Ext Time (p_c), s		2.3			0.0	2.5		0.7				

Intersection Summary

HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

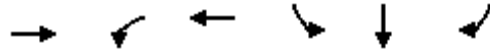
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	536	502	1025	267	1	100
Future Volume (vph)	536	502	1025	267	1	100
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	36.2	17.6	57.8	12.2	12.2	12.2
Actuated g/C Ratio	0.45	0.22	0.72	0.15	0.15	0.15
v/c Ratio	0.49	0.71	0.43	0.55	0.56	0.33
Control Delay	17.0	33.9	5.5	38.7	38.7	11.1
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	17.0	33.9	5.9	38.7	38.7	11.1
LOS	B	C	A	D	D	B
Approach Delay	17.0		15.1		31.2	
Approach LOS	B		B		C	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 17.9
 Intersection LOS: B
 Intersection Capacity Utilization 54.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	536	188	502	1025	0	0	0	0	267	1	100
Future Volume (veh/h)	0	536	188	502	1025	0	0	0	0	267	1	100
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	583	174	546	1114	0				291	0	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1001	298	671	2189	0				413	0	184
Arrive On Green	0.00	0.37	0.37	0.19	0.61	0.00				0.11	0.00	0.11
Sat Flow, veh/h	0	2836	816	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	383	374	546	1114	0				291	0	51
Grp Sat Flow(s),veh/h/ln	0	1805	1752	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	13.7	13.8	11.9	14.1	0.0				6.2	0.0	2.3
Cycle Q Clear(g_c), s	0.0	13.7	13.8	11.9	14.1	0.0				6.2	0.0	2.3
Prop In Lane	0.00		0.47	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	659	640	671	2189	0				413	0	184
V/C Ratio(X)	0.00	0.58	0.58	0.81	0.51	0.00				0.70	0.00	0.28
Avail Cap(c_a), veh/h	0	659	640	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.84	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.5	20.5	31.0	9.0	0.0				34.1	0.0	32.4
Incr Delay (d2), s/veh	0.0	3.7	3.9	2.7	0.7	0.0				2.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	5.6	4.8	4.2	0.0				2.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.2	24.4	33.7	9.7	0.0				36.4	0.0	33.2
LnGrp LOS	A	C	C	C	A	A				D	A	C
Approach Vol, veh/h		757			1660						342	
Approach Delay, s/veh		24.3			17.6						35.9	
Approach LOS		C			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.3	34.7		13.6		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	13.9	15.8		8.2		16.1						
Green Ext Time (p_c), s	1.4	1.5		0.9		5.1						

Intersection Summary

HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

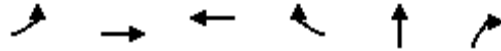
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

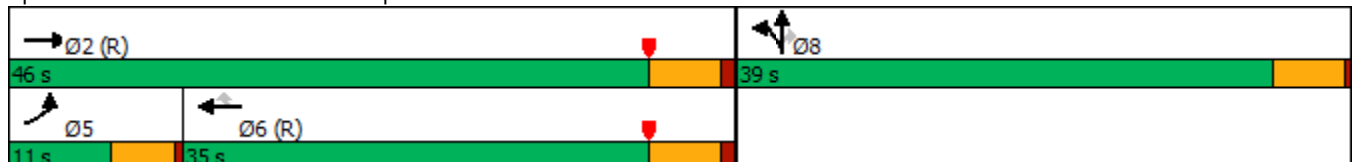


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↙	↗↗
Traffic Volume (vph)	59	732	1120	509	3	758
Future Volume (vph)	59	732	1120	509	3	758
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	6.7	47.5	38.1	38.1	27.0	27.0
Actuated g/C Ratio	0.08	0.56	0.45	0.45	0.32	0.32
v/c Ratio	0.45	0.40	0.52	0.54	0.77	0.79
Control Delay	47.4	12.4	19.9	4.1	35.1	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	12.4	19.9	4.1	35.1	24.9
LOS	D	B	B	A	D	C
Approach Delay		15.0	15.0		28.5	
Approach LOS		B	B		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 19.4
 Intersection LOS: B
 Intersection Capacity Utilization 70.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↖	↗↗			
Traffic Volume (veh/h)	59	732	12	0	1120	509	406	3	758	0	0	0
Future Volume (veh/h)	59	732	12	0	1120	509	406	3	758	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	64	796	13	0	1217	514	441	3	478			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	83	2155	35	0	2563	796	510	3	804			
Arrive On Green	0.05	0.59	0.59	0.00	0.49	0.49	0.28	0.28	0.28			
Sat Flow, veh/h	1810	3635	59	0	5358	1610	1798	12	2834			
Grp Volume(v), veh/h	64	395	414	0	1217	514	444	0	478			
Grp Sat Flow(s),veh/h/ln	1810	1805	1889	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.0	9.7	9.7	0.0	13.2	20.2	19.8	0.0	12.4			
Cycle Q Clear(g_c), s	3.0	9.7	9.7	0.0	13.2	20.2	19.8	0.0	12.4			
Prop In Lane	1.00		0.03	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	83	1070	1120	0	2563	796	513	0	804			
V/C Ratio(X)	0.77	0.37	0.37	0.00	0.47	0.65	0.87	0.00	0.59			
Avail Cap(c_a), veh/h	138	1070	1120	0	2563	796	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.86	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.1	9.0	9.0	0.0	14.2	16.0	28.9	0.0	26.2			
Incr Delay (d2), s/veh	4.8	0.8	0.8	0.0	0.6	4.0	5.9	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	3.2	3.3	0.0	4.5	7.0	8.7	0.0	3.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	9.9	9.8	0.0	14.8	20.0	34.8	0.0	26.5			
LnGrp LOS	D	A	A	A	B	C	C	A	C			
Approach Vol, veh/h		873			1731			922				
Approach Delay, s/veh		12.4			16.4			30.5				
Approach LOS		B			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.9			8.4	47.5		29.1				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+1), s		11.7			5.0	22.2		21.8				
Green Ext Time (p_c), s		2.7			0.0	3.8		2.3				
Intersection Summary												
HCM 6th Ctrl Delay				19.1								
HCM 6th LOS				B								

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	EBR	WBT	SBL	SBT	Ø1	Ø8
Lane Configurations	↖	↑↑↑	↗	↑↑↑	↖	↗		
Traffic Volume (vph)	80	644	1	1343	7	0		
Future Volume (vph)	80	644	1	1343	7	0		
Turn Type	Prot	NA	Perm	NA	Perm	NA		
Protected Phases	5	2		6		4	1	8
Permitted Phases			2		4			
Detector Phase	5	2	2	6	4	4		
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	21.8	21.8	21.8	32.6	32.6	9.6	32.6
Total Split (s)	17.0	66.0	66.0	62.0	41.0	41.0	13.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	51.7%	34.2%	34.2%	11%	34%
Yellow Time (s)	3.6	4.8	4.8	4.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	5.8	5.8	4.6	4.6		
Lead/Lag	Lead	Lag	Lag	Lag			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.3	44.1	44.1	32.9	15.8	15.8		
Actuated g/C Ratio	0.17	0.79	0.79	0.59	0.28	0.28		
v/c Ratio	0.27	0.16	0.00	0.47	0.02	0.09		
Control Delay	32.4	4.3	0.0	12.5	24.1	0.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	32.4	4.3	0.0	12.5	24.1	0.3		
LOS	C	A	A	B	C	A		
Approach Delay		7.4		12.5		3.1		
Approach LOS		A		B		A		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 55.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑	↖	↖	↑↑↑		↖	↖		↖	↖	
Traffic Volume (veh/h)	80	644	1	0	1343	51	0	0	0	7	0	51
Future Volume (veh/h)	80	644	1	0	1343	51	0	0	0	7	0	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	657	1	0	1370	50	0	0	0	7	0	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	3467	1076	4	2542	93	160	191	0	342	0	161
Arrive On Green	0.07	0.67	0.67	0.00	0.49	0.49	0.00	0.00	0.00	0.10	0.00	0.10
Sat Flow, veh/h	1810	5187	1610	1810	5137	187	1388	1900	0	1810	0	1610
Grp Volume(v), veh/h	82	657	1	0	922	498	0	0	0	7	0	41
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1866	1388	1900	0	1810	0	1610
Q Serve(g_s), s	2.0	2.2	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.2	0.0	1.1
Cycle Q Clear(g_c), s	2.0	2.2	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.2	0.0	1.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	3467	1076	4	1711	924	160	191	0	342	0	161
V/C Ratio(X)	0.64	0.19	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.02	0.00	0.25
Avail Cap(c_a), veh/h	499	6943	2155	338	4321	2332	1144	1538	0	1625	0	1303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	2.8	2.5	0.0	7.8	7.8	0.0	0.0	0.0	18.3	0.0	18.7
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.0	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.0	0.0	1.8	2.0	0.0	0.0	0.0	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	2.9	2.5	0.0	8.1	8.3	0.0	0.0	0.0	18.3	0.0	19.5
LnGrp LOS	C	A	A	A	A	A	A	A	A	B	A	B
Approach Vol, veh/h		740			1420			0				48
Approach Delay, s/veh		5.0			8.2			0.0				19.3
Approach LOS		A			A							B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	35.9		9.1	7.8	28.1		9.1				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+1), s	0.0	4.2		3.1	4.0	10.3		0.0				
Green Ext Time (p_c), s	0.0	4.7		0.2	0.0	12.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Intersection			
Intersection Delay, s/veh	32.6		
Intersection LOS	D		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	1207	269
Demand Flow Rate, veh/h	0	1207	269
Vehicles Circulating, veh/h	119	152	560
Vehicles Exiting, veh/h	1240	677	210
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	38.6	5.8
Approach LOS	-	E	A
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.565	0.435
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	1207	152	117
Cap Entry Lane, veh/h	1237	853	853
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	1207	152	117
Cap Entry, veh/h	1237	853	853
V/C Ratio	0.976	0.178	0.137
Control Delay, s/veh	38.6	6.0	5.6
LOS	E	A	A
95th %tile Queue, veh	20	1	0

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

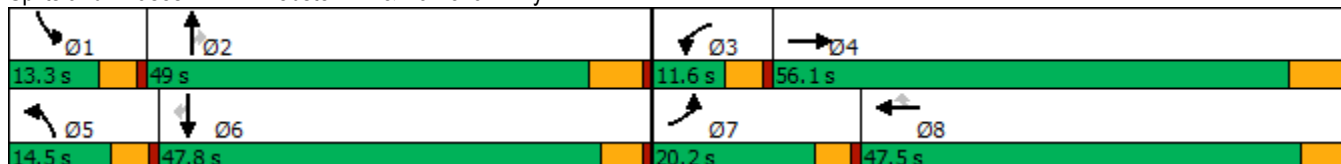
05/28/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	618	1397	45	1909	109	146	76	38	50	40	396
Future Volume (vph)	618	1397	45	1909	109	146	76	38	50	40	396
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.7	53.1	6.4	42.8	42.8	10.0	26.6	26.6	7.2	22.8	22.8
Actuated g/C Ratio	0.14	0.48	0.06	0.39	0.39	0.09	0.24	0.24	0.06	0.21	0.21
v/c Ratio	2.57	0.63	0.46	1.01	0.16	0.96	0.18	0.08	0.45	0.11	0.85
Control Delay	739.4	25.3	68.4	58.7	3.1	112.3	34.8	0.3	65.3	34.1	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	739.4	25.3	68.4	58.7	3.1	112.3	34.8	0.3	65.3	34.1	36.8
LOS	F	C	E	E	A	F	C	A	E	C	D
Approach Delay		237.3		56.0			73.3			39.5	
Approach LOS		F		E			E			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 110.8
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.57
 Intersection Signal Delay: 132.4
 Intersection LOS: F
 Intersection Capacity Utilization 99.1%
 ICU Level of Service F
 Analysis Period (min) 15


























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	618	1397	66	45	1909	109	146	76	38	50	40	396
Future Volume (veh/h)	618	1397	66	45	1909	109	146	76	38	50	40	396
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	657	1486	50	48	2031	107	155	81	25	53	43	375
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	235	2314	78	62	1833	569	149	567	481	69	483	409
Arrive On Green	0.13	0.45	0.45	0.03	0.35	0.35	0.08	0.30	0.30	0.04	0.25	0.25
Sat Flow, veh/h	1810	5153	173	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	657	997	539	48	2031	107	155	81	25	53	43	375
Grp Sat Flow(s),veh/h/ln	1810	1729	1869	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	15.6	26.8	26.8	3.2	42.4	5.5	9.9	3.7	1.3	3.5	2.1	27.2
Cycle Q Clear(g_c), s	15.6	26.8	26.8	3.2	42.4	5.5	9.9	3.7	1.3	3.5	2.1	27.2
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	1553	839	62	1833	569	149	567	481	69	483	409
V/C Ratio(X)	2.79	0.64	0.64	0.77	1.11	0.19	1.04	0.14	0.05	0.77	0.09	0.92
Avail Cap(c_a), veh/h	235	1553	839	106	1833	569	149	678	574	131	676	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	25.6	25.6	57.5	38.8	26.9	55.0	30.8	30.0	57.2	34.2	43.5
Incr Delay (d2), s/veh	818.3	0.9	1.7	7.4	57.2	0.2	84.1	0.1	0.0	6.7	0.1	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	60.3	10.4	11.4	1.5	26.5	2.1	8.0	1.7	0.5	1.7	1.0	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	870.5	26.5	27.3	64.8	95.9	27.0	139.1	30.9	30.0	63.9	34.2	59.2
LnGrp LOS	F	C	C	E	F	C	F	C	C	E	C	E
Approach Vol, veh/h		2193			2186			261			471	
Approach Delay, s/veh		279.5			91.9			95.1			57.4	
Approach LOS		F			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	42.0	8.7	60.1	14.5	36.7	20.2	48.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	5.5	5.7	5.2	28.8	11.9	29.2	17.6	44.4				
Green Ext Time (p_c), s	0.0	0.5	0.0	9.9	0.0	1.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	169.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

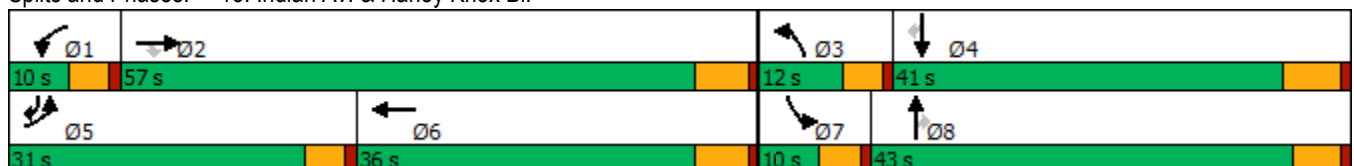
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	249	288	60	157	802	86	378	82	102	187	216	
Future Volume (vph)	249	288	60	157	802	86	378	82	102	187	216	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	
Protected Phases	5	2		1	6	3	8		7	4	5	
Permitted Phases			2					8			4	
Detector Phase	5	2	2	1	6	3	8	8	7	4	5	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6	
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0	
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	17.9	40.3	40.3	5.6	28.0	6.6	19.2	19.2	5.6	19.9	44.3	
Actuated g/C Ratio	0.19	0.44	0.44	0.06	0.31	0.07	0.21	0.21	0.06	0.22	0.48	
v/c Ratio	0.76	0.14	0.08	1.55	0.76	0.37	0.54	0.19	1.01	0.49	0.29	
Control Delay	51.5	16.2	0.8	318.1	32.2	49.8	35.3	1.1	136.7	38.4	11.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.5	16.2	0.8	318.1	32.2	49.8	35.3	1.1	136.7	38.4	11.5	
LOS	D	B	A	F	C	D	D	A	F	D	B	
Approach Delay		29.3			67.8		32.4			46.8		
Approach LOS		C			E		C			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 49.6	Intersection LOS: D
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	






























Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	249	288	60	157	802	302	86	378	82	102	187	216
Future Volume (veh/h)	249	288	60	157	802	302	86	378	82	102	187	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	310	56	169	862	306	92	406	82	110	201	184
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	314	2130	661	129	1166	412	198	606	270	129	347	573
Arrive On Green	0.17	0.41	0.41	0.07	0.31	0.31	0.06	0.17	0.17	0.07	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	3781	1336	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	268	310	56	169	788	380	92	406	82	110	201	184
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1659	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	10.9	2.8	1.6	5.4	15.5	15.6	1.9	8.0	3.4	4.6	7.3	6.3
Cycle Q Clear(g_c), s	10.9	2.8	1.6	5.4	15.5	15.6	1.9	8.0	3.4	4.6	7.3	6.3
Prop In Lane	1.00		1.00	1.00		0.81	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	2130	661	129	1067	512	198	606	270	129	347	573
V/C Ratio(X)	0.85	0.15	0.08	1.31	0.74	0.74	0.46	0.67	0.30	0.85	0.58	0.32
Avail Cap(c_a), veh/h	629	3500	1086	129	1376	660	342	1789	798	129	871	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	14.0	13.7	35.2	23.5	23.5	34.7	29.6	27.7	34.9	28.4	17.8
Incr Delay (d2), s/veh	2.6	0.0	0.1	185.2	1.6	3.3	0.6	1.3	0.6	38.0	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.0	0.5	8.8	5.9	5.9	0.8	3.3	1.3	3.2	3.2	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	14.1	13.7	220.5	25.1	26.8	35.3	30.9	28.3	72.8	29.9	18.1
LnGrp LOS	C	B	B	F	C	C	D	C	C	E	C	B
Approach Vol, veh/h		634			1337			580			495	
Approach Delay, s/veh		22.1			50.3			31.2			35.1	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	37.0	8.9	20.1	17.7	29.2	10.0	18.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	26.4	30.2	5.4	* 38				
Max Q Clear Time (g_c+I1), s	7.4	4.8	3.9	9.3	12.9	17.6	6.6	10.0				
Green Ext Time (p_c), s	0.0	2.1	0.0	1.6	0.3	5.8	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

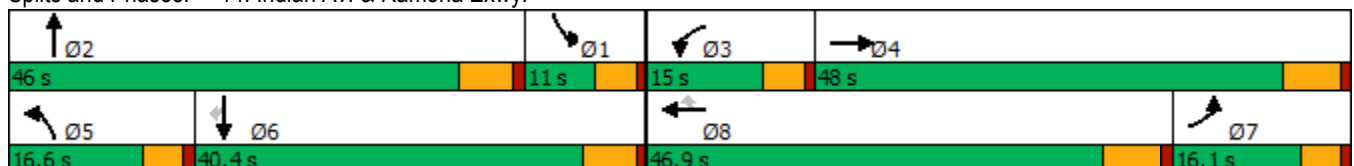


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	195	1191	177	1765	179	131	190	58	143	149
Future Volume (vph)	195	1191	177	1765	179	131	190	58	143	149
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.6	42.2	10.5	41.1	41.1	10.8	18.2	8.5	13.9	13.9
Actuated g/C Ratio	0.12	0.43	0.11	0.42	0.42	0.11	0.18	0.09	0.14	0.14
v/c Ratio	0.94	0.65	0.95	0.83	0.24	0.68	0.37	0.38	0.29	0.41
Control Delay	93.6	24.8	98.6	31.2	4.9	61.9	32.5	52.9	38.7	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.6	24.8	98.6	31.2	4.9	61.9	32.5	52.9	38.7	7.6
LOS	F	C	F	C	A	E	C	D	D	A
Approach Delay		33.3		34.6			42.9		27.8	
Approach LOS		C		C			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 34.3
 Intersection LOS: C
 Intersection Capacity Utilization 78.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1191	192	177	1765	179	131	190	51	58	143	149
Future Volume (veh/h)	195	1191	192	177	1765	179	131	190	51	58	143	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	1215	194	181	1801	154	134	194	41	59	146	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	2013	321	206	2163	671	166	350	72	138	415	185
Arrive On Green	0.13	0.45	0.45	0.11	0.42	0.42	0.09	0.12	0.12	0.08	0.11	0.11
Sat Flow, veh/h	1810	4508	720	1810	5187	1610	1810	2975	616	1810	3610	1610
Grp Volume(v), veh/h	199	932	477	181	1801	154	134	116	119	59	146	145
Grp Sat Flow(s),veh/h/ln	1810	1729	1770	1810	1729	1610	1810	1805	1785	1810	1805	1610
Q Serve(g_s), s	9.8	18.6	18.6	9.0	28.3	5.6	6.6	5.5	5.7	2.8	3.4	5.7
Cycle Q Clear(g_c), s	9.8	18.6	18.6	9.0	28.3	5.6	6.6	5.5	5.7	2.8	3.4	5.7
Prop In Lane	1.00		0.41	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	228	1544	790	206	2163	671	166	212	210	138	415	185
V/C Ratio(X)	0.87	0.60	0.60	0.88	0.83	0.23	0.81	0.55	0.57	0.43	0.35	0.78
Avail Cap(c_a), veh/h	228	1585	811	206	2315	719	238	796	787	138	1370	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	19.1	19.1	39.8	23.7	17.1	40.6	38.0	38.0	40.2	37.2	19.7
Incr Delay (d2), s/veh	27.7	0.6	1.2	30.9	2.6	0.2	8.1	2.2	2.4	0.8	0.5	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	6.7	7.0	5.5	10.6	1.9	3.2	2.5	2.6	1.3	1.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.9	19.7	20.3	70.7	26.3	17.3	48.7	40.1	40.4	41.0	37.7	26.8
LnGrp LOS	E	B	C	E	C	B	D	D	D	D	D	C
Approach Vol, veh/h		1608			2136			369			350	
Approach Delay, s/veh		25.7			29.5			43.3			33.8	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	16.5	15.0	46.9	13.0	16.3	17.7	44.2				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	4.8	7.7	11.0	20.6	8.6	7.7	11.8	30.3				
Green Ext Time (p_c), s	0.0	1.3	0.0	9.0	0.0	1.3	0.0	7.8				

Intersection Summary

HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	369.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	79	198	97	167	993	81	68	175	96	30	146	39
Future Vol, veh/h	79	198	97	167	993	81	68	175	96	30	146	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	86	215	105	182	1079	88	74	190	104	33	159	42
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	28.7	625.7	27.8	21.8
HCM LOS	D	F	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	65%	0%	67%	0%	92%	0%	79%
Vol Right, %	0%	35%	0%	33%	0%	8%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	271	79	295	167	1074	30	185
LT Vol	68	0	79	0	167	0	30	0
Through Vol	0	175	0	198	0	993	0	146
RT Vol	0	96	0	97	0	81	0	39
Lane Flow Rate	74	295	86	321	182	1167	33	201
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.181	0.662	0.205	0.702	0.425	2.549	0.083	0.477
Departure Headway (Hd)	10.965	10.174	10.447	9.677	8.433	7.862	11.476	10.787
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	330	359	346	378	430	479	314	336
Service Time	8.665	7.874	8.147	7.377	6.133	5.562	9.176	8.487
HCM Lane V/C Ratio	0.224	0.822	0.249	0.849	0.423	2.436	0.105	0.598
HCM Control Delay	16.1	30.7	15.8	32.2	17.2	720.3	15.2	22.9
HCM Lane LOS	C	D	C	D	C	F	C	C
HCM 95th-tile Q	0.7	4.5	0.8	5.2	2.1	93.3	0.3	2.5

Timings
16: Perris Bl. & Iris Av.

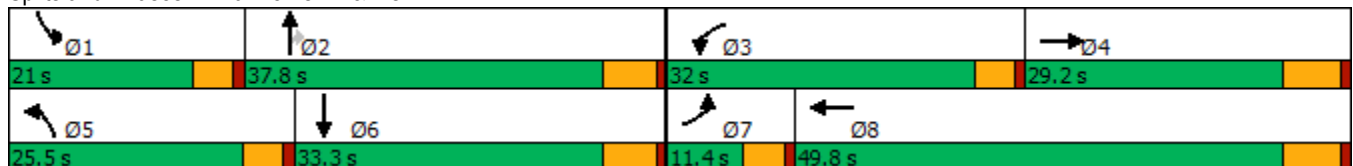


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↗	↗	↘	↗
Traffic Volume (vph)	76	352	301	540	290	878	292	169	800
Future Volume (vph)	76	352	301	540	290	878	292	169	800
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	20.2	23.5	36.9	21.1	33.1	33.1	14.4	26.5
Actuated g/C Ratio	0.06	0.18	0.21	0.33	0.19	0.29	0.29	0.13	0.24
v/c Ratio	0.76	0.82	0.87	0.66	0.93	0.63	0.50	0.80	0.85
Control Delay	94.3	52.4	66.7	33.5	82.1	38.0	13.6	73.5	48.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.3	52.4	66.7	33.5	82.1	38.0	13.6	73.5	48.7
LOS	F	D	E	C	F	D	B	E	D
Approach Delay		58.1		43.4		41.9			52.5
Approach LOS		E		D		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 47.3
 Intersection LOS: D
 Intersection Capacity Utilization 83.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↗	↖
Traffic Volume (veh/h)	76	352	137	301	540	162	290	878	292	169	800	150
Future Volume (veh/h)	76	352	137	301	540	162	290	878	292	169	800	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	383	114	327	587	98	315	954	193	184	870	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	483	142	359	975	162	344	1589	491	215	1046	181
Arrive On Green	0.06	0.18	0.18	0.20	0.32	0.32	0.19	0.31	0.31	0.12	0.24	0.24
Sat Flow, veh/h	1810	2749	808	1810	3092	515	1810	5187	1602	1810	4448	768
Grp Volume(v), veh/h	83	250	247	327	342	343	315	954	193	184	675	346
Grp Sat Flow(s),veh/h/ln	1810	1805	1753	1810	1805	1802	1810	1729	1602	1810	1729	1758
Q Serve(g_s), s	4.8	14.0	14.3	18.7	16.9	17.0	18.0	16.5	10.0	10.5	19.6	19.8
Cycle Q Clear(g_c), s	4.8	14.0	14.3	18.7	16.9	17.0	18.0	16.5	10.0	10.5	19.6	19.8
Prop In Lane	1.00		0.46	1.00		0.29	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	106	317	308	359	569	568	344	1589	491	215	813	414
V/C Ratio(X)	0.78	0.79	0.80	0.91	0.60	0.60	0.92	0.60	0.39	0.85	0.83	0.84
Avail Cap(c_a), veh/h	117	393	382	470	745	744	358	1589	491	281	901	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	41.6	41.8	41.4	30.5	30.6	41.9	31.1	28.9	45.6	38.4	38.4
Incr Delay (d2), s/veh	23.3	8.3	9.6	16.2	1.0	1.0	26.2	0.6	0.5	14.7	6.1	11.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	6.7	6.7	9.5	7.0	7.1	10.2	6.6	3.7	5.4	8.6	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	50.0	51.4	57.6	31.6	31.6	68.1	31.8	29.4	60.3	44.5	50.2
LnGrp LOS	E	D	D	E	C	C	E	C	C	E	D	D
Approach Vol, veh/h		580			1012			1462			1205	
Approach Delay, s/veh		53.8			40.0			39.3			48.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	38.1	25.5	24.7	24.7	30.6	10.8	39.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	12.5	18.5	20.7	16.3	20.0	21.8	6.8	19.0				
Green Ext Time (p_c), s	0.1	5.6	0.3	1.4	0.1	2.9	0.0	3.8				

Intersection Summary

HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

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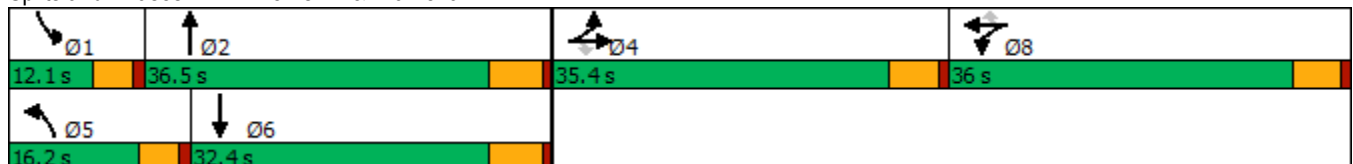


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕↕↕	↖	↕↕↕
Traffic Volume (vph)	171	100	171	202	93	1032	87	869
Future Volume (vph)	171	100	171	202	93	1032	87	869
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.3	22.3	29.0	29.0	10.1	32.8	8.0	30.7
Actuated g/C Ratio	0.21	0.21	0.27	0.27	0.09	0.30	0.07	0.28
v/c Ratio	0.70	0.26	0.84	0.37	0.60	0.88	0.71	0.71
Control Delay	50.4	7.3	54.4	6.4	64.1	43.9	80.1	39.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	7.3	54.4	6.4	64.1	43.9	80.1	39.5
LOS	D	A	D	A	E	D	F	D
Approach Delay	37.9		37.8			45.3		42.9
Approach LOS	D		D			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 42.5
 Intersection LOS: D
 Intersection Capacity Utilization 77.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	76	171	100	212	171	202	93	1032	233	87	869	90
Future Volume (veh/h)	76	171	100	212	171	202	93	1032	233	87	869	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	186	55	230	186	96	101	1122	233	95	945	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	108	241	300	271	219	427	139	1349	280	131	1479	151
Arrive On Green	0.19	0.19	0.19	0.27	0.27	0.27	0.08	0.31	0.30	0.07	0.31	0.29
Sat Flow, veh/h	577	1294	1608	1022	827	1608	1810	4304	893	1810	4781	489
Grp Volume(v), veh/h	269	0	55	416	0	96	101	901	454	95	683	359
Grp Sat Flow(s),veh/h/ln	1871	0	1608	1849	0	1608	1810	1729	1739	1810	1729	1812
Q Serve(g_s), s	13.5	0.0	2.8	21.0	0.0	4.6	5.4	23.9	24.0	5.1	16.8	16.9
Cycle Q Clear(g_c), s	13.5	0.0	2.8	21.0	0.0	4.6	5.4	23.9	24.0	5.1	16.8	16.9
Prop In Lane	0.31		1.00	0.55		1.00	1.00		0.51	1.00		0.27
Lane Grp Cap(c), veh/h	349	0	300	490	0	427	139	1084	545	131	1070	560
V/C Ratio(X)	0.77	0.00	0.18	0.85	0.00	0.22	0.73	0.83	0.83	0.72	0.64	0.64
Avail Cap(c_a), veh/h	595	0	512	600	0	522	224	1139	573	149	1070	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	33.8	34.4	0.0	28.3	44.6	31.5	31.9	44.8	29.3	29.6
Incr Delay (d2), s/veh	3.6	0.0	0.3	9.4	0.0	0.3	2.7	5.2	9.8	11.1	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	1.1	10.3	0.0	1.7	2.4	10.1	11.0	2.6	6.7	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	34.1	43.7	0.0	28.6	47.3	36.6	41.7	55.9	30.6	32.0
LnGrp LOS	D	A	C	D	A	C	D	D	D	E	C	C
Approach Vol, veh/h		324			512			1456			1137	
Approach Delay, s/veh		40.4			40.9			38.9			33.2	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	34.9		22.4	11.6	34.5		30.2				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+I1), s	7.1	26.0		15.5	7.4	18.9		23.0				
Green Ext Time (p_c), s	0.0	3.2		1.4	0.0	3.7		1.7				

Intersection Summary

HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

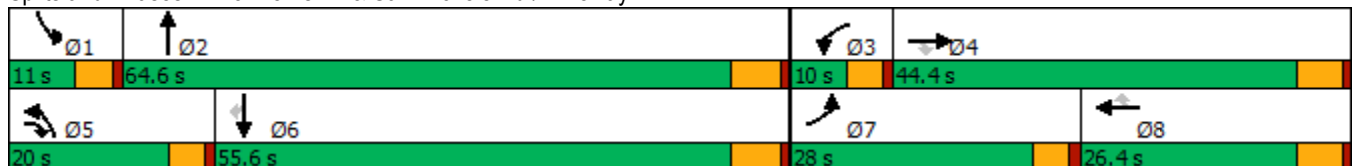


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	44	27	4	132	1301	1	1029	90		
Future Volume (vph)	44	27	4	132	1301	1	1029	90		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4						6		
Detector Phase	7	5	3	5	2	1	6	6		
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.5	20.9	7.0	11.7	41.4	7.0	29.1	29.1		
Actuated g/C Ratio	0.19	0.38	0.13	0.21	0.75	0.13	0.52	0.52		
v/c Ratio	0.14	0.04	0.02	0.37	0.36	0.00	0.40	0.10		
Control Delay	31.0	0.1	37.5	31.2	8.3	39.0	15.3	0.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	31.0	0.1	37.5	31.2	8.3	39.0	15.3	0.2		
LOS	C	A	D	C	A	D	B	A		
Approach Delay					10.4		14.1			
Approach LOS					B		B			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 55.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 12.3
 Intersection LOS: B
 Intersection Capacity Utilization 51.6%
 ICU Level of Service A
 Analysis Period (min) 15

























Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	0	27	4	0	0	132	1301	2	1	1029	90
Future Volume (veh/h)	44	0	27	4	0	0	132	1301	2	1	1029	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	0	10	4	0	0	140	1384	2	1	1095	75
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	207	337	10	126	107	182	2578	4	4	1985	616
Arrive On Green	0.05	0.00	0.11	0.01	0.00	0.00	0.10	0.48	0.48	0.00	0.38	0.38
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5349	8	1810	5187	1610
Grp Volume(v), veh/h	47	0	10	4	0	0	140	895	491	1	1095	75
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	1899	1810	1729	1610
Q Serve(g_s), s	1.3	0.0	0.3	0.1	0.0	0.0	3.8	9.2	9.2	0.0	8.4	1.5
Cycle Q Clear(g_c), s	1.3	0.0	0.3	0.1	0.0	0.0	3.8	9.2	9.2	0.0	8.4	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	207	337	10	126	107	182	1667	915	4	1985	616
V/C Ratio(X)	0.54	0.00	0.03	0.41	0.00	0.00	0.77	0.54	0.54	0.28	0.55	0.12
Avail Cap(c_a), veh/h	835	1462	1401	193	787	667	550	4011	2202	228	5095	1582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	15.9	25.1	0.0	0.0	22.2	9.2	9.2	25.3	12.2	10.1
Incr Delay (d2), s/veh	5.2	0.0	0.0	9.9	0.0	0.0	2.6	0.3	0.5	15.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.1	0.0	0.0	1.5	2.3	2.6	0.0	2.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	0.0	16.0	35.0	0.0	0.0	24.8	9.4	9.7	40.3	12.5	10.2
LnGrp LOS	C	A	B	C	A	A	C	A	A	D	B	B
Approach Vol, veh/h		57			4			1526			1171	
Approach Delay, s/veh		26.6			35.0			10.9			12.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	30.2	4.9	10.9	9.7	25.2	7.0	8.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+11), s	2.0	11.2	2.1	2.3	5.8	10.4	3.3	0.0				
Green Ext Time (p_c), s	0.0	11.5	0.0	0.0	0.1	9.0	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				11.9								
HCM 6th LOS				B								

Timings
19: Perris Bl. & Nandina Av.

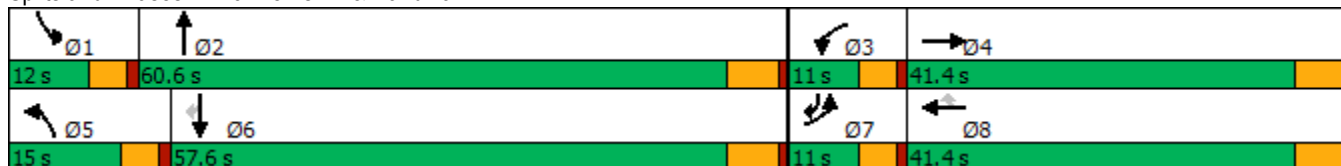


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖	↗	↖	↗	↗
Traffic Volume (vph)	14	2	11	6	13	47	1398	19	1017	55
Future Volume (vph)	14	2	11	6	13	47	1398	19	1017	55
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	11.0	41.4	11.0	41.4	41.4	15.0	60.6	12.0	57.6	11.0
Total Split (%)	8.8%	33.1%	8.8%	33.1%	33.1%	12.0%	48.5%	9.6%	46.1%	8.8%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	18.3	7.8	16.8	16.8	9.0	41.0	8.0	38.0	37.8
Actuated g/C Ratio	0.16	0.31	0.13	0.29	0.29	0.15	0.70	0.14	0.65	0.65
v/c Ratio	0.05	0.02	0.05	0.01	0.03	0.18	0.43	0.09	0.33	0.06
Control Delay	40.4	0.0	41.5	30.3	0.1	37.6	11.6	40.8	12.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	0.0	41.5	30.3	0.1	37.6	11.6	40.8	12.8	3.1
LOS	D	A	D	C	A	D	B	D	B	A
Approach Delay		19.0		21.6			12.5		12.8	
Approach LOS		B		C			B		B	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 58.3
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 12.8
 Intersection LOS: B
 Intersection Capacity Utilization 53.7%
 ICU Level of Service A
 Analysis Period (min) 15
























Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	2	14	11	6	13	47	1398	27	19	1017	55
Future Volume (veh/h)	14	2	14	11	6	13	47	1398	27	19	1017	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	2	6	12	7	6	51	1520	19	21	1105	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	142	127	27	143	122	87	2497	31	154	2646	850
Arrive On Green	0.02	0.08	0.08	0.02	0.08	0.08	0.05	0.47	0.47	0.09	0.51	0.51
Sat Flow, veh/h	1810	1805	1607	1810	1900	1610	1810	5280	66	1810	5187	1609
Grp Volume(v), veh/h	15	2	6	12	7	6	51	995	544	21	1105	55
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1900	1610	1810	1729	1888	1810	1729	1609
Q Serve(g_s), s	0.5	0.1	0.2	0.4	0.2	0.2	1.6	12.5	12.5	0.6	7.8	1.0
Cycle Q Clear(g_c), s	0.5	0.1	0.2	0.4	0.2	0.2	1.6	12.5	12.5	0.6	7.8	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	33	142	127	27	143	122	87	1635	893	154	2646	850
V/C Ratio(X)	0.45	0.01	0.05	0.44	0.05	0.05	0.59	0.61	0.61	0.14	0.42	0.06
Avail Cap(c_a), veh/h	197	1108	987	197	1166	988	321	3231	1764	228	4581	1451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	24.9	25.0	28.6	25.2	25.2	27.3	11.4	11.4	24.8	8.9	6.7
Incr Delay (d2), s/veh	3.5	0.0	0.2	4.0	0.1	0.2	2.3	0.4	0.7	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.2	0.1	0.1	0.7	3.6	4.0	0.2	2.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	24.9	25.1	32.7	25.3	25.3	29.7	11.8	12.1	25.0	9.0	6.8
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	A	A
Approach Vol, veh/h		23			25			1590			1181	
Approach Delay, s/veh		29.6			28.8			12.5			9.2	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	33.5	5.5	10.0	7.4	35.7	5.7	9.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	54.8	6.4	36.0	10.4	51.8	6.4	36.0				
Max Q Clear Time (g_c+1), s	2.6	14.5	2.4	2.2	3.6	9.8	2.5	2.2				
Green Ext Time (p_c), s	0.0	13.2	0.0	0.0	0.0	9.1	0.0	0.0				

Intersection Summary

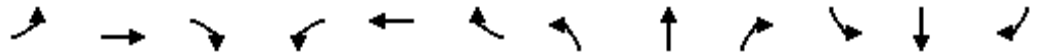
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Timings

Stoneridge Commerce Center SP (JN 13265)

20: Perris Bl. & Harley Knox Bl.

05/28/2020

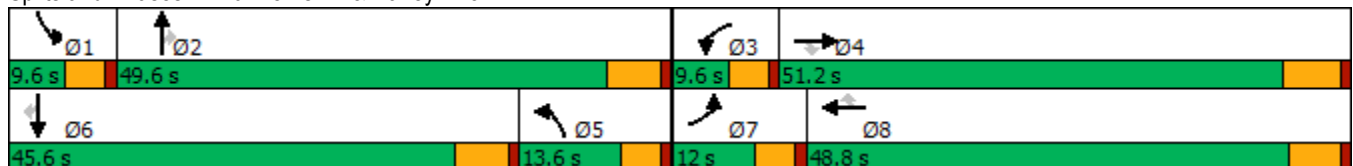


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (vph)	247	656	86	373	676	284	254	1200	23	105	751	283
Future Volume (vph)	247	656	86	373	676	284	254	1200	23	105	751	283
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	13.6	49.6	49.6	9.6	45.6	45.6
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	11.3%	41.3%	41.3%	8.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	26.3	26.3	5.2	24.2	24.2	12.9	31.8	31.8	5.2	24.1	24.1
Actuated g/C Ratio	0.09	0.29	0.29	0.06	0.27	0.27	0.14	0.35	0.35	0.06	0.27	0.27
v/c Ratio	1.76	0.68	0.16	2.02	0.53	0.56	0.55	0.71	0.04	0.57	0.59	0.57
Control Delay	396.2	31.9	0.6	505.3	29.5	17.5	44.4	28.4	0.1	58.2	31.1	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	396.2	31.9	0.6	505.3	29.5	17.5	44.4	28.4	0.1	58.2	31.1	19.2
LOS	F	C	A	F	C	B	D	C	A	E	C	B
Approach Delay		120.1			159.9			30.7			30.6	
Approach LOS		F			F			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.02
 Intersection Signal Delay: 83.5
 Intersection LOS: F
 Intersection Capacity Utilization 73.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (veh/h)	247	656	86	373	676	284	254	1200	23	105	751	283
Future Volume (veh/h)	247	656	86	373	676	284	254	1200	23	105	751	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	713	88	405	735	217	276	1304	22	114	816	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	957	427	214	1223	380	546	1860	577	198	1270	394
Arrive On Green	0.09	0.27	0.27	0.06	0.24	0.24	0.16	0.36	0.36	0.06	0.24	0.24
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1608
Grp Volume(v), veh/h	268	713	88	405	735	217	276	1304	22	114	816	201
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1608
Q Serve(g_s), s	7.4	14.8	2.1	5.0	10.3	9.7	5.9	17.6	0.7	2.6	11.5	6.3
Cycle Q Clear(g_c), s	7.4	14.8	2.1	5.0	10.3	9.7	5.9	17.6	0.7	2.6	11.5	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	957	427	214	1223	380	546	1860	577	198	1270	394
V/C Ratio(X)	1.64	0.75	0.21	1.89	0.60	0.57	0.51	0.70	0.04	0.57	0.64	0.51
Avail Cap(c_a), veh/h	163	1983	885	214	2723	845	546	2774	861	214	2520	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	27.6	8.1	38.5	27.9	27.6	31.7	22.5	17.1	37.7	27.7	13.5
Incr Delay (d2), s/veh	313.6	1.2	0.2	417.6	0.5	1.4	0.3	0.5	0.0	1.7	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	5.9	1.2	14.5	4.0	3.6	2.4	6.5	0.2	1.1	4.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	350.8	28.7	8.4	456.0	28.3	29.0	32.0	23.0	17.1	39.4	28.3	14.6
LnGrp LOS	F	C	A	F	C	C	C	C	B	D	C	B
Approach Vol, veh/h		1069			1357			1602			1131	
Approach Delay, s/veh		107.8			156.1			24.5			26.9	
Approach LOS		F			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	35.2	9.6	27.9	18.5	25.9	12.0	25.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	9.0	* 40	7.4	* 43				
Max Q Clear Time (g_c+I1), s	4.6	19.6	7.0	16.8	7.9	13.5	9.4	12.3				
Green Ext Time (p_c), s	0.0	9.6	0.0	4.9	0.1	6.3	0.0	5.9				

Intersection Summary

HCM 6th Ctrl Delay	76.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

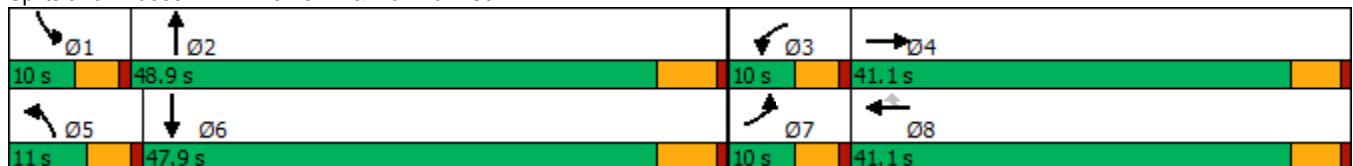


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↖	↕	↖	↕
Traffic Volume (vph)	19	16	4	23	20	35	1553	5	1022
Future Volume (vph)	19	16	4	23	20	35	1553	5	1022
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	10.0	41.1	10.0	41.1	41.1	11.0	48.9	10.0	47.9
Total Split (%)	9.1%	37.4%	9.1%	37.4%	37.4%	10.0%	44.5%	9.1%	43.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.0	14.5	5.9	14.5	14.5	6.5	41.1	5.9	38.7
Actuated g/C Ratio	0.10	0.25	0.10	0.25	0.25	0.11	0.72	0.10	0.67
v/c Ratio	0.11	0.05	0.02	0.05	0.04	0.18	0.45	0.03	0.32
Control Delay	36.9	13.4	37.8	21.7	0.1	35.9	11.1	37.2	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	13.4	37.8	21.7	0.1	35.9	11.1	37.2	11.4
LOS	D	B	D	C	A	D	B	D	B
Approach Delay		21.2		13.8			11.6		11.5
Approach LOS		C		B			B		B

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 57.4
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 11.8
 Intersection LOS: B
 Intersection Capacity Utilization 55.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
 21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕	↔	↔	↕		↔	↕	↔
Traffic Volume (veh/h)	19	16	22	4	23	20	35	1553	5	5	1022	25
Future Volume (veh/h)	19	16	22	4	23	20	35	1553	5	5	1022	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	17	14	4	24	6	37	1652	5	5	1087	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	264	192	10	216	183	71	2641	8	12	2405	60
Arrive On Green	0.02	0.13	0.13	0.01	0.11	0.11	0.04	0.49	0.49	0.01	0.46	0.46
Sat Flow, veh/h	1810	1994	1450	1810	1900	1610	1810	5339	16	1810	5202	129
Grp Volume(v), veh/h	20	15	16	4	24	6	37	1070	587	5	722	392
Grp Sat Flow(s),veh/h/ln	1810	1805	1639	1810	1900	1610	1810	1729	1897	1810	1729	1873
Q Serve(g_s), s	0.6	0.4	0.5	0.1	0.6	0.2	1.1	12.6	12.6	0.2	7.9	7.9
Cycle Q Clear(g_c), s	0.6	0.4	0.5	0.1	0.6	0.2	1.1	12.6	12.6	0.2	7.9	7.9
Prop In Lane	1.00		0.88	1.00		1.00	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	43	239	217	10	216	183	71	1711	938	12	1599	866
V/C Ratio(X)	0.46	0.06	0.07	0.41	0.11	0.03	0.52	0.63	0.63	0.41	0.45	0.45
Avail Cap(c_a), veh/h	175	1166	1059	175	1228	1040	208	2675	1467	175	2613	1416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	21.1	21.2	27.6	22.2	22.0	26.3	10.3	10.3	27.6	10.2	10.2
Incr Delay (d2), s/veh	2.8	0.1	0.1	9.9	0.2	0.1	2.2	0.4	0.7	8.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.2	0.1	0.3	0.1	0.5	3.4	3.8	0.1	2.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	21.3	21.3	37.6	22.4	22.0	28.5	10.7	11.0	35.7	10.4	10.6
LnGrp LOS	C	C	C	D	C	C	C	B	B	D	B	B
Approach Vol, veh/h		51			34			1694			1119	
Approach Delay, s/veh		24.6			24.1			11.2			10.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	33.4	4.9	12.5	6.8	31.6	5.9	11.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	5.4	43.1	5.4	36.0	6.4	42.1	5.4	36.0				
Max Q Clear Time (g_c+I1), s	2.2	14.6	2.1	2.5	3.1	9.9	2.6	2.6				
Green Ext Time (p_c), s	0.0	13.0	0.0	0.1	0.0	7.9	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

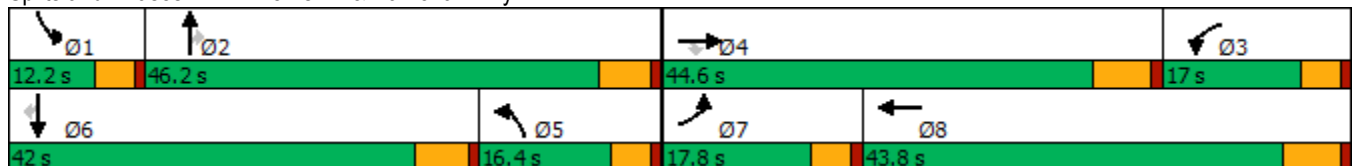
Timings
22: Perris Bl. & Ramona Exwy.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	379	766	154	205	1365	333	886	116	143	513	374	
Future Volume (vph)	379	766	154	205	1365	333	886	116	143	513	374	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8	
Total Split (s)	17.8	44.6	44.6	17.0	43.8	16.4	46.2	46.2	12.2	42.0	42.0	
Total Split (%)	14.8%	37.2%	37.2%	14.2%	36.5%	13.7%	38.5%	38.5%	10.2%	35.0%	35.0%	
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	13.2	24.6	24.6	26.3	37.7	17.2	34.6	34.6	7.3	24.7	24.7	
Actuated g/C Ratio	0.12	0.22	0.22	0.23	0.33	0.15	0.30	0.30	0.06	0.22	0.22	
v/c Ratio	0.95	0.70	0.33	0.26	1.05	0.64	0.83	0.20	0.65	0.67	0.69	
Control Delay	85.6	44.8	5.6	39.9	72.3	52.9	44.1	1.9	67.3	45.1	19.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	85.6	44.8	5.6	39.9	72.3	52.9	44.1	1.9	67.3	45.1	19.4	
LOS	F	D	A	D	E	D	D	A	E	D	B	
Approach Delay		52.1			68.9		42.6			38.8		
Approach LOS		D			E		D			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 53.2	Intersection LOS: D
Intersection Capacity Utilization 92.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	379	766	154	205	1365	373	333	886	116	143	513	374
Future Volume (veh/h)	379	766	154	205	1365	373	333	886	116	143	513	374
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	782	112	209	1393	362	340	904	70	146	523	323
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	416	1094	338	809	1383	358	486	1067	476	205	740	326
Arrive On Green	0.12	0.21	0.21	0.23	0.34	0.34	0.14	0.30	0.30	0.06	0.20	0.20
Sat Flow, veh/h	3510	5187	1603	3510	4101	1062	3510	3610	1609	3510	3610	1589
Grp Volume(v), veh/h	387	782	112	209	1174	581	340	904	70	146	523	323
Grp Sat Flow(s),veh/h/ln	1755	1729	1603	1755	1729	1704	1755	1805	1609	1755	1805	1589
Q Serve(g_s), s	12.2	15.6	6.6	5.4	37.6	37.6	10.3	26.2	1.9	4.6	15.0	16.6
Cycle Q Clear(g_c), s	12.2	15.6	6.6	5.4	37.6	37.6	10.3	26.2	1.9	4.6	15.0	16.6
Prop In Lane	1.00		1.00	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	1094	338	809	1166	575	486	1067	476	205	740	326
V/C Ratio(X)	0.93	0.71	0.33	0.26	1.01	1.01	0.70	0.85	0.15	0.71	0.71	0.99
Avail Cap(c_a), veh/h	416	1787	552	809	1166	575	486	1308	583	239	1172	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	40.9	37.3	35.1	36.9	36.9	45.8	36.9	7.8	51.6	41.2	23.8
Incr Delay (d2), s/veh	27.2	0.9	0.6	0.1	27.9	40.2	3.8	4.5	0.1	5.9	1.3	30.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	6.4	2.5	2.2	19.2	20.9	4.6	11.7	1.3	2.1	6.6	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.9	41.7	37.9	35.2	64.8	77.1	49.6	41.4	8.0	57.4	42.5	53.9
LnGrp LOS	E	D	D	D	F	F	D	D	A	E	D	D
Approach Vol, veh/h		1281			1964			1314			992	
Approach Delay, s/veh		51.7			65.3			41.7			48.4	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	38.8	31.9	29.7	21.2	28.6	17.8	43.8				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	7.6	40.4	12.4	* 38	11.8	* 36	13.2	37.6				
Max Q Clear Time (g_c+I1), s	6.6	28.2	7.4	17.6	12.3	18.6	14.2	39.6				
Green Ext Time (p_c), s	0.0	4.7	0.2	5.1	0.0	4.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

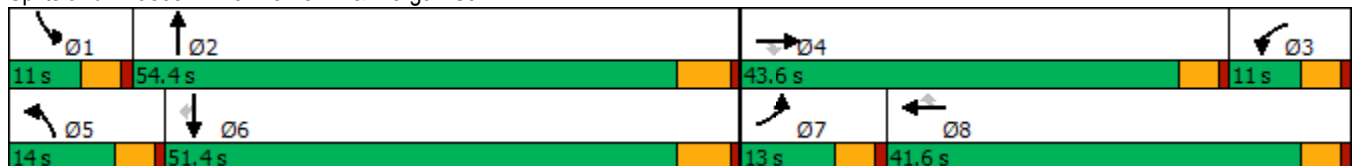


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	29	8	30	22	24	2	46	1300	11	870	76
Future Volume (vph)	29	8	30	22	24	2	46	1300	11	870	76
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	13.0	43.6	43.6	11.0	41.6	41.6	14.0	54.4	11.0	51.4	51.4
Total Split (%)	10.8%	36.3%	36.3%	9.2%	34.7%	34.7%	11.7%	45.3%	9.2%	42.8%	42.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.2	18.9	18.9	9.7	19.4	19.4	9.6	40.9	8.6	36.5	36.5
Actuated g/C Ratio	0.16	0.33	0.33	0.17	0.34	0.34	0.17	0.72	0.15	0.64	0.64
v/c Ratio	0.11	0.01	0.05	0.08	0.04	0.00	0.16	0.37	0.04	0.40	0.07
Control Delay	39.8	28.9	0.2	37.7	26.8	0.0	38.1	11.2	41.8	16.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	28.9	0.2	37.7	26.8	0.0	38.1	11.2	41.8	16.0	0.3
LOS	D	C	A	D	C	A	D	B	D	B	A
Approach Delay		20.7			30.8			12.1		15.1	
Approach LOS		C			C			B		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 56.9
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 13.9
 Intersection LOS: B
 Intersection Capacity Utilization 50.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
 23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑		↘	↑↑	↗
Traffic Volume (veh/h)	29	8	30	22	24	2	46	1300	17	11	870	76
Future Volume (veh/h)	29	8	30	22	24	2	46	1300	17	11	870	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	8	16	23	25	1	48	1368	18	12	916	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	480	214	50	239	202	87	2349	31	28	1488	664
Arrive On Green	0.03	0.13	0.13	0.03	0.13	0.13	0.05	0.45	0.45	0.02	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5276	69	1810	3610	1610
Grp Volume(v), veh/h	31	8	16	23	25	1	48	897	489	12	916	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1887	1810	1805	1610
Q Serve(g_s), s	0.9	0.1	0.3	0.6	0.6	0.0	1.3	10.0	10.0	0.3	10.3	1.2
Cycle Q Clear(g_c), s	0.9	0.1	0.3	0.6	0.6	0.0	1.3	10.0	10.0	0.3	10.3	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	63	480	214	50	239	202	87	1539	840	28	1488	664
V/C Ratio(X)	0.49	0.02	0.07	0.46	0.10	0.00	0.55	0.58	0.58	0.43	0.62	0.09
Avail Cap(c_a), veh/h	294	2724	1215	224	1360	1152	329	3251	1774	224	3184	1420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	19.5	10.7	24.8	20.0	19.8	24.1	10.7	10.7	25.2	12.0	9.3
Incr Delay (d2), s/veh	2.2	0.0	0.1	2.5	0.2	0.0	2.0	0.4	0.6	3.9	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.3	0.3	0.0	0.5	2.7	3.1	0.2	3.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	19.5	10.9	27.3	20.2	19.8	26.1	11.1	11.4	29.2	12.4	9.4
LnGrp LOS	C	B	B	C	C	B	C	B	B	C	B	A
Approach Vol, veh/h		55			49			1434			991	
Approach Delay, s/veh		21.1			23.5			11.7			12.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	28.8	6.0	11.5	7.1	27.1	6.4	11.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	6.4	48.6	6.4	39.0	9.4	45.6	8.4	37.0				
Max Q Clear Time (g_c+I1), s	2.3	12.0	2.6	2.3	3.3	12.3	2.9	2.6				
Green Ext Time (p_c), s	0.0	11.0	0.0	0.1	0.0	7.0	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

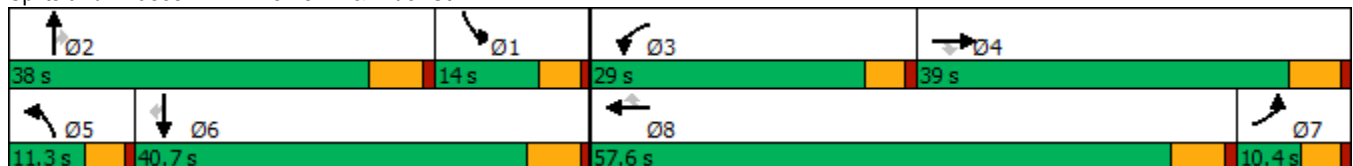
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	156	17	242	338	292	118	1145	110	62	820	47
Future Volume (vph)	26	156	17	242	338	292	118	1145	110	62	820	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	10.4	39.0	39.0	29.0	57.6	57.6	11.3	38.0	38.0	14.0	40.7	40.7
Total Split (%)	8.7%	32.5%	32.5%	24.2%	48.0%	48.0%	9.4%	31.7%	31.7%	11.7%	33.9%	33.9%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	14.0	14.0	16.8	28.8	28.8	7.0	30.7	30.7	7.6	28.5	28.5
Actuated g/C Ratio	0.10	0.16	0.16	0.19	0.33	0.33	0.08	0.35	0.35	0.09	0.32	0.32
v/c Ratio	0.15	0.29	0.05	0.76	0.31	0.44	0.89	0.68	0.18	0.43	0.53	0.08
Control Delay	41.1	35.8	0.2	50.9	26.5	7.7	96.7	29.5	1.8	53.0	26.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	35.8	0.2	50.9	26.5	7.7	96.7	29.5	1.8	53.0	26.5	0.3
LOS	D	D	A	D	C	A	F	C	A	D	C	A
Approach Delay		33.5			26.9			33.1			26.9	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 88.2
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 29.8
 Intersection LOS: C
 Intersection Capacity Utilization 66.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	26	156	17	242	338	292	118	1145	110	62	820	47
Future Volume (veh/h)	26	156	17	242	338	292	118	1145	110	62	820	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	168	9	260	363	204	127	1231	84	67	882	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	509	227	307	684	305	161	1737	539	92	1627	505
Arrive On Green	0.10	0.14	0.14	0.17	0.19	0.19	0.09	0.33	0.33	0.05	0.31	0.31
Sat Flow, veh/h	1810	3610	1607	1810	3610	1610	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	28	168	9	260	363	204	127	1231	84	67	882	41
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1610	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	1.0	3.0	0.4	10.1	6.6	8.5	5.0	15.0	1.4	2.6	10.2	0.8
Cycle Q Clear(g_c), s	1.0	3.0	0.4	10.1	6.6	8.5	5.0	15.0	1.4	2.6	10.2	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	509	227	307	684	305	161	1737	539	92	1627	505
V/C Ratio(X)	0.15	0.33	0.04	0.85	0.53	0.67	0.79	0.71	0.16	0.73	0.54	0.08
Avail Cap(c_a), veh/h	190	1652	735	608	2577	1149	167	2302	715	234	2495	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	28.1	26.9	29.2	26.5	27.3	32.4	21.0	4.7	33.9	20.6	6.6
Incr Delay (d2), s/veh	0.1	0.4	0.1	2.5	0.6	2.5	19.5	0.7	0.1	4.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	0.1	4.2	2.6	3.2	2.9	5.4	0.9	1.2	3.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	28.4	27.0	31.7	27.1	29.8	51.9	21.7	4.9	37.9	20.9	6.7
LnGrp LOS	C	C	C	C	C	C	D	C	A	D	C	A
Approach Vol, veh/h		205			827			1442			990	
Approach Delay, s/veh		28.6			29.2			23.4			21.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	30.1	16.9	16.0	11.0	28.6	13.4	19.5				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	9.4	* 32	24.4	33.2	6.7	34.9	5.8	* 52				
Max Q Clear Time (g_c+I1), s	4.6	17.0	12.1	5.0	7.0	12.2	3.0	10.5				
Green Ext Time (p_c), s	0.0	7.3	0.3	0.9	0.0	6.0	0.0	3.0				

Intersection Summary

HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

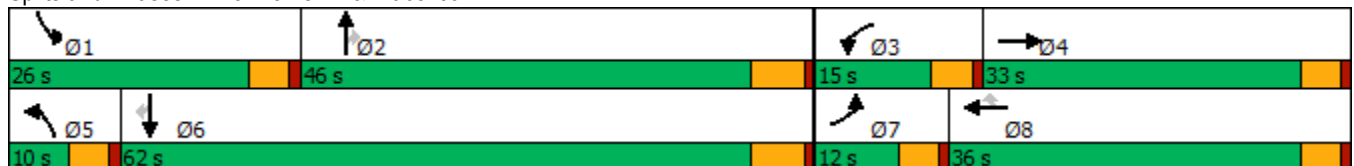


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	66	80	215	584	240	518	1070	144	47	588	168
Future Volume (vph)	66	80	215	584	240	518	1070	144	47	588	168
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	25.8	10.7	32.3	32.3	5.6	37.9	37.9	7.5	37.1	37.1
Actuated g/C Ratio	0.07	0.26	0.11	0.32	0.32	0.06	0.38	0.38	0.08	0.37	0.37
v/c Ratio	0.57	0.41	1.21	1.03	0.40	5.63	0.84	0.22	0.38	0.47	0.26
Control Delay	66.5	26.4	172.6	80.7	11.9	2105.2	36.1	6.1	55.0	24.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	26.4	172.6	80.7	11.9	2105.2	36.1	6.1	55.0	24.5	4.1
LOS	E	C	F	F	B	F	D	A	D	C	A
Approach Delay		37.0		83.9			652.3			22.0	
Approach LOS		D		F			F			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.4
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 5.63
 Intersection Signal Delay: 325.1
 Intersection Capacity Utilization 96.2%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service F
























Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
 25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	80	106	215	584	240	518	1070	144	47	588	168
Future Volume (veh/h)	66	80	106	215	584	240	518	1070	144	47	588	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	87	111	234	635	147	563	1163	148	51	639	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	206	263	197	625	530	102	1355	604	70	1290	575
Arrive On Green	0.05	0.27	0.27	0.11	0.33	0.33	0.06	0.38	0.38	0.04	0.36	0.36
Sat Flow, veh/h	1810	758	968	1810	1900	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	72	0	198	234	635	147	563	1163	148	51	639	178
Grp Sat Flow(s),veh/h/ln	1810	0	1726	1810	1900	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	3.8	0.0	9.0	10.4	31.4	6.4	5.4	28.3	6.0	2.7	13.2	7.6
Cycle Q Clear(g_c), s	3.8	0.0	9.0	10.4	31.4	6.4	5.4	28.3	6.0	2.7	13.2	7.6
Prop In Lane	1.00		0.56	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	0	469	197	625	530	102	1355	604	70	1290	575
V/C Ratio(X)	0.77	0.00	0.42	1.19	1.02	0.28	5.50	0.86	0.24	0.73	0.50	0.31
Avail Cap(c_a), veh/h	140	0	514	197	625	530	102	1521	678	406	2126	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	28.6	42.5	32.0	23.6	45.0	27.5	20.5	45.4	23.9	22.1
Incr Delay (d2), s/veh	6.5	0.0	0.6	123.4	39.9	0.3	2045.1	4.7	0.2	5.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	3.8	11.4	21.0	2.5	60.5	12.0	2.3	1.3	5.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.0	29.2	165.9	71.9	23.9	2090.1	32.2	20.7	50.6	24.2	22.5
LnGrp LOS	D	A	C	F	F	C	F	C	C	D	C	C
Approach Vol, veh/h		270			1016			1874			868	
Approach Delay, s/veh		35.1			86.6			649.6			25.4	
Approach LOS		D			F			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	41.6	15.0	30.5	10.0	39.9	9.5	36.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	4.7	30.3	12.4	11.0	7.4	15.2	5.8	33.4				
Green Ext Time (p_c), s	0.0	5.5	0.0	1.1	0.0	5.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			331.9									
HCM 6th LOS			F									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

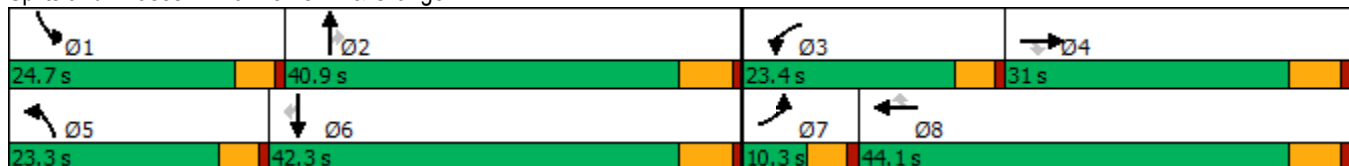


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (vph)	19	258	138	178	463	227	182	1184	99	102	935	66
Future Volume (vph)	19	258	138	178	463	227	182	1184	99	102	935	66
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	20.1	20.1	14.9	36.0	36.0	15.1	39.6	39.6	11.0	35.6	35.6
Actuated g/C Ratio	0.05	0.19	0.19	0.14	0.34	0.34	0.14	0.37	0.37	0.10	0.33	0.33
v/c Ratio	0.22	0.78	0.35	0.76	0.41	0.35	0.77	0.95	0.15	0.59	0.84	0.11
Control Delay	59.7	58.0	8.5	65.5	29.5	5.3	66.2	50.1	2.0	61.3	42.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	58.0	8.5	65.5	29.5	5.3	66.2	50.1	2.0	61.3	42.2	0.4
LOS	E	E	A	E	C	A	E	D	A	E	D	A
Approach Delay		41.6			30.5			48.9			41.5	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.9
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 41.8
 Intersection LOS: D
 Intersection Capacity Utilization 79.2%
 ICU Level of Service D
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	258	138	178	463	227	182	1184	99	102	935	66
Future Volume (veh/h)	19	258	138	178	463	227	182	1184	99	102	935	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	277	107	191	498	193	196	1273	82	110	1005	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	40	341	289	228	1024	455	233	1394	621	140	1210	539
Arrive On Green	0.02	0.18	0.18	0.13	0.28	0.28	0.13	0.39	0.39	0.08	0.34	0.34
Sat Flow, veh/h	1810	1900	1610	1810	3610	1605	1810	3610	1608	1810	3610	1607
Grp Volume(v), veh/h	20	277	107	191	498	193	196	1273	82	110	1005	59
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1605	1810	1805	1608	1810	1805	1607
Q Serve(g_s), s	1.0	12.6	5.3	9.3	10.3	8.8	9.5	30.1	3.0	5.4	23.1	2.3
Cycle Q Clear(g_c), s	1.0	12.6	5.3	9.3	10.3	8.8	9.5	30.1	3.0	5.4	23.1	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	341	289	228	1024	455	233	1394	621	140	1210	539
V/C Ratio(X)	0.51	0.81	0.37	0.84	0.49	0.42	0.84	0.91	0.13	0.78	0.83	0.11
Avail Cap(c_a), veh/h	114	531	450	378	1534	682	376	1406	626	404	1462	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	35.5	32.5	38.5	26.8	26.3	38.4	26.2	17.9	40.8	27.6	20.7
Incr Delay (d2), s/veh	3.7	5.3	0.8	3.6	0.4	0.6	4.7	9.3	0.1	3.6	3.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.0	2.0	4.1	4.2	3.2	4.3	13.4	1.0	2.4	9.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	40.9	33.3	42.1	27.2	26.9	43.0	35.6	18.0	44.4	31.2	20.8
LnGrp LOS	D	D	C	D	C	C	D	D	B	D	C	C
Approach Vol, veh/h		404			882			1551			1174	
Approach Delay, s/veh		39.2			30.3			35.6			31.9	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	40.6	15.9	22.0	16.2	36.0	6.6	31.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	7.4	32.1	11.3	14.6	11.5	25.1	3.0	12.3				
Green Ext Time (p_c), s	0.1	2.1	0.1	1.3	0.1	5.0	0.0	3.7				
Intersection Summary												
HCM 6th Ctrl Delay			33.7									
HCM 6th LOS			C									

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

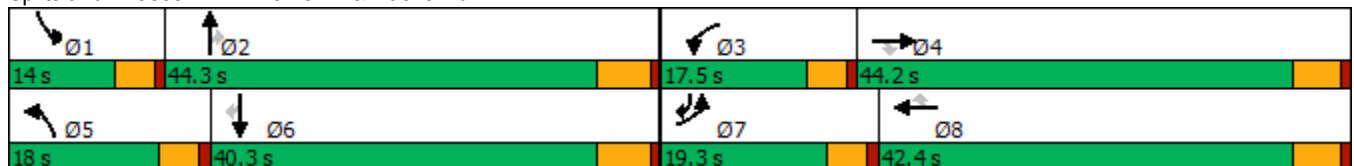
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	429	522	152	272	626	192	351	965	221	139	729	266
Future Volume (vph)	429	522	152	272	626	192	351	965	221	139	729	266
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.9	30.4	30.4	12.0	27.6	27.6	13.5	36.1	36.1	8.4	31.0	47.0
Actuated g/C Ratio	0.14	0.28	0.28	0.11	0.26	0.26	0.13	0.34	0.34	0.08	0.29	0.44
v/c Ratio	0.96	0.56	0.32	0.76	0.73	0.38	1.68	0.87	0.41	0.56	0.76	0.23
Control Delay	81.2	35.5	6.4	60.9	42.0	8.5	358.1	43.0	16.6	58.0	40.9	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.2	35.5	6.4	60.9	42.0	8.5	358.1	43.0	16.6	58.0	40.9	12.8
LOS	F	D	A	E	D	A	F	D	B	E	D	B
Approach Delay		49.3			40.8			111.2			36.4	
Approach LOS		D			D			F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.6
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.68
 Intersection Signal Delay: 64.0
 Intersection LOS: E
 Intersection Capacity Utilization 91.8%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑	↖↗
Traffic Volume (veh/h)	429	522	152	272	626	192	351	965	221	139	729	266
Future Volume (veh/h)	429	522	152	272	626	192	351	965	221	139	729	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.98	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	466	567	130	296	680	143	382	1049	147	151	792	185
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	447	1196	481	354	1101	481	210	1197	509	209	993	1129
Arrive On Green	0.13	0.33	0.33	0.10	0.30	0.30	0.12	0.33	0.33	0.06	0.27	0.27
Sat Flow, veh/h	3510	3610	1453	3510	3610	1577	1810	3610	1537	3510	3610	2793
Grp Volume(v), veh/h	466	567	130	296	680	143	382	1049	147	151	792	185
Grp Sat Flow(s),veh/h/ln	1755	1805	1453	1755	1805	1577	1810	1805	1537	1755	1805	1396
Q Serve(g_s), s	14.7	14.4	7.6	9.6	18.6	8.0	13.4	31.6	8.2	4.9	23.5	4.9
Cycle Q Clear(g_c), s	14.7	14.4	7.6	9.6	18.6	8.0	13.4	31.6	8.2	4.9	23.5	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	1196	481	354	1101	481	210	1197	509	209	993	1129
V/C Ratio(X)	1.04	0.47	0.27	0.84	0.62	0.30	1.82	0.88	0.29	0.72	0.80	0.16
Avail Cap(c_a), veh/h	447	1213	488	392	1157	505	210	1204	513	286	1079	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	30.6	28.3	51.0	34.4	30.7	51.0	36.4	28.5	53.3	38.9	22.1
Incr Delay (d2), s/veh	54.1	0.3	0.3	12.2	0.9	0.3	386.7	7.5	0.3	2.9	4.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	6.1	2.6	4.7	8.1	3.0	28.4	14.4	3.0	2.2	10.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.5	30.9	28.6	63.2	35.3	31.0	437.7	43.9	28.8	56.2	42.9	22.2
LnGrp LOS	F	C	C	E	D	C	F	D	C	E	D	C
Approach Vol, veh/h		1163			1119			1578			1128	
Approach Delay, s/veh		60.1			42.1			137.8			41.3	
Approach LOS		E			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	44.1	16.2	43.7	18.0	37.5	19.3	40.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	6.9	33.6	11.6	16.4	15.4	25.5	16.7	20.6				
Green Ext Time (p_c), s	0.1	2.9	0.1	4.1	0.0	3.8	0.0	4.4				

Intersection Summary

HCM 6th Ctrl Delay	76.4
HCM 6th LOS	E

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	92	692	542	2	4		
Future Volume (vph)	92	692	542	2	4		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	11.0	32.0	35.0	78.4	43.4	9.6	30.6
Total Split (%)	9.2%	26.7%	29.2%	65.3%	36.2%	8%	26%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	12.2	14.1	33.1	36.7	14.2		
Actuated g/C Ratio	0.19	0.22	0.52	0.58	0.22		
v/c Ratio	0.29	0.63	0.63	0.00	0.01		
Control Delay	32.8	2.5	21.1	7.0	20.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	32.8	2.5	21.1	7.0	20.2		
LOS	C	A	C	A	C		
Approach Delay				21.1	20.2		
Approach LOS				C	C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 63.5	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↗			↑↗	
Traffic Volume (veh/h)	92	0	692	0	0	0	542	2	0	0	4	1
Future Volume (veh/h)	92	0	692	0	0	0	542	2	0	0	4	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	100	0	404	0	0	0	589	2	0	0	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	567	481	4	245	0	659	1710	0	0	58	0
Arrive On Green	0.08	0.00	0.30	0.00	0.00	0.00	0.36	0.47	0.00	0.00	0.02	0.00
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	3800	0
Grp Volume(v), veh/h	100	0	404	0	0	0	589	2	0	0	4	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	0
Q Serve(g_s), s	2.7	0.0	11.5	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.1	0.0
Cycle Q Clear(g_c), s	2.7	0.0	11.5	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.1	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	137	567	481	4	245	0	659	1710	0	0	58	0
V/C Ratio(X)	0.73	0.00	0.84	0.00	0.00	0.00	0.89	0.00	0.00	0.00	0.07	0.00
Avail Cap(c_a), veh/h	236	1013	858	184	1005	0	1119	5362	0	0	2791	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	22.2	0.0	16.1	0.0	0.0	0.0	14.7	6.8	0.0	0.0	23.8	0.0
Incr Delay (d2), s/veh	2.8	0.0	4.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.3	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	20.2	0.0	0.0	0.0	17.5	6.8	0.0	0.0	24.3	0.0
LnGrp LOS	C	A	C	A	A	A	B	A	A	A	C	A
Approach Vol, veh/h		504			0			591			4	
Approach Delay, s/veh		21.1			0.0			17.5			24.3	
Approach LOS		C						B			C	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		28.7	0.0	20.5	22.5	6.2	8.3	12.1				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.0	5.0	26.2	30.4	38.0	6.4	* 26				
Max Q Clear Time (g_c+I1), s		2.0	0.0	13.5	17.1	2.1	4.7	0.0				
Green Ext Time (p_c), s		0.0	0.0	1.1	0.8	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Intersection Delay, s/veh 8.5
Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	15	30	497	71	22
Future Vol, veh/h	13	15	30	497	71	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	16	33	540	77	24
Number of Lanes	1	1	1	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	8.7	8.5	8.4
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	52%
Vol Right, %	0%	0%	0%	0%	100%	0%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	249	249	13	15	47	46
LT Vol	30	0	0	13	0	0	0
Through Vol	0	249	249	0	0	47	24
RT Vol	0	0	0	0	15	0	22
Lane Flow Rate	33	270	270	14	16	51	50
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.048	0.361	0.233	0.025	0.024	0.078	0.071
Departure Headway (Hd)	5.314	4.813	3.11	6.391	5.189	5.454	5.117
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	676	751	1156	560	689	657	700
Service Time	3.029	2.528	0.825	4.131	2.929	3.185	2.847
HCM Lane V/C Ratio	0.049	0.36	0.234	0.025	0.023	0.078	0.071
HCM Control Delay	8.3	10.2	6.8	9.3	8.1	8.6	8.2
HCM Lane LOS	A	B	A	A	A	A	A
HCM 95th-tile Q	0.2	1.6	0.9	0.1	0.1	0.3	0.2

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

05/28/2020

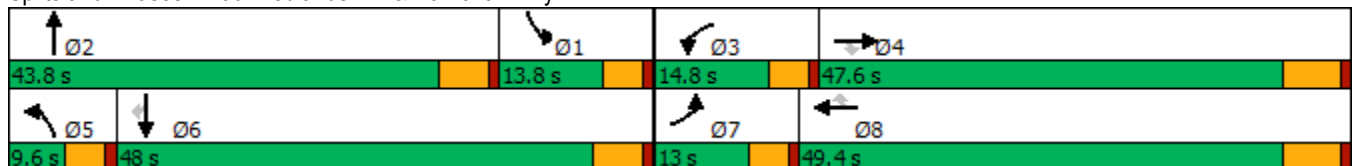


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↖	↑	↗
Traffic Volume (vph)	51	894	21	81	1790	512	107	42	64	6	24
Future Volume (vph)	51	894	21	81	1790	512	107	42	64	6	24
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	13.0	47.6	47.6	14.8	49.4	49.4	9.6	43.8	13.8	48.0	48.0
Total Split (%)	10.8%	39.7%	39.7%	12.3%	41.2%	41.2%	8.0%	36.5%	11.5%	40.0%	40.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	43.0	43.0	8.2	44.1	44.1	10.4	14.6	7.5	16.6	16.6
Actuated g/C Ratio	0.08	0.48	0.48	0.09	0.49	0.49	0.12	0.16	0.08	0.19	0.19
v/c Ratio	0.38	0.37	0.03	0.51	0.73	0.55	0.53	0.41	0.44	0.02	0.06
Control Delay	52.9	18.6	0.0	55.1	23.6	7.5	56.6	16.5	54.0	28.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	18.6	0.0	55.1	23.6	7.5	56.6	16.5	54.0	28.8	0.3
LOS	D	B	A	E	C	A	E	B	D	C	A
Approach Delay		20.0			21.2			34.1		38.8	
Approach LOS		C			C			C		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 89.4
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 22.2
 Intersection LOS: C
 Intersection Capacity Utilization 88.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑		↖	↑	↗
Traffic Volume (veh/h)	51	894	21	81	1790	512	107	42	94	64	6	24
Future Volume (veh/h)	51	894	21	81	1790	512	107	42	94	64	6	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.94	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	931	22	84	1865	533	111	44	98	67	6	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	2070	626	108	2179	667	91	138	307	87	535	447
Arrive On Green	0.04	0.40	0.40	0.06	0.42	0.42	0.05	0.28	0.28	0.05	0.28	0.28
Sat Flow, veh/h	1810	5187	1570	1810	5187	1588	1810	500	1114	1810	1900	1588
Grp Volume(v), veh/h	53	931	22	84	1865	533	111	0	142	67	6	25
Grp Sat Flow(s),veh/h/ln	1810	1729	1570	1810	1729	1588	1810	0	1614	1810	1900	1588
Q Serve(g_s), s	2.9	13.1	0.8	4.5	32.3	20.8	5.0	0.0	6.9	3.6	0.2	1.1
Cycle Q Clear(g_c), s	2.9	13.1	0.8	4.5	32.3	20.8	5.0	0.0	6.9	3.6	0.2	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	70	2070	626	108	2179	667	91	0	445	87	535	447
V/C Ratio(X)	0.76	0.45	0.04	0.78	0.86	0.80	1.22	0.00	0.32	0.77	0.01	0.06
Avail Cap(c_a), veh/h	153	2162	654	186	2256	691	91	0	624	168	815	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.3	21.9	18.2	46.0	26.1	12.9	47.2	0.0	28.5	46.7	25.7	26.0
Incr Delay (d2), s/veh	6.1	0.2	0.0	4.5	3.4	6.4	164.2	0.0	0.4	5.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.9	0.3	2.1	12.5	7.3	6.3	0.0	2.6	1.7	0.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	22.0	18.2	50.5	29.5	19.3	211.4	0.0	29.0	52.1	25.7	26.1
LnGrp LOS	D	C	B	D	C	B	F	A	C	D	C	C
Approach Vol, veh/h		1006			2482			253				98
Approach Delay, s/veh		23.6			28.0			109.0				43.9
Approach LOS		C			C			F				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	32.8	10.5	45.8	9.6	33.4	8.4	47.9				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	9.2	* 38	10.2	41.4	5.0	42.6	8.4	43.2				
Max Q Clear Time (g_c+I1), s	5.6	8.9	6.5	15.1	7.0	3.1	4.9	34.3				
Green Ext Time (p_c), s	0.0	0.8	0.0	6.3	0.0	0.1	0.0	7.4				

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	18	12	1	5	2	4	240	0	24	80	50
Future Vol, veh/h	23	18	12	1	5	2	4	240	0	24	80	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	20	13	1	5	2	4	261	0	26	87	54
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	8.6	8.6	10.6	8.2
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	2%	100%	0%	12%	23%	0%
Vol Thru, %	98%	0%	60%	62%	77%	0%
Vol Right, %	0%	0%	40%	25%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	244	23	30	8	104	50
LT Vol	4	23	0	1	24	0
Through Vol	240	0	18	5	80	0
RT Vol	0	0	12	2	0	50
Lane Flow Rate	265	25	33	9	113	54
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.359	0.042	0.048	0.013	0.157	0.063
Departure Headway (Hd)	4.867	6.05	5.264	5.506	5.014	4.195
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	740	593	681	650	717	855
Service Time	2.883	3.779	2.993	3.54	2.733	1.914
HCM Lane V/C Ratio	0.358	0.042	0.048	0.014	0.158	0.063
HCM Control Delay	10.6	9	8.3	8.6	8.7	7.2
HCM Lane LOS	B	A	A	A	A	A
HCM 95th-tile Q	1.6	0.1	0.2	0	0.6	0.2

Intersection

Intersection Delay, s/veh 18.9

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	2	379	32	43	947	97	5	293	286	22	77	3
Future Vol, veh/h	2	379	32	43	947	97	5	293	286	22	77	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	412	35	47	1029	105	5	318	311	24	84	3
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	89.6	694.9	207.7	20.6
HCM LOS	F	F	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	51%	0%	92%	0%	91%	0%	96%
Vol Right, %	0%	49%	0%	8%	0%	9%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	579	2	411	43	1044	22	80
LT Vol	5	0	2	0	43	0	22	0
Through Vol	0	293	0	379	0	947	0	77
RT Vol	0	286	0	32	0	97	0	3
Lane Flow Rate	5	629	2	447	47	1135	24	87
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.013	1.366	0.005	1.011	0.112	2.547	0.067	0.233
Departure Headway (Hd)	11.073	10.17	12.323	11.723	9.826	9.234	14.8	14.222
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	325	365	292	313	367	409	244	255
Service Time	8.773	7.87	10.023	9.423	7.526	6.934	12.5	11.922
HCM Lane V/C Ratio	0.015	1.723	0.007	1.428	0.128	2.775	0.098	0.341
HCM Control Delay	13.9	209.4	15.1	90	13.8	723	18.6	21.2
HCM Lane LOS	B	F	C	F	B	F	C	C
HCM 95th-tile Q	0	23.8	0	11	0.4	80	0.2	0.9

Intersection

Intersection Delay, s/veh 48.8

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↖↗		↖	↑	↗
Traffic Vol, veh/h	42	81	196	140	159	7	702	282	71	5	78	21
Future Vol, veh/h	42	81	196	140	159	7	702	282	71	5	78	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	88	213	152	173	8	763	307	77	5	85	23
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

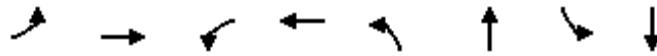
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	17.4	18.7	239.5	15.3
HCM LOS	C	C	F	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	57%	0%	100%	0%	0%	96%	0%	100%	0%
Vol Right, %	0%	0%	43%	0%	0%	100%	0%	4%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	702	188	165	42	81	196	140	166	5	78	21
LT Vol	702	0	0	42	0	0	140	0	5	0	0
Through Vol	0	188	94	0	81	0	0	159	0	78	0
RT Vol	0	0	71	0	0	196	0	7	0	0	21
Lane Flow Rate	763	204	179	46	88	213	152	180	5	85	23
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	1.718	0.431	0.363	0.116	0.211	0.47	0.38	0.425	0.015	0.221	0.055
Departure Headway (Hd)	8.106	7.598	7.292	10.083	9.577	8.867	9.869	9.339	10.881	10.365	9.642
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	450	474	493	358	377	409	367	388	331	348	374
Service Time	5.841	5.333	5.027	7.783	7.277	6.567	7.569	7.039	8.581	8.065	7.342
HCM Lane V/C Ratio	1.696	0.43	0.363	0.128	0.233	0.521	0.414	0.464	0.015	0.244	0.061
HCM Control Delay	352.4	16	14.1	14.1	14.8	19.2	18.5	18.8	13.7	16	12.9
HCM Lane LOS	F	C	B	B	B	C	C	C	B	C	B
HCM 95th-tile Q	45.9	2.1	1.6	0.4	0.8	2.4	1.7	2.1	0	0.8	0.2

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

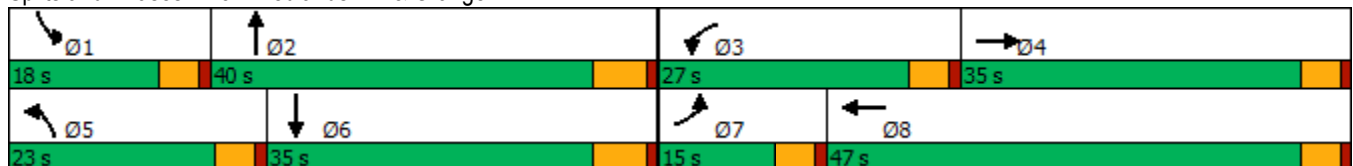


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	48	271	143	518	369	838	68	391
Future Volume (vph)	48	271	143	518	369	838	68	391
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	20.2	12.6	28.2	19.0	35.5	8.4	22.2
Actuated g/C Ratio	0.08	0.21	0.13	0.30	0.20	0.38	0.09	0.24
v/c Ratio	0.37	0.51	0.64	0.69	1.09	0.80	0.45	0.59
Control Delay	53.7	32.6	53.7	32.6	113.3	34.7	54.1	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	32.6	53.7	32.6	113.3	34.7	54.1	35.1
LOS	D	C	D	C	F	C	D	D
Approach Delay		35.1		36.3		56.1		37.5
Approach LOS		D		D		E		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 44.9
 Intersection LOS: D
 Intersection Capacity Utilization 74.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
 34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	48	271	89	143	518	167	369	838	150	68	391	74
Future Volume (veh/h)	48	271	89	143	518	167	369	838	150	68	391	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	291	72	154	557	149	397	901	107	73	420	56
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	620	151	194	787	210	432	1201	143	95	588	78
Arrive On Green	0.04	0.22	0.22	0.11	0.28	0.28	0.24	0.37	0.37	0.05	0.18	0.18
Sat Flow, veh/h	1810	2866	696	1810	2813	750	1810	3247	386	1810	3204	425
Grp Volume(v), veh/h	52	181	182	154	357	349	397	501	507	73	236	240
Grp Sat Flow(s),veh/h/ln	1810	1805	1757	1810	1805	1757	1810	1805	1828	1810	1805	1824
Q Serve(g_s), s	2.2	6.7	7.0	6.4	13.7	13.8	16.5	18.6	18.7	3.1	9.4	9.6
Cycle Q Clear(g_c), s	2.2	6.7	7.0	6.4	13.7	13.8	16.5	18.6	18.7	3.1	9.4	9.6
Prop In Lane	1.00		0.40	1.00		0.43	1.00		0.21	1.00		0.23
Lane Grp Cap(c), veh/h	79	391	380	194	505	492	432	668	676	95	331	335
V/C Ratio(X)	0.66	0.46	0.48	0.79	0.71	0.71	0.92	0.75	0.75	0.77	0.71	0.72
Avail Cap(c_a), veh/h	244	712	693	526	993	967	432	801	811	315	684	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	26.3	26.4	33.6	24.9	24.9	28.6	21.2	21.2	36.1	29.5	29.6
Incr Delay (d2), s/veh	3.5	0.9	0.9	2.8	1.8	1.9	24.2	3.2	3.2	4.9	2.8	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.9	3.0	2.9	5.9	5.8	9.4	7.5	7.6	1.4	4.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	27.2	27.3	36.4	26.7	26.9	52.8	24.4	24.4	40.9	32.4	32.5
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		415			860			1405			549	
Approach Delay, s/veh		28.8			28.5			32.4			33.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	34.3	12.9	21.3	23.0	19.9	8.0	26.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+I1), s	5.1	20.7	8.4	9.0	18.5	11.6	4.2	15.8				
Green Ext Time (p_c), s	0.0	5.0	0.2	2.2	0.0	2.3	0.0	5.1				

Intersection Summary

HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

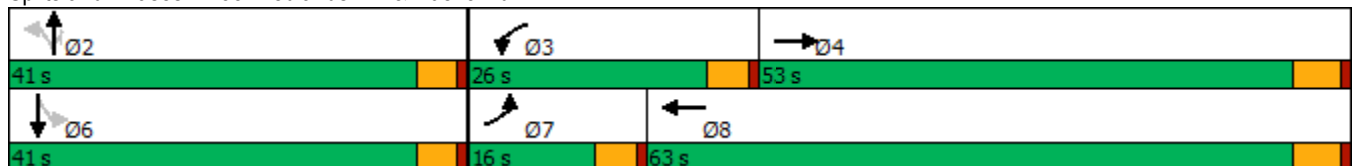


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗		↕
Traffic Volume (vph)	143	545	211	1007	140	252	131	54	252
Future Volume (vph)	143	545	211	1007	140	252	131	54	252
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.3	38.4	17.0	44.2	36.7	36.7	36.7		36.7
Actuated g/C Ratio	0.11	0.36	0.16	0.41	0.34	0.34	0.34		0.34
v/c Ratio	0.82	0.63	0.80	0.83	1.07	0.42	0.22		1.14
Control Delay	80.3	29.4	64.6	32.7	132.5	31.2	5.8		113.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	80.3	29.4	64.6	32.7	132.5	31.2	5.8		113.8
LOS	F	C	E	C	F	C	A		F
Approach Delay		37.9		37.8		52.0			113.8
Approach LOS		D		D		D			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 53.7
 Intersection LOS: D
 Intersection Capacity Utilization 103.4%
 ICU Level of Service G
 Analysis Period (min) 15






















Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	545	169	211	1007	113	140	252	131	54	252	287
Future Volume (veh/h)	143	545	169	211	1007	113	140	252	131	54	252	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	592	143	229	1095	116	152	274	89	59	274	292
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	1026	247	262	1321	140	170	672	568	76	255	256
Arrive On Green	0.10	0.36	0.36	0.14	0.40	0.40	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1810	2853	687	1810	3285	348	858	1900	1607	106	721	725
Grp Volume(v), veh/h	155	374	361	229	601	610	152	274	89	625	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1735	1810	1805	1828	858	1900	1607	1552	0	0
Q Serve(g_s), s	8.7	17.2	17.3	12.8	30.7	30.8	0.0	11.2	3.9	25.2	0.0	0.0
Cycle Q Clear(g_c), s	8.7	17.2	17.3	12.8	30.7	30.8	36.4	11.2	3.9	36.4	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.19	1.00		1.00	0.09		0.47
Lane Grp Cap(c), veh/h	185	649	624	262	726	735	170	672	568	587	0	0
V/C Ratio(X)	0.84	0.58	0.58	0.87	0.83	0.83	0.89	0.41	0.16	1.06	0.00	0.00
Avail Cap(c_a), veh/h	200	835	802	376	1010	1023	170	672	568	587	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.4	26.6	26.6	43.1	27.6	27.6	39.5	25.1	22.8	34.7	0.0	0.0
Incr Delay (d2), s/veh	22.2	0.8	0.9	11.1	4.1	4.2	40.2	0.4	0.1	55.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	7.2	7.0	6.3	13.2	13.4	5.8	5.1	1.4	24.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.6	27.4	27.5	54.2	31.7	31.8	79.7	25.5	22.9	90.2	0.0	0.0
LnGrp LOS	E	C	C	D	C	C	E	C	C	F	A	A
Approach Vol, veh/h		890			1440			515			625	
Approach Delay, s/veh		34.4			35.3			41.1			90.2	
Approach LOS		C			D			D			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0	19.5	42.4		41.0	15.1	46.8				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+1), s		38.4	14.8	19.3		38.4	10.7	32.8				
Green Ext Time (p_c), s		0.0	0.2	4.7		0.0	0.0	8.6				
Intersection Summary												
HCM 6th Ctrl Delay			45.8									
HCM 6th LOS			D									

Timings
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

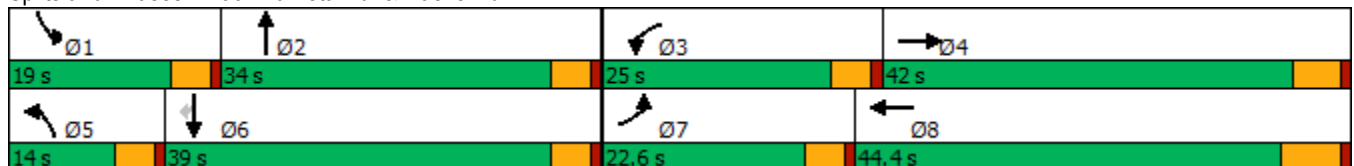


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	147	492	242	775	300	132	158	143	217
Future Volume (vph)	147	492	242	775	300	132	158	143	217
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	22.6	42.0	25.0	44.4	14.0	34.0	19.0	39.0	39.0
Total Split (%)	18.8%	35.0%	20.8%	37.0%	11.7%	28.3%	15.8%	32.5%	32.5%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.9	23.4	18.1	27.4	9.8	22.4	12.9	25.4	25.4
Actuated g/C Ratio	0.13	0.24	0.19	0.28	0.10	0.23	0.13	0.26	0.26
v/c Ratio	0.66	0.62	0.78	0.72	1.78	0.80	0.72	0.31	0.40
Control Delay	57.0	31.0	57.5	33.7	403.1	45.3	61.7	31.6	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	31.0	57.5	33.7	403.1	45.3	61.7	31.6	6.3
LOS	E	C	E	C	F	D	E	C	A
Approach Delay		35.4		38.5		215.9		30.2	
Approach LOS		D		D		F		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 96.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.78	
Intersection Signal Delay: 71.0	Intersection LOS: E
Intersection Capacity Utilization 72.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↗	↗↗↗		↗	↗		↗	↗	↗
Traffic Volume (veh/h)	147	492	233	242	775	184	300	132	198	158	143	217
Future Volume (veh/h)	147	492	233	242	775	184	300	132	198	158	143	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	535	212	263	842	135	326	143	122	172	155	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	201	863	332	310	1320	210	238	182	156	214	341	287
Arrive On Green	0.11	0.23	0.23	0.17	0.29	0.29	0.13	0.19	0.19	0.12	0.18	0.18
Sat Flow, veh/h	1810	3686	1417	1810	4491	715	1810	947	808	1810	1900	1599
Grp Volume(v), veh/h	160	501	246	263	647	330	326	0	265	172	155	146
Grp Sat Flow(s),veh/h/ln	1810	1729	1645	1810	1729	1748	1810	0	1755	1810	1900	1599
Q Serve(g_s), s	6.2	9.3	9.6	10.1	11.6	11.7	9.4	0.0	10.3	6.6	5.2	5.9
Cycle Q Clear(g_c), s	6.2	9.3	9.6	10.1	11.6	11.7	9.4	0.0	10.3	6.6	5.2	5.9
Prop In Lane	1.00		0.86	1.00		0.41	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	201	809	385	310	1016	514	238	0	338	214	341	287
V/C Ratio(X)	0.79	0.62	0.64	0.85	0.64	0.64	1.37	0.00	0.78	0.80	0.45	0.51
Avail Cap(c_a), veh/h	456	1770	842	516	1833	927	238	0	722	364	914	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	24.5	24.7	28.7	21.9	22.0	31.0	0.0	27.4	30.7	26.2	26.5
Incr Delay (d2), s/veh	2.7	0.8	1.8	3.1	0.7	1.3	191.0	0.0	4.0	2.7	0.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.6	3.6	4.1	4.1	4.3	16.6	0.0	4.5	3.0	2.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	25.3	26.4	31.8	22.6	23.3	222.1	0.0	31.4	33.4	27.2	27.9
LnGrp LOS	C	C	C	C	C	C	F	A	C	C	C	C
Approach Vol, veh/h		907			1240			591			473	
Approach Delay, s/veh		27.1			24.7			136.6			29.7	
Approach LOS		C			C			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	18.4	16.8	23.2	14.0	17.4	12.6	27.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	14.4	29.4	20.4	* 37	9.4	34.4	18.0	37.9				
Max Q Clear Time (g_c+I1), s	8.6	12.3	12.1	11.6	11.4	7.9	8.2	13.7				
Green Ext Time (p_c), s	0.1	1.5	0.2	4.9	0.0	1.4	0.1	5.9				

Intersection Summary

HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

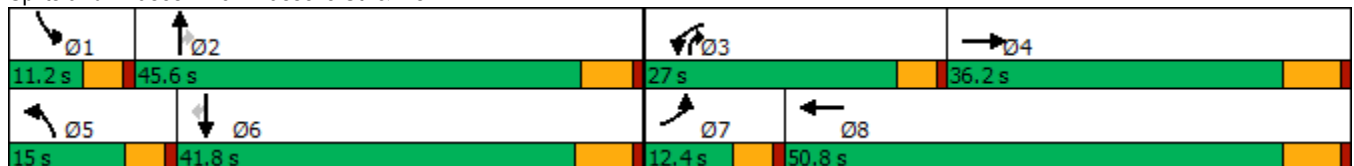


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↓	↖↗	↑↑↓	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	133	514	670	659	298	618	546	143	534	102
Future Volume (vph)	133	514	670	659	298	618	546	143	534	102
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.0	25.1	23.3	40.4	11.1	29.0	52.3	7.2	25.1	25.1
Actuated g/C Ratio	0.08	0.25	0.23	0.40	0.11	0.29	0.52	0.07	0.25	0.25
v/c Ratio	0.52	0.68	0.89	0.41	0.83	0.64	0.68	0.61	0.64	0.22
Control Delay	54.1	32.4	53.7	22.0	64.5	34.6	18.6	59.2	37.4	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	32.4	53.7	22.0	64.5	34.6	18.6	59.2	37.4	2.6
LOS	D	C	D	C	E	C	B	E	D	A
Approach Delay		35.5		36.7		34.7			36.9	
Approach LOS		D		D		C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 35.8
 Intersection LOS: D
 Intersection Capacity Utilization 79.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	133	514	305	670	659	117	298	618	546	143	534	102
Future Volume (veh/h)	133	514	305	670	659	117	298	618	546	143	534	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	553	229	720	709	108	320	665	483	154	574	47
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	878	353	768	1800	271	367	1143	839	235	1021	446
Arrive On Green	0.06	0.24	0.22	0.22	0.40	0.38	0.10	0.32	0.31	0.07	0.28	0.28
Sat Flow, veh/h	3510	3629	1459	3510	4538	684	3510	3610	1596	3510	3610	1578
Grp Volume(v), veh/h	143	526	256	720	538	279	320	665	483	154	574	47
Grp Sat Flow(s),veh/h/ln	1755	1729	1630	1755	1729	1764	1755	1805	1596	1755	1805	1578
Q Serve(g_s), s	4.2	14.3	15.0	21.2	11.7	12.0	9.4	16.2	21.7	4.5	14.3	2.3
Cycle Q Clear(g_c), s	4.2	14.3	15.0	21.2	11.7	12.0	9.4	16.2	21.7	4.5	14.3	2.3
Prop In Lane	1.00		0.90	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	837	394	768	1372	700	367	1143	839	235	1021	446
V/C Ratio(X)	0.64	0.63	0.65	0.94	0.39	0.40	0.87	0.58	0.58	0.66	0.56	0.11
Avail Cap(c_a), veh/h	280	1058	499	768	1538	785	367	1428	965	240	1297	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	35.6	36.8	40.4	22.7	23.1	46.4	30.1	17.1	47.9	32.2	27.9
Incr Delay (d2), s/veh	1.4	0.8	2.0	18.8	0.2	0.4	19.1	0.5	0.6	4.8	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.8	6.0	10.6	4.5	4.7	5.0	6.8	7.2	2.0	5.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	36.4	38.8	59.2	22.9	23.4	65.5	30.6	17.7	52.7	32.7	28.0
LnGrp LOS	D	D	D	E	C	C	E	C	B	D	C	C
Approach Vol, veh/h		925			1537			1468			775	
Approach Delay, s/veh		39.1			40.0			34.0			36.4	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	37.7	27.0	29.5	15.0	33.7	10.7	45.7				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	6.5	23.7	23.2	17.0	11.4	16.3	6.2	14.0				
Green Ext Time (p_c), s	0.0	5.4	0.0	3.8	0.0	3.4	0.0	5.1				

Intersection Summary

HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

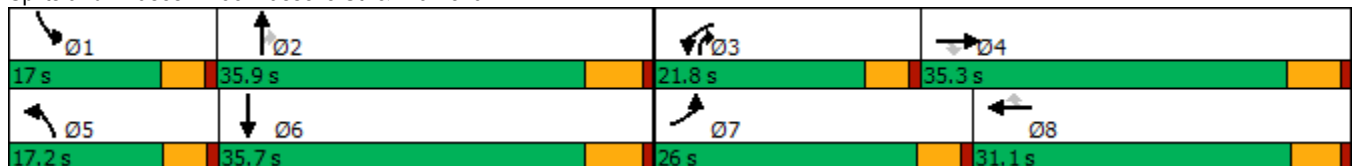
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	176	49	172	73	30	59	108	1075	55	106	1272
Future Volume (vph)	176	49	172	73	30	59	108	1075	55	106	1272
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.9	18.4	17.0	8.9	14.2	13.0	10.1	33.9	42.8	10.0	33.8
Actuated g/C Ratio	0.18	0.22	0.21	0.11	0.17	0.16	0.12	0.41	0.52	0.12	0.41
v/c Ratio	0.56	0.12	0.38	0.39	0.10	0.18	0.52	0.76	0.07	0.51	1.03
Control Delay	41.6	28.1	7.2	45.0	33.1	1.2	47.3	29.4	3.4	47.4	59.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	28.1	7.2	45.0	33.1	1.2	47.3	29.4	3.4	47.4	59.6
LOS	D	C	A	D	C	A	D	C	A	D	E
Approach Delay		25.0			26.9			29.8			58.7
Approach LOS		C			C			C			E

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 81.9	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 42.4	Intersection LOS: D
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔	
Traffic Volume (veh/h)	176	49	172	73	30	59	108	1075	55	106	1272	160
Future Volume (veh/h)	176	49	172	73	30	59	108	1075	55	106	1272	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	185	52	83	77	32	15	114	1132	34	112	1339	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	437	334	114	298	228	159	1489	740	157	1338	154
Arrive On Green	0.13	0.23	0.21	0.06	0.16	0.14	0.09	0.41	0.40	0.09	0.41	0.39
Sat Flow, veh/h	1810	1900	1577	1810	1900	1603	1810	3610	1608	1810	3253	374
Grp Volume(v), veh/h	185	52	83	77	32	15	114	1132	34	112	739	755
Grp Sat Flow(s),veh/h/ln	1810	1900	1577	1810	1900	1603	1810	1805	1608	1810	1805	1822
Q Serve(g_s), s	7.6	1.7	3.4	3.2	1.1	0.6	4.7	20.7	0.9	4.6	31.5	31.7
Cycle Q Clear(g_c), s	7.6	1.7	3.4	3.2	1.1	0.6	4.7	20.7	0.9	4.6	31.5	31.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	240	437	334	114	298	228	159	1489	740	157	742	749
V/C Ratio(X)	0.77	0.12	0.25	0.68	0.11	0.07	0.71	0.76	0.05	0.71	1.00	1.01
Avail Cap(c_a), veh/h	516	772	612	418	668	541	310	1494	742	305	742	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	23.5	25.3	35.3	27.9	28.6	34.2	19.4	11.5	34.3	22.6	22.9
Incr Delay (d2), s/veh	2.0	0.1	0.4	2.6	0.2	0.1	2.2	2.3	0.0	2.2	31.9	34.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.7	1.2	1.4	0.5	0.2	2.0	7.9	0.3	2.0	17.9	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	23.6	25.7	37.9	28.0	28.7	36.4	21.7	11.5	36.5	54.5	57.6
LnGrp LOS	C	C	C	D	C	C	D	C	B	D	D	F
Approach Vol, veh/h		320			124			1280			1606	
Approach Delay, s/veh		30.3			34.3			22.7			54.7	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	35.8	8.9	21.7	10.8	35.7	14.2	16.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	6.6	22.7	5.2	5.4	6.7	33.7	9.6	3.1				
Green Ext Time (p_c), s	0.1	4.1	0.1	0.5	0.1	0.0	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

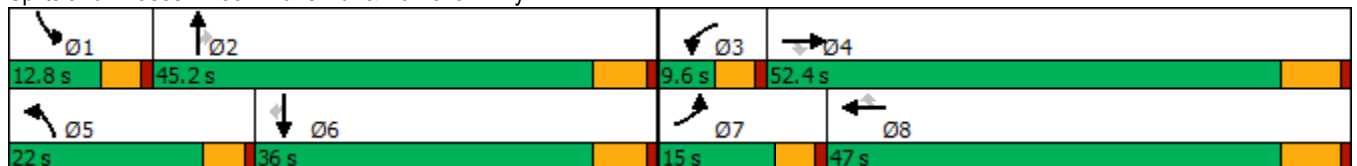
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	539	179	194	1407	372	546	976	191	149	389	431
Future Volume (vph)	294	539	179	194	1407	372	546	976	191	149	389	431
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	48.4	48.4	5.6	43.0	43.0	18.0	39.5	39.5	8.5	29.9	29.9
Actuated g/C Ratio	0.09	0.41	0.41	0.05	0.36	0.36	0.15	0.33	0.33	0.07	0.25	0.25
v/c Ratio	0.96	0.27	0.25	1.24	1.14	0.55	1.09	0.86	0.31	0.63	0.45	0.83
Control Delay	94.4	23.8	4.0	195.8	107.1	18.0	111.9	45.1	6.3	65.7	38.7	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.4	23.8	4.0	195.8	107.1	18.0	111.9	45.1	6.3	65.7	38.7	37.1
LOS	F	C	A	F	F	B	F	D	A	E	D	D
Approach Delay		40.9			99.0			62.1			42.1	
Approach LOS		D			F			E			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay: 67.7
 Intersection LOS: E
 Intersection Capacity Utilization 91.8%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	539	179	194	1407	372	546	976	191	149	389	431
Future Volume (veh/h)	294	539	179	194	1407	372	546	976	191	149	389	431
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	573	0	206	1497	260	581	1038	184	159	414	287
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	2157		169	1334	595	543	1199	535	233	881	388
Arrive On Green	0.09	0.42	0.00	0.05	0.37	0.37	0.15	0.33	0.33	0.07	0.24	0.24
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1589
Grp Volume(v), veh/h	313	573	0	206	1497	260	581	1038	184	159	414	287
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1589
Q Serve(g_s), s	10.3	8.4	0.0	5.6	43.0	14.1	18.0	31.4	10.0	5.2	11.4	19.4
Cycle Q Clear(g_c), s	10.3	8.4	0.0	5.6	43.0	14.1	18.0	31.4	10.0	5.2	11.4	19.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	2157		169	1334	595	543	1199	535	233	881	388
V/C Ratio(X)	0.94	0.27		1.22	1.12	0.44	1.07	0.87	0.34	0.68	0.47	0.74
Avail Cap(c_a), veh/h	332	2157		169	1334	595	543	1278	570	265	992	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	22.3	0.0	55.4	36.7	27.6	49.2	36.4	29.3	53.1	37.6	40.6
Incr Delay (d2), s/veh	34.5	0.1	0.0	140.5	65.5	0.5	58.8	6.2	0.4	4.2	0.4	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	3.2	0.0	5.7	29.5	5.2	12.1	14.2	3.7	2.4	4.9	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.9	22.4	0.0	195.9	102.3	28.1	108.0	42.6	29.7	57.3	38.0	46.4
LnGrp LOS	F	C		F	F	C	F	D	C	E	D	D
Approach Vol, veh/h		886	A		1963			1803			860	
Approach Delay, s/veh		45.2			102.3			62.4			44.4	
Approach LOS		D			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	42.7	9.6	52.4	22.0	32.4	15.0	47.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	7.2	33.4	7.6	10.4	20.0	21.4	12.3	45.0				
Green Ext Time (p_c), s	0.0	3.5	0.0	3.6	0.0	2.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	71.0
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

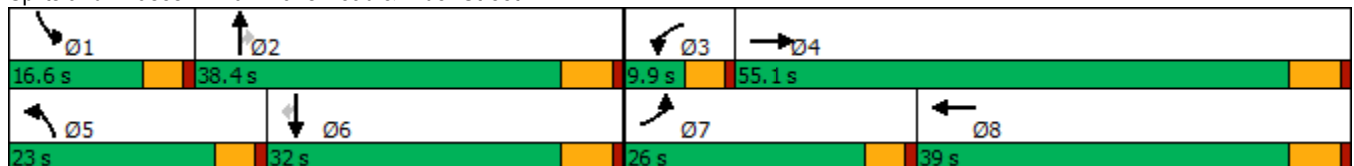


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	216	492	16	621	176	859	30	88	760	310
Future Volume (vph)	216	492	16	621	176	859	30	88	760	310
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	26.0	55.1	9.9	39.0	23.0	38.4	38.4	16.6	32.0	32.0
Total Split (%)	21.7%	45.9%	8.3%	32.5%	19.2%	32.0%	32.0%	13.8%	26.7%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.9	49.8	5.2	30.9	15.2	32.3	32.3	9.7	26.7	26.7
Actuated g/C Ratio	0.16	0.45	0.05	0.28	0.14	0.29	0.29	0.09	0.24	0.24
v/c Ratio	0.82	0.38	0.20	0.88	0.78	0.90	0.06	0.62	0.96	0.53
Control Delay	68.4	21.9	60.8	49.7	69.4	51.7	0.2	68.3	65.5	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	21.9	60.8	49.7	69.4	51.7	0.2	68.3	65.5	8.3
LOS	E	C	E	D	E	D	A	E	E	A
Approach Delay		34.9		49.9		53.1			50.4	
Approach LOS		C		D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111.8
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 47.9
 Intersection LOS: D
 Intersection Capacity Utilization 83.1%
 ICU Level of Service E
 Analysis Period (min) 15

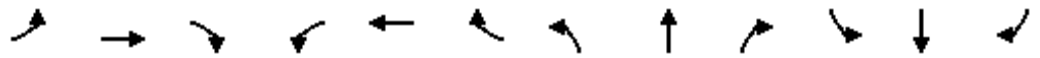
Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	492	63	16	621	183	176	859	30	88	760	310
Future Volume (veh/h)	216	492	63	16	621	183	176	859	30	88	760	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	535	53	17	675	157	191	934	16	96	826	202
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	1331	131	34	789	183	224	1111	495	122	908	405
Arrive On Green	0.15	0.40	0.40	0.02	0.27	0.27	0.12	0.31	0.31	0.07	0.25	0.25
Sat Flow, veh/h	1810	3318	328	1810	2908	676	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	235	290	298	17	419	413	191	934	16	96	826	202
Grp Sat Flow(s),veh/h/ln	1810	1805	1841	1810	1805	1778	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.9	11.6	11.7	0.9	22.3	22.4	10.5	24.5	0.7	5.3	22.5	10.9
Cycle Q Clear(g_c), s	12.9	11.6	11.7	0.9	22.3	22.4	10.5	24.5	0.7	5.3	22.5	10.9
Prop In Lane	1.00		0.18	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	724	738	34	490	483	224	1111	495	122	908	405
V/C Ratio(X)	0.88	0.40	0.40	0.50	0.85	0.86	0.85	0.84	0.03	0.79	0.91	0.50
Avail Cap(c_a), veh/h	382	877	895	95	591	582	328	1160	517	214	932	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	21.7	21.7	49.3	35.1	35.1	43.5	32.8	24.6	46.6	36.9	32.5
Incr Delay (d2), s/veh	11.5	0.4	0.4	4.2	10.2	10.4	9.4	5.5	0.0	4.2	12.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	4.7	4.8	0.5	10.6	10.5	5.1	10.9	0.3	2.4	11.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	22.0	22.1	53.5	45.2	45.5	53.0	38.3	24.6	50.8	49.4	33.5
LnGrp LOS	D	C	C	D	D	D	D	D	C	D	D	C
Approach Vol, veh/h		823			849			1141			1124	
Approach Delay, s/veh		31.1			45.5			40.6			46.7	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	37.0	6.5	46.5	17.2	31.3	19.7	33.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	12.0	32.6	5.3	49.3	18.4	26.2	21.4	33.2				
Max Q Clear Time (g_c+I1), s	7.3	26.5	2.9	13.7	12.5	24.5	14.9	24.4				
Green Ext Time (p_c), s	0.0	3.0	0.0	3.4	0.1	1.0	0.2	3.2				

Intersection Summary

HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

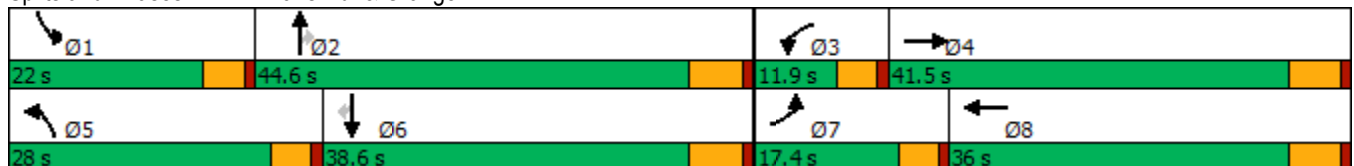


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	144	279	74	253	261	982	194	202	732	159
Future Volume (vph)	144	279	74	253	261	982	194	202	732	159
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.1	33.3	7.1	28.2	21.0	38.9	38.9	16.4	34.3	34.3
Actuated g/C Ratio	0.10	0.29	0.06	0.24	0.18	0.33	0.33	0.14	0.29	0.29
v/c Ratio	0.84	0.85	0.73	0.92	0.87	1.68	0.34	0.87	1.43	0.29
Control Delay	86.6	53.5	91.4	67.6	73.4	341.8	11.3	81.4	234.5	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.6	53.5	91.4	67.6	73.4	341.8	11.3	81.4	234.5	4.7
LOS	F	D	F	E	E	F	B	F	F	A
Approach Delay		62.2		71.5		248.4			172.7	
Approach LOS		E		E		F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.5
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.68
 Intersection Signal Delay: 173.2
 Intersection LOS: F
 Intersection Capacity Utilization 109.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

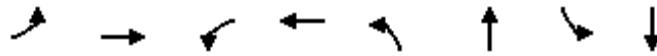


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	279	132	74	253	126	261	982	194	202	732	159
Future Volume (veh/h)	144	279	132	74	253	126	261	982	194	202	732	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	303	92	80	275	127	284	1067	138	220	796	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	400	121	102	297	137	313	642	540	248	574	486
Arrive On Green	0.10	0.29	0.29	0.06	0.24	0.24	0.17	0.34	0.34	0.14	0.30	0.30
Sat Flow, veh/h	1810	1389	422	1810	1228	567	1810	1900	1598	1810	1900	1609
Grp Volume(v), veh/h	157	0	395	80	0	402	284	1067	138	220	796	113
Grp Sat Flow(s),veh/h/ln	1810	0	1811	1810	0	1795	1810	1900	1598	1810	1900	1609
Q Serve(g_s), s	9.8	0.0	22.8	5.0	0.0	25.1	17.7	38.8	7.2	13.7	34.7	6.1
Cycle Q Clear(g_c), s	9.8	0.0	22.8	5.0	0.0	25.1	17.7	38.8	7.2	13.7	34.7	6.1
Prop In Lane	1.00		0.23	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	0	521	102	0	434	313	642	540	248	574	486
V/C Ratio(X)	0.85	0.00	0.76	0.78	0.00	0.93	0.91	1.66	0.26	0.89	1.39	0.23
Avail Cap(c_a), veh/h	202	0	563	115	0	472	369	642	540	274	574	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	0.0	37.3	53.5	0.0	42.5	46.6	38.1	27.6	48.7	40.1	30.1
Incr Delay (d2), s/veh	24.0	0.0	5.5	23.0	0.0	23.3	21.7	305.3	0.2	24.4	184.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	10.5	2.9	0.0	13.5	9.6	71.4	2.7	7.7	44.8	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	0.0	42.8	76.5	0.0	65.9	68.3	343.3	27.8	73.1	224.7	30.3
LnGrp LOS	E	A	D	E	A	E	E	F	C	E	F	C
Approach Vol, veh/h		552			482			1489			1129	
Approach Delay, s/veh		51.8			67.6			261.6			175.7	
Approach LOS		D			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	44.6	11.1	38.9	24.4	40.5	16.3	33.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	15.7	40.8	7.0	24.8	19.7	36.7	11.8	27.1				
Green Ext Time (p_c), s	0.1	0.0	0.0	1.6	0.2	0.0	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	177.7
HCM 6th LOS	F

Timings
42: Nuevo Rd. & Evans Rd.

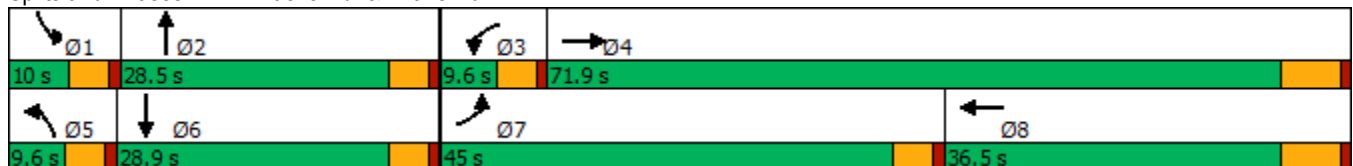


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↘	↑↑↑	↘	↑	↘	↑
Traffic Volume (vph)	485	332	113	552	70	690	131	627
Future Volume (vph)	485	332	113	552	70	690	131	627
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	45.0	71.9	9.6	36.5	9.6	28.5	10.0	28.9
Total Split (%)	37.5%	59.9%	8.0%	30.4%	8.0%	23.8%	8.3%	24.1%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	37.7	65.4	5.0	32.7	5.0	23.9	5.4	24.3
Actuated g/C Ratio	0.31	0.54	0.04	0.27	0.04	0.20	0.04	0.20
v/c Ratio	0.93	0.14	1.64	0.58	1.01	2.24	1.75	3.41
Control Delay	64.0	12.9	375.8	36.7	164.8	590.8	417.8	1109.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	12.9	375.8	36.7	164.8	590.8	417.8	1109.1
LOS	E	B	F	D	F	F	F	F
Approach Delay		42.1		81.2		555.5		1041.5
Approach LOS		D		F		F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.41
 Intersection Signal Delay: 505.6
 Intersection LOS: F
 Intersection Capacity Utilization 141.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

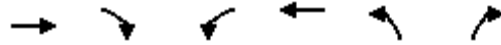


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	
Traffic Volume (veh/h)	485	332	30	113	552	197	70	690	83	131	627	579
Future Volume (veh/h)	485	332	30	113	552	197	70	690	83	131	627	579
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	527	361	33	123	600	198	76	750	90	142	682	231
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	552	2640	238	75	1088	350	75	331	40	81	275	93
Arrive On Green	0.31	0.55	0.55	0.04	0.28	0.28	0.04	0.20	0.20	0.05	0.20	0.20
Sat Flow, veh/h	1810	4844	436	1810	3865	1245	1810	1664	200	1810	1357	460
Grp Volume(v), veh/h	527	256	138	123	535	263	76	0	840	142	0	913
Grp Sat Flow(s),veh/h/ln	1810	1729	1822	1810	1729	1652	1810	0	1864	1810	0	1817
Q Serve(g_s), s	34.3	4.4	4.5	5.0	15.8	16.3	5.0	0.0	23.9	5.4	0.0	24.3
Cycle Q Clear(g_c), s	34.3	4.4	4.5	5.0	15.8	16.3	5.0	0.0	23.9	5.4	0.0	24.3
Prop In Lane	1.00		0.24	1.00		0.75	1.00		0.11	1.00		0.25
Lane Grp Cap(c), veh/h	552	1885	993	75	973	465	75	0	371	81	0	368
V/C Ratio(X)	0.95	0.14	0.14	1.63	0.55	0.57	1.01	0.00	2.26	1.74	0.00	2.48
Avail Cap(c_a), veh/h	609	1885	993	75	973	465	75	0	371	81	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.9	13.4	13.4	57.5	36.7	36.8	57.5	0.0	48.1	57.3	0.0	47.9
Incr Delay (d2), s/veh	23.7	0.2	0.3	336.2	2.2	4.9	105.9	0.0	576.7	380.3	0.0	674.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	1.6	1.7	9.2	6.6	6.9	4.5	0.0	70.6	11.1	0.0	80.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	13.6	13.7	393.7	38.9	41.8	163.4	0.0	624.8	437.6	0.0	722.4
LnGrp LOS	E	B	B	F	D	D	F	A	F	F	A	F
Approach Vol, veh/h		921			921			916			1055	
Approach Delay, s/veh		42.8			87.1			586.5			684.1	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	28.5	9.6	71.9	9.6	28.9	41.2	40.3				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	5.4	23.9	5.0	65.4	5.0	24.3	40.4	30.0				
Max Q Clear Time (g_c+I1), s	7.4	25.9	7.0	6.5	7.0	26.3	36.3	18.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	0.0	0.4	3.5				

Intersection Summary

HCM 6th Ctrl Delay	361.5
HCM 6th LOS	F

Timings
43: Bradley St. & Ramona Expy

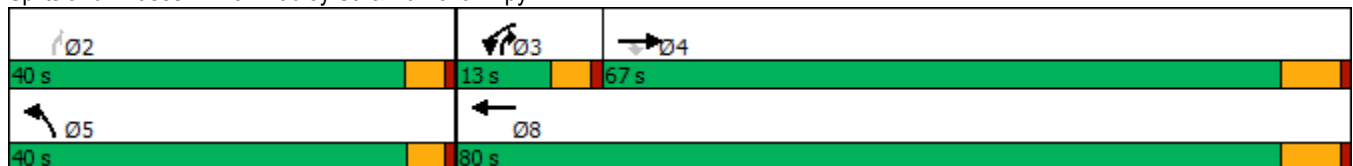


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓	
Traffic Volume (vph)	812	40	42	2161	240	49	
Future Volume (vph)	812	40	42	2161	240	49	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	64.2	64.2	6.9	73.7	20.2	31.6	
Actuated g/C Ratio	0.61	0.61	0.07	0.70	0.19	0.30	
v/c Ratio	0.40	0.04	0.39	0.93	0.75	0.10	
Control Delay	12.6	3.8	58.0	22.5	53.8	7.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.6	3.8	58.0	22.5	53.8	7.1	
LOS	B	A	E	C	D	A	
Approach Delay	12.2			23.2	45.9		
Approach LOS	B			C	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 22.3
 Intersection LOS: C
 Intersection Capacity Utilization 82.2%
 ICU Level of Service E
 Analysis Period (min) 15

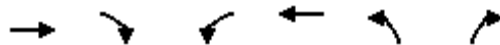
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	812	40	42	2161	240	49
Future Volume (veh/h)	812	40	42	2161	240	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	883	41	46	2349	261	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2286	1018	66	2589	307	332
Arrive On Green	0.63	0.63	0.04	0.72	0.17	0.17
Sat Flow, veh/h	3705	1608	1810	3705	1810	1610
Grp Volume(v), veh/h	883	41	46	2349	261	37
Grp Sat Flow(s),veh/h/ln	1805	1608	1810	1805	1810	1610
Q Serve(g_s), s	11.5	0.9	2.4	51.1	13.6	1.8
Cycle Q Clear(g_c), s	11.5	0.9	2.4	51.1	13.6	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2286	1018	66	2589	307	332
V/C Ratio(X)	0.39	0.04	0.69	0.91	0.85	0.11
Avail Cap(c_a), veh/h	2286	1018	157	2734	662	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	6.7	46.2	11.1	39.1	31.3
Incr Delay (d2), s/veh	0.1	0.0	4.8	4.8	6.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.3	1.1	13.9	6.6	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	6.7	51.0	15.9	45.7	31.5
LnGrp LOS	A	A	D	B	D	C
Approach Vol, veh/h	924			2395	298	
Approach Delay, s/veh	8.7			16.5	44.0	
Approach LOS	A			B	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		20.9	8.2	67.9		76.1
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		15.6	4.4	13.5		53.1
Green Ext Time (p_c), s		0.9	0.0	6.3		16.5
Intersection Summary						
HCM 6th Ctrl Delay			16.8			
HCM 6th LOS			B			

Timings
44: Bradley St. & Rider St.

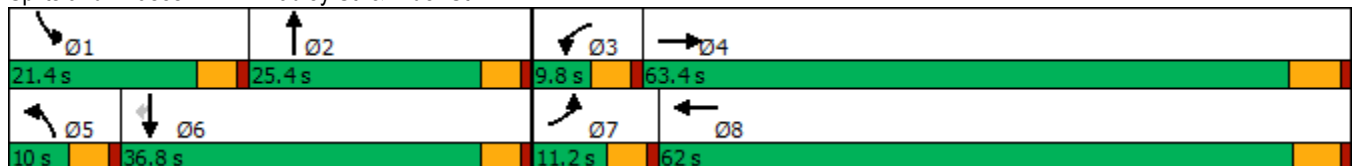


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↗
Traffic Volume (vph)	32	658	13	584	17	44	139	10	94
Future Volume (vph)	32	658	13	584	17	44	139	10	94
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	39.7	5.9	37.7	6.0	12.9	13.6	22.8	22.8
Actuated g/C Ratio	0.08	0.49	0.07	0.47	0.07	0.16	0.17	0.28	0.28
v/c Ratio	0.24	0.44	0.11	0.81	0.13	0.30	0.50	0.02	0.20
Control Delay	50.2	15.0	50.5	28.8	50.5	30.3	45.2	30.9	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	15.0	50.5	28.8	50.5	30.3	45.2	30.9	7.3
LOS	D	B	D	C	D	C	D	C	A
Approach Delay		16.5		29.2		33.5		30.0	
Approach LOS		B		C		C		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 80.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 24.2
 Intersection LOS: C
 Intersection Capacity Utilization 60.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↘		↗	↘		↗	↘	↗
Traffic Volume (veh/h)	32	658	50	13	584	69	17	44	41	139	10	94
Future Volume (veh/h)	32	658	50	13	584	69	17	44	41	139	10	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	715	53	14	635	57	18	48	28	151	11	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1539	114	31	745	67	38	161	94	192	433	363
Arrive On Green	0.04	0.45	0.45	0.02	0.43	0.43	0.02	0.14	0.14	0.11	0.23	0.23
Sat Flow, veh/h	1810	3407	252	1810	1718	154	1810	1125	656	1810	1900	1592
Grp Volume(v), veh/h	35	379	389	14	0	692	18	0	76	151	11	52
Grp Sat Flow(s),veh/h/ln	1810	1805	1855	1810	0	1872	1810	0	1782	1810	1900	1592
Q Serve(g_s), s	1.3	10.1	10.1	0.5	0.0	23.1	0.7	0.0	2.7	5.7	0.3	1.8
Cycle Q Clear(g_c), s	1.3	10.1	10.1	0.5	0.0	23.1	0.7	0.0	2.7	5.7	0.3	1.8
Prop In Lane	1.00		0.14	1.00		0.08	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	64	815	838	31	0	812	38	0	255	192	433	363
V/C Ratio(X)	0.55	0.46	0.46	0.45	0.00	0.85	0.47	0.00	0.30	0.79	0.03	0.14
Avail Cap(c_a), veh/h	172	1497	1538	136	0	1526	141	0	534	438	881	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	13.2	13.2	33.8	0.0	17.7	33.6	0.0	26.6	30.3	20.8	21.4
Incr Delay (d2), s/veh	2.7	0.4	0.4	3.8	0.0	2.7	3.3	0.0	0.6	2.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.4	3.5	0.3	0.0	8.9	0.3	0.0	1.1	2.5	0.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	13.6	13.6	37.6	0.0	20.3	36.9	0.0	27.3	33.0	20.8	21.6
LnGrp LOS	D	B	B	D	A	C	D	A	C	C	C	C
Approach Vol, veh/h		803			706			94			214	
Approach Delay, s/veh		14.6			20.7			29.1			29.6	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	14.5	5.8	37.2	6.1	20.4	7.1	35.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	7.7	4.7	2.5	12.1	2.7	3.8	3.3	25.1				
Green Ext Time (p_c), s	0.1	0.3	0.0	4.8	0.0	0.2	0.0	5.0				

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	10.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	176	15	65	328	75
Future Vol, veh/h	165	176	15	65	328	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	179	191	16	71	357	82

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	370	0	378 275
Stage 1	-	-	-	-	275 -
Stage 2	-	-	-	-	103 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1200	-	628 769
Stage 1	-	-	-	-	776 -
Stage 2	-	-	-	-	926 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1200	-	619 769
Mov Cap-2 Maneuver	-	-	-	-	619 -
Stage 1	-	-	-	-	776 -
Stage 2	-	-	-	-	913 -

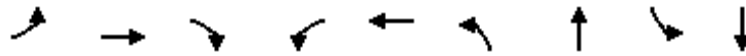
Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	21.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	1200	-
HCM Lane V/C Ratio	0.682	-	-	0.014	-
HCM Control Delay (s)	21.8	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	5.3	-	-	0	-

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

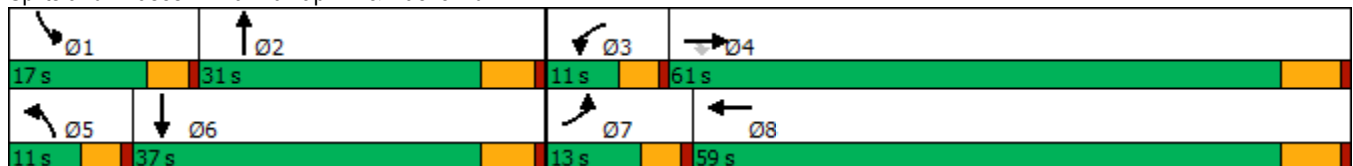


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	33	206	47	54	389	80	72	66	69
Future Volume (vph)	33	206	47	54	389	80	72	66	69
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	13.0	61.0	61.0	11.0	59.0	11.0	31.0	17.0	37.0
Total Split (%)	10.8%	50.8%	50.8%	9.2%	49.2%	9.2%	25.8%	14.2%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	25.2	25.2	6.3	24.9	7.0	18.7	7.7	13.7
Actuated g/C Ratio	0.09	0.36	0.36	0.09	0.36	0.10	0.27	0.11	0.20
v/c Ratio	0.21	0.31	0.07	0.34	0.78	0.46	0.25	0.34	0.41
Control Delay	40.4	18.0	0.2	43.6	29.3	47.0	26.5	39.7	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	18.0	0.2	43.6	29.3	47.0	26.5	39.7	23.9
LOS	D	B	A	D	C	D	C	D	C
Approach Delay		17.7			30.7		34.7		28.7
Approach LOS		B			C		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 69.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 28.0	Intersection LOS: C
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	























Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



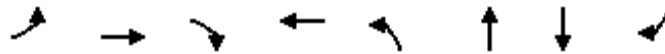
HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	206	47	54	389	120	80	72	48	66	69	85
Future Volume (veh/h)	33	206	47	54	389	120	80	72	48	66	69	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	210	43	55	397	104	82	73	47	67	70	39
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	614	520	93	490	128	116	198	128	105	203	113
Arrive On Green	0.04	0.32	0.32	0.05	0.34	0.34	0.06	0.18	0.18	0.06	0.18	0.18
Sat Flow, veh/h	1810	1900	1610	1810	1451	380	1810	1080	695	1810	1146	639
Grp Volume(v), veh/h	34	210	43	55	0	501	82	0	120	67	0	109
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1832	1810	0	1775	1810	0	1785
Q Serve(g_s), s	1.0	4.7	1.0	1.7	0.0	14.0	2.5	0.0	3.3	2.0	0.0	3.0
Cycle Q Clear(g_c), s	1.0	4.7	1.0	1.7	0.0	14.0	2.5	0.0	3.3	2.0	0.0	3.0
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.39	1.00		0.36
Lane Grp Cap(c), veh/h	66	614	520	93	0	619	116	0	326	105	0	316
V/C Ratio(X)	0.51	0.34	0.08	0.59	0.00	0.81	0.70	0.00	0.37	0.64	0.00	0.35
Avail Cap(c_a), veh/h	272	1851	1568	207	0	1719	207	0	799	401	0	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	14.4	13.2	26.0	0.0	16.9	25.7	0.0	20.0	25.8	0.0	20.2
Incr Delay (d2), s/veh	2.3	0.3	0.1	2.2	0.0	2.6	2.9	0.0	0.7	2.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.6	0.3	0.7	0.0	4.8	1.0	0.0	1.2	0.8	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	14.7	13.2	28.2	0.0	19.5	28.5	0.0	20.7	28.2	0.0	20.8
LnGrp LOS	C	B	B	C	A	B	C	A	C	C	A	C
Approach Vol, veh/h		287			556			202				176
Approach Delay, s/veh		16.2			20.4			23.9				23.6
Approach LOS		B			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	16.1	7.5	24.6	8.2	15.7	6.7	25.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	12.4	25.2	6.4	54.5	6.4	31.2	8.4	52.5				
Max Q Clear Time (g_c+I1), s	4.0	5.3	3.7	6.7	4.5	5.0	3.0	16.0				
Green Ext Time (p_c), s	0.0	0.5	0.0	1.2	0.0	0.5	0.0	2.9				
Intersection Summary												
HCM 6th Ctrl Delay				20.4								
HCM 6th LOS				C								

Timings
47: Ramona Expy & Rider St.



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖	↗	↕	↖	
Traffic Volume (vph)	232	0	249	0	230	1970	680	181	
Future Volume (vph)	232	0	249	0	230	1970	680	181	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		22.1	22.1	22.1	11.2	62.2	46.4	46.4	
Actuated g/C Ratio		0.23	0.23	0.23	0.12	0.65	0.49	0.49	
v/c Ratio		0.76	0.47	0.00	0.61	0.91	0.42	0.22	
Control Delay		48.8	6.3	0.0	47.2	23.2	18.5	3.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		48.8	6.3	0.0	47.2	23.2	18.5	3.5	
LOS		D	A	A	D	C	B	A	
Approach Delay		26.7				25.7	15.4		
Approach LOS		C				C	B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 95.5	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 91.3%	ICU Level of Service F
Analysis Period (min) 15	





















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	0	249	0	0	1	230	1970	1	0	680	181
Future Volume (veh/h)	232	0	249	0	0	1	230	1970	1	0	680	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	252	0	134	0	0	1	250	2141	1	0	739	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	387	0	340	0	0	340	335	2443	1	2	1844	822
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.21	0.10	0.66	0.66	0.00	0.51	0.51
Sat Flow, veh/h	1435	0	1610	0	0	1610	3510	3703	2	1810	3610	1610
Grp Volume(v), veh/h	252	0	134	0	0	1	250	1044	1098	0	739	150
Grp Sat Flow(s),veh/h/ln	1435	0	1610	0	0	1610	1755	1805	1900	1810	1805	1610
Q Serve(g_s), s	14.4	0.0	6.2	0.0	0.0	0.0	6.0	40.1	40.1	0.0	10.8	4.3
Cycle Q Clear(g_c), s	14.5	0.0	6.2	0.0	0.0	0.0	6.0	40.1	40.1	0.0	10.8	4.3
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	0	340	0	0	340	335	1191	1253	2	1844	822
V/C Ratio(X)	0.65	0.00	0.39	0.00	0.00	0.00	0.75	0.88	0.88	0.00	0.40	0.18
Avail Cap(c_a), veh/h	708	0	700	0	0	700	669	1299	1367	105	2119	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	29.2	0.0	0.0	26.8	37.9	11.8	11.8	0.0	12.9	11.4
Incr Delay (d2), s/veh	1.9	0.0	0.7	0.0	0.0	0.0	1.2	6.6	6.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	2.3	0.0	0.0	0.0	2.4	12.4	12.9	0.0	3.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	29.9	0.0	0.0	26.8	39.1	18.4	18.1	0.0	13.1	11.5
LnGrp LOS	C	A	C	A	A	C	D	B	B	A	B	B
Approach Vol, veh/h		386			1			2392			889	
Approach Delay, s/veh		32.8			26.8			20.5			12.8	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	63.3		22.8	12.8	50.4		22.8				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+1), s	0.0	42.1		16.5	8.0	12.8		2.0				
Green Ext Time (p_c), s	0.0	14.6		1.7	0.3	5.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				19.9								
HCM 6th LOS				B								

Timings
49: Antelope Rd. & MCP WB Ramps

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

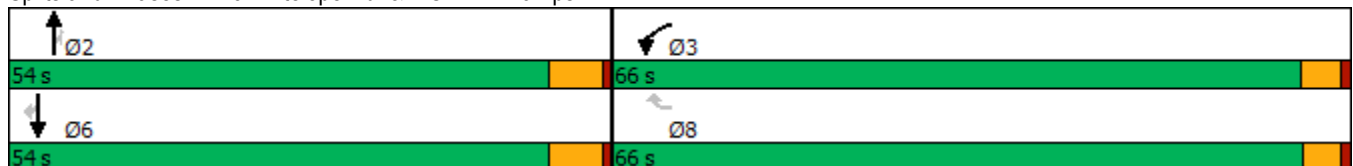


Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Configurations	↖	↖↖	↖↖	↖	↖↖	↖
Traffic Volume (vph)	50	865	545	10	430	10
Future Volume (vph)	50	865	545	10	430	10
Turn Type	Prot	Perm	NA	Perm	NA	Perm
Protected Phases	3		2		6	
Permitted Phases		8		2		6
Detector Phase	3	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.5	23.8	23.8	23.8	23.8
Total Split (s)	66.0	66.0	54.0	54.0	54.0	54.0
Total Split (%)	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.5	5.8	5.8	5.8	5.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	11.8	18.6	14.6	14.6	14.6	14.6
Actuated g/C Ratio	0.27	0.42	0.33	0.33	0.33	0.33
v/c Ratio	0.11	0.69	0.49	0.02	0.39	0.02
Control Delay	10.9	10.3	14.0	6.0	13.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	10.3	14.0	6.0	13.1	6.0
LOS	B	B	B	A	B	A
Approach Delay			13.9		12.9	
Approach LOS			B		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 44	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	



















Splits and Phases: 49: Antelope Rd. & MCP WB Ramps



HCM 6th Signalized Intersection Summary
49: Antelope Rd. & MCP WB Ramps

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	50	0	865	0	545	10	0	430	10
Future Volume (veh/h)	0	0	0	50	0	865	0	545	10	0	430	10
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1900	0	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				54	0	723	0	592	11	0	467	9
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				621	0	973	0	1174	523	0	1174	523
Arrive On Green				0.34	0.00	0.34	0.00	0.33	0.33	0.00	0.33	0.33
Sat Flow, veh/h				1810	0	2834	0	3705	1610	0	3705	1610
Grp Volume(v), veh/h				54	0	723	0	592	11	0	467	9
Grp Sat Flow(s),veh/h/ln				1810	0	1417	0	1805	1610	0	1805	1610
Q Serve(g_s), s				0.6	0.0	7.1	0.0	4.2	0.1	0.0	3.1	0.1
Cycle Q Clear(g_c), s				0.6	0.0	7.1	0.0	4.2	0.1	0.0	3.1	0.1
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				621	0	973	0	1174	523	0	1174	523
V/C Ratio(X)				0.09	0.00	0.74	0.00	0.50	0.02	0.00	0.40	0.02
Avail Cap(c_a), veh/h				3544	0	5550	0	5550	2476	0	5550	2476
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				7.0	0.0	9.1	0.0	8.5	7.2	0.0	8.2	7.2
Incr Delay (d2), s/veh				0.0	0.0	0.4	0.0	0.3	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.1	0.0	1.1	0.0	0.9	0.0	0.0	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				7.0	0.0	9.5	0.0	8.9	7.2	0.0	8.4	7.2
LnGrp LOS				A	A	A	A	A	A	A	A	A
Approach Vol, veh/h					777			603			476	
Approach Delay, s/veh					9.3			8.8			8.4	
Approach LOS					A			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		16.0				16.0		15.4				
Change Period (Y+Rc), s		5.8				5.8		4.6				
Max Green Setting (Gmax), s		48.2				48.2		61.4				
Max Q Clear Time (g_c+I1), s		6.2				5.1		9.1				
Green Ext Time (p_c), s		4.0				3.1		1.7				
Intersection Summary												
HCM 6th Ctrl Delay				8.9								
HCM 6th LOS				A								

Timings
50: Antelope Rd. & MCP EB Ramps

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	10	0	10	520	37	253	190
Future Volume (vph)	10	0	10	520	37	253	190
Turn Type	Prot	NA	Perm	NA	Perm	Prot	NA
Protected Phases	7	4		2		1	6
Permitted Phases			4		2		
Detector Phase	7	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	23.8	23.8	23.8	23.8	9.6	23.8
Total Split (s)	43.0	43.0	43.0	54.0	54.0	23.0	77.0
Total Split (%)	35.8%	35.8%	35.8%	45.0%	45.0%	19.2%	64.2%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8	5.8	4.6	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	7.2	2.0	12.2	14.1	14.1	8.7	33.9
Actuated g/C Ratio	0.19	0.05	0.33	0.38	0.38	0.23	0.91
v/c Ratio	0.02	0.05	0.01	0.41	0.06	0.34	0.06
Control Delay	15.4	0.7	0.0	11.3	2.7	15.8	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.4	0.7	0.0	11.3	2.7	15.8	2.5
LOS	B	A	A	B	A	B	A
Approach Delay		5.8		10.7			10.1
Approach LOS		A		B			B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 37.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 10.3
 Intersection Capacity Utilization 43.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 50: Antelope Rd. & MCP EB Ramps



HCM 6th Signalized Intersection Summary
50: Antelope Rd. & MCP EB Ramps

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	10	0	0	0	0	520	37	253	190	0
Future Volume (veh/h)	10	0	10	0	0	0	0	520	37	253	190	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	11	0	-179				0	565	24	275	207	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	15	0	7				0	1462	652	605	2759	0
Arrive On Green	0.00	0.00	0.00				0.00	0.40	0.40	0.17	0.76	0.00
Sat Flow, veh/h	3619	0	1610				0	3705	1610	3510	3705	0
Grp Volume(v), veh/h	11	0	-179				0	565	24	275	207	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	1755	1805	0
Q Serve(g_s), s	0.1	0.0	0.0				0.0	2.7	0.2	1.7	0.4	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0				0.0	2.7	0.2	1.7	0.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	15	0	7				0	1462	652	605	2759	0
V/C Ratio(X)	0.75	0.00	-27.34				0.00	0.39	0.04	0.45	0.08	0.00
Avail Cap(c_a), veh/h	5651	0	2514				0	7075	3156	2627	10452	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	0.0				0.0	5.2	4.4	9.1	0.7	0.0
Incr Delay (d2), s/veh	24.0	0.0	0.0				0.0	0.2	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0				0.0	0.2	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	0.0	0.0				0.0	5.3	4.4	9.3	0.7	0.0
LnGrp LOS	D	A	A				A	A	A	A	A	A
Approach Vol, veh/h		-168						589			482	
Approach Delay, s/veh		0.0						5.3			5.6	
Approach LOS		A						A			A	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	8.8	15.8		0.0				24.6				
Change Period (Y+Rc), s	4.6	5.8		4.6				5.8				
Max Green Setting (Gmax), s	18.4	48.2		38.4				71.2				
Max Q Clear Time (g_c+I1), s	3.7	4.7		2.1				2.4				
Green Ext Time (p_c), s	0.4	3.9		0.0				1.3				

Intersection Summary

HCM 6th Ctrl Delay			6.5									
HCM 6th LOS			A									

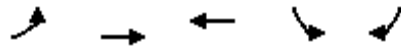
Notes

User approved volume balancing among the lanes for turning movement.

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↔	↘	↙
Traffic Volume (vph)	33	298	600	152	24
Future Volume (vph)	33	298	600	152	24
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	9.8	90.8	81.0	29.2	29.2
Total Split (%)	8.2%	75.7%	67.5%	24.3%	24.3%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	5.2	84.4	78.7	15.5	15.5
Actuated g/C Ratio	0.05	0.75	0.70	0.14	0.14
v/c Ratio	0.44	0.23	0.87	0.66	0.11
Control Delay	70.2	5.0	23.5	58.9	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	70.2	5.0	23.5	58.9	15.6
LOS	E	A	C	E	B
Approach Delay		11.5	23.5	53.0	
Approach LOS		B	C	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.2
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 24.3
 Intersection LOS: C
 Intersection Capacity Utilization 75.7%
 ICU Level of Service D
 Analysis Period (min) 15

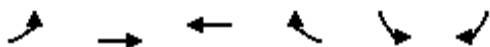
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗		↙	↘	
Traffic Volume (veh/h)	33	298	600	417	152	24	
Future Volume (veh/h)	33	298	600	417	152	24	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	36	324	652	453	165	26	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	55	1475	734	510	200	178	
Arrive On Green	0.03	0.78	0.70	0.70	0.11	0.11	
Sat Flow, veh/h	1810	1900	1044	725	1810	1610	
Grp Volume(v), veh/h	36	324	0	1105	165	26	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1769	1810	1610	
Q Serve(g_s), s	2.1	5.0	0.0	53.6	9.7	1.6	
Cycle Q Clear(g_c), s	2.1	5.0	0.0	53.6	9.7	1.6	
Prop In Lane	1.00			0.41	1.00	1.00	
Lane Grp Cap(c), veh/h	55	1475	0	1244	200	178	
V/C Ratio(X)	0.65	0.22	0.00	0.89	0.82	0.15	
Avail Cap(c_a), veh/h	87	1475	0	1244	390	347	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	52.1	3.3	0.0	12.7	47.3	43.7	
Incr Delay (d2), s/veh	4.8	0.3	0.0	9.6	8.2	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.0	1.3	0.0	18.6	4.7	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	56.9	3.6	0.0	22.4	55.5	44.0	
LnGrp LOS	E	A	A	C	E	D	
Approach Vol, veh/h		360	1105		191		
Approach Delay, s/veh		8.9	22.4		53.9		
Approach LOS		A	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.8	17.8	7.9	82.9
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				84.3	23.4	5.2	74.5
Max Q Clear Time (g_c+11), s				7.0	11.7	4.1	55.6
Green Ext Time (p_c), s				1.8	0.4	0.0	8.7
Intersection Summary							
HCM 6th Ctrl Delay			23.1				
HCM 6th LOS			C				

Intersection												
Intersection Delay, s/veh	467.5											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	155	225	307	322	6	412	174	316	3	412	283
Future Vol, veh/h	70	155	225	307	322	6	412	174	316	3	412	283
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	71	158	230	313	329	6	420	178	322	3	420	289
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	181.3	392.5	684.7	439.4
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	16%	48%	0%
Vol Thru, %	19%	34%	51%	59%
Vol Right, %	35%	50%	1%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	902	450	635	698
LT Vol	412	70	307	3
Through Vol	174	155	322	412
RT Vol	316	225	6	283
Lane Flow Rate	920	459	648	712
Geometry Grp	1	1	1	1
Degree of Util (X)	2.423	1.19	1.744	1.851
Departure Headway (Hd)	15.672	21.067	17.585	17.881
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	239	179	214	214
Service Time	13.672	19.067	15.585	15.881
HCM Lane V/C Ratio	3.849	2.564	3.028	3.327
HCM Control Delay	684.7	181.3	392.5	439.4
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	45.5	11	24.5	26.7

Intersection	
Intersection Delay, s/veh	63.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	↔
Traffic Vol, veh/h	182	6	115	18	17	11	143	566	16	6	545	220
Future Vol, veh/h	182	6	115	18	17	11	143	566	16	6	545	220
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	198	7	125	20	18	12	155	615	17	7	592	239
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	17.6	13.9	42.2	104.8
HCM LOS	C	B	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	34%	0%	97%	0%	39%	1%	0%
Vol Thru, %	66%	95%	3%	0%	37%	99%	0%
Vol Right, %	0%	5%	0%	100%	24%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	426	299	188	115	46	551	220
LT Vol	143	0	182	0	18	6	0
Through Vol	283	283	6	0	17	545	0
RT Vol	0	16	0	115	11	0	220
Lane Flow Rate	463	325	204	125	50	599	239
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.942	0.643	0.492	0.26	0.125	1.221	0.44
Departure Headway (Hd)	7.69	7.479	9.119	7.892	9.573	7.342	6.618
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	477	487	398	458	377	497	540
Service Time	5.39	5.179	6.819	5.592	7.573	5.115	4.391
HCM Lane V/C Ratio	0.971	0.667	0.513	0.273	0.133	1.205	0.443
HCM Control Delay	55.9	22.7	20.3	13.3	13.9	140.8	14.5
HCM Lane LOS	F	C	C	B	B	F	B
HCM 95th-tile Q	11.3	4.5	2.6	1	0.4	23.1	2.2

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	1	48	0	4	0	47	714	0	0	726	23
Future Vol, veh/h	8	1	48	0	4	0	47	714	0	0	726	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	1	52	0	4	0	51	776	0	0	789	25

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1682	1680	802	1706	1692	776	814	0	0	776	0	0
Stage 1	802	802	-	878	878	-	-	-	-	-	-	-
Stage 2	880	878	-	828	814	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	76	96	387	73	94	401	822	-	-	849	-	-
Stage 1	381	399	-	345	368	-	-	-	-	-	-	-
Stage 2	345	368	-	368	394	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	67	86	387	57	84	401	822	-	-	849	-	-
Mov Cap-2 Maneuver	67	86	-	57	84	-	-	-	-	-	-	-
Stage 1	339	399	-	307	328	-	-	-	-	-	-	-
Stage 2	303	328	-	318	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.2	50.2	0.6	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	223	84	849	-
HCM Lane V/C Ratio	0.062	-	-	0.278	0.052	-	-
HCM Control Delay (s)	9.7	0	-	27.2	50.2	0	-
HCM Lane LOS	A	A	-	D	F	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.2	0	-

Intersection												
Int Delay, s/veh	46.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	53	55	18	111	150	73	562	26	160	584	91
Future Vol, veh/h	23	53	55	18	111	150	73	562	26	160	584	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	24	56	59	19	118	160	78	598	28	170	621	97

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1917	1792	670	1835	1826	612	718	0	0	626	0	0
Stage 1	1010	1010	-	768	768	-	-	-	-	-	-	-
Stage 2	907	782	-	1067	1058	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	52	82	460	59	~ 78	497	892	-	-	965	-	-
Stage 1	292	320	-	397	414	-	-	-	-	-	-	-
Stage 2	333	408	-	271	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 6	62	460	28	~ 59	497	892	-	-	965	-	-
Mov Cap-2 Maneuver	~ -30	132	-	63	130	-	-	-	-	-	-	-
Stage 1	267	264	-	362	378	-	-	-	-	-	-	-
Stage 2	142	373	-	153	250	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		\$ 307.1	1	1.8
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	+ 194	965	-	-
HCM Lane V/C Ratio	0.087	-	-	- 1.53	0.176	-	-
HCM Control Delay (s)	9.4	-	-	-\$ 307.1	9.5	-	-
HCM Lane LOS	A	-	-	- F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	- 18.8	0.6	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	139	19	56	208	68	47	588	134	82	521	50
Future Vol, veh/h	32	139	19	56	208	68	47	588	134	82	521	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	151	21	61	226	74	51	639	146	89	566	54

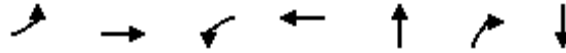
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1735	1658	593	1671	1612	712	620	0	0	785	0	0
Stage 1	771	771	-	814	814	-	-	-	-	-	-	-
Stage 2	964	887	-	857	798	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	70	~ 99	509	77	~ 105	436	970	-	-	843	-	-
Stage 1	396	413	-	375	394	-	-	-	-	-	-	-
Stage 2	309	365	-	355	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 75	509	-	~ 79	436	970	-	-	843	-	-
Mov Cap-2 Maneuver	-	~ 75	-	-	~ 79	-	-	-	-	-	-	-
Stage 1	358	346	-	339	356	-	-	-	-	-	-	-
Stage 2	85	330	-	161	336	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s					0.5		1.2	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	970	-	-	-	843	-	-
HCM Lane V/C Ratio	0.053	-	-	-	0.106	-	-
HCM Control Delay (s)	8.9	0	-	-	9.8	0	-
HCM Lane LOS	A	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Menifee Rd. & SR-74

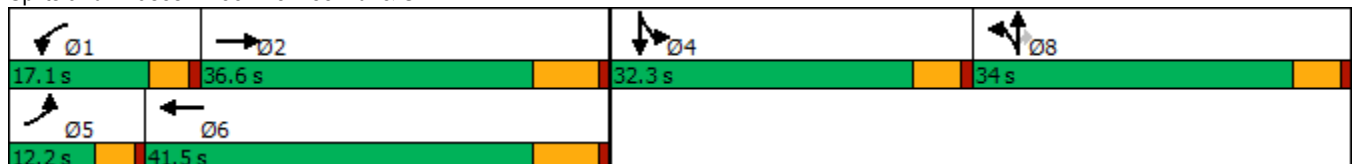


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	162	1053	289	919	496	240	511
Future Volume (vph)	162	1053	289	919	496	240	511
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	12.2	36.6	17.1	41.5	34.0	34.0	32.3
Total Split (%)	10.2%	30.5%	14.3%	34.6%	28.3%	28.3%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	7.6	29.6	12.5	34.5	28.7	28.7	27.0
Actuated g/C Ratio	0.06	0.25	0.10	0.29	0.24	0.24	0.22
v/c Ratio	1.54	1.56	1.67	1.09	2.00	0.51	1.60
Control Delay	320.7	290.5	357.5	96.2	486.3	18.0	311.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	320.7	290.5	357.5	96.2	486.3	18.0	311.1
LOS	F	F	F	F	F	B	F
Approach Delay		294.0		153.3	380.3		311.1
Approach LOS		F		F	F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.00
 Intersection Signal Delay: 275.1
 Intersection LOS: F
 Intersection Capacity Utilization 147.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	1053	214	289	919	113	325	496	240	56	511	54
Future Volume (veh/h)	162	1053	214	289	919	113	325	496	240	56	511	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	1145	211	314	999	106	353	539	154	61	555	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	751	138	188	947	100	176	269	385	38	346	36
Arrive On Green	0.06	0.25	0.25	0.10	0.29	0.29	0.24	0.24	0.24	0.23	0.23	0.23
Sat Flow, veh/h	1810	3046	559	1810	3293	349	737	1126	1610	169	1536	158
Grp Volume(v), veh/h	176	676	680	314	547	558	892	0	154	673	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1799	1810	1805	1837	1863	0	1610	1863	0	0
Q Serve(g_s), s	7.6	29.6	29.6	12.5	34.5	34.5	28.7	0.0	9.7	27.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	29.6	29.6	12.5	34.5	34.5	28.7	0.0	9.7	27.0	0.0	0.0
Prop In Lane	1.00		0.31	1.00		0.19	0.40		1.00	0.09		0.08
Lane Grp Cap(c), veh/h	115	445	444	188	519	528	446	0	385	419	0	0
V/C Ratio(X)	1.54	1.52	1.53	1.67	1.05	1.06	2.00	0.00	0.40	1.61	0.00	0.00
Avail Cap(c_a), veh/h	115	445	444	188	519	528	446	0	385	419	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.2	45.2	45.2	53.8	42.8	42.8	45.7	0.0	38.4	46.5	0.0	0.0
Incr Delay (d2), s/veh	279.9	244.8	250.3	321.9	54.8	54.6	458.7	0.0	0.7	283.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	43.0	43.6	22.3	22.4	22.8	69.3	0.0	3.7	44.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	336.1	290.0	295.5	375.6	97.5	97.4	504.4	0.0	39.1	329.9	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	F	A	D	F	A	A
Approach Vol, veh/h		1532			1419			1046			673	
Approach Delay, s/veh		297.7			159.0			435.9			329.9	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	36.6		32.3	12.2	41.5		34.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	12.5	29.6		27.0	7.6	34.5		28.7				
Max Q Clear Time (g_c+I1), s	14.5	31.6		29.0	9.6	36.5		30.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	291.2
HCM 6th LOS	F

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

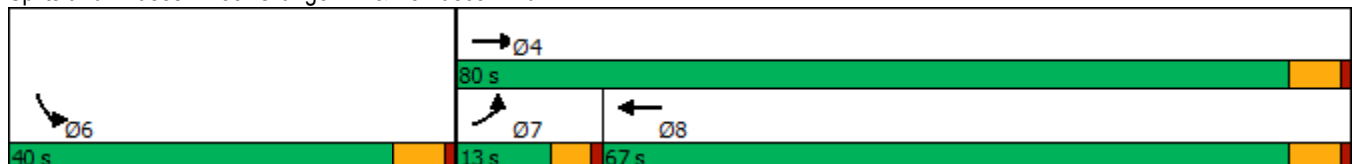


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↑	↗	↘
Traffic Volume (vph)	30	162	426	8
Future Volume (vph)	30	162	426	8
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	27.8	27.8
Total Split (s)	13.0	80.0	67.0	40.0
Total Split (%)	10.8%	66.7%	55.8%	33.3%
Yellow Time (s)	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effect Green (s)	6.3	78.4	71.3	10.0
Actuated g/C Ratio	0.07	0.82	0.75	0.10
v/c Ratio	0.28	0.11	0.34	0.33
Control Delay	47.9	2.7	7.0	16.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	47.9	2.7	7.0	16.5
LOS	D	A	A	B
Approach Delay		9.8	7.0	16.5
Approach LOS		A	A	B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 8.8
 Intersection LOS: A
 Intersection Capacity Utilization 42.9%
 ICU Level of Service A
 Analysis Period (min) 15

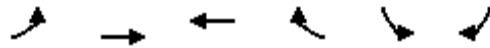
Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗		↙	↘	
Traffic Volume (veh/h)	30	162	426	10	8	64	
Future Volume (veh/h)	30	162	426	10	8	64	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	33	176	463	11	9	70	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	55	1491	1303	31	17	133	
Arrive On Green	0.03	0.78	0.71	0.71	0.09	0.09	
Sat Flow, veh/h	1810	1900	1848	44	184	1429	
Grp Volume(v), veh/h	33	176	0	474	80	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1892	1634	0	
Q Serve(g_s), s	1.7	2.1	0.0	9.3	4.4	0.0	
Cycle Q Clear(g_c), s	1.7	2.1	0.0	9.3	4.4	0.0	
Prop In Lane	1.00			0.02	0.11	0.87	
Lane Grp Cap(c), veh/h	55	1491	0	1334	152	0	
V/C Ratio(X)	0.59	0.12	0.00	0.36	0.53	0.00	
Avail Cap(c_a), veh/h	161	1491	0	1334	591	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	45.3	2.4	0.0	5.5	40.9	0.0	
Incr Delay (d2), s/veh	3.7	0.2	0.0	0.7	2.8	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.8	0.5	0.0	2.9	1.8	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	49.0	2.6	0.0	6.2	43.8	0.0	
LnGrp LOS	D	A	A	A	D	A	
Approach Vol, veh/h		209	474		80		
Approach Delay, s/veh		9.9	6.2		43.8		
Approach LOS		A	A		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				80.0	14.6	7.5	72.5
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				74.2	34.2	8.4	61.2
Max Q Clear Time (g_c+I1), s				4.1	6.4	3.7	11.3
Green Ext Time (p_c), s				0.9	0.2	0.0	2.9

Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	27.4
Intersection LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	421	100	170	22	13	393
Future Vol, veh/h	421	100	170	22	13	393
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	458	109	185	24	14	427
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	39.5	12.5	19
HCM LOS	E	B	C

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	81%	0%	3%
Vol Thru, %	19%	89%	0%
Vol Right, %	0%	11%	97%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	521	192	406
LT Vol	421	0	13
Through Vol	100	170	0
RT Vol	0	22	393
Lane Flow Rate	566	209	441
Geometry Grp	1	1	1
Degree of Util (X)	0.899	0.352	0.669
Departure Headway (Hd)	5.713	6.064	5.46
Convergence, Y/N	Yes	Yes	Yes
Cap	634	589	658
Service Time	3.777	4.154	3.541
HCM Lane V/C Ratio	0.893	0.355	0.67
HCM Control Delay	39.5	12.5	19
HCM Lane LOS	E	B	C
HCM 95th-tile Q	11.1	1.6	5.1

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	147	37	13	182	73	17
Future Vol, veh/h	147	37	13	182	73	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	160	40	14	198	79	18

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	200	0	406
Stage 1	-	-	-	-	180
Stage 2	-	-	-	-	226
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1384	-	605
Stage 1	-	-	-	-	856
Stage 2	-	-	-	-	816
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1384	-	598
Mov Cap-2 Maneuver	-	-	-	-	598
Stage 1	-	-	-	-	856
Stage 2	-	-	-	-	807

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	635	-	-	1384	-
HCM Lane V/C Ratio	0.154	-	-	0.01	-
HCM Control Delay (s)	11.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	69	1	125	66	137	4	68	125	117	91	6
Future Vol, veh/h	9	69	1	125	66	137	4	68	125	117	91	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	75	1	136	72	149	4	74	136	127	99	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	13.1	10.4	11.6
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	11%	38%	55%
Vol Thru, %	35%	87%	20%	43%
Vol Right, %	63%	1%	42%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	79	328	214
LT Vol	4	9	125	117
Through Vol	68	69	66	91
RT Vol	125	1	137	6
Lane Flow Rate	214	86	357	233
Geometry Grp	1	1	1	1
Degree of Util (X)	0.303	0.136	0.502	0.356
Departure Headway (Hd)	5.099	5.698	5.071	5.514
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	704	628	709	651
Service Time	3.14	3.747	3.107	3.554
HCM Lane V/C Ratio	0.304	0.137	0.504	0.358
HCM Control Delay	10.4	9.6	13.1	11.6
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.3	0.5	2.8	1.6

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

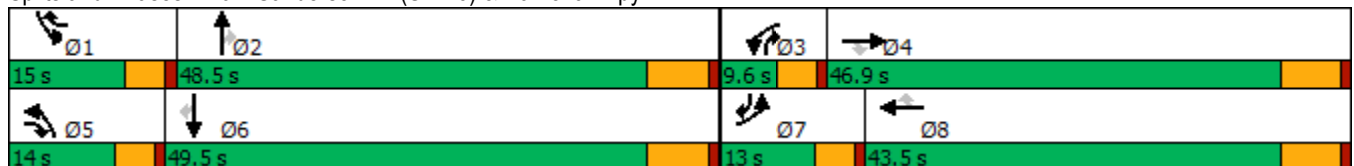
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	571	384	71	78	641	815	163	2401	114	863	1872	360
Future Volume (vph)	571	384	71	78	641	815	163	2401	114	863	1872	360
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	13.0	46.9	14.0	9.6	43.5	15.0	14.0	48.5	9.6	15.0	49.5	13.0
Total Split (%)	10.8%	39.1%	11.7%	8.0%	36.3%	12.5%	11.7%	40.4%	8.0%	12.5%	41.3%	10.8%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	29.1	44.2	5.0	25.7	42.6	8.6	42.1	53.7	10.4	44.0	58.9
Actuated g/C Ratio	0.08	0.27	0.41	0.05	0.24	0.39	0.08	0.39	0.49	0.10	0.40	0.54
v/c Ratio	2.13	0.40	0.10	0.49	0.76	1.22	0.60	1.74	0.14	2.60	1.30	0.40
Control Delay	547.7	33.7	4.4	63.3	44.8	139.2	59.1	360.4	7.6	752.1	168.9	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	547.7	33.7	4.4	63.3	44.8	139.2	59.1	360.4	7.6	752.1	168.9	14.2
LOS	F	C	A	E	D	F	E	F	A	F	F	B
Approach Delay		317.6			95.9			327.0			313.5	
Approach LOS		F			F			F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.9
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.60
 Intersection Signal Delay: 278.3
 Intersection LOS: F
 Intersection Capacity Utilization 146.2%
 ICU Level of Service H
 Analysis Period (min) 15

































Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (veh/h)	571	384	71	78	641	815	163	2401	114	863	1872	360
Future Volume (veh/h)	571	384	71	78	641	815	163	2401	114	863	1872	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	577	388	41	79	647	698	165	2425	87	872	1891	287
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	1226	648	136	1113	636	221	1264	626	304	1349	714
Arrive On Green	0.07	0.34	0.34	0.04	0.31	0.31	0.06	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	577	388	41	79	647	698	165	2425	87	872	1891	287
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	8.4	9.5	1.9	2.7	18.1	37.0	5.5	42.0	4.2	10.4	44.8	14.5
Cycle Q Clear(g_c), s	8.4	9.5	1.9	2.7	18.1	37.0	5.5	42.0	4.2	10.4	44.8	14.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	1226	648	136	1113	636	221	1264	626	304	1349	714
V/C Ratio(X)	2.35	0.32	0.06	0.58	0.58	1.10	0.75	1.92	0.14	2.87	1.40	0.40
Avail Cap(c_a), veh/h	246	1226	648	146	1113	636	275	1264	626	304	1349	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	29.3	22.0	56.7	35.0	36.3	55.3	39.0	23.7	54.8	37.6	22.6
Incr Delay (d2), s/veh	619.1	0.1	0.0	2.8	0.8	65.3	6.0	416.6	0.1	848.8	185.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.7	3.9	0.7	1.2	7.6	28.5	2.5	90.3	1.5	40.3	52.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	674.9	29.5	22.0	59.5	35.7	101.6	61.3	455.6	23.8	903.6	223.0	23.0
LnGrp LOS	F	C	C	E	D	F	E	F	C	F	F	C
Approach Vol, veh/h		1006			1424			2677			3050	
Approach Delay, s/veh		399.4			69.3			417.3			398.7	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	48.5	9.2	47.3	12.2	51.3	13.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	10.4	42.0	5.0	40.4	9.4	43.0	8.4	37.0				
Max Q Clear Time (g_c+I1), s	12.4	44.0	4.7	11.5	7.5	46.8	10.4	39.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				347.4								
HCM 6th LOS				F								

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	18	72	25	127	138	348	11	145
Future Volume (vph)	18	72	25	127	138	348	11	145
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	9.6	32.8	9.6	32.8	9.6	33.0	9.6	33.0
Total Split (%)	11.3%	38.6%	11.3%	38.6%	11.3%	38.8%	11.3%	38.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.1	12.8	5.1	14.7	5.1	36.1	5.1	27.8
Actuated g/C Ratio	0.08	0.20	0.08	0.22	0.08	0.55	0.08	0.42
v/c Ratio	0.14	0.23	0.19	0.17	1.01	0.19	0.08	0.12
Control Delay	35.3	11.9	36.1	19.8	118.0	10.9	34.5	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	11.9	36.1	19.8	118.0	10.9	34.5	12.1
LOS	D	B	D	B	F	B	C	B
Approach Delay		14.4		22.4		40.7		13.4
Approach LOS		B		C		D		B

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 65.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 28.3

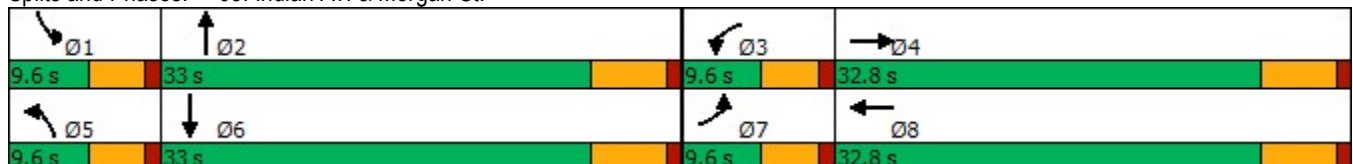
Intersection LOS: C

Intersection Capacity Utilization 60.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	18	72	87	25	127	5	138	348	9	11	145	30
Future Volume (veh/h)	18	72	87	25	127	5	138	348	9	11	145	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	74	53	26	131	2	142	359	6	11	149	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	293	192	52	534	8	142	1784	30	25	1320	217
Arrive On Green	0.02	0.14	0.14	0.03	0.15	0.15	0.08	0.49	0.49	0.01	0.43	0.43
Sat Flow, veh/h	1810	2089	1369	1810	3639	55	1810	3633	61	1810	3097	509
Grp Volume(v), veh/h	19	63	64	26	65	68	142	178	187	11	86	88
Grp Sat Flow(s),veh/h/ln	1810	1805	1654	1810	1805	1890	1810	1805	1889	1810	1805	1800
Q Serve(g_s), s	0.7	2.0	2.2	0.9	2.0	2.0	5.0	3.6	3.6	0.4	1.8	1.9
Cycle Q Clear(g_c), s	0.7	2.0	2.2	0.9	2.0	2.0	5.0	3.6	3.6	0.4	1.8	1.9
Prop In Lane	1.00		0.83	1.00		0.03	1.00		0.03	1.00		0.28
Lane Grp Cap(c), veh/h	41	253	232	52	265	277	142	886	927	25	770	768
V/C Ratio(X)	0.47	0.25	0.28	0.50	0.24	0.25	1.00	0.20	0.20	0.44	0.11	0.12
Avail Cap(c_a), veh/h	142	764	700	142	764	800	142	886	927	142	770	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	24.4	24.5	30.5	24.1	24.1	29.4	9.2	9.2	31.2	11.0	11.0
Incr Delay (d2), s/veh	3.1	0.5	0.6	2.7	0.5	0.5	75.9	0.1	0.1	4.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.8	0.4	0.8	0.9	5.0	1.1	1.2	0.2	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	24.9	25.2	33.2	24.6	24.5	105.3	9.3	9.3	35.6	11.3	11.3
LnGrp LOS	C	C	C	C	C	C	F	A	A	D	B	B
Approach Vol, veh/h		146			159			507			185	
Approach Delay, s/veh		26.2			26.0			36.2			12.8	
Approach LOS		C			C			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	37.1	6.4	14.7	9.6	33.0	6.0	15.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	2.4	5.6	2.9	4.2	7.0	3.9	2.7	4.0				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.6	0.0	0.7	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			28.7									
HCM 6th LOS			C									

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

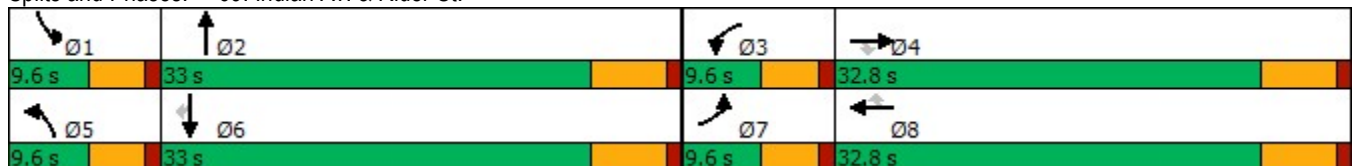
02/11/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	24	68	38	69	54	159	9	228	40	145	11	
Future Volume (vph)	24	68	38	69	54	159	9	228	40	145	11	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases			4			8					6	
Detector Phase	7	4	4	3	8	8	5	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8	
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0	
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	
Act Effct Green (s)	5.6	13.1	13.1	7.5	17.4	17.4	5.6	16.1	5.6	18.0	18.0	
Actuated g/C Ratio	0.11	0.26	0.26	0.15	0.34	0.34	0.11	0.32	0.11	0.36	0.36	
v/c Ratio	0.14	0.08	0.08	0.30	0.05	0.27	0.05	0.27	0.24	0.13	0.02	
Control Delay	30.1	16.7	0.3	32.0	13.3	4.5	29.7	15.5	30.7	14.3	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	30.1	16.7	0.3	32.0	13.3	4.5	29.7	15.5	30.7	14.3	0.1	
LOS	C	B	A	C	B	A	C	B	C	B	A	
Approach Delay		14.4			12.9			16.0		16.9		
Approach LOS		B			B			B		B		

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 50.6
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.30
 Intersection Signal Delay: 15.0
 Intersection LOS: B
 Intersection Capacity Utilization 36.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	68	38	69	54	159	9	228	35	40	145	11
Future Volume (veh/h)	24	68	38	69	54	159	9	228	35	40	145	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	79	36	80	63	142	10	265	14	47	169	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	622	278	129	760	339	24	800	42	90	961	429
Arrive On Green	0.03	0.17	0.17	0.07	0.21	0.21	0.01	0.23	0.23	0.05	0.27	0.27
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3489	183	1810	3610	1610
Grp Volume(v), veh/h	28	79	36	80	63	142	10	137	142	47	169	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1867	1810	1805	1610
Q Serve(g_s), s	0.7	0.8	0.8	1.9	0.6	3.3	0.2	2.7	2.8	1.1	1.6	0.2
Cycle Q Clear(g_c), s	0.7	0.8	0.8	1.9	0.6	3.3	0.2	2.7	2.8	1.1	1.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	60	622	278	129	760	339	24	414	428	90	961	429
V/C Ratio(X)	0.47	0.13	0.13	0.62	0.08	0.42	0.42	0.33	0.33	0.52	0.18	0.02
Avail Cap(c_a), veh/h	208	2236	997	208	2236	997	208	1126	1165	208	2253	1005
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	15.3	15.3	19.7	13.8	14.9	21.3	14.0	14.0	20.2	12.3	11.8
Incr Delay (d2), s/veh	2.1	0.1	0.2	1.8	0.0	0.8	4.4	0.5	0.5	1.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	0.7	0.2	1.0	0.1	0.9	0.9	0.4	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	15.4	15.5	21.5	13.9	15.7	25.7	14.5	14.5	21.9	12.4	11.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		143			285			289			226	
Approach Delay, s/veh		16.8			16.9			14.9			14.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	15.8	7.7	13.3	5.2	17.4	6.0	15.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	3.1	4.8	3.9	2.8	2.2	3.6	2.7	5.3				
Green Ext Time (p_c), s	0.0	1.3	0.0	0.5	0.0	0.9	0.0	0.7				

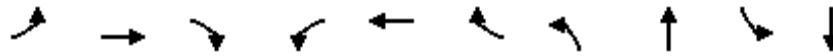
Intersection Summary

HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Timings
1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

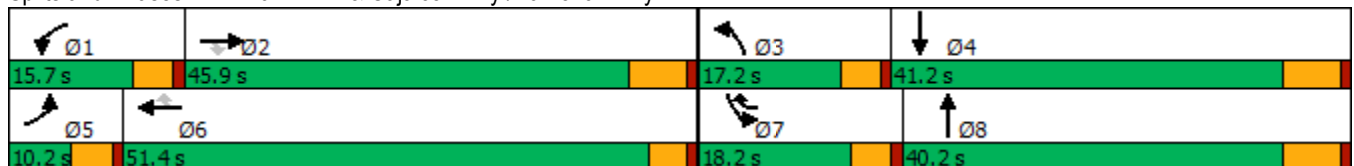


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑	↘↗	↑↑
Traffic Volume (vph)	43	1791	232	393	1536	97	249	164	414	417
Future Volume (vph)	43	1791	232	393	1536	97	249	164	414	417
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	45.9	45.9	15.7	51.4	18.2	17.2	40.2	18.2	41.2
Total Split (%)	8.5%	38.3%	38.3%	13.1%	42.8%	15.2%	14.3%	33.5%	15.2%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.5	39.7	39.7	11.1	48.9	62.4	11.7	34.0	13.6	35.9
Actuated g/C Ratio	0.05	0.33	0.33	0.09	0.41	0.52	0.10	0.28	0.11	0.30
v/c Ratio	0.54	1.55	0.37	1.25	1.08	0.11	0.75	0.31	1.08	0.58
Control Delay	79.3	280.4	12.8	181.5	82.0	2.9	66.9	21.2	117.6	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	280.4	12.8	181.5	82.0	2.9	66.9	21.2	117.6	34.9
LOS	E	F	B	F	F	A	E	C	F	C
Approach Delay		246.2			97.5			41.6		68.8
Approach LOS		F			F			D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.55
 Intersection Signal Delay: 141.1
 Intersection LOS: F
 Intersection Capacity Utilization 115.0%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	43	1791	232	393	1536	97	249	164	145	414	417	181
Future Volume (veh/h)	43	1791	232	393	1536	97	249	164	145	414	417	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	1846	164	405	1584	52	257	169	101	427	430	180
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	1194	533	325	1413	812	314	629	357	398	764	316
Arrive On Green	0.03	0.33	0.33	0.09	0.39	0.39	0.09	0.28	0.28	0.11	0.31	0.31
Sat Flow, veh/h	1810	3610	1610	3510	3610	1608	3510	2219	1259	3510	2485	1030
Grp Volume(v), veh/h	44	1846	164	405	1584	52	257	136	134	427	311	299
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1608	1755	1805	1673	1755	1805	1710
Q Serve(g_s), s	2.9	39.7	9.1	11.1	47.0	2.0	8.6	7.0	7.5	13.6	17.3	17.6
Cycle Q Clear(g_c), s	2.9	39.7	9.1	11.1	47.0	2.0	8.6	7.0	7.5	13.6	17.3	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.75	1.00		0.60
Lane Grp Cap(c), veh/h	58	1194	533	325	1413	812	314	511	474	398	555	525
V/C Ratio(X)	0.76	1.55	0.31	1.25	1.12	0.06	0.82	0.27	0.28	1.07	0.56	0.57
Avail Cap(c_a), veh/h	84	1194	533	325	1413	812	369	511	474	398	555	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.6	40.1	29.9	54.5	36.5	15.2	53.7	33.3	33.5	53.2	34.8	34.9
Incr Delay (d2), s/veh	10.6	249.7	0.3	134.4	64.6	0.0	10.2	1.3	1.5	66.0	4.1	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	57.9	3.4	10.8	31.8	0.7	4.1	3.1	3.1	9.4	7.9	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	289.9	30.2	188.9	101.1	15.2	63.9	34.6	35.0	119.2	38.9	39.3
LnGrp LOS	E	F	C	F	F	B	E	C	C	F	D	D
Approach Vol, veh/h		2054			2041			527			1037	
Approach Delay, s/veh		264.4			116.3			49.0			72.1	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	45.9	15.3	43.1	8.4	53.2	18.2	40.2				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	11.1	39.7	12.6	35.0	5.6	* 47	13.6	34.0				
Max Q Clear Time (g_c+I1), s	13.1	41.7	10.6	19.6	4.9	49.0	15.6	9.5				
Green Ext Time (p_c), s	0.0	0.0	0.1	2.9	0.0	0.0	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	155.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

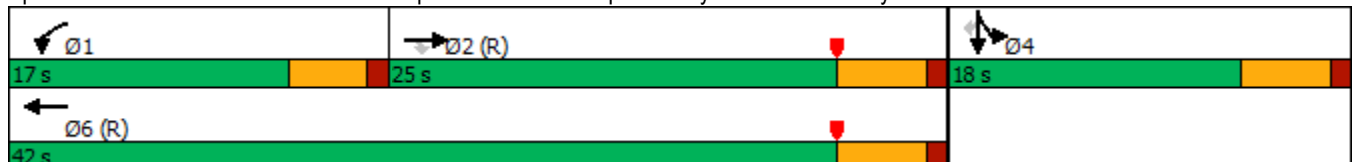


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↘
Traffic Volume (vph)	555	106	381	345	0	435
Future Volume (vph)	555	106	381	345	0	435
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.0	25.0	17.0	42.0	18.0	18.0
Total Split (%)	41.7%	41.7%	28.3%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.0	20.0	12.5	37.0	13.0	13.0
Actuated g/C Ratio	0.33	0.33	0.21	0.62	0.22	0.22
v/c Ratio	0.50	0.19	1.10	0.17	1.22	0.66
Control Delay	17.8	4.2	93.8	6.2	146.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	4.2	93.8	6.2	146.2	7.5
LOS	B	A	F	A	F	A
Approach Delay	15.6			52.2	77.1	
Approach LOS	B			D	E	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 51.1
 Intersection LOS: D
 Intersection Capacity Utilization 76.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 05/28/2020

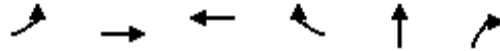


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑						↖	↗
Traffic Volume (veh/h)	0	555	106	381	345	0	0	0	0	439	0	435
Future Volume (veh/h)	0	555	106	381	345	0	0	0	0	439	0	435
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	603	101	414	375	0				477	0	400
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1203	537	377	2226	0				392	0	349
Arrive On Green	0.00	0.33	0.33	0.35	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	603	101	414	375	0				477	0	400
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	8.0	2.7	12.5	0.0	0.0				13.0	0.0	13.0
Cycle Q Clear(g_c), s	0.0	8.0	2.7	12.5	0.0	0.0				13.0	0.0	13.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1203	537	377	2226	0				392	0	349
V/C Ratio(X)	0.00	0.50	0.19	1.10	0.17	0.00				1.22	0.00	1.15
Avail Cap(c_a), veh/h	0	1203	537	377	2226	0				392	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.90	0.90	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.0	14.2	19.6	0.0	0.0				23.5	0.0	23.5
Incr Delay (d2), s/veh	0.0	1.5	0.8	73.2	0.1	0.0				118.7	0.0	94.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	0.9	11.3	0.0	0.0				17.7	0.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.5	15.0	92.8	0.1	0.0				142.2	0.0	117.7
LnGrp LOS	A	B	B	F	A	A				F	A	F
Approach Vol, veh/h		704			789						877	
Approach Delay, s/veh		17.1			48.7						131.0	
Approach LOS		B			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.0	25.0		18.0		42.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	12.5	20.0		13.0		37.0						
Max Q Clear Time (g_c+I1), s	14.5	10.0		15.0		2.0						
Green Ext Time (p_c), s	0.0	1.9		0.0		1.5						

Intersection Summary

HCM 6th Ctrl Delay	69.8
HCM 6th LOS	E

Timings

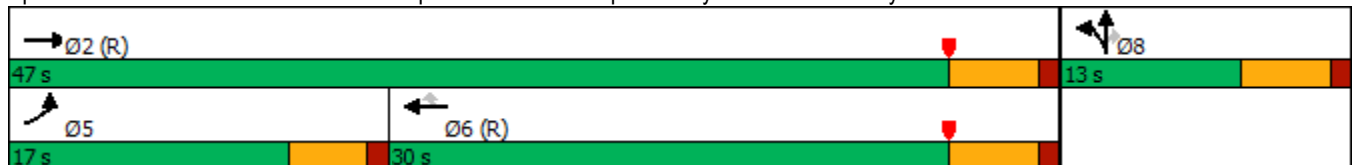


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	297	697	617	671	1	221
Future Volume (vph)	297	697	617	671	1	221
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	17.0	47.0	30.0	30.0	13.0	13.0
Total Split (%)	28.3%	78.3%	50.0%	50.0%	21.7%	21.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	12.1	42.0	25.4	25.4	8.0	8.0
Actuated g/C Ratio	0.20	0.70	0.42	0.42	0.13	0.13
v/c Ratio	0.88	0.30	0.44	0.75	0.49	0.57
Control Delay	34.5	0.2	13.5	10.3	31.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	0.2	13.5	10.3	31.9	9.9
LOS	C	A	B	B	C	A
Approach Delay		10.4	11.9		17.2	
Approach LOS		B	B		B	

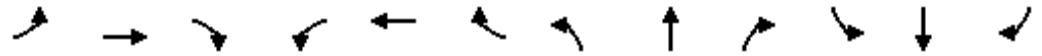
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 12.0
 Intersection LOS: B
 Intersection Capacity Utilization 76.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 05/28/2020

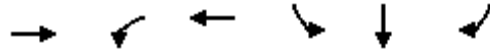


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↘	↗			
Traffic Volume (veh/h)	297	697	0	0	617	671	109	1	221	0	0	0
Future Volume (veh/h)	297	697	0	0	617	671	109	1	221	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	323	758	0	0	671	639	118	1	100			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	377	2527	0	0	1504	671	239	2	215			
Arrive On Green	0.07	0.23	0.00	0.00	0.42	0.42	0.13	0.13	0.13			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1795	15	1610			
Grp Volume(v), veh/h	323	758	0	0	671	639	119	0	100			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	10.6	10.4	0.0	0.0	8.0	23.0	3.7	0.0	3.4			
Cycle Q Clear(g_c), s	10.6	10.4	0.0	0.0	8.0	23.0	3.7	0.0	3.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	377	2527	0	0	1504	671	241	0	215			
V/C Ratio(X)	0.86	0.30	0.00	0.00	0.45	0.95	0.49	0.00	0.47			
Avail Cap(c_a), veh/h	377	2527	0	0	1504	671	241	0	215			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	0.90	0.90	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.1	10.9	0.0	0.0	12.5	16.9	24.1	0.0	24.0			
Incr Delay (d2), s/veh	14.7	0.3	0.0	0.0	0.9	23.2	7.0	0.0	7.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.2	3.1	0.0	0.0	2.7	10.8	1.9	0.0	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	11.2	0.0	0.0	13.4	40.1	31.2	0.0	31.1			
LnGrp LOS	D	B	A	A	B	D	C	A	C			
Approach Vol, veh/h		1081			1310			219				
Approach Delay, s/veh		20.3			26.4			31.1				
Approach LOS		C			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		47.0			17.0	30.0		13.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		42.0			12.5	25.0		8.0				
Max Q Clear Time (g_c+I1), s		12.4			12.6	25.0		5.7				
Green Ext Time (p_c), s		3.2			0.0	0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay					24.3							
HCM 6th LOS					C							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

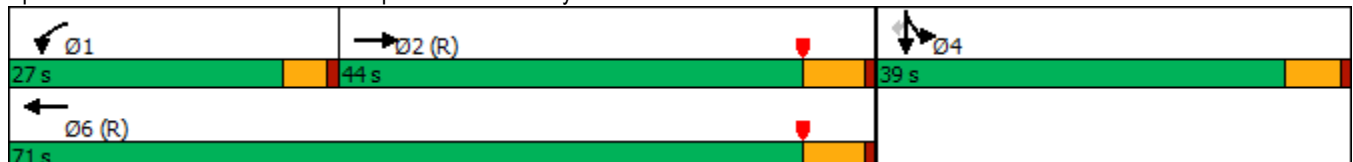


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	1658	288	1425	1179	2	281
Future Volume (vph)	1658	288	1425	1179	2	281
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	39.7	20.8	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.36	0.19	0.59	0.30	0.30	0.30
v/c Ratio	1.66	0.85	0.67	1.14	1.14	0.52
Control Delay	325.8	39.5	3.1	120.2	121.4	27.0
Queue Delay	1.2	0.0	2.6	63.6	63.6	0.0
Total Delay	327.0	39.5	5.7	183.8	185.0	27.0
LOS	F	D	A	F	F	C
Approach Delay	327.0		11.4		154.2	
Approach LOS	F		B		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.66
 Intersection Signal Delay: 176.7
 Intersection LOS: F
 Intersection Capacity Utilization 187.0%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↑	↗
Traffic Volume (veh/h)	0	1658	444	288	1425	0	0	0	0	1179	2	281
Future Volume (veh/h)	0	1658	444	288	1425	0	0	0	0	1179	2	281
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1675	317	291	1439	0				1192	0	215
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1129	207	324	2133	0				1102	0	490
Arrive On Green	0.00	0.37	0.37	0.11	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	3141	558	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	970	1022	291	1439	0				1192	0	215
Grp Sat Flow(s),veh/h/ln	0	1805	1799	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.8	40.8	17.5	37.2	0.0				33.5	0.0	11.8
Cycle Q Clear(g_c), s	0.0	40.8	40.8	17.5	37.2	0.0				33.5	0.0	11.8
Prop In Lane	0.00		0.31	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	669	667	324	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.45	1.53	0.90	0.67	0.00				1.08	0.00	0.44
Avail Cap(c_a), veh/h	0	669	667	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.12	0.12	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.6	34.6	48.1	26.5	0.0				38.3	0.0	30.7
Incr Delay (d2), s/veh	0.0	203.4	239.8	3.6	0.2	0.0				52.0	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	54.3	60.8	8.4	16.5	0.0				21.9	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	238.0	274.4	51.7	26.7	0.0				90.2	0.0	33.5
LnGrp LOS	A	F	F	D	C	A				F	A	C
Approach Vol, veh/h		1992			1730						1407	
Approach Delay, s/veh		256.7			30.9						81.6	
Approach LOS		F			C						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.2	46.8		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	19.5	42.8		35.5		39.2						
Green Ext Time (p_c), s	0.3	0.0		0.0		7.1						

Intersection Summary

HCM 6th Ctrl Delay	132.5
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

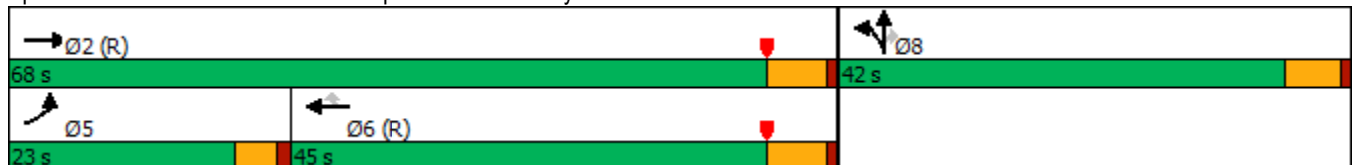


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	416	2421	1339	860	375	2	526
Future Volume (vph)	416	2421	1339	860	375	2	526
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	19.6	63.1	39.0	39.0	35.4	35.4	35.4
Actuated g/C Ratio	0.18	0.57	0.35	0.35	0.32	0.32	0.32
v/c Ratio	1.34	1.21	1.08	0.95	0.35	0.35	0.95
Control Delay	186.6	126.2	84.1	33.5	30.3	30.4	59.3
Queue Delay	0.0	2.2	8.8	0.0	0.0	0.0	0.0
Total Delay	186.6	128.4	92.9	33.5	30.3	30.4	59.3
LOS	F	F	F	C	C	C	E
Approach Delay		136.9	69.7			47.2	
Approach LOS		F	E			D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 98.4
 Intersection LOS: F
 Intersection Capacity Utilization 187.0%
 ICU Level of Service H
 Analysis Period (min) 15






















Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	416	2421	0	0	1339	860	375	2	526	0	0	0
Future Volume (veh/h)	416	2421	0	0	1339	860	375	2	526	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	429	2496	0	0	1380	691	388	0	455			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	304	2133	0	0	1378	615	1103	0	491			
Arrive On Green	0.22	0.79	0.00	0.00	0.38	0.38	0.30	0.00	0.30			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	429	2496	0	0	1380	691	388	0	455			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	18.5	65.0	0.0	0.0	42.0	42.0	9.2	0.0	30.1			
Cycle Q Clear(g_c), s	18.5	65.0	0.0	0.0	42.0	42.0	9.2	0.0	30.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	304	2133	0	0	1378	615	1103	0	491			
V/C Ratio(X)	1.41	1.17	0.00	0.00	1.00	1.12	0.35	0.00	0.93			
Avail Cap(c_a), veh/h	304	2133	0	0	1378	615	1201	0	534			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.7	11.8	0.0	0.0	34.0	34.0	29.8	0.0	37.1			
Incr Delay (d2), s/veh	186.2	77.2	0.0	0.0	24.6	75.6	0.2	0.0	21.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.1	30.5	0.0	0.0	21.6	27.9	3.9	0.0	14.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	228.9	89.0	0.0	0.0	58.6	109.6	30.0	0.0	58.7			
LnGrp LOS	F	F	A	A	F	F	C	A	E			
Approach Vol, veh/h		2925			2071			843				
Approach Delay, s/veh		109.5			75.6			45.5				
Approach LOS		F			E			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		71.0			23.0	48.0		39.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		67.0			20.5	44.0		32.1				
Green Ext Time (p_c), s		0.0			0.0	0.0		1.4				

Intersection Summary

HCM 6th Ctrl Delay	88.2
HCM 6th LOS	F

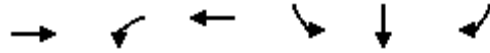
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

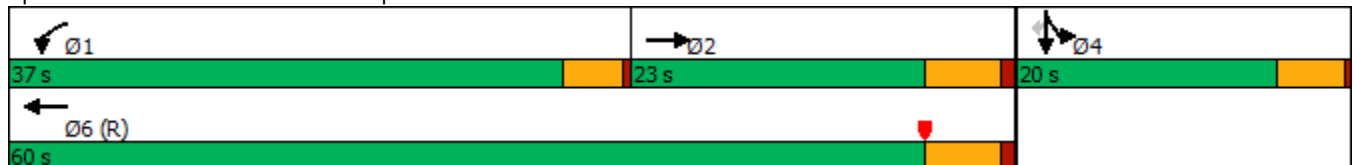


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	479	549	661	540	0	69
Future Volume (vph)	479	549	661	540	0	69
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	23.0	37.0	60.0	20.0	20.0	20.0
Total Split (%)	28.8%	46.3%	75.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	20.7	30.0	54.8	15.2	15.2	15.2
Actuated g/C Ratio	0.26	0.38	0.68	0.19	0.19	0.19
v/c Ratio	0.75	0.88	0.29	0.90	0.90	0.20
Control Delay	32.4	39.1	5.4	63.4	63.9	6.7
Queue Delay	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	32.4	40.1	5.4	63.4	63.9	6.7
LOS	C	D	A	E	E	A
Approach Delay	32.4		21.1		57.2	
Approach LOS	C		C		E	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 33.0
 Intersection LOS: C
 Intersection Capacity Utilization 75.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↗	↖	↗
Traffic Volume (veh/h)	0	479	163	549	661	0	0	0	0	540	0	69
Future Volume (veh/h)	0	479	163	549	661	0	0	0	0	540	0	69
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	521	177	597	718	0				587	0	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	729	246	643	2459	0				673	0	297
Arrive On Green	0.00	0.28	0.28	0.36	0.68	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	2739	894	1810	3705	0				3619	0	1597
Grp Volume(v), veh/h	0	355	343	597	718	0				587	0	75
Grp Sat Flow(s),veh/h/ln	0	1805	1733	1810	1805	0				1810	0	1597
Q Serve(g_s), s	0.0	14.2	14.3	25.4	6.3	0.0				12.6	0.0	3.2
Cycle Q Clear(g_c), s	0.0	14.2	14.3	25.4	6.3	0.0				12.6	0.0	3.2
Prop In Lane	0.00		0.52	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	498	478	643	2459	0				673	0	297
V/C Ratio(X)	0.00	0.71	0.72	0.93	0.29	0.00				0.87	0.00	0.25
Avail Cap(c_a), veh/h	0	498	478	746	2459	0				701	0	309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.82	0.82	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.1	26.2	24.8	5.1	0.0				31.6	0.0	27.8
Incr Delay (d2), s/veh	0.0	8.4	9.0	14.1	0.2	0.0				11.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.6	6.5	11.9	1.6	0.0				6.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.6	35.1	38.9	5.3	0.0				43.0	0.0	28.2
LnGrp LOS	A	C	D	D	A	A				D	A	C
Approach Vol, veh/h		698			1315						662	
Approach Delay, s/veh		34.8			20.6						41.3	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.4	27.6		19.4		60.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	33.0	17.5		15.5		54.5						
Max Q Clear Time (g_c+I1), s	27.4	16.3		14.6		8.3						
Green Ext Time (p_c), s	1.1	0.4		0.3		2.9						

Intersection Summary

HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↘	↗↗	↗↗	↗	↘	↖	↗
Traffic Volume (vph)	80	940	1071	705	139	0	297
Future Volume (vph)	80	940	1071	705	139	0	297
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	10.0	56.0	46.0	46.0	29.0	29.0	29.0
Total Split (%)	11.8%	65.9%	54.1%	54.1%	34.1%	34.1%	34.1%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	7.6	58.2	48.2	48.2	16.3	16.3	16.3
Actuated g/C Ratio	0.09	0.68	0.57	0.57	0.19	0.19	0.19
v/c Ratio	0.54	0.41	0.57	0.62	0.23	0.23	0.82
Control Delay	52.2	7.4	15.2	3.7	28.2	28.3	37.4
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	7.7	15.2	3.7	28.2	28.3	37.4
LOS	D	A	B	A	C	C	D
Approach Delay		11.2	10.6			34.5	
Approach LOS		B	B			C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 14.0
 Intersection LOS: B
 Intersection Capacity Utilization 75.6%
 ICU Level of Service D
 Analysis Period (min) 15




















Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	940	0	0	1071	705	139	0	297	0	0	0
Future Volume (veh/h)	80	940	0	0	1071	705	139	0	297	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	87	1022	0	0	1164	766	151	0	323			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	112	2351	0	0	1937	861	815	0	360			
Arrive On Green	0.06	0.65	0.00	0.00	0.54	0.54	0.23	0.00	0.23			
Sat Flow, veh/h	1810	3705	0	0	3705	1606	3619	0	1599			
Grp Volume(v), veh/h	87	1022	0	0	1164	766	151	0	323			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1606	1810	0	1599			
Q Serve(g_s), s	4.0	11.7	0.0	0.0	18.7	35.9	2.9	0.0	16.7			
Cycle Q Clear(g_c), s	4.0	11.7	0.0	0.0	18.7	35.9	2.9	0.0	16.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	112	2351	0	0	1937	861	815	0	360			
V/C Ratio(X)	0.78	0.43	0.00	0.00	0.60	0.89	0.19	0.00	0.90			
Avail Cap(c_a), veh/h	117	2351	0	0	1937	861	1022	0	452			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.51	0.51	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.3	7.2	0.0	0.0	13.5	17.5	26.6	0.0	32.0			
Incr Delay (d2), s/veh	13.4	0.3	0.0	0.0	1.4	13.2	0.0	0.0	15.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.1	3.3	0.0	0.0	6.5	13.6	1.2	0.0	7.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	7.5	0.0	0.0	14.9	30.7	26.7	0.0	47.5			
LnGrp LOS	D	A	A	A	B	C	C	A	D			
Approach Vol, veh/h		1109			1930			474				
Approach Delay, s/veh		11.1			21.2			40.8				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.9			9.8	51.1		24.1				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		50.5			5.5	40.5		24.0				
Max Q Clear Time (g_c+I1), s		13.7			6.0	37.9		18.7				
Green Ext Time (p_c), s		4.5			0.0	1.7		0.5				

Intersection Summary

HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

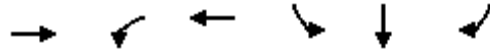
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

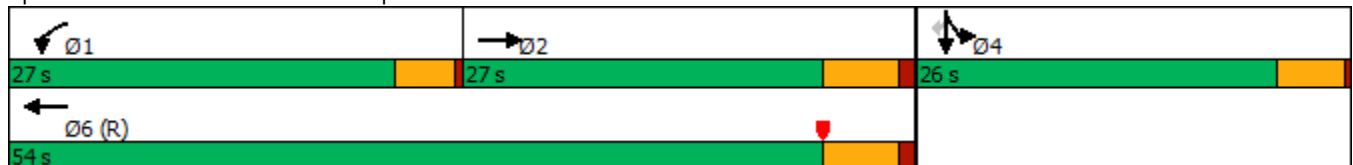


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	430	759	428	570	4	86
Future Volume (vph)	430	759	428	570	4	86
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	25.8	21.8	51.6	18.4	18.4	18.4
Actuated g/C Ratio	0.32	0.27	0.64	0.23	0.23	0.23
v/c Ratio	0.60	0.84	0.19	0.76	0.77	0.21
Control Delay	21.8	36.2	6.5	41.6	42.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	36.2	6.5	41.6	42.0	6.8
LOS	C	D	A	D	D	A
Approach Delay	21.8		25.5		37.2	
Approach LOS	C		C		D	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 27.6
 Intersection LOS: C
 Intersection Capacity Utilization 69.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	430	243	759	428	0	0	0	0	570	4	86
Future Volume (veh/h)	0	430	243	759	428	0	0	0	0	570	4	86
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	453	212	799	451	0				603	0	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	714	331	905	2189	0				731	0	325
Arrive On Green	0.00	0.30	0.30	0.26	0.61	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	2487	1110	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	341	324	799	451	0				603	0	32
Grp Sat Flow(s),veh/h/ln	0	1805	1697	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	13.1	13.2	17.5	4.5	0.0				12.8	0.0	1.3
Cycle Q Clear(g_c), s	0.0	13.1	13.2	17.5	4.5	0.0				12.8	0.0	1.3
Prop In Lane	0.00		0.65	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	539	506	905	2189	0				731	0	325
V/C Ratio(X)	0.00	0.63	0.64	0.88	0.21	0.00				0.83	0.00	0.10
Avail Cap(c_a), veh/h	0	539	506	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.92	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.3	24.3	28.5	7.1	0.0				30.6	0.0	26.0
Incr Delay (d2), s/veh	0.0	5.6	6.1	8.0	0.2	0.0				4.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	5.6	7.6	1.3	0.0				5.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.9	30.4	36.6	7.3	0.0				35.0	0.0	26.1
LnGrp LOS	A	C	C	D	A	A				D	A	C
Approach Vol, veh/h		665			1250						635	
Approach Delay, s/veh		30.1			26.0						34.6	
Approach LOS		C			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.6	29.4		20.7		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	19.5	15.2		14.8		6.5						
Green Ext Time (p_c), s	1.1	1.3		1.4		1.7						

Intersection Summary

HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

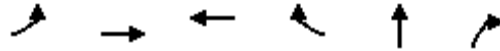
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

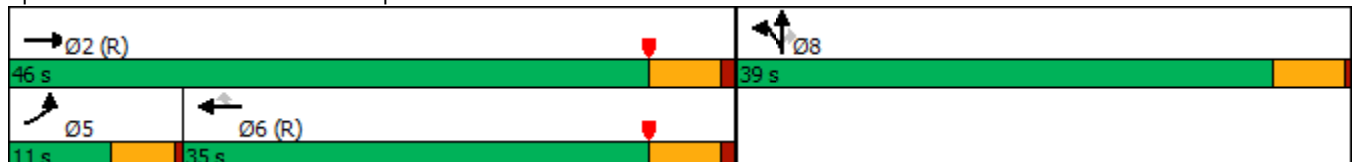


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↙	↗↗
Traffic Volume (vph)	70	930	1070	452	0	603
Future Volume (vph)	70	930	1070	452	0	603
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	7.8	54.1	43.7	43.7	20.4	20.4
Actuated g/C Ratio	0.09	0.64	0.51	0.51	0.24	0.24
v/c Ratio	0.43	0.41	0.41	0.44	0.27	0.78
Control Delay	43.7	9.1	15.4	3.3	26.2	30.4
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	43.7	9.4	15.4	3.3	26.2	30.4
LOS	D	A	B	A	C	C
Approach Delay		11.8	11.8		29.7	
Approach LOS		B	B		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 15.8
 Intersection LOS: B
 Intersection Capacity Utilization 69.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↖	↗↗			
Traffic Volume (veh/h)	70	930	0	0	1070	452	117	0	603	0	0	0
Future Volume (veh/h)	70	930	0	0	1070	452	117	0	603	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	71	949	0	0	1092	451	119	0	225			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	92	2767	0	0	3438	1067	199	0	312			
Arrive On Green	0.05	0.77	0.00	0.00	0.66	0.66	0.11	0.00	0.11			
Sat Flow, veh/h	1810	3705	0	0	5358	1610	1810	0	2834			
Grp Volume(v), veh/h	71	949	0	0	1092	451	119	0	225			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.3	7.1	0.0	0.0	7.6	11.1	5.3	0.0	6.5			
Cycle Q Clear(g_c), s	3.3	7.1	0.0	0.0	7.6	11.1	5.3	0.0	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	92	2767	0	0	3438	1067	199	0	312			
V/C Ratio(X)	0.77	0.34	0.00	0.00	0.32	0.42	0.60	0.00	0.72			
Avail Cap(c_a), veh/h	138	2767	0	0	3438	1067	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.9	3.1	0.0	0.0	6.1	6.7	36.0	0.0	36.6			
Incr Delay (d2), s/veh	4.8	0.2	0.0	0.0	0.2	1.2	1.1	0.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	1.2	0.0	0.0	2.0	3.0	2.3	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	3.4	0.0	0.0	6.4	7.9	37.1	0.0	37.8			
LnGrp LOS	D	A	A	A	A	A	D	A	D			
Approach Vol, veh/h		1020			1543			344				
Approach Delay, s/veh		6.3			6.8			37.5				
Approach LOS		A			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.7			8.8	61.8		14.3				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+I1), s		9.1			5.3	13.1		8.5				
Green Ext Time (p_c), s		4.1			0.0	5.1		0.8				
Intersection Summary												
HCM 6th Ctrl Delay					10.3							
HCM 6th LOS					B							

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↖	↖	↗
Traffic Volume (vph)	30	885	2	4	1153	4	20	0
Future Volume (vph)	30	885	2	4	1153	4	20	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA
Protected Phases	5	2		1	6			4
Permitted Phases			2			8	4	
Detector Phase	5	2	2	1	6	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	21.8	21.8	9.6	21.8	32.6	32.6	32.6
Total Split (s)	17.0	66.0	66.0	13.0	62.0	41.0	41.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	10.8%	51.7%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	29.0	29.0	6.4	26.8	14.6	14.6	14.6
Actuated g/C Ratio	0.15	0.60	0.60	0.13	0.56	0.30	0.30	0.30
v/c Ratio	0.13	0.31	0.00	0.02	0.43	0.01	0.05	0.24
Control Delay	28.8	8.4	0.0	31.2	11.3	19.0	18.9	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	8.4	0.0	31.2	11.3	19.0	18.9	4.1
LOS	C	A	A	C	B	B	B	A
Approach Delay		9.1			11.4			6.0
Approach LOS		A			B			A

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 48	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 41.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗		↖	↗	
Traffic Volume (veh/h)	30	885	2	4	1153	4	4	0	0	20	0	132
Future Volume (veh/h)	30	885	2	4	1153	4	4	0	0	20	0	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	962	2	4	1253	4	4	0	0	22	0	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	2491	773	10	2390	8	333	311	0	404	0	263
Arrive On Green	0.04	0.48	0.48	0.01	0.45	0.45	0.16	0.00	0.00	0.16	0.00	0.16
Sat Flow, veh/h	1810	5187	1610	1810	5338	17	1346	1900	0	1440	0	1610
Grp Volume(v), veh/h	33	962	2	4	812	445	4	0	0	22	0	75
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1897	1346	1900	0	1440	0	1610
Q Serve(g_s), s	0.8	5.1	0.0	0.1	7.2	7.2	0.1	0.0	0.0	0.6	0.0	1.7
Cycle Q Clear(g_c), s	0.8	5.1	0.0	0.1	7.2	7.2	1.9	0.0	0.0	0.6	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	69	2491	773	10	1548	849	333	311	0	404	0	263
V/C Ratio(X)	0.48	0.39	0.00	0.41	0.52	0.52	0.01	0.00	0.00	0.05	0.00	0.29
Avail Cap(c_a), veh/h	525	7305	2268	356	4546	2494	1259	1618	0	1395	0	1371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	7.1	5.8	21.2	8.5	8.5	16.5	0.0	0.0	15.2	0.0	15.7
Incr Delay (d2), s/veh	1.9	0.1	0.0	9.8	0.3	0.5	0.0	0.0	0.0	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.0	0.0	0.1	1.6	1.9	0.0	0.0	0.0	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	7.2	5.8	30.9	8.8	9.0	16.5	0.0	0.0	15.2	0.0	16.3
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		997			1261			4				97
Approach Delay, s/veh		7.7			8.9			16.5				16.0
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	26.3		11.6	6.2	24.9		11.6				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+I1), s	2.1	7.1		3.7	2.8	9.2		3.9				
Green Ext Time (p_c), s	0.0	7.5		0.5	0.0	9.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				8.7								
HCM 6th LOS				A								

Intersection			
Intersection Delay, s/veh	21.7		
Intersection LOS	C		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	1130	282
Demand Flow Rate, veh/h	0	1130	282
Vehicles Circulating, veh/h	165	132	732
Vehicles Exiting, veh/h	1097	882	353
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	25.3	7.1
Approach LOS	-	D	A
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.468	0.532
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	1130	132	150
Cap Entry Lane, veh/h	1259	729	729
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	1130	132	150
Cap Entry, veh/h	1259	729	729
V/C Ratio	0.897	0.181	0.206
Control Delay, s/veh	25.3	6.9	7.2
LOS	D	A	A
95th %tile Queue, veh	14	1	1

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

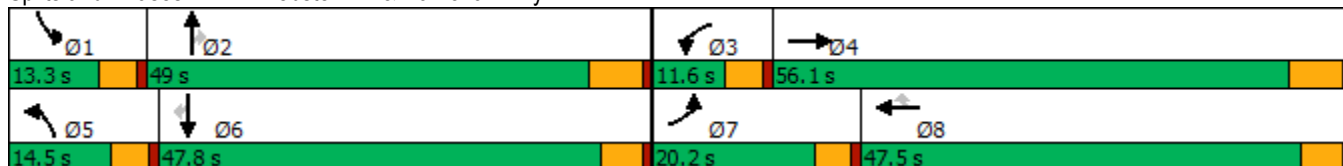
05/28/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	474	1891	30	1503	107	179	28	19	273	52	890
Future Volume (vph)	474	1891	30	1503	107	179	28	19	273	52	890
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.6	54.6	6.3	42.4	42.4	9.9	36.2	36.2	18.5	42.7	42.7
Actuated g/C Ratio	0.12	0.42	0.05	0.33	0.33	0.08	0.28	0.28	0.14	0.33	0.33
v/c Ratio	2.36	0.96	0.37	0.96	0.18	1.40	0.06	0.04	1.15	0.09	1.44
Control Delay	651.5	48.4	71.8	56.6	3.1	261.3	30.2	0.1	150.5	30.8	232.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	651.5	48.4	71.8	56.6	3.1	261.3	30.2	0.1	150.5	30.8	232.5
LOS	F	D	E	E	A	F	C	A	F	C	F
Approach Delay		167.3		53.4			211.1			205.4	
Approach LOS		F		D			F			F	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.36
 Intersection Signal Delay: 143.5
 Intersection LOS: F
 Intersection Capacity Utilization 106.4%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	1891	40	30	1503	107	179	28	19	273	52	890
Future Volume (veh/h)	474	1891	40	30	1503	107	179	28	19	273	52	890
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	510	2033	38	32	1616	111	192	30	19	294	56	873
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	2163	40	47	1664	516	136	631	534	119	614	520
Arrive On Green	0.12	0.41	0.41	0.03	0.32	0.32	0.07	0.33	0.33	0.07	0.32	0.32
Sat Flow, veh/h	1810	5242	98	1810	5187	1610	1810	1900	1609	1810	1900	1610
Grp Volume(v), veh/h	510	1340	731	32	1616	111	192	30	19	294	56	873
Grp Sat Flow(s),veh/h/ln	1810	1729	1882	1810	1729	1610	1810	1900	1609	1810	1900	1610
Q Serve(g_s), s	15.6	49.1	49.3	2.3	40.6	6.6	9.9	1.4	1.1	8.7	2.7	42.7
Cycle Q Clear(g_c), s	15.6	49.1	49.3	2.3	40.6	6.6	9.9	1.4	1.1	8.7	2.7	42.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	1427	777	47	1664	516	136	631	534	119	614	520
V/C Ratio(X)	2.39	0.94	0.94	0.68	0.97	0.21	1.42	0.05	0.04	2.47	0.09	1.68
Avail Cap(c_a), veh/h	214	1427	777	96	1664	516	136	631	534	119	614	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	37.2	37.3	63.8	44.3	32.8	61.2	30.0	29.8	61.8	31.2	44.8
Incr Delay (d2), s/veh	639.0	12.2	19.4	6.1	15.8	0.2	225.2	0.0	0.0	685.5	0.1	313.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.8	21.9	25.4	1.1	19.0	2.6	13.0	0.7	0.4	26.7	1.3	61.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	697.3	49.5	56.7	69.9	60.1	33.0	286.4	30.0	29.9	747.2	31.3	358.5
LnGrp LOS	F	D	E	E	E	C	F	C	C	F	C	F
Approach Vol, veh/h		2581			1759			241			1223	
Approach Delay, s/veh		179.5			58.5			234.2			436.9	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	50.1	8.1	60.7	14.5	48.9	20.2	48.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	10.7	3.4	4.3	51.3	11.9	44.7	17.6	42.6				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	199.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

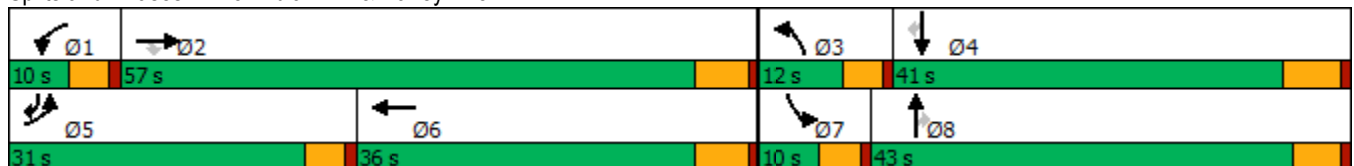


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↘	↑↑	↗	↘	↑	↗
Traffic Volume (vph)	304	568	108	242	428	81	302	246	326	559	363
Future Volume (vph)	304	568	108	242	428	81	302	246	326	559	363
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	3	8		7	4	5
Permitted Phases			2					8			4
Detector Phase	5	2	2	1	6	3	8	8	7	4	5
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.2	35.0	35.0	5.5	18.3	6.6	34.9	34.9	5.5	35.5	64.0
Actuated g/C Ratio	0.22	0.34	0.34	0.05	0.18	0.06	0.34	0.34	0.05	0.35	0.63
v/c Ratio	0.84	0.35	0.19	2.71	0.68	0.39	0.26	0.38	3.65	0.92	0.37
Control Delay	58.9	25.1	4.8	813.8	38.4	54.4	26.0	7.0	1226.0	55.1	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	25.1	4.8	813.8	38.4	54.4	26.0	7.0	1226.0	55.1	8.7
LOS	E	C	A	F	D	D	C	A	F	E	A
Approach Delay		33.3			262.0		22.3			347.1	
Approach LOS		C			F		C			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.65
 Intersection Signal Delay: 189.4
 Intersection LOS: F
 Intersection Capacity Utilization 80.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 13: Indian Av. & Harley Knox Bl.



Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

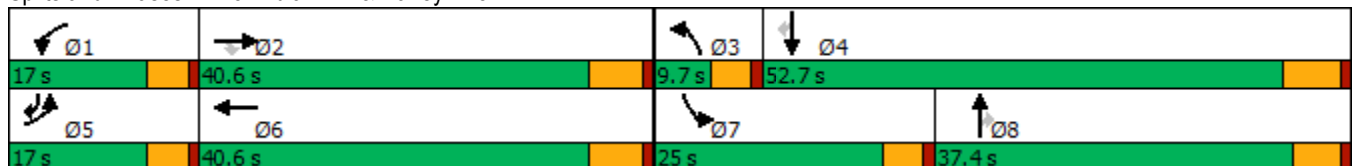
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	304	568	108	242	428	81	302	246	326	559	363	
Future Volume (vph)	304	568	108	242	428	81	302	246	326	559	363	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	
Protected Phases	5	2		1	6	3	8		7	4	5	
Permitted Phases			2					8			4	
Detector Phase	5	2	2	1	6	3	8	8	7	4	5	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6	
Total Split (s)	17.0	40.6	40.6	17.0	40.6	9.7	37.4	37.4	25.0	52.7	17.0	
Total Split (%)	14.2%	33.8%	33.8%	14.2%	33.8%	8.1%	31.2%	31.2%	20.8%	43.9%	14.2%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	12.7	18.8	18.8	12.7	18.8	5.2	20.4	20.4	20.9	37.6	56.6	
Actuated g/C Ratio	0.14	0.20	0.20	0.14	0.20	0.06	0.22	0.22	0.22	0.40	0.60	
v/c Ratio	1.35	0.59	0.26	1.08	0.61	0.45	0.42	0.48	0.88	0.80	0.39	
Control Delay	217.1	36.7	3.7	121.4	32.4	55.1	33.0	7.0	62.3	35.2	8.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	217.1	36.7	3.7	121.4	32.4	55.1	33.0	7.0	62.3	35.2	8.6	
LOS	F	D	A	F	C	E	C	A	E	D	A	
Approach Delay		89.0			58.0		25.7			34.5		
Approach LOS		F			E		C			C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 93.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 52.8	Intersection LOS: D
Intersection Capacity Utilization 80.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘↗	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	304	568	108	242	428	169	81	302	246	326	559	363
Future Volume (veh/h)	304	568	108	242	428	169	81	302	246	326	559	363
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	330	617	110	263	465	170	88	328	258	354	608	312
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	261	966	300	261	705	248	179	750	335	390	707	831
Arrive On Green	0.14	0.19	0.19	0.14	0.19	0.19	0.05	0.21	0.21	0.22	0.37	0.37
Sat Flow, veh/h	1810	5187	1610	1810	3785	1333	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	330	617	110	263	423	212	88	328	258	354	608	312
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1660	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	12.4	9.5	5.1	12.4	9.8	10.2	2.1	6.8	13.0	16.4	25.4	10.0
Cycle Q Clear(g_c), s	12.4	9.5	5.1	12.4	9.8	10.2	2.1	6.8	13.0	16.4	25.4	10.0
Prop In Lane	1.00		1.00	1.00		0.80	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	966	300	261	644	309	179	750	335	390	707	831
V/C Ratio(X)	1.27	0.64	0.37	1.01	0.66	0.68	0.49	0.44	0.77	0.91	0.86	0.38
Avail Cap(c_a), veh/h	261	2098	651	261	1398	671	208	1342	599	429	1027	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	32.3	30.6	36.8	32.5	32.7	39.7	29.7	32.2	32.9	24.9	12.5
Incr Delay (d2), s/veh	146.4	0.7	0.7	58.0	1.1	2.7	0.8	0.4	3.8	20.6	5.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.7	3.7	1.9	9.3	3.9	4.1	0.9	2.8	5.1	8.9	11.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	183.2	33.0	31.3	94.8	33.6	35.3	40.5	30.1	35.9	53.5	30.1	12.8
LnGrp LOS	F	C	C	F	C	D	D	C	D	D	C	B
Approach Vol, veh/h		1057			898			674			1274	
Approach Delay, s/veh		79.7			51.9			33.7			32.4	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	21.8	9.0	38.2	17.0	21.8	23.1	24.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	12.4	34.8	5.1	46.5	12.4	34.8	20.4	* 32				
Max Q Clear Time (g_c+I1), s	14.4	11.5	4.1	27.4	14.4	12.2	18.4	15.0				
Green Ext Time (p_c), s	0.0	4.1	0.0	4.6	0.0	3.8	0.1	2.5				

Intersection Summary

HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D























Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	1795	220	134	1287	95	252	249	200	292	341	368
Future Volume (veh/h)	236	1795	220	134	1287	95	252	249	200	292	341	368
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	1832	202	137	1313	75	257	254	184	298	348	347
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	301	1975	217	167	1694	526	218	344	241	174	568	253
Arrive On Green	0.17	0.42	0.42	0.09	0.33	0.33	0.12	0.17	0.17	0.10	0.16	0.16
Sat Flow, veh/h	1810	4744	520	1810	5187	1610	1810	2031	1418	1810	3610	1610
Grp Volume(v), veh/h	241	1333	701	137	1313	75	257	225	213	298	348	347
Grp Sat Flow(s),veh/h/ln	1810	1729	1806	1810	1729	1610	1810	1805	1645	1810	1805	1610
Q Serve(g_s), s	12.7	36.4	36.9	7.4	22.7	3.3	12.0	11.7	12.3	9.6	8.9	10.3
Cycle Q Clear(g_c), s	12.7	36.4	36.9	7.4	22.7	3.3	12.0	11.7	12.3	9.6	8.9	10.3
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	301	1440	752	167	1694	526	218	306	279	174	568	253
V/C Ratio(X)	0.80	0.93	0.93	0.82	0.78	0.14	1.18	0.73	0.77	1.71	0.61	1.37
Avail Cap(c_a), veh/h	301	1453	759	189	2122	659	218	729	665	174	1256	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	27.6	27.7	44.3	30.2	23.7	43.7	39.2	39.4	44.9	39.1	18.2
Incr Delay (d2), s/veh	13.4	10.3	18.2	19.3	1.5	0.1	117.1	3.4	4.4	342.0	1.1	176.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	15.4	18.0	4.1	8.9	1.2	12.3	5.3	5.1	20.7	3.9	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	37.9	45.9	63.7	31.6	23.8	160.8	42.6	43.8	386.9	40.2	194.4
LnGrp LOS	D	D	D	E	C	C	F	D	D	F	D	F
Approach Vol, veh/h		2275			1525			695			993	
Approach Delay, s/veh		42.0			34.1			86.7			198.1	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	22.7	13.8	47.6	16.6	21.5	22.7	38.7				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	11.6	14.3	9.4	38.9	14.0	12.3	14.7	24.7				
Green Ext Time (p_c), s	0.0	2.6	0.0	2.6	0.0	3.3	0.0	7.8				

Intersection Summary

HCM 6th Ctrl Delay	73.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	578
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	129	1078	199	54	312	41	95	96	89	137	253	145
Future Vol, veh/h	129	1078	199	54	312	41	95	96	89	137	253	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	140	1172	216	59	339	45	103	104	97	149	275	158
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	1023.4	70.7	27	81.8
HCM LOS	F	F	D	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	52%	0%	84%	0%	88%	0%	64%
Vol Right, %	0%	48%	0%	16%	0%	12%	0%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	185	129	1277	54	353	137	398
LT Vol	95	0	129	0	54	0	137	0
Through Vol	0	96	0	1078	0	312	0	253
RT Vol	0	89	0	199	0	41	0	145
Lane Flow Rate	103	201	140	1388	59	384	149	433
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.292	0.523	0.373	3.445	0.156	0.956	0.392	1.05
Departure Headway (Hd)	14.012	13.098	9.827	9.189	12.976	12.346	12.778	11.962
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	258	278	369	416	278	295	284	307
Service Time	11.712	10.798	7.527	6.889	10.676	10.046	10.478	9.662
HCM Lane V/C Ratio	0.399	0.723	0.379	3.337	0.212	1.302	0.525	1.41
HCM Control Delay	22.4	29.3	18.3	1124.9	18.1	78.7	23.5	101.9
HCM Lane LOS	C	D	C	F	C	F	C	F
HCM 95th-tile Q	1.2	2.8	1.7	123.8	0.5	9.5	1.8	11.9

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)
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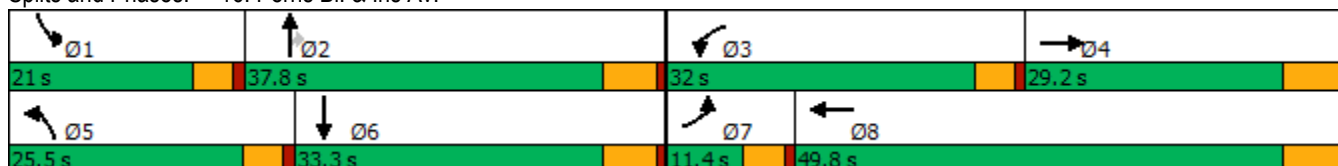


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↗	↗	↘	↗
Traffic Volume (vph)	169	472	319	352	210	950	295	265	1064
Future Volume (vph)	169	472	319	352	210	950	295	265	1064
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	23.1	23.9	40.2	17.2	29.0	29.0	16.5	28.3
Actuated g/C Ratio	0.06	0.20	0.21	0.35	0.15	0.25	0.25	0.14	0.25
v/c Ratio	1.63	1.05	0.88	0.40	0.80	0.75	0.54	1.06	0.96
Control Delay	354.7	84.2	68.1	26.2	69.1	43.3	15.4	119.6	60.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	354.7	84.2	68.1	26.2	69.1	43.3	15.4	119.6	60.7
LOS	F	F	E	C	E	D	B	F	E
Approach Delay		132.6		43.0		41.4			71.5
Approach LOS		F		D		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.8
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.63
 Intersection Signal Delay: 69.6
 Intersection LOS: E
 Intersection Capacity Utilization 93.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↑↑↑	↗	↗	↗↘	
Traffic Volume (veh/h)	169	472	303	319	352	125	210	950	295	265	1064	120
Future Volume (veh/h)	169	472	303	319	352	125	210	950	295	265	1064	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	492	283	332	367	55	219	990	188	276	1108	114
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	464	266	362	1096	163	250	1278	394	271	1233	127
Arrive On Green	0.06	0.21	0.21	0.20	0.35	0.35	0.14	0.25	0.25	0.15	0.26	0.26
Sat Flow, veh/h	1810	2209	1266	1810	3148	468	1810	5187	1600	1810	4777	491
Grp Volume(v), veh/h	176	402	373	332	209	213	219	990	188	276	802	420
Grp Sat Flow(s),veh/h/ln	1810	1805	1670	1810	1805	1811	1810	1729	1600	1810	1729	1810
Q Serve(g_s), s	6.8	23.0	23.0	19.7	9.4	9.5	13.0	19.5	11.0	16.4	24.5	24.6
Cycle Q Clear(g_c), s	6.8	23.0	23.0	19.7	9.4	9.5	13.0	19.5	11.0	16.4	24.5	24.6
Prop In Lane	1.00		0.76	1.00		0.26	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	112	379	351	362	628	631	250	1278	394	271	892	467
V/C Ratio(X)	1.57	1.06	1.06	0.92	0.33	0.34	0.88	0.77	0.48	1.02	0.90	0.90
Avail Cap(c_a), veh/h	112	379	351	453	719	721	345	1516	468	271	892	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	43.3	43.3	42.9	26.3	26.4	46.3	38.4	35.2	46.6	39.2	39.3
Incr Delay (d2), s/veh	293.4	62.8	66.3	18.5	0.3	0.3	13.4	2.2	0.9	59.5	11.9	20.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	16.3	15.4	10.2	3.8	3.9	6.6	8.1	4.2	11.6	11.4	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	344.8	106.0	109.5	61.4	26.6	26.7	59.7	40.6	36.1	106.1	51.2	59.4
LnGrp LOS	F	F	F	E	C	C	E	D	D	F	D	E
Approach Vol, veh/h		951			754			1397			1498	
Approach Delay, s/veh		151.6			42.0			43.0			63.6	
Approach LOS		F			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	32.8	26.5	29.2	19.7	34.1	11.4	44.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+1), s	18.4	21.5	21.7	25.0	15.0	26.6	8.8	11.5				
Green Ext Time (p_c), s	0.0	5.0	0.3	0.0	0.1	0.7	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay	72.0
HCM 6th LOS	E

Timings
17: Perris Bl. & Krameria Av.

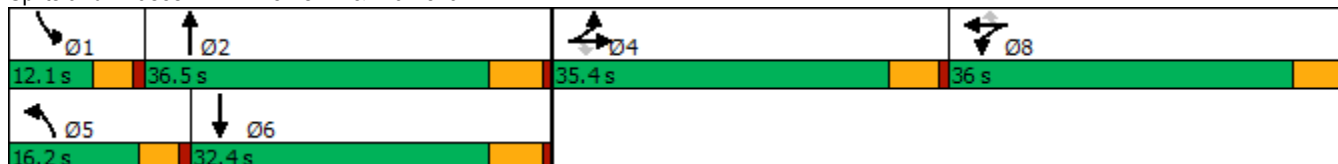


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	137	104	88	112	45	1032	192	1164
Future Volume (vph)	137	104	88	112	45	1032	192	1164
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	23.4	23.4	22.9	22.9	8.1	32.0	8.2	34.5
Actuated g/C Ratio	0.23	0.23	0.22	0.22	0.08	0.31	0.08	0.34
v/c Ratio	0.73	0.25	0.71	0.27	0.35	0.82	1.45	0.79
Control Delay	48.6	7.5	47.9	7.8	55.2	38.8	272.7	37.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.5	47.9	7.8	55.2	38.8	272.7	37.7
LOS	D	A	D	A	E	D	F	D
Approach Delay	37.6		36.1			39.4		68.9
Approach LOS	D		D			D		E

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 102.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.45	
Intersection Signal Delay: 51.1	Intersection LOS: D
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↑↑↑		↗	↑↑↑	
Traffic Volume (veh/h)	146	137	104	179	88	112	45	1032	172	192	1164	90
Future Volume (veh/h)	146	137	104	179	88	112	45	1032	172	192	1164	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	149	67	195	96	65	49	1122	166	209	1265	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	191	342	255	125	332	82	1441	213	160	1771	134
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.05	0.32	0.30	0.09	0.36	0.34
Sat Flow, veh/h	956	896	1608	1232	606	1605	1810	4543	672	1810	4917	373
Grp Volume(v), veh/h	308	0	67	291	0	65	49	854	434	209	890	471
Grp Sat Flow(s),veh/h/ln	1852	0	1608	1838	0	1605	1810	1729	1756	1810	1729	1832
Q Serve(g_s), s	14.4	0.0	3.1	13.7	0.0	3.1	2.4	20.5	20.6	8.1	20.3	20.4
Cycle Q Clear(g_c), s	14.4	0.0	3.1	13.7	0.0	3.1	2.4	20.5	20.6	8.1	20.3	20.4
Prop In Lane	0.52		1.00	0.67		1.00	1.00		0.38	1.00		0.20
Lane Grp Cap(c), veh/h	395	0	342	380	0	332	82	1097	557	160	1246	660
V/C Ratio(X)	0.78	0.00	0.20	0.77	0.00	0.20	0.60	0.78	0.78	1.31	0.71	0.71
Avail Cap(c_a), veh/h	635	0	551	642	0	561	241	1226	623	160	1246	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	29.6	34.3	0.0	30.0	42.9	28.4	28.7	41.8	25.2	25.4
Incr Delay (d2), s/veh	3.4	0.0	0.3	3.2	0.0	0.3	2.6	2.9	5.7	175.7	2.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	1.2	6.2	0.0	1.2	1.1	8.3	8.9	11.2	8.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	0.0	29.9	37.5	0.0	30.3	45.5	31.3	34.4	217.4	27.2	29.1
LnGrp LOS	D	A	C	D	A	C	D	C	C	F	C	C
Approach Vol, veh/h		375			356			1337				1570
Approach Delay, s/veh		36.1			36.2			32.8				53.1
Approach LOS		D			D			C				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	33.1		23.5	8.2	37.0		22.9				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+1), s	10.1	22.6		16.4	4.4	22.4		15.7				
Green Ext Time (p_c), s	0.0	4.7		1.6	0.0	2.9		1.5				

Intersection Summary

HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

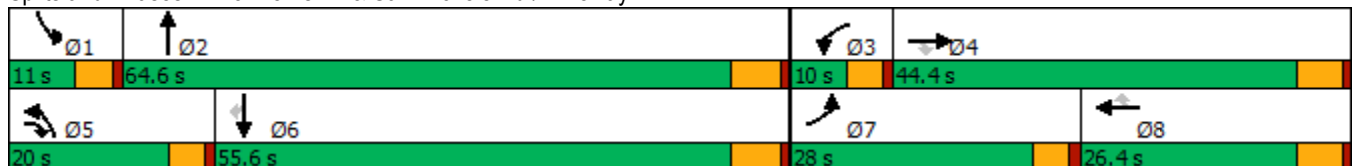


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	160	192	1	76	1123	5	1323	102		
Future Volume (vph)	160	192	1	76	1123	5	1323	102		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4								6
Detector Phase	7	5	3	5	2	1	6			6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.1	26.0	5.5	9.0	46.0	5.6	33.1	33.1		
Actuated g/C Ratio	0.20	0.34	0.07	0.12	0.60	0.07	0.43	0.43		
v/c Ratio	0.49	0.34	0.01	0.40	0.39	0.04	0.64	0.14		
Control Delay	37.8	10.3	48.0	43.9	11.1	47.2	20.4	0.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	37.8	10.3	48.0	43.9	11.1	47.2	20.4	0.7		
LOS	D	B	D	D	B	D	C	A		
Approach Delay					13.2		19.1			
Approach LOS					B		B			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 76.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 17.1
 Intersection LOS: B
 Intersection Capacity Utilization 58.7%
 ICU Level of Service B
 Analysis Period (min) 15

























Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	0	192	1	0	0	76	1123	0	5	1323	102
Future Volume (veh/h)	160	0	192	1	0	0	76	1123	0	5	1323	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	0	122	1	0	0	83	1221	0	5	1438	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	314	363	3	79	67	110	2605	0	12	2323	720
Arrive On Green	0.12	0.00	0.17	0.00	0.00	0.00	0.06	0.50	0.00	0.01	0.45	0.45
Sat Flow, veh/h	1810	1900	1607	1810	1900	1610	1810	5358	0	1810	5187	1608
Grp Volume(v), veh/h	174	0	122	1	0	0	83	1221	0	5	1438	93
Grp Sat Flow(s),veh/h/ln	1810	1900	1607	1810	1900	1610	1810	1729	0	1810	1729	1608
Q Serve(g_s), s	5.8	0.0	4.0	0.0	0.0	0.0	2.8	9.6	0.0	0.2	13.3	2.1
Cycle Q Clear(g_c), s	5.8	0.0	4.0	0.0	0.0	0.0	2.8	9.6	0.0	0.2	13.3	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	314	363	3	79	67	110	2605	0	12	2323	720
V/C Ratio(X)	0.77	0.00	0.34	0.35	0.00	0.00	0.75	0.47	0.00	0.42	0.62	0.13
Avail Cap(c_a), veh/h	674	1180	1096	156	635	538	444	4856	0	184	4113	1275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	20.4	31.3	0.0	0.0	29.0	10.2	0.0	31.1	13.2	10.2
Incr Delay (d2), s/veh	5.5	0.0	0.5	24.6	0.0	0.0	3.9	0.1	0.0	8.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.4	0.0	0.0	0.0	1.2	2.7	0.0	0.1	4.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	0.0	20.9	55.9	0.0	0.0	32.9	10.3	0.0	39.3	13.5	10.2
LnGrp LOS	C	A	C	E	A	A	C	B	A	D	B	B
Approach Vol, veh/h		296			1			1304			1536	
Approach Delay, s/veh		27.5			55.9			11.7			13.4	
Approach LOS		C			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	37.3	4.7	15.8	8.4	33.9	12.4	8.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.2	11.6	2.0	6.0	4.8	15.3	7.8	0.0				
Green Ext Time (p_c), s	0.0	10.4	0.0	0.4	0.1	12.8	0.4	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Timings
19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	66	5	32	11	15	56	1153	17	1420	70
Future Volume (vph)	66	5	32	11	15	56	1153	17	1420	70
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	12.0	41.4	13.0	42.4	42.4	16.0	59.6	11.0	54.6	12.0
Total Split (%)	9.6%	33.1%	10.4%	33.9%	33.9%	12.8%	47.7%	8.8%	43.7%	9.6%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	13.9	6.8	13.8	13.8	8.0	39.8	6.2	33.6	43.5
Actuated g/C Ratio	0.11	0.18	0.09	0.18	0.18	0.11	0.53	0.08	0.44	0.57
v/c Ratio	0.35	0.19	0.22	0.03	0.04	0.32	0.47	0.12	0.67	0.08
Control Delay	46.5	8.5	45.4	33.6	0.2	44.6	13.6	46.5	20.1	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	8.5	45.4	33.6	0.2	44.6	13.6	46.5	20.1	1.6
LOS	D	A	D	C	A	D	B	D	C	A
Approach Delay		22.1		31.7			15.0		19.5	
Approach LOS		C		C			B		B	

Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 75.7

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 18.1

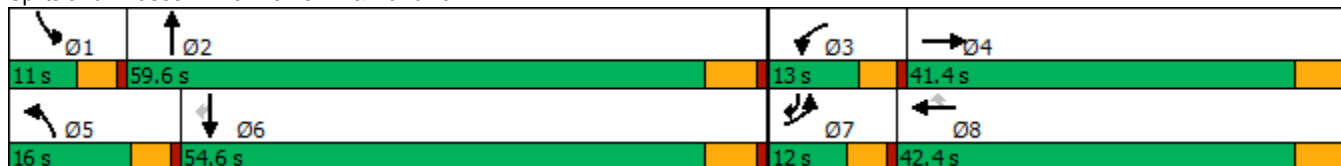
Intersection LOS: B

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	5	114	32	11	15	56	1153	29	17	1420	70
Future Volume (veh/h)	66	5	114	32	11	15	56	1153	29	17	1420	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	5	57	35	12	5	61	1253	23	18	1543	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	278	248	64	256	216	91	2279	42	134	2376	824
Arrive On Green	0.05	0.15	0.15	0.04	0.13	0.13	0.05	0.43	0.43	0.07	0.46	0.46
Sat Flow, veh/h	1810	1805	1610	1810	1900	1604	1810	5244	96	1810	5187	1607
Grp Volume(v), veh/h	72	5	57	35	12	5	61	826	450	18	1543	47
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1604	1810	1729	1883	1810	1729	1607
Q Serve(g_s), s	2.6	0.2	2.1	1.3	0.4	0.2	2.2	12.0	12.0	0.6	15.5	1.0
Cycle Q Clear(g_c), s	2.6	0.2	2.1	1.3	0.4	0.2	2.2	12.0	12.0	0.6	15.5	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	99	278	248	64	256	216	91	1503	818	134	2376	824
V/C Ratio(X)	0.73	0.02	0.23	0.54	0.05	0.02	0.67	0.55	0.55	0.13	0.65	0.06
Avail Cap(c_a), veh/h	198	962	858	225	1041	878	305	2754	1499	171	3747	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	24.3	25.1	32.0	25.5	25.4	31.5	14.2	14.2	29.3	14.1	8.3
Incr Delay (d2), s/veh	3.7	0.0	0.5	2.6	0.1	0.0	3.1	0.3	0.6	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.1	0.8	0.6	0.2	0.1	1.0	3.9	4.3	0.3	4.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	24.3	25.5	34.7	25.5	25.4	34.6	14.5	14.8	29.4	14.4	8.3
LnGrp LOS	D	C	C	C	C	C	C	B	B	C	B	A
Approach Vol, veh/h		134			52			1337			1608	
Approach Delay, s/veh		30.7			31.7			15.5			14.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	35.2	7.0	15.8	8.0	36.7	8.3	14.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	53.8	8.4	36.0	11.4	48.8	7.4	37.0				
Max Q Clear Time (g_c+I1), s	2.6	14.0	3.3	4.1	4.2	17.5	4.6	2.4				
Green Ext Time (p_c), s	0.0	9.9	0.0	0.3	0.0	13.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			15.9									
HCM 6th LOS			B									

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

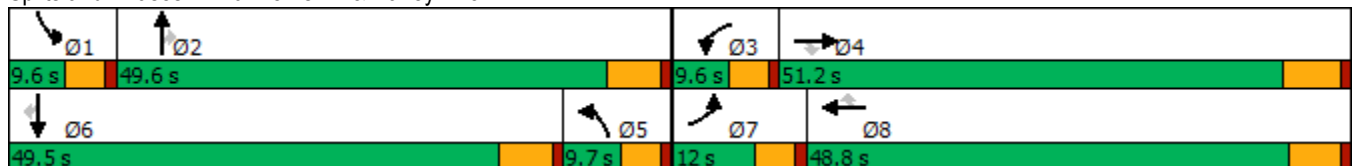
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	316	401	228	419	538	273	155	891	19	181	1120	333	
Future Volume (vph)	316	401	228	419	538	273	155	891	19	181	1120	333	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases			4			8			2			6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8	
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	9.7	49.6	49.6	9.6	49.5	49.5	
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.1%	41.3%	41.3%	8.0%	41.3%	41.3%	
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	7.7	22.4	22.4	5.2	20.3	20.3	5.3	31.6	31.6	5.2	31.5	31.5	
Actuated g/C Ratio	0.09	0.26	0.26	0.06	0.23	0.23	0.06	0.37	0.37	0.06	0.36	0.36	
v/c Ratio	2.14	0.47	0.46	2.17	0.48	0.60	0.79	0.51	0.03	0.94	0.64	0.51	
Control Delay	558.2	28.6	12.9	564.5	29.5	18.5	69.1	23.1	0.1	93.2	25.2	12.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	558.2	28.6	12.9	564.5	29.5	18.5	69.1	23.1	0.1	93.2	25.2	12.1	
LOS	F	C	B	F	C	B	E	C	A	F	C	B	
Approach Delay		201.7			209.2			29.3			30.1		
Approach LOS		F			F			C			C		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 86.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.17
 Intersection Signal Delay: 108.4
 Intersection LOS: F
 Intersection Capacity Utilization 71.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (veh/h)	316	401	228	419	538	273	155	891	19	181	1120	333
Future Volume (veh/h)	316	401	228	419	538	273	155	891	19	181	1120	333
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	343	436	207	455	585	249	168	968	17	197	1217	307
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	922	411	213	1174	360	218	1896	588	213	1814	562
Arrive On Green	0.09	0.26	0.26	0.06	0.23	0.23	0.06	0.37	0.37	0.06	0.35	0.35
Sat Flow, veh/h	1810	3610	1610	3510	5187	1589	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	343	436	207	455	585	249	168	968	17	197	1217	307
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1589	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	7.4	8.4	6.5	5.0	8.1	11.8	3.9	12.0	0.6	4.6	16.4	8.4
Cycle Q Clear(g_c), s	7.4	8.4	6.5	5.0	8.1	11.8	3.9	12.0	0.6	4.6	16.4	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	922	411	213	1174	360	218	1896	588	213	1814	562
V/C Ratio(X)	2.11	0.47	0.50	2.13	0.50	0.69	0.77	0.51	0.03	0.92	0.67	0.55
Avail Cap(c_a), veh/h	163	1974	880	213	2710	830	218	2761	857	213	2754	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	25.9	13.6	38.6	27.8	29.2	38.0	20.4	16.7	38.5	22.7	9.6
Incr Delay (d2), s/veh	518.8	0.4	1.0	525.4	0.3	2.4	14.3	0.2	0.0	40.3	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.5	3.3	3.2	17.6	3.1	4.4	2.0	4.4	0.2	3.1	6.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	556.3	26.3	14.6	564.0	28.1	31.6	52.3	20.6	16.8	78.8	23.2	10.4
LnGrp LOS	F	C	B	F	C	C	D	C	B	E	C	B
Approach Vol, veh/h		986			1289			1153			1721	
Approach Delay, s/veh		208.2			217.9			25.2			27.3	
Approach LOS		F			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	35.9	9.6	27.2	10.9	34.6	12.0	24.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	5.1	* 44	7.4	* 43				
Max Q Clear Time (g_c+I1), s	6.6	14.0	7.0	10.4	5.9	18.4	9.4	13.8				
Green Ext Time (p_c), s	0.0	7.1	0.0	3.4	0.0	10.3	0.0	4.8				

Intersection Summary

HCM 6th Ctrl Delay	109.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

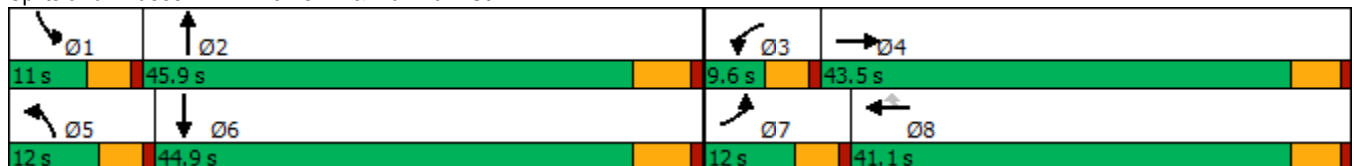


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↗	↙	↕	↙	↕
Traffic Volume (vph)	37	13	4	5	6	25	1254	106	1460
Future Volume (vph)	37	13	4	5	6	25	1254	106	1460
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	12.0	43.5	9.6	41.1	41.1	12.0	45.9	11.0	44.9
Total Split (%)	10.9%	39.5%	8.7%	37.4%	37.4%	10.9%	41.7%	10.0%	40.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.4	16.6	5.5	14.3	14.3	6.1	31.7	7.1	42.2
Actuated g/C Ratio	0.09	0.24	0.08	0.21	0.21	0.09	0.46	0.10	0.61
v/c Ratio	0.23	0.09	0.03	0.01	0.01	0.16	0.57	0.59	0.49
Control Delay	41.5	8.9	43.0	26.4	0.0	41.3	17.9	52.4	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	8.9	43.0	26.4	0.0	41.3	17.9	52.4	15.1
LOS	D	A	D	C	A	D	B	D	B
Approach Delay		20.0		20.3			18.4		17.6
Approach LOS		C		C			B		B

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 69.2
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 18.0
 Intersection LOS: B
 Intersection Capacity Utilization 54.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	37	13	58	4	5	6	25	1254	60	106	1460	32
Future Volume (veh/h)	37	13	58	4	5	6	25	1254	60	106	1460	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	13	38	4	5	4	26	1293	62	109	1505	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	265	237	10	214	181	54	2084	100	140	2398	53
Arrive On Green	0.04	0.15	0.15	0.01	0.11	0.11	0.03	0.41	0.41	0.08	0.46	0.46
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5065	243	1810	5220	114
Grp Volume(v), veh/h	38	13	38	4	5	4	26	883	472	109	997	541
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1850	1810	1729	1877
Q Serve(g_s), s	1.2	0.3	1.2	0.1	0.1	0.1	0.8	11.3	11.3	3.3	12.3	12.3
Cycle Q Clear(g_c), s	1.2	0.3	1.2	0.1	0.1	0.1	0.8	11.3	11.3	3.3	12.3	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.06
Lane Grp Cap(c), veh/h	72	265	237	10	214	181	54	1423	761	140	1588	862
V/C Ratio(X)	0.53	0.05	0.16	0.41	0.02	0.02	0.48	0.62	0.62	0.78	0.63	0.63
Avail Cap(c_a), veh/h	239	1236	1103	161	1220	1034	239	2474	1323	207	2412	1309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	20.5	20.9	27.8	22.1	22.1	26.8	13.0	13.0	25.4	11.5	11.5
Incr Delay (d2), s/veh	2.2	0.1	0.3	9.9	0.0	0.0	2.5	0.4	0.8	5.5	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.4	0.1	0.1	0.0	0.3	3.4	3.7	1.5	3.5	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	20.6	21.2	37.7	22.2	22.2	29.3	13.5	13.9	30.9	11.9	12.3
LnGrp LOS	C	C	C	D	C	C	C	B	B	C	B	B
Approach Vol, veh/h		89			13			1381			1647	
Approach Delay, s/veh		24.3			27.0			13.9			13.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	28.9	4.9	13.3	6.3	31.5	6.8	11.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	6.4	40.1	5.0	38.4	7.4	39.1	7.4	36.0				
Max Q Clear Time (g_c+I1), s	5.3	13.3	2.1	3.2	2.8	14.3	3.2	2.1				
Green Ext Time (p_c), s	0.0	9.7	0.0	0.2	0.0	11.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

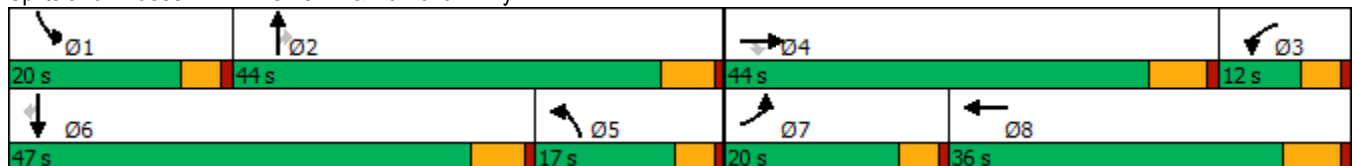
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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	430	1473	384	187	918	233	649	246	355	835	281	
Future Volume (vph)	430	1473	384	187	918	233	649	246	355	835	281	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8	
Total Split (s)	20.0	44.0	44.0	12.0	36.0	17.0	44.0	44.0	20.0	47.0	47.0	
Total Split (%)	16.7%	36.7%	36.7%	10.0%	30.0%	14.2%	36.7%	36.7%	16.7%	39.2%	39.2%	
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	15.5	37.3	37.3	7.4	29.3	11.0	30.5	30.5	14.3	33.8	33.8	
Actuated g/C Ratio	0.14	0.34	0.34	0.07	0.26	0.10	0.28	0.28	0.13	0.30	0.30	
v/c Ratio	0.91	0.87	0.56	0.82	0.86	0.69	0.67	0.45	0.81	0.78	0.46	
Control Delay	71.5	41.9	14.7	79.8	45.6	60.5	39.4	14.0	62.9	40.8	11.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	71.5	41.9	14.7	79.8	45.6	60.5	39.4	14.0	62.9	40.8	11.9	
LOS	E	D	B	E	D	E	D	B	E	D	B	
Approach Delay		42.9			50.5		38.2			40.6		
Approach LOS		D			D		D			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 110.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 43.1
 Intersection LOS: D
 Intersection Capacity Utilization 82.9%
 ICU Level of Service E
 Analysis Period (min) 15


































Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	430	1473	384	187	918	209	233	649	246	355	835	281
Future Volume (veh/h)	430	1473	384	187	918	209	233	649	246	355	835	281
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	443	1519	296	193	946	202	240	669	203	366	861	216
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	495	1730	536	238	1176	250	304	967	431	429	1056	469
Arrive On Green	0.14	0.33	0.33	0.07	0.27	0.27	0.09	0.27	0.27	0.12	0.29	0.29
Sat Flow, veh/h	3510	5187	1607	3510	4278	910	3510	3610	1608	3510	3610	1605
Grp Volume(v), veh/h	443	1519	296	193	764	384	240	669	203	366	861	216
Grp Sat Flow(s),veh/h/ln	1755	1729	1607	1755	1729	1730	1755	1805	1608	1755	1805	1605
Q Serve(g_s), s	13.6	30.1	16.4	5.9	22.5	22.6	7.3	18.2	8.8	11.2	24.2	8.0
Cycle Q Clear(g_c), s	13.6	30.1	16.4	5.9	22.5	22.6	7.3	18.2	8.8	11.2	24.2	8.0
Prop In Lane	1.00		1.00	1.00		0.53	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	495	1730	536	238	951	476	304	967	431	429	1056	469
V/C Ratio(X)	0.90	0.88	0.55	0.81	0.80	0.81	0.79	0.69	0.47	0.85	0.82	0.46
Avail Cap(c_a), veh/h	495	1795	556	238	951	476	399	1262	562	495	1362	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	34.3	29.7	50.2	36.9	36.9	48.9	35.9	19.2	47.0	35.9	14.0
Incr Delay (d2), s/veh	18.1	5.2	1.1	17.6	5.1	9.9	5.7	1.1	0.8	10.9	3.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	12.6	6.1	3.1	9.6	10.3	3.3	7.8	4.2	5.4	10.6	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	39.5	30.8	67.9	41.9	46.8	54.6	37.0	20.0	57.9	39.0	14.7
LnGrp LOS	E	D	C	E	D	D	D	D	C	E	D	B
Approach Vol, veh/h		2258			1341			1112			1443	
Approach Delay, s/veh		43.2			47.0			37.7			40.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	35.1	13.6	42.6	15.2	37.7	20.0	36.2				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	15.4	38.2	7.4	* 38	12.4	* 41	15.4	29.8				
Max Q Clear Time (g_c+I1), s	13.2	20.2	7.9	32.1	9.3	26.2	15.6	24.6				
Green Ext Time (p_c), s	0.2	4.6	0.0	4.3	0.1	5.5	0.0	3.0				
Intersection Summary												
HCM 6th Ctrl Delay			42.3									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

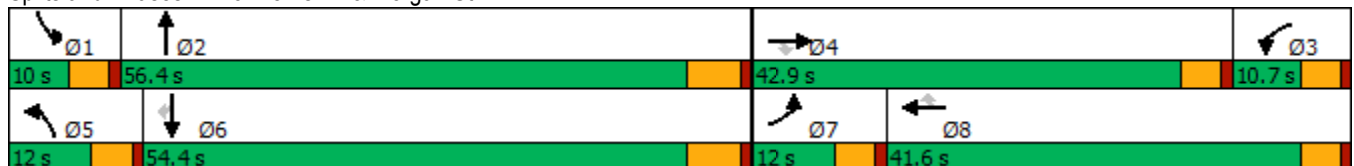


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	48	25	26	32	8	13	42	1081	7	1389	35
Future Volume (vph)	48	25	26	32	8	13	42	1081	7	1389	35
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	42.9	42.9	10.7	41.6	41.6	12.0	56.4	10.0	54.4	54.4
Total Split (%)	10.0%	35.8%	35.8%	8.9%	34.7%	34.7%	10.0%	47.0%	8.3%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.8	15.1	15.1	7.9	15.9	15.9	7.3	57.5	6.3	53.4	53.4
Actuated g/C Ratio	0.13	0.20	0.20	0.10	0.21	0.21	0.09	0.75	0.08	0.69	0.69
v/c Ratio	0.22	0.04	0.07	0.18	0.02	0.03	0.26	0.30	0.05	0.58	0.03
Control Delay	45.0	35.0	0.3	45.7	32.9	0.2	49.1	10.2	49.6	18.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	35.0	0.3	45.7	32.9	0.2	49.1	10.2	49.6	18.3	0.1
LOS	D	C	A	D	C	A	D	B	D	B	A
Approach Delay		30.9			32.5			11.6		18.0	
Approach LOS		C			C			B		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 77.1
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 16.1
 Intersection LOS: B
 Intersection Capacity Utilization 63.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↗	↘	↗	↗	↘	↗↗↗		↘	↗↗	↗
Traffic Volume (veh/h)	48	25	26	32	8	13	42	1081	14	7	1389	35
Future Volume (veh/h)	48	25	26	32	8	13	42	1081	14	7	1389	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	26	10	34	8	5	44	1138	13	7	1462	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	442	197	67	218	184	74	2913	33	16	1874	818
Arrive On Green	0.04	0.12	0.12	0.04	0.11	0.11	0.04	0.55	0.55	0.01	0.52	0.52
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5286	60	1810	3610	1575
Grp Volume(v), veh/h	51	26	10	34	8	5	44	744	407	7	1462	31
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1888	1810	1805	1575
Q Serve(g_s), s	1.9	0.4	0.3	1.3	0.3	0.2	1.7	8.6	8.6	0.3	22.9	0.7
Cycle Q Clear(g_c), s	1.9	0.4	0.3	1.3	0.3	0.2	1.7	8.6	8.6	0.3	22.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	81	442	197	67	218	184	74	1906	1041	16	1874	818
V/C Ratio(X)	0.63	0.06	0.05	0.51	0.04	0.03	0.59	0.39	0.39	0.43	0.78	0.04
Avail Cap(c_a), veh/h	192	1977	882	158	1005	852	192	2502	1366	140	2509	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	27.1	17.5	33.0	27.5	27.5	32.9	9.0	9.0	34.5	13.6	8.2
Incr Delay (d2), s/veh	2.9	0.1	0.1	2.2	0.1	0.1	2.8	0.1	0.2	6.3	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.1	0.6	0.1	0.1	0.7	2.5	2.7	0.1	7.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	27.2	17.6	35.3	27.6	27.6	35.7	9.1	9.2	40.8	14.7	8.3
LnGrp LOS	D	C	B	D	C	C	D	A	A	D	B	A
Approach Vol, veh/h		87			47			1195			1500	
Approach Delay, s/veh		31.1			33.1			10.1			14.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	44.3	7.2	13.2	7.5	42.1	7.7	12.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	5.4	50.6	6.1	38.3	7.4	48.6	7.4	37.0				
Max Q Clear Time (g_c+I1), s	2.3	10.6	3.3	2.4	3.7	24.9	3.9	2.3				
Green Ext Time (p_c), s	0.0	8.5	0.0	0.1	0.0	11.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

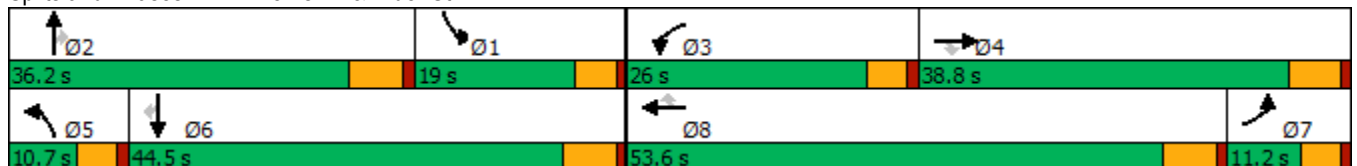
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	279	144	256	107	131	33	973	237	153	1325	37
Future Volume (vph)	58	279	144	256	107	131	33	973	237	153	1325	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	11.2	38.8	38.8	26.0	53.6	53.6	10.7	36.2	36.2	19.0	44.5	44.5
Total Split (%)	9.3%	32.3%	32.3%	21.7%	44.7%	44.7%	8.9%	30.2%	30.2%	15.8%	37.1%	37.1%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.6	15.8	15.8	18.2	19.1	19.1	5.8	26.4	26.4	12.3	37.7	37.7
Actuated g/C Ratio	0.19	0.17	0.17	0.19	0.20	0.20	0.06	0.28	0.28	0.13	0.40	0.40
v/c Ratio	0.18	0.48	0.37	0.77	0.15	0.30	0.31	0.70	0.41	0.68	0.67	0.05
Control Delay	36.8	39.0	7.4	53.9	36.2	3.7	56.2	34.7	9.5	57.6	27.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	39.0	7.4	53.9	36.2	3.7	56.2	34.7	9.5	57.6	27.5	0.1
LOS	D	D	A	D	D	A	E	C	A	E	C	A
Approach Delay		29.3			36.8			30.5			29.9	
Approach LOS		C			D			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 30.9
 Intersection LOS: C
 Intersection Capacity Utilization 70.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	58	279	144	256	107	131	33	973	237	153	1325	37
Future Volume (veh/h)	58	279	144	256	107	131	33	973	237	153	1325	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	291	103	267	111	70	34	1014	164	159	1380	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	280	512	228	312	518	231	61	1479	458	198	1954	599
Arrive On Green	0.15	0.14	0.14	0.17	0.14	0.14	0.03	0.29	0.29	0.11	0.38	0.38
Sat Flow, veh/h	1810	3610	1603	1810	3610	1607	1810	5187	1607	1810	5187	1590
Grp Volume(v), veh/h	60	291	103	267	111	70	34	1014	164	159	1380	23
Grp Sat Flow(s),veh/h/ln	1810	1805	1603	1810	1805	1607	1810	1729	1607	1810	1729	1590
Q Serve(g_s), s	2.2	5.7	4.5	10.8	2.1	2.9	1.4	13.1	3.5	6.5	17.1	0.3
Cycle Q Clear(g_c), s	2.2	5.7	4.5	10.8	2.1	2.9	1.4	13.1	3.5	6.5	17.1	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	512	228	312	518	231	61	1479	458	198	1954	599
V/C Ratio(X)	0.21	0.57	0.45	0.86	0.21	0.30	0.56	0.69	0.36	0.80	0.71	0.04
Avail Cap(c_a), veh/h	280	1576	700	512	2284	1016	146	2087	646	345	2656	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	30.3	29.7	30.4	28.6	29.0	36.0	24.0	6.9	32.9	20.0	3.8
Incr Delay (d2), s/veh	0.1	1.0	1.4	3.9	0.2	0.7	2.9	0.6	0.5	2.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.4	1.7	4.7	0.8	1.1	0.6	4.9	2.0	2.8	6.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	31.2	31.1	34.2	28.8	29.7	38.9	24.6	7.4	35.7	20.5	3.8
LnGrp LOS	C	C	C	C	C	C	D	C	A	D	C	A
Approach Vol, veh/h		454			448			1212			1562	
Approach Delay, s/veh		30.8			32.2			22.6			21.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	27.3	17.6	16.5	7.2	34.3	17.5	16.7				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	14.4	* 30	21.4	33.0	6.1	38.7	6.6	* 48				
Max Q Clear Time (g_c+I1), s	8.5	15.1	12.8	7.7	3.4	19.1	4.2	4.9				
Green Ext Time (p_c), s	0.1	6.3	0.2	2.0	0.0	9.3	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

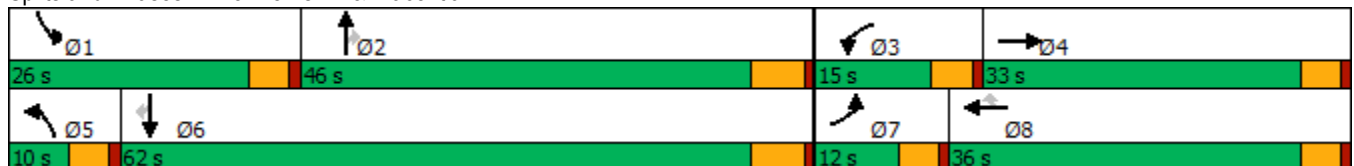


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	162	624	226	148	121	226	803	330	162	1190	86
Future Volume (vph)	162	624	226	148	121	226	803	330	162	1190	86
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	28.5	10.5	31.6	31.6	5.4	37.4	37.4	14.9	46.9	46.9
Actuated g/C Ratio	0.07	0.26	0.09	0.28	0.28	0.05	0.34	0.34	0.13	0.42	0.42
v/c Ratio	1.45	2.86	1.43	0.29	0.23	2.76	0.71	0.50	0.72	0.84	0.13
Control Delay	278.7	859.9	262.6	34.7	4.7	847.0	36.2	10.7	63.5	34.2	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	278.7	859.9	262.6	34.7	4.7	847.0	36.2	10.7	63.5	34.2	3.6
LOS	F	F	F	C	A	F	D	B	E	C	A
Approach Delay		794.6		131.5			164.9			35.7	
Approach LOS		F		F			F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.86
 Intersection Signal Delay: 313.8
 Intersection Capacity Utilization 147.1%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H
























Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	624	654	226	148	121	226	803	330	162	1190	86
Future Volume (veh/h)	162	624	654	226	148	121	226	803	330	162	1190	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	671	693	243	159	54	243	863	325	174	1280	90
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	122	222	229	171	544	460	89	1280	569	205	1511	672
Arrive On Green	0.07	0.26	0.26	0.09	0.29	0.29	0.05	0.35	0.35	0.11	0.42	0.42
Sat Flow, veh/h	1810	856	884	1810	1900	1608	1810	3610	1603	1810	3610	1604
Grp Volume(v), veh/h	174	0	1364	243	159	54	243	863	325	174	1280	90
Grp Sat Flow(s),veh/h/ln	1810	0	1741	1810	1900	1608	1810	1805	1603	1810	1805	1604
Q Serve(g_s), s	7.4	0.0	28.4	10.4	7.2	2.7	5.4	22.3	18.0	10.4	35.0	3.8
Cycle Q Clear(g_c), s	7.4	0.0	28.4	10.4	7.2	2.7	5.4	22.3	18.0	10.4	35.0	3.8
Prop In Lane	1.00		0.51	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	0	450	171	544	460	89	1280	569	205	1511	672
V/C Ratio(X)	1.43	0.00	3.03	1.42	0.29	0.12	2.73	0.67	0.57	0.85	0.85	0.13
Avail Cap(c_a), veh/h	122	0	450	171	544	460	89	1322	587	353	1849	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	0.0	40.7	49.7	30.5	28.9	52.2	30.0	28.7	47.7	28.7	19.6
Incr Delay (d2), s/veh	232.4	0.0	918.4	218.3	0.3	0.1	808.8	1.3	1.3	3.8	3.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	0.0	127.0	15.1	3.4	1.1	22.4	9.4	7.1	4.7	14.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	283.6	0.0	959.1	268.0	30.8	29.0	861.0	31.4	29.9	51.5	32.0	19.7
LnGrp LOS	F	A	F	F	C	C	F	C	C	D	C	B
Approach Vol, veh/h		1538			456			1431			1544	
Approach Delay, s/veh		882.7			157.0			171.9			33.5	
Approach LOS		F			F			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	44.7	15.0	33.0	10.0	51.7	12.0	36.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	12.4	24.3	12.4	30.4	7.4	37.0	9.4	9.2				
Green Ext Time (p_c), s	0.1	6.1	0.0	0.0	0.0	8.9	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay			347.5									
HCM 6th LOS			F									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

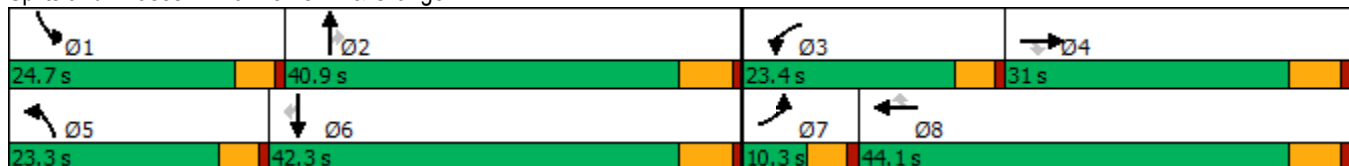


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	131	364	285	247	255	91	246	1118	228	195	1410	54
Future Volume (vph)	131	364	285	247	255	91	246	1118	228	195	1410	54
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.7	25.2	25.2	18.5	38.0	38.0	18.4	37.9	37.9	17.0	36.5	36.5
Actuated g/C Ratio	0.05	0.21	0.21	0.15	0.32	0.32	0.15	0.32	0.32	0.14	0.31	0.31
v/c Ratio	1.64	0.97	0.53	0.94	0.24	0.17	0.94	1.04	0.39	0.81	1.36	0.10
Control Delay	365.1	84.4	8.1	91.5	30.7	5.0	91.4	77.4	11.4	72.5	202.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	365.1	84.4	8.1	91.5	30.7	5.0	91.4	77.4	11.4	72.5	202.0	0.3
LOS	F	F	A	F	C	A	F	E	B	E	F	A
Approach Delay		103.6			52.1			70.1			180.3	
Approach LOS		F			D			E			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.5
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.64
 Intersection Signal Delay: 112.9
 Intersection LOS: F
 Intersection Capacity Utilization 102.8%
 ICU Level of Service G
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	364	285	247	255	91	246	1118	228	195	1410	54
Future Volume (veh/h)	131	364	285	247	255	91	246	1118	228	195	1410	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	387	216	263	271	70	262	1189	204	207	1500	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	399	337	283	1152	510	282	1192	530	235	1098	489
Arrive On Green	0.05	0.21	0.21	0.16	0.32	0.32	0.16	0.33	0.33	0.13	0.30	0.30
Sat Flow, veh/h	1810	1900	1603	1810	3610	1598	1810	3610	1606	1810	3610	1609
Grp Volume(v), veh/h	139	387	216	263	271	70	262	1189	204	207	1500	34
Grp Sat Flow(s),veh/h/ln	1810	1900	1603	1810	1805	1598	1810	1805	1606	1810	1805	1609
Q Serve(g_s), s	5.7	24.2	14.8	17.2	6.6	3.7	17.2	39.5	11.7	13.5	36.5	1.8
Cycle Q Clear(g_c), s	5.7	24.2	14.8	17.2	6.6	3.7	17.2	39.5	11.7	13.5	36.5	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	399	337	283	1152	510	282	1192	530	235	1098	489
V/C Ratio(X)	1.62	0.97	0.64	0.93	0.24	0.14	0.93	1.00	0.38	0.88	1.37	0.07
Avail Cap(c_a), veh/h	86	399	337	283	1152	510	282	1192	530	303	1098	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	47.0	43.3	49.9	30.1	29.1	50.0	40.1	30.8	51.3	41.8	29.7
Incr Delay (d2), s/veh	324.7	37.1	4.1	34.4	0.1	0.1	34.8	25.5	0.5	17.7	170.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	15.2	6.1	10.3	2.8	1.4	10.3	20.8	4.5	7.1	41.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	381.8	84.1	47.4	84.3	30.2	29.2	84.8	65.6	31.3	69.0	212.4	29.7
LnGrp LOS	F	F	D	F	C	C	F	E	C	E	F	C
Approach Vol, veh/h		742			604			1655			1741	
Approach Delay, s/veh		129.2			53.6			64.4			191.8	
Approach LOS		F			D			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.2	45.4	23.4	31.0	23.3	42.3	10.3	44.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	15.5	41.5	19.2	26.2	19.2	38.5	7.7	8.6				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay	119.9											
HCM 6th LOS	F											

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

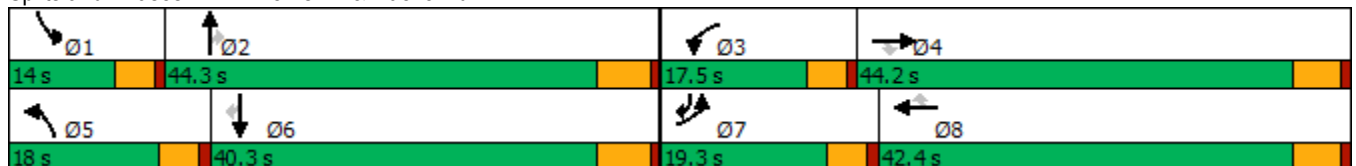
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	485	548	297	171	308	157	217	887	256	254	1206	399
Future Volume (vph)	485	548	297	171	308	157	217	887	256	254	1206	399
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.8	25.7	25.7	9.7	20.6	20.6	13.5	38.8	38.8	9.5	34.8	50.8
Actuated g/C Ratio	0.14	0.25	0.25	0.09	0.20	0.20	0.13	0.37	0.37	0.09	0.33	0.49
v/c Ratio	1.05	0.66	0.59	0.56	0.46	0.38	1.00	0.71	0.42	0.86	1.08	0.28
Control Delay	98.5	39.0	16.7	53.4	38.1	7.4	106.1	32.9	14.2	73.3	84.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.5	39.0	16.7	53.4	38.1	7.4	106.1	32.9	14.2	73.3	84.0	4.0
LOS	F	D	B	D	D	A	F	C	B	E	F	A
Approach Delay		55.8			34.7			41.1			65.4	
Approach LOS		E			C			D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 52.8
 Intersection LOS: D
 Intersection Capacity Utilization 94.8%
 ICU Level of Service F
 Analysis Period (min) 15

































Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 	 	 
Traffic Volume (veh/h)	485	548	297	171	308	157	217	887	256	254	1206	399
Future Volume (veh/h)	485	548	297	171	308	157	217	887	256	254	1206	399
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	522	589	259	184	331	106	233	954	242	273	1297	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	481	1053	458	249	815	355	226	1297	559	308	1162	1281
Arrive On Green	0.14	0.29	0.29	0.07	0.23	0.23	0.13	0.36	0.36	0.09	0.32	0.32
Sat Flow, veh/h	3510	3610	1570	3510	3610	1572	1810	3610	1555	3510	3610	2772
Grp Volume(v), veh/h	522	589	259	184	331	106	233	954	242	273	1297	240
Grp Sat Flow(s),veh/h/ln	1755	1805	1570	1755	1805	1572	1810	1805	1555	1755	1805	1386
Q Serve(g_s), s	14.7	14.8	15.0	5.5	8.4	6.0	13.4	24.7	12.7	8.2	34.5	5.5
Cycle Q Clear(g_c), s	14.7	14.8	15.0	5.5	8.4	6.0	13.4	24.7	12.7	8.2	34.5	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	481	1053	458	249	815	355	226	1297	559	308	1162	1281
V/C Ratio(X)	1.08	0.56	0.57	0.74	0.41	0.30	1.03	0.74	0.43	0.89	1.12	0.19
Avail Cap(c_a), veh/h	481	1307	568	422	1246	542	226	1297	559	308	1162	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	32.1	32.2	48.8	35.4	34.5	46.9	29.9	26.1	48.4	36.3	17.2
Incr Delay (d2), s/veh	65.7	0.5	1.1	1.6	0.3	0.5	67.9	2.2	0.5	24.5	64.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	6.3	5.6	2.4	3.6	2.3	10.1	10.5	4.6	4.5	24.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.0	32.6	33.3	50.4	35.7	34.9	114.8	32.1	26.6	72.9	100.8	17.2
LnGrp LOS	F	C	C	D	D	C	F	C	C	E	F	B
Approach Vol, veh/h		1370			621			1429			1810	
Approach Delay, s/veh		63.0			39.9			44.7			85.5	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	44.3	12.2	36.7	18.0	40.3	19.3	29.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	10.2	26.7	7.5	17.0	15.4	36.5	16.7	10.4				
Green Ext Time (p_c), s	0.0	5.4	0.1	4.7	0.0	0.0	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay				63.0								
HCM 6th LOS				E								

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

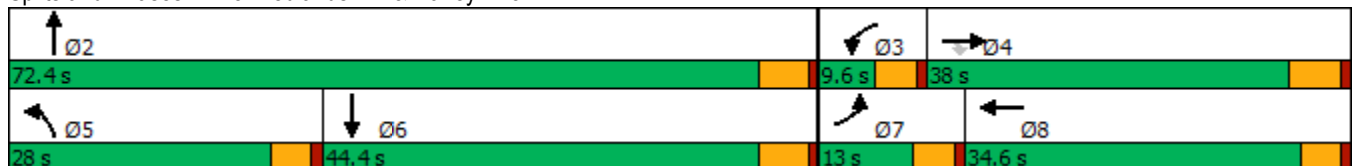


Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	61	539	140	10	2		
Future Volume (vph)	61	539	140	10	2		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	13.0	38.0	28.0	72.4	44.4	9.6	34.6
Total Split (%)	10.8%	31.7%	23.3%	60.3%	37.0%	8%	29%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effect Green (s)	11.6	24.3	12.8	20.0	18.2		
Actuated g/C Ratio	0.29	0.60	0.32	0.49	0.45		
v/c Ratio	0.13	0.41	0.26	0.01	0.01		
Control Delay	23.8	0.9	20.5	9.1	0.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	23.8	0.9	20.5	9.1	0.0		
LOS	C	A	C	A	A		
Approach Delay				19.7			
Approach LOS				B			

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 40.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 6.3
 Intersection LOS: A
 Intersection Capacity Utilization 51.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	0	539	0	0	0	140	10	0	0	2	23
Future Volume (veh/h)	61	0	539	0	0	0	140	10	0	0	2	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	65	0	414	0	0	0	149	11	0	0	2	18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	628	532	6	233	0	205	1185	0	0	135	121
Arrive On Green	0.07	0.00	0.33	0.00	0.00	0.00	0.11	0.33	0.00	0.00	0.08	0.08
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	1900	1610
Grp Volume(v), veh/h	65	0	414	0	0	0	149	11	0	0	2	18
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	1610
Q Serve(g_s), s	1.1	0.0	7.6	0.0	0.0	0.0	2.6	0.1	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	1.1	0.0	7.6	0.0	0.0	0.0	2.6	0.1	0.0	0.0	0.0	0.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	123	628	532	6	233	0	205	1185	0	0	135	121
V/C Ratio(X)	0.53	0.00	0.78	0.00	0.00	0.00	0.73	0.01	0.00	0.00	0.01	0.15
Avail Cap(c_a), veh/h	463	1863	1579	276	1736	0	1289	7366	0	0	2144	1912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	9.9	0.0	0.0	0.0	14.1	7.4	0.0	0.0	14.1	14.2
Incr Delay (d2), s/veh	1.3	0.0	2.5	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.3	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	12.4	0.0	0.0	0.0	15.9	7.4	0.0	0.0	14.1	14.8
LnGrp LOS	B	A	B	A	A	A	B	A	A	A	B	B
Approach Vol, veh/h		479			0			160			20	
Approach Delay, s/veh		12.9			0.0			15.3			14.7	
Approach LOS		B						B			B	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		16.2	0.0	16.7	8.3	7.9	6.8	9.8				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		67.0	5.0	32.2	23.4	39.0	8.4	* 30				
Max Q Clear Time (g_c+I1), s		2.1	0.0	9.6	4.6	2.3	3.1	0.0				
Green Ext Time (p_c), s		0.0	0.0	1.4	0.2	0.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Intersection Delay, s/veh 9.3
Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	150	8	137	288	10
Future Vol, veh/h	14	150	8	137	288	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	163	9	149	313	11
Number of Lanes	1	1	1	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	9.3	8.2	9.9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	91%
Vol Right, %	0%	0%	0%	0%	100%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	69	69	14	150	192	106
LT Vol	8	0	0	14	0	0	0
Through Vol	0	69	69	0	0	192	96
RT Vol	0	0	0	0	150	0	10
Lane Flow Rate	9	74	74	15	163	209	115
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.015	0.117	0.082	0.026	0.227	0.307	0.168
Departure Headway (Hd)	6.166	5.662	3.949	6.221	5.019	5.3	5.234
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	577	629	897	573	711	674	681
Service Time	3.935	3.431	1.717	3.988	2.785	3.064	2.997
HCM Lane V/C Ratio	0.016	0.118	0.082	0.026	0.229	0.31	0.169
HCM Control Delay	9	9.2	7.1	9.2	9.3	10.4	9.1
HCM Lane LOS	A	A	A	A	A	B	A
HCM 95th-tile Q	0	0.4	0.3	0.1	0.9	1.3	0.6

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

05/28/2020

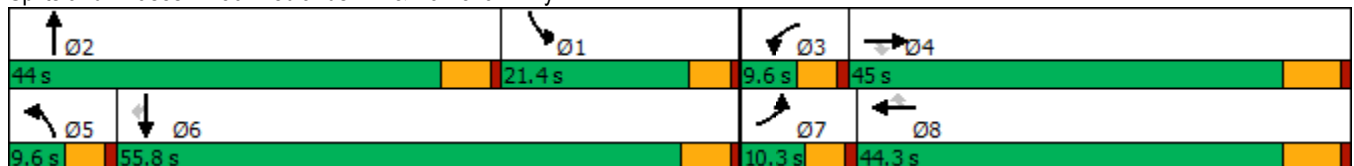


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗	↖	↑	↗
Traffic Volume (vph)	42	1875	97	95	1242	115	35	16	295	138	128
Future Volume (vph)	42	1875	97	95	1242	115	35	16	295	138	128
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.3	45.0	45.0	9.6	44.3	44.3	9.6	44.0	21.4	55.8	55.8
Total Split (%)	8.6%	37.5%	37.5%	8.0%	36.9%	36.9%	8.0%	36.7%	17.8%	46.5%	46.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	39.2	39.2	5.1	40.7	40.7	5.1	14.7	17.0	30.7	30.7
Actuated g/C Ratio	0.06	0.40	0.40	0.05	0.42	0.42	0.05	0.15	0.18	0.32	0.32
v/c Ratio	0.44	0.97	0.14	1.11	0.62	0.16	0.41	0.35	1.02	0.25	0.23
Control Delay	60.8	43.4	1.6	168.8	25.6	2.9	60.9	12.2	96.8	26.4	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.8	43.4	1.6	168.8	25.6	2.9	60.9	12.2	96.8	26.4	5.0
LOS	E	D	A	F	C	A	E	B	F	C	A
Approach Delay		41.8			33.2			24.3		58.6	
Approach LOS		D			C			C		E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 40.4	Intersection LOS: D
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (veh/h)	42	1875	97	95	1242	115	35	16	90	295	138	128
Future Volume (veh/h)	42	1875	97	95	1242	115	35	16	90	295	138	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	2038	100	103	1350	110	38	17	39	321	150	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	2175	674	98	2262	702	61	56	128	331	506	429
Arrive On Green	0.04	0.42	0.42	0.05	0.44	0.44	0.03	0.11	0.11	0.18	0.27	0.27
Sat Flow, veh/h	1810	5187	1606	1810	5187	1610	1810	513	1176	1810	1900	1610
Grp Volume(v), veh/h	46	2038	100	103	1350	110	38	0	56	321	150	125
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1729	1610	1810	0	1688	1810	1900	1610
Q Serve(g_s), s	2.3	34.6	3.5	5.0	18.2	1.7	1.9	0.0	2.8	16.2	5.8	5.7
Cycle Q Clear(g_c), s	2.3	34.6	3.5	5.0	18.2	1.7	1.9	0.0	2.8	16.2	5.8	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	68	2175	674	98	2262	702	61	0	184	331	506	429
V/C Ratio(X)	0.68	0.94	0.15	1.05	0.60	0.16	0.62	0.00	0.31	0.97	0.30	0.29
Avail Cap(c_a), veh/h	112	2188	678	98	2262	702	98	0	709	331	1041	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	25.5	16.5	43.5	19.8	3.2	43.9	0.0	37.8	37.3	26.9	26.8
Incr Delay (d2), s/veh	4.3	8.4	0.1	104.0	0.4	0.1	3.8	0.0	0.9	41.4	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	14.0	1.2	5.0	6.5	1.2	0.9	0.0	1.2	10.6	2.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	34.0	16.6	147.5	20.2	3.3	47.7	0.0	38.7	78.8	27.2	27.2
LnGrp LOS	D	C	B	F	C	A	D	A	D	E	C	C
Approach Vol, veh/h		2184			1563			94			596	
Approach Delay, s/veh		33.5			27.4			42.3			55.0	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.2	15.4	9.6	44.8	7.7	29.9	8.1	46.3				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	16.8	* 39	5.0	38.8	5.0	50.4	5.7	38.1				
Max Q Clear Time (g_c+I1), s	18.2	4.8	7.0	36.6	3.9	7.8	4.3	20.2				
Green Ext Time (p_c), s	0.0	0.3	0.0	2.0	0.0	1.2	0.0	8.6				

Intersection Summary

HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	10	6	5	23	8	16	130	0	8	330	41
Future Vol, veh/h	59	10	6	5	23	8	16	130	0	8	330	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	64	11	7	5	25	9	17	141	0	9	359	45
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	9.8	9.4	10.1	12.4
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	11%	100%	0%	14%	2%	0%
Vol Thru, %	89%	0%	62%	64%	98%	0%
Vol Right, %	0%	0%	38%	22%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	59	16	36	338	41
LT Vol	16	59	0	5	8	0
Through Vol	130	0	10	23	330	0
RT Vol	0	0	6	8	0	41
Lane Flow Rate	159	64	17	39	367	45
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.236	0.115	0.027	0.064	0.513	0.053
Departure Headway (Hd)	5.357	6.447	5.676	5.926	5.024	4.309
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	668	553	627	600	716	828
Service Time	3.413	4.219	3.448	4.007	2.766	2.05
HCM Lane V/C Ratio	0.238	0.116	0.027	0.065	0.513	0.054
HCM Control Delay	10.1	10.1	8.6	9.4	13	7.3
HCM Lane LOS	B	B	A	A	B	A
HCM 95th-tile Q	0.9	0.4	0.1	0.2	3	0.2

Intersection												
Intersection Delay, s/veh	234											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	19	628	47	58	518	28	6	134	167	93	353	3
Future Vol, veh/h	19	628	47	58	518	28	6	134	167	93	353	3
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	668	50	62	551	30	6	146	178	101	384	3
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	410.4	246.6	52.8	72.8
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	45%	0%	93%	0%	95%	0%	99%
Vol Right, %	0%	55%	0%	7%	0%	5%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	301	19	675	58	546	93	356
LT Vol	6	0	19	0	58	0	93	0
Through Vol	0	134	0	628	0	518	0	353
RT Vol	0	167	0	47	0	28	0	3
Lane Flow Rate	6	323	21	718	62	581	101	387
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.018	0.829	0.057	1.861	0.169	1.506	0.274	0.996
Departure Headway (Hd)	13	12.038	10.979	10.397	11.737	11.163	12.439	11.892
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	277	304	328	359	308	331	291	310
Service Time	10.7	9.738	8.679	8.097	9.437	8.863	10.139	9.592
HCM Lane V/C Ratio	0.022	1.063	0.064	2	0.201	1.755	0.347	1.248
HCM Control Delay	15.9	53.5	14.3	421.8	16.8	271	19.8	86.7
HCM Lane LOS	C	F	B	F	C	F	C	F
HCM 95th-tile Q	0.1	7	0.2	42.9	0.6	27.1	1.1	10.6

Intersection

Intersection Delay, s/veh 196.1

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↗		↖	↑	↗
Traffic Vol, veh/h	37	288	729	75	100	3	300	135	125	16	366	39
Future Vol, veh/h	37	288	729	75	100	3	300	135	125	16	366	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	313	792	82	109	3	326	147	136	17	398	42
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	335.7	20.7	49.4	116.1
HCM LOS	F	C	E	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	26%	0%	100%	0%	0%	97%	0%	100%	0%
Vol Right, %	0%	0%	74%	0%	0%	100%	0%	3%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	300	90	170	37	288	729	75	103	16	366	39
LT Vol	300	0	0	37	0	0	75	0	16	0	0
Through Vol	0	90	45	0	288	0	0	100	0	366	0
RT Vol	0	0	125	0	0	729	0	3	0	0	39
Lane Flow Rate	326	98	185	40	313	792	82	112	17	398	42
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.943	0.27	0.483	0.113	0.837	1.968	0.264	0.346	0.052	1.145	0.114
Departure Headway (Hd)	11.824	11.304	10.769	10.56	10.047	9.329	12.68	12.159	12.232	11.714	10.988
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	310	320	336	341	363	396	285	298	295	314	328
Service Time	9.524	9.004	8.469	8.26	7.747	7.029	10.38	9.859	9.932	9.414	8.688
HCM Lane V/C Ratio	1.052	0.306	0.551	0.117	0.862	2	0.288	0.376	0.058	1.268	0.128
HCM Control Delay	73.7	18.1	23.1	14.6	47.7	465.8	19.9	21.2	15.6	131.3	15.1
HCM Lane LOS	F	C	C	B	E	F	C	C	C	F	C
HCM 95th-tile Q	9.3	1.1	2.5	0.4	7.6	52.2	1	1.5	0.2	14.6	0.4

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

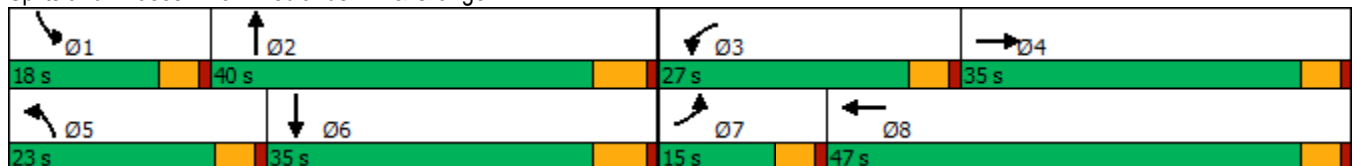


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	83	538	105	426	154	580	28	957
Future Volume (vph)	83	538	105	426	154	580	28	957
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	30.5	10.6	34.8	13.2	40.3	6.3	29.3
Actuated g/C Ratio	0.08	0.30	0.10	0.34	0.13	0.39	0.06	0.28
v/c Ratio	0.58	0.91	0.59	0.39	0.69	0.49	0.26	1.02
Control Delay	62.6	43.1	58.1	28.5	59.6	26.2	54.2	70.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	43.1	58.1	28.5	59.6	26.2	54.2	70.7
LOS	E	D	E	C	E	C	D	E
Approach Delay		44.7		34.0		32.5		70.2
Approach LOS		D		C		C		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 47.7
 Intersection LOS: D
 Intersection Capacity Utilization 87.4%
 ICU Level of Service E
 Analysis Period (min) 15

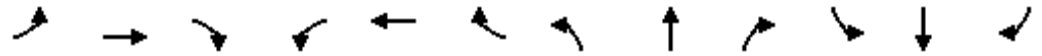
Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↷		↰	↷		↰	↷		↰	↷	
Traffic Volume (veh/h)	83	538	427	105	426	26	154	580	81	28	957	49
Future Volume (veh/h)	83	538	427	105	426	26	154	580	81	28	957	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	555	401	108	439	18	159	598	59	29	987	40
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	610	441	138	1144	47	193	1259	124	51	1065	43
Arrive On Green	0.06	0.31	0.31	0.08	0.32	0.32	0.11	0.38	0.38	0.03	0.30	0.30
Sat Flow, veh/h	1810	1976	1428	1810	3532	144	1810	3311	326	1810	3534	143
Grp Volume(v), veh/h	86	507	449	108	224	233	159	325	332	29	504	523
Grp Sat Flow(s),veh/h/ln	1810	1805	1599	1810	1805	1871	1810	1805	1833	1810	1805	1872
Q Serve(g_s), s	4.4	25.6	25.6	5.6	9.1	9.1	8.2	12.9	13.0	1.5	25.7	25.7
Cycle Q Clear(g_c), s	4.4	25.6	25.6	5.6	9.1	9.1	8.2	12.9	13.0	1.5	25.7	25.7
Prop In Lane	1.00		0.89	1.00		0.08	1.00		0.18	1.00		0.08
Lane Grp Cap(c), veh/h	111	557	494	138	584	606	193	686	696	51	544	564
V/C Ratio(X)	0.78	0.91	0.91	0.78	0.38	0.38	0.82	0.47	0.48	0.57	0.93	0.93
Avail Cap(c_a), veh/h	199	579	513	428	807	837	351	686	696	256	556	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	31.5	31.5	43.0	24.7	24.8	41.5	22.2	22.2	45.5	32.1	32.1
Incr Delay (d2), s/veh	4.4	18.1	19.8	3.7	0.4	0.4	3.3	0.5	0.5	3.7	21.5	21.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	13.8	12.4	2.6	3.9	4.1	3.7	5.2	5.3	0.7	13.6	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.2	49.6	51.3	46.7	25.1	25.2	44.8	22.7	22.7	49.2	53.6	53.1
LnGrp LOS	D	D	D	D	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1042			565			816			1056	
Approach Delay, s/veh		50.2			29.3			27.0			53.2	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	41.8	11.8	33.9	14.7	34.4	10.4	35.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+1), s	3.5	15.0	7.6	27.6	10.2	27.7	6.4	11.1				
Green Ext Time (p_c), s	0.0	3.5	0.1	1.7	0.1	0.9	0.0	3.1				

Intersection Summary

HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

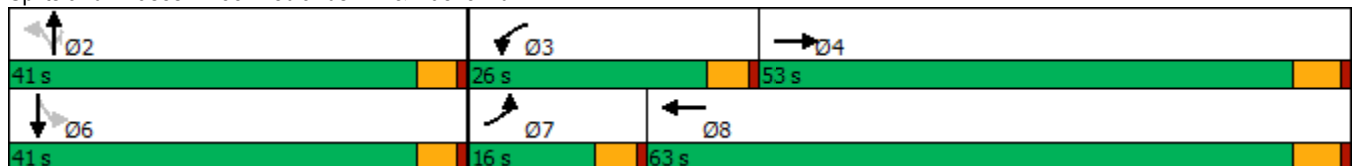


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗		↕
Traffic Volume (vph)	310	835	167	640	124	253	188	117	309
Future Volume (vph)	310	835	167	640	124	253	188	117	309
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.6	37.4	14.3	40.2	36.9	36.9	36.9		36.9
Actuated g/C Ratio	0.11	0.36	0.14	0.39	0.36	0.36	0.36		0.36
v/c Ratio	1.59	0.82	0.69	0.55	0.66	0.38	0.28		1.29
Control Delay	320.3	35.5	58.4	24.7	50.8	29.7	5.4		176.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	320.3	35.5	58.4	24.7	50.8	29.7	5.4		176.3
LOS	F	D	E	C	D	C	A		F
Approach Delay		102.2		30.9		26.3			176.3
Approach LOS		F		C		C			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.59
 Intersection Signal Delay: 84.0
 Intersection LOS: F
 Intersection Capacity Utilization 102.6%
 ICU Level of Service G
 Analysis Period (min) 15






















Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	835	179	167	640	97	124	253	188	117	309	187
Future Volume (veh/h)	310	835	179	167	640	97	124	253	188	117	309	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	320	861	140	172	660	98	128	261	140	121	319	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	1061	173	207	1057	157	240	737	623	134	291	150
Arrive On Green	0.12	0.34	0.34	0.11	0.34	0.34	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1810	3101	504	1810	3152	467	918	1900	1606	228	750	387
Grp Volume(v), veh/h	320	501	500	172	378	380	128	261	140	614	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1800	1810	1805	1814	918	1900	1606	1365	0	0
Q Serve(g_s), s	11.4	23.7	23.7	8.7	16.5	16.6	0.0	9.2	5.5	27.2	0.0	0.0
Cycle Q Clear(g_c), s	11.4	23.7	23.7	8.7	16.5	16.6	25.2	9.2	5.5	36.4	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.26	1.00		1.00	0.20		0.28
Lane Grp Cap(c), veh/h	220	618	616	207	605	608	240	737	623	575	0	0
V/C Ratio(X)	1.46	0.81	0.81	0.83	0.62	0.63	0.53	0.35	0.22	1.07	0.00	0.00
Avail Cap(c_a), veh/h	220	915	913	412	1107	1113	240	737	623	575	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.2	28.1	28.1	40.7	26.2	26.2	25.3	20.4	19.3	31.5	0.0	0.0
Incr Delay (d2), s/veh	228.9	3.5	3.5	3.2	1.1	1.1	2.3	0.3	0.2	57.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.9	10.2	10.2	3.9	6.9	6.9	2.6	4.1	2.0	22.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	270.1	31.6	31.6	43.9	27.3	27.3	27.6	20.7	19.5	88.5	0.0	0.0
LnGrp LOS	F	C	C	D	C	C	C	C	B	F	A	A
Approach Vol, veh/h		1321			930			529			614	
Approach Delay, s/veh		89.4			30.4			22.0			88.5	
Approach LOS		F			C			C			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0	15.4	37.5		41.0	16.0	36.9				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+I1), s		27.2	10.7	25.7		38.4	13.4	18.6				
Green Ext Time (p_c), s		1.9	0.2	6.4		0.0	0.0	5.0				
Intersection Summary												
HCM 6th Ctrl Delay			62.6									
HCM 6th LOS			E									

Timings
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

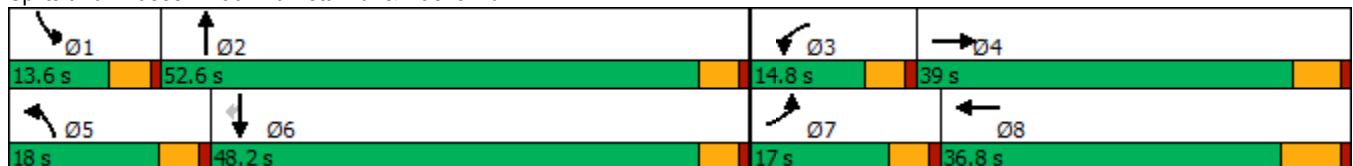


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	83	834	126	589	334	84	50	50	71
Future Volume (vph)	83	834	126	589	334	84	50	50	71
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	17.0	39.0	14.8	36.8	18.0	52.6	13.6	48.2	48.2
Total Split (%)	14.2%	32.5%	12.3%	30.7%	15.0%	43.8%	11.3%	40.2%	40.2%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	33.6	10.1	36.5	13.7	19.8	7.0	14.4	14.4
Actuated g/C Ratio	0.10	0.38	0.12	0.42	0.16	0.23	0.08	0.16	0.16
v/c Ratio	0.51	0.75	0.66	0.31	1.29	0.66	0.38	0.17	0.21
Control Delay	50.8	25.9	57.1	21.2	188.6	25.7	49.6	33.2	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	25.9	57.1	21.2	188.6	25.7	49.6	33.2	3.4
LOS	D	C	E	C	F	C	D	C	A
Approach Delay		27.4		27.3		112.8		25.6	
Approach LOS		C		C		F		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 87.6
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 45.4
 Intersection LOS: D
 Intersection Capacity Utilization 77.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑		↖	↑	↖
Traffic Volume (veh/h)	83	834	500	126	589	20	334	84	207	50	50	71
Future Volume (veh/h)	83	834	500	126	589	20	334	84	207	50	50	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	907	538	137	640	18	363	91	118	54	54	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	1329	606	171	2149	60	289	178	230	77	227	192
Arrive On Green	0.06	0.38	0.38	0.09	0.41	0.41	0.16	0.24	0.24	0.04	0.12	0.12
Sat Flow, veh/h	1810	3458	1576	1810	5186	145	1810	751	974	1810	1900	1610
Grp Volume(v), veh/h	90	907	538	137	426	232	363	0	209	54	54	37
Grp Sat Flow(s),veh/h/ln	1810	1729	1576	1810	1729	1873	1810	0	1725	1810	1900	1610
Q Serve(g_s), s	4.1	18.3	26.7	6.2	6.9	6.9	13.4	0.0	8.8	2.5	2.2	1.7
Cycle Q Clear(g_c), s	4.1	18.3	26.7	6.2	6.9	6.9	13.4	0.0	8.8	2.5	2.2	1.7
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	116	1329	606	171	1433	776	289	0	408	77	227	192
V/C Ratio(X)	0.77	0.68	0.89	0.80	0.30	0.30	1.25	0.00	0.51	0.70	0.24	0.19
Avail Cap(c_a), veh/h	268	1386	632	220	1433	776	289	0	988	194	988	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	21.5	24.1	37.2	16.4	16.4	35.2	0.0	27.8	39.6	33.5	33.3
Incr Delay (d2), s/veh	4.1	1.3	14.1	11.6	0.1	0.2	139.9	0.0	1.0	4.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.0	11.4	3.1	2.4	2.6	17.1	0.0	3.7	1.2	1.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	22.9	38.2	48.8	16.5	16.6	175.1	0.0	28.8	43.8	34.0	33.8
LnGrp LOS	D	C	D	D	B	B	F	A	C	D	C	C
Approach Vol, veh/h		1535			795			572			145	
Approach Delay, s/veh		29.4			22.1			121.6			37.6	
Approach LOS		C			C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	24.4	12.5	38.7	18.0	14.6	10.0	41.2				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	9.0	48.0	10.2	* 34	13.4	43.6	12.4	30.3				
Max Q Clear Time (g_c+I1), s	4.5	10.8	8.2	28.7	15.4	4.2	6.1	8.9				
Green Ext Time (p_c), s	0.0	1.5	0.0	3.5	0.0	0.4	0.0	3.5				

Intersection Summary

HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

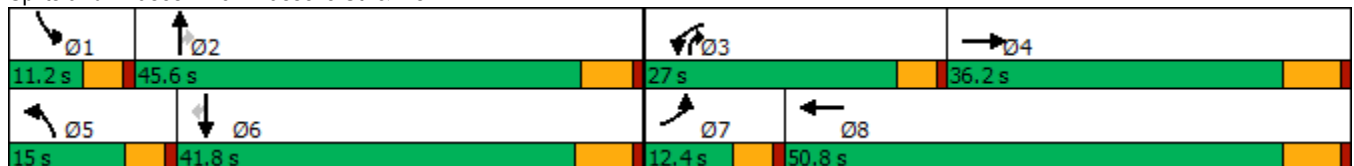


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖↗	↕↔	↖↗	↕↔	↖	↖↗	↕↔	↖
Traffic Volume (vph)	176	737	754	759	234	604	535	208	751	98
Future Volume (vph)	176	737	754	759	234	604	535	208	751	98
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	30.2	23.1	45.1	10.6	35.3	58.4	7.2	32.0	32.0
Actuated g/C Ratio	0.07	0.27	0.21	0.40	0.09	0.32	0.52	0.06	0.29	0.29
v/c Ratio	0.69	0.79	1.06	0.47	0.72	0.54	0.63	0.94	0.74	0.18
Control Delay	67.0	39.8	95.1	24.4	63.9	33.6	18.0	99.7	41.4	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	39.8	95.1	24.4	63.9	33.6	18.0	99.7	41.4	1.6
LOS	E	D	F	C	E	C	B	F	D	A
Approach Delay		43.6		55.7		32.7			49.2	
Approach LOS		D		E		C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 45.7
 Intersection LOS: D
 Intersection Capacity Utilization 87.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselie St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	176	737	341	754	759	192	234	604	535	208	751	98
Future Volume (veh/h)	176	737	341	754	759	192	234	604	535	208	751	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	180	752	263	769	774	169	239	616	408	212	766	63
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	260	998	345	749	1710	370	319	1101	809	234	1027	451
Arrive On Green	0.07	0.26	0.24	0.21	0.40	0.38	0.09	0.31	0.29	0.07	0.28	0.28
Sat Flow, veh/h	3510	3800	1315	3510	4254	920	3510	3610	1583	3510	3610	1586
Grp Volume(v), veh/h	180	684	331	769	628	315	239	616	408	212	766	63
Grp Sat Flow(s),veh/h/ln	1755	1729	1657	1755	1729	1716	1755	1805	1583	1755	1805	1586
Q Serve(g_s), s	5.4	19.6	20.0	23.0	14.3	14.7	7.2	15.4	18.4	6.5	20.8	3.2
Cycle Q Clear(g_c), s	5.4	19.6	20.0	23.0	14.3	14.7	7.2	15.4	18.4	6.5	20.8	3.2
Prop In Lane	1.00		0.79	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	908	435	749	1390	690	319	1101	809	234	1027	451
V/C Ratio(X)	0.69	0.75	0.76	1.03	0.45	0.46	0.75	0.56	0.50	0.90	0.75	0.14
Avail Cap(c_a), veh/h	274	1033	495	749	1501	745	358	1393	937	234	1266	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	36.5	37.5	42.4	23.5	24.1	47.8	31.4	17.6	50.0	35.0	28.7
Incr Delay (d2), s/veh	5.6	2.8	6.0	39.9	0.2	0.5	6.2	0.4	0.5	33.6	1.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	8.1	8.5	13.6	5.4	5.7	3.3	6.5	6.1	3.8	8.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	39.3	43.5	82.3	23.8	24.6	54.0	31.8	18.1	83.5	36.9	28.9
LnGrp LOS	D	D	D	F	C	C	D	C	B	F	D	C
Approach Vol, veh/h		1195			1712			1263			1041	
Approach Delay, s/veh		42.7			50.2			31.6			45.9	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	37.3	27.0	32.3	13.8	34.7	12.0	47.3				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	8.5	20.4	25.0	22.0	9.2	22.8	7.4	16.7				
Green Ext Time (p_c), s	0.0	5.2	0.0	3.7	0.1	4.0	0.0	6.1				

Intersection Summary

HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

38: Lasselle St. & Krameria Av.

05/28/2020

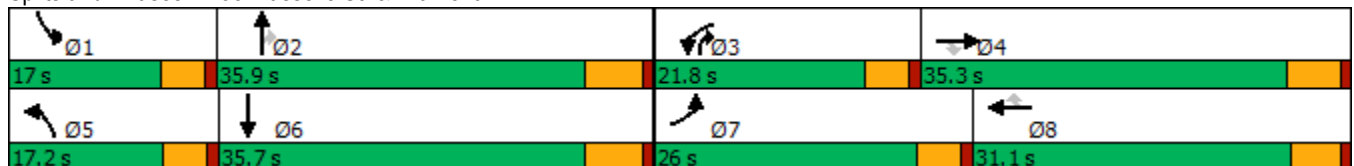


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	331	271	197	172	169	135	168	1005	261	187	1258
Future Volume (vph)	331	271	197	172	169	135	168	1005	261	187	1258
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.1	25.3	23.9	14.4	17.7	16.6	12.7	32.0	46.4	13.0	32.3
Actuated g/C Ratio	0.22	0.25	0.24	0.14	0.18	0.16	0.13	0.32	0.46	0.13	0.32
v/c Ratio	0.91	0.62	0.40	0.72	0.55	0.38	0.81	0.95	0.33	0.87	1.31
Control Delay	68.3	40.3	6.7	58.4	44.1	8.8	70.3	52.6	5.3	78.7	175.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.3	40.3	6.7	58.4	44.1	8.8	70.3	52.6	5.3	78.7	175.5
LOS	E	D	A	E	D	A	E	D	A	E	F
Approach Delay		43.6			39.2			46.1			163.9
Approach LOS		D			D			D			F

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 100.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.31	
Intersection Signal Delay: 88.0	Intersection LOS: F
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔	
Traffic Volume (veh/h)	331	271	197	172	169	135	168	1005	261	187	1258	120
Future Volume (veh/h)	331	271	197	172	169	135	168	1005	261	187	1258	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	360	295	111	187	184	87	183	1092	174	203	1367	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	399	466	369	231	283	221	226	1186	714	242	1144	90
Arrive On Green	0.22	0.25	0.23	0.13	0.15	0.14	0.12	0.33	0.32	0.13	0.34	0.32
Sat Flow, veh/h	1810	1900	1598	1810	1900	1603	1810	3610	1608	1810	3389	267
Grp Volume(v), veh/h	360	295	111	187	184	87	183	1092	174	203	726	749
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1603	1810	1805	1608	1810	1805	1851
Q Serve(g_s), s	18.8	13.5	5.6	9.8	8.9	4.8	9.6	28.3	6.6	10.6	32.8	32.8
Cycle Q Clear(g_c), s	18.8	13.5	5.6	9.8	8.9	4.8	9.6	28.3	6.6	10.6	32.8	32.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	399	466	369	231	283	221	226	1186	714	242	609	625
V/C Ratio(X)	0.90	0.63	0.30	0.81	0.65	0.39	0.81	0.92	0.24	0.84	1.19	1.20
Avail Cap(c_a), veh/h	410	612	492	332	530	429	246	1186	714	242	609	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	32.7	30.9	41.2	38.9	38.2	41.4	31.4	16.8	41.0	32.2	32.3
Incr Delay (d2), s/veh	21.5	1.4	0.5	6.1	2.5	1.1	15.4	11.7	0.2	21.0	101.5	104.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	6.1	2.1	4.7	4.2	1.9	5.0	13.3	2.3	5.9	30.3	31.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	34.2	31.3	47.3	41.4	39.3	56.8	43.1	17.0	62.0	133.7	136.9
LnGrp LOS	E	C	C	D	D	D	E	D	B	E	F	F
Approach Vol, veh/h		766			458			1449			1678	
Approach Delay, s/veh		45.1			43.4			41.7			126.5	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	35.9	16.4	27.8	16.1	36.8	25.4	18.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	12.6	30.3	11.8	15.5	11.6	34.8	20.8	10.9				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.7	0.0	0.0	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	75.2
HCM 6th LOS	E

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

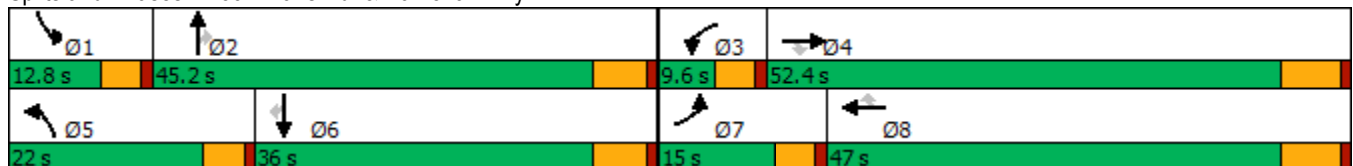
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	475	1444	507	296	751	235	273	545	253	363	1050	428
Future Volume (vph)	475	1444	507	296	751	235	273	545	253	363	1050	428
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.1	44.7	44.7	5.6	39.3	39.3	13.8	37.2	37.2	8.8	32.2	32.2
Actuated g/C Ratio	0.10	0.40	0.40	0.05	0.35	0.35	0.12	0.33	0.33	0.08	0.29	0.29
v/c Ratio	1.41	0.71	0.64	1.73	0.61	0.33	0.65	0.47	0.40	1.35	1.04	0.73
Control Delay	239.2	30.9	15.2	382.8	32.7	4.6	54.9	31.7	13.7	218.0	78.5	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	239.2	30.9	15.2	382.8	32.7	4.6	54.9	31.7	13.7	218.0	78.5	28.5
LOS	F	C	B	F	C	A	D	C	B	F	E	C
Approach Delay		68.4			108.4			33.4			94.3	
Approach LOS		E			F			C			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.4
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.73
 Intersection Signal Delay: 77.7
 Intersection LOS: E
 Intersection Capacity Utilization 86.5%
 ICU Level of Service E
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	475	1444	507	296	751	235	273	545	253	363	1050	428
Future Volume (veh/h)	475	1444	507	296	751	235	273	545	253	363	1050	428
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	485	1473	0	302	766	133	279	556	257	370	1071	263
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	373	1957		190	1174	524	369	1188	530	298	1115	490
Arrive On Green	0.11	0.38	0.00	0.05	0.33	0.33	0.11	0.33	0.33	0.08	0.31	0.31
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1587
Grp Volume(v), veh/h	485	1473	0	302	766	133	279	556	257	370	1071	263
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1587
Q Serve(g_s), s	11.0	25.6	0.0	5.6	18.8	6.3	8.0	12.7	13.2	8.8	30.2	14.2
Cycle Q Clear(g_c), s	11.0	25.6	0.0	5.6	18.8	6.3	8.0	12.7	13.2	8.8	30.2	14.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	1957		190	1174	524	369	1188	530	298	1115	490
V/C Ratio(X)	1.30	0.75		1.59	0.65	0.25	0.76	0.47	0.48	1.24	0.96	0.54
Avail Cap(c_a), veh/h	373	2423		190	1498	668	610	1436	640	298	1115	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	28.0	0.0	49.0	29.9	25.7	45.0	27.6	27.7	47.4	35.2	29.7
Incr Delay (d2), s/veh	153.9	1.1	0.0	289.6	0.7	0.3	1.2	0.3	0.7	133.6	18.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	9.8	0.0	10.0	7.6	2.3	3.4	5.2	4.8	9.2	15.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	200.2	29.1	0.0	338.6	30.6	26.0	46.2	27.8	28.4	181.0	53.4	30.8
LnGrp LOS	F	C		F	C	C	D	C	C	F	D	C
Approach Vol, veh/h		1958	A		1201			1092			1704	
Approach Delay, s/veh		71.5			107.5			32.7			77.6	
Approach LOS		E			F			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	38.1	9.6	43.1	14.9	36.0	15.0	37.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	10.8	15.2	7.6	27.6	10.0	32.2	13.0	20.8				
Green Ext Time (p_c), s	0.0	4.4	0.0	9.0	0.3	0.0	0.0	4.8				

Intersection Summary

HCM 6th Ctrl Delay	73.4
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

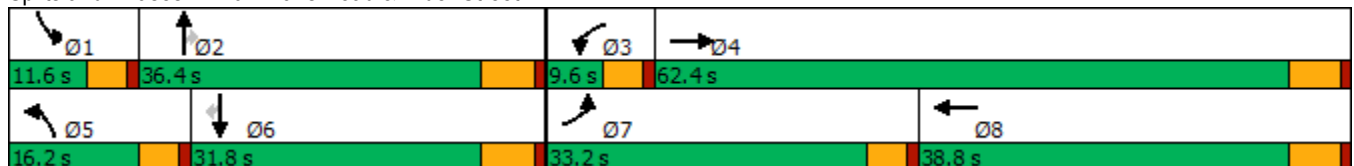


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	301	368	11	262	85	784	14	48	1072	280
Future Volume (vph)	301	368	11	262	85	784	14	48	1072	280
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	33.2	62.4	9.6	38.8	16.2	36.4	36.4	11.6	31.8	31.8
Total Split (%)	27.7%	52.0%	8.0%	32.3%	13.5%	30.3%	30.3%	9.7%	26.5%	26.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.9	40.7	5.2	16.5	8.9	29.9	29.9	6.5	27.6	27.6
Actuated g/C Ratio	0.23	0.44	0.06	0.18	0.10	0.32	0.32	0.07	0.30	0.30
v/c Ratio	0.80	0.35	0.12	0.54	0.53	0.72	0.02	0.41	1.07	0.49
Control Delay	51.2	16.2	52.8	36.5	56.2	35.0	0.1	57.7	83.1	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	16.2	52.8	36.5	56.2	35.0	0.1	57.7	83.1	14.3
LOS	D	B	D	D	E	C	A	E	F	B
Approach Delay		29.2		37.0		36.5			68.5	
Approach LOS		C		D		D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 92.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 47.9
 Intersection LOS: D
 Intersection Capacity Utilization 77.5%
 ICU Level of Service D
 Analysis Period (min) 15























Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	368	141	11	262	59	85	784	14	48	1072	280
Future Volume (veh/h)	301	368	141	11	262	59	85	784	14	48	1072	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	324	396	130	12	282	49	91	843	10	52	1153	161
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	369	866	281	27	417	71	118	1274	568	78	1195	529
Arrive On Green	0.20	0.32	0.32	0.01	0.14	0.14	0.07	0.35	0.35	0.04	0.33	0.33
Sat Flow, veh/h	1810	2671	866	1810	3081	529	1810	3610	1610	1810	3610	1598
Grp Volume(v), veh/h	324	266	260	12	164	167	91	843	10	52	1153	161
Grp Sat Flow(s),veh/h/ln	1810	1805	1731	1810	1805	1805	1810	1805	1610	1810	1805	1598
Q Serve(g_s), s	13.6	9.2	9.4	0.5	6.8	6.9	3.9	15.5	0.3	2.2	24.7	5.9
Cycle Q Clear(g_c), s	13.6	9.2	9.4	0.5	6.8	6.9	3.9	15.5	0.3	2.2	24.7	5.9
Prop In Lane	1.00		0.50	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	585	561	27	244	244	118	1274	568	78	1195	529
V/C Ratio(X)	0.88	0.45	0.46	0.45	0.67	0.69	0.77	0.66	0.02	0.67	0.96	0.30
Avail Cap(c_a), veh/h	659	1301	1248	115	759	758	267	1407	627	161	1195	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	21.0	21.1	38.4	32.3	32.4	36.1	21.4	16.5	37.0	25.8	19.5
Incr Delay (d2), s/veh	2.7	0.6	0.6	4.4	3.2	3.4	4.0	1.0	0.0	3.6	18.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	3.6	3.5	0.2	3.0	3.1	1.7	6.0	0.1	1.0	12.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	21.6	21.7	42.8	35.5	35.8	40.1	22.5	16.6	40.6	44.0	19.9
LnGrp LOS	C	C	C	D	D	D	D	C	B	D	D	B
Approach Vol, veh/h		850			343			944			1366	
Approach Delay, s/veh		26.0			35.9			24.1			41.0	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	33.5	5.8	31.3	9.7	31.8	20.6	16.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	7.0	30.6	5.0	56.6	11.6	26.0	28.6	33.0				
Max Q Clear Time (g_c+I1), s	4.2	17.5	2.5	11.4	5.9	26.7	15.6	8.9				
Green Ext Time (p_c), s	0.0	4.4	0.0	3.1	0.0	0.0	0.4	1.7				
Intersection Summary												
HCM 6th Ctrl Delay				32.3								
HCM 6th LOS				C								

Timings
41: Evans Rd. & Orange Av.

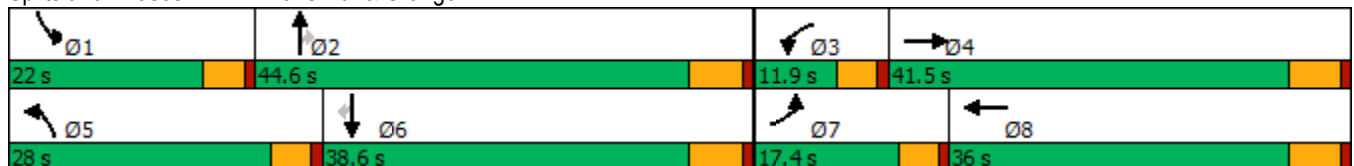


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	136	217	65	134	129	886	93	133	1173	126
Future Volume (vph)	136	217	65	134	129	886	93	133	1173	126
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	11.4	24.8	6.9	18.0	12.2	39.3	39.3	12.1	39.2	39.2
Actuated g/C Ratio	0.11	0.24	0.07	0.18	0.12	0.39	0.39	0.12	0.39	0.39
v/c Ratio	0.72	0.72	0.57	0.67	0.63	1.29	0.14	0.66	1.70	0.18
Control Delay	66.3	44.4	68.3	45.8	57.7	169.0	1.5	59.3	348.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	44.4	68.3	45.8	57.7	169.0	1.5	59.3	348.5	1.5
LOS	E	D	E	D	E	F	A	E	F	A
Approach Delay		51.1		51.1		142.0			291.2	
Approach LOS		D		D		F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101.8
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.70
 Intersection Signal Delay: 187.5
 Intersection LOS: F
 Intersection Capacity Utilization 107.3%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	217	90	65	134	77	129	886	93	133	1173	126
Future Volume (veh/h)	136	217	90	65	134	77	129	886	93	133	1173	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	231	68	69	143	75	137	943	70	141	1248	75
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	178	281	83	89	178	93	171	808	685	175	812	688
Arrive On Green	0.10	0.20	0.20	0.05	0.15	0.15	0.09	0.43	0.43	0.10	0.43	0.43
Sat Flow, veh/h	1810	1400	412	1810	1174	616	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	145	0	299	69	0	218	137	943	70	141	1248	75
Grp Sat Flow(s),veh/h/ln	1810	0	1812	1810	0	1789	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	7.2	0.0	14.4	3.4	0.0	10.7	6.8	38.8	2.4	7.0	39.0	2.6
Cycle Q Clear(g_c), s	7.2	0.0	14.4	3.4	0.0	10.7	6.8	38.8	2.4	7.0	39.0	2.6
Prop In Lane	1.00		0.23	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	0	364	89	0	271	171	808	685	175	812	688
V/C Ratio(X)	0.81	0.00	0.82	0.77	0.00	0.80	0.80	1.17	0.10	0.81	1.54	0.11
Avail Cap(c_a), veh/h	254	0	709	145	0	592	464	808	685	345	812	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	0.0	34.9	42.9	0.0	37.4	40.5	26.2	15.8	40.4	26.1	15.7
Incr Delay (d2), s/veh	8.4	0.0	4.6	5.2	0.0	5.5	3.3	88.4	0.1	3.3	247.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	6.4	1.6	0.0	4.9	3.0	35.3	0.8	3.1	71.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.7	0.0	39.5	48.1	0.0	42.9	43.7	114.6	15.8	43.7	273.9	15.8
LnGrp LOS	D	A	D	D	A	D	D	F	B	D	F	B
Approach Vol, veh/h		444			287			1150			1464	
Approach Delay, s/veh		42.5			44.2			100.1			238.5	
Approach LOS		D			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	44.6	9.1	24.1	13.2	44.8	13.6	19.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	9.0	40.8	5.4	16.4	8.8	41.0	9.2	12.7				
Green Ext Time (p_c), s	0.1	0.0	0.0	1.5	0.1	0.0	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay	148.3
HCM 6th LOS	F

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

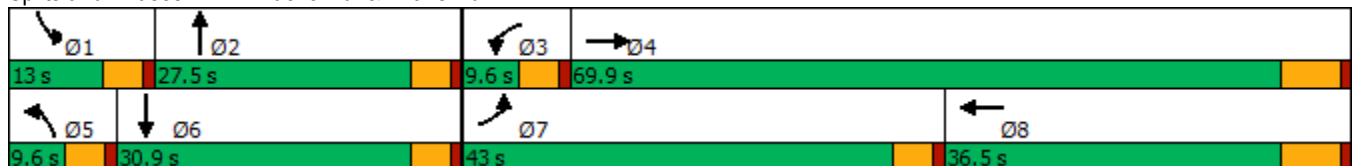


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↘	↑↑↑	↘	↑	↘	↑
Traffic Volume (vph)	486	526	181	357	40	685	211	864
Future Volume (vph)	486	526	181	357	40	685	211	864
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	43.0	69.9	9.6	36.5	9.6	27.5	13.0	30.9
Total Split (%)	35.8%	58.3%	8.0%	30.4%	8.0%	22.9%	10.8%	25.8%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	36.0	63.4	5.0	32.4	5.0	22.9	8.4	28.2
Actuated g/C Ratio	0.30	0.53	0.04	0.27	0.04	0.19	0.07	0.24
v/c Ratio	0.94	0.23	2.52	0.43	0.56	2.38	1.75	2.85
Control Delay	66.4	14.6	745.1	29.9	84.0	654.5	399.3	858.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	14.6	745.1	29.9	84.0	654.5	399.3	858.3
LOS	E	B	F	C	F	F	F	F
Approach Delay		37.7		200.6		627.8		789.6
Approach LOS		D		F		F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.85
 Intersection Signal Delay: 448.4
 Intersection LOS: F
 Intersection Capacity Utilization 125.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

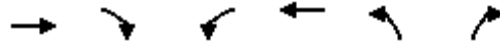


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↗	↑		↖	↑	
Traffic Volume (veh/h)	486	526	79	181	357	222	40	685	136	211	864	337
Future Volume (veh/h)	486	526	79	181	357	222	40	685	136	211	864	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	506	548	82	189	372	215	42	714	142	220	900	131
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	531	2412	355	75	956	445	57	294	58	127	372	54
Arrive On Green	0.29	0.53	0.53	0.04	0.28	0.28	0.03	0.19	0.19	0.07	0.23	0.23
Sat Flow, veh/h	1810	4565	672	1810	3458	1610	1810	1539	306	1810	1621	236
Grp Volume(v), veh/h	506	413	217	189	372	215	42	0	856	220	0	1031
Grp Sat Flow(s),veh/h/ln	1810	1729	1779	1810	1729	1610	1810	0	1845	1810	0	1858
Q Serve(g_s), s	32.9	7.7	7.9	5.0	10.5	13.4	2.8	0.0	22.9	8.4	0.0	27.5
Cycle Q Clear(g_c), s	32.9	7.7	7.9	5.0	10.5	13.4	2.8	0.0	22.9	8.4	0.0	27.5
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.17	1.00		0.13
Lane Grp Cap(c), veh/h	531	1827	940	75	956	445	57	0	352	127	0	426
V/C Ratio(X)	0.95	0.23	0.23	2.51	0.39	0.48	0.74	0.00	2.43	1.74	0.00	2.42
Avail Cap(c_a), veh/h	579	1827	940	75	956	445	75	0	352	127	0	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.6	15.2	15.2	57.5	35.2	36.3	57.6	0.0	48.6	55.8	0.0	46.2
Incr Delay (d2), s/veh	24.4	0.3	0.6	715.7	1.2	3.7	14.8	0.0	652.7	362.2	0.0	645.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	2.8	3.0	17.2	4.3	5.5	1.5	0.0	74.4	16.6	0.0	89.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	15.4	15.8	773.2	36.4	40.0	72.4	0.0	701.2	418.0	0.0	691.9
LnGrp LOS	E	B	B	F	D	D	E	A	F	F	A	F
Approach Vol, veh/h		1136			776			898			1251	
Approach Delay, s/veh		38.0			216.8			671.8			643.8	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	27.5	9.6	69.9	8.4	32.1	39.8	39.7				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	8.4	22.9	5.0	63.4	5.0	26.3	38.4	30.0				
Max Q Clear Time (g_c+I1), s	10.4	24.9	7.0	9.9	4.8	29.5	34.9	15.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	3.8	0.0	0.0	0.3	2.8				

Intersection Summary

HCM 6th Ctrl Delay	398.9
HCM 6th LOS	F

Timings
43: Bradley St. & Ramona Expy

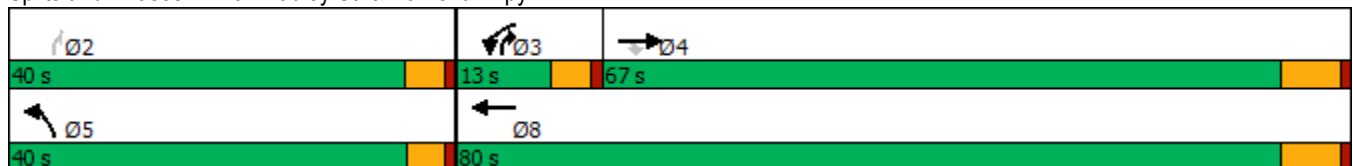


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵	
Traffic Volume (vph)	2273	231	63	1020	88	17	
Future Volume (vph)	2273	231	63	1020	88	17	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4					2
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	63.5	63.5	7.2	72.8	10.3	19.2	
Actuated g/C Ratio	0.71	0.71	0.08	0.81	0.11	0.21	
v/c Ratio	0.94	0.21	0.46	0.37	0.45	0.05	
Control Delay	25.7	4.1	52.8	3.8	46.4	26.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.7	4.1	52.8	3.8	46.4	26.3	
LOS	C	A	D	A	D	C	
Approach Delay	23.7			6.6	43.1		
Approach LOS	C			A	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 89.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 19.3
 Intersection LOS: B
 Intersection Capacity Utilization 76.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)
05/28/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Traffic Volume (veh/h)	2273	231	63	1020	88	17
Future Volume (veh/h)	2273	231	63	1020	88	17
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2393	223	66	1074	93	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2529	1127	85	2894	126	188
Arrive On Green	0.70	0.70	0.05	0.80	0.07	0.07
Sat Flow, veh/h	3705	1609	1810	3705	1810	1610
Grp Volume(v), veh/h	2393	223	66	1074	93	6
Grp Sat Flow(s),veh/h/ln	1805	1609	1810	1805	1810	1610
Q Serve(g_s), s	50.3	4.1	3.1	7.2	4.3	0.3
Cycle Q Clear(g_c), s	50.3	4.1	3.1	7.2	4.3	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2529	1127	85	2894	126	188
V/C Ratio(X)	0.95	0.20	0.77	0.37	0.74	0.03
Avail Cap(c_a), veh/h	2558	1140	178	3108	752	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	4.4	40.2	2.4	39.0	33.4
Incr Delay (d2), s/veh	8.4	0.1	5.5	0.1	8.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	0.8	1.4	0.6	2.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	4.5	45.7	2.5	47.2	33.5
LnGrp LOS	B	A	D	A	D	C
Approach Vol, veh/h	2616			1140	99	
Approach Delay, s/veh	18.4			5.0	46.3	
Approach LOS	B			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.4	8.6	66.3		74.9
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		6.3	5.1	52.3		9.2
Green Ext Time (p_c), s		0.3	0.0	7.5		8.3
Intersection Summary						
HCM 6th Ctrl Delay			15.2			
HCM 6th LOS			B			

Timings
44: Bradley St. & Rider St.

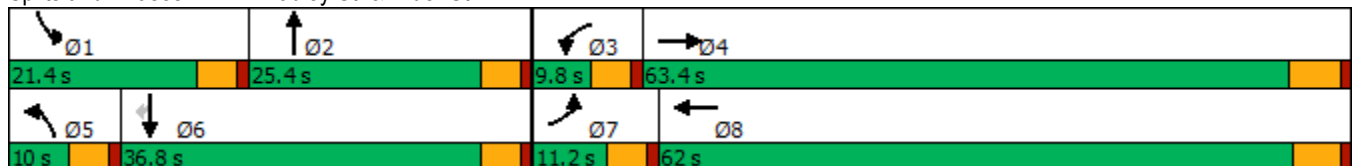


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	105	261	7	210	40	7	17	13	86
Future Volume (vph)	105	261	7	210	40	7	17	13	86
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.2	22.1	6.5	15.5	6.7	15.6	6.7	14.1	14.1
Actuated g/C Ratio	0.25	0.49	0.14	0.34	0.15	0.34	0.15	0.31	0.31
v/c Ratio	0.25	0.18	0.03	0.38	0.16	0.02	0.07	0.02	0.16
Control Delay	27.9	10.2	27.0	18.1	27.2	13.4	26.5	18.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	10.2	27.0	18.1	27.2	13.4	26.5	18.5	4.6
LOS	C	B	C	B	C	B	C	B	A
Approach Delay		14.7		18.4		23.9		9.4	
Approach LOS		B		B		C		A	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 45.5	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 15.7	Intersection LOS: B
Intersection Capacity Utilization 39.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	261	40	7	210	25	40	7	6	17	13	86
Future Volume (veh/h)	105	261	40	7	210	25	40	7	6	17	13	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	272	41	7	219	20	42	7	3	18	14	24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	157	1025	152	17	426	39	84	202	87	41	259	219
Arrive On Green	0.09	0.33	0.33	0.01	0.25	0.25	0.05	0.16	0.16	0.02	0.14	0.14
Sat Flow, veh/h	1810	3141	467	1810	1715	157	1810	1262	541	1810	1900	1604
Grp Volume(v), veh/h	109	155	158	7	0	239	42	0	10	18	14	24
Grp Sat Flow(s),veh/h/ln	1810	1805	1803	1810	0	1871	1810	0	1803	1810	1900	1604
Q Serve(g_s), s	2.4	2.6	2.6	0.2	0.0	4.5	0.9	0.0	0.2	0.4	0.3	0.5
Cycle Q Clear(g_c), s	2.4	2.6	2.6	0.2	0.0	4.5	0.9	0.0	0.2	0.4	0.3	0.5
Prop In Lane	1.00		0.26	1.00		0.08	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	157	589	588	17	0	465	84	0	289	41	259	219
V/C Ratio(X)	0.69	0.26	0.27	0.41	0.00	0.51	0.50	0.00	0.03	0.44	0.05	0.11
Avail Cap(c_a), veh/h	293	2554	2552	231	0	2602	240	0	921	747	1503	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	10.1	10.1	20.0	0.0	13.2	18.9	0.0	14.4	19.6	15.3	15.4
Incr Delay (d2), s/veh	2.0	0.2	0.2	5.9	0.0	0.9	1.7	0.0	0.0	2.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.7	0.7	0.1	0.0	1.5	0.4	0.0	0.1	0.2	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	10.3	10.4	25.9	0.0	14.1	20.6	0.0	14.5	22.4	15.4	15.6
LnGrp LOS	C	B	B	C	A	B	C	A	B	C	B	B
Approach Vol, veh/h		422			246			52				56
Approach Delay, s/veh		12.9			14.4			19.5				17.7
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	11.1	5.0	19.1	6.5	10.1	8.1	15.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	2.4	2.2	2.2	4.6	2.9	2.5	4.4	6.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.7	0.0	0.1	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	7.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	354	66	134	247	25
Future Vol, veh/h	95	354	66	134	247	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	100	373	69	141	260	26

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	473	0	566 287
Stage 1	-	-	-	-	287 -
Stage 2	-	-	-	-	279 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1099	-	489 757
Stage 1	-	-	-	-	766 -
Stage 2	-	-	-	-	773 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1099	-	456 757
Mov Cap-2 Maneuver	-	-	-	-	456 -
Stage 1	-	-	-	-	766 -
Stage 2	-	-	-	-	720 -

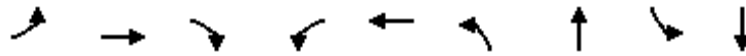
Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	23.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	473	-	-	1099	-
HCM Lane V/C Ratio	0.605	-	-	0.063	-
HCM Control Delay (s)	23.6	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	3.9	-	-	0.2	-

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

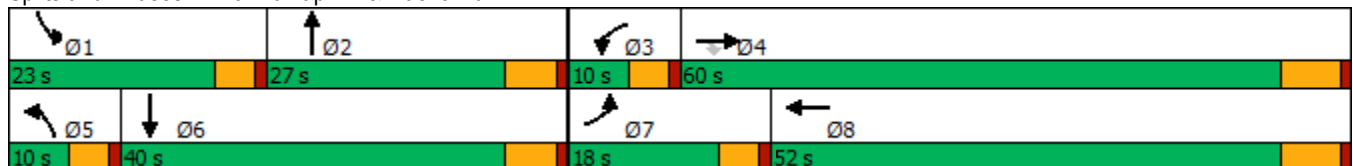


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	71	488	91	77	337	94	139	123	182
Future Volume (vph)	71	488	91	77	337	94	139	123	182
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	18.0	60.0	60.0	10.0	52.0	10.0	27.0	23.0	40.0
Total Split (%)	15.0%	50.0%	50.0%	8.3%	43.3%	8.3%	22.5%	19.2%	33.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.5	30.5	30.5	5.7	30.5	5.7	16.2	11.2	21.8
Actuated g/C Ratio	0.10	0.35	0.35	0.07	0.35	0.07	0.19	0.13	0.25
v/c Ratio	0.44	0.79	0.15	0.71	0.67	0.86	0.69	0.57	0.63
Control Delay	49.5	34.6	1.3	77.8	31.6	99.9	43.3	48.8	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	34.6	1.3	77.8	31.6	99.9	43.3	48.8	34.1
LOS	D	C	A	E	C	F	D	D	C
Approach Delay		31.6			39.0		60.0		38.7
Approach LOS		C			D		E		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 86.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 39.9
 Intersection LOS: D
 Intersection Capacity Utilization 68.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

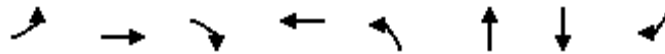


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	488	91	77	337	69	94	139	86	123	182	88
Future Volume (veh/h)	71	488	91	77	337	69	94	139	86	123	182	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	530	97	84	366	62	102	151	92	134	198	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	642	544	108	539	91	131	196	120	173	257	105
Arrive On Green	0.06	0.34	0.34	0.06	0.34	0.34	0.07	0.18	0.18	0.10	0.20	0.20
Sat Flow, veh/h	1810	1900	1610	1810	1583	268	1810	1105	673	1810	1280	524
Grp Volume(v), veh/h	77	530	97	84	0	428	102	0	243	134	0	279
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1852	1810	0	1779	1810	0	1804
Q Serve(g_s), s	2.7	16.7	2.8	3.0	0.0	13.0	3.6	0.0	8.5	4.7	0.0	9.6
Cycle Q Clear(g_c), s	2.7	16.7	2.8	3.0	0.0	13.0	3.6	0.0	8.5	4.7	0.0	9.6
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.38	1.00		0.29
Lane Grp Cap(c), veh/h	104	642	544	108	0	630	131	0	316	173	0	362
V/C Ratio(X)	0.74	0.83	0.18	0.78	0.00	0.68	0.78	0.00	0.77	0.78	0.00	0.77
Avail Cap(c_a), veh/h	371	1555	1318	149	0	1289	149	0	577	509	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	19.9	15.2	30.3	0.0	18.5	29.8	0.0	25.6	28.9	0.0	24.7
Incr Delay (d2), s/veh	3.8	2.8	0.2	10.1	0.0	1.3	17.0	0.0	4.0	2.8	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.4	0.8	1.5	0.0	4.7	2.1	0.0	3.5	2.0	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	22.6	15.4	40.4	0.0	19.8	46.8	0.0	29.6	31.7	0.0	28.2
LnGrp LOS	C	C	B	D	A	B	D	A	C	C	A	C
Approach Vol, veh/h		704			512			345			413	
Approach Delay, s/veh		22.9			23.2			34.7			29.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	17.4	8.5	28.6	9.3	18.9	8.4	28.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	18.4	21.2	5.4	53.5	5.4	34.2	13.4	45.5				
Max Q Clear Time (g_c+I1), s	6.7	10.5	5.0	18.7	5.6	11.6	4.7	15.0				
Green Ext Time (p_c), s	0.1	0.9	0.0	3.4	0.0	1.5	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Timings
47: Ramona Expy & Rider St.



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖	↗	↕	↖	
Traffic Volume (vph)	42	0	206	0	179	1040	2180	110	
Future Volume (vph)	42	0	206	0	179	1040	2180	110	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	15.0	64.0	63.0	63.0	14.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	12.5%	53.3%	52.5%	52.5%	12%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		13.9	13.9	13.9	9.0	70.6	56.9	56.9	
Actuated g/C Ratio		0.15	0.15	0.15	0.09	0.74	0.59	0.59	
v/c Ratio		0.22	0.60	0.00	0.58	0.42	1.08	0.12	
Control Delay		37.7	19.3	0.0	50.1	6.2	66.3	6.4	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		37.7	19.3	0.0	50.1	6.2	66.3	6.4	
LOS		D	B	A	D	A	E	A	
Approach Delay		22.4				12.6	63.4		
Approach LOS		C				B	E		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 95.7	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 44.2	Intersection LOS: D
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	





















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	0	206	0	0	1	179	1040	1	0	2180	110
Future Volume (veh/h)	42	0	206	0	0	1	179	1040	1	0	2180	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	0	103	0	0	1	190	1106	1	0	2319	91
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	245	0	184	0	0	185	266	2815	3	2	2286	1019
Arrive On Green	0.11	0.00	0.11	0.00	0.00	0.11	0.08	0.76	0.76	0.00	0.63	0.63
Sat Flow, veh/h	1432	0	1602	0	0	1610	3510	3701	3	1810	3610	1609
Grp Volume(v), veh/h	45	0	103	0	0	1	190	539	568	0	2319	91
Grp Sat Flow(s),veh/h/ln	1432	0	1602	0	0	1610	1755	1805	1899	1810	1805	1609
Q Serve(g_s), s	2.6	0.0	5.4	0.0	0.0	0.0	4.7	9.1	9.1	0.0	56.5	2.0
Cycle Q Clear(g_c), s	2.6	0.0	5.4	0.0	0.0	0.0	4.7	9.1	9.1	0.0	56.5	2.0
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	0	184	0	0	185	266	1373	1445	2	2286	1019
V/C Ratio(X)	0.18	0.00	0.56	0.00	0.00	0.01	0.71	0.39	0.39	0.00	1.01	0.09
Avail Cap(c_a), veh/h	683	0	671	0	0	675	409	1373	1445	191	2286	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	37.3	0.0	0.0	35.0	40.3	3.6	3.6	0.0	16.4	6.4
Incr Delay (d2), s/veh	0.4	0.0	2.6	0.0	0.0	0.0	1.3	0.2	0.2	0.0	22.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.2	0.0	0.0	0.0	1.9	1.5	1.6	0.0	23.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	0.0	40.0	0.0	0.0	35.0	41.6	3.8	3.8	0.0	38.8	6.4
LnGrp LOS	D	A	D	A	A	C	D	A	A	A	F	A
Approach Vol, veh/h		148			1			1297			2410	
Approach Delay, s/veh		38.9			35.0			9.4			37.6	
Approach LOS		D			C			A			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	74.4		14.9	11.4	63.0		14.9				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	9.4	57.5		37.4	10.4	56.5		37.4				
Max Q Clear Time (g_c+1), s	0.0	11.1		7.4	6.7	58.5		2.0				
Green Ext Time (p_c), s	0.0	7.3		0.5	0.1	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									

Timings
49: Antelope Rd. & MCP WB Ramps



Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Configurations	↙	↙↙	↕↕	↙	↕↕	↙
Traffic Volume (vph)	72	446	298	10	1494	10
Future Volume (vph)	72	446	298	10	1494	10
Turn Type	Prot	Perm	NA	Perm	NA	Perm
Protected Phases	3		2		6	
Permitted Phases		8		2		6
Detector Phase	3	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.5	23.8	23.8	23.8	23.8
Total Split (s)	26.0	26.0	94.0	94.0	94.0	94.0
Total Split (%)	21.7%	21.7%	78.3%	78.3%	78.3%	78.3%
Yellow Time (s)	3.6	3.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.5	5.8	5.8	5.8	5.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	7.3	7.5	34.1	34.1	34.1	34.1
Actuated g/C Ratio	0.14	0.14	0.65	0.65	0.65	0.65
v/c Ratio	0.31	0.59	0.14	0.01	0.69	0.01
Control Delay	26.9	6.4	3.5	1.5	7.4	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	6.4	3.5	1.5	7.4	1.5
LOS	C	A	A	A	A	A
Approach Delay			3.5		7.4	
Approach LOS			A		A	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 52.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 49: Antelope Rd. & MCP WB Ramps



HCM 6th Signalized Intersection Summary
49: Antelope Rd. & MCP WB Ramps

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖		↖↖		↖↖	↖		↖↖	↖
Traffic Volume (veh/h)	0	0	0	72	0	446	0	298	10	0	1494	10
Future Volume (veh/h)	0	0	0	72	0	446	0	298	10	0	1494	10
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	0	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				78	0	349	0	324	-179	0	1624	9
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				298	0	466	0	2361	1053	0	2361	1053
Arrive On Green				0.16	0.00	0.16	0.00	0.65	0.00	0.00	0.65	0.65
Sat Flow, veh/h				1810	0	2834	0	3705	1610	0	3705	1610
Grp Volume(v), veh/h				78	0	349	0	324	-179	0	1624	9
Grp Sat Flow(s),veh/h/ln				1810	0	1417	0	1805	1610	0	1805	1610
Q Serve(g_s), s				2.2	0.0	6.7	0.0	2.0	0.0	0.0	16.2	0.1
Cycle Q Clear(g_c), s				2.2	0.0	6.7	0.0	2.0	0.0	0.0	16.2	0.1
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				298	0	466	0	2361	1053	0	2361	1053
V/C Ratio(X)				0.26	0.00	0.75	0.00	0.14	-0.17	0.00	0.69	0.01
Avail Cap(c_a), veh/h				675	0	1058	0	5554	2477	0	5554	2477
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				20.9	0.0	22.8	0.0	3.8	0.0	0.0	6.2	3.4
Incr Delay (d2), s/veh				0.2	0.0	0.9	0.0	0.0	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.8	0.0	2.0	0.0	0.4	0.0	0.0	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				21.1	0.0	23.7	0.0	3.8	0.0	0.0	6.6	3.5
LnGrp LOS				C	A	C	A	A	A	A	A	A
Approach Vol, veh/h					427			145			1633	
Approach Delay, s/veh					23.3			8.5			6.6	
Approach LOS					C			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		43.3				43.3		14.0				
Change Period (Y+Rc), s		5.8				5.8		4.6				
Max Green Setting (Gmax), s		88.2				88.2		21.4				
Max Q Clear Time (g_c+I1), s		4.0				18.2		8.7				
Green Ext Time (p_c), s		2.1				19.3		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				9.9								
HCM 6th LOS				A								

Timings
50: Antelope Rd. & MCP EB Ramps

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

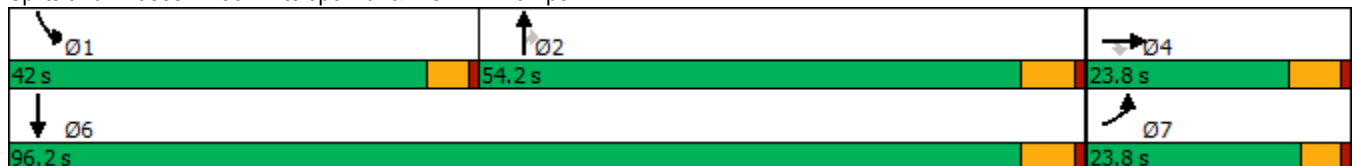


Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	10	0	10	260	36	954	579
Future Volume (vph)	10	0	10	260	36	954	579
Turn Type	Prot	NA	Perm	NA	Perm	Prot	NA
Protected Phases	7	4		2		1	6
Permitted Phases			4		2		
Detector Phase	7	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	23.8	23.8	23.8	23.8	9.6	23.8
Total Split (s)	23.8	23.8	23.8	54.2	54.2	42.0	96.2
Total Split (%)	19.8%	19.8%	19.8%	45.2%	45.2%	35.0%	80.2%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8	5.8	4.6	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	2.2	12.4	12.7	12.7	23.1	46.1
Actuated g/C Ratio	0.14	0.04	0.23	0.24	0.24	0.44	0.87
v/c Ratio	0.03	0.06	0.02	0.33	0.09	0.68	0.20
Control Delay	26.3	0.8	0.0	22.0	3.7	16.5	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	26.3	0.8	0.0	22.0	3.7	16.6	3.0
LOS	C	A	A	C	A	B	A
Approach Delay		9.8		19.8			11.5
Approach LOS		A		B			B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 53.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 50: Antelope Rd. & MCP EB Ramps



HCM 6th Signalized Intersection Summary
50: Antelope Rd. & MCP EB Ramps

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	10	0	0	0	0	260	36	954	579	0
Future Volume (veh/h)	10	0	10	0	0	0	0	260	36	954	579	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	11	0	-98				0	283	-26	1037	629	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	11	0	5				0	1093	487	1343	2976	0
Arrive On Green	0.00	0.00	0.00				0.00	0.30	0.00	0.38	0.82	0.00
Sat Flow, veh/h	3619	0	1610				0	3705	1610	3510	3705	0
Grp Volume(v), veh/h	11	0	-98				0	283	-26	1037	629	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	1755	1805	0
Q Serve(g_s), s	0.1	0.0	0.0				0.0	2.0	0.0	8.6	1.2	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0				0.0	2.0	0.0	8.6	1.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	11	0	5				0	1093	487	1343	2976	0
V/C Ratio(X)	1.00	0.00	-20.10				0.00	0.26	-0.05	0.77	0.21	0.00
Avail Cap(c_a), veh/h	2104	0	936				0	5290	2359	3975	9880	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.5	0.0	0.0				0.0	8.7	0.0	8.9	0.6	0.0
Incr Delay (d2), s/veh	78.1	0.0	0.0				0.0	0.1	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0				0.0	0.5	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.6	0.0	0.0				0.0	8.8	0.0	9.3	0.7	0.0
LnGrp LOS	F	A	A				A	A	A	A	A	A
Approach Vol, veh/h		-87						257			1666	
Approach Delay, s/veh		0.0						9.7			6.0	
Approach LOS		A						A			A	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	17.2	15.8		0.0				33.0				
Change Period (Y+Rc), s	4.6	5.8		4.6				5.8				
Max Green Setting (Gmax), s	37.4	48.4		19.2				90.4				
Max Q Clear Time (g_c+I1), s	10.6	4.0		2.1				3.2				
Green Ext Time (p_c), s	2.1	1.8		0.0				4.4				

Intersection Summary

HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									

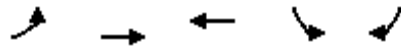
Notes

User approved volume balancing among the lanes for turning movement.

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

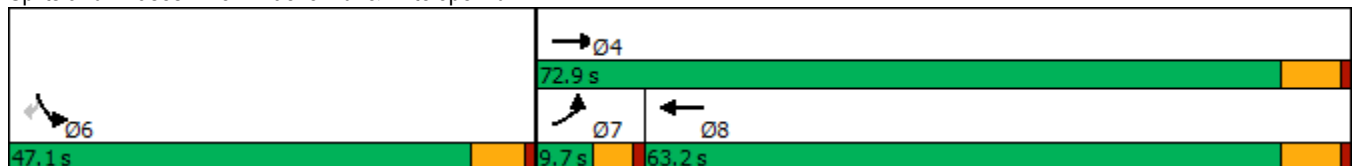


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↑	↖	↘	↗
Traffic Volume (vph)	27	710	501	462	38
Future Volume (vph)	27	710	501	462	38
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	9.7	72.9	63.2	47.1	47.1
Total Split (%)	8.1%	60.8%	52.7%	39.3%	39.3%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	5.1	66.6	61.0	35.4	35.4
Actuated g/C Ratio	0.04	0.58	0.53	0.31	0.31
v/c Ratio	0.36	0.70	0.79	0.90	0.08
Control Delay	68.1	22.2	30.3	57.9	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	22.2	30.3	57.9	8.3
LOS	E	C	C	E	A
Approach Delay		23.8	30.3	54.2	
Approach LOS		C	C	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 34.0
 Intersection LOS: C
 Intersection Capacity Utilization 75.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗		↙	↘	
Traffic Volume (veh/h)	27	710	501	210	462	38	
Future Volume (veh/h)	27	710	501	210	462	38	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	29	772	545	228	502	41	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	48	1125	667	279	540	480	
Arrive On Green	0.03	0.59	0.52	0.52	0.30	0.30	
Sat Flow, veh/h	1810	1900	1272	532	1810	1610	
Grp Volume(v), veh/h	29	772	0	773	502	41	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1804	1810	1610	
Q Serve(g_s), s	1.8	31.3	0.0	40.0	30.2	2.1	
Cycle Q Clear(g_c), s	1.8	31.3	0.0	40.0	30.2	2.1	
Prop In Lane	1.00			0.29	1.00	1.00	
Lane Grp Cap(c), veh/h	48	1125	0	946	540	480	
V/C Ratio(X)	0.60	0.69	0.00	0.82	0.93	0.09	
Avail Cap(c_a), veh/h	82	1125	0	946	666	593	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	54.0	15.7	0.0	22.2	38.2	28.3	
Incr Delay (d2), s/veh	4.5	3.4	0.0	7.8	17.5	0.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.8	12.7	0.0	17.0	15.3	2.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	58.5	19.1	0.0	29.9	55.7	28.4	
LnGrp LOS	E	B	A	C	E	C	
Approach Vol, veh/h		801	773		543		
Approach Delay, s/veh		20.6	29.9		53.6		
Approach LOS		C	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				72.9	39.3	7.6	65.3
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				66.4	41.3	5.1	56.7
Max Q Clear Time (g_c+11), s				33.3	32.2	3.8	42.0
Green Ext Time (p_c), s				5.4	1.2	0.0	4.4
Intersection Summary							
HCM 6th Ctrl Delay			32.5				
HCM 6th LOS			C				

Intersection

Intersection Delay, s/veh 774

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	328	240	604	294	227	4	306	485	311	9	411	178
Future Vol, veh/h	328	240	604	294	227	4	306	485	311	9	411	178
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	338	247	623	303	234	4	315	500	321	9	424	184
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1013.2	319.3	952	376.5
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	28%	56%	2%
Vol Thru, %	44%	20%	43%	69%
Vol Right, %	28%	52%	1%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1102	1172	525	598
LT Vol	306	328	294	9
Through Vol	485	240	227	411
RT Vol	311	604	4	178
Lane Flow Rate	1136	1208	541	616
Geometry Grp	1	1	1	1
Degree of Util (X)	2.993	3.136	1.459	1.614
Departure Headway (Hd)	21.257	20.202	33.086	31.126
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	182	193	119	123
Service Time	19.257	18.202	31.086	29.126
HCM Lane V/C Ratio	6.242	6.259	4.546	5.008
HCM Control Delay	952	1013.2	319.3	376.5
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	46.3	51.6	11.4	13.9

Intersection	
Intersection Delay, s/veh	157.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	↔
Traffic Vol, veh/h	346	22	197	10	14	1	128	552	16	4	752	203
Future Vol, veh/h	346	22	197	10	14	1	128	552	16	4	752	203
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	360	23	205	10	15	1	133	575	17	4	783	211
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	43.9	15.4	47	307.6
HCM LOS	E	C	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	32%	0%	94%	0%	40%	1%	0%
Vol Thru, %	68%	95%	6%	0%	56%	99%	0%
Vol Right, %	0%	5%	0%	100%	4%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	404	292	368	197	25	756	203
LT Vol	128	0	346	0	10	4	0
Through Vol	276	276	22	0	14	752	0
RT Vol	0	16	0	197	1	0	203
Lane Flow Rate	421	304	383	205	26	788	211
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.94	0.663	0.913	0.422	0.072	1.794	0.439
Departure Headway (Hd)	8.976	8.771	9.551	8.332	11.481	8.202	7.475
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	408	414	383	435	314	449	484
Service Time	6.676	6.471	7.251	6.032	9.481	5.902	5.175
HCM Lane V/C Ratio	1.032	0.734	1	0.471	0.083	1.755	0.436
HCM Control Delay	61.3	27.1	58.3	17	15.4	385.9	15.9
HCM Lane LOS	F	D	F	C	C	F	C
HCM 95th-tile Q	10.5	4.7	9.5	2.1	0.2	49.5	2.2

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	0	13	1	1	1	22	754	2	1	923	8
Future Vol, veh/h	24	0	13	1	1	1	22	754	2	1	923	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	26	0	14	1	1	1	24	820	2	1	1003	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1880	1880	1008	1886	1883	821	1012	0	0	822	0	0
Stage 1	1010	1010	-	869	869	-	-	-	-	-	-	-
Stage 2	870	870	-	1017	1014	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	55	72	295	54	72	378	693	-	-	816	-	-
Stage 1	292	320	-	349	372	-	-	-	-	-	-	-
Stage 2	349	372	-	289	319	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	51	67	295	49	67	378	693	-	-	816	-	-
Mov Cap-2 Maneuver	51	67	-	49	67	-	-	-	-	-	-	-
Stage 1	273	319	-	327	348	-	-	-	-	-	-	-
Stage 2	325	348	-	274	318	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	105.5	52.5	0.3	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	693	-	-	72	79	816	-
HCM Lane V/C Ratio	0.035	-	-	0.559	0.041	0.001	-
HCM Control Delay (s)	10.4	0	-	105.5	52.5	9.4	0
HCM Lane LOS	B	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0.1	-	-	2.4	0.1	0	-

Intersection												
Int Delay, s/veh	163.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	88	151	192	28	55	98	70	546	13	87	720	41
Future Vol, veh/h	88	151	192	28	55	98	70	546	13	87	720	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	96	164	209	30	60	107	76	593	14	95	783	45

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1832	1755	806	1934	1770	600	828	0	0	607	0	0
Stage 1	996	996	-	752	752	-	-	-	-	-	-	-
Stage 2	836	759	-	1182	1018	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 59	~ 86	385	50	84	505	812	-	-	981	-	-
Stage 1	297	325	-	405	421	-	-	-	-	-	-	-
Stage 2	364	418	-	234	317	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 28	~ 70	385	-	69	505	812	-	-	981	-	-
Mov Cap-2 Maneuver	~ 88	~ 164	-	~ -33	152	-	-	-	-	-	-	-
Stage 1	269	293	-	367	381	-	-	-	-	-	-	-
Stage 2	219	379	-	43	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 790.9		1.1	0.9
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	812	-	-	178	-	981	-
HCM Lane V/C Ratio	0.094	-	-	2.632	-	0.096	-
HCM Control Delay (s)	9.9	-	-	\$ 790.9	-	9.1	-
HCM Lane LOS	A	-	-	F	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	40.6	-	0.3	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	181	12	22	101	27	13	587	152	83	840	42
Future Vol, veh/h	52	181	12	22	101	27	13	587	152	83	840	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	57	197	13	24	110	29	14	638	165	90	913	46

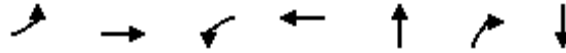
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1934	1947	936	1970	1888	721	959	0	0	803	0	0
Stage 1	1116	1116	-	749	749	-	-	-	-	-	-	-
Stage 2	818	831	-	1221	1139	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 50	~ 65	324	47	~ 71	431	725	-	-	830	-	-
Stage 1	254	285	-	407	422	-	-	-	-	-	-	-
Stage 2	373	387	-	222	278	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 48	324	-	~ 52	431	725	-	-	830	-	-
Mov Cap-2 Maneuver	-	~ 48	-	-	~ 52	-	-	-	-	-	-	-
Stage 1	245	218	-	392	407	-	-	-	-	-	-	-
Stage 2	245	373	-	~ 16	213	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s						0.2			0.8
HCM LOS									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	725	-	-	-	-	830	-	-
HCM Lane V/C Ratio	0.019	-	-	-	-	0.109	-	-
HCM Control Delay (s)	10.1	0	-	-	-	9.9	0	-
HCM Lane LOS	B	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Menifee Rd. & SR-74

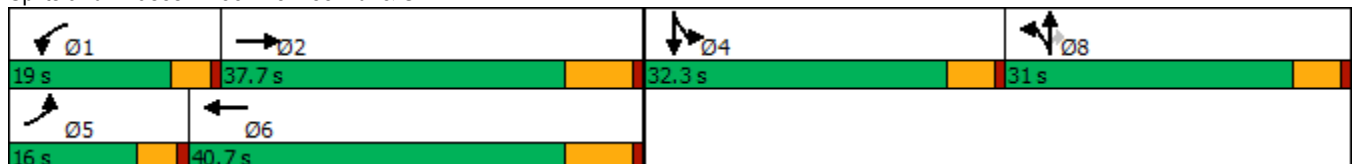


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	197	847	218	897	453	195	724
Future Volume (vph)	197	847	218	897	453	195	724
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	16.0	37.7	19.0	40.7	31.0	31.0	32.3
Total Split (%)	13.3%	31.4%	15.8%	33.9%	25.8%	25.8%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	11.4	30.7	14.4	33.7	25.7	25.7	27.0
Actuated g/C Ratio	0.10	0.26	0.12	0.28	0.21	0.21	0.22
v/c Ratio	1.23	1.17	1.07	1.04	2.10	0.47	2.37
Control Delay	188.4	126.7	132.1	80.6	528.3	20.2	646.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	188.4	126.7	132.1	80.6	528.3	20.2	646.5
LOS	F	F	F	F	F	C	F
Approach Delay		136.9		90.0	427.3		646.5
Approach LOS		F		F	F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.37
 Intersection Signal Delay: 300.6
 Intersection LOS: F
 Intersection Capacity Utilization 151.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↷	↶		↷	
Traffic Volume (veh/h)	197	847	156	218	897	85	332	453	195	136	724	80
Future Volume (veh/h)	197	847	156	218	897	85	332	453	195	136	724	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	901	146	232	954	75	353	482	153	145	770	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	796	129	217	952	75	168	230	345	62	330	28
Arrive On Green	0.09	0.26	0.26	0.12	0.28	0.28	0.21	0.21	0.21	0.22	0.22	0.22
Sat Flow, veh/h	1810	3110	504	1810	3390	267	787	1074	1610	276	1465	124
Grp Volume(v), veh/h	210	523	524	232	508	521	835	0	153	980	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1809	1810	1805	1852	1861	0	1610	1864	0	0
Q Serve(g_s), s	11.4	30.7	30.7	14.4	33.7	33.7	25.7	0.0	9.9	27.0	0.0	0.0
Cycle Q Clear(g_c), s	11.4	30.7	30.7	14.4	33.7	33.7	25.7	0.0	9.9	27.0	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.14	0.42		1.00	0.15		0.07
Lane Grp Cap(c), veh/h	172	462	463	217	507	520	398	0	345	419	0	0
V/C Ratio(X)	1.22	1.13	1.13	1.07	1.00	1.00	2.10	0.00	0.44	2.34	0.00	0.00
Avail Cap(c_a), veh/h	172	462	463	217	507	520	398	0	345	419	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.3	44.7	44.7	52.8	43.1	43.2	47.2	0.0	40.9	46.5	0.0	0.0
Incr Delay (d2), s/veh	140.6	83.3	83.4	80.4	40.4	39.9	501.4	0.0	0.9	608.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	23.8	23.9	11.1	19.9	20.3	66.7	0.0	3.8	82.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	194.9	128.0	128.0	133.2	83.6	83.1	548.6	0.0	41.8	655.4	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	F	A	D	F	A	A
Approach Vol, veh/h		1257			1261			988				980
Approach Delay, s/veh		139.2			92.5			470.1				655.4
Approach LOS		F			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	37.7		32.3	16.0	40.7		31.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	14.4	30.7		27.0	11.4	33.7		25.7				
Max Q Clear Time (g_c+I1), s	16.4	32.7		29.0	13.4	35.7		27.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	311.7
HCM 6th LOS	F

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

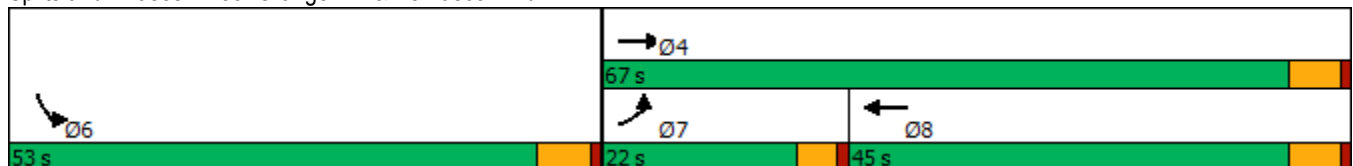


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↑	↗	↘
Traffic Volume (vph)	55	359	211	21
Future Volume (vph)	55	359	211	21
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	22.8	22.8
Total Split (s)	22.0	67.0	45.0	53.0
Total Split (%)	18.3%	55.8%	37.5%	44.2%
Yellow Time (s)	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effct Green (s)	7.2	61.2	51.4	10.4
Actuated g/C Ratio	0.09	0.74	0.62	0.12
v/c Ratio	0.39	0.28	0.20	0.53
Control Delay	42.9	4.3	8.5	14.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	42.9	4.3	8.5	14.1
LOS	D	A	A	B
Approach Delay		9.5	8.5	14.1
Approach LOS		A	A	B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 83.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 39.4%	ICU Level of Service A
Analysis Period (min) 15	

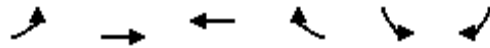
Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗		↙	↘	
Traffic Volume (veh/h)	55	359	211	5	21	149	
Future Volume (veh/h)	55	359	211	5	21	149	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	60	390	229	5	23	162	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	81	1375	1157	25	28	198	
Arrive On Green	0.04	0.72	0.62	0.62	0.14	0.14	
Sat Flow, veh/h	1810	1900	1852	40	202	1423	
Grp Volume(v), veh/h	60	390	0	234	186	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1893	1634	0	
Q Serve(g_s), s	2.8	6.0	0.0	4.5	9.4	0.0	
Cycle Q Clear(g_c), s	2.8	6.0	0.0	4.5	9.4	0.0	
Prop In Lane	1.00			0.02	0.12	0.87	
Lane Grp Cap(c), veh/h	81	1375	0	1182	228	0	
V/C Ratio(X)	0.74	0.28	0.00	0.20	0.82	0.00	
Avail Cap(c_a), veh/h	372	1375	0	1182	912	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	39.9	4.1	0.0	6.8	35.4	0.0	
Incr Delay (d2), s/veh	4.9	0.5	0.0	0.4	7.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.3	1.6	0.0	1.5	3.9	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	44.9	4.6	0.0	7.2	42.4	0.0	
LnGrp LOS	D	A	A	A	D	A	
Approach Vol, veh/h		450	234		186		
Approach Delay, s/veh		10.0	7.2		42.4		
Approach LOS		A	A		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				67.0	17.6	8.4	58.6
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				61.2	47.2	17.4	39.2
Max Q Clear Time (g_c+11), s				8.0	11.4	4.8	6.5
Green Ext Time (p_c), s				2.3	0.6	0.0	1.2

Intersection Summary

HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	24.3
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	356	201	166	20	16	362
Future Vol, veh/h	356	201	166	20	16	362
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	367	207	171	21	16	373
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	34.4	11.6	15.8
HCM LOS	D	B	C

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	64%	0%	4%
Vol Thru, %	36%	89%	0%
Vol Right, %	0%	11%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	557	186	378
LT Vol	356	0	16
Through Vol	201	166	0
RT Vol	0	20	362
Lane Flow Rate	574	192	390
Geometry Grp	1	1	1
Degree of Util (X)	0.872	0.312	0.583
Departure Headway (Hd)	5.466	5.855	5.385
Convergence, Y/N	Yes	Yes	Yes
Cap	660	610	666
Service Time	3.517	3.927	3.45
HCM Lane V/C Ratio	0.87	0.315	0.586
HCM Control Delay	34.4	11.6	15.8
HCM Lane LOS	D	B	C
HCM 95th-tile Q	10.3	1.3	3.8

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	182	78	24	141	58	23
Future Vol, veh/h	182	78	24	141	58	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	198	85	26	153	63	25

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	283	0	446 241
Stage 1	-	-	-	-	241 -
Stage 2	-	-	-	-	205 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1291	-	574 803
Stage 1	-	-	-	-	804 -
Stage 2	-	-	-	-	834 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1291	-	561 803
Mov Cap-2 Maneuver	-	-	-	-	561 -
Stage 1	-	-	-	-	804 -
Stage 2	-	-	-	-	816 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	613	-	-	1291	-
HCM Lane V/C Ratio	0.144	-	-	0.02	-
HCM Control Delay (s)	11.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	20	6	54	26	72	4	113	72	96	94	16
Future Vol, veh/h	11	20	6	54	26	72	4	113	72	96	94	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	21	6	57	28	77	4	120	77	102	100	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	9	8.9	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	30%	36%	47%
Vol Thru, %	60%	54%	17%	46%
Vol Right, %	38%	16%	47%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	37	152	206
LT Vol	4	11	54	96
Through Vol	113	20	26	94
RT Vol	72	6	72	16
Lane Flow Rate	201	39	162	219
Geometry Grp	1	1	1	1
Degree of Util (X)	0.247	0.055	0.211	0.283
Departure Headway (Hd)	4.417	5.031	4.691	4.655
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	810	708	762	769
Service Time	2.459	3.091	2.738	2.697
HCM Lane V/C Ratio	0.248	0.055	0.213	0.285
HCM Control Delay	8.9	8.4	9	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.2	0.8	1.2

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

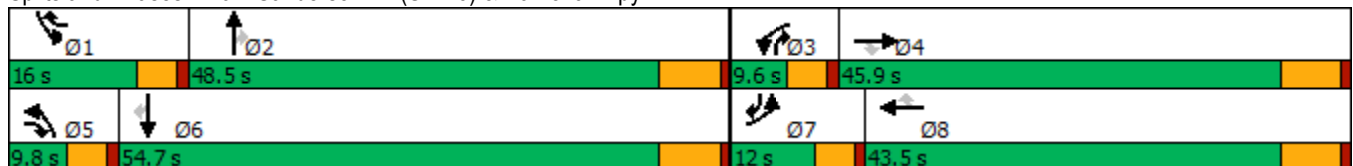
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	469	645	164	116	426	699	135	2283	104	881	2643	640
Future Volume (vph)	469	645	164	116	426	699	135	2283	104	881	2643	640
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	12.0	45.9	9.8	9.6	43.5	16.0	9.8	48.5	9.6	16.0	54.7	12.0
Total Split (%)	10.0%	38.3%	8.2%	8.0%	36.3%	13.3%	8.2%	40.4%	8.0%	13.3%	45.6%	10.0%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	25.8	37.6	5.0	23.4	41.4	5.2	42.2	53.8	11.5	48.4	57.8
Actuated g/C Ratio	0.07	0.24	0.35	0.05	0.22	0.39	0.05	0.40	0.50	0.11	0.45	0.54
v/c Ratio	1.95	0.75	0.26	0.71	0.54	1.05	0.80	1.62	0.12	2.37	1.63	0.69
Control Delay	469.7	42.9	9.1	75.3	39.1	78.6	83.1	307.4	3.2	649.8	312.1	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	469.7	42.9	9.1	75.3	39.1	78.6	83.1	307.4	3.2	649.8	312.1	16.8
LOS	F	D	A	E	D	E	F	F	A	F	F	B
Approach Delay		195.1			64.7			282.9			338.2	
Approach LOS		F			E			F			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 106.8	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.37	
Intersection Signal Delay: 266.3	Intersection LOS: F
Intersection Capacity Utilization 132.9%	ICU Level of Service H
Analysis Period (min) 15	
































Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

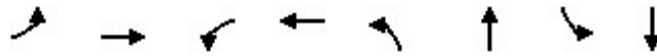
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (veh/h)	469	645	164	116	426	699	135	2283	104	881	2643	640
Future Volume (veh/h)	469	645	164	116	426	699	135	2283	104	881	2643	640
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	474	652	126	117	430	633	136	2306	98	890	2670	528
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	1185	598	146	1113	649	152	1264	631	333	1450	738
Arrive On Green	0.06	0.33	0.33	0.04	0.31	0.31	0.04	0.35	0.35	0.09	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1590
Grp Volume(v), veh/h	474	652	126	117	430	633	136	2306	98	890	2670	528
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1590
Q Serve(g_s), s	7.4	17.8	6.4	4.0	11.2	37.0	4.6	42.0	4.7	11.4	48.2	32.0
Cycle Q Clear(g_c), s	7.4	17.8	6.4	4.0	11.2	37.0	4.6	42.0	4.7	11.4	48.2	32.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1185	598	146	1113	649	152	1264	631	333	1450	738
V/C Ratio(X)	2.19	0.55	0.21	0.80	0.39	0.97	0.89	1.83	0.16	2.67	1.84	0.72
Avail Cap(c_a), veh/h	216	1185	598	146	1113	649	152	1264	631	333	1450	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	33.0	25.7	57.0	32.6	35.2	57.1	39.0	23.6	54.3	35.9	25.9
Incr Delay (d2), s/veh	550.2	0.5	0.2	24.4	0.2	28.9	42.5	374.4	0.1	759.5	381.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.7	7.4	2.3	2.2	4.7	21.8	2.9	82.9	1.7	40.0	96.1	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	606.5	33.6	25.9	81.5	32.8	64.1	99.6	413.4	23.8	813.8	417.2	29.2
LnGrp LOS	F	C	C	F	C	E	F	F	C	F	F	C
Approach Vol, veh/h		1252			1180			2540			4088	
Approach Delay, s/veh		249.7			54.4			381.6			453.4	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	48.5	9.6	45.9	9.8	54.7	12.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	11.4	42.0	5.0	39.4	5.2	48.2	7.4	37.0				
Max Q Clear Time (g_c+I1), s	13.4	44.0	6.0	19.8	6.6	50.2	9.4	39.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	4.1	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			353.2									
HCM 6th LOS			F									

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

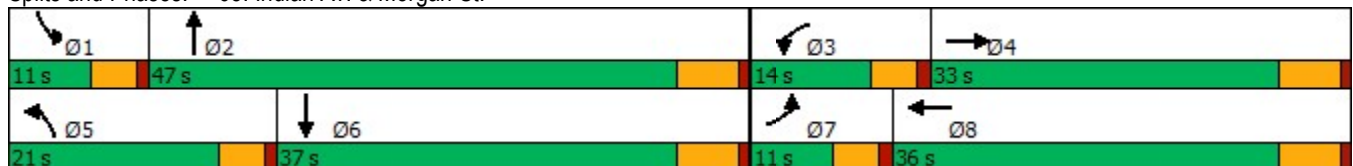


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	22	94	47	36	110	270	23	503
Future Volume (vph)	22	94	47	36	110	270	23	503
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	11.0	33.0	14.0	36.0	21.0	47.0	11.0	37.0
Total Split (%)	10.5%	31.4%	13.3%	34.3%	20.0%	44.8%	10.5%	35.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.7	12.9	7.0	16.1	10.5	43.3	5.8	32.0
Actuated g/C Ratio	0.07	0.16	0.09	0.20	0.13	0.53	0.07	0.39
v/c Ratio	0.21	0.38	0.37	0.09	0.59	0.21	0.22	0.46
Control Delay	44.8	17.5	45.9	21.5	46.2	12.6	44.9	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	17.5	45.9	21.5	46.2	12.6	44.9	22.0
LOS	D	B	D	C	D	B	D	C
Approach Delay		20.3		33.4		21.3		23.0
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 81.3
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 22.7
 Intersection LOS: C
 Intersection Capacity Utilization 50.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	22	94	100	47	36	14	110	270	48	23	503	29
Future Volume (veh/h)	22	94	100	47	36	14	110	270	48	23	503	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	116	80	58	44	12	136	333	52	28	621	30
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	287	184	86	437	115	173	1562	242	54	1516	73
Arrive On Green	0.03	0.14	0.14	0.05	0.15	0.15	0.10	0.50	0.50	0.03	0.43	0.43
Sat Flow, veh/h	1810	2109	1353	1810	2830	741	1810	3133	485	1810	3505	169
Grp Volume(v), veh/h	27	98	98	58	27	29	136	190	195	28	319	332
Grp Sat Flow(s),veh/h/ln	1810	1805	1657	1810	1805	1767	1810	1805	1813	1810	1805	1870
Q Serve(g_s), s	1.1	3.6	3.9	2.3	0.9	1.0	5.3	4.3	4.4	1.1	8.8	8.8
Cycle Q Clear(g_c), s	1.1	3.6	3.9	2.3	0.9	1.0	5.3	4.3	4.4	1.1	8.8	8.8
Prop In Lane	1.00		0.82	1.00		0.42	1.00		0.27	1.00		0.09
Lane Grp Cap(c), veh/h	52	245	225	86	279	273	173	900	904	54	780	808
V/C Ratio(X)	0.52	0.40	0.44	0.67	0.10	0.10	0.78	0.21	0.22	0.52	0.41	0.41
Avail Cap(c_a), veh/h	160	680	624	236	755	739	411	1031	1035	160	780	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	28.5	28.6	33.8	26.2	26.2	31.9	10.1	10.2	34.5	14.1	14.1
Incr Delay (d2), s/veh	2.9	1.1	1.3	3.4	0.2	0.2	2.9	0.1	0.1	2.9	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.5	1.5	1.0	0.4	0.4	2.3	1.4	1.4	0.5	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	29.5	30.0	37.2	26.3	26.4	34.8	10.3	10.3	37.4	15.7	15.7
LnGrp LOS	D	C	C	D	C	C	C	B	B	D	B	B
Approach Vol, veh/h		223			114			521			679	
Approach Delay, s/veh		30.7			31.9			16.7			16.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	41.8	8.0	15.6	11.5	37.0	6.7	17.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	6.4	41.2	9.4	27.2	16.4	31.2	6.4	30.2				
Max Q Clear Time (g_c+I1), s	3.1	6.4	4.3	5.9	7.3	10.8	3.1	3.0				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.9	0.1	3.2	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑	↘	↑↑	↗
Traffic Volume (vph)	43	163	23	43	27	107	8	209	89	450	8
Future Volume (vph)	43	163	23	43	27	107	8	209	89	450	8
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	5.4	12.9	12.9	5.4	12.9	12.9	5.4	12.9	5.4	22.1	22.1
Actuated g/C Ratio	0.10	0.25	0.25	0.10	0.25	0.25	0.10	0.25	0.10	0.43	0.43
v/c Ratio	0.27	0.22	0.05	0.27	0.04	0.25	0.05	0.32	0.56	0.35	0.01
Control Delay	31.9	17.5	0.2	31.9	17.3	4.1	29.8	16.8	42.4	13.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	17.5	0.2	31.9	17.3	4.1	29.8	16.8	42.4	13.5	0.0
LOS	C	B	A	C	B	A	C	B	D	B	A
Approach Delay		18.5			12.9			17.2		18.0	
Approach LOS		B			B			B		B	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 51.8

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 17.2

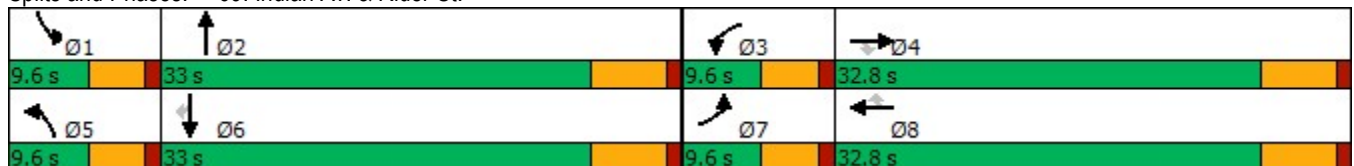
Intersection LOS: B

Intersection Capacity Utilization 46.4%

ICU Level of Service A

Analysis Period (min) 15

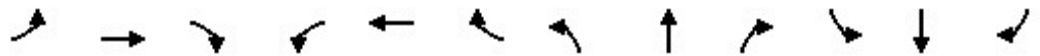
Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	163	23	43	27	107	8	209	34	89	450	8
Future Volume (veh/h)	43	163	23	43	27	107	8	209	34	89	450	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	194	22	51	32	76	10	249	23	106	536	8
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	94	731	326	94	731	326	24	722	66	145	1023	456
Arrive On Green	0.05	0.20	0.20	0.05	0.20	0.20	0.01	0.22	0.22	0.08	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3344	306	1810	3610	1610
Grp Volume(v), veh/h	51	194	22	51	32	76	10	133	139	106	536	8
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1845	1810	1805	1610
Q Serve(g_s), s	1.3	2.1	0.5	1.3	0.3	1.8	0.3	2.9	2.9	2.6	5.8	0.2
Cycle Q Clear(g_c), s	1.3	2.1	0.5	1.3	0.3	1.8	0.3	2.9	2.9	2.6	5.8	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	94	731	326	94	731	326	24	390	398	145	1023	456
V/C Ratio(X)	0.54	0.27	0.07	0.54	0.04	0.23	0.42	0.34	0.35	0.73	0.52	0.02
Avail Cap(c_a), veh/h	195	2105	939	195	2105	939	195	1060	1084	195	2121	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	15.6	14.9	21.4	14.9	15.5	22.7	15.4	15.4	20.8	14.0	12.0
Incr Delay (d2), s/veh	1.8	0.2	0.1	1.8	0.0	0.4	4.4	0.5	0.5	5.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.2	0.5	0.1	0.6	0.1	1.0	1.0	1.1	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	15.8	15.0	23.2	14.9	15.8	27.1	15.9	15.9	25.9	14.4	12.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		267			159			282			650	
Approach Delay, s/veh		17.1			18.0			16.3			16.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	15.8	7.0	15.2	5.2	18.9	7.0	15.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	4.6	4.9	3.3	4.1	2.3	7.8	3.3	3.8				
Green Ext Time (p_c), s	0.0	1.3	0.0	1.1	0.0	3.1	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

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APPENDIX 7.4:

**HORIZON YEAR (2040) WITH MCP WITH PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

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**Volume Development
AM Peak Hour**

1: Harvill Av. & Cajalco Expy.

	PHF: 0.937 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	393	371	324	204	157	38	112	1,371	181	227	1,507	227	5,111

2: I-215 SB Ramps & Harley Knox Bl.

	PHF: 0.935 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	0	0	0	515	11	219	0	606	62	151	589	0	2,154

3: I-215 NB Ramps & Harley Knox Bl.

	PHF: 0.944 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	301	5	98	0	0	0	474	648	0	0	439	962	2,926

4: I-215 SB Ramps & Ramona Exwy.

	PHF: 0.958 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	0	0	0	563	0	264	0	1,094	347	368	1,211	0	3,846

5: I-215 NB Ramps & Ramona Exwy.

	PHF: 0.964 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	332	4	564	0	0	0	197	1,460	0	0	1,246	827	4,630

6: I-215 SB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	0	0	0	300	0	84	0	302	143	277	515	0	1,622

7: I-215 NB Ramps & Placentia Av. - Future Intersection

	PHF:		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	165	0	286	0	0	0	67	536	0	0	628	560	2,241

8: I-215 SB Ramps & Nuevo Rd.

	PHF: 0.884 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	0	0	0	267	1	100	0	536	188	502	1,025	0	2,619

9: I-215 NB Ramps & Nuevo Rd.

	PHF: 0.890 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	406	3	758	0	0	0	59	744	0	0	1,120	509	3,599

10: Western Wy. & Harley Knox Bl.

	PHF: 0.982 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	0	0	0	7	0	51	80	664	1	0	1,349	51	2,204

11: Webster Av. & Harley Knox Bl.

	PHF: 0.939 7:00am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	143	447	110	86	272	112	110	546	86	112	1,029	143	3,197

12: Webster Av. & Ramona Exwy.

	PHF: 0.940 7:15am		Count Date: 3/11/2020										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	146	76	38	50	40	396	618	1,442	66	45	1,922	109	4,948

**Volume Development
AM Peak Hour**

13: Indian Av. & Harley Knox Bl.

	PHF: 0.927 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (WMCP) (PCE):	86	378	82	102	187	216	249	308	60	157	808	302	2,935

14: Indian Av. & Ramona Exwy.

	PHF: 0.983 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (WMCP) (PCE):	131	190	62	69	143	149	195	1,236	192	180	1,778	182	4,506

15: Indian Av. & Placentia Av.

	PHF: 0.684 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (WMCP) (PCE):	68	175	96	30	146	39	79	198	97	167	993	81	2,168

16: Perris Bl. & Iris Av.

	PHF: 0.871 7:15am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (WMCP) (PCE):	293	884	292	169	820	150	76	352	148	301	540	162	4,186

17: Perris Bl. & Krameria Av.

	PHF: 0.907 7:15am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (WMCP) (PCE):	93	1,041	236	87	900	90	76	171	100	223	171	202	3,390

18: Perris Bl. & San Michele Rd.

	PHF: 0.937 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (WMCP) (PCE):	132	1,314	2	1	1,072	90	44	0	27	4	0	0	2,685

19: Perris Bl. & Nandina Av.

	PHF: 0.920 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (WMCP) (PCE):	47	1,411	27	19	1,060	55	14	2	14	11	6	13	2,678

20: Perris Bl. & Harley Knox Av.

	PHF: 0.914 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (WMCP) (PCE):	257	1,210	23	114	784	283	247	665	97	373	679	287	5,019

21: Perris Bl. & Markham St.

	PHF: 0.941 7:00am		Count Date: 5/10/2017										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (WMCP) (PCE):	35	1,566	5	5	1,067	25	19	16	22	4	23	20	2,805

22: Perris Bl. & Ramona Exwy.

	PHF: 0.984 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (WMCP) (PCE):	333	886	116	188	513	374	379	833	154	205	1,385	386	5,753

23: Perris Bl. & Morgan St.

	PHF: 0.954 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
2040 WP (WMCP) (PCE):	46	1,300	17	11	870	76	29	8	30	22	24	2	2,435

24: Perris Bl. & Rider St.

	PHF: 0.933 7:00am		Count Date: 3/11/2020										
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL

**Volume Development
AM Peak Hour**

<hr/>	2040 WP (WMCP) (PCE):	118	1,145	110	62	820	47	26	156	17	242	338	292	3,372
	25: Perris Bl. & Placentia Av.													
	PHF: 0.897 7:00am													Count Date: 3/11/2020
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (WMCP) (PCE):	518	1,070	144	47	588	168	66	80	106	215	584	240	3,827
	26: Perris Bl. & Orange Av.													
	PHF: 0.931 7:15am													Count Date: 3/11/2020
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (WMCP) (PCE):	182	1,184	121	102	935	66	19	280	138	185	470	227	3,909
	27: Perris Bl. & Nuevo Rd.													
	PHF: 0.849 7:15am													Count Date: 3/11/2020
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (WMCP) (PCE):	351	965	243	139	729	266	429	522	152	279	626	192	4,894
	28: Redlands Av. & Harley Knox Bl.													
	PHF: 0.833 7:00am													Count Date: 3/11/2020
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (WMCP) (PCE):	547	2	0	0	4	1	92	0	710	0	0	0	1,356
	29: Redlands Av. & Markham St.													
	PHF: 0.836 7:00am													Count Date: 3/11/2020
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (WMCP) (PCE):	30	502	0	0	89	22	13	0	15	0	0	0	671
	30: Redlands Av. & Ramona Exwy.													
	PHF: 0.961 7:00am													Count Date: 3/11/2020
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (WMCP) (PCE):	107	42	94	82	6	24	51	1,006	21	81	1,823	517	3,855
	31: Redlands Av. & Morgan St.													
	PHF: 0.838 7:15													Count Date: 3/11/2020
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (WMCP) (PCE):	4	240	0	24	80	50	23	18	12	1	5	2	459
	32: Redlands Av. & Rider St.													
	PHF: 0.831 7:00													Count Date: 3/11/2020
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (WMCP) (PCE):	5	293	286	22	77	3	2	379	32	43	947	97	2,185
	33: Redlands Av. & Placentia Av.													
	PHF: 0.849 7:15													Count Date: 3/11/2020
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (WMCP) (PCE):	702	282	71	5	78	21	42	81	196	140	159	7	1,784
	34: Redlands Av. & Orange Av.													
	PHF: 0.928 7:15													Count Date: 3/11/2020
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (WMCP) (PCE):	369	838	172	90	391	74	48	316	89	150	531	174	3,242
	35: Redlands Av. & Nuevo Rd.													
	PHF: 0.815 7:00am													Count Date: 5/28/2019
	<hr/>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/>	2040 WP (WMCP) (PCE):	140	252	153	54	252	287	143	567	169	218	1,014	113	3,361
	36: Murrieta Rd. & Nuevo Rd.													
	PHF: 0.822 7:15am													Count Date: 1/0/1900

**Volume Development
AM Peak Hour**

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	300	132	220	158	143	217	147	537	233	249	788	184	3,308

37: Lasselle St. & Iris Av.

PHF: 0.933 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	298	621	553	143	545	102	133	514	305	692	659	117	4,681

38: Lasselle St. & Krameria Av.

PHF: 0.950 8:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	111	1,085	55	106	1,305	160	176	49	183	73	30	59	3,391

39: Evans Rd. & Ramona Exwy.

PHF: 0.943 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	546	976	202	238	389	431	294	669	179	197	1,446	399	5,967

40: Evans Rd. & Rider St.

PHF: 0.882 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	176	859	30	88	760	310	216	492	63	16	621	183	3,815

41: Evans Rd. & Orange Av.

PHF: 0.663 7:00am

Count Date: 2/1/2018

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	261	982	216	224	732	159	144	413	132	81	293	133	3,771

42: Evans Rd. & Nuevo Rd.

PHF: 0.842 7:00am

Count Date: 1/0/1900

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	70	690	105	131	627	579	485	399	30	120	572	197	4,006

43: Bradley Rd. & Ramona Exwy.

PHF: 0.884 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	240	0	82	0	0	0	0	1,042	40	52	2,230	0	3,687

44: Bradley Rd. & Rider St.

PHF: 0.881 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	17	44	41	139	10	94	32	658	50	13	584	69	1,748

45: Dunlap Dr. & Orange Av.

PHF: 0.898 7:15

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	328	0	97	0	0	0	0	344	176	22	118	0	1,085

46: Dunlap Dr. & Nuevo Rd.

PHF: 0.978 7:00am

Count Date: 9/23/2014

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	80	72	59	66	69	85	33	295	47	57	416	120	1,400

47: Ramona Exwy. & Rider St.

PHF: 0.875 7:00

Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	230	2,049	1	0	944	181	232	0	249	0	0	1	3,887

48: Antelope Rd. & Ramona Exwy. - Future Intersection

**Volume Development
AM Peak Hour**

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 WP (WMCP) (PCE):	0	0	0	0	0	0	0	929	0	0	2,201	0	3,130

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 WP (WMCP) (PCE):	0	624	215	0	694	10	0	0	0	137	0	865	2,545

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 WP (WMCP) (PCE):	0	804	63	253	541	0	10	0	702	0	0	0	2,373

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 WP (WMCP) (PCE):	0	0	0	195	0	54	133	298	0	0	600	562	1,842

52: Street A & Ramona Exwy. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 WP (WMCP) (PCE):	0	0	0	0	0	0	0	929	0	0	2,201	0	3,130

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.

	PHF:										Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
2040 WP (WMCP) (PCE):	0.978	7:15	524	174	316	3	412	283	70	165	258	307	355	6	2,873

54: Menifee Rd. & San Jacinto Av.

	PHF:										Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
2040 WP (WMCP) (PCE):	0.921	7:15	143	655	16	9	572	223	193	6	115	18	17	22	1,988

55: Menifee Rd. & Ellis Rd.

	PHF:										Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
2040 WP (WMCP) (PCE):	0.913	7:00	47	792	0	0	749	26	19	1	48	0	4	0	1,687

56: Menifee Rd. & Mapes Rd.

	PHF:										Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
2040 WP (WMCP) (PCE):	0.937	7:00	73	629	26	160	604	94	34	53	55	18	111	150	2,006

57: Menifee Rd. & Watson Rd.

	PHF:										Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
2040 WP (WMCP) (PCE):	0.870	7:15	47	644	134	85	538	50	32	139	19	56	208	79	2,032

58: Menifee Rd. & Ethanac Rd. (SR-74)

	PHF:										Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
2040 WP (WMCP) (PCE):	0.901	7:00	325	518	240	63	518	57	173	1,053	214	289	919	135	4,504

59: Bernasconi Rd. & Orange Av. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 WP (WMCP) (PCE):	0	0	0	8	0	120	47	169	0	0	448	10	802

**Volume Development
AM Peak Hour**

60: Lakeview Av. & Ramona Exwy.

	PHF:	<u>0.904</u>		7:00										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	224	29	148	97	213	201	27	581	174	172	1,117	14	2,997		

61: Lakeview Av. & Nuevo Rd.

	PHF:	<u>0.875</u>		7:30										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	0	0	0	13	0	404	424	107	0	0	192	22	1,163		

62: Nuevo Rd. & Nuevo Rd./Montgomery Av.

	PHF:	<u>0.900</u>		8:00										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	73	0	17	0	0	0	0	154	37	13	204	0	498		

63: Hansen Av./Davis Rd. & Ramona Exwy.

	PHF:	<u>0.930</u>		7:00										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	132	2	88	1	1	6	2	784	39	31	1,165	1	2,254		

64: Hansen Av. & Contour Av.

	PHF:	<u>0.775</u>		8:00										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	4	71	128	117	102	6	9	69	1	136	66	137	846		

65: Bridge St. & Ramona Exwy.

	PHF:	<u>0.962</u>		7:00										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	0	0	0	20	0	19	44	839	0	0	1,172	83	2,175		

66: Warren Rd. & Ramona Exwy.

	PHF:	<u>0.966</u>		7:00										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	273	2	306	1	1	0	5	719	135	179	982	2	2,605		

67: Sanderson Av. (SR-79) & Ramona Exwy.

	PHF:	<u>0.991</u>		7:00										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	163	2,407	121	863	1,892	360	571	384	71	100	641	815	8,388		

**Volume Development
PM Peak Hour**

1: Harvill Av. & Cajalco Expy.													
PHF: <u>0.970</u> 4:30pm											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):	249	164	151	420	417	181	43	1,806	232	406	1,571	110	5,749
2: I-215 SB Ramps & Harley Knox Bl.													
PHF: <u>0.901</u> 4:30pm											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):	0	0	0	448	0	435	0	555	106	381	345	0	2,271
3: I-215 NB Ramps & Harley Knox Bl.													
PHF: <u>0.879</u> 4:30pm											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):	109	1	221	0	0	0	297	706	0	0	617	693	2,644
4: I-215 SB Ramps & Ramona Exwy.													
PHF: <u>0.988</u> 4:30pm											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):	0	0	0	1,179	2	281	0	1,682	447	288	1,487	0	5,367

**Volume Development
PM Peak Hour**

5: I-215 NB Ramps & Ramona Exwy.

	PHF: 0.975		4:30pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	383	2	526	0	0	0	416	2,445	0	0	1,393	860	6,026

6: I-215 SB Ramps & Placentia Av. - Future Intersection

	PHF:												Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	0	0	0	540	0	69	0	479	163	549	661	0	2,462

7: I-215 NB Ramps & Placentia Av. - Future Intersection

	PHF:												Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	139	0	297	0	0	0	80	940	0	0	1,071	705	3,232

8: I-215 SB Ramps & Nuevo Rd.

	PHF: 0.948		4:00pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	0	0	0	570	4	86	0	430	243	759	428	0	2,520

**Volume Development
PM Peak Hour**

9: I-215 NB Ramps & Nuevo Rd.													
PHF: <u>0.982</u> 4:00pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	117	0	603	0	0	0	70	930	0	0	1,070	452	3,242
10: Western Wy. & Harley Knox Bl.													
PHF: <u>0.893</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	4	0	0	20	0	132	30	894	2	4	1,175	4	2,265
11: Webster Av. & Harley Knox Bl.													
PHF: <u>0.902</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	121	391	138	173	615	152	138	682	173	152	910	121	3,766
12: Webster Av. & Ramona Exwy.													
PHF: <u>0.927</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	179	28	19	273	52	890	474	1,915	40	30	1,557	107	5,564

**Volume Development
PM Peak Hour**

13: Indian Av. & Harley Knox Bl.														
	PHF:	<u>0.909</u>	4:15pm										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 WP (WMCP) (PCE):	81	302	246	326	559	363	304	577	108	242	450	169	3,727	
14: Indian Av. & Ramona Exwy.														
	PHF:	<u>0.981</u>	4:45pm										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 WP (WMCP) (PCE):	252	249	206	298	341	368	236	1,819	220	147	1,341	108	5,585	
15: Indian Av. & Placentia Av.														
	PHF:	<u>0.713</u>	4:15pm										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 WP (WMCP) (PCE):	95	96	89	137	253	145	129	1,078	199	54	312	41	2,628	
16: Perris Bl. & Iris Av.														
	PHF:	<u>0.957</u>	4:45pm										Count Date:	<u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
<hr/> 2040 WP (WMCP) (PCE):	223	972	295	265	1,073	120	169	472	309	319	352	125	4,695	

**Volume Development
PM Peak Hour**

17: Perris Bl. & Krameria Av.													
PHF: <u>0.917</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	45	1,067	185	192	1,179	90	146	137	104	185	88	112	3,531
18: Perris Bl. & San Michele Rd.													
PHF: <u>0.887</u> 4:15pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	76	1,171	0	5	1,344	102	160	0	192	1	0	0	3,050
19: Perris Bl. & Nandina Av.													
PHF: <u>0.908</u> 4:15pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	56	1,201	29	17	1,441	70	66	5	114	32	11	15	3,057
20: Perris Bl. & Harley Knox Av.													
PHF: <u>0.911</u> 4:15pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	168	931	19	184	1,138	333	316	404	234	419	546	281	4,972

Volume Development
PM Peak Hour

21: Perris Bl. & Markham St.													
PHF: <u>0.966</u> 4:30pm												Count Date: <u>5/10/2017</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	25	1,308	60	106	1,484	32	37	13	58	4	5	6	3,138
22: Perris Bl. & Ramona Exwy.													
PHF: <u>0.974</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	233	649	246	379	835	281	430	1,510	384	187	998	263	6,395
23: Perris Bl. & Morgan St.													
PHF: <u>0.947</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	42	1,081	14	7	1,389	35	48	25	26	32	8	13	2,720
24: Perris Bl. & Rider St.													
PHF: <u>0.958</u> 4:30pm												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	33	973	237	153	1,325	37	58	279	144	256	107	131	3,734

**Volume Development
PM Peak Hour**

25: Perris Bl. & Placentia Av.													
	PHF: 0.925		4:30pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):	226	803	330	162	1,190	86	162	624	654	226	148	121	4,732
26: Perris Bl. & Orange Av.													
	PHF: 0.941		4:00pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):	246	1,118	240	195	1,410	54	131	376	285	274	282	91	4,702
27: Perris Bl. & Nuevo Rd.													
	PHF: 0.927		4:00pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):	217	887	268	254	1,206	399	485	548	297	198	308	157	5,225
28: Redlands Av. & Harley Knox Bl.													
	PHF: 0.944		4:00pm										Count Date: <u>3/11/2020</u>
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):	157	10	0	0	2	23	61	0	545	0	0	0	798

**Volume Development
PM Peak Hour**

29: Redlands Av. & Markham St.													
PHF: <u>0.875</u> 4:15pm											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	8	154	0	0	294	10	14	0	150	0	0	0	629
30: Redlands Av. & Ramona Exwy.													
PHF: <u>0.924</u> 4:30pm											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	35	16	90	301	138	128	42	1,936	97	95	1,376	132	4,386
31: Redlands Av. & Morgan St.													
PHF: <u>0.732</u> 16:30											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	16	130	0	8	330	41	59	10	6	5	23	8	636
32: Redlands Av. & Rider St.													
PHF: <u>0.935</u> 16:30											Count Date: <u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	6	134	167	93	353	3	19	628	47	58	518	28	2,054

**Volume Development
PM Peak Hour**

33: Redlands Av. & Placentia Av.													
PHF: <u>0.910</u> 16:30													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	300	135	125	16	366	39	37	288	729	75	100	3	2,213

34: Redlands Av. & Orange Av.													
PHF: <u>0.975</u> 16:45													
Count Date: <u>3/11/2020</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	154	580	93	40	957	49	83	562	427	132	480	53	3,611

35: Redlands Av. & Nuevo Rd.													
PHF: <u>0.968</u> 4:45pm													
Count Date: <u>5/28/2019</u>													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	124	253	200	117	309	187	310	847	179	194	667	97	3,485

36: Murrieta Rd. & Nuevo Rd.													
PHF: <u>0.912</u> 5:00pm													
Count Date: _____													
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	334	84	219	50	50	71	83	858	500	153	643	20	3,065

**Volume Development
PM Peak Hour**

37: Lasselle St. & Iris Av.														
	PHF:	<u>0.978</u>								Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):		234	617	562	208	757	98	176	737	341	766	759	192	5,448
38: Lasselle St. & Krameria Av.														
	PHF:	<u>0.900</u>								Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):		181	1,045	261	187	1,276	120	331	271	203	172	169	135	4,350
39: Evans Rd. & Ramona Exwy.														
	PHF:	<u>0.977</u>								Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):		273	545	259	412	1,050	428	475	1,511	507	309	901	342	7,012
40: Evans Rd. & Rider St.														
	PHF:	<u>0.925</u>								Count Date:	<u>3/11/2020</u>			
		<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<hr/> 2040 WP (WMCP) (PCE):		85	784	14	48	1,072	280	301	368	141	11	262	59	3,425

Volume Development
PM Peak Hour

41: Evans Rd. & Orange Av.													
PHF: <u>0.939</u> 4:45pm												Count Date: <u>2/1/2018</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	129	886	105	145	1,173	126	136	290	90	92	295	104	3,571
42: Evans Rd. & Nuevo Rd.													
PHF: <u>0.958</u> 5:00pm												Count Date: <u>1/0/1900</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	40	685	148	211	864	337	486	563	79	208	437	222	4,281
43: Bradley Rd. & Ramona Exwy.													
PHF: <u>0.948</u> 16:45												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	88	0	35	0	0	0	0	2,395	231	103	1,291	0	4,143
44: Bradley Rd. & Rider St.													
PHF: <u>0.957</u> 16:00												Count Date: <u>3/11/2020</u>	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	40	7	6	17	13	86	105	261	40	7	210	25	816

**Volume Development
PM Peak Hour**

45: Dunlap Dr. & Orange Av.														
PHF:		0.954		17:00		Count Date:							3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (WMCP) (PCE):	247	0	37	0	0	0	0	193	354	93	348	0	1,272	

46: Dunlap Dr. & Nuevo Rd.														
PHF:		0.789		4:30pm		Count Date:							9/23/2014	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (WMCP) (PCE):	94	139	92	123	182	88	71	537	91	90	444	69	2,020	

47: Ramona Exwy. & Rider St.														
PHF:		0.940		16:45		Count Date:							3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (WMCP) (PCE):	179	1,351	1	0	2,321	110	42	0	206	0	0	1	4,211	

48: Antelope Rd. & Ramona Exwy. - Future Intersection														
PHF:						Count Date:								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>	
2040 WP (WMCP) (PCE):	47	0	5	0	0	0	0	2,386	5	47	1,220	0	3,710	

**Volume Development
PM Peak Hour**

49: MCP WB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 WP (WMCP) (PCE):	0	609	721	0	1,635	10	0	0	0	118	0	446	3,539

50: MCP EB Ramps & Antelope Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 WP (WMCP) (PCE):	0	1,282	138	954	766	0	10	0	305	0	0	0	3,455

51: Antelope Rd. & Nuevo Rd. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 WP (WMCP) (PCE):	0	0	0	636	0	159	82	710	0	0	501	289	2,377

52: Street A & Ramona Exwy. - Future Intersection

	PHF:								Count Date:				TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
2040 WP (WMCP) (PCE):	17	0	8	0	0	0	0	2,386	8	17	1,220	0	3,656

**Volume Development
PM Peak Hour**

53: Menifee Rd./Reservoir Bl. & Nuevo Rd.													
	PHF:	<u>0.973</u>		16:15						Count Date:	<u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	367	485	311	9	411	178	328	280	738	294	245	4	3,649
54: Menifee Rd. & San Jacinto Av.													
	PHF:	<u>0.964</u>		16:30						Count Date:	<u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	128	601	16	17	859	216	352	22	197	10	14	7	2,439
55: Menifee Rd. & Ellis Rd.													
	PHF:	<u>0.907</u>		16:30						Count Date:	<u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	22	797	2	1	1,017	21	30	0	13	1	1	1	1,907
56: Menifee Rd. & Mapes Rd.													
	PHF:	<u>0.892</u>		16:30						Count Date:	<u>3/11/2020</u>		
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	70	583	13	87	800	54	94	151	192	28	55	98	2,225

**Volume Development
PM Peak Hour**

57: Menifee Rd. & Watson Rd.													
		PHF: 0.809		16:00		Count Date: 3/11/2020							
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	13	618	152	96	907	42	52	181	12	22	101	33	2,228
58: Menifee Rd. & Ethanac Rd. (SR-74)													
		PHF: 0.944		16:30		Count Date: 3/11/2020							
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	332	465	195	163	751	93	203	847	156	218	897	97	4,417
59: Bernasconi Rd. & Orange Av. - Future Intersection													
		PHF:				Count Date: 3/11/2020							
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	0	0	0	21	0	180	122	386	0	0	223	5	937
60: Lakeview Av. & Ramona Exwy.													
		PHF: 0.947		16:45		Count Date: 3/11/2020							
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	89	210	204	53	92	86	197	1,204	184	204	788	102	3,414

Volume Development
PM Peak Hour

61: Lakeview Av. & Nuevo Rd.															
	PHF: 0.971		16:00										Count Date:	3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	0	0	0	16	0	368	369	228	0	0	178	20	1,180		
62: Nuevo Rd. & Nuevo Rd./Montgomery Av.															
	PHF: 0.903		16:15										Count Date:	3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	58	0	23	0	0	0	0	209	78	24	153	0	545		
63: Hansen Av./Davis Rd. & Ramona Exwy.															
	PHF: 0.968		16:30										Count Date:	3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	56	5	85	2	2	5	2	1,378	80	103	1,033	2	2,755		
64: Hansen Av. & Contour Av.															
	PHF: 0.935		16:00										Count Date:	3/11/2020	
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>		
2040 WP (WMCP) (PCE):	4	126	85	96	100	16	11	20	6	60	26	72	622		

**Volume Development
PM Peak Hour**

65: Bridge St. & Ramona Exwy.

PHF: 0.972 16:15 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	0	0	0	78	0	73	21	1,214	0	0	1,023	47	2,455

66: Warren Rd. & Ramona Exwy.

PHF: 0.953 16:45 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	231	1	261	1	1	4	1	1,017	274	366	835	0	2,992

67: Sanderson Av. (SR-79) & Ramona Exwy.

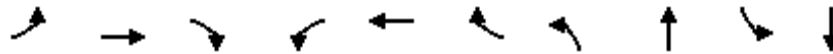
PHF: 0.986 16:00 Count Date: 3/11/2020

	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
2040 WP (WMCP) (PCE):	135	2,305	131	881	2,652	640	469	645	164	128	426	699	9,276

Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

05/28/2020

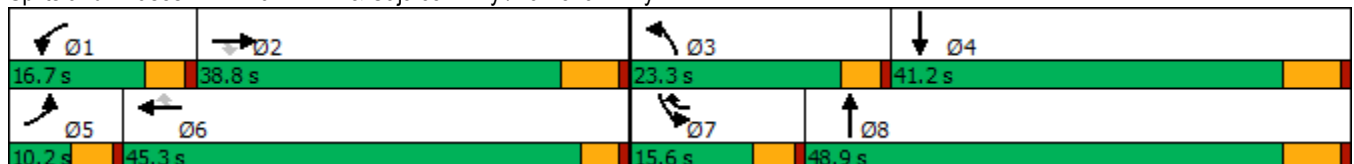


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↘	↙↘	↕	↘	↙↘	↕	↙↘	↕
Traffic Volume (vph)	112	1371	181	227	1507	227	393	371	204	157
Future Volume (vph)	112	1371	181	227	1507	227	393	371	204	157
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	38.8	38.8	16.7	45.3	15.6	23.3	48.9	15.6	41.2
Total Split (%)	8.5%	32.3%	32.3%	13.9%	37.8%	13.0%	19.4%	40.8%	13.0%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.6	33.5	33.5	11.2	40.8	55.6	17.2	42.7	10.3	35.8
Actuated g/C Ratio	0.05	0.28	0.28	0.09	0.34	0.47	0.14	0.36	0.09	0.30
v/c Ratio	1.42	1.44	0.32	0.73	1.30	0.28	0.83	0.57	0.72	0.19
Control Delay	281.8	237.3	6.1	66.3	174.4	3.7	64.0	25.3	67.1	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	281.8	237.3	6.1	66.3	174.4	3.7	64.0	25.3	67.1	28.1
LOS	F	F	A	E	F	A	E	C	E	C
Approach Delay		215.1			142.2			39.3		48.1
Approach LOS		F			F			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.3
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 136.7
 Intersection LOS: F
 Intersection Capacity Utilization 90.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1371	181	227	1507	227	393	371	324	204	157	38
Future Volume (veh/h)	112	1371	181	227	1507	227	393	371	324	204	157	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	1459	128	241	1603	186	418	395	317	217	167	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	1089	486	298	1227	673	476	676	537	274	884	186
Arrive On Green	0.05	0.30	0.30	0.08	0.34	0.34	0.14	0.36	0.36	0.08	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	1901	1509	3510	2967	625
Grp Volume(v), veh/h	119	1459	128	241	1603	186	418	375	337	217	100	103
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1805	1606	1755	1805	1787
Q Serve(g_s), s	5.6	36.2	7.2	8.1	40.8	9.1	14.0	20.3	20.6	7.3	4.9	5.1
Cycle Q Clear(g_c), s	5.6	36.2	7.2	8.1	40.8	9.1	14.0	20.3	20.6	7.3	4.9	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.35
Lane Grp Cap(c), veh/h	84	1089	486	298	1227	673	476	642	571	274	538	533
V/C Ratio(X)	1.41	1.34	0.26	0.81	1.31	0.28	0.88	0.58	0.59	0.79	0.19	0.19
Avail Cap(c_a), veh/h	84	1089	486	354	1227	673	547	642	571	322	538	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	41.9	31.8	54.0	39.6	23.0	50.9	31.5	31.5	54.4	31.3	31.4
Incr Delay (d2), s/veh	240.6	159.2	0.3	9.5	144.0	0.2	12.6	3.9	4.4	9.2	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	39.3	2.7	3.8	41.5	3.3	6.8	9.1	8.3	3.5	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	297.9	201.1	32.1	63.5	183.6	23.2	63.5	35.3	36.0	63.6	32.1	32.2
LnGrp LOS	F	F	C	E	F	C	E	D	D	E	C	C
Approach Vol, veh/h		1706			2030			1130			420	
Approach Delay, s/veh		195.2			154.6			45.9			48.4	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	42.4	20.9	42.0	10.2	47.0	14.0	48.9				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	12.1	32.6	18.7	35.0	5.6	* 41	11.0	42.7				
Max Q Clear Time (g_c+I1), s	10.1	38.2	16.0	7.1	7.6	42.8	9.3	22.6				
Green Ext Time (p_c), s	0.1	0.0	0.3	1.0	0.0	0.0	0.1	3.9				

Intersection Summary

HCM 6th Ctrl Delay	136.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

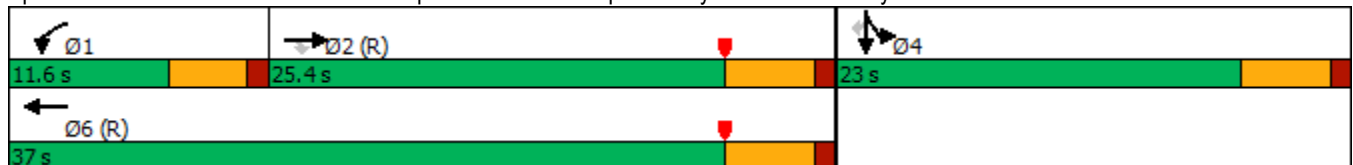


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↙	↑↑	↙	↙
Traffic Volume (vph)	606	62	151	589	11	219
Future Volume (vph)	606	62	151	589	11	219
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.4	25.4	11.6	37.0	23.0	23.0
Total Split (%)	42.3%	42.3%	19.3%	61.7%	38.3%	38.3%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	20.5	20.5	7.0	32.0	18.0	18.0
Actuated g/C Ratio	0.34	0.34	0.12	0.53	0.30	0.30
v/c Ratio	0.52	0.10	0.77	0.33	1.03	0.36
Control Delay	17.7	1.5	44.0	8.5	71.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	1.5	44.0	8.5	71.8	4.5
LOS	B	A	D	A	E	A
Approach Delay	16.2			15.7	52.1	
Approach LOS	B			B	D	

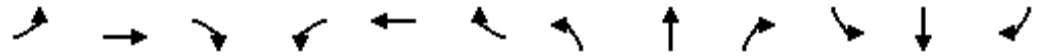
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 28.5
 Intersection LOS: C
 Intersection Capacity Utilization 130.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

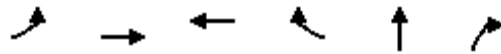


HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑						↖	↗
Traffic Volume (veh/h)	0	606	62	151	589	0	0	0	0	515	11	219
Future Volume (veh/h)	0	606	62	151	589	0	0	0	0	515	11	219
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	645	66	161	627	0				548	12	174
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1258	561	199	1925	0				532	12	483
Arrive On Green	0.00	0.35	0.35	0.22	1.00	0.00				0.30	0.30	0.30
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1773	39	1610
Grp Volume(v), veh/h	0	645	66	161	627	0				560	0	174
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1811	0	1610
Q Serve(g_s), s	0.0	8.5	1.7	5.1	0.0	0.0				18.0	0.0	5.1
Cycle Q Clear(g_c), s	0.0	8.5	1.7	5.1	0.0	0.0				18.0	0.0	5.1
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	1258	561	199	1925	0				543	0	483
V/C Ratio(X)	0.00	0.51	0.12	0.81	0.33	0.00				1.03	0.00	0.36
Avail Cap(c_a), veh/h	0	1258	561	214	1925	0				543	0	483
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.5	13.3	22.8	0.0	0.0				21.0	0.0	16.5
Incr Delay (d2), s/veh	0.0	1.5	0.4	17.0	0.4	0.0				46.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.6	2.7	0.1	0.0				13.3	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.0	13.7	39.9	0.4	0.0				67.7	0.0	16.9
LnGrp LOS	A	B	B	D	A	A				F	A	B
Approach Vol, veh/h		711			788						734	
Approach Delay, s/veh		16.7			8.5						55.6	
Approach LOS		B			A						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.1	25.9		23.0		37.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	7.1	20.4		18.0		32.0						
Max Q Clear Time (g_c+I1), s	7.1	10.5		20.0		2.0						
Green Ext Time (p_c), s	0.0	2.0		0.0		2.6						
Intersection Summary												
HCM 6th Ctrl Delay				26.6								
HCM 6th LOS				C								

Timings

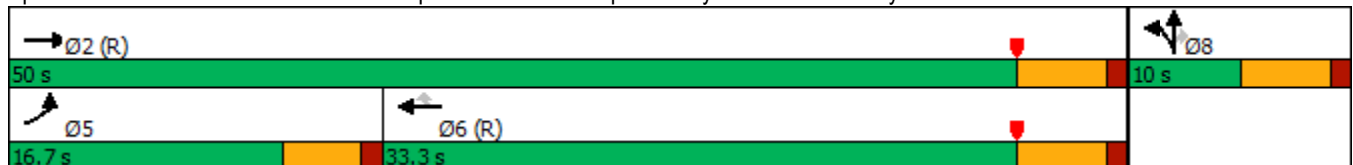


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	474	648	439	962	5	98
Future Volume (vph)	474	648	439	962	5	98
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	16.7	50.0	33.3	33.3	10.0	10.0
Total Split (%)	27.8%	83.3%	55.5%	55.5%	16.7%	16.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	12.2	45.0	28.3	28.3	5.0	5.0
Actuated g/C Ratio	0.20	0.75	0.47	0.47	0.08	0.08
v/c Ratio	1.37	0.25	0.27	1.10	2.17	0.43
Control Delay	199.8	0.1	10.2	75.5	567.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	199.8	0.1	10.2	75.5	567.2	11.3
LOS	F	A	B	E	F	B
Approach Delay		84.5	55.0		432.4	
Approach LOS		F	E		F	

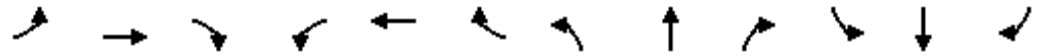
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.17
 Intersection Signal Delay: 118.4
 Intersection LOS: F
 Intersection Capacity Utilization 130.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 05/28/2020

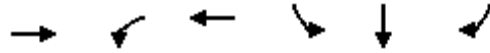


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↘	↗			
Traffic Volume (veh/h)	474	648	0	0	439	962	301	5	98	0	0	0
Future Volume (veh/h)	474	648	0	0	439	962	301	5	98	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	504	689	0	0	467	960	320	5	40			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	368	2708	0	0	1703	759	149	2	134			
Arrive On Green	0.14	0.50	0.00	0.00	0.47	0.47	0.08	0.08	0.08			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1783	28	1610			
Grp Volume(v), veh/h	504	689	0	0	467	960	325	0	40			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	12.2	6.5	0.0	0.0	4.7	28.3	5.0	0.0	1.4			
Cycle Q Clear(g_c), s	12.2	6.5	0.0	0.0	4.7	28.3	5.0	0.0	1.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	368	2708	0	0	1703	759	151	0	134			
V/C Ratio(X)	1.37	0.25	0.00	0.00	0.27	1.26	2.15	0.00	0.30			
Avail Cap(c_a), veh/h	368	2708	0	0	1703	759	151	0	134			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.84	0.84	0.00	0.00	0.88	0.88	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.9	5.4	0.0	0.0	9.6	15.9	27.5	0.0	25.9			
Incr Delay (d2), s/veh	180.4	0.2	0.0	0.0	0.4	128.1	540.5	0.0	5.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.4	0.7	0.0	0.0	1.5	34.6	24.6	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	206.4	5.5	0.0	0.0	10.0	143.9	568.0	0.0	31.4			
LnGrp LOS	F	A	A	A	A	F	F	A	C			
Approach Vol, veh/h		1193			1427			365				
Approach Delay, s/veh		90.4			100.1			509.2				
Approach LOS		F			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.0			16.7	33.3		10.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		45.0			12.2	28.3		5.0				
Max Q Clear Time (g_c+11), s		8.5			14.2	30.3		7.0				
Green Ext Time (p_c), s		2.9			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					146.2							
HCM 6th LOS					F							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

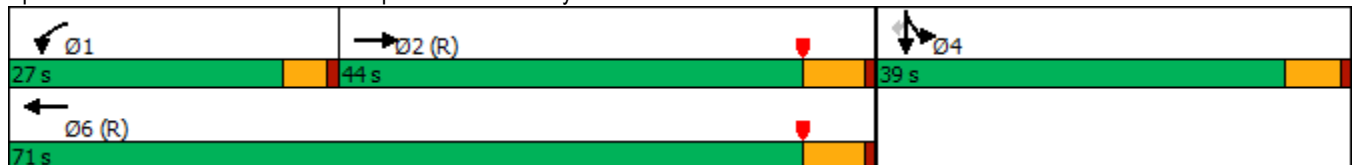


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↖	↑↑	↖	↖	↖
Traffic Volume (vph)	1094	368	1211	563	0	264
Future Volume (vph)	1094	368	1211	563	0	264
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	38.0	22.5	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.35	0.20	0.59	0.30	0.30	0.30
v/c Ratio	1.23	1.04	0.59	0.56	0.56	0.51
Control Delay	141.0	69.1	3.4	37.1	37.1	26.4
Queue Delay	0.2	0.0	1.2	95.7	95.7	0.0
Total Delay	141.2	69.1	4.6	132.8	132.8	26.4
LOS	F	E	A	F	F	C
Approach Delay	141.2		19.6		98.8	
Approach LOS	F		B		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 82.2
 Intersection LOS: F
 Intersection Capacity Utilization 90.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	1094	347	368	1211	0	0	0	0	563	0	264
Future Volume (veh/h)	0	1094	347	368	1211	0	0	0	0	563	0	264
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1140	264	383	1261	0				586	0	202
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1004	231	370	2133	0				1102	0	490
Arrive On Green	0.00	0.35	0.35	0.12	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	3002	668	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	704	700	383	1261	0				586	0	202
Grp Sat Flow(s),veh/h/ln	0	1805	1770	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	38.0	38.0	22.5	31.4	0.0				14.8	0.0	11.0
Cycle Q Clear(g_c), s	0.0	38.0	38.0	22.5	31.4	0.0				14.8	0.0	11.0
Prop In Lane	0.00		0.38	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	624	611	370	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.13	1.14	1.03	0.59	0.00				0.53	0.00	0.41
Avail Cap(c_a), veh/h	0	624	611	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.35	0.35	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.0	36.0	48.2	24.6	0.0				31.7	0.0	30.4
Incr Delay (d2), s/veh	0.0	60.4	67.1	37.0	0.4	0.0				1.8	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.9	26.5	14.1	14.0	0.0				6.5	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	96.4	103.1	85.3	25.1	0.0				33.6	0.0	33.0
LnGrp LOS	A	F	F	F	C	A				C	A	C
Approach Vol, veh/h		1404			1644						788	
Approach Delay, s/veh		99.7			39.1						33.4	
Approach LOS		F			D						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	27.0	44.0		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	24.5	40.0		16.8		33.4						
Green Ext Time (p_c), s	0.0	0.0		2.6		6.0						

Intersection Summary

HCM 6th Ctrl Delay	60.1
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

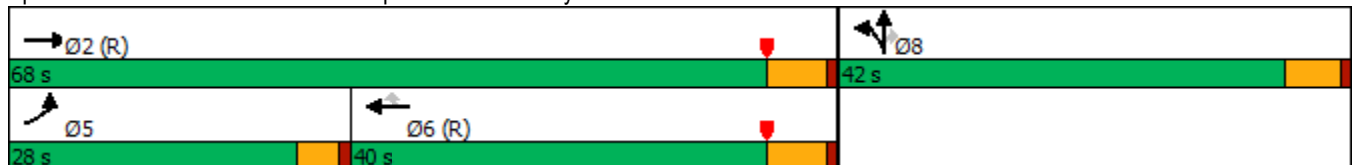


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↙	↑↑	↑↑	↘	↙	↕	↘
Traffic Volume (vph)	197	1460	1246	827	332	4	564
Future Volume (vph)	197	1460	1246	827	332	4	564
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	28.0	68.0	40.0	40.0	42.0	42.0	42.0
Total Split (%)	25.5%	61.8%	36.4%	36.4%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	17.6	62.0	39.9	39.9	36.5	36.5	36.5
Actuated g/C Ratio	0.16	0.56	0.36	0.36	0.33	0.33	0.33
v/c Ratio	0.71	0.75	0.99	0.93	0.31	0.31	1.01
Control Delay	35.4	36.4	58.8	30.5	29.3	29.2	71.5
Queue Delay	0.0	49.3	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	85.7	58.8	30.5	29.3	29.2	71.5
LOS	D	F	E	C	C	C	E
Approach Delay		79.8	47.5			55.7	
Approach LOS		E	D			E	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 60.7
 Intersection LOS: E
 Intersection Capacity Utilization 90.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↗	↗			
Traffic Volume (veh/h)	197	1460	0	0	1246	827	332	4	564	0	0	0
Future Volume (veh/h)	197	1460	0	0	1246	827	332	4	564	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	205	1521	0	0	1298	699	349	0	427			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	235	2188	0	0	1572	701	1048	0	466			
Arrive On Green	0.26	1.00	0.00	0.00	0.44	0.44	0.29	0.00	0.29			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	205	1521	0	0	1298	699	349	0	427			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	11.9	0.0	0.0	0.0	34.9	47.6	8.3	0.0	28.2			
Cycle Q Clear(g_c), s	11.9	0.0	0.0	0.0	34.9	47.6	8.3	0.0	28.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	235	2188	0	0	1572	701	1048	0	466			
V/C Ratio(X)	0.87	0.70	0.00	0.00	0.83	1.00	0.33	0.00	0.92			
Avail Cap(c_a), veh/h	387	2188	0	0	1572	701	1201	0	534			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.9	0.0	0.0	0.0	27.4	31.0	30.7	0.0	37.8			
Incr Delay (d2), s/veh	1.2	0.2	0.0	0.0	5.1	33.3	0.2	0.0	19.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.5	0.1	0.0	0.0	14.8	23.1	3.5	0.0	13.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.1	0.2	0.0	0.0	32.5	64.2	30.9	0.0	57.0			
LnGrp LOS	D	A	A	A	C	E	C	A	E			
Approach Vol, veh/h		1726			1997			776				
Approach Delay, s/veh		5.0			43.6			45.3				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.7			18.8	53.9		37.3				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			23.5	34.0		36.5				
Max Q Clear Time (g_c+I1), s		2.0			13.9	49.6		30.2				
Green Ext Time (p_c), s		8.6			0.4	0.0		1.6				

Intersection Summary

HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

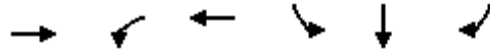
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

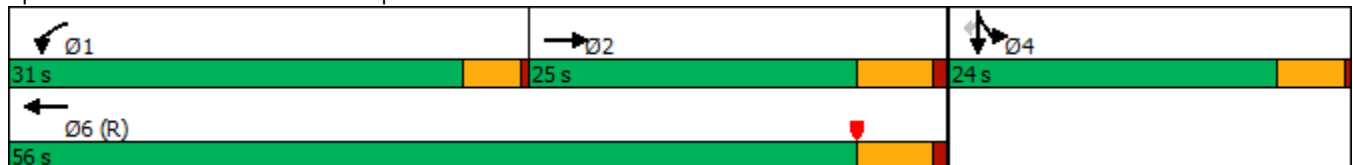


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	302	277	515	300	0	84
Future Volume (vph)	302	277	515	300	0	84
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	25.0	31.0	56.0	24.0	24.0	24.0
Total Split (%)	31.3%	38.8%	70.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	34.4	18.6	57.0	13.0	13.0	13.0
Actuated g/C Ratio	0.43	0.23	0.71	0.16	0.16	0.16
v/c Ratio	0.32	0.72	0.22	0.59	0.59	0.27
Control Delay	14.6	37.7	4.6	38.9	38.9	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	37.7	4.6	38.9	38.9	8.5
LOS	B	D	A	D	D	A
Approach Delay	14.6		16.2		32.3	
Approach LOS	B		B		C	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 19.6
 Intersection LOS: B
 Intersection Capacity Utilization 56.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	302	143	277	515	0	0	0	0	300	0	84
Future Volume (veh/h)	0	302	143	277	515	0	0	0	0	300	0	84
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	328	155	301	560	0				326	0	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	926	429	351	2279	0				452	0	199
Arrive On Green	0.00	0.39	0.39	0.19	0.63	0.00				0.12	0.00	0.12
Sat Flow, veh/h	0	2488	1108	1810	3705	0				3619	0	1591
Grp Volume(v), veh/h	0	246	237	301	560	0				326	0	91
Grp Sat Flow(s),veh/h/ln	0	1805	1696	1810	1805	0				1810	0	1591
Q Serve(g_s), s	0.0	7.7	8.0	12.9	5.4	0.0				6.9	0.0	4.2
Cycle Q Clear(g_c), s	0.0	7.7	8.0	12.9	5.4	0.0				6.9	0.0	4.2
Prop In Lane	0.00		0.65	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	699	656	351	2279	0				452	0	199
V/C Ratio(X)	0.00	0.35	0.36	0.86	0.25	0.00				0.72	0.00	0.46
Avail Cap(c_a), veh/h	0	699	656	611	2279	0				882	0	388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.4	17.5	31.2	6.4	0.0				33.7	0.0	32.5
Incr Delay (d2), s/veh	0.0	1.4	1.5	5.8	0.2	0.0				2.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	3.0	5.7	1.5	0.0				3.0	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.8	19.0	37.0	6.7	0.0				35.9	0.0	34.1
LnGrp LOS	A	B	B	D	A	A				D	A	C
Approach Vol, veh/h		483			861						417	
Approach Delay, s/veh		18.9			17.3						35.5	
Approach LOS		B			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.5	36.5		14.5		56.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	27.0	19.5		19.5		50.5						
Max Q Clear Time (g_c+I1), s	14.9	10.0		8.9		7.4						
Green Ext Time (p_c), s	0.7	1.2		1.1		2.2						

Intersection Summary

HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

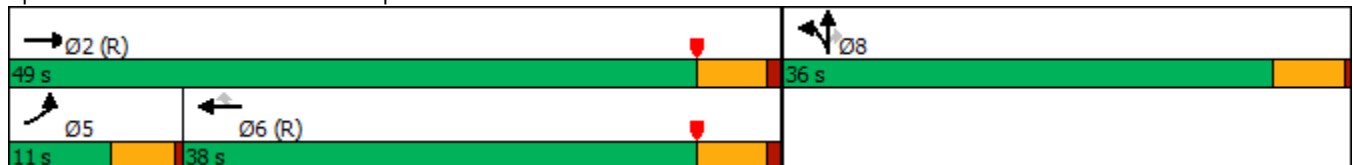


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	67	536	628	560	165	0	286
Future Volume (vph)	67	536	628	560	165	0	286
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	11.0	49.0	38.0	38.0	36.0	36.0	36.0
Total Split (%)	12.9%	57.6%	44.7%	44.7%	42.4%	42.4%	42.4%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	7.9	64.0	53.5	53.5	10.5	10.5	10.5
Actuated g/C Ratio	0.09	0.75	0.63	0.63	0.12	0.12	0.12
v/c Ratio	0.43	0.21	0.30	0.50	0.42	0.43	0.75
Control Delay	43.8	3.9	9.4	2.7	38.7	38.9	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	3.9	9.4	2.7	38.7	38.9	20.6
LOS	D	A	A	A	D	D	C
Approach Delay		8.3	6.3			27.3	
Approach LOS		A	A			C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 11.0
 Intersection LOS: B
 Intersection Capacity Utilization 56.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↖	↗			
Traffic Volume (veh/h)	67	536	0	0	628	560	165	0	286	0	0	0
Future Volume (veh/h)	67	536	0	0	628	560	165	0	286	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	73	583	0	0	683	609	179	0	311			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	94	2368	0	0	1989	885	798	0	353			
Arrive On Green	0.05	0.66	0.00	0.00	0.55	0.55	0.22	0.00	0.22			
Sat Flow, veh/h	1810	3705	0	0	3705	1606	3619	0	1599			
Grp Volume(v), veh/h	73	583	0	0	683	609	179	0	311			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1606	1810	0	1599			
Q Serve(g_s), s	3.4	5.6	0.0	0.0	8.9	23.3	3.4	0.0	16.0			
Cycle Q Clear(g_c), s	3.4	5.6	0.0	0.0	8.9	23.3	3.4	0.0	16.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	94	2368	0	0	1989	885	798	0	353			
V/C Ratio(X)	0.77	0.25	0.00	0.00	0.34	0.69	0.22	0.00	0.88			
Avail Cap(c_a), veh/h	138	2368	0	0	1989	885	1320	0	583			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.8	6.0	0.0	0.0	10.6	13.8	27.2	0.0	32.1			
Incr Delay (d2), s/veh	7.4	0.2	0.0	0.0	0.5	4.4	0.1	0.0	4.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	1.6	0.0	0.0	3.0	7.8	1.4	0.0	6.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	6.2	0.0	0.0	11.0	18.2	27.2	0.0	37.0			
LnGrp LOS	D	A	A	A	B	B	C	A	D			
Approach Vol, veh/h		656			1292			490				
Approach Delay, s/veh		10.8			14.4			33.4				
Approach LOS		B			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.3			8.9	52.3		23.7				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		43.5			6.5	32.5		31.0				
Max Q Clear Time (g_c+I1), s		7.6			5.4	25.3		18.0				
Green Ext Time (p_c), s		2.3			0.0	2.5		0.7				

Intersection Summary

HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

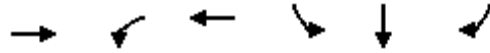
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	536	502	1025	267	1	100
Future Volume (vph)	536	502	1025	267	1	100
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	36.2	17.6	57.8	12.2	12.2	12.2
Actuated g/C Ratio	0.45	0.22	0.72	0.15	0.15	0.15
v/c Ratio	0.49	0.71	0.43	0.55	0.56	0.33
Control Delay	17.0	33.9	5.5	38.7	38.7	11.1
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	17.0	33.9	5.9	38.7	38.7	11.1
LOS	B	C	A	D	D	B
Approach Delay	17.0		15.1		31.2	
Approach LOS	B		B		C	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 17.9
 Intersection Capacity Utilization 70.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	536	188	502	1025	0	0	0	0	267	1	100
Future Volume (veh/h)	0	536	188	502	1025	0	0	0	0	267	1	100
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	583	174	546	1114	0				291	0	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1001	298	671	2189	0				413	0	184
Arrive On Green	0.00	0.37	0.37	0.19	0.61	0.00				0.11	0.00	0.11
Sat Flow, veh/h	0	2836	816	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	383	374	546	1114	0				291	0	51
Grp Sat Flow(s),veh/h/ln	0	1805	1752	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	13.7	13.8	11.9	14.1	0.0				6.2	0.0	2.3
Cycle Q Clear(g_c), s	0.0	13.7	13.8	11.9	14.1	0.0				6.2	0.0	2.3
Prop In Lane	0.00		0.47	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	659	640	671	2189	0				413	0	184
V/C Ratio(X)	0.00	0.58	0.58	0.81	0.51	0.00				0.70	0.00	0.28
Avail Cap(c_a), veh/h	0	659	640	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.84	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.5	20.5	31.0	9.0	0.0				34.1	0.0	32.4
Incr Delay (d2), s/veh	0.0	3.7	3.9	2.7	0.7	0.0				2.2	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	5.6	4.8	4.2	0.0				2.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.2	24.4	33.7	9.7	0.0				36.4	0.0	33.2
LnGrp LOS	A	C	C	C	A	A				D	A	C
Approach Vol, veh/h		757			1660						342	
Approach Delay, s/veh		24.3			17.6						35.9	
Approach LOS		C			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.3	34.7		13.6		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	13.9	15.8		8.2		16.1						
Green Ext Time (p_c), s	1.4	1.5		0.9		5.1						

Intersection Summary

HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

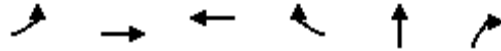
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

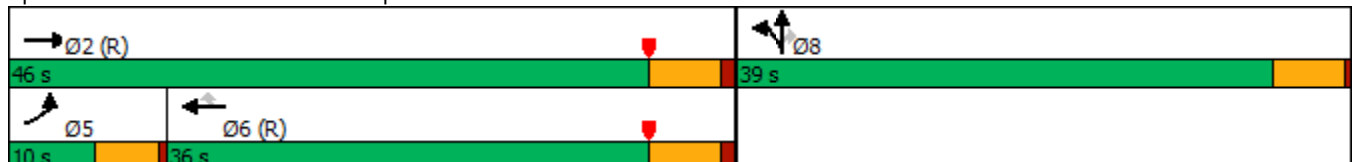


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↖	↗↗
Traffic Volume (vph)	59	744	1120	509	3	758
Future Volume (vph)	59	744	1120	509	3	758
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	10.0	46.0	36.0	36.0	39.0	39.0
Total Split (%)	11.8%	54.1%	42.4%	42.4%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	6.5	47.5	38.4	38.4	27.0	27.0
Actuated g/C Ratio	0.08	0.56	0.45	0.45	0.32	0.32
v/c Ratio	0.46	0.40	0.52	0.54	0.77	0.79
Control Delay	49.7	12.5	19.6	4.1	35.1	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	12.5	19.6	4.1	35.1	25.3
LOS	D	B	B	A	D	C
Approach Delay		15.2	14.8		28.7	
Approach LOS		B	B		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 19.4
 Intersection Capacity Utilization 70.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↖	↗↗			
Traffic Volume (veh/h)	59	744	0	0	1120	509	406	3	758	0	0	0
Future Volume (veh/h)	59	744	0	0	1120	509	406	3	758	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	64	809	0	0	1217	514	441	3	478			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	83	2140	0	0	2563	796	510	3	804			
Arrive On Green	0.05	0.59	0.00	0.00	0.49	0.49	0.28	0.28	0.28			
Sat Flow, veh/h	1810	3705	0	0	5358	1610	1798	12	2834			
Grp Volume(v), veh/h	64	809	0	0	1217	514	444	0	478			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.0	10.0	0.0	0.0	13.2	20.2	19.8	0.0	12.4			
Cycle Q Clear(g_c), s	3.0	10.0	0.0	0.0	13.2	20.2	19.8	0.0	12.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	83	2140	0	0	2563	796	513	0	804			
V/C Ratio(X)	0.77	0.38	0.00	0.00	0.47	0.65	0.87	0.00	0.59			
Avail Cap(c_a), veh/h	117	2140	0	0	2563	796	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.1	9.1	0.0	0.0	14.2	16.0	28.9	0.0	26.2			
Incr Delay (d2), s/veh	9.6	0.4	0.0	0.0	0.6	4.0	5.9	0.0	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	3.2	0.0	0.0	4.5	7.0	8.7	0.0	3.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	9.5	0.0	0.0	14.8	20.0	34.8	0.0	26.5			
LnGrp LOS	D	A	A	A	B	C	C	A	C			
Approach Vol, veh/h		873			1731			922				
Approach Delay, s/veh		12.5			16.4			30.5				
Approach LOS		B			B			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.9			8.4	47.5		29.1				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			5.5	30.5		34.0				
Max Q Clear Time (g_c+I1), s		12.0			5.0	22.2		21.8				
Green Ext Time (p_c), s		3.3			0.0	4.1		2.3				

Intersection Summary

HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	EBR	WBT	SBL	SBT	Ø1	Ø8
Lane Configurations	↖	↗↗↗	↘	←↔←	↘	↘		
Traffic Volume (vph)	80	664	1	1349	7	0		
Future Volume (vph)	80	664	1	1349	7	0		
Turn Type	Prot	NA	Perm	NA	Perm	NA		
Protected Phases	5	2		6		4	1	8
Permitted Phases			2		4			
Detector Phase	5	2	2	6	4	4		
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	21.8	21.8	21.8	32.6	32.6	9.6	32.6
Total Split (s)	17.0	66.0	66.0	62.0	41.0	41.0	13.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	51.7%	34.2%	34.2%	11%	34%
Yellow Time (s)	3.6	4.8	4.8	4.8	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	5.8	5.8	4.6	4.6		
Lead/Lag	Lead	Lag	Lag	Lag			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.3	44.2	44.2	33.0	15.8	15.8		
Actuated g/C Ratio	0.17	0.79	0.79	0.59	0.28	0.28		
v/c Ratio	0.27	0.17	0.00	0.47	0.02	0.09		
Control Delay	32.4	4.3	0.0	12.5	24.3	0.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	32.4	4.3	0.0	12.5	24.3	0.3		
LOS	C	A	A	B	C	A		
Approach Delay		7.3		12.5		3.2		
Approach LOS		A		B		A		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 56	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 52.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗		↖	↗	
Traffic Volume (veh/h)	80	664	1	0	1349	51	0	0	0	7	0	51
Future Volume (veh/h)	80	664	1	0	1349	51	0	0	0	7	0	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	82	678	1	0	1377	50	0	0	0	7	0	41
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	3472	1078	4	2551	93	159	190	0	341	0	161
Arrive On Green	0.07	0.67	0.67	0.00	0.50	0.50	0.00	0.00	0.00	0.10	0.00	0.10
Sat Flow, veh/h	1810	5187	1610	1810	5138	187	1388	1900	0	1810	0	1610
Grp Volume(v), veh/h	82	678	1	0	927	500	0	0	0	7	0	41
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1866	1388	1900	0	1810	0	1610
Q Serve(g_s), s	2.0	2.2	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.2	0.0	1.1
Cycle Q Clear(g_c), s	2.0	2.2	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.2	0.0	1.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	3472	1078	4	1717	927	159	190	0	341	0	161
V/C Ratio(X)	0.64	0.20	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.02	0.00	0.25
Avail Cap(c_a), veh/h	497	6917	2147	337	4305	2323	1139	1532	0	1618	0	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	2.8	2.5	0.0	7.8	7.8	0.0	0.0	0.0	18.3	0.0	18.8
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.0	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.0	0.0	1.8	2.0	0.0	0.0	0.0	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	2.9	2.5	0.0	8.1	8.3	0.0	0.0	0.0	18.4	0.0	19.6
LnGrp LOS	C	A	A	A	A	A	A	A	A	B	A	B
Approach Vol, veh/h		761			1427			0				48
Approach Delay, s/veh		5.0			8.2			0.0				19.4
Approach LOS		A			A							B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	36.0		9.1	7.8	28.2		9.1				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+I1), s	0.0	4.2		3.1	4.0	10.3		0.0				
Green Ext Time (p_c), s	0.0	4.8		0.2	0.0	12.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Intersection			
Intersection Delay, s/veh	33.7		
Intersection LOS	D		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	1214	269
Demand Flow Rate, veh/h	0	1214	269
Vehicles Circulating, veh/h	119	152	581
Vehicles Exiting, veh/h	1247	698	210
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	39.8	6.0
Approach LOS	-	E	A
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.565	0.435
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	1214	152	117
Cap Entry Lane, veh/h	1237	837	837
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	1214	152	117
Cap Entry, veh/h	1237	837	837
V/C Ratio	0.982	0.182	0.140
Control Delay, s/veh	39.8	6.2	5.7
LOS	E	A	A
95th %tile Queue, veh	20	1	0

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

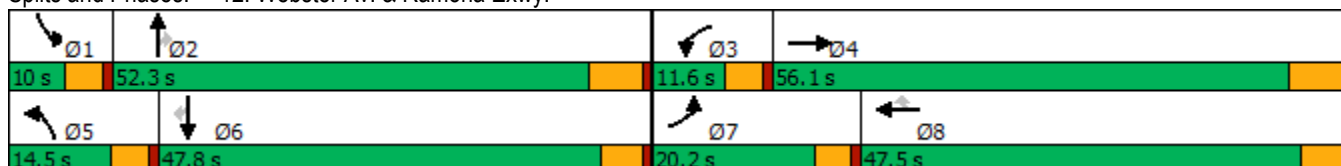
05/28/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	618	1442	45	1922	109	146	76	38	50	40	396
Future Volume (vph)	618	1442	45	1922	109	146	76	38	50	40	396
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	52.3	52.3	10.0	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	40.2%	40.2%	7.7%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.7	53.1	6.4	42.7	42.7	10.0	27.4	27.4	5.4	21.7	21.7
Actuated g/C Ratio	0.14	0.48	0.06	0.39	0.39	0.09	0.25	0.25	0.05	0.20	0.20
v/c Ratio	2.55	0.64	0.46	1.01	0.16	0.95	0.17	0.08	0.60	0.11	0.86
Control Delay	727.8	24.9	67.2	57.5	3.0	109.3	33.1	0.3	80.8	34.6	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	727.8	24.9	67.2	57.5	3.0	109.3	33.1	0.3	80.8	34.6	37.0
LOS	F	C	E	E	A	F	C	A	F	C	D
Approach Delay		229.2		54.8			71.1			41.3	
Approach LOS		F		D			E			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 109.7
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.55
 Intersection Signal Delay: 129.3
 Intersection LOS: F
 Intersection Capacity Utilization 99.4%
 ICU Level of Service F
 Analysis Period (min) 15




























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Traffic Volume (veh/h)	618	1442	66	45	1922	109	146	76	38	50	40	396
Future Volume (veh/h)	618	1442	66	45	1922	109	146	76	38	50	40	396
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	657	1534	50	48	2045	107	155	81	25	53	43	375
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	235	2317	76	62	1833	569	149	567	481	69	483	409
Arrive On Green	0.13	0.45	0.45	0.03	0.35	0.35	0.08	0.30	0.30	0.04	0.25	0.25
Sat Flow, veh/h	1810	5160	168	1810	5187	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	657	1028	556	48	2045	107	155	81	25	53	43	375
Grp Sat Flow(s),veh/h/ln	1810	1729	1870	1810	1729	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	15.6	28.0	28.0	3.2	42.4	5.5	9.9	3.7	1.3	3.5	2.1	27.2
Cycle Q Clear(g_c), s	15.6	28.0	28.0	3.2	42.4	5.5	9.9	3.7	1.3	3.5	2.1	27.2
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	1553	840	62	1833	569	149	567	481	69	483	409
V/C Ratio(X)	2.79	0.66	0.66	0.77	1.12	0.19	1.04	0.14	0.05	0.77	0.09	0.92
Avail Cap(c_a), veh/h	235	1553	840	106	1833	569	149	730	619	81	676	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	25.9	25.9	57.5	38.8	26.9	55.0	30.8	30.0	57.2	34.2	43.5
Incr Delay (d2), s/veh	818.3	1.1	1.9	7.4	60.2	0.2	84.1	0.1	0.0	25.6	0.1	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	60.3	10.9	12.0	1.5	27.0	2.1	8.0	1.7	0.5	2.1	1.0	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	870.5	27.0	27.9	64.8	99.0	27.0	139.1	30.9	30.0	82.8	34.2	59.2
LnGrp LOS	F	C	C	E	F	C	F	C	C	F	C	E
Approach Vol, veh/h		2241			2200			261			471	
Approach Delay, s/veh		274.5			94.8			95.1			59.6	
Approach LOS		F			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	42.0	8.7	60.1	14.5	36.7	20.2	48.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	46.1	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	5.5	5.7	5.2	30.0	11.9	29.2	17.6	44.4				
Green Ext Time (p_c), s	0.0	0.5	0.0	9.9	0.0	1.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	169.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

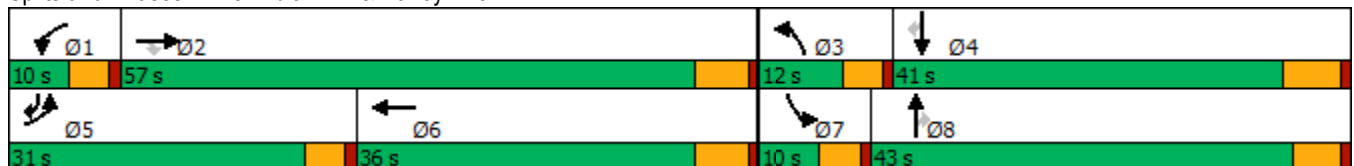
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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	249	308	60	157	808	86	378	82	102	187	216	
Future Volume (vph)	249	308	60	157	808	86	378	82	102	187	216	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	
Protected Phases	5	2		1	6	3	8		7	4	5	
Permitted Phases			2					8			4	
Detector Phase	5	2	2	1	6	3	8	8	7	4	5	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6	
Total Split (s)	31.0	57.0	57.0	10.0	36.0	12.0	43.0	43.0	10.0	41.0	31.0	
Total Split (%)	25.8%	47.5%	47.5%	8.3%	30.0%	10.0%	35.8%	35.8%	8.3%	34.2%	25.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	17.9	40.4	40.4	5.6	28.1	6.6	19.2	19.2	5.6	19.9	44.2	
Actuated g/C Ratio	0.19	0.44	0.44	0.06	0.31	0.07	0.21	0.21	0.06	0.22	0.48	
v/c Ratio	0.76	0.15	0.08	1.55	0.76	0.37	0.54	0.19	1.01	0.49	0.29	
Control Delay	51.6	16.2	0.8	320.5	32.3	49.9	35.3	1.1	137.7	38.5	11.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.6	16.2	0.8	320.5	32.3	49.9	35.3	1.1	137.7	38.5	11.5	
LOS	D	B	A	F	C	D	D	A	F	D	B	
Approach Delay		29.0			68.0		32.5			47.1		
Approach LOS		C			E		C			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.9	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.55	
Intersection Signal Delay: 49.6	Intersection LOS: D
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	































Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 			 	
Traffic Volume (veh/h)	249	308	60	157	808	302	86	378	82	102	187	216
Future Volume (veh/h)	249	308	60	157	808	302	86	378	82	102	187	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	331	56	169	869	306	92	406	82	110	201	184
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	313	2135	663	128	1173	411	198	605	270	128	346	572
Arrive On Green	0.17	0.41	0.41	0.07	0.31	0.31	0.06	0.17	0.17	0.07	0.18	0.18
Sat Flow, veh/h	1810	5187	1610	1810	3790	1329	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	268	331	56	169	793	382	92	406	82	110	201	184
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1661	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	10.9	3.1	1.6	5.4	15.6	15.7	1.9	8.0	3.4	4.6	7.4	6.3
Cycle Q Clear(g_c), s	10.9	3.1	1.6	5.4	15.6	15.7	1.9	8.0	3.4	4.6	7.4	6.3
Prop In Lane	1.00		1.00	1.00		0.80	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	2135	663	128	1070	514	198	605	270	128	346	572
V/C Ratio(X)	0.86	0.16	0.08	1.32	0.74	0.74	0.47	0.67	0.30	0.86	0.58	0.32
Avail Cap(c_a), veh/h	628	3492	1084	128	1373	659	342	1785	796	128	869	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	14.1	13.6	35.3	23.5	23.6	34.8	29.7	27.8	34.9	28.4	17.8
Incr Delay (d2), s/veh	2.6	0.0	0.1	186.4	1.6	3.4	0.6	1.3	0.6	38.5	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.0	0.5	8.9	5.9	6.0	0.8	3.3	1.3	3.3	3.2	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	14.1	13.7	221.8	25.1	26.9	35.4	31.0	28.4	73.4	30.0	18.2
LnGrp LOS	C	B	B	F	C	C	D	C	C	E	C	B
Approach Vol, veh/h		655			1344			580			495	
Approach Delay, s/veh		21.8			50.4			31.3			35.2	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	37.1	8.9	20.1	17.8	29.3	10.0	19.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	51.2	7.4	34.8	26.4	30.2	5.4	* 38				
Max Q Clear Time (g_c+I1), s	7.4	5.1	3.9	9.4	12.9	17.7	6.6	10.0				
Green Ext Time (p_c), s	0.0	2.2	0.0	1.6	0.3	5.8	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

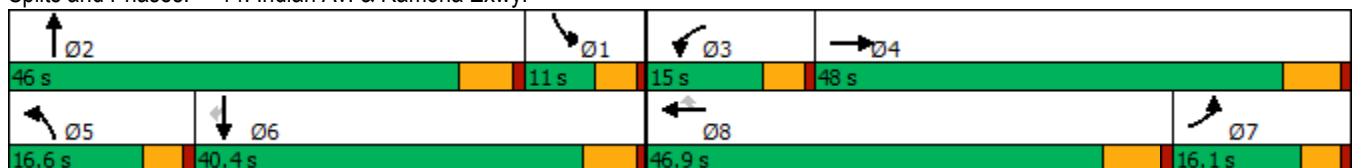


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	195	1236	180	1778	182	131	190	69	143	149
Future Volume (vph)	195	1236	180	1778	182	131	190	69	143	149
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.6	42.2	10.5	41.1	41.1	10.8	18.3	8.6	13.9	13.9
Actuated g/C Ratio	0.12	0.43	0.11	0.42	0.42	0.11	0.19	0.09	0.14	0.14
v/c Ratio	0.94	0.67	0.96	0.84	0.24	0.68	0.38	0.45	0.29	0.41
Control Delay	93.6	25.2	102.2	31.5	5.0	61.9	31.5	55.1	38.7	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.6	25.2	102.2	31.5	5.0	61.9	31.5	55.1	38.7	7.6
LOS	F	C	F	C	A	E	C	E	D	A
Approach Delay		33.5		35.2			41.9		29.0	
Approach LOS		C		D			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 34.7
 Intersection LOS: C
 Intersection Capacity Utilization 78.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1236	192	180	1778	182	131	190	62	69	143	149
Future Volume (veh/h)	195	1236	192	180	1778	182	131	190	62	69	143	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	1261	194	184	1814	157	134	194	52	70	146	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	2029	312	206	2168	673	166	332	87	138	414	185
Arrive On Green	0.13	0.45	0.45	0.11	0.42	0.42	0.09	0.12	0.12	0.08	0.11	0.11
Sat Flow, veh/h	1810	4534	698	1810	5187	1610	1810	2829	739	1810	3610	1610
Grp Volume(v), veh/h	199	962	493	184	1814	157	134	122	124	70	146	145
Grp Sat Flow(s),veh/h/ln	1810	1729	1774	1810	1729	1610	1810	1805	1763	1810	1805	1610
Q Serve(g_s), s	9.9	19.4	19.4	9.2	28.6	5.7	6.6	5.8	6.1	3.4	3.4	5.7
Cycle Q Clear(g_c), s	9.9	19.4	19.4	9.2	28.6	5.7	6.6	5.8	6.1	3.4	3.4	5.7
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	228	1548	794	206	2168	673	166	212	207	138	414	185
V/C Ratio(X)	0.87	0.62	0.62	0.89	0.84	0.23	0.81	0.58	0.60	0.51	0.35	0.78
Avail Cap(c_a), veh/h	228	1582	811	206	2310	717	238	794	775	138	1367	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	19.3	19.3	39.9	23.8	17.1	40.7	38.2	38.3	40.6	37.3	19.8
Incr Delay (d2), s/veh	28.1	0.7	1.4	34.3	2.7	0.2	8.1	2.5	2.8	1.3	0.5	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	7.0	7.3	5.8	10.7	1.9	3.2	2.6	2.7	1.5	1.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	20.0	20.7	74.3	26.5	17.3	48.8	40.6	41.1	41.8	37.8	27.0
LnGrp LOS	E	C	C	E	C	B	D	D	D	D	D	C
Approach Vol, veh/h		1654			2155			380			361	
Approach Delay, s/veh		25.9			29.9			43.7			34.2	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	16.5	15.0	47.1	13.0	16.3	17.7	44.4				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	5.4	8.1	11.2	21.4	8.6	7.7	11.9	30.6				
Green Ext Time (p_c), s	0.0	1.3	0.0	9.2	0.0	1.3	0.0	7.6				
Intersection Summary												
HCM 6th Ctrl Delay			30.0									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection	
Intersection Delay, s/veh	369.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	79	198	97	167	993	81	68	175	96	30	146	39
Future Vol, veh/h	79	198	97	167	993	81	68	175	96	30	146	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	86	215	105	182	1079	88	74	190	104	33	159	42
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	28.7	625.7	27.8	21.8
HCM LOS	D	F	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	65%	0%	67%	0%	92%	0%	79%
Vol Right, %	0%	35%	0%	33%	0%	8%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	271	79	295	167	1074	30	185
LT Vol	68	0	79	0	167	0	30	0
Through Vol	0	175	0	198	0	993	0	146
RT Vol	0	96	0	97	0	81	0	39
Lane Flow Rate	74	295	86	321	182	1167	33	201
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.181	0.662	0.205	0.702	0.425	2.549	0.083	0.477
Departure Headway (Hd)	10.965	10.174	10.447	9.677	8.433	7.862	11.476	10.787
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	330	359	346	378	430	479	314	336
Service Time	8.665	7.874	8.147	7.377	6.133	5.562	9.176	8.487
HCM Lane V/C Ratio	0.224	0.822	0.249	0.849	0.423	2.436	0.105	0.598
HCM Control Delay	16.1	30.7	15.8	32.2	17.2	720.3	15.2	22.9
HCM Lane LOS	C	D	C	D	C	F	C	C
HCM 95th-tile Q	0.7	4.5	0.8	5.2	2.1	93.3	0.3	2.5

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

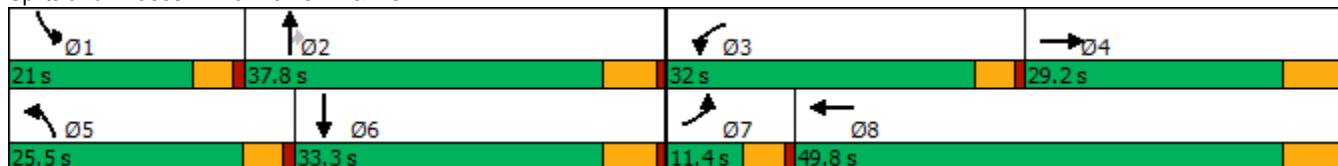


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↗	↗	↘	↗
Traffic Volume (vph)	76	352	301	540	293	884	292	169	820
Future Volume (vph)	76	352	301	540	293	884	292	169	820
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	20.4	23.6	37.2	21.0	33.2	33.2	14.5	26.6
Actuated g/C Ratio	0.06	0.18	0.21	0.33	0.19	0.29	0.29	0.13	0.24
v/c Ratio	0.77	0.82	0.87	0.66	0.95	0.63	0.51	0.80	0.87
Control Delay	94.9	52.5	66.9	33.4	85.0	38.2	13.9	73.8	50.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.9	52.5	66.9	33.4	85.0	38.2	13.9	73.8	50.0
LOS	F	D	E	C	F	D	B	E	D
Approach Delay		58.1		43.5		42.7			53.5
Approach LOS		E		D		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 47.9
 Intersection LOS: D
 Intersection Capacity Utilization 84.7%
 ICU Level of Service E
 Analysis Period (min) 15























Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	352	148	301	540	162	293	884	292	169	820	150
Future Volume (veh/h)	76	352	148	301	540	162	293	884	292	169	820	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	383	126	327	587	98	318	961	193	184	891	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	475	154	358	980	163	346	1599	494	215	1052	178
Arrive On Green	0.06	0.18	0.18	0.20	0.32	0.32	0.19	0.31	0.31	0.12	0.24	0.24
Sat Flow, veh/h	1810	2677	870	1810	3092	515	1810	5187	1602	1810	4466	753
Grp Volume(v), veh/h	83	257	252	327	342	343	318	961	193	184	689	353
Grp Sat Flow(s),veh/h/ln	1810	1805	1742	1810	1805	1802	1810	1729	1602	1810	1729	1761
Q Serve(g_s), s	4.9	14.6	15.0	19.0	17.1	17.2	18.5	16.9	10.2	10.7	20.4	20.6
Cycle Q Clear(g_c), s	4.9	14.6	15.0	19.0	17.1	17.2	18.5	16.9	10.2	10.7	20.4	20.6
Prop In Lane	1.00		0.50	1.00		0.29	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	106	321	309	358	572	571	346	1599	494	215	815	415
V/C Ratio(X)	0.78	0.80	0.82	0.91	0.60	0.60	0.92	0.60	0.39	0.86	0.85	0.85
Avail Cap(c_a), veh/h	115	387	373	462	733	732	352	1599	494	276	886	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	42.3	42.5	42.1	30.9	30.9	42.6	31.5	29.2	46.4	39.2	39.2
Incr Delay (d2), s/veh	24.3	9.6	11.2	17.0	1.0	1.0	27.5	0.6	0.5	15.6	7.1	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	7.1	7.1	9.7	7.2	7.2	10.6	6.8	3.8	5.6	9.1	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	51.9	53.6	59.1	31.9	31.9	70.1	32.2	29.7	62.0	46.3	52.8
LnGrp LOS	E	D	D	E	C	C	E	C	C	E	D	D
Approach Vol, veh/h		592			1012			1472			1226	
Approach Delay, s/veh		55.8			40.7			40.0			50.5	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	38.9	25.9	25.3	25.1	31.1	10.9	40.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	12.7	18.9	21.0	17.0	20.5	22.6	6.9	19.2				
Green Ext Time (p_c), s	0.1	5.6	0.3	1.4	0.0	2.6	0.0	3.8				
Intersection Summary												
HCM 6th Ctrl Delay			45.3									
HCM 6th LOS			D									

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

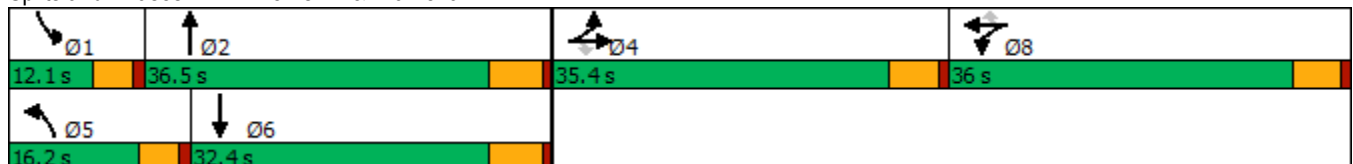


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕	↖	↕
Traffic Volume (vph)	171	100	171	202	93	1041	87	900
Future Volume (vph)	171	100	171	202	93	1041	87	900
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.3	22.3	29.5	29.5	10.2	32.8	8.0	30.6
Actuated g/C Ratio	0.21	0.21	0.27	0.27	0.09	0.30	0.07	0.28
v/c Ratio	0.70	0.26	0.85	0.37	0.60	0.90	0.72	0.74
Control Delay	50.7	7.3	55.5	6.4	64.3	45.2	80.7	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	7.3	55.5	6.4	64.3	45.2	80.7	40.5
LOS	D	A	E	A	E	D	F	D
Approach Delay	38.2		38.9			46.5		43.8
Approach LOS	D		D			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.7
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 43.5
 Intersection LOS: D
 Intersection Capacity Utilization 78.6%
 ICU Level of Service D
 Analysis Period (min) 15























Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	171	100	223	171	202	93	1041	236	87	900	90
Future Volume (veh/h)	76	171	100	223	171	202	93	1041	236	87	900	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	186	55	242	186	96	101	1132	237	95	978	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	241	299	282	217	434	138	1341	281	131	1477	146
Arrive On Green	0.19	0.19	0.19	0.27	0.27	0.27	0.08	0.31	0.29	0.07	0.31	0.29
Sat Flow, veh/h	577	1294	1608	1045	803	1608	1810	4297	899	1810	4798	475
Grp Volume(v), veh/h	269	0	55	428	0	96	101	911	458	95	704	371
Grp Sat Flow(s),veh/h/ln	1871	0	1608	1848	0	1608	1810	1729	1738	1810	1729	1815
Q Serve(g_s), s	13.7	0.0	2.9	22.0	0.0	4.6	5.5	24.7	24.7	5.2	17.7	17.9
Cycle Q Clear(g_c), s	13.7	0.0	2.9	22.0	0.0	4.6	5.5	24.7	24.7	5.2	17.7	17.9
Prop In Lane	0.31		1.00	0.57		1.00	1.00		0.52	1.00		0.26
Lane Grp Cap(c), veh/h	348	0	299	499	0	434	138	1079	542	131	1065	559
V/C Ratio(X)	0.77	0.00	0.18	0.86	0.00	0.22	0.73	0.84	0.84	0.73	0.66	0.66
Avail Cap(c_a), veh/h	586	0	504	590	0	514	220	1122	564	146	1065	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	0.0	34.4	34.7	0.0	28.4	45.3	32.2	32.7	45.5	30.1	30.4
Incr Delay (d2), s/veh	3.7	0.0	0.3	10.6	0.0	0.3	2.8	5.9	11.0	11.8	1.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	1.1	10.9	0.0	1.8	2.5	10.5	11.5	2.7	7.2	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	34.7	45.3	0.0	28.6	48.0	38.1	43.7	57.3	31.7	33.3
LnGrp LOS	D	A	C	D	A	C	D	D	D	E	C	C
Approach Vol, veh/h		324			524			1470			1170	
Approach Delay, s/veh		41.1			42.3			40.5			34.3	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	35.3		22.6	11.7	34.9		31.1				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+1), s	7.2	26.7		15.7	7.5	19.9		24.0				
Green Ext Time (p_c), s	0.0	2.7		1.4	0.0	3.4		1.6				
Intersection Summary												
HCM 6th Ctrl Delay				38.7								
HCM 6th LOS				D								

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

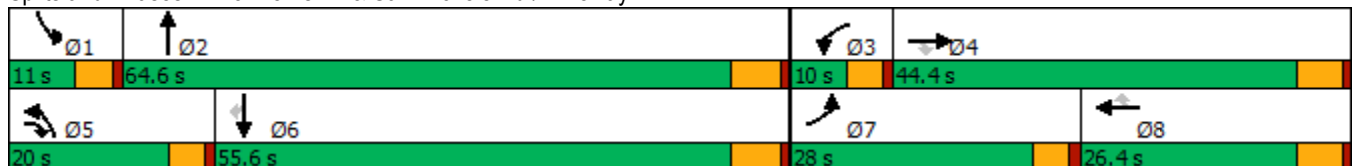


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	44	27	4	132	1314	1	1072	90		
Future Volume (vph)	44	27	4	132	1314	1	1072	90		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4								6
Detector Phase	7	5	3	5	2	1	6	6		
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	20.0	10.0	20.0	64.6	11.0	55.6	55.6	44.4	26.4
Total Split (%)	21.5%	15.4%	7.7%	15.4%	49.7%	8.5%	42.8%	42.8%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.5	20.9	7.0	11.7	42.7	6.9	30.3	30.3		
Actuated g/C Ratio	0.18	0.37	0.12	0.21	0.75	0.12	0.53	0.53		
v/c Ratio	0.14	0.04	0.02	0.38	0.36	0.00	0.41	0.10		
Control Delay	31.9	0.1	38.2	32.1	8.2	39.0	15.2	0.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	31.9	0.1	38.2	32.1	8.2	39.0	15.2	0.2		
LOS	C	A	D	C	A	D	B	A		
Approach Delay					10.3		14.1			
Approach LOS					B		B			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 56.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 12.2
 Intersection LOS: B
 Intersection Capacity Utilization 51.9%
 ICU Level of Service A
 Analysis Period (min) 15

























Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	0	27	4	0	0	132	1314	2	1	1072	90
Future Volume (veh/h)	44	0	27	4	0	0	132	1314	2	1	1072	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	0	10	4	0	0	140	1398	2	1	1140	75
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	205	336	10	125	106	182	2632	4	3	2038	633
Arrive On Green	0.05	0.00	0.11	0.01	0.00	0.00	0.10	0.49	0.49	0.00	0.39	0.39
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	5349	8	1810	5187	1610
Grp Volume(v), veh/h	47	0	10	4	0	0	140	904	496	1	1140	75
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1729	1899	1810	1729	1610
Q Serve(g_s), s	1.3	0.0	0.3	0.1	0.0	0.0	3.9	9.3	9.3	0.0	8.9	1.5
Cycle Q Clear(g_c), s	1.3	0.0	0.3	0.1	0.0	0.0	3.9	9.3	9.3	0.0	8.9	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	205	336	10	125	106	182	1702	934	3	2038	633
V/C Ratio(X)	0.55	0.00	0.03	0.41	0.00	0.00	0.77	0.53	0.53	0.29	0.56	0.12
Avail Cap(c_a), veh/h	816	1428	1372	188	769	652	537	3919	2152	223	4979	1545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	16.4	25.7	0.0	0.0	22.7	9.1	9.1	25.9	12.3	10.0
Incr Delay (d2), s/veh	5.3	0.0	0.0	9.9	0.0	0.0	2.6	0.3	0.5	15.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.1	0.0	0.0	1.6	2.4	2.7	0.0	2.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	16.4	35.6	0.0	0.0	25.3	9.3	9.5	41.7	12.5	10.1
LnGrp LOS	C	A	B	D	A	A	C	A	A	D	B	B
Approach Vol, veh/h		57			4			1540			1216	
Approach Delay, s/veh		27.2			35.6			10.8			12.4	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	31.3	4.9	11.0	9.8	26.2	7.1	8.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	15.4	49.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.0	11.3	2.1	2.3	5.9	10.9	3.3	0.0				
Green Ext Time (p_c), s	0.0	11.7	0.0	0.0	0.1	9.5	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				11.9								
HCM 6th LOS				B								

Timings
19: Perris Bl. & Nandina Av.

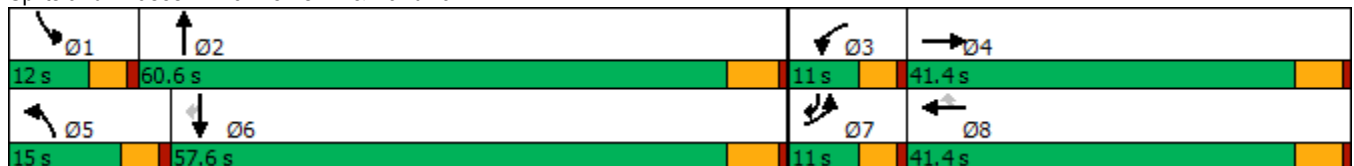


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	14	2	11	6	13	47	1411	19	1060	55
Future Volume (vph)	14	2	11	6	13	47	1411	19	1060	55
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	11.0	41.4	11.0	41.4	41.4	15.0	60.6	12.0	57.6	11.0
Total Split (%)	8.8%	33.1%	8.8%	33.1%	33.1%	12.0%	48.5%	9.6%	46.1%	8.8%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	18.4	7.8	16.8	16.8	9.0	41.3	8.0	38.3	38.1
Actuated g/C Ratio	0.16	0.31	0.13	0.29	0.29	0.15	0.70	0.14	0.65	0.65
v/c Ratio	0.05	0.02	0.05	0.01	0.03	0.18	0.43	0.09	0.34	0.06
Control Delay	40.6	0.0	41.8	30.5	0.1	37.8	11.6	41.0	12.8	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	0.0	41.8	30.5	0.1	37.8	11.6	41.0	12.8	3.1
LOS	D	A	D	C	A	D	B	D	B	A
Approach Delay		19.1		21.7			12.4		12.8	
Approach LOS		B		C			B		B	

Intersection Summary

Cycle Length: 125	
Actuated Cycle Length: 58.6	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	
























Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	2	14	11	6	13	47	1411	27	19	1060	55
Future Volume (veh/h)	14	2	14	11	6	13	47	1411	27	19	1060	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	2	6	12	7	6	51	1534	19	21	1152	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	142	127	27	143	121	87	2512	31	153	2658	854
Arrive On Green	0.02	0.08	0.08	0.02	0.08	0.08	0.05	0.48	0.48	0.08	0.51	0.51
Sat Flow, veh/h	1810	1805	1607	1810	1900	1610	1810	5281	65	1810	5187	1609
Grp Volume(v), veh/h	15	2	6	12	7	6	51	1004	549	21	1152	55
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1900	1610	1810	1729	1888	1810	1729	1609
Q Serve(g_s), s	0.5	0.1	0.2	0.4	0.2	0.2	1.6	12.7	12.7	0.6	8.2	1.0
Cycle Q Clear(g_c), s	0.5	0.1	0.2	0.4	0.2	0.2	1.6	12.7	12.7	0.6	8.2	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	33	142	127	27	143	121	87	1645	898	153	2658	854
V/C Ratio(X)	0.45	0.01	0.05	0.44	0.05	0.05	0.59	0.61	0.61	0.14	0.43	0.06
Avail Cap(c_a), veh/h	196	1101	980	196	1159	982	319	3211	1753	227	4553	1442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	25.1	25.1	28.8	25.3	25.3	27.5	11.4	11.4	25.0	9.0	6.7
Incr Delay (d2), s/veh	3.5	0.0	0.2	4.1	0.1	0.2	2.3	0.4	0.7	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.2	0.1	0.1	0.7	3.6	4.1	0.2	2.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.1	25.1	25.3	32.9	25.5	25.5	29.9	11.8	12.1	25.2	9.1	6.8
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	A	A
Approach Vol, veh/h		23			25			1604			1228	
Approach Delay, s/veh		29.7			29.0			12.5			9.3	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	33.9	5.5	10.0	7.4	36.0	5.7	9.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	54.8	6.4	36.0	10.4	51.8	6.4	36.0				
Max Q Clear Time (g_c+1), s	2.6	14.7	2.4	2.2	3.6	10.2	2.5	2.2				
Green Ext Time (p_c), s	0.0	13.4	0.0	0.0	0.0	9.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				11.4								
HCM 6th LOS				B								

Timings

Stoneridge Commerce Center SP (JN 13265)

20: Perris Bl. & Harley Knox Bl.

05/28/2020

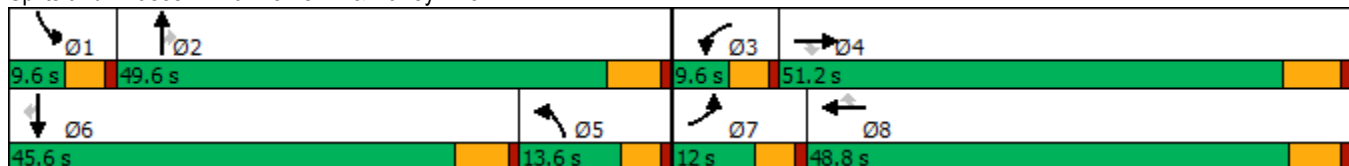


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (vph)	247	665	97	373	679	287	257	1210	23	114	784	283
Future Volume (vph)	247	665	97	373	679	287	257	1210	23	114	784	283
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	13.6	49.6	49.6	9.6	45.6	45.6
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	11.3%	41.3%	41.3%	8.0%	38.0%	38.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.6	26.9	26.9	5.2	24.8	24.8	12.6	32.1	32.1	5.2	24.7	24.7
Actuated g/C Ratio	0.08	0.29	0.29	0.06	0.27	0.27	0.14	0.35	0.35	0.06	0.27	0.27
v/c Ratio	1.77	0.68	0.18	2.05	0.52	0.56	0.58	0.72	0.04	0.63	0.61	0.57
Control Delay	404.4	32.0	1.4	514.4	29.5	17.6	45.4	28.7	0.1	61.1	31.4	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	404.4	32.0	1.4	514.4	29.5	17.6	45.4	28.7	0.1	61.1	31.4	19.0
LOS	F	C	A	F	C	B	D	C	A	E	C	B
Approach Delay		120.1			161.9			31.1			31.3	
Approach LOS		F			F			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.05	
Intersection Signal Delay: 83.9	Intersection LOS: F
Intersection Capacity Utilization 74.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	665	97	373	679	287	257	1210	23	114	784	283
Future Volume (veh/h)	247	665	97	373	679	287	257	1210	23	114	784	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	723	100	405	738	220	279	1315	22	124	852	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	967	431	212	1239	385	523	1864	579	200	1310	406
Arrive On Green	0.09	0.27	0.27	0.06	0.24	0.24	0.15	0.36	0.36	0.06	0.25	0.25
Sat Flow, veh/h	1810	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1608
Grp Volume(v), veh/h	268	723	100	405	738	220	279	1315	22	124	852	201
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1608
Q Serve(g_s), s	7.4	15.2	2.4	5.0	10.5	10.0	6.1	18.0	0.7	2.9	12.2	6.3
Cycle Q Clear(g_c), s	7.4	15.2	2.4	5.0	10.5	10.0	6.1	18.0	0.7	2.9	12.2	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	967	431	212	1239	385	523	1864	579	200	1310	406
V/C Ratio(X)	1.66	0.75	0.23	1.91	0.60	0.57	0.53	0.71	0.04	0.62	0.65	0.49
Avail Cap(c_a), veh/h	161	1959	874	212	2690	835	523	2740	851	212	2490	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	27.8	8.5	39.0	28.0	27.8	32.6	22.8	17.3	38.2	27.7	13.4
Incr Delay (d2), s/veh	322.6	1.2	0.3	428.0	0.5	1.3	0.6	0.5	0.0	3.5	0.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.5	6.1	1.4	14.6	4.1	3.7	2.5	6.7	0.3	1.3	4.7	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	360.3	29.0	8.8	467.0	28.5	29.2	33.2	23.3	17.3	41.7	28.3	14.4
LnGrp LOS	F	C	A	F	C	C	C	C	B	D	C	B
Approach Vol, veh/h		1091			1363			1616			1177	
Approach Delay, s/veh		108.5			158.9			24.9			27.3	
Approach LOS		F			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	35.6	9.6	28.4	18.2	26.7	12.0	26.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	9.0	* 40	7.4	* 43				
Max Q Clear Time (g_c+I1), s	4.9	20.0	7.0	17.2	8.1	14.2	9.4	12.5				
Green Ext Time (p_c), s	0.0	9.6	0.0	5.0	0.1	6.6	0.0	5.9				

Intersection Summary

HCM 6th Ctrl Delay	77.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

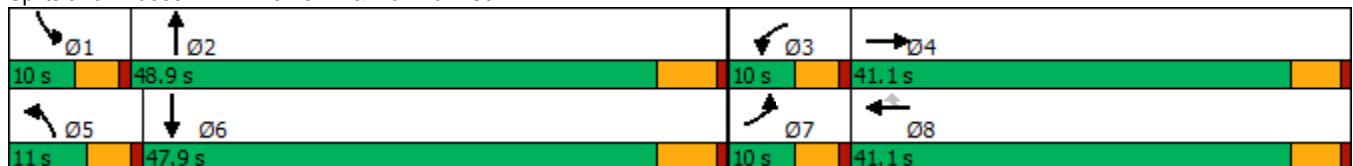


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↕	↙	↕	↗	↙	↕	↙	↕
Traffic Volume (vph)	19	16	4	23	20	35	1566	5	1067
Future Volume (vph)	19	16	4	23	20	35	1566	5	1067
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	10.0	41.1	10.0	41.1	41.1	11.0	48.9	10.0	47.9
Total Split (%)	9.1%	37.4%	9.1%	37.4%	37.4%	10.0%	44.5%	9.1%	43.5%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.0	14.5	5.9	14.5	14.5	6.5	41.3	5.9	38.9
Actuated g/C Ratio	0.10	0.25	0.10	0.25	0.25	0.11	0.72	0.10	0.68
v/c Ratio	0.11	0.05	0.02	0.05	0.04	0.18	0.45	0.03	0.33
Control Delay	37.1	13.5	37.8	21.8	0.1	36.1	11.1	37.4	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	13.5	37.8	21.8	0.1	36.1	11.1	37.4	11.5
LOS	D	B	D	C	A	D	B	D	B
Approach Delay		21.3		13.8			11.6		11.6
Approach LOS		C		B			B		B

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 57.6	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
 21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	19	16	22	4	23	20	35	1566	5	5	1067	25
Future Volume (veh/h)	19	16	22	4	23	20	35	1566	5	5	1067	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	17	14	4	24	6	37	1666	5	5	1135	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	263	192	10	216	183	71	2654	8	12	2420	58
Arrive On Green	0.02	0.13	0.13	0.01	0.11	0.11	0.04	0.50	0.50	0.01	0.46	0.46
Sat Flow, veh/h	1810	1994	1450	1810	1900	1610	1810	5339	16	1810	5208	124
Grp Volume(v), veh/h	20	15	16	4	24	6	37	1079	592	5	753	409
Grp Sat Flow(s),veh/h/ln	1810	1805	1639	1810	1900	1610	1810	1729	1897	1810	1729	1874
Q Serve(g_s), s	0.6	0.4	0.5	0.1	0.6	0.2	1.1	12.8	12.8	0.2	8.4	8.4
Cycle Q Clear(g_c), s	0.6	0.4	0.5	0.1	0.6	0.2	1.1	12.8	12.8	0.2	8.4	8.4
Prop In Lane	1.00		0.88	1.00		1.00	1.00		0.01	1.00		0.07
Lane Grp Cap(c), veh/h	43	238	216	10	216	183	71	1719	943	12	1607	871
V/C Ratio(X)	0.46	0.06	0.07	0.41	0.11	0.03	0.52	0.63	0.63	0.41	0.47	0.47
Avail Cap(c_a), veh/h	174	1160	1053	174	1221	1035	207	2660	1459	174	2599	1409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	21.3	21.3	27.8	22.3	22.1	26.4	10.3	10.3	27.7	10.3	10.3
Incr Delay (d2), s/veh	2.8	0.1	0.1	9.9	0.2	0.1	2.2	0.4	0.7	8.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.2	0.1	0.3	0.1	0.5	3.4	3.8	0.1	2.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	21.4	21.4	37.7	22.5	22.2	28.6	10.7	11.0	35.9	10.5	10.7
LnGrp LOS	C	C	C	D	C	C	C	B	B	D	B	B
Approach Vol, veh/h		51			34			1708			1167	
Approach Delay, s/veh		24.7			24.2			11.2			10.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	33.6	4.9	12.5	6.8	31.8	5.9	11.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	5.4	43.1	5.4	36.0	6.4	42.1	5.4	36.0				
Max Q Clear Time (g_c+I1), s	2.2	14.8	2.1	2.5	3.1	10.4	2.6	2.6				
Green Ext Time (p_c), s	0.0	13.1	0.0	0.1	0.0	8.3	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

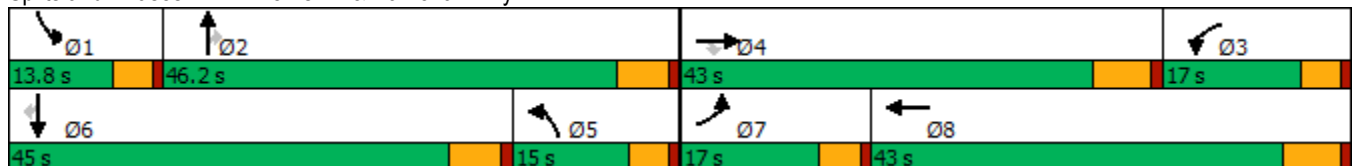
Timings
22: Perris Bl. & Ramona Exwy.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	379	833	154	205	1385	333	886	116	188	513	374	
Future Volume (vph)	379	833	154	205	1385	333	886	116	188	513	374	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8	
Total Split (s)	17.0	43.0	43.0	17.0	43.0	15.0	46.2	46.2	13.8	45.0	45.0	
Total Split (%)	14.2%	35.8%	35.8%	14.2%	35.8%	12.5%	38.5%	38.5%	11.5%	37.5%	37.5%	
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	12.4	26.3	26.3	23.0	36.9	18.6	34.5	34.5	8.8	24.8	24.8	
Actuated g/C Ratio	0.11	0.23	0.23	0.20	0.32	0.16	0.30	0.30	0.08	0.22	0.22	
v/c Ratio	1.02	0.71	0.31	0.30	1.09	0.60	0.83	0.20	0.71	0.67	0.69	
Control Delay	101.1	43.8	5.3	43.1	86.8	50.2	44.1	1.9	67.3	44.9	19.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	101.1	43.8	5.3	43.1	86.8	50.2	44.1	1.9	67.3	44.9	19.7	
LOS	F	D	A	D	F	D	D	A	E	D	B	
Approach Delay		55.4			82.3		41.9			40.0		
Approach LOS		E			F		D			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 58.6
 Intersection LOS: E
 Intersection Capacity Utilization 93.9%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑	↗	↔↔	↑↑	↗
Traffic Volume (veh/h)	379	833	154	205	1385	386	333	886	116	188	513	374
Future Volume (veh/h)	379	833	154	205	1385	386	333	886	116	188	513	374
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	850	112	209	1413	317	340	904	70	192	523	323
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	391	1158	358	717	1400	313	523	1068	476	252	750	330
Arrive On Green	0.11	0.22	0.22	0.20	0.33	0.33	0.15	0.30	0.30	0.07	0.21	0.21
Sat Flow, veh/h	3510	5187	1604	3510	4236	948	3510	3610	1609	3510	3610	1589
Grp Volume(v), veh/h	387	850	112	209	1153	577	340	904	70	192	523	323
Grp Sat Flow(s),veh/h/ln	1755	1729	1604	1755	1729	1725	1755	1805	1609	1755	1805	1589
Q Serve(g_s), s	12.3	16.9	6.5	5.6	36.8	36.8	10.2	26.2	2.0	6.0	14.9	16.7
Cycle Q Clear(g_c), s	12.3	16.9	6.5	5.6	36.8	36.8	10.2	26.2	2.0	6.0	14.9	16.7
Prop In Lane	1.00		1.00	1.00		0.55	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	1158	358	717	1143	570	523	1068	476	252	750	330
V/C Ratio(X)	0.99	0.73	0.31	0.29	1.01	1.01	0.65	0.85	0.15	0.76	0.70	0.98
Avail Cap(c_a), veh/h	391	1715	530	717	1143	570	523	1310	584	290	1271	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	40.2	36.1	37.5	37.3	37.3	44.6	36.8	8.9	50.7	40.9	24.1
Incr Delay (d2), s/veh	42.6	0.9	0.5	0.1	28.8	40.7	2.2	4.5	0.1	8.0	1.2	23.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	6.9	2.5	2.3	19.0	20.9	4.4	11.6	1.3	2.8	6.5	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.0	41.1	36.6	37.6	66.0	77.9	46.9	41.3	9.1	58.7	42.0	48.1
LnGrp LOS	F	D	D	D	F	F	D	D	A	E	D	D
Approach Vol, veh/h		1349			1939			1314			1038	
Approach Delay, s/veh		55.3			66.5			41.0			47.0	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	38.7	28.9	31.1	22.4	28.9	17.0	43.0				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	9.2	40.4	12.4	* 37	10.4	* 39	12.4	36.8				
Max Q Clear Time (g_c+I1), s	8.0	28.2	7.6	18.9	12.2	18.7	14.3	38.8				
Green Ext Time (p_c), s	0.0	4.7	0.1	5.3	0.0	4.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

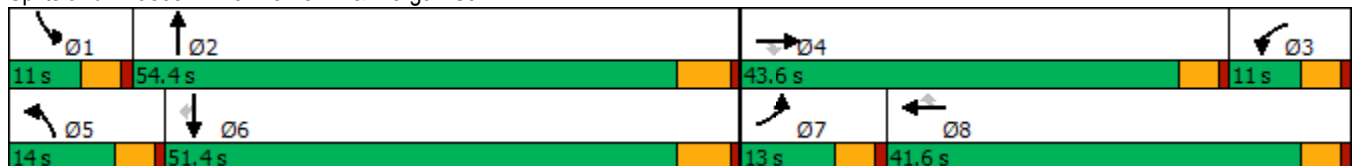


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	29	8	30	22	24	2	46	1300	11	870	76
Future Volume (vph)	29	8	30	22	24	2	46	1300	11	870	76
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	13.0	43.6	43.6	11.0	41.6	41.6	14.0	54.4	11.0	51.4	51.4
Total Split (%)	10.8%	36.3%	36.3%	9.2%	34.7%	34.7%	11.7%	45.3%	9.2%	42.8%	42.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.2	18.9	18.9	9.7	19.4	19.4	9.6	40.9	8.6	36.5	36.5
Actuated g/C Ratio	0.16	0.33	0.33	0.17	0.34	0.34	0.17	0.72	0.15	0.64	0.64
v/c Ratio	0.11	0.01	0.05	0.08	0.04	0.00	0.16	0.37	0.04	0.40	0.07
Control Delay	39.8	28.9	0.2	37.7	26.8	0.0	38.1	11.2	41.8	16.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	28.9	0.2	37.7	26.8	0.0	38.1	11.2	41.8	16.0	0.3
LOS	D	C	A	D	C	A	D	B	D	B	A
Approach Delay		20.7			30.8			12.1		15.1	
Approach LOS		C			C			B		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 56.9	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 50.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
 23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷	↷	↶	↷	↷	↶	↷	↷	↶	↷	↷
Traffic Volume (veh/h)	29	8	30	22	24	2	46	1300	17	11	870	76
Future Volume (veh/h)	29	8	30	22	24	2	46	1300	17	11	870	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	8	16	23	25	1	48	1368	18	12	916	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	480	214	50	239	202	87	2349	31	28	1488	664
Arrive On Green	0.03	0.13	0.13	0.03	0.13	0.13	0.05	0.45	0.45	0.02	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5276	69	1810	3610	1610
Grp Volume(v), veh/h	31	8	16	23	25	1	48	897	489	12	916	63
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1887	1810	1805	1610
Q Serve(g_s), s	0.9	0.1	0.3	0.6	0.6	0.0	1.3	10.0	10.0	0.3	10.3	1.2
Cycle Q Clear(g_c), s	0.9	0.1	0.3	0.6	0.6	0.0	1.3	10.0	10.0	0.3	10.3	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	63	480	214	50	239	202	87	1539	840	28	1488	664
V/C Ratio(X)	0.49	0.02	0.07	0.46	0.10	0.00	0.55	0.58	0.58	0.43	0.62	0.09
Avail Cap(c_a), veh/h	294	2724	1215	224	1360	1152	329	3251	1774	224	3184	1420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	19.5	10.7	24.8	20.0	19.8	24.1	10.7	10.7	25.2	12.0	9.3
Incr Delay (d2), s/veh	2.2	0.0	0.1	2.5	0.2	0.0	2.0	0.4	0.6	3.9	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.3	0.3	0.0	0.5	2.7	3.1	0.2	3.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	19.5	10.9	27.3	20.2	19.8	26.1	11.1	11.4	29.2	12.4	9.4
LnGrp LOS	C	B	B	C	C	B	C	B	B	C	B	A
Approach Vol, veh/h		55			49			1434			991	
Approach Delay, s/veh		21.1			23.5			11.7			12.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	28.8	6.0	11.5	7.1	27.1	6.4	11.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	6.4	48.6	6.4	39.0	9.4	45.6	8.4	37.0				
Max Q Clear Time (g_c+I1), s	2.3	12.0	2.6	2.3	3.3	12.3	2.9	2.6				
Green Ext Time (p_c), s	0.0	11.0	0.0	0.1	0.0	7.0	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

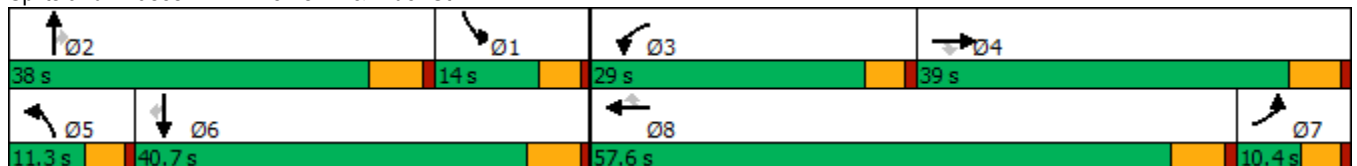
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	156	17	242	338	292	118	1145	110	62	820	47
Future Volume (vph)	26	156	17	242	338	292	118	1145	110	62	820	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	10.4	39.0	39.0	29.0	57.6	57.6	11.3	38.0	38.0	14.0	40.7	40.7
Total Split (%)	8.7%	32.5%	32.5%	24.2%	48.0%	48.0%	9.4%	31.7%	31.7%	11.7%	33.9%	33.9%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	14.0	14.0	16.8	28.8	28.8	7.0	30.7	30.7	7.6	28.5	28.5
Actuated g/C Ratio	0.10	0.16	0.16	0.19	0.33	0.33	0.08	0.35	0.35	0.09	0.32	0.32
v/c Ratio	0.15	0.29	0.05	0.76	0.31	0.44	0.89	0.68	0.18	0.43	0.53	0.08
Control Delay	41.1	35.8	0.2	50.9	26.5	7.7	96.7	29.5	1.8	53.0	26.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	35.8	0.2	50.9	26.5	7.7	96.7	29.5	1.8	53.0	26.5	0.3
LOS	D	D	A	D	C	A	F	C	A	D	C	A
Approach Delay		33.5			26.9			33.1			26.9	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 88.2
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 29.8
 Intersection LOS: C
 Intersection Capacity Utilization 66.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	26	156	17	242	338	292	118	1145	110	62	820	47
Future Volume (veh/h)	26	156	17	242	338	292	118	1145	110	62	820	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	168	9	260	363	204	127	1231	84	67	882	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	509	227	307	684	305	161	1737	539	92	1627	505
Arrive On Green	0.10	0.14	0.14	0.17	0.19	0.19	0.09	0.33	0.33	0.05	0.31	0.31
Sat Flow, veh/h	1810	3610	1607	1810	3610	1610	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	28	168	9	260	363	204	127	1231	84	67	882	41
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1610	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	1.0	3.0	0.4	10.1	6.6	8.5	5.0	15.0	1.4	2.6	10.2	0.8
Cycle Q Clear(g_c), s	1.0	3.0	0.4	10.1	6.6	8.5	5.0	15.0	1.4	2.6	10.2	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	190	509	227	307	684	305	161	1737	539	92	1627	505
V/C Ratio(X)	0.15	0.33	0.04	0.85	0.53	0.67	0.79	0.71	0.16	0.73	0.54	0.08
Avail Cap(c_a), veh/h	190	1652	735	608	2577	1149	167	2302	715	234	2495	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	28.1	26.9	29.2	26.5	27.3	32.4	21.0	4.7	33.9	20.6	6.6
Incr Delay (d2), s/veh	0.1	0.4	0.1	2.5	0.6	2.5	19.5	0.7	0.1	4.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.2	0.1	4.2	2.6	3.2	2.9	5.4	0.9	1.2	3.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	28.4	27.0	31.7	27.1	29.8	51.9	21.7	4.9	37.9	20.9	6.7
LnGrp LOS	C	C	C	C	C	C	D	C	A	D	C	A
Approach Vol, veh/h		205			827			1442			990	
Approach Delay, s/veh		28.6			29.2			23.4			21.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	30.1	16.9	16.0	11.0	28.6	13.4	19.5				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	9.4	* 32	24.4	33.2	6.7	34.9	5.8	* 52				
Max Q Clear Time (g_c+I1), s	4.6	17.0	12.1	5.0	7.0	12.2	3.0	10.5				
Green Ext Time (p_c), s	0.0	7.3	0.3	0.9	0.0	6.0	0.0	3.0				

Intersection Summary

HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

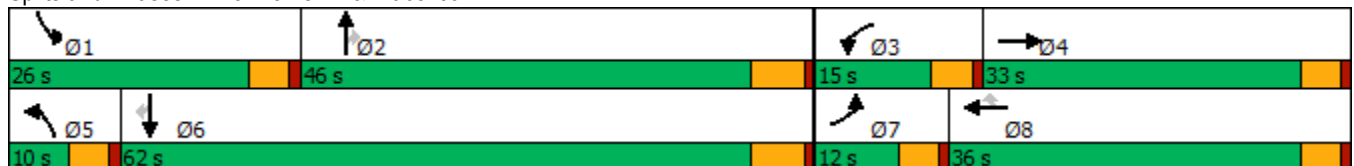


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	66	80	215	584	240	518	1070	144	47	588	168
Future Volume (vph)	66	80	215	584	240	518	1070	144	47	588	168
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	25.8	10.7	32.3	32.3	5.6	37.9	37.9	7.5	37.1	37.1
Actuated g/C Ratio	0.07	0.26	0.11	0.32	0.32	0.06	0.38	0.38	0.08	0.37	0.37
v/c Ratio	0.57	0.41	1.21	1.03	0.40	5.63	0.84	0.22	0.38	0.47	0.26
Control Delay	66.5	26.4	172.6	80.7	11.9	2105.2	36.1	6.1	55.0	24.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	26.4	172.6	80.7	11.9	2105.2	36.1	6.1	55.0	24.5	4.1
LOS	E	C	F	F	B	F	D	A	D	C	A
Approach Delay		37.0		83.9			652.3			22.0	
Approach LOS		D		F			F			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.4
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 5.63
 Intersection Signal Delay: 325.1
 Intersection Capacity Utilization 96.2%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service F
























Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	80	106	215	584	240	518	1070	144	47	588	168
Future Volume (veh/h)	66	80	106	215	584	240	518	1070	144	47	588	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	87	111	234	635	147	563	1163	148	51	639	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	206	263	197	625	530	102	1355	604	70	1290	575
Arrive On Green	0.05	0.27	0.27	0.11	0.33	0.33	0.06	0.38	0.38	0.04	0.36	0.36
Sat Flow, veh/h	1810	758	968	1810	1900	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	72	0	198	234	635	147	563	1163	148	51	639	178
Grp Sat Flow(s),veh/h/ln	1810	0	1726	1810	1900	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	3.8	0.0	9.0	10.4	31.4	6.4	5.4	28.3	6.0	2.7	13.2	7.6
Cycle Q Clear(g_c), s	3.8	0.0	9.0	10.4	31.4	6.4	5.4	28.3	6.0	2.7	13.2	7.6
Prop In Lane	1.00		0.56	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	0	469	197	625	530	102	1355	604	70	1290	575
V/C Ratio(X)	0.77	0.00	0.42	1.19	1.02	0.28	5.50	0.86	0.24	0.73	0.50	0.31
Avail Cap(c_a), veh/h	140	0	514	197	625	530	102	1521	678	406	2126	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	28.6	42.5	32.0	23.6	45.0	27.5	20.5	45.4	23.9	22.1
Incr Delay (d2), s/veh	6.5	0.0	0.6	123.4	39.9	0.3	2045.1	4.7	0.2	5.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	3.8	11.4	21.0	2.5	60.5	12.0	2.3	1.3	5.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.0	29.2	165.9	71.9	23.9	2090.1	32.2	20.7	50.6	24.2	22.5
LnGrp LOS	D	A	C	F	F	C	F	C	C	D	C	C
Approach Vol, veh/h		270			1016			1874			868	
Approach Delay, s/veh		35.1			86.6			649.6			25.4	
Approach LOS		D			F			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	41.6	15.0	30.5	10.0	39.9	9.5	36.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+1), s	4.7	30.3	12.4	11.0	7.4	15.2	5.8	33.4				
Green Ext Time (p_c), s	0.0	5.5	0.0	1.1	0.0	5.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			331.9									
HCM 6th LOS			F									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

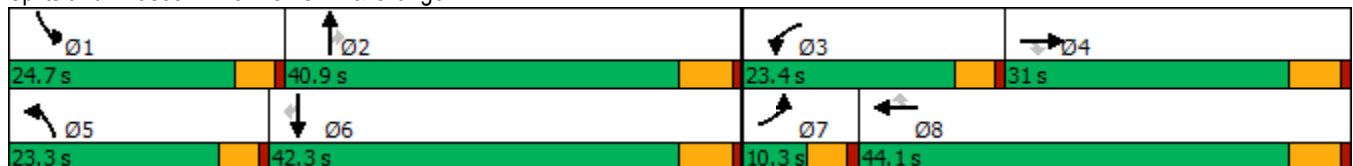
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	280	138	185	470	227	182	1184	121	102	935	66
Future Volume (vph)	19	280	138	185	470	227	182	1184	121	102	935	66
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	21.2	21.2	15.5	37.6	37.6	15.3	39.8	39.8	11.1	35.7	35.7
Actuated g/C Ratio	0.05	0.19	0.19	0.14	0.35	0.35	0.14	0.37	0.37	0.10	0.33	0.33
v/c Ratio	0.22	0.81	0.34	0.78	0.40	0.34	0.77	0.96	0.19	0.60	0.85	0.11
Control Delay	60.3	60.9	8.3	67.5	29.3	5.2	67.3	52.9	3.8	62.4	43.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	60.9	8.3	67.5	29.3	5.2	67.3	52.9	3.8	62.4	43.8	0.4
LOS	E	E	A	E	C	A	E	D	A	E	D	A
Approach Delay		44.3			31.1			50.7			42.9	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 43.4
 Intersection LOS: D
 Intersection Capacity Utilization 80.7%
 ICU Level of Service D
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	280	138	185	470	227	182	1184	121	102	935	66
Future Volume (veh/h)	19	280	138	185	470	227	182	1184	121	102	935	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	301	107	199	505	193	196	1273	106	110	1005	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	39	361	306	235	1075	478	232	1375	612	140	1192	531
Arrive On Green	0.02	0.19	0.19	0.13	0.30	0.30	0.13	0.38	0.38	0.08	0.33	0.33
Sat Flow, veh/h	1810	1900	1610	1810	3610	1605	1810	3610	1608	1810	3610	1607
Grp Volume(v), veh/h	20	301	107	199	505	193	196	1273	106	110	1005	59
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1605	1810	1805	1608	1810	1805	1607
Q Serve(g_s), s	1.0	14.3	5.4	10.1	10.7	9.0	9.9	31.6	4.1	5.6	24.2	2.4
Cycle Q Clear(g_c), s	1.0	14.3	5.4	10.1	10.7	9.0	9.9	31.6	4.1	5.6	24.2	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	361	306	235	1075	478	232	1375	612	140	1192	531
V/C Ratio(X)	0.51	0.83	0.35	0.85	0.47	0.40	0.85	0.93	0.17	0.79	0.84	0.11
Avail Cap(c_a), veh/h	110	511	433	363	1477	657	361	1375	612	389	1408	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	36.5	32.9	39.8	26.8	26.2	39.9	27.7	19.2	42.4	29.1	21.8
Incr Delay (d2), s/veh	3.8	8.1	0.7	6.6	0.3	0.5	6.2	10.9	0.1	3.7	4.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.1	2.1	4.7	4.4	3.3	4.6	14.4	1.4	2.5	10.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	44.6	33.6	46.4	27.1	26.8	46.1	38.6	19.3	46.1	33.3	21.9
LnGrp LOS	D	D	C	D	C	C	D	D	B	D	C	C
Approach Vol, veh/h		428			897			1575			1174	
Approach Delay, s/veh		42.0			31.3			38.2			33.9	
Approach LOS		D			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	41.5	16.7	23.6	16.6	36.7	6.6	33.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	7.6	33.6	12.1	16.3	11.9	26.2	3.0	12.7				
Green Ext Time (p_c), s	0.1	1.2	0.1	1.3	0.1	4.7	0.0	3.8				
Intersection Summary												
HCM 6th Ctrl Delay				35.9								
HCM 6th LOS				D								

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

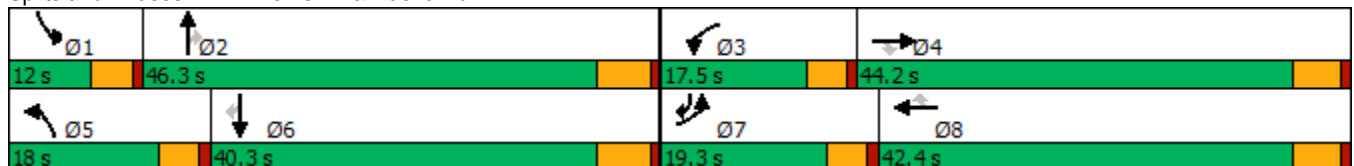
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	429	522	152	279	626	192	351	965	243	139	729	266
Future Volume (vph)	429	522	152	279	626	192	351	965	243	139	729	266
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	46.3	46.3	12.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	38.6%	38.6%	10.0%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.9	30.3	30.3	12.1	27.6	27.6	13.6	36.8	36.8	7.2	30.5	46.6
Actuated g/C Ratio	0.14	0.28	0.28	0.11	0.26	0.26	0.13	0.34	0.34	0.07	0.28	0.43
v/c Ratio	0.96	0.56	0.32	0.77	0.73	0.40	1.68	0.85	0.43	0.64	0.77	0.23
Control Delay	80.0	35.4	6.3	61.2	41.7	12.6	354.8	40.6	15.9	64.0	41.4	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.0	35.4	6.3	61.2	41.7	12.6	354.8	40.6	15.9	64.0	41.4	11.2
LOS	F	D	A	E	D	B	F	D	B	E	D	B
Approach Delay		48.8			41.5			107.6			37.0	
Approach LOS		D			D			F			D	

Intersection Summary

































Cycle Length: 120	
Actuated Cycle Length: 107.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.68	
Intersection Signal Delay: 63.2	Intersection LOS: E
Intersection Capacity Utilization 92.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 		 	 	 
Traffic Volume (veh/h)	429	522	152	279	626	192	351	965	243	139	729	266
Future Volume (veh/h)	429	522	152	279	626	192	351	965	243	139	729	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.98	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	466	567	130	303	680	143	382	1049	171	151	792	185
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	447	1190	478	361	1101	481	210	1198	510	208	993	1129
Arrive On Green	0.13	0.33	0.33	0.10	0.30	0.30	0.12	0.33	0.33	0.06	0.27	0.27
Sat Flow, veh/h	3510	3610	1452	3510	3610	1577	1810	3610	1537	3510	3610	2793
Grp Volume(v), veh/h	466	567	130	303	680	143	382	1049	171	151	792	185
Grp Sat Flow(s),veh/h/ln	1755	1805	1452	1755	1805	1577	1810	1805	1537	1755	1805	1396
Q Serve(g_s), s	14.7	14.4	7.6	9.8	18.6	8.0	13.4	31.6	9.7	4.9	23.5	4.9
Cycle Q Clear(g_c), s	14.7	14.4	7.6	9.8	18.6	8.0	13.4	31.6	9.7	4.9	23.5	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	447	1190	478	361	1101	481	210	1198	510	208	993	1129
V/C Ratio(X)	1.04	0.48	0.27	0.84	0.62	0.30	1.82	0.88	0.34	0.73	0.80	0.16
Avail Cap(c_a), veh/h	447	1213	488	392	1157	505	210	1266	539	225	1079	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	30.8	28.5	50.9	34.4	30.7	51.0	36.3	29.0	53.4	38.9	22.1
Incr Delay (d2), s/veh	54.1	0.3	0.3	12.9	0.9	0.3	386.7	6.9	0.4	8.5	4.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	6.2	2.6	4.9	8.1	3.0	28.4	14.3	3.5	2.3	10.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.5	31.1	28.8	63.8	35.3	31.0	437.7	43.2	29.4	61.9	42.9	22.2
LnGrp LOS	F	C	C	E	D	C	F	D	C	E	D	C
Approach Vol, veh/h		1163			1126			1602			1128	
Approach Delay, s/veh		60.2			42.4			135.8			42.0	
Approach LOS		E			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	44.1	16.5	43.4	18.0	37.5	19.3	40.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.4	40.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	6.9	33.6	11.8	16.4	15.4	25.5	16.7	20.6				
Green Ext Time (p_c), s	0.0	3.9	0.1	4.1	0.0	3.8	0.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay				76.3								
HCM 6th LOS				E								

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	92	710	547	2	4		
Future Volume (vph)	92	710	547	2	4		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	9.6	31.8	36.0	78.6	42.6	9.6	31.8
Total Split (%)	8.0%	26.5%	30.0%	65.5%	35.5%	8%	27%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	12.0	13.9	33.8	37.5	14.2		
Actuated g/C Ratio	0.19	0.22	0.53	0.59	0.22		
v/c Ratio	0.30	0.64	0.62	0.00	0.01		
Control Delay	33.3	2.7	20.8	7.0	20.2		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	33.3	2.7	20.8	7.0	20.2		
LOS	C	A	C	A	C		
Approach Delay				20.8	20.2		
Approach LOS				C	C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 64	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↗			↑↗	
Traffic Volume (veh/h)	92	0	710	0	0	0	547	2	0	0	4	1
Future Volume (veh/h)	92	0	710	0	0	0	547	2	0	0	4	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	100	0	419	0	0	0	595	2	0	0	4	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	582	493	4	267	0	663	1707	0	0	58	0
Arrive On Green	0.07	0.00	0.31	0.00	0.00	0.00	0.37	0.47	0.00	0.00	0.02	0.00
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	3800	0
Grp Volume(v), veh/h	100	0	419	0	0	0	595	2	0	0	4	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	0
Q Serve(g_s), s	2.7	0.0	12.4	0.0	0.0	0.0	15.7	0.0	0.0	0.0	0.1	0.0
Cycle Q Clear(g_c), s	2.7	0.0	12.4	0.0	0.0	0.0	15.7	0.0	0.0	0.0	0.1	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	135	582	493	4	267	0	663	1707	0	0	58	0
V/C Ratio(X)	0.74	0.00	0.85	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.07	0.00
Avail Cap(c_a), veh/h	179	975	826	179	1020	0	1121	5215	0	0	2650	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.0	0.0	16.5	0.0	0.0	0.0	15.2	7.0	0.0	0.0	24.6	0.0
Incr Delay (d2), s/veh	6.9	0.0	4.4	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	4.6	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	0.0	20.9	0.0	0.0	0.0	18.2	7.0	0.0	0.0	25.1	0.0
LnGrp LOS	C	A	C	A	A	A	B	A	A	A	C	A
Approach Vol, veh/h		519			0			597			4	
Approach Delay, s/veh		22.6			0.0			18.2			25.1	
Approach LOS		C						B			C	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		29.4	0.0	21.3	23.2	6.2	8.4	12.9				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.2	5.0	26.0	31.4	37.2	5.0	* 27				
Max Q Clear Time (g_c+I1), s		2.0	0.0	14.4	17.7	2.1	4.7	0.0				
Green Ext Time (p_c), s		0.0	0.0	1.2	0.8	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Intersection Delay, s/veh 8.6
 Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	15	30	502	89	22
Future Vol, veh/h	13	15	30	502	89	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	16	33	546	97	24
Number of Lanes	1	1	1	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	8.7	8.6	8.6
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	57%
Vol Right, %	0%	0%	0%	0%	100%	0%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	251	251	13	15	59	52
LT Vol	30	0	0	13	0	0	0
Through Vol	0	251	251	0	0	59	30
RT Vol	0	0	0	0	15	0	22
Lane Flow Rate	33	273	273	14	16	64	56
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.049	0.368	0.239	0.025	0.024	0.098	0.081
Departure Headway (Hd)	5.356	4.856	3.152	6.459	5.257	5.468	5.17
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	670	742	1140	554	679	655	692
Service Time	3.073	2.572	0.869	4.205	3.002	3.202	2.904
HCM Lane V/C Ratio	0.049	0.368	0.239	0.025	0.024	0.098	0.081
HCM Control Delay	8.3	10.4	6.9	9.4	8.1	8.8	8.4
HCM Lane LOS	A	B	A	A	A	A	A
HCM 95th-tile Q	0.2	1.7	0.9	0.1	0.1	0.3	0.3

Timings
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

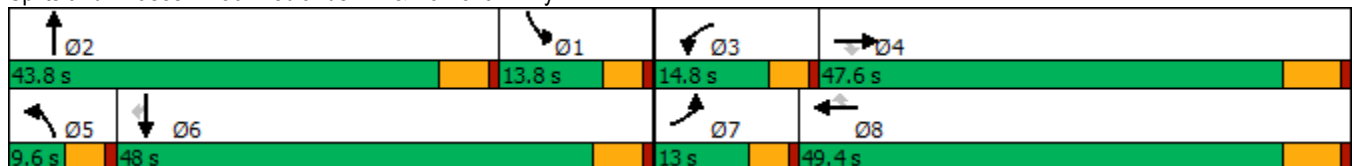
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	51	1006	21	81	1823	517	107	42	82	6	24
Future Volume (vph)	51	1006	21	81	1823	517	107	42	82	6	24
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	13.0	47.6	47.6	14.8	49.4	49.4	9.6	43.8	13.8	48.0	48.0
Total Split (%)	10.8%	39.7%	39.7%	12.3%	41.2%	41.2%	8.0%	36.5%	11.5%	40.0%	40.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.9	43.7	43.7	8.2	44.9	44.9	10.5	14.6	8.1	16.9	16.9
Actuated g/C Ratio	0.08	0.48	0.48	0.09	0.50	0.50	0.12	0.16	0.09	0.19	0.19
v/c Ratio	0.38	0.42	0.03	0.52	0.74	0.55	0.53	0.41	0.53	0.02	0.06
Control Delay	53.4	19.3	0.0	55.7	24.1	7.9	56.8	16.6	57.0	28.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	19.3	0.0	55.7	24.1	7.9	56.8	16.6	57.0	28.8	0.3
LOS	D	B	A	E	C	A	E	B	E	C	A
Approach Delay		20.6			21.7			34.2		43.3	
Approach LOS		C			C			C		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 22.8
 Intersection LOS: C
 Intersection Capacity Utilization 89.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑		↖	↑	↗
Traffic Volume (veh/h)	51	1006	21	81	1823	517	107	42	94	82	6	24
Future Volume (veh/h)	51	1006	21	81	1823	517	107	42	94	82	6	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.94	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1048	22	84	1899	539	111	44	98	85	6	25
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	69	2049	620	108	2159	661	89	136	303	109	553	462
Arrive On Green	0.04	0.39	0.39	0.06	0.42	0.42	0.05	0.27	0.27	0.06	0.29	0.29
Sat Flow, veh/h	1810	5187	1569	1810	5187	1588	1810	500	1113	1810	1900	1589
Grp Volume(v), veh/h	53	1048	22	84	1899	539	111	0	142	85	6	25
Grp Sat Flow(s),veh/h/ln	1810	1729	1569	1810	1729	1588	1810	0	1613	1810	1900	1589
Q Serve(g_s), s	2.9	15.5	0.9	4.6	34.2	21.3	5.0	0.0	7.1	4.7	0.2	1.1
Cycle Q Clear(g_c), s	2.9	15.5	0.9	4.6	34.2	21.3	5.0	0.0	7.1	4.7	0.2	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	69	2049	620	108	2159	661	89	0	439	109	553	462
V/C Ratio(X)	0.77	0.51	0.04	0.78	0.88	0.82	1.24	0.00	0.32	0.78	0.01	0.05
Avail Cap(c_a), veh/h	150	2118	641	182	2210	677	89	0	611	164	798	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	23.3	18.8	47.0	27.2	12.8	48.2	0.0	29.4	47.0	25.6	25.9
Incr Delay (d2), s/veh	6.4	0.2	0.0	4.5	4.4	7.5	174.5	0.0	0.4	6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.8	0.3	2.1	13.5	7.7	6.5	0.0	2.7	2.3	0.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	23.5	18.8	51.6	31.6	20.3	222.7	0.0	29.9	53.2	25.6	25.9
LnGrp LOS	D	C	B	D	C	C	F	A	C	D	C	C
Approach Vol, veh/h		1123			2522			253			116	
Approach Delay, s/veh		24.8			29.9			114.5			45.9	
Approach LOS		C			C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	33.0	10.6	46.3	9.6	34.9	8.5	48.4				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	9.2	* 38	10.2	41.4	5.0	42.6	8.4	43.2				
Max Q Clear Time (g_c+I1), s	6.7	9.1	6.6	17.5	7.0	3.1	4.9	36.2				
Green Ext Time (p_c), s	0.0	0.8	0.0	7.1	0.0	0.1	0.0	6.0				

Intersection Summary

HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	18	12	1	5	2	4	240	0	24	80	50
Future Vol, veh/h	23	18	12	1	5	2	4	240	0	24	80	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	20	13	1	5	2	4	261	0	26	87	54
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	8.6	8.6	10.6	8.2
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	2%	100%	0%	12%	23%	0%
Vol Thru, %	98%	0%	60%	62%	77%	0%
Vol Right, %	0%	0%	40%	25%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	244	23	30	8	104	50
LT Vol	4	23	0	1	24	0
Through Vol	240	0	18	5	80	0
RT Vol	0	0	12	2	0	50
Lane Flow Rate	265	25	33	9	113	54
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.359	0.042	0.048	0.013	0.157	0.063
Departure Headway (Hd)	4.867	6.05	5.264	5.506	5.014	4.195
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	740	593	681	650	717	855
Service Time	2.883	3.779	2.993	3.54	2.733	1.914
HCM Lane V/C Ratio	0.358	0.042	0.048	0.014	0.158	0.063
HCM Control Delay	10.6	9	8.3	8.6	8.7	7.2
HCM Lane LOS	B	A	A	A	A	A
HCM 95th-tile Q	1.6	0.1	0.2	0	0.6	0.2

Intersection												
Intersection Delay, s/veh	18.9											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	2	379	32	43	947	97	5	293	286	22	77	3
Future Vol, veh/h	2	379	32	43	947	97	5	293	286	22	77	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	412	35	47	1029	105	5	318	311	24	84	3
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	89.6	694.9	207.7	20.6
HCM LOS	F	F	F	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	51%	0%	92%	0%	91%	0%	96%
Vol Right, %	0%	49%	0%	8%	0%	9%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	579	2	411	43	1044	22	80
LT Vol	5	0	2	0	43	0	22	0
Through Vol	0	293	0	379	0	947	0	77
RT Vol	0	286	0	32	0	97	0	3
Lane Flow Rate	5	629	2	447	47	1135	24	87
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.013	1.366	0.005	1.011	0.112	2.547	0.067	0.233
Departure Headway (Hd)	11.073	10.17	12.323	11.723	9.826	9.234	14.8	14.222
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	325	365	292	313	367	409	244	255
Service Time	8.773	7.87	10.023	9.423	7.526	6.934	12.5	11.922
HCM Lane V/C Ratio	0.015	1.723	0.007	1.428	0.128	2.775	0.098	0.341
HCM Control Delay	13.9	209.4	15.1	90	13.8	723	18.6	21.2
HCM Lane LOS	B	F	C	F	B	F	C	C
HCM 95th-tile Q	0	23.8	0	11	0.4	80	0.2	0.9

Intersection

Intersection Delay, s/veh 48.8

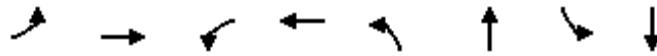
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↗		↖	↑	↗
Traffic Vol, veh/h	42	81	196	140	159	7	702	282	71	5	78	21
Future Vol, veh/h	42	81	196	140	159	7	702	282	71	5	78	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	88	213	152	173	8	763	307	77	5	85	23
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	17.4	18.7	239.5	15.3
HCM LOS	C	C	F	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	57%	0%	100%	0%	0%	96%	0%	100%	0%
Vol Right, %	0%	0%	43%	0%	0%	100%	0%	4%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	702	188	165	42	81	196	140	166	5	78	21
LT Vol	702	0	0	42	0	0	140	0	5	0	0
Through Vol	0	188	94	0	81	0	0	159	0	78	0
RT Vol	0	0	71	0	0	196	0	7	0	0	21
Lane Flow Rate	763	204	179	46	88	213	152	180	5	85	23
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	1.718	0.431	0.363	0.116	0.211	0.47	0.38	0.425	0.015	0.221	0.055
Departure Headway (Hd)	8.106	7.598	7.292	10.083	9.577	8.867	9.869	9.339	10.881	10.365	9.642
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	450	474	493	358	377	409	367	388	331	348	374
Service Time	5.841	5.333	5.027	7.783	7.277	6.567	7.569	7.039	8.581	8.065	7.342
HCM Lane V/C Ratio	1.696	0.43	0.363	0.128	0.233	0.521	0.414	0.464	0.015	0.244	0.061
HCM Control Delay	352.4	16	14.1	14.1	14.8	19.2	18.5	18.8	13.7	16	12.9
HCM Lane LOS	F	C	B	B	B	C	C	C	B	C	B
HCM 95th-tile Q	45.9	2.1	1.6	0.4	0.8	2.4	1.7	2.1	0	0.8	0.2

Timings
34: Redlands Av. & Orange Av.

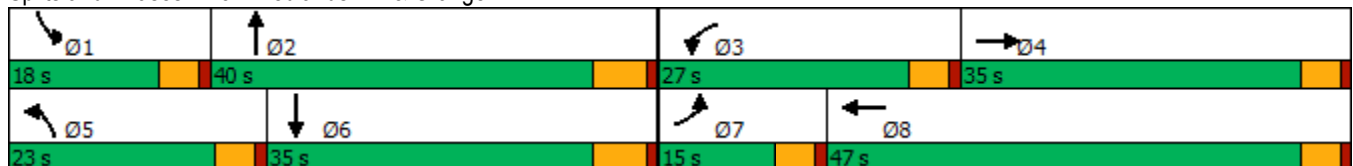


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	48	316	150	531	369	838	90	391
Future Volume (vph)	48	316	150	531	369	838	90	391
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	21.1	13.3	29.7	19.0	35.5	9.6	23.2
Actuated g/C Ratio	0.08	0.22	0.14	0.31	0.20	0.37	0.10	0.24
v/c Ratio	0.38	0.56	0.65	0.70	1.12	0.84	0.55	0.58
Control Delay	55.3	35.1	54.8	33.0	124.3	38.0	57.3	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	35.1	54.8	33.0	124.3	38.0	57.3	35.4
LOS	E	D	D	C	F	D	E	D
Approach Delay		37.3		36.8		61.1		38.9
Approach LOS		D		D		E		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 96.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 47.6	Intersection LOS: D
Intersection Capacity Utilization 74.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	48	316	89	150	531	174	369	838	172	90	391	74
Future Volume (veh/h)	48	316	89	150	531	174	369	838	172	90	391	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	340	72	161	571	156	397	901	131	97	420	56
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	643	134	201	798	217	428	1107	161	126	586	78
Arrive On Green	0.04	0.22	0.22	0.11	0.29	0.29	0.24	0.35	0.35	0.07	0.18	0.18
Sat Flow, veh/h	1810	2960	618	1810	2798	762	1810	3160	459	1810	3204	425
Grp Volume(v), veh/h	52	206	206	161	368	359	397	515	517	97	236	240
Grp Sat Flow(s),veh/h/ln	1810	1805	1773	1810	1805	1755	1810	1805	1814	1810	1805	1824
Q Serve(g_s), s	2.2	7.8	8.0	6.8	14.2	14.3	16.7	20.2	20.2	4.1	9.5	9.7
Cycle Q Clear(g_c), s	2.2	7.8	8.0	6.8	14.2	14.3	16.7	20.2	20.2	4.1	9.5	9.7
Prop In Lane	1.00		0.35	1.00		0.43	1.00		0.25	1.00		0.23
Lane Grp Cap(c), veh/h	79	392	385	201	514	500	428	632	635	126	330	334
V/C Ratio(X)	0.66	0.52	0.54	0.80	0.71	0.72	0.93	0.81	0.81	0.77	0.71	0.72
Avail Cap(c_a), veh/h	242	706	693	521	984	957	428	794	798	312	678	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	26.9	27.0	33.7	25.0	25.0	29.0	23.0	23.0	35.6	29.9	29.9
Incr Delay (d2), s/veh	3.5	1.1	1.2	2.8	1.9	2.0	25.9	5.3	5.2	3.8	2.9	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.4	3.5	3.1	6.2	6.1	9.7	8.5	8.5	1.8	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	28.0	28.1	36.5	26.8	26.9	55.0	28.2	28.2	39.4	32.7	32.8
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		464			888			1429			573	
Approach Delay, s/veh		29.4			28.6			35.7			33.9	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	33.0	13.3	21.5	23.0	20.0	8.0	26.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+I1), s	6.1	22.2	8.8	10.0	18.7	11.7	4.2	16.3				
Green Ext Time (p_c), s	0.1	4.8	0.2	2.5	0.0	2.3	0.0	5.3				

Intersection Summary

HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

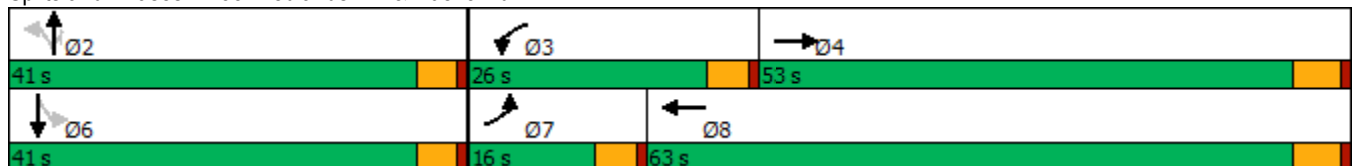


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↗		↕
Traffic Volume (vph)	143	567	218	1014	140	252	153	54	252
Future Volume (vph)	143	567	218	1014	140	252	153	54	252
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.2	38.3	17.4	44.4	36.6	36.6	36.6		36.6
Actuated g/C Ratio	0.10	0.36	0.16	0.41	0.34	0.34	0.34		0.34
v/c Ratio	0.82	0.65	0.81	0.83	1.08	0.42	0.25		1.14
Control Delay	80.5	30.2	65.3	32.8	135.0	31.4	5.6		115.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	80.5	30.2	65.3	32.8	135.0	31.4	5.6		115.7
LOS	F	C	E	C	F	C	A		F
Approach Delay		38.4		38.1		50.7			115.7
Approach LOS		D		D		D			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 53.9
 Intersection LOS: D
 Intersection Capacity Utilization 103.6%
 ICU Level of Service G
 Analysis Period (min) 15






















Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	567	169	218	1014	113	140	252	153	54	252	287
Future Volume (veh/h)	143	567	169	218	1014	113	140	252	153	54	252	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	616	143	237	1102	116	152	274	113	59	274	292
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	1028	238	270	1328	140	170	670	566	75	253	254
Arrive On Green	0.10	0.36	0.36	0.15	0.40	0.40	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1810	2878	666	1810	3288	346	858	1900	1607	105	718	722
Grp Volume(v), veh/h	155	386	373	237	604	614	152	274	113	625	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1740	1810	1805	1828	858	1900	1607	1545	0	0
Q Serve(g_s), s	8.7	18.0	18.1	13.2	31.0	31.1	0.0	11.3	5.1	25.1	0.0	0.0
Cycle Q Clear(g_c), s	8.7	18.0	18.1	13.2	31.0	31.1	36.4	11.3	5.1	36.4	0.0	0.0
Prop In Lane	1.00		0.38	1.00		0.19	1.00		1.00	0.09		0.47
Lane Grp Cap(c), veh/h	185	645	621	270	729	738	170	670	566	583	0	0
V/C Ratio(X)	0.84	0.60	0.60	0.88	0.83	0.83	0.90	0.41	0.20	1.07	0.00	0.00
Avail Cap(c_a), veh/h	200	832	802	375	1007	1020	170	670	566	583	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.5	27.1	27.2	43.0	27.6	27.6	39.7	25.3	23.3	34.9	0.0	0.0
Incr Delay (d2), s/veh	22.4	0.9	0.9	12.6	4.2	4.3	41.0	0.4	0.2	58.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	7.6	7.3	6.7	13.4	13.6	5.9	5.2	1.9	24.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	28.0	28.1	55.7	31.8	31.9	80.7	25.7	23.5	93.2	0.0	0.0
LnGrp LOS	E	C	C	E	C	C	F	C	C	F	A	A
Approach Vol, veh/h		914			1455			539			625	
Approach Delay, s/veh		34.8			35.7			40.7			93.2	
Approach LOS		C			D			D			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0	20.0	42.3		41.0	15.2	47.1				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+I1), s		38.4	15.2	20.1		38.4	10.7	33.1				
Green Ext Time (p_c), s		0.0	0.2	4.8		0.0	0.0	8.6				
Intersection Summary												
HCM 6th Ctrl Delay			46.4									
HCM 6th LOS			D									

Timings
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

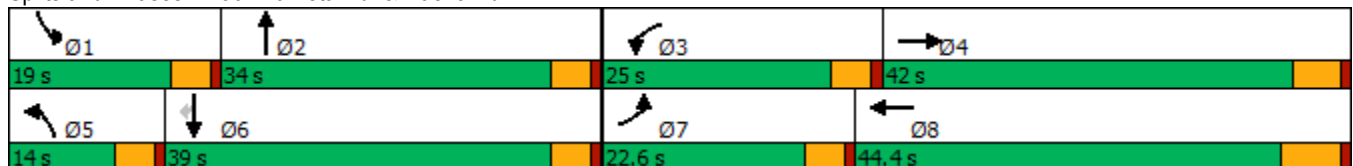


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	147	537	249	788	300	132	158	143	217
Future Volume (vph)	147	537	249	788	300	132	158	143	217
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	22.6	42.0	25.0	44.4	14.0	34.0	19.0	39.0	39.0
Total Split (%)	18.8%	35.0%	20.8%	37.0%	11.7%	28.3%	15.8%	32.5%	32.5%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.1	24.3	18.6	28.6	9.7	23.7	12.9	26.8	26.8
Actuated g/C Ratio	0.13	0.24	0.19	0.29	0.10	0.24	0.13	0.27	0.27
v/c Ratio	0.68	0.65	0.80	0.72	1.84	0.83	0.74	0.30	0.39
Control Delay	58.6	32.8	60.4	34.1	429.0	47.4	64.2	31.7	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.6	32.8	60.4	34.1	429.0	47.4	64.2	31.7	6.2
LOS	E	C	E	C	F	D	E	C	A
Approach Delay		36.9		39.5		223.1		30.9	
Approach LOS		D		D		F		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.3
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.84
 Intersection Signal Delay: 73.6
 Intersection LOS: E
 Intersection Capacity Utilization 74.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	↖
Traffic Volume (veh/h)	147	537	233	249	788	184	300	132	220	158	143	217
Future Volume (veh/h)	147	537	233	249	788	184	300	132	220	158	143	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	584	212	271	857	135	326	143	146	172	155	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	903	320	315	1363	213	222	177	180	212	379	320
Arrive On Green	0.11	0.24	0.24	0.17	0.30	0.30	0.12	0.21	0.21	0.12	0.20	0.20
Sat Flow, veh/h	1810	3778	1339	1810	4504	705	1810	862	880	1810	1900	1600
Grp Volume(v), veh/h	160	533	263	271	657	335	326	0	289	172	155	146
Grp Sat Flow(s),veh/h/ln	1810	1729	1659	1810	1729	1751	1810	0	1742	1810	1900	1600
Q Serve(g_s), s	6.6	10.6	11.0	11.2	12.5	12.7	9.4	0.0	12.1	7.1	5.4	6.2
Cycle Q Clear(g_c), s	6.6	10.6	11.0	11.2	12.5	12.7	9.4	0.0	12.1	7.1	5.4	6.2
Prop In Lane	1.00		0.81	1.00		0.40	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	200	826	397	315	1046	530	222	0	357	212	379	320
V/C Ratio(X)	0.80	0.65	0.66	0.86	0.63	0.63	1.47	0.00	0.81	0.81	0.41	0.46
Avail Cap(c_a), veh/h	425	1651	792	482	1710	866	222	0	668	340	853	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	26.2	26.4	30.8	23.0	23.1	33.6	0.0	29.0	33.0	26.7	27.0
Incr Delay (d2), s/veh	2.8	0.9	1.9	6.3	0.6	1.3	234.0	0.0	4.4	3.2	0.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.1	4.2	4.9	4.5	4.7	18.5	0.0	5.4	3.3	2.5	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	27.1	28.3	37.1	23.6	24.3	267.7	0.0	33.4	36.2	27.4	28.0
LnGrp LOS	D	C	C	D	C	C	F	A	C	D	C	C
Approach Vol, veh/h		956			1263			615			473	
Approach Delay, s/veh		28.9			26.7			157.6			30.8	
Approach LOS		C			C			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	20.3	17.9	24.8	14.0	19.9	13.1	29.7				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	14.4	29.4	20.4	* 37	9.4	34.4	18.0	37.9				
Max Q Clear Time (g_c+I1), s	9.1	14.1	13.2	13.0	11.4	8.2	8.6	14.7				
Green Ext Time (p_c), s	0.1	1.6	0.2	5.2	0.0	1.4	0.1	5.9				

Intersection Summary

HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

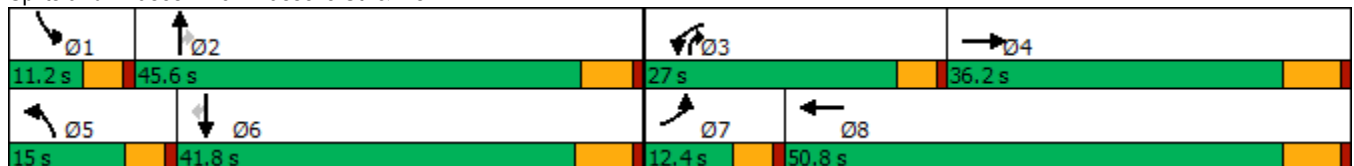


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖↗	↕↔	↖↗	↕↔	↖	↖↗	↕↔	↖
Traffic Volume (vph)	133	514	692	659	298	621	553	143	545	102
Future Volume (vph)	133	514	692	659	298	621	553	143	545	102
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.0	25.2	23.3	40.5	11.1	29.2	52.5	7.2	25.4	25.4
Actuated g/C Ratio	0.08	0.25	0.23	0.40	0.11	0.29	0.52	0.07	0.25	0.25
v/c Ratio	0.52	0.68	0.92	0.41	0.83	0.64	0.69	0.62	0.65	0.22
Control Delay	54.3	32.5	57.9	22.1	64.9	34.6	19.0	59.5	37.6	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	32.5	57.9	22.1	64.9	34.6	19.0	59.5	37.6	2.6
LOS	D	C	E	C	E	C	B	E	D	A
Approach Delay		35.6		39.0		34.9			37.1	
Approach LOS		D		D		C			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 101.1	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 36.7	Intersection LOS: D
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	133	514	305	692	659	117	298	621	553	143	545	102
Future Volume (veh/h)	133	514	305	692	659	117	298	621	553	143	545	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	553	229	744	709	108	320	668	491	154	586	47
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	224	876	352	765	1795	270	366	1150	841	234	1029	450
Arrive On Green	0.06	0.24	0.22	0.22	0.40	0.37	0.10	0.32	0.31	0.07	0.29	0.29
Sat Flow, veh/h	3510	3629	1459	3510	4538	684	3510	3610	1596	3510	3610	1578
Grp Volume(v), veh/h	143	526	256	744	538	279	320	668	491	154	586	47
Grp Sat Flow(s),veh/h/ln	1755	1729	1630	1755	1729	1764	1755	1805	1596	1755	1805	1578
Q Serve(g_s), s	4.2	14.4	15.1	22.2	11.8	12.1	9.5	16.3	22.3	4.5	14.6	2.3
Cycle Q Clear(g_c), s	4.2	14.4	15.1	22.2	11.8	12.1	9.5	16.3	22.3	4.5	14.6	2.3
Prop In Lane	1.00		0.90	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	835	393	765	1367	698	366	1150	841	234	1029	450
V/C Ratio(X)	0.64	0.63	0.65	0.97	0.39	0.40	0.88	0.58	0.58	0.66	0.57	0.10
Avail Cap(c_a), veh/h	279	1054	497	765	1532	782	366	1422	961	239	1292	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	35.8	37.0	41.0	22.9	23.3	46.6	30.1	17.2	48.1	32.2	27.8
Incr Delay (d2), s/veh	1.4	0.8	2.0	25.8	0.2	0.4	19.7	0.5	0.7	4.9	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.8	6.0	11.8	4.5	4.8	5.0	6.8	7.4	2.1	6.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	36.6	39.0	66.8	23.0	23.6	66.3	30.5	17.9	53.0	32.7	27.9
LnGrp LOS	D	D	D	E	C	C	E	C	B	D	C	C
Approach Vol, veh/h		925			1561			1479			787	
Approach Delay, s/veh		39.3			44.0			34.1			36.4	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	38.1	27.0	29.5	15.0	34.1	10.7	45.8				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	6.5	24.3	24.2	17.1	11.5	16.6	6.2	14.1				
Green Ext Time (p_c), s	0.0	5.4	0.0	3.8	0.0	3.4	0.0	5.1				

Intersection Summary

HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

38: Lasselle St. & Krameria Av.

05/28/2020

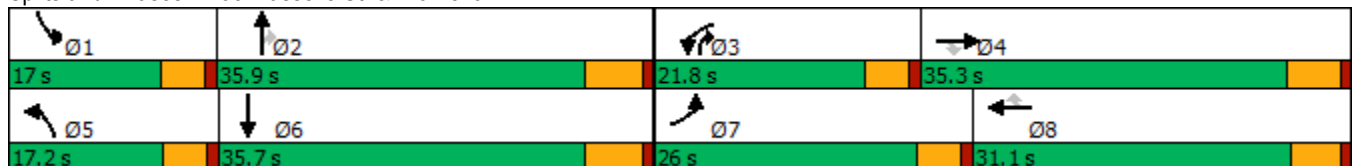


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	176	49	183	73	30	59	111	1085	55	106	1305
Future Volume (vph)	176	49	183	73	30	59	111	1085	55	106	1305
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.9	18.4	17.0	8.9	14.2	13.0	10.1	33.9	42.8	10.0	33.8
Actuated g/C Ratio	0.18	0.22	0.21	0.11	0.17	0.16	0.12	0.41	0.52	0.12	0.41
v/c Ratio	0.56	0.12	0.40	0.39	0.10	0.18	0.52	0.76	0.07	0.51	1.05
Control Delay	41.6	28.1	7.2	45.0	33.1	1.2	47.5	29.6	3.4	47.4	67.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.6	28.1	7.2	45.0	33.1	1.2	47.5	29.6	3.4	47.4	67.0
LOS	D	C	A	D	C	A	D	C	A	D	E
Approach Delay		24.5			26.9			30.1			65.7
Approach LOS		C			C			C			E

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 81.9	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 45.7	Intersection LOS: D
Intersection Capacity Utilization 74.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔	
Traffic Volume (veh/h)	176	49	183	73	30	59	111	1085	55	106	1305	160
Future Volume (veh/h)	176	49	183	73	30	59	111	1085	55	106	1305	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	185	52	95	77	32	15	117	1142	34	112	1374	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	437	334	114	297	228	163	1493	741	157	1339	150
Arrive On Green	0.13	0.23	0.21	0.06	0.16	0.14	0.09	0.41	0.40	0.09	0.41	0.39
Sat Flow, veh/h	1810	1900	1577	1810	1900	1603	1810	3610	1608	1810	3263	365
Grp Volume(v), veh/h	185	52	95	77	32	15	117	1142	34	112	755	774
Grp Sat Flow(s),veh/h/ln	1810	1900	1577	1810	1900	1603	1810	1805	1608	1810	1805	1824
Q Serve(g_s), s	7.6	1.7	3.9	3.2	1.1	0.6	4.9	21.0	0.9	4.7	31.7	31.7
Cycle Q Clear(g_c), s	7.6	1.7	3.9	3.2	1.1	0.6	4.9	21.0	0.9	4.7	31.7	31.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	240	437	334	114	297	228	163	1493	741	157	740	748
V/C Ratio(X)	0.77	0.12	0.28	0.68	0.11	0.07	0.72	0.77	0.05	0.71	1.02	1.03
Avail Cap(c_a), veh/h	515	770	610	417	666	539	309	1493	741	304	740	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	23.6	25.6	35.4	28.0	28.7	34.2	19.4	11.5	34.4	22.8	23.0
Incr Delay (d2), s/veh	2.0	0.1	0.5	2.6	0.2	0.1	2.2	2.4	0.0	2.3	38.3	41.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.7	1.4	1.5	0.5	0.2	2.1	8.0	0.3	2.0	19.3	20.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	23.7	26.0	38.0	28.1	28.8	36.4	21.9	11.5	36.6	61.1	64.9
LnGrp LOS	C	C	C	D	C	C	D	C	B	D	F	F
Approach Vol, veh/h		332			124			1293			1641	
Approach Delay, s/veh		30.3			34.4			22.9			61.2	
Approach LOS		C			C			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	36.0	8.9	21.8	11.0	35.7	14.2	16.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	6.7	23.0	5.2	5.9	6.9	33.7	9.6	3.1				
Green Ext Time (p_c), s	0.1	4.1	0.1	0.5	0.1	0.0	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

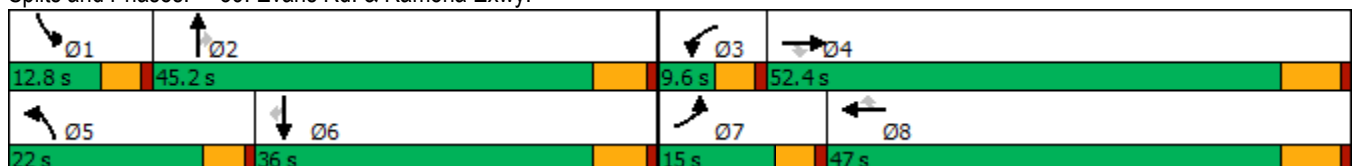
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	669	179	197	1446	399	546	976	202	238	389	431
Future Volume (vph)	294	669	179	197	1446	399	546	976	202	238	389	431
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	48.4	48.4	5.6	43.0	43.0	18.0	39.8	39.8	8.8	30.6	30.6
Actuated g/C Ratio	0.09	0.41	0.41	0.05	0.36	0.36	0.15	0.34	0.34	0.07	0.26	0.26
v/c Ratio	0.96	0.34	0.25	1.27	1.18	0.60	1.09	0.86	0.32	0.98	0.45	0.82
Control Delay	95.8	24.9	4.0	207.2	122.3	20.0	114.0	45.0	7.7	105.4	38.5	36.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.8	24.9	4.0	207.2	122.3	20.0	114.0	45.0	7.7	105.4	38.5	36.3
LOS	F	C	A	F	F	B	F	D	A	F	D	D
Approach Delay		39.9			110.5			62.5			52.7	
Approach LOS		D			F			E			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.6
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.27
 Intersection Signal Delay: 72.9
 Intersection LOS: E
 Intersection Capacity Utilization 95.5%
 ICU Level of Service F
 Analysis Period (min) 15


































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	 		 	 		 	 	
Traffic Volume (veh/h)	294	669	179	197	1446	399	546	976	202	238	389	431
Future Volume (veh/h)	294	669	179	197	1446	399	546	976	202	238	389	431
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	712	0	210	1538	288	581	1038	196	253	414	287
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	328	2133		167	1319	588	537	1193	532	262	911	401
Arrive On Green	0.09	0.41	0.00	0.05	0.37	0.37	0.15	0.33	0.33	0.07	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1589
Grp Volume(v), veh/h	313	712	0	210	1538	288	581	1038	196	253	414	287
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1589
Q Serve(g_s), s	10.4	11.0	0.0	5.6	43.0	16.3	18.0	31.8	10.9	8.5	11.4	19.4
Cycle Q Clear(g_c), s	10.4	11.0	0.0	5.6	43.0	16.3	18.0	31.8	10.9	8.5	11.4	19.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	2133		167	1319	588	537	1193	532	262	911	401
V/C Ratio(X)	0.95	0.33		1.26	1.17	0.49	1.08	0.87	0.37	0.96	0.45	0.72
Avail Cap(c_a), veh/h	328	2133		167	1319	588	537	1264	564	262	981	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	23.7	0.0	56.1	37.4	28.9	49.9	37.0	30.0	54.3	37.2	40.1
Incr Delay (d2), s/veh	37.2	0.1	0.0	155.1	83.4	0.6	63.0	6.5	0.4	45.2	0.4	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	4.2	0.0	6.0	32.7	6.0	12.3	14.4	4.1	5.3	4.9	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.3	23.7	0.0	211.2	120.7	29.5	112.8	43.6	30.5	99.5	37.5	45.3
LnGrp LOS	F	C		F	F	C	F	D	C	F	D	D
Approach Vol, veh/h		1025	A		2036			1815			954	
Approach Delay, s/veh		44.1			117.2			64.3			56.3	
Approach LOS		D			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	42.9	9.6	52.4	22.0	33.7	15.0	47.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	10.5	33.8	7.6	13.0	20.0	21.4	12.4	45.0				
Green Ext Time (p_c), s	0.0	3.3	0.0	4.6	0.0	2.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	77.9
HCM 6th LOS	E

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

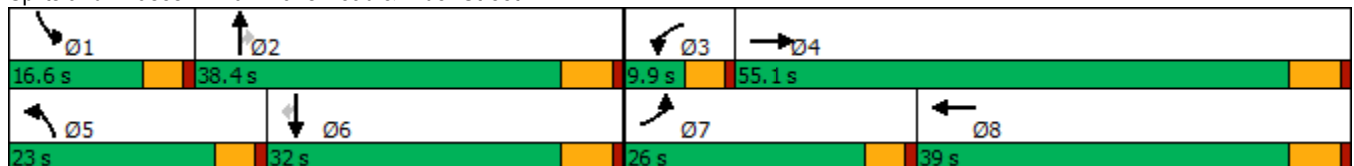


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	216	492	16	621	176	859	30	88	760	310
Future Volume (vph)	216	492	16	621	176	859	30	88	760	310
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	26.0	55.1	9.9	39.0	23.0	38.4	38.4	16.6	32.0	32.0
Total Split (%)	21.7%	45.9%	8.3%	32.5%	19.2%	32.0%	32.0%	13.8%	26.7%	26.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	17.9	49.8	5.2	30.9	15.2	32.3	32.3	9.7	26.7	26.7
Actuated g/C Ratio	0.16	0.45	0.05	0.28	0.14	0.29	0.29	0.09	0.24	0.24
v/c Ratio	0.82	0.38	0.20	0.88	0.78	0.90	0.06	0.62	0.96	0.53
Control Delay	68.4	21.9	60.8	49.7	69.4	51.7	0.2	68.3	65.5	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	21.9	60.8	49.7	69.4	51.7	0.2	68.3	65.5	8.3
LOS	E	C	E	D	E	D	A	E	E	A
Approach Delay		34.9		49.9		53.1			50.4	
Approach LOS		C		D		D			D	

Intersection Summary























Cycle Length: 120
 Actuated Cycle Length: 111.8
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 47.9
 Intersection LOS: D
 Intersection Capacity Utilization 83.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	492	63	16	621	183	176	859	30	88	760	310
Future Volume (veh/h)	216	492	63	16	621	183	176	859	30	88	760	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	535	53	17	675	157	191	934	16	96	826	202
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	268	1331	131	34	789	183	224	1111	495	122	908	405
Arrive On Green	0.15	0.40	0.40	0.02	0.27	0.27	0.12	0.31	0.31	0.07	0.25	0.25
Sat Flow, veh/h	1810	3318	328	1810	2908	676	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	235	290	298	17	419	413	191	934	16	96	826	202
Grp Sat Flow(s),veh/h/ln	1810	1805	1841	1810	1805	1778	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	12.9	11.6	11.7	0.9	22.3	22.4	10.5	24.5	0.7	5.3	22.5	10.9
Cycle Q Clear(g_c), s	12.9	11.6	11.7	0.9	22.3	22.4	10.5	24.5	0.7	5.3	22.5	10.9
Prop In Lane	1.00		0.18	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	724	738	34	490	483	224	1111	495	122	908	405
V/C Ratio(X)	0.88	0.40	0.40	0.50	0.85	0.86	0.85	0.84	0.03	0.79	0.91	0.50
Avail Cap(c_a), veh/h	382	877	895	95	591	582	328	1160	517	214	932	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	21.7	21.7	49.3	35.1	35.1	43.5	32.8	24.6	46.6	36.9	32.5
Incr Delay (d2), s/veh	11.5	0.4	0.4	4.2	10.2	10.4	9.4	5.5	0.0	4.2	12.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	4.7	4.8	0.5	10.6	10.5	5.1	10.9	0.3	2.4	11.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	22.0	22.1	53.5	45.2	45.5	53.0	38.3	24.6	50.8	49.4	33.5
LnGrp LOS	D	C	C	D	D	D	D	D	C	D	D	C
Approach Vol, veh/h		823			849			1141			1124	
Approach Delay, s/veh		31.1			45.5			40.6			46.7	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	37.0	6.5	46.5	17.2	31.3	19.7	33.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	12.0	32.6	5.3	49.3	18.4	26.2	21.4	33.2				
Max Q Clear Time (g_c+I1), s	7.3	26.5	2.9	13.7	12.5	24.5	14.9	24.4				
Green Ext Time (p_c), s	0.0	3.0	0.0	3.4	0.1	1.0	0.2	3.2				
Intersection Summary												
HCM 6th Ctrl Delay			41.4									
HCM 6th LOS			D									

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

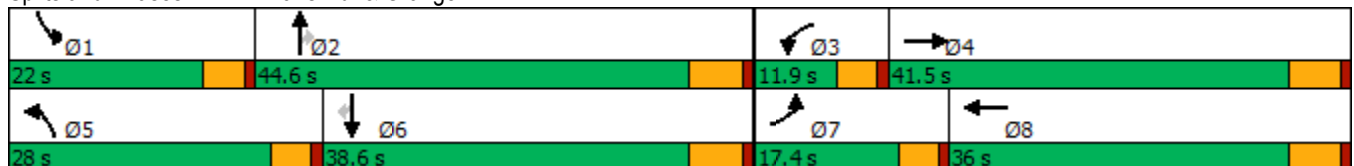


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	144	413	81	293	261	982	216	224	732	159
Future Volume (vph)	144	413	81	293	261	982	216	224	732	159
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.3	35.7	7.2	30.7	21.4	38.8	38.8	17.2	34.6	34.6
Actuated g/C Ratio	0.10	0.30	0.06	0.26	0.18	0.32	0.32	0.14	0.29	0.29
v/c Ratio	0.85	1.07	0.81	0.98	0.88	1.73	0.39	0.94	1.45	0.29
Control Delay	89.7	99.3	102.5	79.0	75.6	365.1	13.4	93.6	246.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.7	99.3	102.5	79.0	75.6	365.1	13.4	93.6	246.2	4.7
LOS	F	F	F	E	E	F	B	F	F	A
Approach Delay		97.3		82.8		261.1			181.2	
Approach LOS		F		F		F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.7
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.73
 Intersection Signal Delay: 183.6
 Intersection LOS: F
 Intersection Capacity Utilization 115.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



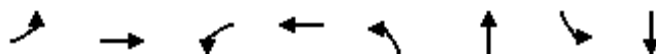
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	413	132	81	293	133	261	982	216	224	732	159
Future Volume (veh/h)	144	413	132	81	293	133	261	982	216	224	732	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	449	92	88	318	135	284	1067	162	243	796	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	453	93	110	325	138	311	614	517	262	563	477
Arrive On Green	0.10	0.30	0.30	0.06	0.26	0.26	0.17	0.32	0.32	0.14	0.30	0.30
Sat Flow, veh/h	1810	1522	312	1810	1264	537	1810	1900	1598	1810	1900	1609
Grp Volume(v), veh/h	157	0	541	88	0	453	284	1067	162	243	796	113
Grp Sat Flow(s),veh/h/ln	1810	0	1834	1810	0	1801	1810	1900	1598	1810	1900	1609
Q Serve(g_s), s	10.2	0.0	35.3	5.8	0.0	30.0	18.5	38.8	9.2	15.9	35.6	6.4
Cycle Q Clear(g_c), s	10.2	0.0	35.3	5.8	0.0	30.0	18.5	38.8	9.2	15.9	35.6	6.4
Prop In Lane	1.00		0.17	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	0	546	110	0	462	311	614	517	262	563	477
V/C Ratio(X)	0.85	0.00	0.99	0.80	0.00	0.98	0.91	1.74	0.31	0.93	1.41	0.24
Avail Cap(c_a), veh/h	193	0	546	110	0	462	353	614	517	262	563	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	0.0	42.0	55.6	0.0	44.3	48.8	40.6	30.6	50.7	42.2	31.9
Incr Delay (d2), s/veh	26.8	0.0	36.2	30.7	0.0	36.4	24.1	338.3	0.3	35.8	196.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	20.7	3.5	0.0	17.5	10.2	75.0	3.5	9.6	46.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.8	0.0	78.2	86.3	0.0	80.7	72.9	378.9	30.9	86.5	238.5	32.2
LnGrp LOS	E	A	E	F	A	F	E	F	C	F	F	C
Approach Vol, veh/h		698			541			1513			1152	
Approach Delay, s/veh		78.6			81.6			284.2			186.2	
Approach LOS		E			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	44.6	11.9	41.5	25.2	41.4	16.8	36.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	17.9	40.8	7.8	37.3	20.5	37.6	12.2	32.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	190.5
HCM 6th LOS	F

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)
05/28/2020

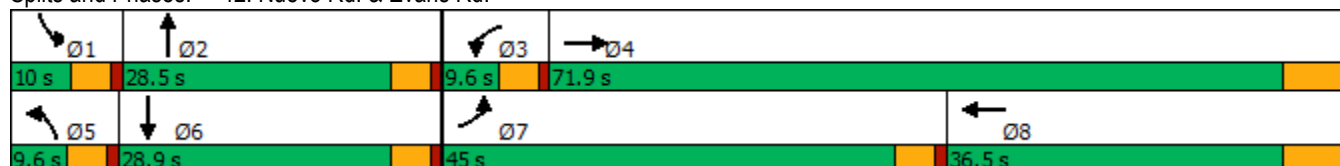


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗↗↗	↘	↗↗↗	↘	↗	↘	↗
Traffic Volume (vph)	485	399	120	572	70	690	131	627
Future Volume (vph)	485	399	120	572	70	690	131	627
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	45.0	71.9	9.6	36.5	9.6	28.5	10.0	28.9
Total Split (%)	37.5%	59.9%	8.0%	30.4%	8.0%	23.8%	8.3%	24.1%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	37.7	65.4	5.0	32.7	5.0	23.9	5.4	24.3
Actuated g/C Ratio	0.31	0.54	0.04	0.27	0.04	0.20	0.04	0.20
v/c Ratio	0.93	0.17	1.73	0.60	1.01	2.30	1.75	3.41
Control Delay	64.0	13.3	413.1	37.2	164.8	618.8	417.8	1109.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.0	13.3	413.1	37.2	164.8	618.8	417.8	1109.1
LOS	E	B	F	D	F	F	F	F
Approach Delay		40.2		87.8		582.1		1041.5
Approach LOS		D		F		F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.41
 Intersection Signal Delay: 502.0
 Intersection LOS: F
 Intersection Capacity Utilization 141.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↕↕		↵	↕↕↕		↵	↕		↵	↕	↕
Traffic Volume (veh/h)	485	399	30	120	572	197	70	690	105	131	627	579
Future Volume (veh/h)	485	399	30	120	572	197	70	690	105	131	627	579
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	527	434	33	130	622	198	76	750	114	142	682	231
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	552	2682	202	75	1098	342	75	321	49	81	275	93
Arrive On Green	0.31	0.55	0.55	0.04	0.28	0.28	0.04	0.20	0.20	0.05	0.20	0.20
Sat Flow, veh/h	1810	4921	370	1810	3901	1215	1810	1611	245	1810	1357	460
Grp Volume(v), veh/h	527	303	164	130	550	270	76	0	864	142	0	913
Grp Sat Flow(s),veh/h/ln	1810	1729	1833	1810	1729	1658	1810	0	1856	1810	0	1817
Q Serve(g_s), s	34.3	5.3	5.3	5.0	16.3	16.8	5.0	0.0	23.9	5.4	0.0	24.3
Cycle Q Clear(g_c), s	34.3	5.3	5.3	5.0	16.3	16.8	5.0	0.0	23.9	5.4	0.0	24.3
Prop In Lane	1.00		0.20	1.00		0.73	1.00		0.13	1.00		0.25
Lane Grp Cap(c), veh/h	552	1885	999	75	973	467	75	0	370	81	0	368
V/C Ratio(X)	0.95	0.16	0.16	1.72	0.57	0.58	1.01	0.00	2.34	1.74	0.00	2.48
Avail Cap(c_a), veh/h	609	1885	999	75	973	467	75	0	370	81	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.9	13.6	13.6	57.5	36.8	37.0	57.5	0.0	48.1	57.3	0.0	47.9
Incr Delay (d2), s/veh	23.7	0.2	0.4	375.3	2.4	5.2	105.9	0.0	610.2	380.3	0.0	674.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	1.9	2.1	10.1	6.8	7.1	4.5	0.0	73.7	11.1	0.0	80.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	13.8	14.0	432.8	39.2	42.2	163.4	0.0	658.3	437.6	0.0	722.4
LnGrp LOS	E	B	B	F	D	D	F	A	F	F	A	F
Approach Vol, veh/h		994			950			940			1055	
Approach Delay, s/veh		40.7			93.9			618.3			684.1	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	28.5	9.6	71.9	9.6	28.9	41.2	40.3				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	5.4	23.9	5.0	65.4	5.0	24.3	40.4	30.0				
Max Q Clear Time (g_c+I1), s	7.4	25.9	7.0	7.3	7.0	26.3	36.3	18.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.7	0.0	0.0	0.4	3.6				

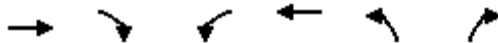
Intersection Summary

HCM 6th Ctrl Delay	363.7
HCM 6th LOS	F

Timings
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

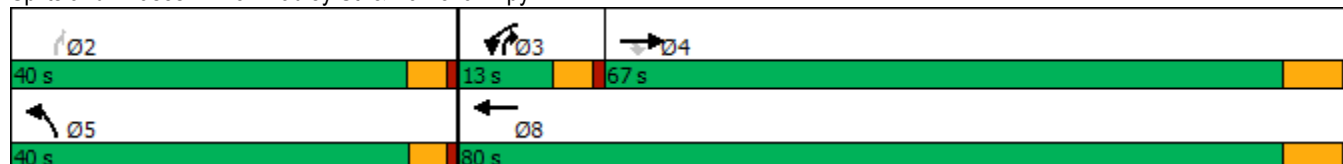


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓	
Traffic Volume (vph)	1042	40	52	2230	240	82	
Future Volume (vph)	1042	40	52	2230	240	82	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4					2
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	61.9	61.9	7.1	73.7	20.2	31.9	
Actuated g/C Ratio	0.59	0.59	0.07	0.70	0.19	0.30	
v/c Ratio	0.53	0.04	0.47	0.96	0.75	0.17	
Control Delay	14.9	3.8	61.0	26.2	53.8	12.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.9	3.8	61.0	26.2	53.8	12.6	
LOS	B	A	E	C	D	B	
Approach Delay	14.5			27.0	43.3		
Approach LOS	B			C	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 24.8
 Intersection LOS: C
 Intersection Capacity Utilization 84.1%
 ICU Level of Service E
 Analysis Period (min) 15

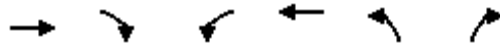
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	1042	40	52	2230	240	82
Future Volume (veh/h)	1042	40	52	2230	240	82
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1133	41	57	2424	261	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2283	1017	74	2597	307	339
Arrive On Green	0.63	0.63	0.04	0.72	0.17	0.17
Sat Flow, veh/h	3705	1608	1810	3705	1810	1610
Grp Volume(v), veh/h	1133	41	57	2424	261	73
Grp Sat Flow(s),veh/h/ln	1805	1608	1810	1805	1810	1610
Q Serve(g_s), s	16.7	1.0	3.1	57.0	13.9	3.7
Cycle Q Clear(g_c), s	16.7	1.0	3.1	57.0	13.9	3.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2283	1017	74	2597	307	339
V/C Ratio(X)	0.50	0.04	0.77	0.93	0.85	0.22
Avail Cap(c_a), veh/h	2283	1017	153	2668	646	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.8	6.9	47.2	11.9	40.0	32.5
Incr Delay (d2), s/veh	0.2	0.0	6.3	6.8	6.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.3	1.5	16.2	6.7	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.0	6.9	53.5	18.7	46.5	32.8
LnGrp LOS	A	A	D	B	D	C
Approach Vol, veh/h	1174			2481	334	
Approach Delay, s/veh	9.8			19.5	43.5	
Approach LOS	A			B	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		21.4	8.7	69.4		78.1
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		15.9	5.1	18.7		59.0
Green Ext Time (p_c), s		1.0	0.0	8.9		12.5
Intersection Summary						
HCM 6th Ctrl Delay			18.7			
HCM 6th LOS			B			

Timings
44: Bradley St. & Rider St.

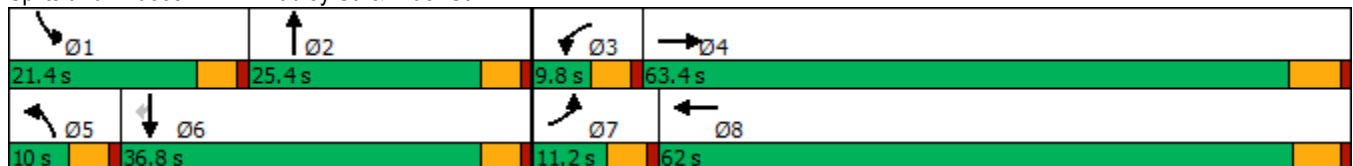


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	32	658	13	584	17	44	139	10	94
Future Volume (vph)	32	658	13	584	17	44	139	10	94
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	39.7	5.9	37.7	6.0	12.9	13.6	22.8	22.8
Actuated g/C Ratio	0.08	0.49	0.07	0.47	0.07	0.16	0.17	0.28	0.28
v/c Ratio	0.24	0.44	0.11	0.81	0.13	0.30	0.50	0.02	0.20
Control Delay	50.2	15.0	50.5	28.8	50.5	30.3	45.2	30.9	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	15.0	50.5	28.8	50.5	30.3	45.2	30.9	7.3
LOS	D	B	D	C	D	C	D	C	A
Approach Delay		16.5		29.2		33.5		30.0	
Approach LOS		B		C		C		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 80.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 24.2
 Intersection LOS: C
 Intersection Capacity Utilization 60.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	658	50	13	584	69	17	44	41	139	10	94
Future Volume (veh/h)	32	658	50	13	584	69	17	44	41	139	10	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	715	53	14	635	57	18	48	28	151	11	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1539	114	31	745	67	38	161	94	192	433	363
Arrive On Green	0.04	0.45	0.45	0.02	0.43	0.43	0.02	0.14	0.14	0.11	0.23	0.23
Sat Flow, veh/h	1810	3407	252	1810	1718	154	1810	1125	656	1810	1900	1592
Grp Volume(v), veh/h	35	379	389	14	0	692	18	0	76	151	11	52
Grp Sat Flow(s),veh/h/ln	1810	1805	1855	1810	0	1872	1810	0	1782	1810	1900	1592
Q Serve(g_s), s	1.3	10.1	10.1	0.5	0.0	23.1	0.7	0.0	2.7	5.7	0.3	1.8
Cycle Q Clear(g_c), s	1.3	10.1	10.1	0.5	0.0	23.1	0.7	0.0	2.7	5.7	0.3	1.8
Prop In Lane	1.00		0.14	1.00		0.08	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	64	815	838	31	0	812	38	0	255	192	433	363
V/C Ratio(X)	0.55	0.46	0.46	0.45	0.00	0.85	0.47	0.00	0.30	0.79	0.03	0.14
Avail Cap(c_a), veh/h	172	1497	1538	136	0	1526	141	0	534	438	881	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	13.2	13.2	33.8	0.0	17.7	33.6	0.0	26.6	30.3	20.8	21.4
Incr Delay (d2), s/veh	2.7	0.4	0.4	3.8	0.0	2.7	3.3	0.0	0.6	2.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.4	3.5	0.3	0.0	8.9	0.3	0.0	1.1	2.5	0.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	13.6	13.6	37.6	0.0	20.3	36.9	0.0	27.3	33.0	20.8	21.6
LnGrp LOS	D	B	B	D	A	C	D	A	C	C	C	C
Approach Vol, veh/h		803			706			94			214	
Approach Delay, s/veh		14.6			20.7			29.1			29.6	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	14.5	5.8	37.2	6.1	20.4	7.1	35.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	7.7	4.7	2.5	12.1	2.7	3.8	3.3	25.1				
Green Ext Time (p_c), s	0.1	0.3	0.0	4.8	0.0	0.2	0.0	5.0				

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	29.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	344	176	22	118	328	97
Future Vol, veh/h	344	176	22	118	328	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	374	191	24	128	357	105

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	565	0	646 470
Stage 1	-	-	-	-	470 -
Stage 2	-	-	-	-	176 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1017	-	439 598
Stage 1	-	-	-	-	633 -
Stage 2	-	-	-	-	859 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1017	-	428 598
Mov Cap-2 Maneuver	-	-	-	-	428 -
Stage 1	-	-	-	-	633 -
Stage 2	-	-	-	-	838 -

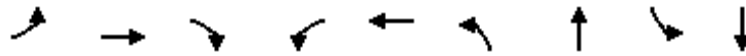
Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	74.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	458	-	-	1017	-
HCM Lane V/C Ratio	1.009	-	-	0.024	-
HCM Control Delay (s)	74.6	-	-	8.6	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	13.4	-	-	0.1	-

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

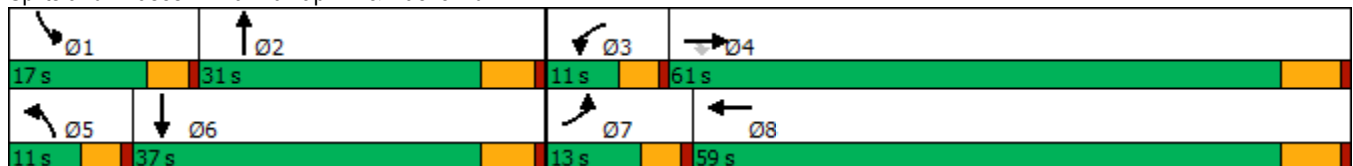


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	33	295	47	57	416	80	72	66	69
Future Volume (vph)	33	295	47	57	416	80	72	66	69
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	13.0	61.0	61.0	11.0	59.0	11.0	31.0	17.0	37.0
Total Split (%)	10.8%	50.8%	50.8%	9.2%	49.2%	9.2%	25.8%	14.2%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	25.5	25.5	6.4	27.9	6.9	18.6	7.8	13.8
Actuated g/C Ratio	0.09	0.35	0.35	0.09	0.38	0.09	0.26	0.11	0.19
v/c Ratio	0.22	0.45	0.07	0.37	0.77	0.48	0.28	0.35	0.42
Control Delay	42.1	20.6	0.2	46.4	28.1	49.7	27.0	41.6	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	20.6	0.2	46.4	28.1	49.7	27.0	41.6	25.1
LOS	D	C	A	D	C	D	C	D	C
Approach Delay		20.0			29.8		35.6		30.1
Approach LOS		B			C		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 72.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 28.1
 Intersection LOS: C
 Intersection Capacity Utilization 64.5%
 ICU Level of Service C
 Analysis Period (min) 15























Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

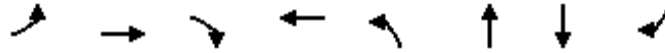
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	295	47	57	416	120	80	72	59	66	69	85
Future Volume (veh/h)	33	295	47	57	416	120	80	72	59	66	69	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	301	43	58	424	104	82	73	58	67	70	39
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	637	540	95	518	127	115	176	140	104	199	111
Arrive On Green	0.04	0.34	0.34	0.05	0.35	0.35	0.06	0.18	0.18	0.06	0.17	0.17
Sat Flow, veh/h	1810	1900	1610	1810	1474	361	1810	981	779	1810	1146	639
Grp Volume(v), veh/h	34	301	43	58	0	528	82	0	131	67	0	109
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1835	1810	0	1760	1810	0	1785
Q Serve(g_s), s	1.1	7.2	1.0	1.8	0.0	15.0	2.5	0.0	3.8	2.1	0.0	3.1
Cycle Q Clear(g_c), s	1.1	7.2	1.0	1.8	0.0	15.0	2.5	0.0	3.8	2.1	0.0	3.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.44	1.00		0.36
Lane Grp Cap(c), veh/h	66	637	540	95	0	645	115	0	316	104	0	309
V/C Ratio(X)	0.52	0.47	0.08	0.61	0.00	0.82	0.71	0.00	0.41	0.65	0.00	0.35
Avail Cap(c_a), veh/h	265	1807	1531	202	0	1681	202	0	774	392	0	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	15.0	13.0	26.6	0.0	16.9	26.3	0.0	20.8	26.4	0.0	20.9
Incr Delay (d2), s/veh	2.3	0.5	0.1	2.3	0.0	2.6	3.0	0.0	0.9	2.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.4	0.3	0.7	0.0	5.2	1.1	0.0	1.4	0.9	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.4	15.6	13.1	28.9	0.0	19.5	29.4	0.0	21.7	29.0	0.0	21.5
LnGrp LOS	C	B	B	C	A	B	C	A	C	C	A	C
Approach Vol, veh/h		378			586			213				176
Approach Delay, s/veh		16.5			20.5			24.7				24.4
Approach LOS		B			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	16.1	7.6	25.7	8.2	15.7	6.7	26.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	12.4	25.2	6.4	54.5	6.4	31.2	8.4	52.5				
Max Q Clear Time (g_c+I1), s	4.1	5.8	3.8	9.2	4.5	5.1	3.1	17.0				
Green Ext Time (p_c), s	0.0	0.6	0.0	1.7	0.0	0.5	0.0	3.1				
Intersection Summary												
HCM 6th Ctrl Delay				20.5								
HCM 6th LOS				C								

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖	↗	↕	↖	
Traffic Volume (vph)	232	0	249	0	230	2049	944	181	
Future Volume (vph)	232	0	249	0	230	2049	944	181	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	21.0	68.4	57.0	57.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	17.5%	57.0%	47.5%	47.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		22.6	22.6	22.6	11.4	64.1	48.1	48.1	
Actuated g/C Ratio		0.23	0.23	0.23	0.12	0.65	0.49	0.49	
v/c Ratio		0.76	0.49	0.00	0.62	0.94	0.58	0.22	
Control Delay		50.3	9.0	0.0	49.2	26.7	21.2	4.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		50.3	9.0	0.0	49.2	26.7	21.2	4.5	
LOS		D	A	A	D	C	C	A	
Approach Delay		28.9				29.0	18.5		
Approach LOS		C				C	B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 98	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 25.9	Intersection LOS: C
Intersection Capacity Utilization 93.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↕		↘	↗	↖
Traffic Volume (veh/h)	232	0	249	0	0	1	230	2049	1	0	944	181
Future Volume (veh/h)	232	0	249	0	0	1	230	2049	1	0	944	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	252	0	134	0	0	1	250	2227	1	0	1026	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	382	0	338	0	0	338	333	2463	1	2	1872	835
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.21	0.09	0.67	0.67	0.00	0.52	0.52
Sat Flow, veh/h	1435	0	1610	0	0	1610	3510	3703	2	1810	3610	1610
Grp Volume(v), veh/h	252	0	134	0	0	1	250	1085	1143	0	1026	150
Grp Sat Flow(s),veh/h/ln	1435	0	1610	0	0	1610	1755	1805	1900	1810	1805	1610
Q Serve(g_s), s	14.9	0.0	6.4	0.0	0.0	0.0	6.2	44.9	44.9	0.0	17.0	4.4
Cycle Q Clear(g_c), s	15.0	0.0	6.4	0.0	0.0	0.0	6.2	44.9	44.9	0.0	17.0	4.4
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	382	0	338	0	0	338	333	1200	1263	2	1872	835
V/C Ratio(X)	0.66	0.00	0.40	0.00	0.00	0.00	0.75	0.90	0.90	0.00	0.55	0.18
Avail Cap(c_a), veh/h	686	0	678	0	0	678	648	1258	1324	102	2053	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	30.2	0.0	0.0	27.7	39.2	12.5	12.5	0.0	14.4	11.4
Incr Delay (d2), s/veh	1.9	0.0	0.8	0.0	0.0	0.0	1.3	9.2	8.8	0.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	2.4	0.0	0.0	0.0	2.5	14.7	15.3	0.0	5.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	31.0	0.0	0.0	27.7	40.5	21.7	21.3	0.0	14.6	11.5
LnGrp LOS	D	A	C	A	A	C	D	C	C	A	B	B
Approach Vol, veh/h		386			1			2478			1176	
Approach Delay, s/veh		34.0			27.7			23.4			14.2	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	65.6		23.2	13.0	52.6		23.2				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	16.4	50.5		37.4				
Max Q Clear Time (g_c+1), s	0.0	46.9		17.0	8.2	19.0		2.0				
Green Ext Time (p_c), s	0.0	12.2		1.7	0.3	7.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Timings
49: Antelope Rd. & MCP WB Ramps

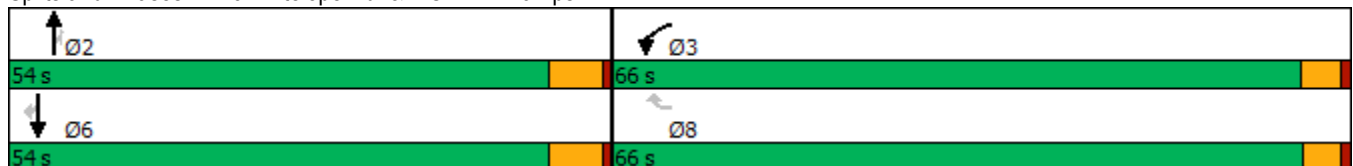


Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Configurations	↖	↖↖	↕↕	↗	↕↕	↗
Traffic Volume (vph)	137	865	624	215	694	10
Future Volume (vph)	137	865	624	215	694	10
Turn Type	Prot	Perm	NA	Perm	NA	Perm
Protected Phases	3		2		6	
Permitted Phases		8		2		6
Detector Phase	3	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.5	23.8	23.8	23.8	23.8
Total Split (s)	66.0	66.0	54.0	54.0	54.0	54.0
Total Split (%)	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	3.6	3.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.5	5.8	5.8	5.8	5.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effect Green (s)	19.9	22.3	19.0	19.0	19.0	19.0
Actuated g/C Ratio	0.38	0.43	0.36	0.36	0.36	0.36
v/c Ratio	0.22	0.71	0.52	0.32	0.57	0.02
Control Delay	10.9	12.9	15.3	3.7	16.0	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	12.9	15.3	3.7	16.0	6.2
LOS	B	B	B	A	B	A
Approach Delay			12.4		15.9	
Approach LOS			B		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 52.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	



















Splits and Phases: 49: Antelope Rd. & MCP WB Ramps



HCM 6th Signalized Intersection Summary
49: Antelope Rd. & MCP WB Ramps

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	137	0	865	0	624	215	0	694	10
Future Volume (veh/h)	0	0	0	137	0	865	0	624	215	0	694	10
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1900	0	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				149	0	723	0	678	234	0	754	9
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				607	0	950	0	1347	601	0	1347	601
Arrive On Green				0.34	0.00	0.34	0.00	0.37	0.37	0.00	0.37	0.37
Sat Flow, veh/h				1810	0	2834	0	3705	1610	0	3705	1610
Grp Volume(v), veh/h				149	0	723	0	678	234	0	754	9
Grp Sat Flow(s),veh/h/ln				1810	0	1417	0	1805	1610	0	1805	1610
Q Serve(g_s), s				2.1	0.0	8.1	0.0	5.2	3.8	0.0	5.9	0.1
Cycle Q Clear(g_c), s				2.1	0.0	8.1	0.0	5.2	3.8	0.0	5.9	0.1
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				607	0	950	0	1347	601	0	1347	601
V/C Ratio(X)				0.25	0.00	0.76	0.00	0.50	0.39	0.00	0.56	0.01
Avail Cap(c_a), veh/h				3114	0	4877	0	4877	2175	0	4877	2175
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				8.6	0.0	10.6	0.0	8.6	8.2	0.0	8.9	7.0
Incr Delay (d2), s/veh				0.1	0.0	0.5	0.0	0.3	0.4	0.0	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.5	0.0	1.5	0.0	1.2	0.8	0.0	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				8.7	0.0	11.1	0.0	8.9	8.6	0.0	9.2	7.1
LnGrp LOS				A	A	B	A	A	A	A	A	A
Approach Vol, veh/h					872			912			763	
Approach Delay, s/veh					10.7			8.8			9.2	
Approach LOS					B			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		19.1				19.1		16.6				
Change Period (Y+Rc), s		5.8				5.8		4.6				
Max Green Setting (Gmax), s		48.2				48.2		61.4				
Max Q Clear Time (g_c+I1), s		7.2				7.9		10.1				
Green Ext Time (p_c), s		5.6				5.4		1.8				
Intersection Summary												
HCM 6th Ctrl Delay				9.6								
HCM 6th LOS				A								

Timings
50: Antelope Rd. & MCP EB Ramps



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	10	0	702	804	63	253	541
Future Volume (vph)	10	0	702	804	63	253	541
Turn Type	Prot	NA	Perm	NA	Perm	Prot	NA
Protected Phases	7	4		2		1	6
Permitted Phases			4		2		
Detector Phase	7	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	23.8	23.8	23.8	23.8	9.6	23.8
Total Split (s)	43.0	43.0	43.0	54.0	54.0	23.0	77.0
Total Split (%)	35.8%	35.8%	35.8%	45.0%	45.0%	19.2%	64.2%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8	5.8	4.6	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effect Green (s)	10.9	5.9	30.6	29.3	29.3	12.0	46.3
Actuated g/C Ratio	0.12	0.07	0.34	0.33	0.33	0.13	0.52
v/c Ratio	0.05	1.01	0.53	0.74	0.12	0.59	0.32
Control Delay	34.8	60.9	9.2	32.1	6.3	45.6	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Total Delay	34.8	60.9	9.2	32.1	6.3	45.7	14.0
LOS	C	E	A	C	A	D	B
Approach Delay		35.1		30.3			24.1
Approach LOS		D		C			C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 89.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 29.7
 Intersection LOS: C
 Intersection Capacity Utilization 53.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 50: Antelope Rd. & MCP EB Ramps



HCM 6th Signalized Intersection Summary
50: Antelope Rd. & MCP EB Ramps

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	702	0	0	0	0	804	63	253	541	0
Future Volume (veh/h)	10	0	702	0	0	0	0	804	63	253	541	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	7	0	577				0	874	52	275	588	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	417	0	741				0	1323	590	415	2065	0
Arrive On Green	0.23	0.00	0.23				0.00	0.37	0.37	0.12	0.57	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1610	3510	3705	0
Grp Volume(v), veh/h	7	0	577				0	874	52	275	588	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	1755	1805	0
Q Serve(g_s), s	0.2	0.0	8.8				0.0	10.6	1.1	3.9	4.4	0.0
Cycle Q Clear(g_c), s	0.2	0.0	8.8				0.0	10.6	1.1	3.9	4.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	417	0	741				0	1323	590	415	2065	0
V/C Ratio(X)	0.02	0.00	0.78				0.00	0.66	0.09	0.66	0.28	0.00
Avail Cap(c_a), veh/h	1322	0	2352				0	3310	1476	1229	4889	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.6	0.0	19.0				0.0	13.9	10.9	22.2	5.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.7				0.0	0.6	0.1	0.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.8				0.0	3.4	0.3	1.4	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	0.0	19.7				0.0	14.5	11.0	22.9	5.8	0.0
LnGrp LOS	B	A	B				A	B	B	C	A	A
Approach Vol, veh/h		584						926			863	
Approach Delay, s/veh		19.6						14.3			11.3	
Approach LOS		B						B			B	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	10.8	25.1	16.7	35.9								
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8								
Max Green Setting (Gmax), s	18.4	48.2	38.4	71.2								
Max Q Clear Time (g_c+I1), s	5.9	12.6	10.8	6.4								
Green Ext Time (p_c), s	0.4	6.6	1.3	4.0								

Intersection Summary

HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

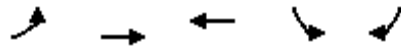
Notes

User approved volume balancing among the lanes for turning movement.

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↔	↘	↙
Traffic Volume (vph)	133	298	600	195	54
Future Volume (vph)	133	298	600	195	54
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	9.8	90.8	81.0	29.2	29.2
Total Split (%)	8.2%	75.7%	67.5%	24.3%	24.3%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	5.2	84.4	74.6	18.2	18.2
Actuated g/C Ratio	0.05	0.73	0.65	0.16	0.16
v/c Ratio	1.79	0.23	1.07	0.74	0.19
Control Delay	428.5	5.8	68.6	62.4	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	428.5	5.8	68.6	62.4	11.9
LOS	F	A	E	E	B
Approach Delay		136.5	68.6	51.4	
Approach LOS		F	E	D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.9	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.79	
Intersection Signal Delay: 82.2	Intersection LOS: F
Intersection Capacity Utilization 98.2%	ICU Level of Service F
Analysis Period (min) 15	

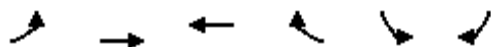
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	133	298	600	562	195	54	
Future Volume (veh/h)	133	298	600	562	195	54	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	145	324	652	611	212	59	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	84	1431	601	563	248	220	
Arrive On Green	0.05	0.75	0.67	0.67	0.14	0.14	
Sat Flow, veh/h	1810	1900	902	846	1810	1610	
Grp Volume(v), veh/h	145	324	0	1263	212	59	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1748	1810	1610	
Q Serve(g_s), s	5.2	5.7	0.0	74.5	12.8	3.7	
Cycle Q Clear(g_c), s	5.2	5.7	0.0	74.5	12.8	3.7	
Prop In Lane	1.00			0.48	1.00	1.00	
Lane Grp Cap(c), veh/h	84	1431	0	1164	248	220	
V/C Ratio(X)	1.72	0.23	0.00	1.09	0.86	0.27	
Avail Cap(c_a), veh/h	84	1431	0	1164	378	337	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	53.4	4.1	0.0	18.7	47.2	43.3	
Incr Delay (d2), s/veh	370.8	0.4	0.0	52.8	11.4	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	10.9	1.7	0.0	40.1	6.4	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	424.2	4.5	0.0	71.5	58.7	43.9	
LnGrp LOS	F	A	A	F	E	D	
Approach Vol, veh/h		469	1263		271		
Approach Delay, s/veh		134.2	71.5		55.5		
Approach LOS		F	E		E		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.8	21.1	9.8	81.0
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				84.3	23.4	5.2	74.5
Max Q Clear Time (g_c+11), s				7.7	14.8	7.2	76.5
Green Ext Time (p_c), s				1.8	0.5	0.0	0.0
Intersection Summary							
HCM 6th Ctrl Delay			84.0				
HCM 6th LOS			F				

Intersection

Intersection Delay, s/veh 540.4

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	165	258	307	355	6	524	174	316	3	412	283
Future Vol, veh/h	70	165	258	307	355	6	524	174	316	3	412	283
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	71	168	263	313	362	6	535	178	322	3	420	289
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	228.5	436.5	825.2	446.5
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	52%	14%	46%	0%
Vol Thru, %	17%	33%	53%	59%
Vol Right, %	31%	52%	1%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1014	493	668	698
LT Vol	524	70	307	3
Through Vol	174	165	355	412
RT Vol	316	258	6	283
Lane Flow Rate	1035	503	682	712
Geometry Grp	1	1	1	1
Degree of Util (X)	2.734	1.301	1.834	1.851
Departure Headway (Hd)	16.6	23.146	19.458	20.384
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	228	161	198	185
Service Time	14.6	21.146	17.458	18.384
HCM Lane V/C Ratio	4.539	3.124	3.444	3.849
HCM Control Delay	825.2	228.5	436.5	446.5
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	51.3	12.1	24.5	23.9

Intersection	
Intersection Delay, s/veh	82.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	↕
Traffic Vol, veh/h	193	6	115	18	17	22	143	655	16	9	572	223
Future Vol, veh/h	193	6	115	18	17	22	143	655	16	9	572	223
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	210	7	125	20	18	24	155	712	17	10	622	242
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	19.3	14.5	62.6	132.6
HCM LOS	C	B	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	30%	0%	97%	0%	32%	2%	0%
Vol Thru, %	70%	95%	3%	0%	30%	98%	0%
Vol Right, %	0%	5%	0%	100%	39%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	471	344	199	115	57	581	223
LT Vol	143	0	193	0	18	9	0
Through Vol	328	328	6	0	17	572	0
RT Vol	0	16	0	115	22	0	223
Lane Flow Rate	511	373	216	125	62	632	242
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	1.057	0.753	0.533	0.267	0.156	1.311	0.455
Departure Headway (Hd)	7.912	7.721	9.426	8.196	9.74	7.712	6.984
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	460	470	385	441	371	474	519
Service Time	5.612	5.421	7.126	5.896	7.74	5.412	4.684
HCM Lane V/C Ratio	1.111	0.794	0.561	0.283	0.167	1.333	0.466
HCM Control Delay	86.1	30.4	22.4	13.9	14.5	177.6	15.4
HCM Lane LOS	F	D	C	B	B	F	C
HCM 95th-tile Q	15.1	6.3	3	1.1	0.5	26.7	2.3

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	1	48	0	4	0	47	792	0	0	749	26
Future Vol, veh/h	19	1	48	0	4	0	47	792	0	0	749	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	1	52	0	4	0	51	861	0	0	814	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1793	1791	828	1818	1805	861	842	0	0	861	0	0
Stage 1	828	828	-	963	963	-	-	-	-	-	-	-
Stage 2	965	963	-	855	842	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	63	82	374	61	80	358	802	-	-	789	-	-
Stage 1	368	389	-	310	337	-	-	-	-	-	-	-
Stage 2	309	337	-	356	383	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	54	72	374	47	70	358	802	-	-	789	-	-
Mov Cap-2 Maneuver	54	72	-	47	70	-	-	-	-	-	-	-
Stage 1	323	389	-	272	296	-	-	-	-	-	-	-
Stage 2	267	296	-	305	383	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	57.8		59.8		0.5		0	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	802	-	-	138	70	789	-
HCM Lane V/C Ratio	0.064	-	-	0.536	0.062	-	-
HCM Control Delay (s)	9.8	0	-	57.8	59.8	0	-
HCM Lane LOS	A	A	-	F	F	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2.6	0.2	0	-

Intersection												
Int Delay, s/veh	52.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	34	53	55	18	111	150	73	629	26	160	604	94
Future Vol, veh/h	34	53	55	18	111	150	73	629	26	160	604	94
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	36	56	59	19	118	160	78	669	28	170	643	100

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2011	1886	693	1930	1922	683	743	0	0	697	0	0
Stage 1	1033	1033	-	839	839	-	-	-	-	-	-	-
Stage 2	978	853	-	1091	1083	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	44	71	447	51	~ 68	453	873	-	-	909	-	-
Stage 1	283	312	-	363	384	-	-	-	-	-	-	-
Stage 2	304	378	-	263	296	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 2	~ 53	447	22	~ 50	453	873	-	-	909	-	-
Mov Cap-2 Maneuver	~ -59	117	-	56	121	-	-	-	-	-	-	-
Stage 1	258	254	-	331	350	-	-	-	-	-	-	-
Stage 2	119	344	-	145	241	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5	\$ 369.6	1	1.8
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	873	-	-	+ 178	909	-	-
HCM Lane V/C Ratio	0.089	-	-	- 1.667	0.187	-	-
HCM Control Delay (s)	9.5	-	-	\$ 369.6	9.9	-	-
HCM Lane LOS	A	-	-	A F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	- 20.3	0.7	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	139	19	56	208	79	47	644	134	85	538	50
Future Vol, veh/h	32	139	19	56	208	79	47	644	134	85	538	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	151	21	61	226	86	51	700	146	92	585	54

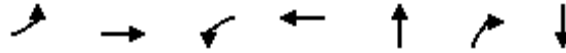
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1827	1744	612	1757	1698	773	639	0	0	846	0	0
Stage 1	796	796	-	875	875	-	-	-	-	-	-	-
Stage 2	1031	948	-	882	823	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	60	~ 87	497	67	~ 93	402	955	-	-	800	-	-
Stage 1	383	402	-	347	370	-	-	-	-	-	-	-
Stage 2	284	342	-	344	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 64	497	-	~ 68	402	955	-	-	800	-	-
Mov Cap-2 Maneuver	-	~ 64	-	-	~ 68	-	-	-	-	-	-	-
Stage 1	343	330	-	311	332	-	-	-	-	-	-	-
Stage 2	64	306	-	147	321	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.5	1.3
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	955	-	-	-	800	-	-
HCM Lane V/C Ratio	0.053	-	-	-	0.115	-	-
HCM Control Delay (s)	9	0	-	-	10.1	0	-
HCM Lane LOS	A	A	-	-	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Menifee Rd. & SR-74

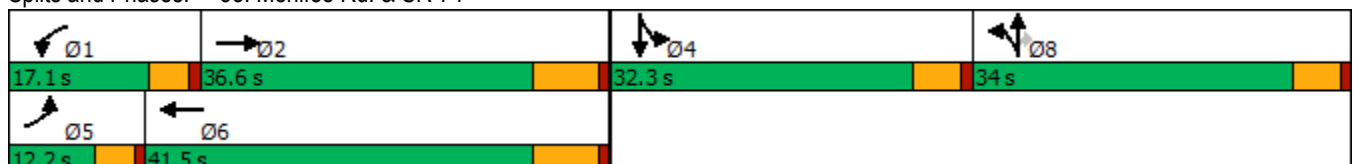


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	173	1053	289	919	518	240	518
Future Volume (vph)	173	1053	289	919	518	240	518
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	12.2	36.6	17.1	41.5	34.0	34.0	32.3
Total Split (%)	10.2%	30.5%	14.3%	34.6%	28.3%	28.3%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	7.6	29.6	12.5	34.5	28.7	28.7	27.0
Actuated g/C Ratio	0.06	0.25	0.10	0.29	0.24	0.24	0.22
v/c Ratio	1.65	1.56	1.67	1.11	2.06	0.51	1.64
Control Delay	362.8	290.5	357.5	104.6	509.8	18.0	329.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	362.8	290.5	357.5	104.6	509.8	18.0	329.2
LOS	F	F	F	F	F	B	F
Approach Delay		299.2		159.0	400.7		329.2
Approach LOS		F		F	F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.06
 Intersection Signal Delay: 286.1
 Intersection LOS: F
 Intersection Capacity Utilization 149.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕			↕	↗		↕	↖
Traffic Volume (veh/h)	173	1053	214	289	919	135	325	518	240	63	518	57
Future Volume (veh/h)	173	1053	214	289	919	135	325	518	240	63	518	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	1145	211	314	999	130	353	563	154	68	563	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	751	138	188	923	120	172	274	385	41	341	36
Arrive On Green	0.06	0.25	0.25	0.10	0.29	0.29	0.24	0.24	0.24	0.23	0.23	0.23
Sat Flow, veh/h	1810	3046	559	1810	3212	418	718	1146	1610	183	1517	162
Grp Volume(v), veh/h	188	676	680	314	561	568	916	0	154	691	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1799	1810	1805	1825	1864	0	1610	1862	0	0
Q Serve(g_s), s	7.6	29.6	29.6	12.5	34.5	34.5	28.7	0.0	9.7	27.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	29.6	29.6	12.5	34.5	34.5	28.7	0.0	9.7	27.0	0.0	0.0
Prop In Lane	1.00		0.31	1.00		0.23	0.39		1.00	0.10		0.09
Lane Grp Cap(c), veh/h	115	445	444	188	519	525	446	0	385	419	0	0
V/C Ratio(X)	1.64	1.52	1.53	1.67	1.08	1.08	2.05	0.00	0.40	1.65	0.00	0.00
Avail Cap(c_a), veh/h	115	445	444	188	519	525	446	0	385	419	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.2	45.2	45.2	53.8	42.8	42.8	45.7	0.0	38.4	46.5	0.0	0.0
Incr Delay (d2), s/veh	324.0	244.8	250.3	321.9	63.3	63.4	482.3	0.0	0.7	302.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	43.0	43.6	22.3	23.7	23.9	72.2	0.0	3.7	47.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	380.2	290.0	295.5	375.6	106.0	106.2	528.0	0.0	39.1	349.3	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	F	A	D	F	A	A
Approach Vol, veh/h		1544			1443			1070				691
Approach Delay, s/veh		303.4			164.7			457.6				349.3
Approach LOS		F			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	36.6		32.3	12.2	41.5		34.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	12.5	29.6		27.0	7.6	34.5		28.7				
Max Q Clear Time (g_c+I1), s	14.5	31.6		29.0	9.6	36.5		30.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	302.7
HCM 6th LOS	F

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

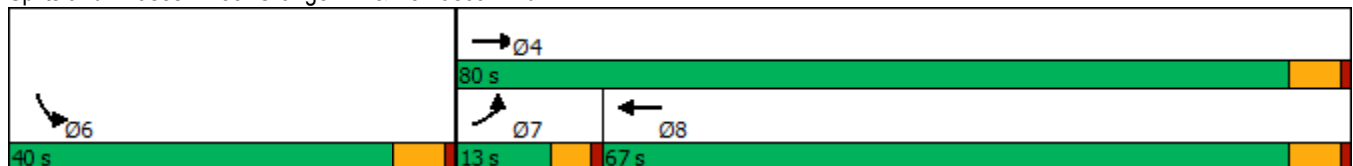


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	30	162	426	8
Future Volume (vph)	30	162	426	8
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	27.8	27.8
Total Split (s)	13.0	80.0	67.0	40.0
Total Split (%)	10.8%	66.7%	55.8%	33.3%
Yellow Time (s)	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effct Green (s)	6.3	78.4	71.3	10.0
Actuated g/C Ratio	0.07	0.82	0.75	0.10
v/c Ratio	0.28	0.11	0.34	0.33
Control Delay	47.9	2.7	7.0	16.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	47.9	2.7	7.0	16.5
LOS	D	A	A	B
Approach Delay		9.8	7.0	16.5
Approach LOS		A	A	B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 8.8
 Intersection LOS: A
 Intersection Capacity Utilization 42.9%
 ICU Level of Service A
 Analysis Period (min) 15

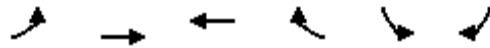
Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗		↙	↘	
Traffic Volume (veh/h)	30	162	426	10	8	64	
Future Volume (veh/h)	30	162	426	10	8	64	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	33	176	463	11	9	70	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	55	1491	1303	31	17	133	
Arrive On Green	0.03	0.78	0.71	0.71	0.09	0.09	
Sat Flow, veh/h	1810	1900	1848	44	184	1429	
Grp Volume(v), veh/h	33	176	0	474	80	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1892	1634	0	
Q Serve(g_s), s	1.7	2.1	0.0	9.3	4.4	0.0	
Cycle Q Clear(g_c), s	1.7	2.1	0.0	9.3	4.4	0.0	
Prop In Lane	1.00			0.02	0.11	0.87	
Lane Grp Cap(c), veh/h	55	1491	0	1334	152	0	
V/C Ratio(X)	0.59	0.12	0.00	0.36	0.53	0.00	
Avail Cap(c_a), veh/h	161	1491	0	1334	591	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	45.3	2.4	0.0	5.5	40.9	0.0	
Incr Delay (d2), s/veh	3.7	0.2	0.0	0.7	2.8	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.8	0.5	0.0	2.9	1.8	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	49.0	2.6	0.0	6.2	43.8	0.0	
LnGrp LOS	D	A	A	A	D	A	
Approach Vol, veh/h		209	474		80		
Approach Delay, s/veh		9.9	6.2		43.8		
Approach LOS		A	A		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				80.0	14.6	7.5	72.5
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				74.2	34.2	8.4	61.2
Max Q Clear Time (g_c+I1), s				4.1	6.4	3.7	11.3
Green Ext Time (p_c), s				0.9	0.2	0.0	2.9

Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	31.2
Intersection LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	424	107	192	22	13	404
Future Vol, veh/h	424	107	192	22	13	404
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	461	116	209	24	14	439
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	46	13.5	21.5
HCM LOS	E	B	C

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	80%	0%	3%
Vol Thru, %	20%	90%	0%
Vol Right, %	0%	10%	97%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	531	214	417
LT Vol	424	0	13
Through Vol	107	192	0
RT Vol	0	22	404
Lane Flow Rate	577	233	453
Geometry Grp	1	1	1
Degree of Util (X)	0.933	0.405	0.714
Departure Headway (Hd)	5.932	6.275	5.668
Convergence, Y/N	Yes	Yes	Yes
Cap	618	575	644
Service Time	3.932	4.306	3.668
HCM Lane V/C Ratio	0.934	0.405	0.703
HCM Control Delay	46	13.5	21.5
HCM Lane LOS	E	B	C
HCM 95th-tile Q	12.3	2	5.9

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	154	37	13	204	73	17
Future Vol, veh/h	154	37	13	204	73	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	167	40	14	222	79	18

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	207	0	437 187
Stage 1	-	-	-	-	187 -
Stage 2	-	-	-	-	250 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1376	-	581 860
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	796 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1376	-	574 860
Mov Cap-2 Maneuver	-	-	-	-	574 -
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	786 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	612	-	-	1376	-
HCM Lane V/C Ratio	0.16	-	-	0.01	-
HCM Control Delay (s)	12	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	69	1	136	66	137	4	71	128	117	102	6
Future Vol, veh/h	9	69	1	136	66	137	4	71	128	117	102	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	75	1	148	72	149	4	77	139	127	111	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	13.8	10.6	12
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	11%	40%	52%
Vol Thru, %	35%	87%	19%	45%
Vol Right, %	63%	1%	40%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	203	79	339	225
LT Vol	4	9	136	117
Through Vol	71	69	66	102
RT Vol	128	1	137	6
Lane Flow Rate	221	86	368	245
Geometry Grp	1	1	1	1
Degree of Util (X)	0.317	0.138	0.527	0.379
Departure Headway (Hd)	5.178	5.8	5.15	5.576
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	693	616	700	643
Service Time	3.225	3.856	3.19	3.621
HCM Lane V/C Ratio	0.319	0.14	0.526	0.381
HCM Control Delay	10.6	9.8	13.8	12
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.4	0.5	3.1	1.8

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

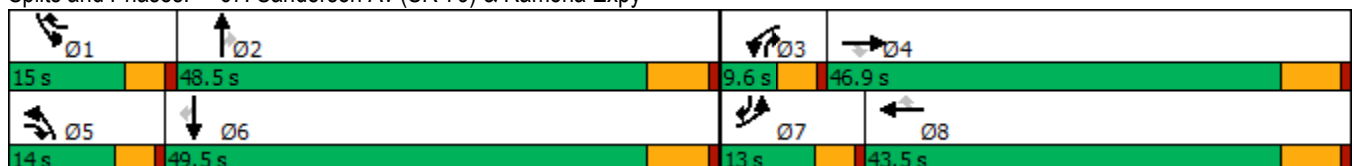
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	571	384	71	100	641	815	163	2407	121	863	1892	360
Future Volume (vph)	571	384	71	100	641	815	163	2407	121	863	1892	360
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	13.0	46.9	14.0	9.6	43.5	15.0	14.0	48.5	9.6	15.0	49.5	13.0
Total Split (%)	10.8%	39.1%	11.7%	8.0%	36.3%	12.5%	11.7%	40.4%	8.0%	12.5%	41.3%	10.8%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.4	29.1	44.2	5.0	25.7	42.6	8.6	42.1	53.7	10.4	44.0	58.9
Actuated g/C Ratio	0.08	0.27	0.41	0.05	0.24	0.39	0.08	0.39	0.49	0.10	0.40	0.54
v/c Ratio	2.13	0.40	0.10	0.63	0.76	1.22	0.60	1.74	0.15	2.60	1.31	0.40
Control Delay	547.7	33.7	4.4	70.2	44.8	139.2	59.1	362.2	8.1	752.1	174.8	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	547.7	33.7	4.4	70.2	44.8	139.2	59.1	362.2	8.1	752.1	174.8	14.2
LOS	F	C	A	E	D	F	E	F	A	F	F	B
Approach Delay		317.6			95.9			327.9			316.2	
Approach LOS		F			F			F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.9
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.60
 Intersection Signal Delay: 279.3
 Intersection LOS: F
 Intersection Capacity Utilization 146.4%
 ICU Level of Service H
 Analysis Period (min) 15

























Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	571	384	71	100	641	815	163	2407	121	863	1892	360
Future Volume (veh/h)	571	384	71	100	641	815	163	2407	121	863	1892	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	577	388	41	101	647	698	165	2431	94	872	1911	287
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	1215	644	146	1113	636	221	1264	631	304	1349	714
Arrive On Green	0.07	0.34	0.34	0.04	0.31	0.31	0.06	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	577	388	41	101	647	698	165	2431	94	872	1911	287
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	8.4	9.6	1.9	3.4	18.1	37.0	5.5	42.0	4.5	10.4	44.8	14.5
Cycle Q Clear(g_c), s	8.4	9.6	1.9	3.4	18.1	37.0	5.5	42.0	4.5	10.4	44.8	14.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	1215	644	146	1113	636	221	1264	631	304	1349	714
V/C Ratio(X)	2.35	0.32	0.06	0.69	0.58	1.10	0.75	1.92	0.15	2.87	1.42	0.40
Avail Cap(c_a), veh/h	246	1215	644	146	1113	636	275	1264	631	304	1349	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	29.6	22.2	56.7	35.0	36.3	55.3	39.0	23.6	54.8	37.6	22.6
Incr Delay (d2), s/veh	619.1	0.1	0.0	11.0	0.8	65.3	6.0	418.8	0.1	848.8	192.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.7	4.0	0.7	1.7	7.6	28.5	2.5	90.6	1.6	40.3	54.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	674.9	29.7	22.2	67.7	35.7	101.6	61.3	457.8	23.7	903.6	229.5	23.0
LnGrp LOS	F	C	C	E	D	F	E	F	C	F	F	C
Approach Vol, veh/h		1006			1446			2690			3070	
Approach Delay, s/veh		399.5			69.7			418.3			401.7	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	48.5	9.6	46.9	12.2	51.3	13.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	10.4	42.0	5.0	40.4	9.4	43.0	8.4	37.0				
Max Q Clear Time (g_c+I1), s	12.4	44.0	5.4	11.6	7.5	46.8	10.4	39.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											348.4	
HCM 6th LOS											F	

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

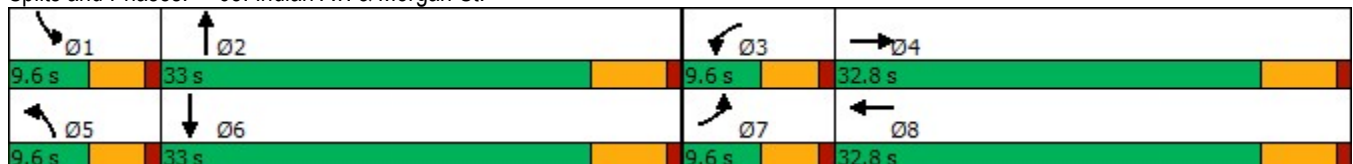


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	18	72	25	127	138	348	11	145
Future Volume (vph)	18	72	25	127	138	348	11	145
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	9.6	32.8	9.6	32.8	9.6	33.0	9.6	33.0
Total Split (%)	11.3%	38.6%	11.3%	38.6%	11.3%	38.8%	11.3%	38.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.1	12.8	5.1	14.7	5.1	36.1	5.1	27.8
Actuated g/C Ratio	0.08	0.20	0.08	0.22	0.08	0.55	0.08	0.42
v/c Ratio	0.14	0.23	0.19	0.17	1.01	0.19	0.08	0.12
Control Delay	35.3	11.9	36.1	19.8	118.0	10.9	34.5	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	11.9	36.1	19.8	118.0	10.9	34.5	12.1
LOS	D	B	D	B	F	B	C	B
Approach Delay		14.4		22.4		40.7		13.4
Approach LOS		B		C		D		B

Intersection Summary

Cycle Length: 85	
Actuated Cycle Length: 65.6	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 28.3	Intersection LOS: C
Intersection Capacity Utilization 60.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022


























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	18	72	87	25	127	5	138	348	9	11	145	30
Future Volume (veh/h)	18	72	87	25	127	5	138	348	9	11	145	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	74	53	26	131	2	142	359	6	11	149	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	293	192	52	534	8	142	1784	30	25	1320	217
Arrive On Green	0.02	0.14	0.14	0.03	0.15	0.15	0.08	0.49	0.49	0.01	0.43	0.43
Sat Flow, veh/h	1810	2089	1369	1810	3639	55	1810	3633	61	1810	3097	509
Grp Volume(v), veh/h	19	63	64	26	65	68	142	178	187	11	86	88
Grp Sat Flow(s),veh/h/ln	1810	1805	1654	1810	1805	1890	1810	1805	1889	1810	1805	1800
Q Serve(g_s), s	0.7	2.0	2.2	0.9	2.0	2.0	5.0	3.6	3.6	0.4	1.8	1.9
Cycle Q Clear(g_c), s	0.7	2.0	2.2	0.9	2.0	2.0	5.0	3.6	3.6	0.4	1.8	1.9
Prop In Lane	1.00		0.83	1.00		0.03	1.00		0.03	1.00		0.28
Lane Grp Cap(c), veh/h	41	253	232	52	265	277	142	886	927	25	770	768
V/C Ratio(X)	0.47	0.25	0.28	0.50	0.24	0.25	1.00	0.20	0.20	0.44	0.11	0.12
Avail Cap(c_a), veh/h	142	764	700	142	764	800	142	886	927	142	770	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	24.4	24.5	30.5	24.1	24.1	29.4	9.2	9.2	31.2	11.0	11.0
Incr Delay (d2), s/veh	3.1	0.5	0.6	2.7	0.5	0.5	75.9	0.1	0.1	4.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	0.8	0.4	0.8	0.9	5.0	1.1	1.2	0.2	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	24.9	25.2	33.2	24.6	24.5	105.3	9.3	9.3	35.6	11.3	11.3
LnGrp LOS	C	C	C	C	C	C	F	A	A	D	B	B
Approach Vol, veh/h		146			159			507			185	
Approach Delay, s/veh		26.2			26.0			36.2			12.8	
Approach LOS		C			C			D			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	37.1	6.4	14.7	9.6	33.0	6.0	15.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	2.4	5.6	2.9	4.2	7.0	3.9	2.7	4.0				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.6	0.0	0.7	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay			28.7									
HCM 6th LOS			C									

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

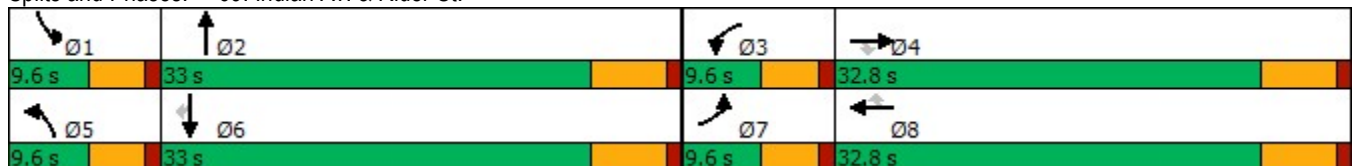
02/11/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	24	68	38	69	54	159	9	228	40	145	11	
Future Volume (vph)	24	68	38	69	54	159	9	228	40	145	11	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	
Protected Phases	7	4		3	8		5	2	1	6		
Permitted Phases			4			8					6	
Detector Phase	7	4	4	3	8	8	5	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8	
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0	
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min	
Act Effct Green (s)	5.6	13.1	13.1	7.5	17.4	17.4	5.6	16.1	5.6	18.0	18.0	
Actuated g/C Ratio	0.11	0.26	0.26	0.15	0.34	0.34	0.11	0.32	0.11	0.36	0.36	
v/c Ratio	0.14	0.08	0.08	0.30	0.05	0.27	0.05	0.27	0.24	0.13	0.02	
Control Delay	30.1	16.7	0.3	32.0	13.3	4.5	29.7	15.5	30.7	14.3	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	30.1	16.7	0.3	32.0	13.3	4.5	29.7	15.5	30.7	14.3	0.1	
LOS	C	B	A	C	B	A	C	B	C	B	A	
Approach Delay		14.4			12.9			16.0		16.9		
Approach LOS		B			B			B		B		

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 50.6
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.30
 Intersection Signal Delay: 15.0
 Intersection LOS: B
 Intersection Capacity Utilization 36.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/11/2022

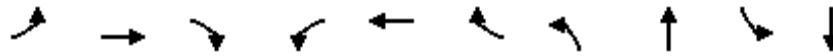


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	68	38	69	54	159	9	228	35	40	145	11
Future Volume (veh/h)	24	68	38	69	54	159	9	228	35	40	145	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	79	36	80	63	142	10	265	14	47	169	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	622	278	129	760	339	24	800	42	90	961	429
Arrive On Green	0.03	0.17	0.17	0.07	0.21	0.21	0.01	0.23	0.23	0.05	0.27	0.27
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3489	183	1810	3610	1610
Grp Volume(v), veh/h	28	79	36	80	63	142	10	137	142	47	169	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1867	1810	1805	1610
Q Serve(g_s), s	0.7	0.8	0.8	1.9	0.6	3.3	0.2	2.7	2.8	1.1	1.6	0.2
Cycle Q Clear(g_c), s	0.7	0.8	0.8	1.9	0.6	3.3	0.2	2.7	2.8	1.1	1.6	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	60	622	278	129	760	339	24	414	428	90	961	429
V/C Ratio(X)	0.47	0.13	0.13	0.62	0.08	0.42	0.42	0.33	0.33	0.52	0.18	0.02
Avail Cap(c_a), veh/h	208	2236	997	208	2236	997	208	1126	1165	208	2253	1005
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	15.3	15.3	19.7	13.8	14.9	21.3	14.0	14.0	20.2	12.3	11.8
Incr Delay (d2), s/veh	2.1	0.1	0.2	1.8	0.0	0.8	4.4	0.5	0.5	1.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.3	0.7	0.2	1.0	0.1	0.9	0.9	0.4	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	15.4	15.5	21.5	13.9	15.7	25.7	14.5	14.5	21.9	12.4	11.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		143			285			289			226	
Approach Delay, s/veh		16.8			16.9			14.9			14.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.8	15.8	7.7	13.3	5.2	17.4	6.0	15.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	3.1	4.8	3.9	2.8	2.2	3.6	2.7	5.3				
Green Ext Time (p_c), s	0.0	1.3	0.0	0.5	0.0	0.9	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				15.7								
HCM 6th LOS				B								

Timings
1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

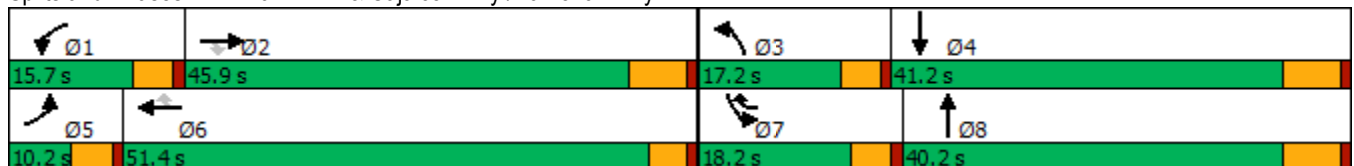


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑	↗	↙↗	↑↑	↗	↙↗	↑↑	↙↗	↑↑
Traffic Volume (vph)	43	1806	232	406	1571	110	249	164	420	417
Future Volume (vph)	43	1806	232	406	1571	110	249	164	420	417
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	10.2	45.9	45.9	15.7	51.4	18.2	17.2	40.2	18.2	41.2
Total Split (%)	8.5%	38.3%	38.3%	13.1%	42.8%	15.2%	14.3%	33.5%	15.2%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.5	39.7	39.7	11.1	48.9	62.4	11.7	34.0	13.6	35.9
Actuated g/C Ratio	0.05	0.33	0.33	0.09	0.41	0.52	0.10	0.28	0.11	0.30
v/c Ratio	0.54	1.56	0.37	1.30	1.10	0.13	0.75	0.31	1.09	0.58
Control Delay	79.3	286.2	12.8	197.7	90.8	2.8	66.9	21.6	122.0	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.3	286.2	12.8	197.7	90.8	2.8	66.9	21.6	122.0	34.9
LOS	E	F	B	F	F	A	E	C	F	C
Approach Delay		251.5			107.0			41.6		70.9
Approach LOS		F			F			D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.56
 Intersection Signal Delay: 146.4
 Intersection LOS: F
 Intersection Capacity Utilization 115.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	43	1806	232	406	1571	110	249	164	151	420	417	181
Future Volume (veh/h)	43	1806	232	406	1571	110	249	164	151	420	417	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	1862	164	419	1620	65	257	169	108	433	430	180
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	1194	533	325	1413	812	314	612	371	398	764	316
Arrive On Green	0.03	0.33	0.33	0.09	0.39	0.39	0.09	0.28	0.28	0.11	0.31	0.31
Sat Flow, veh/h	1810	3610	1610	3510	3610	1608	3510	2161	1308	3510	2485	1030
Grp Volume(v), veh/h	44	1862	164	419	1620	65	257	140	137	433	311	299
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1608	1755	1805	1665	1755	1805	1710
Q Serve(g_s), s	2.9	39.7	9.1	11.1	47.0	2.5	8.6	7.2	7.7	13.6	17.3	17.6
Cycle Q Clear(g_c), s	2.9	39.7	9.1	11.1	47.0	2.5	8.6	7.2	7.7	13.6	17.3	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		0.60
Lane Grp Cap(c), veh/h	58	1194	533	325	1413	812	314	511	472	398	555	525
V/C Ratio(X)	0.76	1.56	0.31	1.29	1.15	0.08	0.82	0.27	0.29	1.09	0.56	0.57
Avail Cap(c_a), veh/h	84	1194	533	325	1413	812	369	511	472	398	555	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.6	40.1	29.9	54.5	36.5	15.3	53.7	33.4	33.6	53.2	34.8	34.9
Incr Delay (d2), s/veh	10.6	255.7	0.3	151.9	74.9	0.0	10.2	1.3	1.6	71.0	4.1	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	58.9	3.4	11.6	33.9	0.9	4.1	3.2	3.2	9.7	7.9	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.2	295.9	30.2	206.3	111.4	15.4	63.9	34.7	35.2	124.2	38.9	39.3
LnGrp LOS	E	F	C	F	F	B	E	C	D	F	D	D
Approach Vol, veh/h		2070			2104			534			1043	
Approach Delay, s/veh		270.0			127.3			48.9			74.4	
Approach LOS		F			F			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	45.9	15.3	43.1	8.4	53.2	18.2	40.2				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	11.1	39.7	12.6	35.0	5.6	* 47	13.6	34.0				
Max Q Clear Time (g_c+I1), s	13.1	41.7	10.6	19.6	4.9	49.0	15.6	9.7				
Green Ext Time (p_c), s	0.0	0.0	0.1	2.9	0.0	0.0	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	161.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

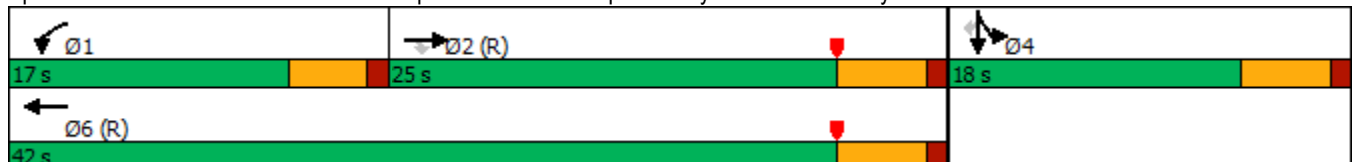


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↘	↑↑	↘	↘
Traffic Volume (vph)	555	106	381	345	0	435
Future Volume (vph)	555	106	381	345	0	435
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.0	25.0	17.0	42.0	18.0	18.0
Total Split (%)	41.7%	41.7%	28.3%	70.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.0	20.0	12.5	37.0	13.0	13.0
Actuated g/C Ratio	0.33	0.33	0.21	0.62	0.22	0.22
v/c Ratio	0.50	0.19	1.10	0.17	1.25	0.66
Control Delay	17.8	4.2	93.8	6.2	156.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	4.2	93.8	6.2	156.2	7.5
LOS	B	A	F	A	F	A
Approach Delay	15.6			52.2	82.9	
Approach LOS	B			D	F	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 53.5
 Intersection LOS: D
 Intersection Capacity Utilization 77.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd. 05/28/2020

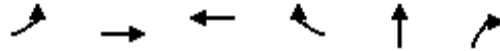


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑						↖	↗
Traffic Volume (veh/h)	0	555	106	381	345	0	0	0	0	448	0	435
Future Volume (veh/h)	0	555	106	381	345	0	0	0	0	448	0	435
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	603	101	414	375	0				487	0	400
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1203	537	377	2226	0				392	0	349
Arrive On Green	0.00	0.33	0.33	0.35	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	3705	1610	1810	3705	0				1810	0	1610
Grp Volume(v), veh/h	0	603	101	414	375	0				487	0	400
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	8.0	2.7	12.5	0.0	0.0				13.0	0.0	13.0
Cycle Q Clear(g_c), s	0.0	8.0	2.7	12.5	0.0	0.0				13.0	0.0	13.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1203	537	377	2226	0				392	0	349
V/C Ratio(X)	0.00	0.50	0.19	1.10	0.17	0.00				1.24	0.00	1.15
Avail Cap(c_a), veh/h	0	1203	537	377	2226	0				392	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.90	0.90	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.0	14.2	19.6	0.0	0.0				23.5	0.0	23.5
Incr Delay (d2), s/veh	0.0	1.5	0.8	73.2	0.1	0.0				128.9	0.0	94.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.0	0.9	11.3	0.0	0.0				18.8	0.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.5	15.0	92.8	0.1	0.0				152.4	0.0	117.7
LnGrp LOS	A	B	B	F	A	A				F	A	F
Approach Vol, veh/h		704			789						887	
Approach Delay, s/veh		17.1			48.7						136.7	
Approach LOS		B			D						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.0	25.0		18.0		42.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	12.5	20.0		13.0		37.0						
Max Q Clear Time (g_c+I1), s	14.5	10.0		15.0		2.0						
Green Ext Time (p_c), s	0.0	1.9		0.0		1.5						

Intersection Summary

HCM 6th Ctrl Delay	72.2
HCM 6th LOS	E

Timings

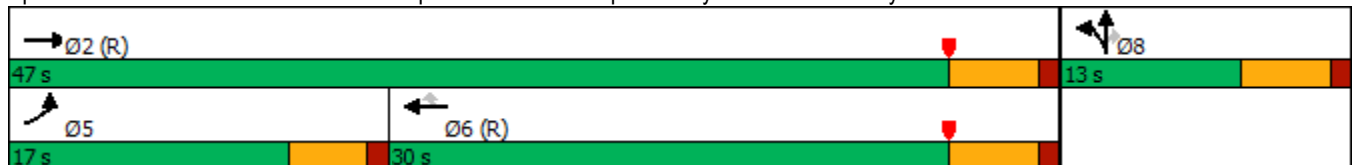


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑	↗	↖	↗
Traffic Volume (vph)	297	706	617	693	1	221
Future Volume (vph)	297	706	617	693	1	221
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	17.0	47.0	30.0	30.0	13.0	13.0
Total Split (%)	28.3%	78.3%	50.0%	50.0%	21.7%	21.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	12.1	42.0	25.4	25.4	8.0	8.0
Actuated g/C Ratio	0.20	0.70	0.42	0.42	0.13	0.13
v/c Ratio	0.88	0.30	0.44	0.77	0.49	0.57
Control Delay	34.5	0.2	13.5	11.6	31.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	0.2	13.5	11.6	31.9	9.9
LOS	C	A	B	B	C	A
Approach Delay		10.4	12.5		17.2	
Approach LOS		B	B		B	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 29 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 12.3
 Intersection LOS: B
 Intersection Capacity Utilization 77.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 05/28/2020

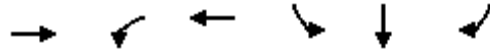


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↘	↗			
Traffic Volume (veh/h)	297	706	0	0	617	693	109	1	221	0	0	0
Future Volume (veh/h)	297	706	0	0	617	693	109	1	221	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	323	767	0	0	671	663	118	1	100			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	377	2527	0	0	1504	671	239	2	215			
Arrive On Green	0.07	0.23	0.00	0.00	0.42	0.42	0.13	0.13	0.13			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	1795	15	1610			
Grp Volume(v), veh/h	323	767	0	0	671	663	119	0	100			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	10.6	10.5	0.0	0.0	8.0	24.5	3.7	0.0	3.4			
Cycle Q Clear(g_c), s	10.6	10.5	0.0	0.0	8.0	24.5	3.7	0.0	3.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	377	2527	0	0	1504	671	241	0	215			
V/C Ratio(X)	0.86	0.30	0.00	0.00	0.45	0.99	0.49	0.00	0.47			
Avail Cap(c_a), veh/h	377	2527	0	0	1504	671	241	0	215			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	0.90	0.90	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.1	11.0	0.0	0.0	12.5	17.4	24.1	0.0	24.0			
Incr Delay (d2), s/veh	14.7	0.3	0.0	0.0	0.9	30.2	7.0	0.0	7.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.2	3.2	0.0	0.0	2.7	12.6	1.9	0.0	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	11.2	0.0	0.0	13.4	47.6	31.2	0.0	31.1			
LnGrp LOS	D	B	A	A	B	D	C	A	C			
Approach Vol, veh/h		1090			1334			219				
Approach Delay, s/veh		20.3			30.4			31.1				
Approach LOS		C			C			C				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		47.0			17.0	30.0		13.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		42.0			12.5	25.0		8.0				
Max Q Clear Time (g_c+I1), s		12.5			12.6	26.5		5.7				
Green Ext Time (p_c), s		3.3			0.0	0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay					26.3							
HCM 6th LOS					C							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

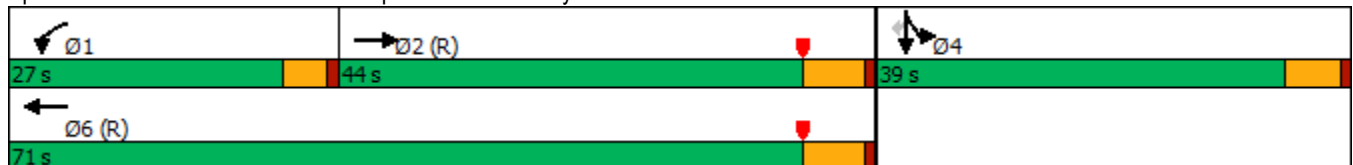


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↵	↑↑	↵	↵	↵
Traffic Volume (vph)	1682	288	1487	1179	2	281
Future Volume (vph)	1682	288	1487	1179	2	281
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	27.0	71.0	39.0	39.0	39.0
Total Split (%)	40.0%	24.5%	64.5%	35.5%	35.5%	35.5%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	39.7	20.8	65.0	33.5	33.5	33.5
Actuated g/C Ratio	0.36	0.19	0.59	0.30	0.30	0.30
v/c Ratio	1.68	0.85	0.70	1.14	1.14	0.52
Control Delay	335.4	39.8	3.5	120.2	121.4	27.0
Queue Delay	1.3	0.0	4.0	63.6	63.6	0.0
Total Delay	336.6	39.8	7.5	183.8	185.0	27.0
LOS	F	D	A	F	F	C
Approach Delay	336.6		12.7		154.2	
Approach LOS	F		B		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.68
 Intersection Signal Delay: 179.8
 Intersection LOS: F
 Intersection Capacity Utilization 187.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↑↑	↖
Traffic Volume (veh/h)	0	1682	447	288	1487	0	0	0	0	1179	2	281
Future Volume (veh/h)	0	1682	447	288	1487	0	0	0	0	1179	2	281
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1699	321	291	1502	0				1192	0	215
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1130	207	324	2133	0				1102	0	490
Arrive On Green	0.00	0.37	0.37	0.11	0.35	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	3142	558	1810	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	984	1036	291	1502	0				1192	0	215
Grp Sat Flow(s),veh/h/ln	0	1805	1800	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	40.8	40.8	17.5	39.4	0.0				33.5	0.0	11.8
Cycle Q Clear(g_c), s	0.0	40.8	40.8	17.5	39.4	0.0				33.5	0.0	11.8
Prop In Lane	0.00		0.31	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	669	667	324	2133	0				1102	0	490
V/C Ratio(X)	0.00	1.47	1.55	0.90	0.70	0.00				1.08	0.00	0.44
Avail Cap(c_a), veh/h	0	669	667	370	2133	0				1102	0	490
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.6	34.6	48.1	27.2	0.0				38.3	0.0	30.7
Incr Delay (d2), s/veh	0.0	212.6	249.4	2.7	0.2	0.0				52.0	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	56.0	62.6	8.3	17.5	0.0				21.9	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	247.2	284.0	50.8	27.4	0.0				90.2	0.0	33.5
LnGrp LOS	A	F	F	D	C	A				F	A	C
Approach Vol, veh/h		2020			1793						1407	
Approach Delay, s/veh		266.1			31.2						81.6	
Approach LOS		F			C						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.2	46.8		39.0		71.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	22.5	38.0		33.5		65.0						
Max Q Clear Time (g_c+I1), s	19.5	42.8		35.5		41.4						
Green Ext Time (p_c), s	0.3	0.0		0.0		7.4						

Intersection Summary

HCM 6th Ctrl Delay	135.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

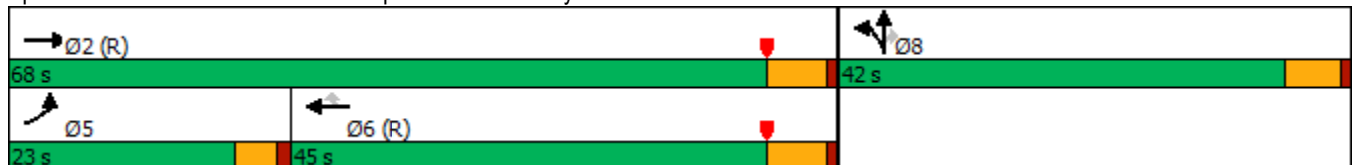


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷↷	↷↷	↷	↶	↷	↷
Traffic Volume (vph)	416	2445	1393	860	383	2	526
Future Volume (vph)	416	2445	1393	860	383	2	526
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	26.0	10.5	10.5	10.5
Total Split (s)	23.0	68.0	45.0	45.0	42.0	42.0	42.0
Total Split (%)	20.9%	61.8%	40.9%	40.9%	38.2%	38.2%	38.2%
Yellow Time (s)	3.5	5.0	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes			
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	19.6	63.1	39.0	39.0	35.4	35.4	35.4
Actuated g/C Ratio	0.18	0.57	0.35	0.35	0.32	0.32	0.32
v/c Ratio	1.34	1.22	1.12	0.97	0.36	0.36	0.95
Control Delay	186.6	131.6	100.1	37.5	30.4	30.5	59.3
Queue Delay	0.0	2.2	0.2	0.0	0.0	0.0	0.0
Total Delay	186.6	133.8	100.3	37.5	30.4	30.5	59.3
LOS	F	F	F	D	C	C	E
Approach Delay		141.4	76.3			47.1	
Approach LOS		F	E			D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 102.8
 Intersection LOS: F
 Intersection Capacity Utilization 187.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↗	↗			
Traffic Volume (veh/h)	416	2445	0	0	1393	860	383	2	526	0	0	0
Future Volume (veh/h)	416	2445	0	0	1393	860	383	2	526	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	429	2521	0	0	1436	691	396	0	455			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	304	2132	0	0	1377	614	1103	0	491			
Arrive On Green	0.22	0.79	0.00	0.00	0.38	0.38	0.30	0.00	0.30			
Sat Flow, veh/h	1810	3705	0	0	3705	1610	3619	0	1610			
Grp Volume(v), veh/h	429	2521	0	0	1436	691	396	0	455			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	18.5	65.0	0.0	0.0	42.0	42.0	9.4	0.0	30.1			
Cycle Q Clear(g_c), s	18.5	65.0	0.0	0.0	42.0	42.0	9.4	0.0	30.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	304	2132	0	0	1377	614	1103	0	491			
V/C Ratio(X)	1.41	1.18	0.00	0.00	1.04	1.12	0.36	0.00	0.93			
Avail Cap(c_a), veh/h	304	2132	0	0	1377	614	1201	0	534			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.7	11.8	0.0	0.0	34.0	34.0	29.8	0.0	37.1			
Incr Delay (d2), s/veh	186.2	82.5	0.0	0.0	36.1	75.7	0.2	0.0	21.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	23.1	32.1	0.0	0.0	23.7	28.0	4.0	0.0	14.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	228.9	94.3	0.0	0.0	70.1	109.7	30.0	0.0	58.6			
LnGrp LOS	F	F	A	A	F	F	C	A	E			
Approach Vol, veh/h		2950			2127			851				
Approach Delay, s/veh		113.9			83.0			45.3				
Approach LOS		F			F			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		71.0			23.0	48.0		39.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.0			18.5	39.0		36.5				
Max Q Clear Time (g_c+I1), s		67.0			20.5	44.0		32.1				
Green Ext Time (p_c), s		0.0			0.0	0.0		1.4				

Intersection Summary

HCM 6th Ctrl Delay	93.0
HCM 6th LOS	F

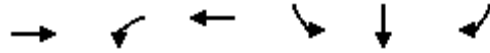
Notes

User approved volume balancing among the lanes for turning movement.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

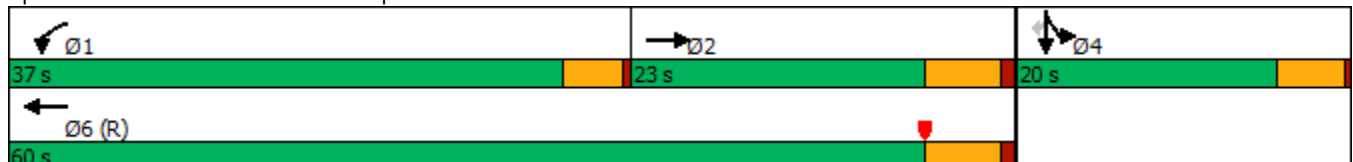


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	479	549	661	540	0	69
Future Volume (vph)	479	549	661	540	0	69
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	23.0	37.0	60.0	20.0	20.0	20.0
Total Split (%)	28.8%	46.3%	75.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	20.7	30.0	54.8	15.2	15.2	15.2
Actuated g/C Ratio	0.26	0.38	0.68	0.19	0.19	0.19
v/c Ratio	0.75	0.88	0.29	0.90	0.90	0.20
Control Delay	32.4	39.1	5.4	63.4	63.9	6.7
Queue Delay	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	32.4	40.1	5.4	63.4	63.9	6.7
LOS	C	D	A	E	E	A
Approach Delay	32.4		21.1		57.2	
Approach LOS	C		C		E	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 33.0
 Intersection LOS: C
 Intersection Capacity Utilization 75.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↗	↖	↗
Traffic Volume (veh/h)	0	479	163	549	661	0	0	0	0	540	0	69
Future Volume (veh/h)	0	479	163	549	661	0	0	0	0	540	0	69
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	521	177	597	718	0				587	0	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	729	246	643	2459	0				673	0	297
Arrive On Green	0.00	0.28	0.28	0.36	0.68	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	2739	894	1810	3705	0				3619	0	1597
Grp Volume(v), veh/h	0	355	343	597	718	0				587	0	75
Grp Sat Flow(s),veh/h/ln	0	1805	1733	1810	1805	0				1810	0	1597
Q Serve(g_s), s	0.0	14.2	14.3	25.4	6.3	0.0				12.6	0.0	3.2
Cycle Q Clear(g_c), s	0.0	14.2	14.3	25.4	6.3	0.0				12.6	0.0	3.2
Prop In Lane	0.00		0.52	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	498	478	643	2459	0				673	0	297
V/C Ratio(X)	0.00	0.71	0.72	0.93	0.29	0.00				0.87	0.00	0.25
Avail Cap(c_a), veh/h	0	498	478	746	2459	0				701	0	309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.82	0.82	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.1	26.2	24.8	5.1	0.0				31.6	0.0	27.8
Incr Delay (d2), s/veh	0.0	8.4	9.0	14.1	0.2	0.0				11.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.6	6.5	11.9	1.6	0.0				6.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.6	35.1	38.9	5.3	0.0				43.0	0.0	28.2
LnGrp LOS	A	C	D	D	A	A				D	A	C
Approach Vol, veh/h		698			1315						662	
Approach Delay, s/veh		34.8			20.6						41.3	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.4	27.6		19.4		60.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	33.0	17.5		15.5		54.5						
Max Q Clear Time (g_c+I1), s	27.4	16.3		14.6		8.3						
Green Ext Time (p_c), s	1.1	0.4		0.3		2.9						

Intersection Summary

HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶	↷	↶	↷	↶	↷	↷
Traffic Volume (vph)	80	940	1071	705	139	0	297
Future Volume (vph)	80	940	1071	705	139	0	297
Turn Type	Prot	NA	NA	Perm	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				6			8
Detector Phase	5	2	6	6	8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5	10.5
Total Split (s)	10.0	56.0	46.0	46.0	29.0	29.0	29.0
Total Split (%)	11.8%	65.9%	54.1%	54.1%	34.1%	34.1%	34.1%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag			
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	7.6	58.2	48.2	48.2	16.3	16.3	16.3
Actuated g/C Ratio	0.09	0.68	0.57	0.57	0.19	0.19	0.19
v/c Ratio	0.54	0.41	0.57	0.62	0.23	0.23	0.82
Control Delay	52.2	7.4	15.2	3.7	28.2	28.3	37.4
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	7.7	15.2	3.7	28.2	28.3	37.4
LOS	D	A	B	A	C	C	D
Approach Delay		11.2	10.6			34.5	
Approach LOS		B	B			C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 14.0
 Intersection Capacity Utilization 75.6%
 Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 7: I-215 NB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
7: I-215 NB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↖	↗			
Traffic Volume (veh/h)	80	940	0	0	1071	705	139	0	297	0	0	0
Future Volume (veh/h)	80	940	0	0	1071	705	139	0	297	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	87	1022	0	0	1164	766	151	0	323			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	112	2351	0	0	1937	861	815	0	360			
Arrive On Green	0.06	0.65	0.00	0.00	0.54	0.54	0.23	0.00	0.23			
Sat Flow, veh/h	1810	3705	0	0	3705	1606	3619	0	1599			
Grp Volume(v), veh/h	87	1022	0	0	1164	766	151	0	323			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1606	1810	0	1599			
Q Serve(g_s), s	4.0	11.7	0.0	0.0	18.7	35.9	2.9	0.0	16.7			
Cycle Q Clear(g_c), s	4.0	11.7	0.0	0.0	18.7	35.9	2.9	0.0	16.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	112	2351	0	0	1937	861	815	0	360			
V/C Ratio(X)	0.78	0.43	0.00	0.00	0.60	0.89	0.19	0.00	0.90			
Avail Cap(c_a), veh/h	117	2351	0	0	1937	861	1022	0	452			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.51	0.51	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.3	7.2	0.0	0.0	13.5	17.5	26.6	0.0	32.0			
Incr Delay (d2), s/veh	13.4	0.3	0.0	0.0	1.4	13.2	0.0	0.0	15.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.1	3.3	0.0	0.0	6.5	13.6	1.2	0.0	7.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	7.5	0.0	0.0	14.9	30.7	26.7	0.0	47.5			
LnGrp LOS	D	A	A	A	B	C	C	A	D			
Approach Vol, veh/h		1109			1930			474				
Approach Delay, s/veh		11.1			21.2			40.8				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.9			9.8	51.1		24.1				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		50.5			5.5	40.5		24.0				
Max Q Clear Time (g_c+I1), s		13.7			6.0	37.9		18.7				
Green Ext Time (p_c), s		4.5			0.0	1.7		0.5				

Intersection Summary

HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

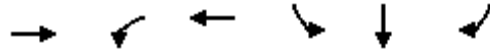
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

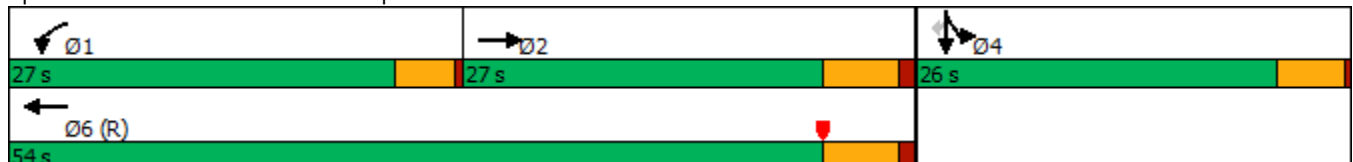


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	430	759	428	570	4	86
Future Volume (vph)	430	759	428	570	4	86
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	27.0	27.0	54.0	26.0	26.0	26.0
Total Split (%)	33.8%	33.8%	67.5%	32.5%	32.5%	32.5%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	25.8	21.8	51.6	18.4	18.4	18.4
Actuated g/C Ratio	0.32	0.27	0.64	0.23	0.23	0.23
v/c Ratio	0.60	0.84	0.19	0.76	0.77	0.21
Control Delay	21.8	36.2	6.5	41.6	42.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	36.2	6.5	41.6	42.0	6.8
LOS	C	D	A	D	D	A
Approach Delay	21.8		25.5		37.2	
Approach LOS	C		C		D	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 54.5 (68%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 27.6
 Intersection LOS: C
 Intersection Capacity Utilization 69.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	430	243	759	428	0	0	0	0	570	4	86
Future Volume (veh/h)	0	430	243	759	428	0	0	0	0	570	4	86
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	453	212	799	451	0				603	0	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	714	331	905	2189	0				731	0	325
Arrive On Green	0.00	0.30	0.30	0.26	0.61	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	2487	1110	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	341	324	799	451	0				603	0	32
Grp Sat Flow(s),veh/h/ln	0	1805	1697	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	13.1	13.2	17.5	4.5	0.0				12.8	0.0	1.3
Cycle Q Clear(g_c), s	0.0	13.1	13.2	17.5	4.5	0.0				12.8	0.0	1.3
Prop In Lane	0.00		0.65	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	539	506	905	2189	0				731	0	325
V/C Ratio(X)	0.00	0.63	0.64	0.88	0.21	0.00				0.83	0.00	0.10
Avail Cap(c_a), veh/h	0	539	506	1009	2189	0				973	0	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.92	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.3	24.3	28.5	7.1	0.0				30.6	0.0	26.0
Incr Delay (d2), s/veh	0.0	5.6	6.1	8.0	0.2	0.0				4.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	5.6	7.6	1.3	0.0				5.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.9	30.4	36.6	7.3	0.0				35.0	0.0	26.1
LnGrp LOS	A	C	C	D	A	A				D	A	C
Approach Vol, veh/h		665			1250						635	
Approach Delay, s/veh		30.1			26.0						34.6	
Approach LOS		C			C						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.6	29.4		20.7		54.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	23.0	21.5		21.5		48.5						
Max Q Clear Time (g_c+I1), s	19.5	15.2		14.8		6.5						
Green Ext Time (p_c), s	1.1	1.3		1.4		1.7						

Intersection Summary

HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

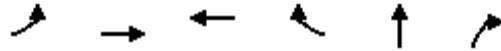
Notes

User approved volume balancing among the lanes for turning movement.

Timings
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

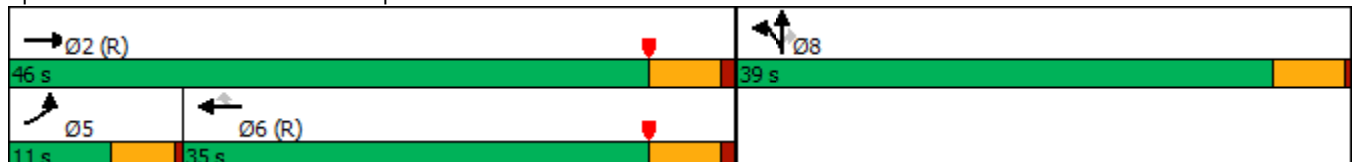


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↘	↑↑	↑↑↑	↗	↖	↗↗
Traffic Volume (vph)	70	930	1070	452	0	603
Future Volume (vph)	70	930	1070	452	0	603
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	31.5	27.5	27.5	10.5	10.5
Total Split (s)	11.0	46.0	35.0	35.0	39.0	39.0
Total Split (%)	12.9%	54.1%	41.2%	41.2%	45.9%	45.9%
Yellow Time (s)	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	0.5	1.0	1.0	1.0	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	5.5	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	7.8	54.1	43.7	43.7	20.4	20.4
Actuated g/C Ratio	0.09	0.64	0.51	0.51	0.24	0.24
v/c Ratio	0.43	0.41	0.41	0.44	0.27	0.78
Control Delay	43.7	9.1	15.4	3.3	26.2	30.4
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	43.7	9.4	15.4	3.3	26.2	30.4
LOS	D	A	B	A	C	C
Approach Delay		11.8	11.8		29.7	
Approach LOS		B	B		C	

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 42.5 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 15.8
 Intersection LOS: B
 Intersection Capacity Utilization 69.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 9: I-215 NB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗		↖	↗↗			
Traffic Volume (veh/h)	70	930	0	0	1070	452	117	0	603	0	0	0
Future Volume (veh/h)	70	930	0	0	1070	452	117	0	603	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	71	949	0	0	1092	451	119	0	225			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	92	2767	0	0	3438	1067	199	0	312			
Arrive On Green	0.05	0.77	0.00	0.00	0.66	0.66	0.11	0.00	0.11			
Sat Flow, veh/h	1810	3705	0	0	5358	1610	1810	0	2834			
Grp Volume(v), veh/h	71	949	0	0	1092	451	119	0	225			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1729	1610	1810	0	1417			
Q Serve(g_s), s	3.3	7.1	0.0	0.0	7.6	11.1	5.3	0.0	6.5			
Cycle Q Clear(g_c), s	3.3	7.1	0.0	0.0	7.6	11.1	5.3	0.0	6.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	92	2767	0	0	3438	1067	199	0	312			
V/C Ratio(X)	0.77	0.34	0.00	0.00	0.32	0.42	0.60	0.00	0.72			
Avail Cap(c_a), veh/h	138	2767	0	0	3438	1067	724	0	1134			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.9	3.1	0.0	0.0	6.1	6.7	36.0	0.0	36.6			
Incr Delay (d2), s/veh	4.8	0.2	0.0	0.0	0.2	1.2	1.1	0.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	1.2	0.0	0.0	2.0	3.0	2.3	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	3.4	0.0	0.0	6.4	7.9	37.1	0.0	37.8			
LnGrp LOS	D	A	A	A	A	A	D	A	D			
Approach Vol, veh/h		1020			1543			344				
Approach Delay, s/veh		6.3			6.8			37.5				
Approach LOS		A			A			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.7			8.8	61.8		14.3				
Change Period (Y+Rc), s		5.5			4.5	5.5		5.0				
Max Green Setting (Gmax), s		40.5			6.5	29.5		34.0				
Max Q Clear Time (g_c+I1), s		9.1			5.3	13.1		8.5				
Green Ext Time (p_c), s		4.1			0.0	5.1		0.8				
Intersection Summary												
HCM 6th Ctrl Delay					10.3							
HCM 6th LOS					B							

Timings
10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↖	↖	↗
Traffic Volume (vph)	30	894	2	4	1175	4	20	0
Future Volume (vph)	30	894	2	4	1175	4	20	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA
Protected Phases	5	2		1	6			4
Permitted Phases			2			8	4	
Detector Phase	5	2	2	1	6	8	4	4
Switch Phase								
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	21.8	21.8	9.6	21.8	32.6	32.6	32.6
Total Split (s)	17.0	66.0	66.0	13.0	62.0	41.0	41.0	41.0
Total Split (%)	14.2%	55.0%	55.0%	10.8%	51.7%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.0	29.3	29.3	6.4	27.1	14.6	14.6	14.6
Actuated g/C Ratio	0.14	0.61	0.61	0.13	0.56	0.30	0.30	0.30
v/c Ratio	0.13	0.31	0.00	0.02	0.44	0.01	0.05	0.24
Control Delay	29.0	8.4	0.0	31.2	11.3	19.0	19.1	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	8.4	0.0	31.2	11.3	19.0	19.1	4.2
LOS	C	A	A	C	B	B	B	A
Approach Delay		9.0			11.4			6.2
Approach LOS		A			B			A

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 48.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 10.1
 Intersection LOS: B
 Intersection Capacity Utilization 41.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 10: Western Way & Harley Knox Blvd.



HCM 6th Signalized Intersection Summary
 10: Western Way & Harley Knox Blvd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↗		↖	↗	
Traffic Volume (veh/h)	30	894	2	4	1175	4	4	0	0	20	0	132
Future Volume (veh/h)	30	894	2	4	1175	4	4	0	0	20	0	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	972	2	4	1277	4	4	0	0	22	0	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	2519	782	10	2420	8	330	309	0	400	0	262
Arrive On Green	0.04	0.49	0.49	0.01	0.45	0.45	0.16	0.00	0.00	0.16	0.00	0.16
Sat Flow, veh/h	1810	5187	1610	1810	5338	17	1346	1900	0	1440	0	1610
Grp Volume(v), veh/h	33	972	2	4	827	454	4	0	0	22	0	75
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1897	1346	1900	0	1440	0	1610
Q Serve(g_s), s	0.8	5.1	0.0	0.1	7.4	7.4	0.1	0.0	0.0	0.6	0.0	1.8
Cycle Q Clear(g_c), s	0.8	5.1	0.0	0.1	7.4	7.4	1.9	0.0	0.0	0.6	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	2519	782	10	1567	860	330	309	0	400	0	262
V/C Ratio(X)	0.48	0.39	0.00	0.41	0.53	0.53	0.01	0.00	0.00	0.05	0.00	0.29
Avail Cap(c_a), veh/h	518	7213	2239	351	4489	2463	1243	1597	0	1377	0	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	7.0	5.7	21.5	8.5	8.5	16.8	0.0	0.0	15.4	0.0	15.9
Incr Delay (d2), s/veh	1.9	0.1	0.0	9.8	0.3	0.5	0.0	0.0	0.0	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	0.0	0.1	1.7	1.9	0.0	0.0	0.0	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	7.1	5.7	31.2	8.8	9.0	16.8	0.0	0.0	15.5	0.0	16.5
LnGrp LOS	C	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		1007			1285			4				97
Approach Delay, s/veh		7.6			8.9			16.8				16.3
Approach LOS		A			A			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	26.8		11.6	6.2	25.4		11.6				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	60.2		36.4	12.4	56.2		36.4				
Max Q Clear Time (g_c+1), s	2.1	7.1		3.8	2.8	9.4		3.9				
Green Ext Time (p_c), s	0.0	7.6		0.5	0.0	10.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Intersection			
Intersection Delay, s/veh	23.7		
Intersection LOS	C		
Approach	EB	WB	NB
Entry Lanes	3	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	1154	282
Demand Flow Rate, veh/h	0	1154	282
Vehicles Circulating, veh/h	165	132	741
Vehicles Exiting, veh/h	1121	891	353
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	27.8	7.2
Approach LOS	-	D	A
Lane	Left	Left	Right
Designated Moves	LT	L	TR
Assumed Moves	LT	L	TR
RT Channelized			
Lane Util	1.000	0.468	0.532
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544
Entry Flow, veh/h	1154	132	150
Cap Entry Lane, veh/h	1259	723	723
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	1154	132	150
Cap Entry, veh/h	1259	723	723
V/C Ratio	0.916	0.182	0.207
Control Delay, s/veh	27.8	7.0	7.3
LOS	D	A	A
95th %tile Queue, veh	15	1	1

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

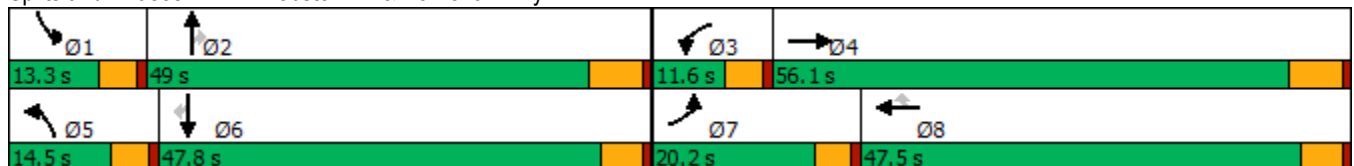
05/28/2020

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	474	1915	30	1557	107	179	28	19	273	52	890
Future Volume (vph)	474	1915	30	1557	107	179	28	19	273	52	890
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	42.5	9.6	47.5	47.5	9.6	47.2	47.2	9.6	47.5	47.5
Total Split (s)	20.2	56.1	11.6	47.5	47.5	14.5	49.0	49.0	13.3	47.8	47.8
Total Split (%)	15.5%	43.2%	8.9%	36.5%	36.5%	11.2%	37.7%	37.7%	10.2%	36.8%	36.8%
Yellow Time (s)	3.6	5.2	3.6	4.1	4.1	3.6	5.2	5.2	3.6	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	5.1	4.6	6.2	6.2	4.6	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.6	54.6	6.3	42.4	42.4	9.9	36.2	36.2	18.5	42.7	42.7
Actuated g/C Ratio	0.12	0.42	0.05	0.33	0.33	0.08	0.28	0.28	0.14	0.33	0.33
v/c Ratio	2.36	0.97	0.37	0.99	0.18	1.40	0.06	0.04	1.15	0.09	1.44
Control Delay	651.5	50.3	71.8	63.2	3.1	261.3	30.2	0.1	150.5	30.8	232.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	651.5	50.3	71.8	63.2	3.1	261.3	30.2	0.1	150.5	30.8	232.6
LOS	F	D	E	E	A	F	C	A	F	C	F
Approach Delay		167.7		59.5			211.1			205.4	
Approach LOS		F		E			F			F	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.36
 Intersection Signal Delay: 144.8
 Intersection LOS: F
 Intersection Capacity Utilization 107.4%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	1915	40	30	1557	107	179	28	19	273	52	890
Future Volume (veh/h)	474	1915	40	30	1557	107	179	28	19	273	52	890
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	510	2059	38	32	1674	111	192	30	19	294	56	873
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	2164	40	47	1664	516	136	631	534	119	614	520
Arrive On Green	0.12	0.41	0.41	0.03	0.32	0.32	0.07	0.33	0.33	0.07	0.32	0.32
Sat Flow, veh/h	1810	5244	97	1810	5187	1610	1810	1900	1609	1810	1900	1610
Grp Volume(v), veh/h	510	1357	740	32	1674	111	192	30	19	294	56	873
Grp Sat Flow(s),veh/h/ln	1810	1729	1883	1810	1729	1610	1810	1900	1609	1810	1900	1610
Q Serve(g_s), s	15.6	50.2	50.3	2.3	42.4	6.6	9.9	1.4	1.1	8.7	2.7	42.7
Cycle Q Clear(g_c), s	15.6	50.2	50.3	2.3	42.4	6.6	9.9	1.4	1.1	8.7	2.7	42.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	1427	777	47	1664	516	136	631	534	119	614	520
V/C Ratio(X)	2.39	0.95	0.95	0.68	1.01	0.21	1.42	0.05	0.04	2.47	0.09	1.68
Avail Cap(c_a), veh/h	214	1427	777	96	1664	516	136	631	534	119	614	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	37.5	37.6	63.8	44.9	32.8	61.2	30.0	29.8	61.8	31.2	44.8
Incr Delay (d2), s/veh	639.0	13.9	21.5	6.1	23.6	0.2	225.2	0.0	0.0	685.5	0.1	313.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.8	22.6	26.3	1.1	20.9	2.6	13.0	0.7	0.4	26.7	1.3	61.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	697.3	51.4	59.1	69.9	68.5	33.0	286.4	30.0	29.9	747.2	31.3	358.5
LnGrp LOS	F	D	E	E	F	C	F	C	C	F	C	F
Approach Vol, veh/h		2607			1817			241			1223	
Approach Delay, s/veh		179.9			66.3			234.2			436.9	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	50.1	8.1	60.7	14.5	48.9	20.2	48.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.7	42.8	7.0	49.9	9.9	* 43	15.6	* 42				
Max Q Clear Time (g_c+I1), s	10.7	3.4	4.3	52.3	11.9	44.7	17.6	44.4				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	200.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

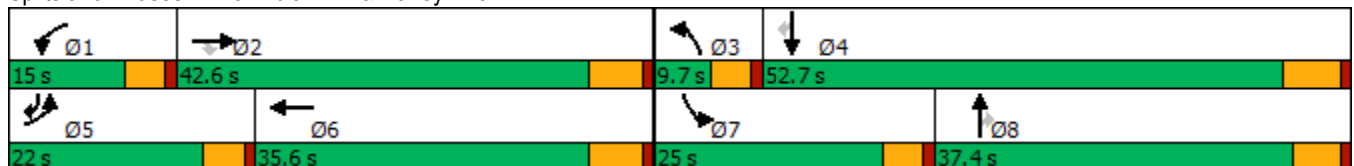
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	304	577	108	242	450	81	302	246	326	559	363	
Future Volume (vph)	304	577	108	242	450	81	302	246	326	559	363	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	
Protected Phases	5	2		1	6	3	8		7	4	5	
Permitted Phases			2					8			4	
Detector Phase	5	2	2	1	6	3	8	8	7	4	5	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	9.6	35.8	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6	
Total Split (s)	22.0	42.6	42.6	15.0	35.6	9.7	37.4	37.4	25.0	52.7	22.0	
Total Split (%)	18.3%	35.5%	35.5%	12.5%	29.7%	8.1%	31.2%	31.2%	20.8%	43.9%	18.3%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	17.7	25.8	25.8	10.6	18.7	5.2	21.9	21.9	20.7	39.1	63.1	
Actuated g/C Ratio	0.18	0.26	0.26	0.11	0.19	0.05	0.22	0.22	0.21	0.39	0.63	
v/c Ratio	1.03	0.47	0.22	1.38	0.68	0.49	0.41	0.48	0.94	0.82	0.38	
Control Delay	102.2	33.1	3.1	235.8	37.6	59.4	34.7	8.3	76.8	38.6	9.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	102.2	33.1	3.1	235.8	37.6	59.4	34.7	8.3	76.8	38.6	9.0	
LOS	F	C	A	F	D	E	C	A	E	D	A	
Approach Delay		51.1			93.3		27.5			40.0		
Approach LOS		D			F		C			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.38
 Intersection Signal Delay: 53.2
 Intersection LOS: D
 Intersection Capacity Utilization 80.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘↗	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	304	577	108	242	450	169	81	302	246	326	559	363
Future Volume (veh/h)	304	577	108	242	450	169	81	302	246	326	559	363
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	330	627	110	263	489	170	88	328	258	354	608	312
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	331	1326	412	198	699	235	166	722	322	385	694	882
Arrive On Green	0.18	0.26	0.26	0.11	0.18	0.18	0.05	0.20	0.20	0.21	0.37	0.37
Sat Flow, veh/h	1810	5187	1610	1810	3836	1290	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	330	627	110	263	439	220	88	328	258	354	608	312
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1668	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	17.4	9.7	5.2	10.4	11.3	11.8	2.3	7.6	14.5	18.2	28.5	10.3
Cycle Q Clear(g_c), s	17.4	9.7	5.2	10.4	11.3	11.8	2.3	7.6	14.5	18.2	28.5	10.3
Prop In Lane	1.00		1.00	1.00		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	1326	412	198	630	304	166	722	322	385	694	882
V/C Ratio(X)	1.00	0.47	0.27	1.33	0.70	0.72	0.53	0.45	0.80	0.92	0.88	0.35
Avail Cap(c_a), veh/h	331	2004	622	198	1082	522	188	1213	541	388	928	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	30.0	28.3	42.4	36.5	36.7	44.3	33.5	36.3	36.7	28.2	12.1
Incr Delay (d2), s/veh	49.0	0.3	0.3	179.4	1.4	3.3	1.0	0.4	4.6	26.2	7.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	3.8	1.9	14.3	4.7	4.8	1.0	3.2	5.8	10.4	13.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.9	30.3	28.7	221.8	37.9	40.0	45.3	34.0	40.9	62.9	35.7	12.3
LnGrp LOS	F	C	C	F	D	D	D	C	D	E	D	B
Approach Vol, veh/h		1067			922			674			1274	
Approach Delay, s/veh		47.9			90.8			38.1			37.5	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	30.1	9.1	41.0	22.0	23.1	24.8	25.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	10.4	36.8	5.1	46.5	17.4	29.8	20.4	* 32				
Max Q Clear Time (g_c+I1), s	12.4	11.7	4.3	30.5	19.4	13.8	20.2	16.5				
Green Ext Time (p_c), s	0.0	4.3	0.0	4.3	0.0	3.5	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	52.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

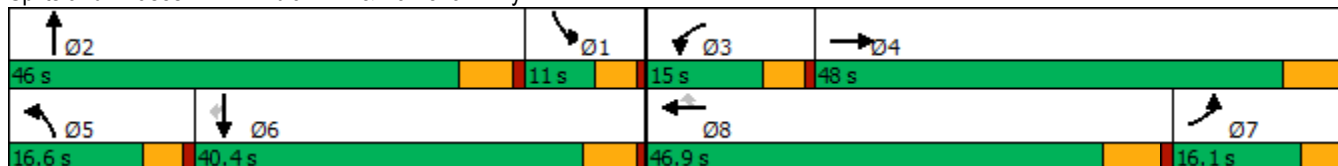


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↖	↕↕	↖	↕↕	↖
Traffic Volume (vph)	236	1819	147	1341	108	252	249	298	341	368
Future Volume (vph)	236	1819	147	1341	108	252	249	298	341	368
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	16.1	48.0	15.0	46.9	46.9	16.6	46.0	11.0	40.4	40.4
Total Split (%)	13.4%	40.0%	12.5%	39.1%	39.1%	13.8%	38.3%	9.2%	33.7%	33.7%
Yellow Time (s)	3.6	5.2	3.6	5.2	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.0	42.0	10.5	35.5	35.5	12.1	17.7	14.9	20.5	20.5
Actuated g/C Ratio	0.16	0.39	0.10	0.33	0.33	0.11	0.17	0.14	0.19	0.19
v/c Ratio	0.83	1.03	0.85	0.79	0.17	1.26	0.65	1.21	0.50	0.80
Control Delay	71.0	59.4	86.5	36.1	0.9	189.4	27.6	164.6	40.1	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.0	59.4	86.5	36.1	0.9	189.4	27.6	164.6	40.1	32.2
LOS	E	E	F	D	A	F	C	F	D	C
Approach Delay		60.6		38.4			85.3		74.0	
Approach LOS		E		D			F		E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 59.8
 Intersection LOS: E
 Intersection Capacity Utilization 95.9%
 ICU Level of Service F
 Analysis Period (min) 15























Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	1819	220	147	1341	108	252	249	206	298	341	368
Future Volume (veh/h)	236	1819	220	147	1341	108	252	249	206	298	341	368
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	1856	202	150	1368	88	257	254	190	304	348	347
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	1962	212	180	1737	539	215	343	247	170	571	255
Arrive On Green	0.16	0.41	0.41	0.10	0.33	0.33	0.12	0.17	0.17	0.09	0.16	0.16
Sat Flow, veh/h	1810	4751	514	1810	5187	1610	1810	2002	1443	1810	3610	1610
Grp Volume(v), veh/h	241	1348	710	150	1368	88	257	228	216	304	348	347
Grp Sat Flow(s),veh/h/ln	1810	1729	1807	1810	1729	1610	1810	1805	1640	1810	1805	1610
Q Serve(g_s), s	13.0	37.8	38.3	8.2	24.0	3.9	12.0	12.1	12.7	9.5	9.1	10.6
Cycle Q Clear(g_c), s	13.0	37.8	38.3	8.2	24.0	3.9	12.0	12.1	12.7	9.5	9.1	10.6
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	293	1428	746	180	1737	539	215	309	281	170	571	255
V/C Ratio(X)	0.82	0.94	0.95	0.83	0.79	0.16	1.19	0.74	0.77	1.79	0.61	1.36
Avail Cap(c_a), veh/h	293	1433	749	187	2093	650	215	720	654	170	1239	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	28.5	28.6	44.6	30.3	23.6	44.4	39.6	39.9	45.7	39.6	18.8
Incr Delay (d2), s/veh	15.9	12.7	21.8	23.9	1.7	0.1	123.5	3.4	4.4	377.0	1.1	173.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	16.5	19.3	4.7	9.5	1.4	12.6	5.5	5.3	21.9	4.0	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	41.2	50.4	68.4	32.0	23.7	167.9	43.1	44.3	422.7	40.6	192.8
LnGrp LOS	E	D	D	E	C	C	F	D	D	F	D	F
Approach Vol, veh/h		2299			1606			701			999	
Approach Delay, s/veh		45.7			35.0			89.2			209.7	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	23.1	14.7	47.8	16.6	21.7	22.5	40.0				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.4	* 40	10.4	41.8	12.0	34.6	11.5	* 41				
Max Q Clear Time (g_c+I1), s	11.5	14.7	10.2	40.3	14.0	12.6	15.0	26.0				
Green Ext Time (p_c), s	0.0	2.6	0.0	1.3	0.0	3.3	0.0	7.7				

Intersection Summary

HCM 6th Ctrl Delay	77.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	1186
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↵		↵	↵		↵	↵		↵	↵	
Traffic Vol, veh/h	216	1419	117	39	1587	60	60	117	23	143	323	600
Future Vol, veh/h	216	1419	117	39	1587	60	60	117	23	143	323	600
Peak Hour Factor	0.92	0.92	0.92	0.68	0.92	0.68	0.92	0.68	0.68	0.68	0.68	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	235	1542	127	57	1725	88	65	172	34	210	475	652
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	1287.7	1614.8	41.8	673.2
HCM LOS	F	F	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	84%	0%	92%	0%	96%	0%	35%
Vol Right, %	0%	16%	0%	8%	0%	4%	0%	65%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	140	216	1536	39	1647	143	923
LT Vol	60	0	216	0	39	0	143	0
Through Vol	0	117	0	1419	0	1587	0	323
RT Vol	0	23	0	117	0	60	0	600
Lane Flow Rate	65	206	235	1670	57	1813	210	1127
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.187	0.556	0.62	4.155	0.154	4.619	0.556	2.683
Departure Headway (Hd)	21.099	20.396	17.998	17.362	15.595	15.018	13.883	12.786
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	172	179	204	234	232	272	263	293
Service Time	18.799	18.096	15.698	15.062	13.295	12.718	11.583	10.486
HCM Lane V/C Ratio	0.378	1.151	1.152	7.137	0.246	6.665	0.798	3.846
HCM Control Delay	28.6	46	46.2	1462.3	21.1	1665.2	32.7	792.7
HCM Lane LOS	D	E	E	F	C	F	D	F
HCM 95th-tile Q	0.7	2.9	3.6	85.5	0.5	112.1	3.1	63.7

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

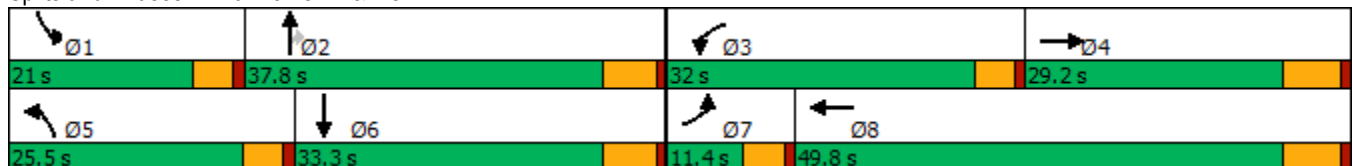


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↗	↗	↘	↗
Traffic Volume (vph)	169	472	319	352	223	972	295	265	1073
Future Volume (vph)	169	472	319	352	223	972	295	265	1073
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4	3	8	5	2		1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	11.4	29.2	32.0	49.8	25.5	37.8	37.8	21.0	33.3
Total Split (%)	9.5%	24.3%	26.7%	41.5%	21.3%	31.5%	31.5%	17.5%	27.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	23.1	23.9	40.2	17.8	29.3	29.3	16.5	27.9
Actuated g/C Ratio	0.06	0.20	0.21	0.35	0.16	0.26	0.26	0.14	0.24
v/c Ratio	1.63	1.05	0.88	0.40	0.83	0.76	0.55	1.06	0.99
Control Delay	358.6	85.3	68.4	26.3	70.7	43.7	16.0	120.6	65.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	358.6	85.3	68.4	26.3	70.7	43.7	16.0	120.6	65.7
LOS	F	F	E	C	E	D	B	F	E
Approach Delay		133.9		43.2		42.3			75.6
Approach LOS		F		D		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.1
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.63
 Intersection Signal Delay: 71.3
 Intersection LOS: E
 Intersection Capacity Utilization 94.1%
 ICU Level of Service F
 Analysis Period (min) 15






























Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  			 	  
Traffic Volume (veh/h)	169	472	309	319	352	125	223	972	295	265	1073	120
Future Volume (veh/h)	169	472	309	319	352	125	223	972	295	265	1073	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	492	289	332	367	55	232	1012	188	276	1118	114
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	112	458	268	362	1094	162	263	1292	399	270	1210	123
Arrive On Green	0.06	0.21	0.21	0.20	0.35	0.35	0.15	0.25	0.25	0.15	0.25	0.25
Sat Flow, veh/h	1810	2190	1282	1810	3148	468	1810	5187	1600	1810	4781	487
Grp Volume(v), veh/h	176	405	376	332	209	213	232	1012	188	276	808	424
Grp Sat Flow(s),veh/h/ln	1810	1805	1667	1810	1805	1811	1810	1729	1600	1810	1729	1810
Q Serve(g_s), s	6.8	23.0	23.0	19.8	9.4	9.6	13.8	20.0	11.0	16.4	25.1	25.1
Cycle Q Clear(g_c), s	6.8	23.0	23.0	19.8	9.4	9.6	13.8	20.0	11.0	16.4	25.1	25.1
Prop In Lane	1.00		0.77	1.00		0.26	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	112	377	348	362	627	629	263	1292	399	270	875	458
V/C Ratio(X)	1.57	1.07	1.08	0.92	0.33	0.34	0.88	0.78	0.47	1.02	0.92	0.92
Avail Cap(c_a), veh/h	112	377	348	451	715	718	344	1508	465	270	875	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	43.5	43.5	43.1	26.5	26.6	46.1	38.5	35.2	46.8	40.1	40.1
Incr Delay (d2), s/veh	296.7	67.4	70.9	18.8	0.3	0.3	16.0	2.4	0.9	61.0	15.2	24.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	16.8	15.8	10.3	3.9	4.0	7.2	8.4	4.2	11.7	12.0	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	348.3	110.9	114.4	61.9	26.8	26.9	62.2	40.9	36.0	107.8	55.3	64.7
LnGrp LOS	F	F	F	E	C	C	E	D	D	F	E	E
Approach Vol, veh/h		957			754			1432			1508	
Approach Delay, s/veh		155.9			42.3			43.7			67.5	
Approach LOS		F			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	33.2	26.6	29.2	20.6	33.6	11.4	44.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	32.0	27.4	23.0	20.9	27.5	6.8	43.6				
Max Q Clear Time (g_c+I1), s	18.4	22.0	21.8	25.0	15.8	27.1	8.8	11.6				
Green Ext Time (p_c), s	0.0	4.9	0.3	0.0	0.1	0.3	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay				74.3								
HCM 6th LOS				E								

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

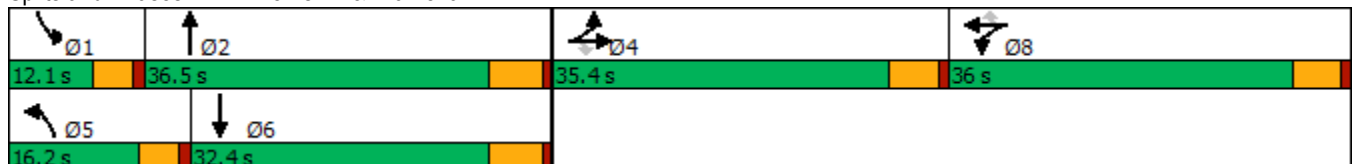


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↕	↗	↕	↗	↖	↕↕↕	↖	↕↕↕
Traffic Volume (vph)	137	104	88	112	45	1067	192	1179
Future Volume (vph)	137	104	88	112	45	1067	192	1179
Turn Type	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases	4		8		5	2	1	6
Permitted Phases		4		8				
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	35.4	35.4	35.4	35.4	9.6	32.8	9.6	26.8
Total Split (s)	35.4	35.4	36.0	36.0	16.2	36.5	12.1	32.4
Total Split (%)	29.5%	29.5%	30.0%	30.0%	13.5%	30.4%	10.1%	27.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	23.4	23.4	23.2	23.2	8.1	32.9	8.2	35.3
Actuated g/C Ratio	0.23	0.23	0.22	0.22	0.08	0.32	0.08	0.34
v/c Ratio	0.74	0.25	0.73	0.27	0.35	0.84	1.47	0.79
Control Delay	49.4	7.5	48.9	7.8	55.6	39.7	282.9	37.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	7.5	48.9	7.8	55.6	39.7	282.9	37.9
LOS	D	A	D	A	E	D	F	D
Approach Delay	38.2		36.9			40.3		70.1
Approach LOS	D		D			D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.9
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.47
 Intersection Signal Delay: 52.0
 Intersection LOS: D
 Intersection Capacity Utilization 79.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↘	↑↑↑		↘	↑↑↑	
Traffic Volume (veh/h)	146	137	104	185	88	112	45	1067	185	192	1179	90
Future Volume (veh/h)	146	137	104	185	88	112	45	1067	185	192	1179	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	159	149	67	201	96	65	49	1160	180	209	1282	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	190	341	260	124	335	81	1448	225	157	1786	134
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.04	0.32	0.30	0.09	0.36	0.34
Sat Flow, veh/h	956	896	1608	1244	594	1606	1810	4509	699	1810	4922	369
Grp Volume(v), veh/h	308	0	67	297	0	65	49	889	451	209	901	477
Grp Sat Flow(s),veh/h/ln	1852	0	1608	1838	0	1606	1810	1729	1751	1810	1729	1833
Q Serve(g_s), s	14.7	0.0	3.2	14.2	0.0	3.1	2.5	22.0	22.0	8.1	21.0	21.0
Cycle Q Clear(g_c), s	14.7	0.0	3.2	14.2	0.0	3.1	2.5	22.0	22.0	8.1	21.0	21.0
Prop In Lane	0.52		1.00	0.68		1.00	1.00		0.40	1.00		0.20
Lane Grp Cap(c), veh/h	393	0	341	384	0	335	81	1110	562	157	1255	665
V/C Ratio(X)	0.78	0.00	0.20	0.77	0.00	0.19	0.60	0.80	0.80	1.33	0.72	0.72
Avail Cap(c_a), veh/h	623	0	541	630	0	550	236	1203	609	157	1255	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	0.0	30.3	34.9	0.0	30.5	43.8	29.0	29.3	42.7	25.6	25.8
Incr Delay (d2), s/veh	3.5	0.0	0.3	3.3	0.0	0.3	2.7	3.7	7.1	186.3	2.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	1.2	6.4	0.0	1.2	1.1	9.0	9.7	11.6	8.2	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	30.5	38.2	0.0	30.7	46.4	32.7	36.4	228.9	27.6	29.5
LnGrp LOS	D	A	C	D	A	C	D	C	D	F	C	C
Approach Vol, veh/h		375			362			1389			1587	
Approach Delay, s/veh		36.9			36.9			34.4			54.7	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	34.0		23.8	8.2	37.9		23.5				
Change Period (Y+Rc), s	4.6	5.8		5.4	4.6	5.8		5.4				
Max Green Setting (Gmax), s	7.5	30.7		30.0	11.6	26.6		30.6				
Max Q Clear Time (g_c+I1), s	10.1	24.0		16.7	4.5	23.0		16.2				
Green Ext Time (p_c), s	0.0	4.1		1.6	0.0	2.5		1.6				

Intersection Summary

HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Timings
18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

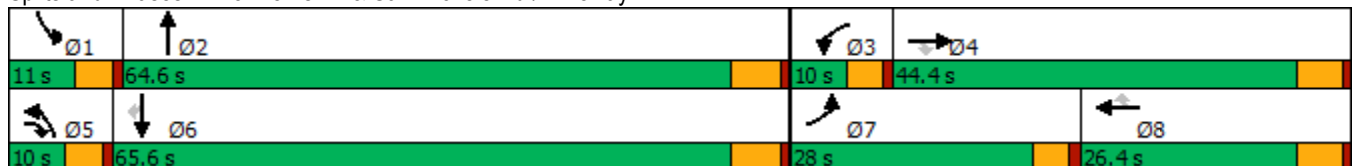


Lane Group	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	Ø4	Ø8
Lane Configurations	↖	↗	↖	↖	↑↑↑	↖	↑↑↑	↖		
Traffic Volume (vph)	160	192	1	76	1171	5	1344	102		
Future Volume (vph)	160	192	1	76	1171	5	1344	102		
Turn Type	Prot	pm+ov	Prot	Prot	NA	Prot	NA	Perm		
Protected Phases	7	5	3	5	2	1	6		4	8
Permitted Phases		4						6		
Detector Phase	7	5	3	5	2	1	6	6		
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	9.6	9.6	9.6	34.8	9.6	34.8	34.8	31.4	26.4
Total Split (s)	28.0	10.0	10.0	10.0	64.6	11.0	65.6	65.6	44.4	26.4
Total Split (%)	21.5%	7.7%	7.7%	7.7%	49.7%	8.5%	50.5%	50.5%	34%	20%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8		
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.6	22.5	5.5	6.0	43.1	5.6	33.3	33.3		
Actuated g/C Ratio	0.20	0.31	0.07	0.08	0.59	0.08	0.45	0.45		
v/c Ratio	0.49	0.37	0.01	0.57	0.42	0.04	0.62	0.14		
Control Delay	35.7	12.3	46.0	55.7	11.4	44.8	17.4	2.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	35.7	12.3	46.0	55.7	11.4	44.8	17.4	2.5		
LOS	D	B	D	E	B	D	B	A		
Approach Delay					14.2		16.5			
Approach LOS					B		B			

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 73.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 16.3
 Intersection LOS: B
 Intersection Capacity Utilization 59.1%
 ICU Level of Service B
 Analysis Period (min) 15

























Splits and Phases: 18: Perris Bl. & San Michele Rd./Driveway



HCM 6th Signalized Intersection Summary
 18: Perris Bl. & San Michele Rd./Driveway

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	0	192	1	0	0	76	1171	0	5	1344	102
Future Volume (veh/h)	160	0	192	1	0	0	76	1171	0	5	1344	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	0	122	1	0	0	83	1273	0	5	1461	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	225	306	356	3	73	61	109	2668	0	12	2391	742
Arrive On Green	0.12	0.00	0.16	0.00	0.00	0.00	0.06	0.51	0.00	0.01	0.46	0.46
Sat Flow, veh/h	1810	1900	1607	1810	1900	1610	1810	5358	0	1810	5187	1608
Grp Volume(v), veh/h	174	0	122	1	0	0	83	1273	0	5	1461	93
Grp Sat Flow(s),veh/h/ln	1810	1900	1607	1810	1900	1610	1810	1729	0	1810	1729	1608
Q Serve(g_s), s	6.0	0.0	4.1	0.0	0.0	0.0	2.9	10.2	0.0	0.2	13.6	2.1
Cycle Q Clear(g_c), s	6.0	0.0	4.1	0.0	0.0	0.0	2.9	10.2	0.0	0.2	13.6	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	225	306	356	3	73	61	109	2668	0	12	2391	742
V/C Ratio(X)	0.77	0.00	0.34	0.36	0.00	0.00	0.76	0.48	0.00	0.42	0.61	0.13
Avail Cap(c_a), veh/h	657	1150	1069	152	619	525	152	4731	0	180	4812	1492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	21.2	32.2	0.0	0.0	29.8	10.1	0.0	31.9	13.0	9.9
Incr Delay (d2), s/veh	5.6	0.0	0.6	26.1	0.0	0.0	8.4	0.1	0.0	8.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	1.5	0.0	0.0	0.0	1.4	2.9	0.0	0.1	4.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	21.7	58.3	0.0	0.0	38.2	10.2	0.0	40.2	13.3	10.0
LnGrp LOS	C	A	C	E	A	A	D	B	A	D	B	B
Approach Vol, veh/h		296			1			1356			1559	
Approach Delay, s/veh		28.3			58.3			11.9			13.2	
Approach LOS		C			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	39.0	4.7	15.8	8.5	35.5	12.6	7.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	58.8	5.4	39.0	5.4	59.8	23.4	21.0				
Max Q Clear Time (g_c+I1), s	2.2	12.2	2.0	6.1	4.9	15.6	8.0	0.0				
Green Ext Time (p_c), s	0.0	11.0	0.0	0.4	0.0	14.1	0.4	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Timings
19: Perris Bl. & Nandina Av.

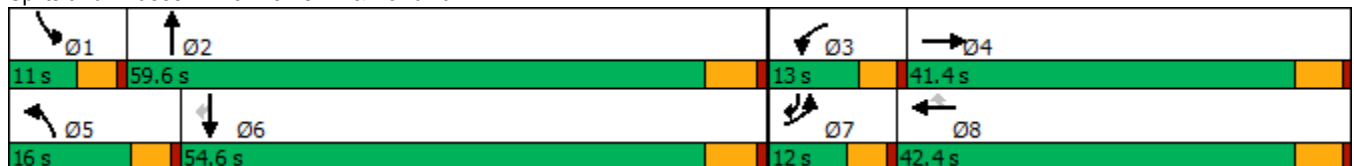


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	66	5	32	11	15	56	1201	17	1441	70
Future Volume (vph)	66	5	32	11	15	56	1201	17	1441	70
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	pm+ov
Protected Phases	7	4	3	8		5	2	1	6	7
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	41.4	9.6	28.4	28.4	9.6	39.8	9.6	41.8	9.6
Total Split (s)	12.0	41.4	13.0	42.4	42.4	16.0	59.6	11.0	54.6	12.0
Total Split (%)	9.6%	33.1%	10.4%	33.9%	33.9%	12.8%	47.7%	8.8%	43.7%	9.6%
Yellow Time (s)	3.6	4.4	3.6	4.4	4.4	3.6	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	5.4	4.6	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	13.9	6.8	13.8	13.8	8.0	40.3	6.2	34.1	44.0
Actuated g/C Ratio	0.11	0.18	0.09	0.18	0.18	0.10	0.53	0.08	0.45	0.58
v/c Ratio	0.36	0.19	0.22	0.03	0.04	0.32	0.49	0.12	0.68	0.08
Control Delay	46.8	8.5	45.6	33.8	0.2	44.9	13.8	46.8	20.1	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	8.5	45.6	33.8	0.2	44.9	13.8	46.8	20.1	1.6
LOS	D	A	D	C	A	D	B	D	C	A
Approach Delay		22.3		31.8			15.1		19.5	
Approach LOS		C		C			B		B	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 76.2
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 18.1
 Intersection LOS: B
 Intersection Capacity Utilization 55.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 19: Perris Bl. & Nandina Av.



HCM 6th Signalized Intersection Summary
 19: Perris Bl. & Nandina Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕	↕	↔	↕↕↕		↔	↕↕↕	↕
Traffic Volume (veh/h)	66	5	114	32	11	15	56	1201	29	17	1441	70
Future Volume (veh/h)	66	5	114	32	11	15	56	1201	29	17	1441	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	5	57	35	12	5	61	1305	23	18	1566	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	99	276	246	64	254	214	91	2304	41	133	2397	830
Arrive On Green	0.05	0.15	0.15	0.04	0.13	0.13	0.05	0.44	0.44	0.07	0.46	0.46
Sat Flow, veh/h	1810	1805	1610	1810	1900	1604	1810	5249	93	1810	5187	1607
Grp Volume(v), veh/h	72	5	57	35	12	5	61	860	468	18	1566	47
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1604	1810	1729	1883	1810	1729	1607
Q Serve(g_s), s	2.7	0.2	2.1	1.3	0.4	0.2	2.3	12.7	12.7	0.6	15.9	1.0
Cycle Q Clear(g_c), s	2.7	0.2	2.1	1.3	0.4	0.2	2.3	12.7	12.7	0.6	15.9	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	99	276	246	64	254	214	91	1518	827	133	2397	830
V/C Ratio(X)	0.73	0.02	0.23	0.54	0.05	0.02	0.67	0.57	0.57	0.14	0.65	0.06
Avail Cap(c_a), veh/h	196	953	850	223	1031	871	303	2730	1487	170	3714	1238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	24.5	25.4	32.3	25.7	25.7	31.8	14.3	14.3	29.6	14.1	8.2
Incr Delay (d2), s/veh	3.8	0.0	0.5	2.6	0.1	0.0	3.2	0.3	0.6	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.1	0.8	0.6	0.2	0.1	1.0	4.1	4.5	0.3	5.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	24.6	25.8	35.0	25.8	25.7	35.0	14.6	14.9	29.7	14.4	8.2
LnGrp LOS	D	C	C	C	C	C	C	B	B	C	B	A
Approach Vol, veh/h		134			52			1389			1631	
Approach Delay, s/veh		31.0			32.0			15.6			14.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	35.7	7.0	15.8	8.0	37.3	8.3	14.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	6.4	53.8	8.4	36.0	11.4	48.8	7.4	37.0				
Max Q Clear Time (g_c+I1), s	2.6	14.7	3.3	4.1	4.3	17.9	4.7	2.4				
Green Ext Time (p_c), s	0.0	10.5	0.0	0.3	0.0	13.6	0.0	0.0				

Intersection Summary

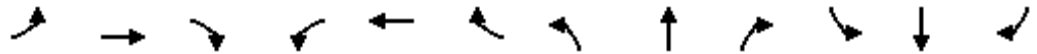
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Timings

Stoneridge Commerce Center SP (JN 13265)

20: Perris Bl. & Harley Knox Bl.

05/28/2020

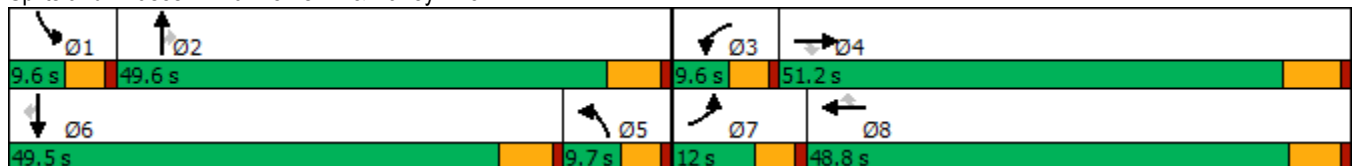


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (vph)	316	404	234	419	546	281	168	931	19	184	1138	333
Future Volume (vph)	316	404	234	419	546	281	168	931	19	184	1138	333
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	12.0	51.2	51.2	9.6	48.8	48.8	9.7	49.6	49.6	9.6	49.5	49.5
Total Split (%)	10.0%	42.7%	42.7%	8.0%	40.7%	40.7%	8.1%	41.3%	41.3%	8.0%	41.3%	41.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.7	22.6	22.6	5.2	20.6	20.6	5.3	32.0	32.0	5.2	31.9	31.9
Actuated g/C Ratio	0.09	0.26	0.26	0.06	0.24	0.24	0.06	0.37	0.37	0.06	0.37	0.37
v/c Ratio	2.16	0.47	0.47	2.18	0.48	0.61	0.86	0.53	0.03	0.96	0.65	0.51
Control Delay	564.2	28.7	13.3	570.1	29.7	19.2	79.1	23.4	0.1	97.9	25.4	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	564.2	28.7	13.3	570.1	29.7	19.2	79.1	23.4	0.1	97.9	25.4	12.3
LOS	F	C	B	F	C	B	E	C	A	F	C	B
Approach Delay		202.2			209.1			31.4			30.8	
Approach LOS		F			F			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 87
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.18
 Intersection Signal Delay: 108.4
 Intersection LOS: F
 Intersection Capacity Utilization 72.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑↑	↗
Traffic Volume (veh/h)	316	404	234	419	546	281	168	931	19	184	1138	333
Future Volume (veh/h)	316	404	234	419	546	281	168	931	19	184	1138	333
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	343	439	213	455	593	257	183	1012	17	200	1237	307
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	936	418	210	1196	367	214	1906	592	210	1825	566
Arrive On Green	0.09	0.26	0.26	0.06	0.23	0.23	0.06	0.37	0.37	0.06	0.35	0.35
Sat Flow, veh/h	1810	3610	1610	3510	5187	1589	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	343	439	213	455	593	257	183	1012	17	200	1237	307
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1729	1589	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	7.4	8.6	6.8	5.0	8.3	12.4	4.3	12.8	0.6	4.7	17.0	8.6
Cycle Q Clear(g_c), s	7.4	8.6	6.8	5.0	8.3	12.4	4.3	12.8	0.6	4.7	17.0	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	160	936	418	210	1196	367	214	1906	592	210	1825	566
V/C Ratio(X)	2.14	0.47	0.51	2.17	0.50	0.70	0.85	0.53	0.03	0.95	0.68	0.54
Avail Cap(c_a), veh/h	160	1943	867	210	2668	818	214	2718	844	210	2712	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	26.1	13.8	39.3	27.9	29.5	38.9	20.8	16.9	39.2	23.1	9.8
Incr Delay (d2), s/veh	533.8	0.4	1.0	540.6	0.3	2.4	25.9	0.2	0.0	48.2	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.8	3.4	3.3	17.8	3.2	4.6	2.5	4.7	0.2	3.3	6.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	571.9	26.5	14.8	579.9	28.3	32.0	64.8	21.0	16.9	87.4	23.5	10.6
LnGrp LOS	F	C	B	F	C	C	E	C	B	F	C	B
Approach Vol, veh/h		995			1305			1212			1744	
Approach Delay, s/veh		212.0			221.3			27.6			28.6	
Approach LOS		F			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	36.5	9.6	27.9	10.9	35.2	12.0	25.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	43.8	5.0	45.0	5.1	* 44	7.4	* 43				
Max Q Clear Time (g_c+I1), s	6.7	14.8	7.0	10.6	6.3	19.0	9.4	14.4				
Green Ext Time (p_c), s	0.0	7.4	0.0	3.4	0.0	10.3	0.0	4.9				

Intersection Summary

HCM 6th Ctrl Delay	110.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
21: Perris Bl. & Markham St.

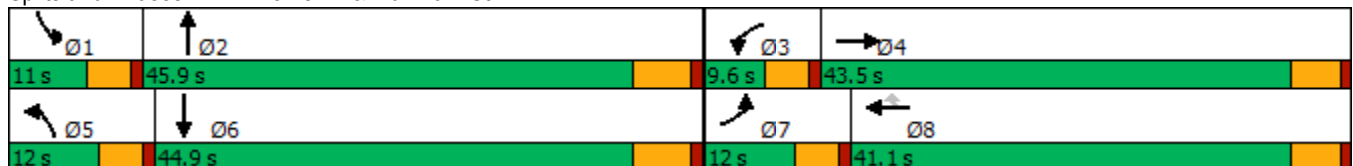


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↗	↖	↗	↖	↗
Traffic Volume (vph)	37	13	4	5	6	25	1308	106	1484
Future Volume (vph)	37	13	4	5	6	25	1308	106	1484
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	3	8		5	2	1	6
Permitted Phases					8				
Detector Phase	7	4	3	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	39.1	9.6	41.1	41.1	9.6	32.8	9.6	32.8
Total Split (s)	12.0	43.5	9.6	41.1	41.1	12.0	45.9	11.0	44.9
Total Split (%)	10.9%	39.5%	8.7%	37.4%	37.4%	10.9%	41.7%	10.0%	40.8%
Yellow Time (s)	3.6	4.1	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	4.6	5.1	5.1	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.4	16.6	5.5	14.3	14.3	6.1	32.5	7.0	42.9
Actuated g/C Ratio	0.09	0.24	0.08	0.20	0.20	0.09	0.46	0.10	0.61
v/c Ratio	0.23	0.09	0.03	0.01	0.01	0.16	0.59	0.60	0.49
Control Delay	41.8	8.9	43.2	26.6	0.0	41.6	18.1	53.2	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	8.9	43.2	26.6	0.0	41.6	18.1	53.2	15.1
LOS	D	A	D	C	A	D	B	D	B
Approach Delay		20.2		20.4			18.5		17.6
Approach LOS		C		C			B		B

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 69.9	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 55.2%	ICU Level of Service B
Analysis Period (min) 15	
























Splits and Phases: 21: Perris Bl. & Markham St.



HCM 6th Signalized Intersection Summary
21: Perris Bl. & Markham St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	13	58	4	5	6	25	1308	60	106	1484	32
Future Volume (veh/h)	37	13	58	4	5	6	25	1308	60	106	1484	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	13	38	4	5	4	26	1348	62	109	1530	33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	263	234	10	212	179	53	2138	98	140	2450	53
Arrive On Green	0.04	0.15	0.15	0.01	0.11	0.11	0.03	0.42	0.42	0.08	0.47	0.47
Sat Flow, veh/h	1810	1805	1610	1810	1900	1610	1810	5076	233	1810	5222	113
Grp Volume(v), veh/h	38	13	38	4	5	4	26	918	492	109	1013	550
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1852	1810	1729	1877
Q Serve(g_s), s	1.2	0.4	1.2	0.1	0.1	0.1	0.8	12.0	12.0	3.4	12.6	12.6
Cycle Q Clear(g_c), s	1.2	0.4	1.2	0.1	0.1	0.1	0.8	12.0	12.0	3.4	12.6	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.06
Lane Grp Cap(c), veh/h	72	263	234	10	212	179	53	1456	780	140	1622	881
V/C Ratio(X)	0.53	0.05	0.16	0.41	0.02	0.02	0.49	0.63	0.63	0.78	0.62	0.62
Avail Cap(c_a), veh/h	233	1208	1077	158	1192	1010	233	2416	1294	202	2356	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	21.1	21.5	28.4	22.7	22.7	27.4	13.1	13.1	26.0	11.4	11.4
Incr Delay (d2), s/veh	2.3	0.1	0.3	10.0	0.0	0.0	2.5	0.5	0.8	6.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.4	0.1	0.1	0.0	0.4	3.6	4.0	1.5	3.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	21.2	21.8	38.4	22.8	22.8	29.9	13.5	13.9	32.4	11.8	12.2
LnGrp LOS	C	C	C	D	C	C	C	B	B	C	B	B
Approach Vol, veh/h		89			13			1436			1672	
Approach Delay, s/veh		24.9			27.6			14.0			13.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	30.0	4.9	13.5	6.3	32.7	6.9	11.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.1	4.6	5.8	4.6	5.1				
Max Green Setting (Gmax), s	6.4	40.1	5.0	38.4	7.4	39.1	7.4	36.0				
Max Q Clear Time (g_c+I1), s	5.4	14.0	2.1	3.2	2.8	14.6	3.2	2.1				
Green Ext Time (p_c), s	0.0	10.1	0.0	0.2	0.0	11.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

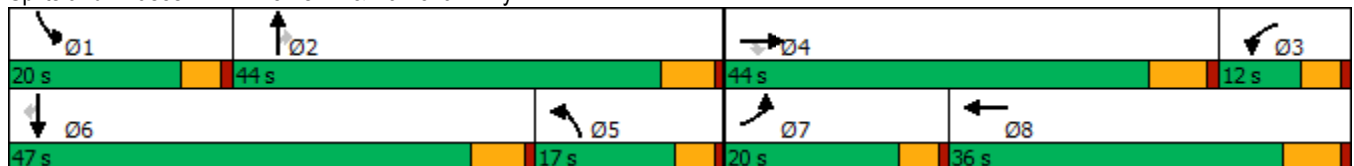
Timings
22: Perris Bl. & Ramona Exwy.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	430	1510	384	187	998	233	649	246	379	835	281	
Future Volume (vph)	430	1510	384	187	998	233	649	246	379	835	281	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4		3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	38.8	38.8	9.6	41.8	41.8	
Total Split (s)	20.0	44.0	44.0	12.0	36.0	17.0	44.0	44.0	20.0	47.0	47.0	
Total Split (%)	16.7%	36.7%	36.7%	10.0%	30.0%	14.2%	36.7%	36.7%	16.7%	39.2%	39.2%	
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	15.5	37.9	37.9	7.5	29.9	11.0	30.0	30.0	14.8	33.8	33.8	
Actuated g/C Ratio	0.14	0.34	0.34	0.07	0.27	0.10	0.27	0.27	0.13	0.30	0.30	
v/c Ratio	0.91	0.88	0.56	0.82	0.94	0.70	0.69	0.46	0.84	0.79	0.46	
Control Delay	72.8	42.9	14.6	79.0	52.9	60.9	40.3	14.1	65.2	41.2	11.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	72.8	42.9	14.6	79.0	52.9	60.9	40.3	14.1	65.2	41.2	11.9	
LOS	E	D	B	E	D	E	D	B	E	D	B	
Approach Delay		43.7			56.3		38.8			41.8		
Approach LOS		D			E		D			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111.5
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 45.3
 Intersection LOS: D
 Intersection Capacity Utilization 85.6%
 ICU Level of Service E
 Analysis Period (min) 15


































Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	430	1510	384	187	998	263	233	649	246	379	835	281
Future Volume (veh/h)	430	1510	384	187	998	263	233	649	246	379	835	281
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	443	1557	296	193	1029	258	240	669	203	391	861	216
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	492	1741	539	237	1146	287	303	941	419	452	1054	469
Arrive On Green	0.14	0.34	0.34	0.07	0.28	0.28	0.09	0.26	0.26	0.13	0.29	0.29
Sat Flow, veh/h	3510	5187	1607	3510	4131	1034	3510	3610	1608	3510	3610	1605
Grp Volume(v), veh/h	443	1557	296	193	861	426	240	669	203	391	861	216
Grp Sat Flow(s),veh/h/ln	1755	1729	1607	1755	1729	1707	1755	1805	1608	1755	1805	1605
Q Serve(g_s), s	13.6	31.3	16.5	6.0	26.3	26.4	7.4	18.5	8.9	12.0	24.3	8.1
Cycle Q Clear(g_c), s	13.6	31.3	16.5	6.0	26.3	26.4	7.4	18.5	8.9	12.0	24.3	8.1
Prop In Lane	1.00		1.00	1.00		0.61	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	492	1741	539	237	959	473	303	941	419	452	1054	469
V/C Ratio(X)	0.90	0.89	0.55	0.82	0.90	0.90	0.79	0.71	0.48	0.87	0.82	0.46
Avail Cap(c_a), veh/h	492	1786	553	237	959	473	396	1256	560	492	1355	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	34.6	29.7	50.5	38.2	38.2	49.2	36.8	19.9	46.9	36.1	14.2
Incr Delay (d2), s/veh	18.9	6.2	1.1	18.2	11.2	19.9	5.8	1.2	0.9	13.1	3.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	13.2	6.1	3.1	12.0	13.0	3.4	8.0	3.2	5.9	10.7	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	40.8	30.8	68.8	49.3	58.1	55.0	38.1	20.8	60.0	39.3	14.9
LnGrp LOS	E	D	C	E	D	E	D	D	C	E	D	B
Approach Vol, veh/h		2296			1480			1112			1468	
Approach Delay, s/veh		44.2			54.4			38.6			41.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	34.4	13.6	43.0	15.3	37.9	20.0	36.6				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	15.4	38.2	7.4	* 38	12.4	* 41	15.4	29.8				
Max Q Clear Time (g_c+I1), s	14.0	20.5	8.0	33.3	9.4	26.3	15.6	28.4				
Green Ext Time (p_c), s	0.1	4.5	0.0	3.6	0.1	5.5	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

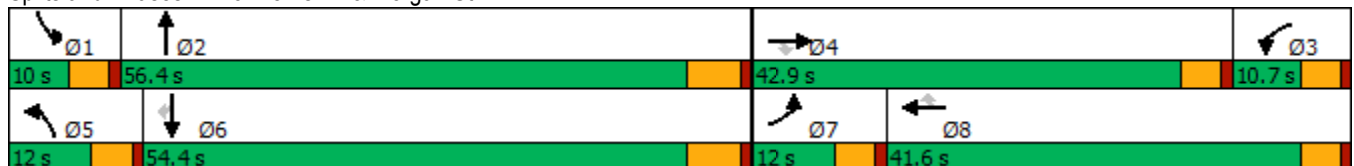


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑	↘	↑↑	↗
Traffic Volume (vph)	48	25	26	32	8	13	42	1081	7	1389	35
Future Volume (vph)	48	25	26	32	8	13	42	1081	7	1389	35
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	35.6	35.6	9.6	41.6	41.6	9.6	27.8	9.6	33.8	33.8
Total Split (s)	12.0	42.9	42.9	10.7	41.6	41.6	12.0	56.4	10.0	54.4	54.4
Total Split (%)	10.0%	35.8%	35.8%	8.9%	34.7%	34.7%	10.0%	47.0%	8.3%	45.3%	45.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.8	15.1	15.1	7.9	15.9	15.9	7.3	57.5	6.3	53.4	53.4
Actuated g/C Ratio	0.13	0.20	0.20	0.10	0.21	0.21	0.09	0.75	0.08	0.69	0.69
v/c Ratio	0.22	0.04	0.07	0.18	0.02	0.03	0.26	0.30	0.05	0.58	0.03
Control Delay	45.0	35.0	0.3	45.7	32.9	0.2	49.1	10.2	49.6	18.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	35.0	0.3	45.7	32.9	0.2	49.1	10.2	49.6	18.3	0.1
LOS	D	C	A	D	C	A	D	B	D	B	A
Approach Delay		30.9			32.5			11.6		18.0	
Approach LOS		C			C			B		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 77.1
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 16.1
 Intersection LOS: B
 Intersection Capacity Utilization 63.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 23: Perris Bl. & Morgan St.



HCM 6th Signalized Intersection Summary
 23: Perris Bl. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑	↗	↘	↑↑↑		↘	↑↑	↗
Traffic Volume (veh/h)	48	25	26	32	8	13	42	1081	14	7	1389	35
Future Volume (veh/h)	48	25	26	32	8	13	42	1081	14	7	1389	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	26	10	34	8	5	44	1138	13	7	1462	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	81	442	197	67	218	184	74	2913	33	16	1874	818
Arrive On Green	0.04	0.12	0.12	0.04	0.11	0.11	0.04	0.55	0.55	0.01	0.52	0.52
Sat Flow, veh/h	1810	3610	1610	1810	1900	1610	1810	5286	60	1810	3610	1575
Grp Volume(v), veh/h	51	26	10	34	8	5	44	744	407	7	1462	31
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1900	1610	1810	1729	1888	1810	1805	1575
Q Serve(g_s), s	1.9	0.4	0.3	1.3	0.3	0.2	1.7	8.6	8.6	0.3	22.9	0.7
Cycle Q Clear(g_c), s	1.9	0.4	0.3	1.3	0.3	0.2	1.7	8.6	8.6	0.3	22.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	81	442	197	67	218	184	74	1906	1041	16	1874	818
V/C Ratio(X)	0.63	0.06	0.05	0.51	0.04	0.03	0.59	0.39	0.39	0.43	0.78	0.04
Avail Cap(c_a), veh/h	192	1977	882	158	1005	852	192	2502	1366	140	2509	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	27.1	17.5	33.0	27.5	27.5	32.9	9.0	9.0	34.5	13.6	8.2
Incr Delay (d2), s/veh	2.9	0.1	0.1	2.2	0.1	0.1	2.8	0.1	0.2	6.3	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.1	0.6	0.1	0.1	0.7	2.5	2.7	0.1	7.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	27.2	17.6	35.3	27.6	27.6	35.7	9.1	9.2	40.8	14.7	8.3
LnGrp LOS	D	C	B	D	C	C	D	A	A	D	B	A
Approach Vol, veh/h		87			47			1195			1500	
Approach Delay, s/veh		31.1			33.1			10.1			14.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	44.3	7.2	13.2	7.5	42.1	7.7	12.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	5.4	50.6	6.1	38.3	7.4	48.6	7.4	37.0				
Max Q Clear Time (g_c+1), s	2.3	10.6	3.3	2.4	3.7	24.9	3.9	2.3				
Green Ext Time (p_c), s	0.0	8.5	0.0	0.1	0.0	11.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Timings
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

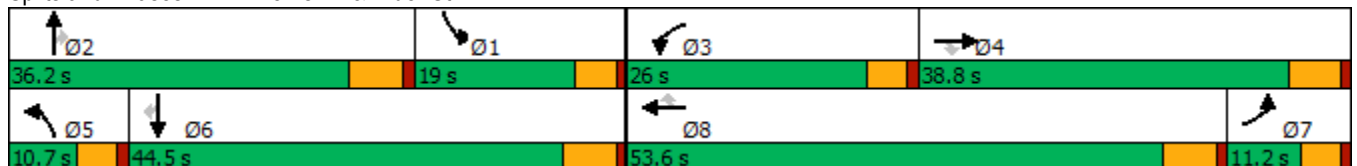
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	279	144	256	107	131	33	973	237	153	1325	37
Future Volume (vph)	58	279	144	256	107	131	33	973	237	153	1325	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	38.8	38.8	9.6	42.8	42.8	9.6	34.8	34.8	9.6	34.8	34.8
Total Split (s)	11.2	38.8	38.8	26.0	53.6	53.6	10.7	36.2	36.2	19.0	44.5	44.5
Total Split (%)	9.3%	32.3%	32.3%	21.7%	44.7%	44.7%	8.9%	30.2%	30.2%	15.8%	37.1%	37.1%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.6	15.8	15.8	18.2	19.1	19.1	5.8	26.4	26.4	12.3	37.7	37.7
Actuated g/C Ratio	0.19	0.17	0.17	0.19	0.20	0.20	0.06	0.28	0.28	0.13	0.40	0.40
v/c Ratio	0.18	0.48	0.37	0.77	0.15	0.30	0.31	0.70	0.41	0.68	0.67	0.05
Control Delay	36.8	39.0	7.4	53.9	36.2	3.7	56.2	34.7	9.5	57.6	27.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	39.0	7.4	53.9	36.2	3.7	56.2	34.7	9.5	57.6	27.5	0.1
LOS	D	D	A	D	D	A	E	C	A	E	C	A
Approach Delay		29.3			36.8			30.5			29.9	
Approach LOS		C			D			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 30.9
 Intersection LOS: C
 Intersection Capacity Utilization 70.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 24: Perris Bl. & Rider St.



HCM 6th Signalized Intersection Summary
24: Perris Bl. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	58	279	144	256	107	131	33	973	237	153	1325	37
Future Volume (veh/h)	58	279	144	256	107	131	33	973	237	153	1325	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	291	103	267	111	70	34	1014	164	159	1380	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	280	512	228	312	518	231	61	1479	458	198	1954	599
Arrive On Green	0.15	0.14	0.14	0.17	0.14	0.14	0.03	0.29	0.29	0.11	0.38	0.38
Sat Flow, veh/h	1810	3610	1603	1810	3610	1607	1810	5187	1607	1810	5187	1590
Grp Volume(v), veh/h	60	291	103	267	111	70	34	1014	164	159	1380	23
Grp Sat Flow(s),veh/h/ln	1810	1805	1603	1810	1805	1607	1810	1729	1607	1810	1729	1590
Q Serve(g_s), s	2.2	5.7	4.5	10.8	2.1	2.9	1.4	13.1	3.5	6.5	17.1	0.3
Cycle Q Clear(g_c), s	2.2	5.7	4.5	10.8	2.1	2.9	1.4	13.1	3.5	6.5	17.1	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	512	228	312	518	231	61	1479	458	198	1954	599
V/C Ratio(X)	0.21	0.57	0.45	0.86	0.21	0.30	0.56	0.69	0.36	0.80	0.71	0.04
Avail Cap(c_a), veh/h	280	1576	700	512	2284	1016	146	2087	646	345	2656	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	30.3	29.7	30.4	28.6	29.0	36.0	24.0	6.9	32.9	20.0	3.8
Incr Delay (d2), s/veh	0.1	1.0	1.4	3.9	0.2	0.7	2.9	0.6	0.5	2.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.4	1.7	4.7	0.8	1.1	0.6	4.9	2.0	2.8	6.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	31.2	31.1	34.2	28.8	29.7	38.9	24.6	7.4	35.7	20.5	3.8
LnGrp LOS	C	C	C	C	C	C	D	C	A	D	C	A
Approach Vol, veh/h		454			448			1212			1562	
Approach Delay, s/veh		30.8			32.2			22.6			21.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	27.3	17.6	16.5	7.2	34.3	17.5	16.7				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	5.8	4.6	5.8	5.8	* 5.8				
Max Green Setting (Gmax), s	14.4	* 30	21.4	33.0	6.1	38.7	6.6	* 48				
Max Q Clear Time (g_c+I1), s	8.5	15.1	12.8	7.7	3.4	19.1	4.2	4.9				
Green Ext Time (p_c), s	0.1	6.3	0.2	2.0	0.0	9.3	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

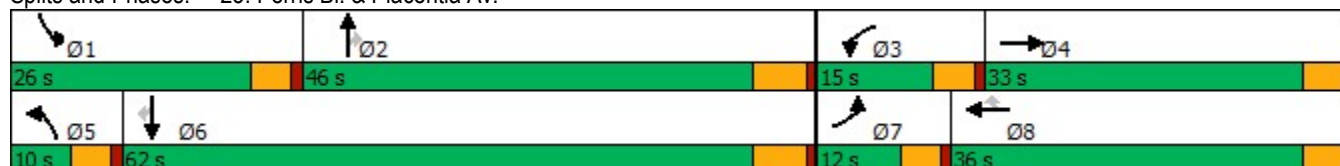


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	37	305	105	322	147	185	1134	147	197	1551	28
Future Volume (vph)	37	305	105	322	147	185	1134	147	197	1551	28
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2		1	6	
Permitted Phases					8			2			6
Detector Phase	7	4	3	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	34.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	12.0	33.0	15.0	36.0	36.0	10.0	46.0	46.0	26.0	62.0	62.0
Total Split (%)	10.0%	27.5%	12.5%	30.0%	30.0%	8.3%	38.3%	38.3%	21.7%	51.7%	51.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	28.4	9.9	33.6	33.6	5.4	43.7	43.7	17.9	56.2	56.2
Actuated g/C Ratio	0.06	0.24	0.08	0.28	0.28	0.05	0.37	0.37	0.15	0.47	0.47
v/c Ratio	0.41	1.23	0.79	0.67	0.29	2.54	0.95	0.24	0.81	1.01	0.04
Control Delay	67.3	160.3	87.7	46.2	6.6	746.9	53.9	7.6	71.4	57.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	160.3	87.7	46.2	6.6	746.9	53.9	7.6	71.4	57.5	0.1
LOS	E	F	F	D	A	F	D	A	E	E	A
Approach Delay		153.8		43.7			136.9			58.1	
Approach LOS		F		D			F			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.5
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.54
 Intersection Signal Delay: 94.5
 Intersection LOS: F
 Intersection Capacity Utilization 102.7%
 ICU Level of Service G
 Analysis Period (min) 15

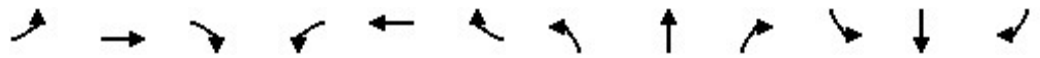
Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	305	187	105	322	147	185	1134	147	197	1551	28
Future Volume (veh/h)	37	305	187	105	322	147	185	1134	147	197	1551	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	339	204	117	358	46	206	1260	154	219	1723	25
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	265	160	143	544	461	82	1375	613	247	1705	760
Arrive On Green	0.03	0.24	0.24	0.08	0.29	0.29	0.05	0.38	0.38	0.14	0.47	0.47
Sat Flow, veh/h	1810	1111	669	1810	1900	1610	1810	3610	1610	1810	3610	1608
Grp Volume(v), veh/h	41	0	543	117	358	46	206	1260	154	219	1723	25
Grp Sat Flow(s),veh/h/ln	1810	0	1780	1810	1900	1610	1810	1805	1610	1810	1805	1608
Q Serve(g_s), s	2.7	0.0	28.4	7.6	19.7	2.5	5.4	39.5	7.8	14.1	56.2	1.0
Cycle Q Clear(g_c), s	2.7	0.0	28.4	7.6	19.7	2.5	5.4	39.5	7.8	14.1	56.2	1.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	0	425	143	544	461	82	1375	613	247	1705	760
V/C Ratio(X)	0.73	0.00	1.28	0.82	0.66	0.10	2.51	0.92	0.25	0.89	1.01	0.03
Avail Cap(c_a), veh/h	113	0	425	158	544	461	82	1375	613	325	1705	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	0.0	45.3	54.0	37.3	31.2	56.8	35.0	25.2	50.4	31.4	16.8
Incr Delay (d2), s/veh	6.5	0.0	142.4	23.2	2.9	0.1	713.5	9.8	0.2	16.8	24.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	29.3	4.4	9.7	1.0	18.7	18.2	3.1	7.4	28.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	0.0	187.7	77.2	40.2	31.3	770.3	44.9	25.4	67.3	55.8	16.8
LnGrp LOS	E	A	F	E	D	C	F	D	C	E	F	B
Approach Vol, veh/h		584			521			1620			1967	
Approach Delay, s/veh		179.0			47.7			135.3			56.6	
Approach LOS		F			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.9	51.1	14.0	33.0	10.0	62.0	8.3	38.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	21.4	40.2	10.4	28.4	5.4	56.2	7.4	31.4				
Max Q Clear Time (g_c+I1), s	16.1	41.5	9.6	30.4	7.4	58.2	4.7	21.7				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			98.0									
HCM 6th LOS			F									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

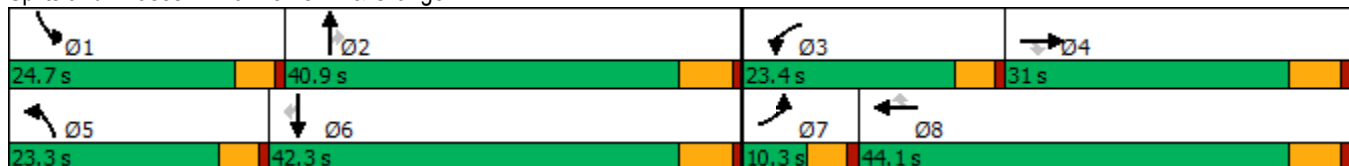


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	131	376	285	274	282	91	246	1118	240	195	1410	54
Future Volume (vph)	131	376	285	274	282	91	246	1118	240	195	1410	54
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	28.8	9.6	23.8	23.8	9.6	32.8	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.0	31.0	23.4	44.1	44.1	23.3	40.9	40.9	24.7	42.3	42.3
Total Split (%)	8.6%	25.8%	25.8%	19.5%	36.8%	36.8%	19.4%	34.1%	34.1%	20.6%	35.3%	35.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.7	25.2	25.2	18.8	38.3	38.3	18.5	37.9	37.9	17.0	36.5	36.5
Actuated g/C Ratio	0.05	0.21	0.21	0.16	0.32	0.32	0.15	0.32	0.32	0.14	0.30	0.30
v/c Ratio	1.64	1.00	0.53	1.03	0.26	0.17	0.94	1.04	0.40	0.81	1.36	0.10
Control Delay	366.7	92.9	8.1	111.1	31.0	5.0	91.8	78.1	11.5	72.7	203.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	366.7	92.9	8.1	111.1	31.0	5.0	91.8	78.1	11.5	72.7	203.6	0.3
LOS	F	F	A	F	C	A	F	E	B	E	F	A
Approach Delay		107.6			61.2			70.3			181.6	
Approach LOS		F			E			E			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.8
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.64
 Intersection Signal Delay: 114.6
 Intersection LOS: F
 Intersection Capacity Utilization 104.9%
 ICU Level of Service G
 Analysis Period (min) 15

























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	376	285	274	282	91	246	1118	240	195	1410	54
Future Volume (veh/h)	131	376	285	274	282	91	246	1118	240	195	1410	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	400	216	291	300	70	262	1189	216	207	1500	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	86	399	337	283	1152	510	282	1192	530	235	1098	489
Arrive On Green	0.05	0.21	0.21	0.16	0.32	0.32	0.16	0.33	0.33	0.13	0.30	0.30
Sat Flow, veh/h	1810	1900	1603	1810	3610	1598	1810	3610	1606	1810	3610	1609
Grp Volume(v), veh/h	139	400	216	291	300	70	262	1189	216	207	1500	34
Grp Sat Flow(s),veh/h/ln	1810	1900	1603	1810	1805	1598	1810	1805	1606	1810	1805	1609
Q Serve(g_s), s	5.7	25.2	14.8	18.8	7.4	3.7	17.2	39.5	12.5	13.5	36.5	1.8
Cycle Q Clear(g_c), s	5.7	25.2	14.8	18.8	7.4	3.7	17.2	39.5	12.5	13.5	36.5	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	399	337	283	1152	510	282	1192	530	235	1098	489
V/C Ratio(X)	1.62	1.00	0.64	1.03	0.26	0.14	0.93	1.00	0.41	0.88	1.37	0.07
Avail Cap(c_a), veh/h	86	399	337	283	1152	510	282	1192	530	303	1098	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	47.4	43.3	50.6	30.3	29.1	50.0	40.1	31.1	51.3	41.8	29.7
Incr Delay (d2), s/veh	324.7	45.7	4.1	60.4	0.1	0.1	34.8	25.5	0.5	17.7	170.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	16.6	6.1	13.0	3.1	1.4	10.3	20.8	4.8	7.1	41.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	381.8	93.1	47.4	111.0	30.5	29.2	84.8	65.6	31.6	69.0	212.4	29.7
LnGrp LOS	F	F	D	F	C	C	F	E	C	E	F	C
Approach Vol, veh/h		755			661			1667			1741	
Approach Delay, s/veh		133.2			65.8			64.2			191.8	
Approach LOS		F			E			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.2	45.4	23.4	31.0	23.3	42.3	10.3	44.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	20.1	35.1	18.8	25.2	18.7	36.5	5.7	38.3				
Max Q Clear Time (g_c+I1), s	15.5	41.5	20.8	27.2	19.2	38.5	7.7	9.4				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay	121.3											
HCM 6th LOS	F											

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

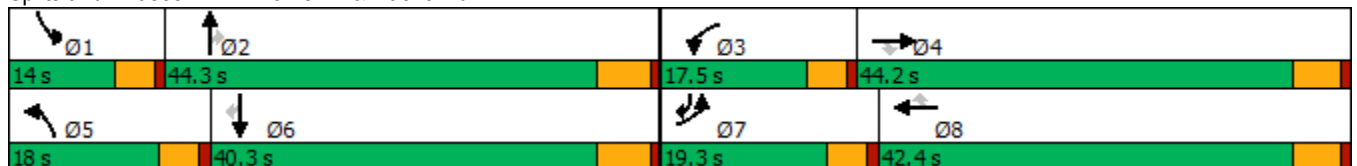
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	485	548	297	198	308	157	217	887	268	254	1206	399
Future Volume (vph)	485	548	297	198	308	157	217	887	268	254	1206	399
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	19.3	44.2	44.2	17.5	42.4	42.4	18.0	44.3	44.3	14.0	40.3	19.3
Total Split (%)	16.1%	36.8%	36.8%	14.6%	35.3%	35.3%	15.0%	36.9%	36.9%	11.7%	33.6%	16.1%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.8	25.6	25.6	10.4	21.2	21.2	13.5	38.8	38.8	9.5	34.8	50.8
Actuated g/C Ratio	0.14	0.24	0.24	0.10	0.20	0.20	0.13	0.37	0.37	0.09	0.33	0.48
v/c Ratio	1.06	0.67	0.60	0.62	0.45	0.37	1.00	0.71	0.44	0.86	1.08	0.28
Control Delay	100.6	39.4	17.8	54.6	37.8	7.3	108.2	33.4	14.5	74.4	86.6	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.6	39.4	17.8	54.6	37.8	7.3	108.2	33.4	14.5	74.4	86.6	4.0
LOS	F	D	B	D	D	A	F	C	B	E	F	A
Approach Delay		56.9			35.6			41.5			67.2	
Approach LOS		E			D			D			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 104.8	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 53.8	Intersection LOS: D
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	485	548	297	198	308	157	217	887	268	254	1206	399
Future Volume (veh/h)	485	548	297	198	308	157	217	887	268	254	1206	399
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	522	589	259	213	331	106	233	954	255	273	1297	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	481	1023	445	279	815	355	226	1297	559	308	1162	1281
Arrive On Green	0.14	0.28	0.28	0.08	0.23	0.23	0.13	0.36	0.36	0.09	0.32	0.32
Sat Flow, veh/h	3510	3610	1569	3510	3610	1572	1810	3610	1555	3510	3610	2772
Grp Volume(v), veh/h	522	589	259	213	331	106	233	954	255	273	1297	240
Grp Sat Flow(s),veh/h/ln	1755	1805	1569	1755	1805	1572	1810	1805	1555	1755	1805	1386
Q Serve(g_s), s	14.7	15.0	15.2	6.4	8.4	6.0	13.4	24.7	13.5	8.2	34.5	5.5
Cycle Q Clear(g_c), s	14.7	15.0	15.2	6.4	8.4	6.0	13.4	24.7	13.5	8.2	34.5	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	481	1023	445	279	815	355	226	1297	559	308	1162	1281
V/C Ratio(X)	1.08	0.58	0.58	0.76	0.41	0.30	1.03	0.74	0.46	0.89	1.12	0.19
Avail Cap(c_a), veh/h	481	1307	568	422	1246	542	226	1297	559	308	1162	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	32.9	33.0	48.4	35.4	34.5	46.9	29.9	26.3	48.4	36.3	17.2
Incr Delay (d2), s/veh	65.7	0.5	1.2	1.8	0.3	0.5	67.9	2.2	0.6	24.5	64.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	6.4	5.7	2.8	3.6	2.3	10.1	10.5	4.9	4.5	24.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.0	33.4	34.2	50.2	35.7	34.9	114.8	32.1	26.9	72.9	100.8	17.2
LnGrp LOS	F	C	C	D	D	C	F	C	C	E	F	B
Approach Vol, veh/h		1370			650			1442			1810	
Approach Delay, s/veh		63.5			40.3			44.6			85.5	
Approach LOS		E			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	44.3	13.1	35.8	18.0	40.3	19.3	29.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	9.4	38.5	12.9	38.8	13.4	34.5	14.7	37.0				
Max Q Clear Time (g_c+I1), s	10.2	26.7	8.4	17.2	15.4	36.5	16.7	10.4				
Green Ext Time (p_c), s	0.0	5.4	0.2	4.7	0.0	0.0	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay				63.0								
HCM 6th LOS				E								

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

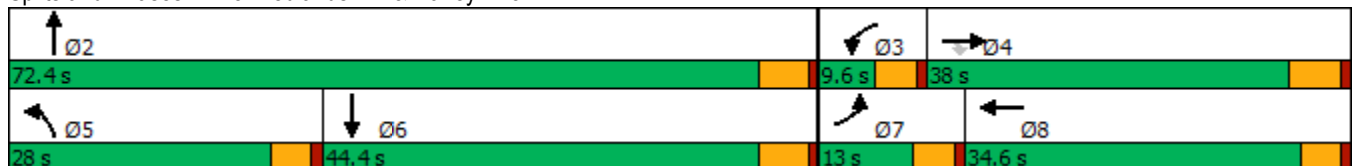


Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖	↕	↕		
Traffic Volume (vph)	61	545	157	10	2		
Future Volume (vph)	61	545	157	10	2		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	13.0	38.0	28.0	72.4	44.4	9.6	34.6
Total Split (%)	10.8%	31.7%	23.3%	60.3%	37.0%	8%	29%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	10.9	20.6	13.4	22.1	17.1		
Actuated g/C Ratio	0.23	0.44	0.29	0.47	0.37		
v/c Ratio	0.16	0.44	0.32	0.01	0.02		
Control Delay	27.2	1.1	23.8	8.2	0.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	27.2	1.1	23.8	8.2	0.0		
LOS	C	A	C	A	A		
Approach Delay				22.8			
Approach LOS				C			

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 46.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 7.6
 Intersection LOS: A
 Intersection Capacity Utilization 51.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↗			↑↗	
Traffic Volume (veh/h)	61	0	545	0	0	0	157	10	0	0	2	23
Future Volume (veh/h)	61	0	545	0	0	0	157	10	0	0	2	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	65	0	421	0	0	0	167	11	0	0	2	18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	122	634	537	5	246	0	221	1203	0	0	135	120
Arrive On Green	0.07	0.00	0.33	0.00	0.00	0.00	0.12	0.33	0.00	0.00	0.07	0.07
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	1810	3705	0	0	1900	1610
Grp Volume(v), veh/h	65	0	421	0	0	0	167	11	0	0	2	18
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1810	1805	0	0	1805	1610
Q Serve(g_s), s	1.2	0.0	7.9	0.0	0.0	0.0	3.0	0.1	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	1.2	0.0	7.9	0.0	0.0	0.0	3.0	0.1	0.0	0.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	122	634	537	5	246	0	221	1203	0	0	135	120
V/C Ratio(X)	0.53	0.00	0.78	0.00	0.00	0.00	0.76	0.01	0.00	0.00	0.01	0.15
Avail Cap(c_a), veh/h	452	1818	1541	269	1694	0	1258	7188	0	0	2092	1866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	10.1	0.0	0.0	0.0	14.3	7.5	0.0	0.0	14.4	14.6
Incr Delay (d2), s/veh	1.3	0.0	2.5	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.4	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	12.7	0.0	0.0	0.0	16.3	7.5	0.0	0.0	14.5	15.1
LnGrp LOS	B	A	B	A	A	A	B	A	A	A	B	B
Approach Vol, veh/h		486			0			178			20	
Approach Delay, s/veh		13.2			0.0			15.8			15.1	
Approach LOS		B						B			B	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		16.6	0.0	17.0	8.7	7.9	6.9	10.2				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		67.0	5.0	32.2	23.4	39.0	8.4	* 30				
Max Q Clear Time (g_c+I1), s		2.1	0.0	9.9	5.0	2.4	3.2	0.0				
Green Ext Time (p_c), s		0.0	0.0	1.4	0.2	0.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Intersection Delay, s/veh 9.5

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	150	8	154	294	10
Future Vol, veh/h	14	150	8	154	294	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	163	9	167	320	11
Number of Lanes	1	1	1	2	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	3
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	3	0	2
HCM Control Delay	9.4	8.3	10.1
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	91%
Vol Right, %	0%	0%	0%	0%	100%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	77	77	14	150	196	108
LT Vol	8	0	0	14	0	0	0
Through Vol	0	77	77	0	0	196	98
RT Vol	0	0	0	0	150	0	10
Lane Flow Rate	9	84	84	15	163	213	117
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.015	0.132	0.092	0.027	0.23	0.316	0.172
Departure Headway (Hd)	6.182	5.678	3.965	6.278	5.076	5.335	5.27
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	575	627	891	567	701	669	676
Service Time	3.961	3.457	1.743	4.053	2.851	3.108	3.042
HCM Lane V/C Ratio	0.016	0.134	0.094	0.026	0.233	0.318	0.173
HCM Control Delay	9.1	9.3	7.2	9.2	9.4	10.6	9.1
HCM Lane LOS	A	A	A	A	A	B	A
HCM 95th-tile Q	0	0.5	0.3	0.1	0.9	1.4	0.6

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

05/28/2020

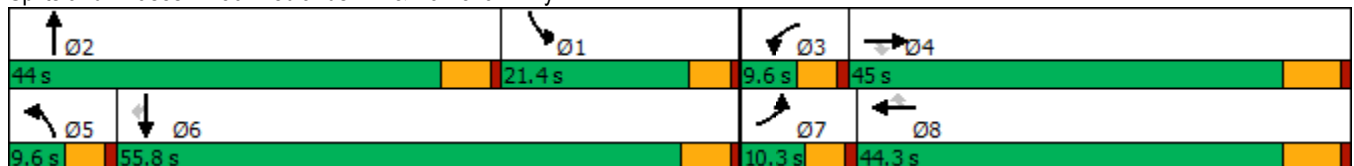


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↗	↖	↑	↗
Traffic Volume (vph)	42	1936	97	95	1376	132	35	16	301	138	128
Future Volume (vph)	42	1936	97	95	1376	132	35	16	301	138	128
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	27.2	9.6	43.4	9.6	23.4	23.4
Total Split (s)	10.3	45.0	45.0	9.6	44.3	44.3	9.6	44.0	21.4	55.8	55.8
Total Split (%)	8.6%	37.5%	37.5%	8.0%	36.9%	36.9%	8.0%	36.7%	17.8%	46.5%	46.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	5.2	3.6	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	6.2	4.6	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	39.2	39.2	5.1	40.7	40.7	5.1	14.7	17.0	30.7	30.7
Actuated g/C Ratio	0.06	0.40	0.40	0.05	0.42	0.42	0.05	0.15	0.18	0.32	0.32
v/c Ratio	0.44	1.00	0.14	1.11	0.69	0.19	0.41	0.35	1.04	0.25	0.23
Control Delay	60.8	50.2	1.6	168.8	27.0	4.1	60.9	12.2	101.4	26.4	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.8	50.2	1.6	168.8	27.0	4.1	60.9	12.2	101.4	26.4	5.0
LOS	E	D	A	F	C	A	E	B	F	C	A
Approach Delay		48.2			33.5			24.3		61.4	
Approach LOS		D			C			C		E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 43.8	Intersection LOS: D
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	1936	97	95	1376	132	35	16	90	301	138	128
Future Volume (veh/h)	42	1936	97	95	1376	132	35	16	90	301	138	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	2104	100	103	1496	128	38	17	39	327	150	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	2182	676	98	2269	704	61	56	128	330	505	428
Arrive On Green	0.04	0.42	0.42	0.05	0.44	0.44	0.03	0.11	0.11	0.18	0.27	0.27
Sat Flow, veh/h	1810	5187	1606	1810	5187	1610	1810	513	1176	1810	1900	1610
Grp Volume(v), veh/h	46	2104	100	103	1496	128	38	0	56	327	150	125
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1729	1610	1810	0	1688	1810	1900	1610
Q Serve(g_s), s	2.3	36.4	3.5	5.0	21.0	2.0	1.9	0.0	2.8	16.6	5.8	5.7
Cycle Q Clear(g_c), s	2.3	36.4	3.5	5.0	21.0	2.0	1.9	0.0	2.8	16.6	5.8	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	68	2182	676	98	2269	704	61	0	183	330	505	428
V/C Ratio(X)	0.68	0.96	0.15	1.05	0.66	0.18	0.62	0.00	0.31	0.99	0.30	0.29
Avail Cap(c_a), veh/h	112	2183	676	98	2269	704	98	0	707	330	1039	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	26.0	16.5	43.6	20.5	3.2	44.0	0.0	37.9	37.6	27.0	26.9
Incr Delay (d2), s/veh	4.3	12.0	0.1	104.8	0.7	0.1	3.8	0.0	0.9	47.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	15.4	1.2	5.0	7.6	1.4	0.9	0.0	1.2	11.3	2.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	38.0	16.6	148.4	21.2	3.4	47.8	0.0	38.8	84.7	27.3	27.3
LnGrp LOS	D	D	B	F	C	A	D	A	D	F	C	C
Approach Vol, veh/h		2250			1727			94			602	
Approach Delay, s/veh		37.3			27.5			42.4			58.5	
Approach LOS		D			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.2	15.4	9.6	45.0	7.7	29.9	8.1	46.5				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	16.8	* 39	5.0	38.8	5.0	50.4	5.7	38.1				
Max Q Clear Time (g_c+I1), s	18.6	4.8	7.0	38.4	3.9	7.8	4.3	23.0				
Green Ext Time (p_c), s	0.0	0.3	0.0	0.3	0.0	1.2	0.0	8.7				

Intersection Summary

HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	10	6	5	23	8	16	130	0	8	330	41
Future Vol, veh/h	59	10	6	5	23	8	16	130	0	8	330	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	64	11	7	5	25	9	17	141	0	9	359	45
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	9.8	9.4	10.1	12.4
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	11%	100%	0%	14%	2%	0%
Vol Thru, %	89%	0%	62%	64%	98%	0%
Vol Right, %	0%	0%	38%	22%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	59	16	36	338	41
LT Vol	16	59	0	5	8	0
Through Vol	130	0	10	23	330	0
RT Vol	0	0	6	8	0	41
Lane Flow Rate	159	64	17	39	367	45
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.236	0.115	0.027	0.064	0.513	0.053
Departure Headway (Hd)	5.357	6.447	5.676	5.926	5.024	4.309
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	668	553	627	600	716	828
Service Time	3.413	4.219	3.448	4.007	2.766	2.05
HCM Lane V/C Ratio	0.238	0.116	0.027	0.065	0.513	0.054
HCM Control Delay	10.1	10.1	8.6	9.4	13	7.3
HCM Lane LOS	B	B	A	A	B	A
HCM 95th-tile Q	0.9	0.4	0.1	0.2	3	0.2

Intersection

Intersection Delay, s/veh 234

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	19	628	47	58	518	28	6	134	167	93	353	3
Future Vol, veh/h	19	628	47	58	518	28	6	134	167	93	353	3
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	668	50	62	551	30	6	146	178	101	384	3
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	410.4	246.6	52.8	72.8
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	45%	0%	93%	0%	95%	0%	99%
Vol Right, %	0%	55%	0%	7%	0%	5%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	301	19	675	58	546	93	356
LT Vol	6	0	19	0	58	0	93	0
Through Vol	0	134	0	628	0	518	0	353
RT Vol	0	167	0	47	0	28	0	3
Lane Flow Rate	6	323	21	718	62	581	101	387
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.018	0.829	0.057	1.861	0.169	1.506	0.274	0.996
Departure Headway (Hd)	13	12.038	10.979	10.397	11.737	11.163	12.439	11.892
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	277	304	328	359	308	331	291	310
Service Time	10.7	9.738	8.679	8.097	9.437	8.863	10.139	9.592
HCM Lane V/C Ratio	0.022	1.063	0.064	2	0.201	1.755	0.347	1.248
HCM Control Delay	15.9	53.5	14.3	421.8	16.8	271	19.8	86.7
HCM Lane LOS	C	F	B	F	C	F	C	F
HCM 95th-tile Q	0.1	7	0.2	42.9	0.6	27.1	1.1	10.6

Intersection

Intersection Delay, s/veh 196.1

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↗		↖	↑	↗
Traffic Vol, veh/h	37	288	729	75	100	3	300	135	125	16	366	39
Future Vol, veh/h	37	288	729	75	100	3	300	135	125	16	366	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	313	792	82	109	3	326	147	136	17	398	42
Number of Lanes	1	1	1	1	1	0	1	2	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	3	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	3	3	3	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	3	2	3
HCM Control Delay	335.7	20.7	49.4	116.1
HCM LOS	F	C	E	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	26%	0%	100%	0%	0%	97%	0%	100%	0%
Vol Right, %	0%	0%	74%	0%	0%	100%	0%	3%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	300	90	170	37	288	729	75	103	16	366	39
LT Vol	300	0	0	37	0	0	75	0	16	0	0
Through Vol	0	90	45	0	288	0	0	100	0	366	0
RT Vol	0	0	125	0	0	729	0	3	0	0	39
Lane Flow Rate	326	98	185	40	313	792	82	112	17	398	42
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.943	0.27	0.483	0.113	0.837	1.968	0.264	0.346	0.052	1.145	0.114
Departure Headway (Hd)	11.824	11.304	10.769	10.56	10.047	9.329	12.68	12.159	12.232	11.714	10.988
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	310	320	336	341	363	396	285	298	295	314	328
Service Time	9.524	9.004	8.469	8.26	7.747	7.029	10.38	9.859	9.932	9.414	8.688
HCM Lane V/C Ratio	1.052	0.306	0.551	0.117	0.862	2	0.288	0.376	0.058	1.268	0.128
HCM Control Delay	73.7	18.1	23.1	14.6	47.7	465.8	19.9	21.2	15.6	131.3	15.1
HCM Lane LOS	F	C	C	B	E	F	C	C	C	F	C
HCM 95th-tile Q	9.3	1.1	2.5	0.4	7.6	52.2	1	1.5	0.2	14.6	0.4

Timings
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

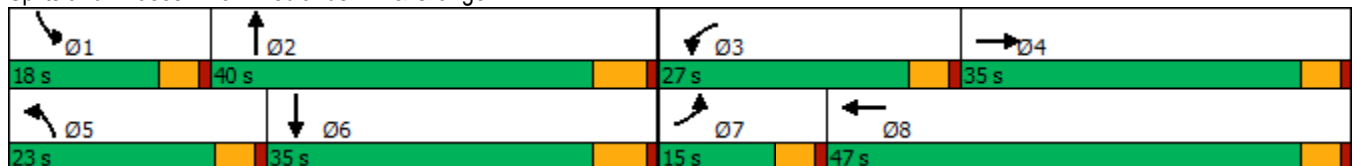


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	83	562	132	480	154	580	40	957
Future Volume (vph)	83	562	132	480	154	580	40	957
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.6	9.6	29.6	10.8	28.8	9.6	25.8
Total Split (s)	15.0	35.0	27.0	47.0	23.0	40.0	18.0	35.0
Total Split (%)	12.5%	29.2%	22.5%	39.2%	19.2%	33.3%	15.0%	29.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	30.6	12.3	36.5	13.3	39.9	7.0	29.4
Actuated g/C Ratio	0.08	0.29	0.12	0.35	0.13	0.38	0.07	0.28
v/c Ratio	0.59	0.95	0.65	0.44	0.70	0.52	0.34	1.04
Control Delay	64.3	49.4	59.4	28.8	61.2	28.0	56.6	76.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.3	49.4	59.4	28.8	61.2	28.0	56.6	76.4
LOS	E	D	E	C	E	C	E	E
Approach Delay		50.5		34.9		34.2		75.7
Approach LOS		D		C		C		E

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 51.2	Intersection LOS: D
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 34: Redlands Av. & Orange Av.



HCM 6th Signalized Intersection Summary
34: Redlands Av. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕		↖	↕	
Traffic Volume (veh/h)	83	562	427	132	480	53	154	580	93	40	957	49
Future Volume (veh/h)	83	562	427	132	480	53	154	580	93	40	957	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	579	401	136	495	46	159	598	71	41	987	40
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	616	427	169	1127	104	192	1191	141	62	1044	42
Arrive On Green	0.06	0.31	0.31	0.09	0.34	0.34	0.11	0.37	0.37	0.03	0.30	0.30
Sat Flow, veh/h	1810	2015	1396	1810	3334	309	1810	3242	384	1810	3533	143
Grp Volume(v), veh/h	86	519	461	136	267	274	159	332	337	41	504	523
Grp Sat Flow(s),veh/h/ln	1810	1805	1606	1810	1805	1838	1810	1805	1821	1810	1805	1872
Q Serve(g_s), s	4.6	27.5	27.5	7.3	11.3	11.4	8.5	14.0	14.1	2.2	26.9	26.9
Cycle Q Clear(g_c), s	4.6	27.5	27.5	7.3	11.3	11.4	8.5	14.0	14.1	2.2	26.9	26.9
Prop In Lane	1.00		0.87	1.00		0.17	1.00		0.21	1.00		0.08
Lane Grp Cap(c), veh/h	110	552	491	169	610	621	192	663	669	62	533	553
V/C Ratio(X)	0.78	0.94	0.94	0.81	0.44	0.44	0.83	0.50	0.50	0.66	0.95	0.95
Avail Cap(c_a), veh/h	191	558	496	412	778	792	338	663	669	246	536	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	33.3	33.3	43.7	25.3	25.3	43.1	24.1	24.1	46.9	33.9	33.9
Incr Delay (d2), s/veh	4.4	23.9	25.9	3.4	0.5	0.5	3.4	0.6	0.6	4.4	25.8	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	15.5	14.1	3.4	4.9	5.1	3.8	5.7	5.8	1.0	14.8	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	57.2	59.1	47.2	25.8	25.8	46.5	24.7	24.7	51.4	59.7	59.1
LnGrp LOS	D	E	E	D	C	C	D	C	C	D	E	E
Approach Vol, veh/h		1066			677			828			1068	
Approach Delay, s/veh		57.4			30.1			28.9			59.1	
Approach LOS		E			C			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	42.0	13.8	34.7	15.0	34.9	10.6	37.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	13.4	34.2	22.4	30.4	18.4	29.2	10.4	42.4				
Max Q Clear Time (g_c+I1), s	4.2	16.1	9.3	29.5	10.5	28.9	6.6	13.4				
Green Ext Time (p_c), s	0.0	3.5	0.1	0.6	0.1	0.2	0.0	3.7				

Intersection Summary

HCM 6th Ctrl Delay	46.3
HCM 6th LOS	D

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

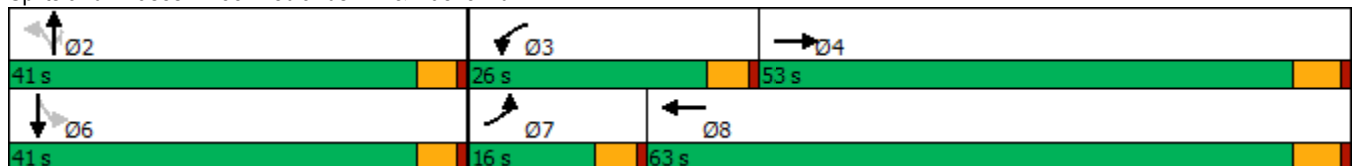


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗		↗
Traffic Volume (vph)	310	847	194	667	124	253	200	117	309
Future Volume (vph)	310	847	194	667	124	253	200	117	309
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	16.0	53.0	26.0	63.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	13.3%	44.2%	21.7%	52.5%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.6	38.3	15.7	42.5	36.9	36.9	36.9		36.9
Actuated g/C Ratio	0.11	0.36	0.15	0.40	0.35	0.35	0.35		0.35
v/c Ratio	1.62	0.83	0.75	0.55	0.69	0.39	0.30		1.35
Control Delay	335.9	36.4	61.8	24.4	55.1	30.9	5.4		199.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	335.9	36.4	61.8	24.4	55.1	30.9	5.4		199.5
LOS	F	D	E	C	E	C	A		F
Approach Delay		105.9		32.0		27.3			199.5
Approach LOS		F		C		C			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.62
 Intersection Signal Delay: 89.1
 Intersection LOS: F
 Intersection Capacity Utilization 104.4%
 ICU Level of Service G
 Analysis Period (min) 15






















Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	847	179	194	667	97	124	253	200	117	309	187
Future Volume (veh/h)	310	847	179	194	667	97	124	253	200	117	309	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	320	873	140	200	688	98	128	261	152	121	319	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	213	1066	171	235	1126	160	232	715	604	129	275	142
Arrive On Green	0.12	0.34	0.34	0.13	0.36	0.36	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1810	3108	498	1810	3171	451	918	1900	1606	223	730	377
Grp Volume(v), veh/h	320	507	506	200	391	395	128	261	152	614	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1802	1810	1805	1817	918	1900	1606	1331	0	0
Q Serve(g_s), s	11.4	24.8	24.8	10.5	17.3	17.3	0.0	9.6	6.3	26.8	0.0	0.0
Cycle Q Clear(g_c), s	11.4	24.8	24.8	10.5	17.3	17.3	26.5	9.6	6.3	36.4	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.25	1.00		1.00	0.20		0.28
Lane Grp Cap(c), veh/h	213	619	618	235	641	645	232	715	604	545	0	0
V/C Ratio(X)	1.50	0.82	0.82	0.85	0.61	0.61	0.55	0.37	0.25	1.13	0.00	0.00
Avail Cap(c_a), veh/h	213	888	886	400	1074	1081	232	715	604	545	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.7	29.0	29.0	41.2	25.7	25.7	27.1	21.8	20.8	33.2	0.0	0.0
Incr Delay (d2), s/veh	248.5	4.1	4.1	3.3	0.9	0.9	2.8	0.3	0.2	78.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.6	10.8	10.8	4.7	7.2	7.2	2.8	4.3	2.3	24.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	291.2	33.1	33.1	44.5	26.6	26.6	29.9	22.1	21.0	111.4	0.0	0.0
LnGrp LOS	F	C	C	D	C	C	C	C	C	F	A	A
Approach Vol, veh/h		1333			986			541			614	
Approach Delay, s/veh		95.1			30.3			23.7			111.4	
Approach LOS		F			C			C			F	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		41.0	17.2	38.6		41.0	16.0	39.8				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		36.4	21.4	47.6		36.4	11.4	57.6				
Max Q Clear Time (g_c+1), s		28.5	12.5	26.8		38.4	13.4	19.3				
Green Ext Time (p_c), s		1.8	0.2	6.4		0.0	0.0	5.2				
Intersection Summary												
HCM 6th Ctrl Delay				68.5								
HCM 6th LOS				E								

Timings
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

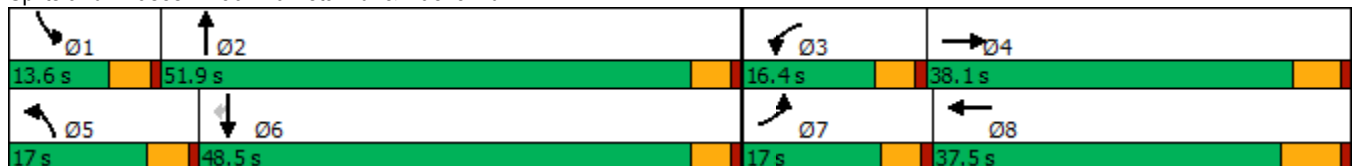


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↘	↑↑↑	↘	↑	↘	↑	↗
Traffic Volume (vph)	83	858	153	643	334	84	50	50	71
Future Volume (vph)	83	858	153	643	334	84	50	50	71
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.4	9.6	29.5	9.6	14.6	9.6	35.6	35.6
Total Split (s)	17.0	38.1	16.4	37.5	17.0	51.9	13.6	48.5	48.5
Total Split (%)	14.2%	31.8%	13.7%	31.3%	14.2%	43.3%	11.3%	40.4%	40.4%
Yellow Time (s)	3.6	4.4	3.6	5.5	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	4.6	6.5	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	33.3	11.7	37.7	12.6	19.3	7.0	14.9	14.9
Actuated g/C Ratio	0.10	0.38	0.13	0.43	0.14	0.22	0.08	0.17	0.17
v/c Ratio	0.51	0.77	0.70	0.33	1.41	0.70	0.38	0.17	0.21
Control Delay	51.1	27.6	56.5	21.1	238.4	27.5	50.0	32.7	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	27.6	56.5	21.1	238.4	27.5	50.0	32.7	3.3
LOS	D	C	E	C	F	C	D	C	A
Approach Delay		28.9		27.7		138.1		25.5	
Approach LOS		C		C		F		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 88.4	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay: 51.1	Intersection LOS: D
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: Murrieta Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
36: Murrieta Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↗	↗↗↗		↗	↗		↗	↗	↗
Traffic Volume (veh/h)	83	858	500	153	643	20	334	84	219	50	50	71
Future Volume (veh/h)	83	858	500	153	643	20	334	84	219	50	50	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	90	933	538	166	699	18	363	91	131	54	54	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	1310	597	202	2217	57	268	158	228	77	227	192
Arrive On Green	0.06	0.38	0.38	0.11	0.43	0.43	0.15	0.22	0.22	0.04	0.12	0.12
Sat Flow, veh/h	1810	3458	1576	1810	5200	134	1810	704	1014	1810	1900	1610
Grp Volume(v), veh/h	90	933	538	166	464	253	363	0	222	54	54	37
Grp Sat Flow(s),veh/h/ln	1810	1729	1576	1810	1729	1875	1810	0	1718	1810	1900	1610
Q Serve(g_s), s	4.1	19.2	27.0	7.5	7.5	7.5	12.4	0.0	9.6	2.5	2.2	1.7
Cycle Q Clear(g_c), s	4.1	19.2	27.0	7.5	7.5	7.5	12.4	0.0	9.6	2.5	2.2	1.7
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	116	1310	597	202	1474	799	268	0	386	77	227	192
V/C Ratio(X)	0.77	0.71	0.90	0.82	0.32	0.32	1.36	0.00	0.58	0.70	0.24	0.19
Avail Cap(c_a), veh/h	268	1349	615	255	1474	799	268	0	969	194	995	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	22.1	24.5	36.4	15.9	15.9	35.7	0.0	28.9	39.6	33.5	33.3
Incr Delay (d2), s/veh	4.1	1.7	16.2	12.7	0.1	0.2	182.7	0.0	1.4	4.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.4	11.8	3.8	2.5	2.8	19.0	0.0	4.1	1.2	1.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	23.9	40.7	49.1	16.1	16.2	218.4	0.0	30.3	43.8	34.0	33.8
LnGrp LOS	D	C	D	D	B	B	F	A	C	D	C	C
Approach Vol, veh/h		1561			883			585			145	
Approach Delay, s/veh		30.8			22.3			147.0			37.6	
Approach LOS		C			C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	23.4	14.0	38.3	17.0	14.6	10.0	42.2				
Change Period (Y+Rc), s	4.6	4.6	4.6	* 6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	9.0	47.3	11.8	* 33	12.4	43.9	12.4	31.0				
Max Q Clear Time (g_c+I1), s	4.5	11.6	9.5	29.0	14.4	4.2	6.1	9.5				
Green Ext Time (p_c), s	0.0	1.6	0.0	2.8	0.0	0.4	0.0	3.9				

Intersection Summary

HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
37: Lasselle St. & Iris Av.

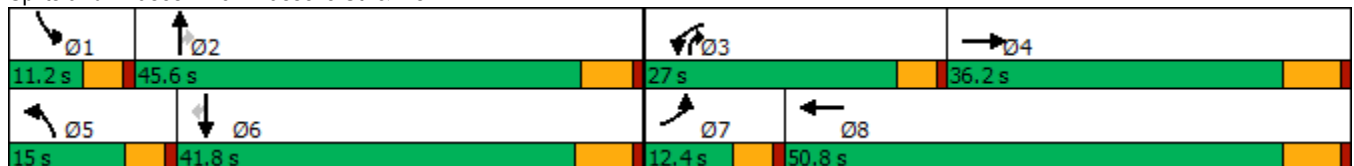


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↕	↔↔	↕↕↕	↔↔	↕↕	↕	↔↔	↕↕	↕
Traffic Volume (vph)	176	737	766	759	234	617	562	208	757	98
Future Volume (vph)	176	737	766	759	234	617	562	208	757	98
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	36.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	12.4	36.2	27.0	50.8	15.0	45.6	27.0	11.2	41.8	41.8
Total Split (%)	10.3%	30.2%	22.5%	42.3%	12.5%	38.0%	22.5%	9.3%	34.8%	34.8%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	30.3	23.2	45.1	10.6	35.5	58.7	7.2	32.2	32.2
Actuated g/C Ratio	0.07	0.27	0.21	0.40	0.09	0.32	0.52	0.06	0.29	0.29
v/c Ratio	0.70	0.79	1.08	0.47	0.72	0.55	0.66	0.94	0.75	0.18
Control Delay	67.3	39.9	101.4	24.5	64.1	33.7	18.9	100.0	41.5	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	39.9	101.4	24.5	64.1	33.7	18.9	100.0	41.5	1.6
LOS	E	D	F	C	E	C	B	F	D	A
Approach Delay		43.8		58.8		32.9			49.2	
Approach LOS		D		E		C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 46.8
 Intersection LOS: D
 Intersection Capacity Utilization 87.7%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselie St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	176	737	341	766	759	192	234	617	562	208	757	98
Future Volume (veh/h)	176	737	341	766	759	192	234	617	562	208	757	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	180	752	263	782	774	169	239	630	435	212	772	63
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	260	997	345	747	1708	369	319	1105	810	234	1031	453
Arrive On Green	0.07	0.26	0.24	0.21	0.40	0.38	0.09	0.31	0.30	0.07	0.29	0.29
Sat Flow, veh/h	3510	3800	1315	3510	4254	920	3510	3610	1583	3510	3610	1586
Grp Volume(v), veh/h	180	684	331	782	628	315	239	630	435	212	772	63
Grp Sat Flow(s),veh/h/ln	1755	1729	1657	1755	1729	1716	1755	1805	1583	1755	1805	1586
Q Serve(g_s), s	5.4	19.6	20.1	23.0	14.3	14.7	7.2	15.8	20.1	6.5	21.0	3.2
Cycle Q Clear(g_c), s	5.4	19.6	20.1	23.0	14.3	14.7	7.2	15.8	20.1	6.5	21.0	3.2
Prop In Lane	1.00		0.79	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	907	435	747	1388	689	319	1105	810	234	1031	453
V/C Ratio(X)	0.69	0.75	0.76	1.05	0.45	0.46	0.75	0.57	0.54	0.91	0.75	0.14
Avail Cap(c_a), veh/h	273	1031	494	747	1498	744	357	1390	935	234	1263	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	36.6	37.6	42.5	23.6	24.2	47.9	31.5	18.0	50.1	35.1	28.7
Incr Delay (d2), s/veh	5.6	2.8	6.1	45.6	0.2	0.5	6.2	0.5	0.6	34.0	2.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	8.2	8.5	14.2	5.5	5.7	3.3	6.7	6.7	3.8	8.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	39.4	43.7	88.1	23.9	24.7	54.1	32.0	18.6	84.1	37.1	28.8
LnGrp LOS	D	D	D	F	C	C	D	C	B	F	D	C
Approach Vol, veh/h		1195			1725			1304			1047	
Approach Delay, s/veh		42.9			53.2			31.6			46.1	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	37.5	27.0	32.3	13.8	34.8	12.0	47.4				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	6.6	* 40	22.4	30.0	10.4	35.6	7.8	44.6				
Max Q Clear Time (g_c+I1), s	8.5	22.1	25.0	22.1	9.2	23.0	7.4	16.7				
Green Ext Time (p_c), s	0.0	5.2	0.0	3.7	0.1	4.0	0.0	6.1				

Intersection Summary

HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

38: Lasselle St. & Krameria Av.

05/28/2020

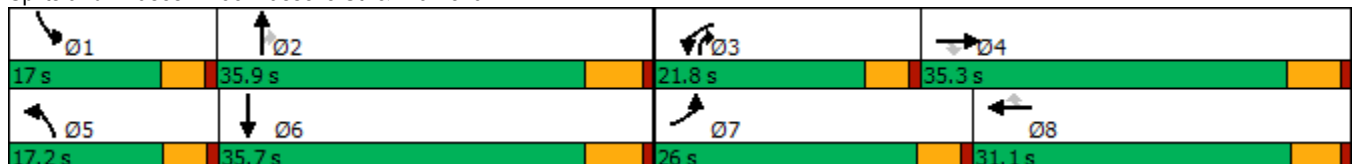


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↗
Traffic Volume (vph)	331	271	203	172	169	135	181	1045	261	187	1276
Future Volume (vph)	331	271	203	172	169	135	181	1045	261	187	1276
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	26.0	35.3	35.3	21.8	31.1	31.1	17.2	35.9	21.8	17.0	35.7
Total Split (%)	23.6%	32.1%	32.1%	19.8%	28.3%	28.3%	15.6%	32.6%	19.8%	15.5%	32.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.1	25.3	23.9	14.4	17.7	16.6	13.1	32.0	46.4	13.0	31.9
Actuated g/C Ratio	0.22	0.25	0.24	0.14	0.18	0.16	0.13	0.32	0.46	0.13	0.32
v/c Ratio	0.91	0.62	0.41	0.72	0.55	0.38	0.84	0.99	0.33	0.87	1.34
Control Delay	68.3	40.3	6.7	58.4	44.1	8.8	74.3	60.4	5.3	78.7	189.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.3	40.3	6.7	58.4	44.1	8.8	74.3	60.4	5.3	78.7	189.4
LOS	E	D	A	E	D	A	E	E	A	E	F
Approach Delay		43.3			39.2			52.4			176.3
Approach LOS		D			D			D			F

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 100.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 94.3
 Intersection LOS: F
 Intersection Capacity Utilization 90.5%
 ICU Level of Service E
 Analysis Period (min) 15

























Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	271	203	172	169	135	181	1045	261	187	1276	120
Future Volume (veh/h)	331	271	203	172	169	135	181	1045	261	187	1276	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	360	295	118	187	184	87	197	1136	174	203	1387	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	399	466	369	231	283	221	239	1186	714	242	1120	87
Arrive On Green	0.22	0.25	0.23	0.13	0.15	0.14	0.13	0.33	0.32	0.13	0.33	0.31
Sat Flow, veh/h	1810	1900	1598	1810	1900	1603	1810	3610	1608	1810	3393	263
Grp Volume(v), veh/h	360	295	118	187	184	87	197	1136	174	203	735	760
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1810	1900	1603	1810	1805	1608	1810	1805	1851
Q Serve(g_s), s	18.8	13.5	6.0	9.8	8.9	4.8	10.3	30.0	6.6	10.6	32.1	32.1
Cycle Q Clear(g_c), s	18.8	13.5	6.0	9.8	8.9	4.8	10.3	30.0	6.6	10.6	32.1	32.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	399	466	369	231	283	221	239	1186	714	242	596	611
V/C Ratio(X)	0.90	0.63	0.32	0.81	0.65	0.39	0.82	0.96	0.24	0.84	1.23	1.24
Avail Cap(c_a), veh/h	410	612	492	332	530	429	246	1186	714	242	596	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	32.7	31.0	41.2	38.9	38.2	41.0	32.0	16.8	41.0	32.5	32.7
Incr Delay (d2), s/veh	21.5	1.4	0.5	6.1	2.5	1.1	18.1	17.0	0.2	21.0	119.5	123.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	6.1	2.3	4.7	4.2	1.9	5.6	14.9	2.3	5.9	32.7	34.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	34.2	31.5	47.3	41.4	39.3	59.1	49.0	17.0	62.0	152.1	155.7
LnGrp LOS	E	C	C	D	D	D	E	D	B	E	F	F
Approach Vol, veh/h		773			458			1507			1698	
Approach Delay, s/veh		45.0			43.4			46.6			142.9	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	35.9	16.4	27.8	16.8	36.1	25.4	18.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.4	30.1	17.2	29.9	12.6	29.9	21.4	* 26				
Max Q Clear Time (g_c+I1), s	12.6	32.0	11.8	15.5	12.3	34.1	20.8	10.9				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.7	0.0	0.0	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	82.9
HCM 6th LOS	F

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

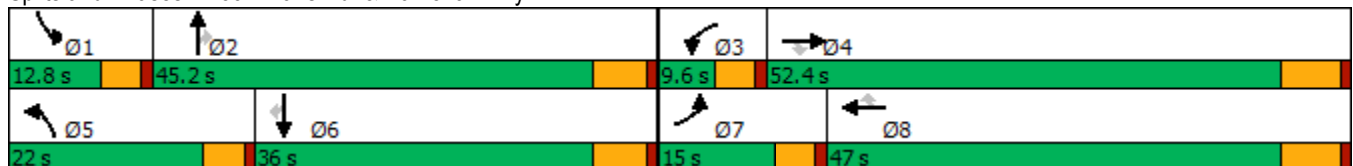
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	475	1511	507	309	901	342	273	545	259	412	1050	428
Future Volume (vph)	475	1511	507	309	901	342	273	545	259	412	1050	428
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	15.0	52.4	52.4	9.6	47.0	47.0	22.0	45.2	45.2	12.8	36.0	36.0
Total Split (%)	12.5%	43.7%	43.7%	8.0%	39.2%	39.2%	18.3%	37.7%	37.7%	10.7%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.0	45.8	45.8	5.6	40.4	40.4	13.9	37.2	37.2	8.8	32.1	32.1
Actuated g/C Ratio	0.10	0.40	0.40	0.05	0.36	0.36	0.12	0.33	0.33	0.08	0.28	0.28
v/c Ratio	1.43	0.74	0.63	1.82	0.72	0.46	0.65	0.47	0.42	1.54	1.05	0.74
Control Delay	246.0	31.4	15.1	423.2	35.5	8.7	55.3	32.1	14.2	298.5	82.3	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	246.0	31.4	15.1	423.2	35.5	8.7	55.3	32.1	14.2	298.5	82.3	29.0
LOS	F	C	B	F	D	A	E	C	B	F	F	C
Approach Delay		69.0			106.7			33.7			117.3	
Approach LOS		E			F			C			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.5
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.82
 Intersection Signal Delay: 85.0
 Intersection LOS: F
 Intersection Capacity Utilization 88.6%
 ICU Level of Service E
 Analysis Period (min) 15

























Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	475	1511	507	309	901	342	273	545	259	412	1050	428
Future Volume (veh/h)	475	1511	507	309	901	342	273	545	259	412	1050	428
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	485	1542	0	315	919	242	279	556	263	420	1071	263
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	366	2006		186	1211	540	368	1173	523	293	1096	482
Arrive On Green	0.10	0.39	0.00	0.05	0.34	0.34	0.10	0.32	0.32	0.08	0.30	0.30
Sat Flow, veh/h	3510	5187	1610	3510	3610	1610	3510	3610	1610	3510	3610	1587
Grp Volume(v), veh/h	485	1542	0	315	919	242	279	556	263	420	1071	263
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1805	1610	1755	1805	1610	1755	1805	1587
Q Serve(g_s), s	11.0	27.3	0.0	5.6	23.9	12.4	8.1	13.0	13.9	8.8	31.0	14.6
Cycle Q Clear(g_c), s	11.0	27.3	0.0	5.6	23.9	12.4	8.1	13.0	13.9	8.8	31.0	14.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	2006		186	1211	540	368	1173	523	293	1096	482
V/C Ratio(X)	1.32	0.77		1.69	0.76	0.45	0.76	0.47	0.50	1.43	0.98	0.55
Avail Cap(c_a), veh/h	366	2381		186	1473	657	599	1411	629	293	1096	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	28.2	0.0	49.9	31.2	27.4	45.9	28.4	28.7	48.3	36.4	30.6
Incr Delay (d2), s/veh	163.7	1.3	0.0	332.2	1.9	0.6	1.2	0.3	0.7	213.5	21.8	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	10.4	0.0	10.9	9.8	4.5	3.5	5.4	5.1	12.4	16.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	210.9	29.5	0.0	382.1	33.1	28.0	47.1	28.7	29.5	261.8	58.1	31.9
LnGrp LOS	F	C		F	C	C	D	C	C	F	E	C
Approach Vol, veh/h		2027	A		1476			1098			1754	
Approach Delay, s/veh		72.9			106.7			33.6			103.0	
Approach LOS		E			F			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	38.2	9.6	44.8	15.0	36.0	15.0	39.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.2	39.4	5.0	45.9	17.4	30.2	10.4	40.5				
Max Q Clear Time (g_c+I1), s	10.8	15.9	7.6	29.3	10.1	33.0	13.0	25.9				
Green Ext Time (p_c), s	0.0	4.4	0.0	8.9	0.3	0.0	0.0	5.5				

Intersection Summary

HCM 6th Ctrl Delay	82.3
HCM 6th LOS	F

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

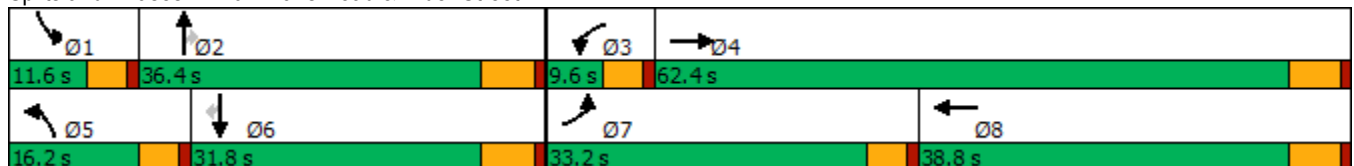


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	301	368	11	262	85	784	14	48	1072	280
Future Volume (vph)	301	368	11	262	85	784	14	48	1072	280
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	29.8
Total Split (s)	33.2	62.4	9.6	38.8	16.2	36.4	36.4	11.6	31.8	31.8
Total Split (%)	27.7%	52.0%	8.0%	32.3%	13.5%	30.3%	30.3%	9.7%	26.5%	26.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	20.9	40.7	5.2	16.5	8.9	29.9	29.9	6.5	27.6	27.6
Actuated g/C Ratio	0.23	0.44	0.06	0.18	0.10	0.32	0.32	0.07	0.30	0.30
v/c Ratio	0.80	0.35	0.12	0.54	0.53	0.72	0.02	0.41	1.07	0.49
Control Delay	51.2	16.2	52.8	36.5	56.2	35.0	0.1	57.7	83.1	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	16.2	52.8	36.5	56.2	35.0	0.1	57.7	83.1	14.3
LOS	D	B	D	D	E	C	A	E	F	B
Approach Delay		29.2		37.0		36.5			68.5	
Approach LOS		C		D		D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 92.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 47.9
 Intersection LOS: D
 Intersection Capacity Utilization 77.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	301	368	141	11	262	59	85	784	14	48	1072	280
Future Volume (veh/h)	301	368	141	11	262	59	85	784	14	48	1072	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	324	396	130	12	282	49	91	843	10	52	1153	161
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	369	866	281	27	417	71	118	1274	568	78	1195	529
Arrive On Green	0.20	0.32	0.32	0.01	0.14	0.14	0.07	0.35	0.35	0.04	0.33	0.33
Sat Flow, veh/h	1810	2671	866	1810	3081	529	1810	3610	1610	1810	3610	1598
Grp Volume(v), veh/h	324	266	260	12	164	167	91	843	10	52	1153	161
Grp Sat Flow(s),veh/h/ln	1810	1805	1731	1810	1805	1805	1810	1805	1610	1810	1805	1598
Q Serve(g_s), s	13.6	9.2	9.4	0.5	6.8	6.9	3.9	15.5	0.3	2.2	24.7	5.9
Cycle Q Clear(g_c), s	13.6	9.2	9.4	0.5	6.8	6.9	3.9	15.5	0.3	2.2	24.7	5.9
Prop In Lane	1.00		0.50	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	585	561	27	244	244	118	1274	568	78	1195	529
V/C Ratio(X)	0.88	0.45	0.46	0.45	0.67	0.69	0.77	0.66	0.02	0.67	0.96	0.30
Avail Cap(c_a), veh/h	659	1301	1248	115	759	758	267	1407	627	161	1195	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	21.0	21.1	38.4	32.3	32.4	36.1	21.4	16.5	37.0	25.8	19.5
Incr Delay (d2), s/veh	2.7	0.6	0.6	4.4	3.2	3.4	4.0	1.0	0.0	3.6	18.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	3.6	3.5	0.2	3.0	3.1	1.7	6.0	0.1	1.0	12.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	21.6	21.7	42.8	35.5	35.8	40.1	22.5	16.6	40.6	44.0	19.9
LnGrp LOS	C	C	C	D	D	D	D	C	B	D	D	B
Approach Vol, veh/h		850			343			944			1366	
Approach Delay, s/veh		26.0			35.9			24.1			41.0	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	33.5	5.8	31.3	9.7	31.8	20.6	16.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	7.0	30.6	5.0	56.6	11.6	26.0	28.6	33.0				
Max Q Clear Time (g_c+I1), s	4.2	17.5	2.5	11.4	5.9	26.7	15.6	8.9				
Green Ext Time (p_c), s	0.0	4.4	0.0	3.1	0.0	0.0	0.4	1.7				

Intersection Summary

HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

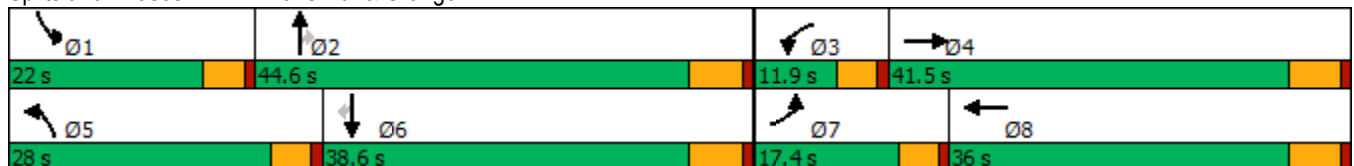


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	136	290	92	295	129	886	105	145	1173	126
Future Volume (vph)	136	290	92	295	129	886	105	145	1173	126
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	17.4	41.5	11.9	36.0	28.0	44.6	44.6	22.0	38.6	38.6
Total Split (%)	14.5%	34.6%	9.9%	30.0%	23.3%	37.2%	37.2%	18.3%	32.2%	32.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	11.7	32.6	7.3	28.3	13.0	39.0	39.0	13.5	39.5	39.5
Actuated g/C Ratio	0.10	0.29	0.06	0.25	0.11	0.34	0.34	0.12	0.35	0.35
v/c Ratio	0.78	0.76	0.84	0.91	0.66	1.44	0.17	0.72	1.89	0.19
Control Delay	78.8	46.2	103.9	65.8	64.1	239.0	2.4	67.7	431.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.8	46.2	103.9	65.8	64.1	239.0	2.4	67.7	431.0	1.6
LOS	E	D	F	E	E	F	A	E	F	A
Approach Delay		54.8		72.9		196.6			357.2	
Approach LOS		D		E		F			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.4
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.89
 Intersection Signal Delay: 224.0
 Intersection LOS: F
 Intersection Capacity Utilization 115.6%
 ICU Level of Service H
 Analysis Period (min) 15























Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	290	90	92	295	104	129	886	105	145	1173	126
Future Volume (veh/h)	136	290	90	92	295	104	129	886	105	145	1173	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	309	68	98	314	104	137	943	83	154	1248	75
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	174	419	92	122	342	113	167	682	578	184	700	593
Arrive On Green	0.10	0.28	0.28	0.07	0.25	0.25	0.09	0.36	0.36	0.10	0.37	0.37
Sat Flow, veh/h	1810	1500	330	1810	1366	452	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	145	0	377	98	0	418	137	943	83	154	1248	75
Grp Sat Flow(s),veh/h/ln	1810	0	1831	1810	0	1819	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	8.5	0.0	20.2	5.8	0.0	24.2	8.0	38.8	3.8	9.0	39.8	3.3
Cycle Q Clear(g_c), s	8.5	0.0	20.2	5.8	0.0	24.2	8.0	38.8	3.8	9.0	39.8	3.3
Prop In Lane	1.00		0.18	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	0	511	122	0	455	167	682	578	184	700	593
V/C Ratio(X)	0.83	0.00	0.74	0.80	0.00	0.92	0.82	1.38	0.14	0.84	1.78	0.13
Avail Cap(c_a), veh/h	214	0	605	122	0	508	392	682	578	291	700	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	0.0	35.4	49.7	0.0	39.4	48.2	34.6	23.4	47.6	34.1	22.6
Incr Delay (d2), s/veh	16.9	0.0	3.9	28.7	0.0	20.6	3.7	181.2	0.1	6.1	358.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	9.2	3.5	0.0	12.9	3.7	51.0	1.4	4.3	86.7	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.9	0.0	39.3	78.3	0.0	60.0	51.9	215.8	23.5	53.7	392.1	22.7
LnGrp LOS	E	A	D	E	A	E	D	F	C	D	F	C
Approach Vol, veh/h		522			516			1163			1477	
Approach Delay, s/veh		46.4			63.5			182.8			338.1	
Approach LOS		D			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	44.6	11.9	36.0	14.6	45.6	15.0	32.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	17.4	38.8	7.3	35.7	23.4	32.8	12.8	30.2				
Max Q Clear Time (g_c+I1), s	11.0	40.8	7.8	22.2	10.0	41.8	10.5	26.2				
Green Ext Time (p_c), s	0.1	0.0	0.0	1.7	0.1	0.0	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			209.1									
HCM 6th LOS			F									

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

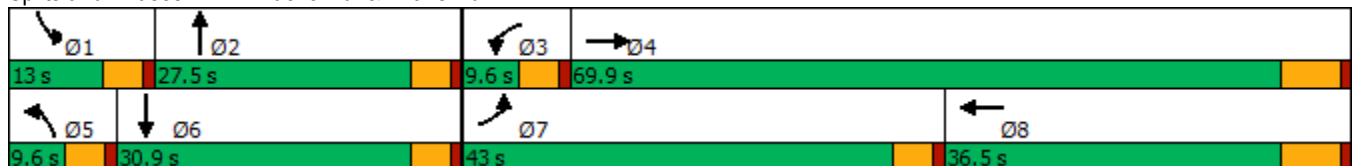


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗↗↗	↖	↔↔↔	↖	↗	↖	↘
Traffic Volume (vph)	486	563	208	437	40	685	211	864
Future Volume (vph)	486	563	208	437	40	685	211	864
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	43.0	69.9	9.6	36.5	9.6	27.5	13.0	30.9
Total Split (%)	35.8%	58.3%	8.0%	30.4%	8.0%	22.9%	10.8%	25.8%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	36.0	63.4	5.0	32.4	5.0	22.9	8.4	28.2
Actuated g/C Ratio	0.30	0.53	0.04	0.27	0.04	0.19	0.07	0.24
v/c Ratio	0.94	0.25	2.89	0.49	0.56	2.42	1.75	2.85
Control Delay	66.4	14.8	907.7	33.0	84.0	669.1	399.3	858.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	14.8	907.7	33.0	84.0	669.1	399.3	858.3
LOS	E	B	F	C	F	F	F	F
Approach Delay		37.1		243.2		642.1		789.6
Approach LOS		D		F		F		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.89
 Intersection Signal Delay: 450.6
 Intersection LOS: F
 Intersection Capacity Utilization 127.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑		↗	↑	
Traffic Volume (veh/h)	486	563	79	208	437	222	40	685	148	211	864	337
Future Volume (veh/h)	486	563	79	208	437	222	40	685	148	211	864	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	506	586	82	217	455	215	42	714	154	220	900	131
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	531	2434	336	75	966	437	57	289	62	127	372	54
Arrive On Green	0.29	0.53	0.53	0.04	0.28	0.28	0.03	0.19	0.19	0.07	0.23	0.23
Sat Flow, veh/h	1810	4607	636	1810	3494	1580	1810	1515	327	1810	1621	236
Grp Volume(v), veh/h	506	438	230	217	450	220	42	0	868	220	0	1031
Grp Sat Flow(s),veh/h/ln	1810	1729	1785	1810	1729	1616	1810	0	1841	1810	0	1858
Q Serve(g_s), s	32.9	8.2	8.4	5.0	13.0	13.7	2.8	0.0	22.9	8.4	0.0	27.5
Cycle Q Clear(g_c), s	32.9	8.2	8.4	5.0	13.0	13.7	2.8	0.0	22.9	8.4	0.0	27.5
Prop In Lane	1.00		0.36	1.00		0.98	1.00		0.18	1.00		0.13
Lane Grp Cap(c), veh/h	531	1827	943	75	956	447	57	0	351	127	0	426
V/C Ratio(X)	0.95	0.24	0.24	2.88	0.47	0.49	0.74	0.00	2.47	1.74	0.00	2.42
Avail Cap(c_a), veh/h	579	1827	943	75	956	447	75	0	351	127	0	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.6	15.3	15.3	57.5	36.1	36.4	57.6	0.0	48.6	55.8	0.0	46.2
Incr Delay (d2), s/veh	24.4	0.3	0.6	880.3	1.7	3.8	14.8	0.0	670.2	362.2	0.0	645.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	3.0	3.2	20.6	5.4	5.6	1.5	0.0	76.0	16.6	0.0	89.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	15.6	15.9	937.8	37.8	40.2	72.4	0.0	718.7	418.0	0.0	691.9
LnGrp LOS	E	B	B	F	D	D	E	A	F	F	A	F
Approach Vol, veh/h		1174			887			910			1251	
Approach Delay, s/veh		37.4			258.6			688.9			643.8	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	27.5	9.6	69.9	8.4	32.1	39.8	39.7				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	8.4	22.9	5.0	63.4	5.0	26.3	38.4	30.0				
Max Q Clear Time (g_c+I1), s	10.4	24.9	7.0	10.4	4.8	29.5	34.9	15.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	4.0	0.0	0.0	0.3	3.2				

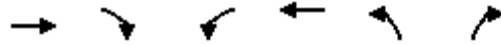
Intersection Summary

HCM 6th Ctrl Delay	403.9
HCM 6th LOS	F

Timings
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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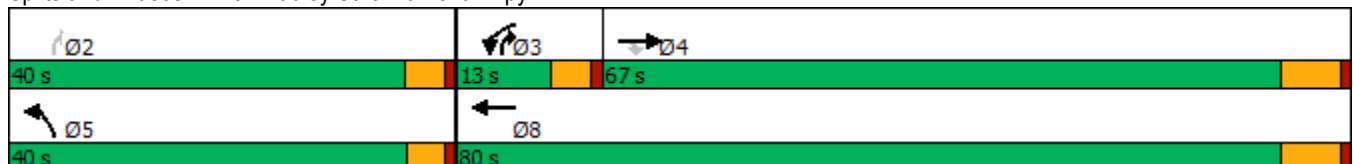


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑	↑	↵	↑↑	↵	↗	
Traffic Volume (vph)	2395	231	103	1291	88	35	
Future Volume (vph)	2395	231	103	1291	88	35	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4					2
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	67.0	67.0	13.0	80.0	40.0	13.0	40.0
Total Split (%)	55.8%	55.8%	10.8%	66.7%	33.3%	10.8%	33%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	60.8	60.8	8.3	75.3	10.4	20.6	
Actuated g/C Ratio	0.66	0.66	0.09	0.81	0.11	0.22	
v/c Ratio	1.06	0.22	0.67	0.46	0.46	0.10	
Control Delay	57.0	4.4	64.2	4.4	47.0	27.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	57.0	4.4	64.2	4.4	47.0	27.5	
LOS	E	A	E	A	D	C	
Approach Delay	52.4			8.8	41.5		
Approach LOS	D			A	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 92.6
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 37.4
 Intersection LOS: D
 Intersection Capacity Utilization 89.8%
 ICU Level of Service E
 Analysis Period (min) 15

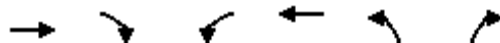
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵
Traffic Volume (veh/h)	2395	231	103	1291	88	35
Future Volume (veh/h)	2395	231	103	1291	88	35
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2521	223	108	1359	93	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2446	1090	137	2905	131	238
Arrive On Green	0.68	0.68	0.08	0.80	0.07	0.07
Sat Flow, veh/h	3705	1609	1810	3705	1810	1610
Grp Volume(v), veh/h	2521	223	108	1359	93	25
Grp Sat Flow(s),veh/h/ln	1805	1609	1810	1805	1810	1610
Q Serve(g_s), s	60.5	4.6	5.2	10.5	4.5	1.2
Cycle Q Clear(g_c), s	60.5	4.6	5.2	10.5	4.5	1.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2446	1090	137	2905	131	238
V/C Ratio(X)	1.03	0.20	0.79	0.47	0.71	0.11
Avail Cap(c_a), veh/h	2446	1090	170	2971	719	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	5.4	40.6	2.7	40.5	32.9
Incr Delay (d2), s/veh	26.7	0.1	14.1	0.1	7.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.2	1.1	2.7	1.0	2.2	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.1	5.5	54.6	2.9	47.5	33.1
LnGrp LOS	F	A	D	A	D	C
Approach Vol, veh/h	2744			1467	118	
Approach Delay, s/veh	38.2			6.7	44.5	
Approach LOS	D			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.9	11.4	67.0		78.4
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		35.5	8.4	60.5		73.5
Max Q Clear Time (g_c+I1), s		6.5	7.2	62.5		12.5
Green Ext Time (p_c), s		0.3	0.0	0.0		12.2
Intersection Summary						
HCM 6th Ctrl Delay			27.7			
HCM 6th LOS			C			

Timings
44: Bradley St. & Rider St.

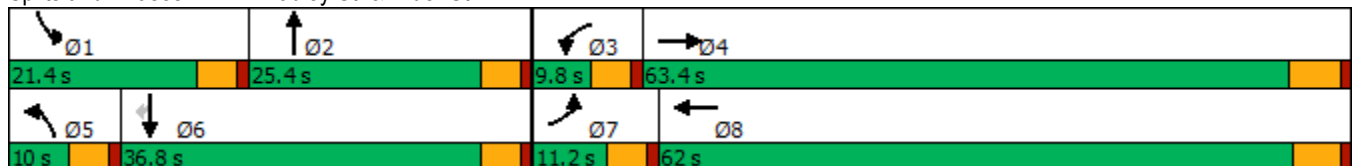


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	105	261	7	210	40	7	17	13	86
Future Volume (vph)	105	261	7	210	40	7	17	13	86
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.4	9.6	22.6	9.6	22.6	22.6
Total Split (s)	11.2	63.4	9.8	62.0	10.0	25.4	21.4	36.8	36.8
Total Split (%)	9.3%	52.8%	8.2%	51.7%	8.3%	21.2%	17.8%	30.7%	30.7%
Yellow Time (s)	3.6	4.8	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.4	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	11.2	22.1	6.5	15.5	6.7	15.6	6.7	14.1	14.1
Actuated g/C Ratio	0.25	0.49	0.14	0.34	0.15	0.34	0.15	0.31	0.31
v/c Ratio	0.25	0.18	0.03	0.38	0.16	0.02	0.07	0.02	0.16
Control Delay	27.9	10.2	27.0	18.1	27.2	13.4	26.5	18.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	10.2	27.0	18.1	27.2	13.4	26.5	18.5	4.6
LOS	C	B	C	B	C	B	C	B	A
Approach Delay		14.7		18.4		23.9		9.4	
Approach LOS		B		B		C		A	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 45.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.38
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 39.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 44: Bradley St. & Rider St.



HCM 6th Signalized Intersection Summary
44: Bradley St. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	261	40	7	210	25	40	7	6	17	13	86
Future Volume (veh/h)	105	261	40	7	210	25	40	7	6	17	13	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	272	41	7	219	20	42	7	3	18	14	24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	157	1025	152	17	426	39	84	202	87	41	259	219
Arrive On Green	0.09	0.33	0.33	0.01	0.25	0.25	0.05	0.16	0.16	0.02	0.14	0.14
Sat Flow, veh/h	1810	3141	467	1810	1715	157	1810	1262	541	1810	1900	1604
Grp Volume(v), veh/h	109	155	158	7	0	239	42	0	10	18	14	24
Grp Sat Flow(s),veh/h/ln	1810	1805	1803	1810	0	1871	1810	0	1803	1810	1900	1604
Q Serve(g_s), s	2.4	2.6	2.6	0.2	0.0	4.5	0.9	0.0	0.2	0.4	0.3	0.5
Cycle Q Clear(g_c), s	2.4	2.6	2.6	0.2	0.0	4.5	0.9	0.0	0.2	0.4	0.3	0.5
Prop In Lane	1.00		0.26	1.00		0.08	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	157	589	588	17	0	465	84	0	289	41	259	219
V/C Ratio(X)	0.69	0.26	0.27	0.41	0.00	0.51	0.50	0.00	0.03	0.44	0.05	0.11
Avail Cap(c_a), veh/h	293	2554	2552	231	0	2602	240	0	921	747	1503	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	10.1	10.1	20.0	0.0	13.2	18.9	0.0	14.4	19.6	15.3	15.4
Incr Delay (d2), s/veh	2.0	0.2	0.2	5.9	0.0	0.9	1.7	0.0	0.0	2.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.7	0.7	0.1	0.0	1.5	0.4	0.0	0.1	0.2	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	10.3	10.4	25.9	0.0	14.1	20.6	0.0	14.5	22.4	15.4	15.6
LnGrp LOS	C	B	B	C	A	B	C	A	B	C	B	B
Approach Vol, veh/h		422			246			52				56
Approach Delay, s/veh		12.9			14.4			19.5				17.7
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	11.1	5.0	19.1	6.5	10.1	8.1	15.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	5.8	4.6	4.6	4.6	* 5.8				
Max Green Setting (Gmax), s	16.8	20.8	5.2	57.6	5.4	32.2	6.6	* 57				
Max Q Clear Time (g_c+I1), s	2.4	2.2	2.2	4.6	2.9	2.5	4.4	6.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.7	0.0	0.1	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	26.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	193	354	93	348	247	37
Future Vol, veh/h	193	354	93	348	247	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	203	373	98	366	260	39

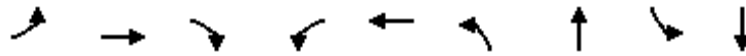
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	576	0	952
Stage 1	-	-	-	-	390
Stage 2	-	-	-	-	562
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1007	-	290
Stage 1	-	-	-	-	689
Stage 2	-	-	-	-	575
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1007	-	~ 255
Mov Cap-2 Maneuver	-	-	-	-	~ 255
Stage 1	-	-	-	-	689
Stage 2	-	-	-	-	505

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	117.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	-	-	1007	-
HCM Lane V/C Ratio	1.079	-	-	0.097	-
HCM Control Delay (s)	117.2	-	-	9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	12	-	-	0.3	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
46: Dunlap Dr. & Nuevo Rd.

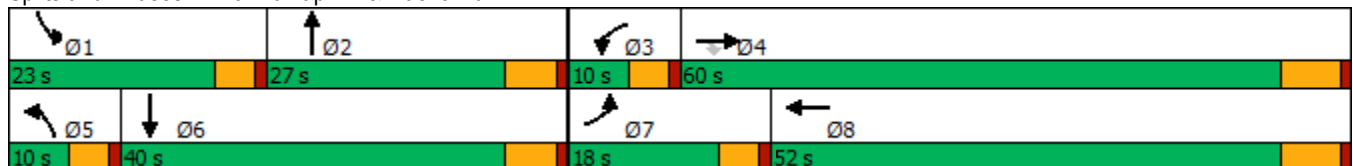


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	71	537	91	90	444	94	139	123	182
Future Volume (vph)	71	537	91	90	444	94	139	123	182
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	18.0	60.0	60.0	10.0	52.0	10.0	27.0	23.0	40.0
Total Split (%)	15.0%	50.0%	50.0%	8.3%	43.3%	8.3%	22.5%	19.2%	33.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.8	36.3	36.3	5.7	36.0	5.7	17.0	11.8	23.2
Actuated g/C Ratio	0.09	0.39	0.39	0.06	0.39	0.06	0.18	0.13	0.25
v/c Ratio	0.46	0.79	0.14	0.89	0.77	0.93	0.73	0.59	0.64
Control Delay	54.5	34.2	1.1	111.8	35.9	119.5	48.8	53.4	37.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	34.2	1.1	111.8	35.9	119.5	48.8	53.4	37.4
LOS	D	C	A	F	D	F	D	D	D
Approach Delay		32.0			47.2		69.2		42.4
Approach LOS		C			D		E		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 93.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 44.5
 Intersection LOS: D
 Intersection Capacity Utilization 71.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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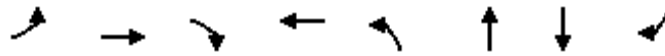


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	537	91	90	444	69	94	139	92	123	182	88
Future Volume (veh/h)	71	537	91	90	444	69	94	139	92	123	182	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	77	584	97	98	483	62	102	151	99	134	198	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	689	584	126	622	80	131	188	123	171	253	104
Arrive On Green	0.06	0.36	0.36	0.07	0.38	0.38	0.07	0.18	0.18	0.09	0.20	0.20
Sat Flow, veh/h	1810	1900	1610	1810	1650	212	1810	1071	702	1810	1280	524
Grp Volume(v), veh/h	77	584	97	98	0	545	102	0	250	134	0	279
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1862	1810	0	1774	1810	0	1804
Q Serve(g_s), s	3.0	20.4	3.0	3.8	0.0	18.6	4.0	0.0	9.8	5.2	0.0	10.6
Cycle Q Clear(g_c), s	3.0	20.4	3.0	3.8	0.0	18.6	4.0	0.0	9.8	5.2	0.0	10.6
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.40	1.00		0.29
Lane Grp Cap(c), veh/h	100	689	584	126	0	702	131	0	311	171	0	357
V/C Ratio(X)	0.77	0.85	0.17	0.78	0.00	0.78	0.78	0.00	0.80	0.78	0.00	0.78
Avail Cap(c_a), veh/h	336	1407	1193	135	0	1173	135	0	521	461	0	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	21.2	15.6	33.0	0.0	19.8	32.9	0.0	28.6	32.0	0.0	27.5
Incr Delay (d2), s/veh	4.6	3.0	0.1	20.5	0.0	1.9	21.8	0.0	4.8	2.9	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	8.0	0.9	2.2	0.0	6.9	2.4	0.0	4.2	2.3	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	24.2	15.8	53.5	0.0	21.7	54.7	0.0	33.4	34.9	0.0	31.2
LnGrp LOS	D	C	B	D	A	C	D	A	C	C	A	C
Approach Vol, veh/h		758			643			352				413
Approach Delay, s/veh		24.6			26.6			39.6				32.4
Approach LOS		C			C			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	18.5	9.6	32.7	9.8	20.1	8.6	33.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	18.4	21.2	5.4	53.5	5.4	34.2	13.4	45.5				
Max Q Clear Time (g_c+I1), s	7.2	11.8	5.8	22.4	6.0	12.6	5.0	20.6				
Green Ext Time (p_c), s	0.1	0.8	0.0	3.7	0.0	1.4	0.0	3.1				

Intersection Summary

HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

Timings
47: Ramona Expy & Rider St.



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↕	↖↗	↕	↕	↗	
Traffic Volume (vph)	42	0	206	0	179	1351	2321	110	
Future Volume (vph)	42	0	206	0	179	1351	2321	110	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	42.0	42.0	42.0	42.0	11.0	68.4	67.0	67.0	9.6
Total Split (%)	35.0%	35.0%	35.0%	35.0%	9.2%	57.0%	55.8%	55.8%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		15.9	15.9	15.9	6.4	71.8	60.8	60.8	
Actuated g/C Ratio		0.16	0.16	0.16	0.06	0.73	0.61	0.61	
v/c Ratio		0.19	0.67	0.00	0.84	0.55	1.11	0.12	
Control Delay		36.6	33.7	0.0	76.7	8.1	79.0	5.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		36.6	33.7	0.0	76.7	8.1	79.0	5.8	
LOS		D	C	A	E	A	E	A	
Approach Delay		34.2				16.1	75.7		
Approach LOS		C				B	E		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 98.9	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 51.6	Intersection LOS: D
Intersection Capacity Utilization 99.3%	ICU Level of Service F
Analysis Period (min) 15	





















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	0	206	0	0	1	179	1351	1	0	2321	110
Future Volume (veh/h)	42	0	206	0	0	1	179	1351	1	0	2321	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	45	0	103	0	0	1	190	1437	1	0	2469	91
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	0	178	0	0	179	242	2849	2	2	2351	1048
Arrive On Green	0.11	0.00	0.11	0.00	0.00	0.11	0.07	0.77	0.77	0.00	0.65	0.65
Sat Flow, veh/h	1432	0	1601	0	0	1610	3510	3702	3	1810	3610	1609
Grp Volume(v), veh/h	45	0	103	0	0	1	190	701	737	0	2469	91
Grp Sat Flow(s),veh/h/ln	1432	0	1601	0	0	1610	1755	1805	1899	1810	1805	1609
Q Serve(g_s), s	2.7	0.0	5.7	0.0	0.0	0.1	5.0	13.6	13.6	0.0	60.5	1.9
Cycle Q Clear(g_c), s	2.7	0.0	5.7	0.0	0.0	0.1	5.0	13.6	13.6	0.0	60.5	1.9
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	0	178	0	0	179	242	1389	1462	2	2351	1048
V/C Ratio(X)	0.19	0.00	0.58	0.00	0.00	0.01	0.79	0.50	0.50	0.00	1.05	0.09
Avail Cap(c_a), veh/h	656	0	645	0	0	648	242	1389	1462	97	2351	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	39.2	0.0	0.0	36.7	42.6	4.0	4.0	0.0	16.2	6.0
Incr Delay (d2), s/veh	0.4	0.0	3.0	0.0	0.0	0.0	14.4	0.3	0.3	0.0	33.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.3	0.0	0.0	0.0	2.5	2.4	2.5	0.0	27.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	42.2	0.0	0.0	36.8	57.0	4.3	4.3	0.0	49.7	6.0
LnGrp LOS	D	A	D	A	A	D	E	A	A	A	F	A
Approach Vol, veh/h		148			1			1628			2560	
Approach Delay, s/veh		41.0			36.8			10.5			48.1	
Approach LOS		D			D			B			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	78.0		14.9	11.0	67.0		14.9				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	61.9		37.4	6.4	60.5		37.4				
Max Q Clear Time (g_c+I1), s	0.0	15.6		7.7	7.0	62.5		2.1				
Green Ext Time (p_c), s	0.0	11.4		0.5	0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			33.7									
HCM 6th LOS			C									

Timings
49: Antelope Rd. & MCP WB Ramps

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

Lane Group	WBL	WBR	NBT	NBR	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	118	446	609	721	1635	10
Future Volume (vph)	118	446	609	721	1635	10
Turn Type	Prot	Perm	NA	Perm	NA	Perm
Protected Phases	3		2		6	
Permitted Phases		8		2		6
Detector Phase	3	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.5	23.8	23.8	23.8	23.8
Total Split (s)	32.0	32.0	88.0	88.0	88.0	88.0
Total Split (%)	26.7%	26.7%	73.3%	73.3%	73.3%	73.3%
Yellow Time (s)	3.6	3.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.5	5.8	5.8	5.8	5.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	10.2	10.3	42.9	42.9	42.9	42.9
Actuated g/C Ratio	0.16	0.16	0.67	0.67	0.67	0.67
v/c Ratio	0.45	0.56	0.27	0.59	0.74	0.01
Control Delay	33.5	6.1	4.6	2.3	9.1	1.7
Queue Delay	0.0	0.0	0.1	0.5	0.0	0.0
Total Delay	33.5	6.1	4.7	2.8	9.1	1.7
LOS	C	A	A	A	A	A
Approach Delay			3.7		9.0	
Approach LOS			A		A	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 64.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 49: Antelope Rd. & MCP WB Ramps



HCM 6th Signalized Intersection Summary
49: Antelope Rd. & MCP WB Ramps

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖		↖↖		↗↗	↖		↗↗	↖
Traffic Volume (veh/h)	0	0	0	118	0	446	0	609	721	0	1635	10
Future Volume (veh/h)	0	0	0	118	0	446	0	609	721	0	1635	10
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	0	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				128	0	485	0	662	784	0	1777	11
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				372	0	582	0	2364	1054	0	2364	1054
Arrive On Green				0.21	0.00	0.21	0.00	0.65	0.65	0.00	0.65	0.65
Sat Flow, veh/h				1810	0	2834	0	3705	1610	0	3705	1610
Grp Volume(v), veh/h				128	0	485	0	662	784	0	1777	11
Grp Sat Flow(s),veh/h/ln				1810	0	1417	0	1805	1610	0	1805	1610
Q Serve(g_s), s				4.5	0.0	12.2	0.0	5.8	24.4	0.0	24.9	0.2
Cycle Q Clear(g_c), s				4.5	0.0	12.2	0.0	5.8	24.4	0.0	24.9	0.2
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				372	0	582	0	2364	1054	0	2364	1054
V/C Ratio(X)				0.34	0.00	0.83	0.00	0.28	0.74	0.00	0.75	0.01
Avail Cap(c_a), veh/h				666	0	1043	0	3984	1777	0	3984	1777
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.3	0.0	28.4	0.0	5.4	8.6	0.0	8.7	4.5
Incr Delay (d2), s/veh				0.2	0.0	1.2	0.0	0.1	1.1	0.0	0.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	0.0	3.9	0.0	1.5	5.8	0.0	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				25.5	0.0	29.6	0.0	5.5	9.7	0.0	9.2	4.5
LnGrp LOS				C	A	C	A	A	A	A	A	A
Approach Vol, veh/h					613			1446			1788	
Approach Delay, s/veh					28.7			7.8			9.2	
Approach LOS					C			A			A	
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		54.6				54.6		19.9				
Change Period (Y+Rc), s		5.8				5.8		4.6				
Max Green Setting (Gmax), s		82.2				82.2		27.4				
Max Q Clear Time (g_c+I1), s		26.4				26.9		14.2				
Green Ext Time (p_c), s		9.5				21.9		1.1				

Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Timings
50: Antelope Rd. & MCP EB Ramps

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

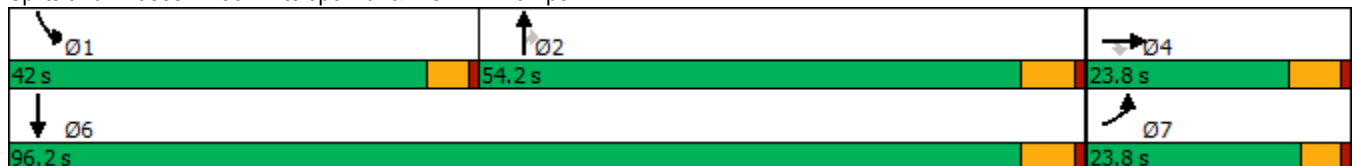


Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	10	0	305	1282	138	954	766
Future Volume (vph)	10	0	305	1282	138	954	766
Turn Type	Prot	NA	Perm	NA	Perm	Prot	NA
Protected Phases	7	4		2		1	6
Permitted Phases			4		2		
Detector Phase	7	4	4	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	23.8	23.8	23.8	23.8	9.6	23.8
Total Split (s)	23.8	23.8	23.8	54.2	54.2	42.0	96.2
Total Split (%)	19.8%	19.8%	19.8%	45.2%	45.2%	35.0%	80.2%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8	5.8	4.6	5.8
Lead/Lag				Lag	Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	7.9	3.4	14.6	47.5	47.5	36.0	88.1
Actuated g/C Ratio	0.07	0.03	0.13	0.42	0.42	0.31	0.77
v/c Ratio	0.08	0.81	0.49	0.93	0.20	0.94	0.30
Control Delay	50.2	36.7	12.0	44.6	7.8	55.1	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	49.3	1.8
Total Delay	50.2	36.7	12.0	44.6	7.8	104.4	6.3
LOS	D	D	B	D	A	F	A
Approach Delay		25.2		41.0			60.7
Approach LOS		C		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.4
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 49.4
 Intersection LOS: D
 Intersection Capacity Utilization 84.5%
 ICU Level of Service E
 Analysis Period (min) 15





















Splits and Phases: 50: Antelope Rd. & MCP EB Ramps



HCM 6th Signalized Intersection Summary
50: Antelope Rd. & MCP EB Ramps

Stoneridge Commerce Center SP (JN 13265)

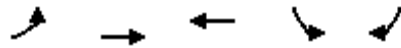
05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	305	0	0	0	0	1282	138	954	766	0
Future Volume (veh/h)	10	0	305	0	0	0	0	1282	138	954	766	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	7	0	227				0	1393	85	1037	833	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	166	0	296				0	1586	707	1122	2905	0
Arrive On Green	0.09	0.00	0.09				0.00	0.44	0.44	0.32	0.80	0.00
Sat Flow, veh/h	1810	0	3220				0	3705	1610	3510	3705	0
Grp Volume(v), veh/h	7	0	227				0	1393	85	1037	833	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1805	1610	1755	1805	0
Q Serve(g_s), s	0.4	0.0	6.9				0.0	35.5	3.1	28.7	5.9	0.0
Cycle Q Clear(g_c), s	0.4	0.0	6.9				0.0	35.5	3.1	28.7	5.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	166	0	296				0	1586	707	1122	2905	0
V/C Ratio(X)	0.04	0.00	0.77				0.00	0.88	0.12	0.92	0.29	0.00
Avail Cap(c_a), veh/h	345	0	614				0	1735	774	1304	3241	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.7	0.0	44.7				0.0	25.8	16.7	33.1	2.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.6				0.0	5.2	0.1	9.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.7				0.0	14.9	1.1	12.9	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	46.2				0.0	30.9	16.8	42.6	2.5	0.0
LnGrp LOS	D	A	D				A	C	B	D	A	A
Approach Vol, veh/h		234						1478			1870	
Approach Delay, s/veh		46.1						30.1			24.7	
Approach LOS		D						C			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	36.8	50.0	13.9	86.8								
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8								
Max Green Setting (Gmax), s	37.4	48.4	19.2	90.4								
Max Q Clear Time (g_c+I1), s	30.7	37.5	8.9	7.9								
Green Ext Time (p_c), s	1.5	6.8	0.3	6.3								
Intersection Summary												
HCM 6th Ctrl Delay			28.4									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

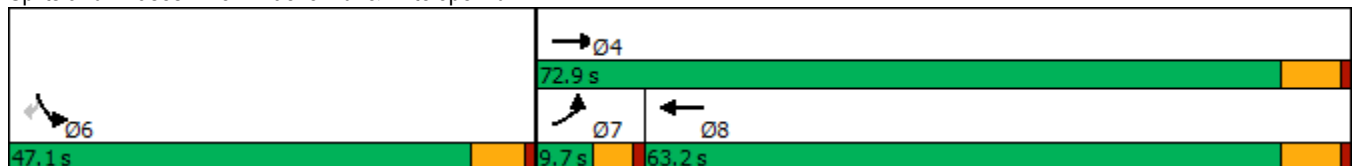


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↑	↖	↘	↗
Traffic Volume (vph)	82	710	501	636	159
Future Volume (vph)	82	710	501	636	159
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	9.7	72.9	63.2	47.1	47.1
Total Split (%)	8.1%	60.8%	52.7%	39.3%	39.3%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	5.1	66.4	56.7	41.3	41.3
Actuated g/C Ratio	0.04	0.55	0.47	0.34	0.34
v/c Ratio	1.17	0.73	0.99	1.11	0.27
Control Delay	206.2	25.4	58.1	108.5	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	206.2	25.4	58.1	108.5	10.0
LOS	F	C	E	F	B
Approach Delay		44.1	58.1	88.8	
Approach LOS		D	E	F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 63.7	Intersection LOS: E
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	82	710	501	289	636	159	
Future Volume (veh/h)	82	710	501	289	636	159	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	89	772	545	314	691	173	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	77	1051	534	308	623	554	
Arrive On Green	0.04	0.55	0.47	0.47	0.34	0.34	
Sat Flow, veh/h	1810	1900	1131	652	1810	1610	
Grp Volume(v), veh/h	89	772	0	859	691	173	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1783	1810	1610	
Q Serve(g_s), s	5.1	36.7	0.0	56.7	41.3	9.5	
Cycle Q Clear(g_c), s	5.1	36.7	0.0	56.7	41.3	9.5	
Prop In Lane	1.00			0.37	1.00	1.00	
Lane Grp Cap(c), veh/h	77	1051	0	842	623	554	
V/C Ratio(X)	1.16	0.73	0.00	1.02	1.11	0.31	
Avail Cap(c_a), veh/h	77	1051	0	842	623	554	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	57.4	20.2	0.0	31.7	39.3	28.9	
Incr Delay (d2), s/veh	151.3	4.6	0.0	36.1	69.9	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.5	15.7	0.0	30.5	29.5	9.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	208.8	24.7	0.0	67.7	109.3	29.2	
LnGrp LOS	F	C	A	F	F	C	
Approach Vol, veh/h		861	859		864		
Approach Delay, s/veh		43.7	67.7		93.3		
Approach LOS		D	E		F		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				72.9	47.1	9.7	63.2
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				66.4	41.3	5.1	56.7
Max Q Clear Time (g_c+I1), s				38.7	43.3	7.1	58.7
Green Ext Time (p_c), s				5.2	0.0	0.0	0.0
Intersection Summary							
HCM 6th Ctrl Delay			68.3				
HCM 6th LOS			E				

Intersection

Intersection Delay, s/veh 894.8

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	328	280	738	294	245	4	367	485	311	9	411	178
Future Vol, veh/h	328	280	738	294	245	4	367	485	311	9	411	178
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	338	289	761	303	253	4	378	500	321	9	424	184
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1218.8	351.9	1033.1	389.8
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	24%	54%	2%
Vol Thru, %	42%	21%	45%	69%
Vol Right, %	27%	55%	1%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1163	1346	543	598
LT Vol	367	328	294	9
Through Vol	485	280	245	411
RT Vol	311	738	4	178
Lane Flow Rate	1199	1388	560	616
Geometry Grp	1	1	1	1
Degree of Util (X)	3.164	3.591	1.508	1.614
Departure Headway (Hd)	23.331	21.192	37.832	35.998
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	168	194	101	111
Service Time	21.331	19.192	35.832	33.998
HCM Lane V/C Ratio	7.137	7.155	5.545	5.55
HCM Control Delay	1033.1	1218.8	351.9	389.8
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	45.7	58.9	11	12.5

Intersection	
Intersection Delay, s/veh	218.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	↔
Traffic Vol, veh/h	352	22	197	10	14	7	128	601	16	17	859	216
Future Vol, veh/h	352	22	197	10	14	7	128	601	16	17	859	216
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	367	23	205	10	15	7	133	626	17	18	895	225
Number of Lanes	0	1	1	0	1	0	0	2	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	49.7	16	59.3	420.7
HCM LOS	E	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	30%	0%	94%	0%	32%	2%	0%
Vol Thru, %	70%	95%	6%	0%	45%	98%	0%
Vol Right, %	0%	5%	0%	100%	23%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	429	317	374	197	31	876	216
LT Vol	128	0	352	0	10	17	0
Through Vol	301	301	22	0	14	859	0
RT Vol	0	16	0	197	7	0	216
Lane Flow Rate	446	330	390	205	32	913	225
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	1.008	0.728	0.944	0.431	0.089	2.097	0.471
Departure Headway (Hd)	9.333	9.139	9.985	8.76	11.828	8.386	7.651
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	393	399	366	415	305	447	475
Service Time	7.033	6.839	7.685	6.46	9.828	6.086	5.351
HCM Lane V/C Ratio	1.135	0.827	1.066	0.494	0.105	2.043	0.474
HCM Control Delay	78.9	32.7	66.4	17.9	16	520.3	17
HCM Lane LOS	F	D	F	C	C	F	C
HCM 95th-tile Q	12.3	5.6	10.1	2.1	0.3	64.1	2.5

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	13	1	1	1	22	797	2	1	1017	21
Future Vol, veh/h	30	0	13	1	1	1	22	797	2	1	1017	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	0	14	1	1	1	24	866	2	1	1105	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2035	2035	1117	2041	2045	867	1128	0	0	868	0	0
Stage 1	1119	1119	-	915	915	-	-	-	-	-	-	-
Stage 2	916	916	-	1126	1130	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	43	58	255	42	57	355	627	-	-	785	-	-
Stage 1	253	285	-	329	354	-	-	-	-	-	-	-
Stage 2	329	354	-	251	281	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	40	54	255	37	53	355	627	-	-	785	-	-
Mov Cap-2 Maneuver	40	54	-	37	53	-	-	-	-	-	-	-
Stage 1	234	284	-	305	328	-	-	-	-	-	-	-
Stage 2	303	328	-	236	280	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	205.4		66.3		0.3		0	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	627	-	-	54	62	785	-
HCM Lane V/C Ratio	0.038	-	-	0.866	0.053	0.001	-
HCM Control Delay (s)	11	0	-	205.4	66.3	9.6	0
HCM Lane LOS	B	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0.1	-	-	3.8	0.2	0	-

Intersection												
Int Delay, s/veh	197.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	94	151	192	28	55	98	70	583	13	87	800	54
Future Vol, veh/h	94	151	192	28	55	98	70	583	13	87	800	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	102	164	209	30	60	107	76	634	14	95	870	59

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1967	1890	900	2069	1912	641	929	0	0	648	0	0
Stage 1	1090	1090	-	793	793	-	-	-	-	-	-	-
Stage 2	877	800	-	1276	1119	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 48	~ 71	340	40	69	478	744	-	-	947	-	-
Stage 1	263	294	-	385	403	-	-	-	-	-	-	-
Stage 2	346	400	-	207	285	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 21	~ 57	340	-	~ 56	478	744	-	-	947	-	-
Mov Cap-2 Maneuver	~ 75	~ 147	-	~ -52	132	-	-	-	-	-	-	-
Stage 1	236	265	-	346	362	-	-	-	-	-	-	-
Stage 2	202	359	-	~ 27	257	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	999.8		1.1	0.9
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	744	-	-	154	-	947	-
HCM Lane V/C Ratio	0.102	-	-	3.084	-	0.1	-
HCM Control Delay (s)	10.4	-	-	\$ 999.8	-	9.2	-
HCM Lane LOS	B	-	-	F	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	44.2	-	0.3	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	181	12	22	101	33	13	618	152	96	907	42
Future Vol, veh/h	52	181	12	22	101	33	13	618	152	96	907	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	57	197	13	24	110	36	14	672	165	104	986	46

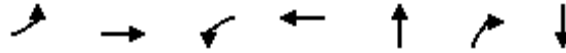
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2073	2082	1009	2105	2023	755	1032	0	0	837	0	0
Stage 1	1217	1217	-	783	783	-	-	-	-	-	-	-
Stage 2	856	865	-	1322	1240	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 40	~ 54	294	38	~ 59	412	681	-	-	806	-	-
Stage 1	223	256	-	390	407	-	-	-	-	-	-	-
Stage 2	355	374	-	195	249	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 36	294	-	~ 39	412	681	-	-	806	-	-
Mov Cap-2 Maneuver	-	~ 36	-	-	~ 39	-	-	-	-	-	-	-
Stage 1	214	~ 178	-	374	391	-	-	-	-	-	-	-
Stage 2	224	359	-	-	173	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s						0.2			0.9
HCM LOS									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	681	-	-	-	-	806	-	-
HCM Lane V/C Ratio	0.021	-	-	-	-	0.129	-	-
HCM Control Delay (s)	10.4	0	-	-	-	10.1	0	-
HCM Lane LOS	B	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
58: Meniffee Rd. & SR-74

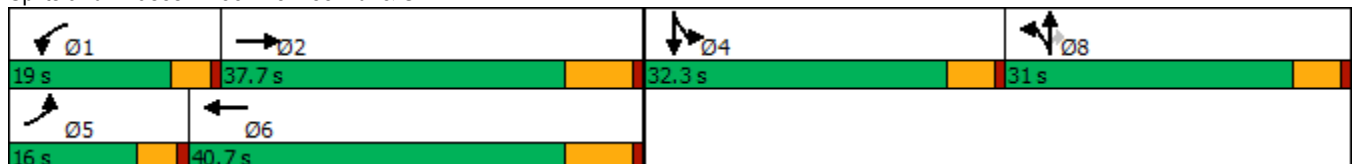


Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	203	847	218	897	465	195	751
Future Volume (vph)	203	847	218	897	465	195	751
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA
Protected Phases	5	2	1	6	8		4
Permitted Phases						8	
Detector Phase	5	2	1	6	8	8	4
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	36.0	9.6	29.0	15.3	15.3	32.3
Total Split (s)	16.0	37.7	19.0	40.7	31.0	31.0	32.3
Total Split (%)	13.3%	31.4%	15.8%	33.9%	25.8%	25.8%	26.9%
Yellow Time (s)	3.6	6.0	3.6	6.0	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	7.0	4.6	7.0	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	Max	None	Max	None	None	None
Act Effct Green (s)	11.4	30.7	14.4	33.7	25.7	25.7	27.0
Actuated g/C Ratio	0.10	0.26	0.12	0.28	0.21	0.21	0.22
v/c Ratio	1.26	1.17	1.07	1.05	2.13	0.47	2.54
Control Delay	200.6	126.7	132.1	84.6	542.5	20.2	720.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	200.6	126.7	132.1	84.6	542.5	20.2	720.5
LOS	F	F	F	F	F	C	F
Approach Delay		139.2		93.1	440.0		720.5
Approach LOS		F		F	F		F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.54	
Intersection Signal Delay: 326.6	Intersection LOS: F
Intersection Capacity Utilization 156.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 58: Meniffee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕	↗		↕	↗
Traffic Volume (veh/h)	203	847	156	218	897	97	332	465	195	163	751	93
Future Volume (veh/h)	203	847	156	218	897	97	332	465	195	163	751	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	216	901	146	232	954	88	353	495	153	173	799	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	796	129	217	938	87	166	233	345	69	318	31
Arrive On Green	0.09	0.26	0.26	0.12	0.28	0.28	0.21	0.21	0.21	0.22	0.22	0.22
Sat Flow, veh/h	1810	3110	504	1810	3341	308	775	1086	1610	306	1414	140
Grp Volume(v), veh/h	216	523	524	232	515	527	848	0	153	1051	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1809	1810	1805	1845	1861	0	1610	1860	0	0
Q Serve(g_s), s	11.4	30.7	30.7	14.4	33.7	33.7	25.7	0.0	9.9	27.0	0.0	0.0
Cycle Q Clear(g_c), s	11.4	30.7	30.7	14.4	33.7	33.7	25.7	0.0	9.9	27.0	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.17	0.42		1.00	0.16		0.08
Lane Grp Cap(c), veh/h	172	462	463	217	507	518	399	0	345	418	0	0
V/C Ratio(X)	1.26	1.13	1.13	1.07	1.02	1.02	2.13	0.00	0.44	2.51	0.00	0.00
Avail Cap(c_a), veh/h	172	462	463	217	507	518	399	0	345	418	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.3	44.7	44.7	52.8	43.1	43.2	47.2	0.0	40.9	46.5	0.0	0.0
Incr Delay (d2), s/veh	153.9	83.3	83.4	80.4	44.2	43.8	515.7	0.0	0.9	687.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	23.8	23.9	11.1	20.4	20.8	68.4	0.0	3.8	91.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	208.2	128.0	128.0	133.2	87.4	87.0	562.8	0.0	41.8	734.0	0.0	0.0
LnGrp LOS	F	F	F	F	F	F	F	A	D	F	A	A
Approach Vol, veh/h		1263			1274			1001			1051	
Approach Delay, s/veh		141.7			95.5			483.2			734.0	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	37.7		32.3	16.0	40.7		31.0				
Change Period (Y+Rc), s	4.6	7.0		5.3	4.6	7.0		5.3				
Max Green Setting (Gmax), s	14.4	30.7		27.0	11.4	33.7		25.7				
Max Q Clear Time (g_c+I1), s	16.4	32.7		29.0	13.4	35.7		27.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	339.0
HCM 6th LOS	F

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

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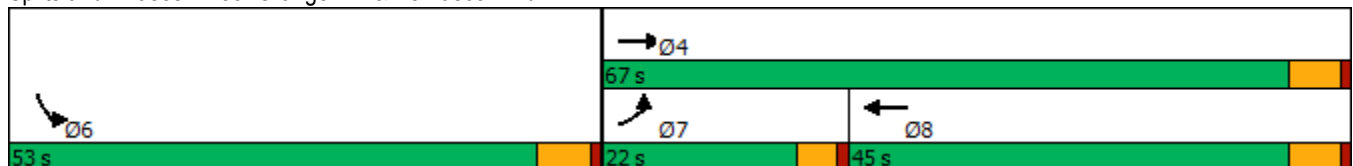


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↑	↗	↘
Traffic Volume (vph)	55	359	211	21
Future Volume (vph)	55	359	211	21
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	22.8	22.8
Total Split (s)	22.0	67.0	45.0	53.0
Total Split (%)	18.3%	55.8%	37.5%	44.2%
Yellow Time (s)	3.6	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effct Green (s)	7.2	61.2	51.4	10.4
Actuated g/C Ratio	0.09	0.74	0.62	0.12
v/c Ratio	0.39	0.28	0.20	0.53
Control Delay	42.9	4.3	8.5	14.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	42.9	4.3	8.5	14.1
LOS	D	A	A	B
Approach Delay		9.5	8.5	14.1
Approach LOS		A	A	B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 83.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 39.4%	ICU Level of Service A
Analysis Period (min) 15	

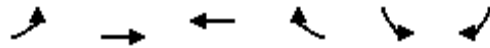
Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗		↙	↘	
Traffic Volume (veh/h)	55	359	211	5	21	149	
Future Volume (veh/h)	55	359	211	5	21	149	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	60	390	229	5	23	162	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	81	1375	1157	25	28	198	
Arrive On Green	0.04	0.72	0.62	0.62	0.14	0.14	
Sat Flow, veh/h	1810	1900	1852	40	202	1423	
Grp Volume(v), veh/h	60	390	0	234	186	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1893	1634	0	
Q Serve(g_s), s	2.8	6.0	0.0	4.5	9.4	0.0	
Cycle Q Clear(g_c), s	2.8	6.0	0.0	4.5	9.4	0.0	
Prop In Lane	1.00			0.02	0.12	0.87	
Lane Grp Cap(c), veh/h	81	1375	0	1182	228	0	
V/C Ratio(X)	0.74	0.28	0.00	0.20	0.82	0.00	
Avail Cap(c_a), veh/h	372	1375	0	1182	912	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	39.9	4.1	0.0	6.8	35.4	0.0	
Incr Delay (d2), s/veh	4.9	0.5	0.0	0.4	7.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.3	1.6	0.0	1.5	3.9	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	44.9	4.6	0.0	7.2	42.4	0.0	
LnGrp LOS	D	A	A	A	D	A	
Approach Vol, veh/h		450	234		186		
Approach Delay, s/veh		10.0	7.2		42.4		
Approach LOS		A	A		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				67.0	17.6	8.4	58.6
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				61.2	47.2	17.4	39.2
Max Q Clear Time (g_c+I1), s				8.0	11.4	4.8	6.5
Green Ext Time (p_c), s				2.3	0.6	0.0	1.2

Intersection Summary

HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection

Intersection Delay, s/veh 31.4

Intersection LOS D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	369	228	178	20	16	368
Future Vol, veh/h	369	228	178	20	16	368
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	380	235	184	21	16	379
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	47	12.2	17
HCM LOS	E	B	C

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	0%	4%
Vol Thru, %	38%	90%	0%
Vol Right, %	0%	10%	96%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	597	198	384
LT Vol	369	0	16
Through Vol	228	178	0
RT Vol	0	20	368
Lane Flow Rate	615	204	396
Geometry Grp	1	1	1
Degree of Util (X)	0.947	0.34	0.609
Departure Headway (Hd)	5.539	5.989	5.537
Convergence, Y/N	Yes	Yes	Yes
Cap	652	596	645
Service Time	3.598	4.074	3.615
HCM Lane V/C Ratio	0.943	0.342	0.614
HCM Control Delay	47	12.2	17
HCM Lane LOS	E	B	C
HCM 95th-tile Q	13.1	1.5	4.1

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	209	78	24	153	58	23
Future Vol, veh/h	209	78	24	153	58	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	227	85	26	166	63	25

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	312	0	488 270
Stage 1	-	-	-	-	270 -
Stage 2	-	-	-	-	218 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1260	-	543 774
Stage 1	-	-	-	-	780 -
Stage 2	-	-	-	-	823 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1260	-	531 774
Mov Cap-2 Maneuver	-	-	-	-	531 -
Stage 1	-	-	-	-	780 -
Stage 2	-	-	-	-	804 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	583	-	-	1260	-
HCM Lane V/C Ratio	0.151	-	-	0.021	-
HCM Control Delay (s)	12.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	20	6	60	26	72	4	126	85	96	100	16
Future Vol, veh/h	11	20	6	60	26	72	4	126	85	96	100	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	21	6	64	28	77	4	134	90	102	106	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	9.2	9.2	9.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	30%	38%	45%
Vol Thru, %	59%	54%	16%	47%
Vol Right, %	40%	16%	46%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	37	158	212
LT Vol	4	11	60	96
Through Vol	126	20	26	100
RT Vol	85	6	72	16
Lane Flow Rate	229	39	168	226
Geometry Grp	1	1	1	1
Degree of Util (X)	0.282	0.056	0.223	0.295
Departure Headway (Hd)	4.44	5.124	4.782	4.707
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	805	694	746	760
Service Time	2.488	3.195	2.839	2.756
HCM Lane V/C Ratio	0.284	0.056	0.225	0.297
HCM Control Delay	9.2	8.5	9.2	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.2	0.9	1.2

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

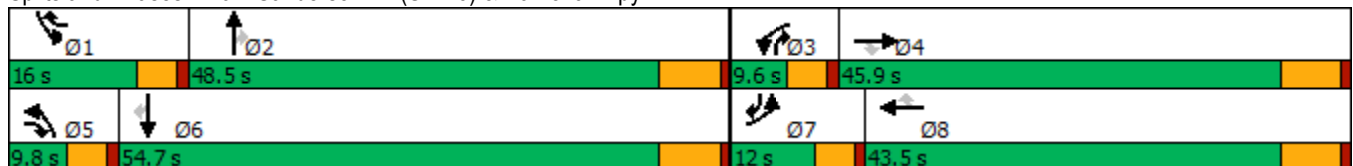
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	469	645	164	128	426	699	135	2305	131	881	2652	640
Future Volume (vph)	469	645	164	128	426	699	135	2305	131	881	2652	640
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	45.5	9.6	9.6	43.5	9.6	9.6	45.5	9.6	9.6	39.5	9.6
Total Split (s)	12.0	45.9	9.8	9.6	43.5	16.0	9.8	48.5	9.6	16.0	54.7	12.0
Total Split (%)	10.0%	38.3%	8.2%	8.0%	36.3%	13.3%	8.2%	40.4%	8.0%	13.3%	45.6%	10.0%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6	3.6	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6	4.6	6.5	4.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	25.8	37.6	5.0	23.4	41.4	5.2	42.2	53.8	11.5	48.4	57.8
Actuated g/C Ratio	0.07	0.24	0.35	0.05	0.22	0.39	0.05	0.40	0.50	0.11	0.45	0.54
v/c Ratio	1.95	0.75	0.26	0.79	0.54	1.05	0.80	1.63	0.15	2.37	1.64	0.69
Control Delay	469.7	42.9	9.1	82.8	39.1	78.6	83.1	314.1	4.8	649.8	314.5	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	469.7	42.9	9.1	82.8	39.1	78.6	83.1	314.1	4.8	649.8	314.5	16.8
LOS	F	D	A	F	D	E	F	F	A	F	F	B
Approach Delay		195.1			65.6			286.3			339.7	
Approach LOS		F			E			F			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 106.8	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 2.37	
Intersection Signal Delay: 267.9	Intersection LOS: F
Intersection Capacity Utilization 133.5%	ICU Level of Service H
Analysis Period (min) 15	

































Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

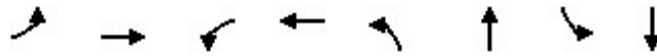
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (veh/h)	469	645	164	128	426	699	135	2305	131	881	2652	640
Future Volume (veh/h)	469	645	164	128	426	699	135	2305	131	881	2652	640
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	474	652	126	129	430	633	136	2328	125	890	2679	528
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	216	1185	598	146	1113	649	152	1264	631	333	1450	738
Arrive On Green	0.06	0.33	0.33	0.04	0.31	0.31	0.04	0.35	0.35	0.09	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	3510	3610	1610	3510	3610	1590
Grp Volume(v), veh/h	474	652	126	129	430	633	136	2328	125	890	2679	528
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1755	1805	1610	1755	1805	1590
Q Serve(g_s), s	7.4	17.8	6.4	4.4	11.2	37.0	4.6	42.0	6.1	11.4	48.2	32.0
Cycle Q Clear(g_c), s	7.4	17.8	6.4	4.4	11.2	37.0	4.6	42.0	6.1	11.4	48.2	32.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1185	598	146	1113	649	152	1264	631	333	1450	738
V/C Ratio(X)	2.19	0.55	0.21	0.88	0.39	0.97	0.89	1.84	0.20	2.67	1.85	0.72
Avail Cap(c_a), veh/h	216	1185	598	146	1113	649	152	1264	631	333	1450	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.3	33.0	25.7	57.2	32.6	35.2	57.1	39.0	24.1	54.3	35.9	25.9
Incr Delay (d2), s/veh	550.2	0.5	0.2	40.7	0.2	28.9	42.5	382.2	0.2	759.5	384.1	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.7	7.4	2.3	2.7	4.7	21.8	2.9	84.2	2.2	40.0	96.7	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	606.5	33.6	25.9	97.9	32.8	64.1	99.6	421.2	24.2	813.8	420.0	29.2
LnGrp LOS	F	C	C	F	C	E	F	F	C	F	F	C
Approach Vol, veh/h		1252			1192			2589			4097	
Approach Delay, s/veh		249.7			56.5			385.2			455.2	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	48.5	9.6	45.9	9.8	54.7	12.0	43.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	11.4	42.0	5.0	39.4	5.2	48.2	7.4	37.0				
Max Q Clear Time (g_c+I1), s	13.4	44.0	6.4	19.8	6.6	50.2	9.4	39.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	4.1	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				355.1								
HCM 6th LOS				F								

Timings
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

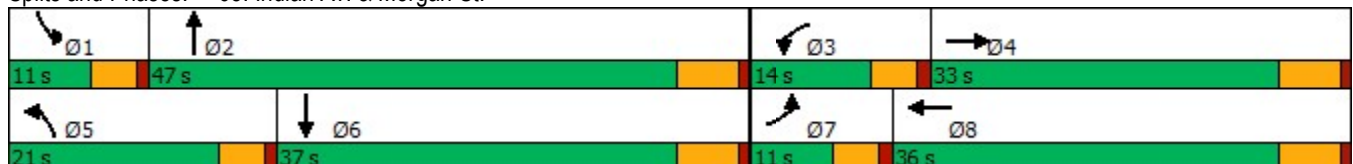


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	22	94	47	36	110	270	23	503
Future Volume (vph)	22	94	47	36	110	270	23	503
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	32.8	9.6	32.8	9.6	32.8
Total Split (s)	11.0	33.0	14.0	36.0	21.0	47.0	11.0	37.0
Total Split (%)	10.5%	31.4%	13.3%	34.3%	20.0%	44.8%	10.5%	35.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max
Act Effct Green (s)	5.7	12.9	7.0	16.1	10.5	43.3	5.8	32.0
Actuated g/C Ratio	0.07	0.16	0.09	0.20	0.13	0.53	0.07	0.39
v/c Ratio	0.21	0.38	0.37	0.09	0.59	0.21	0.22	0.46
Control Delay	44.8	17.5	45.9	21.5	46.2	12.6	44.9	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	17.5	45.9	21.5	46.2	12.6	44.9	22.0
LOS	D	B	D	C	D	B	D	C
Approach Delay		20.3		33.4		21.3		23.0
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 81.3
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 22.7
 Intersection LOS: C
 Intersection Capacity Utilization 50.8%
 ICU Level of Service A
 Analysis Period (min) 15

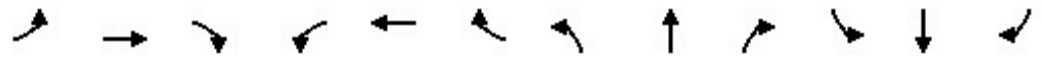
Splits and Phases: 68: Indian Av. & Morgan St.



HCM 6th Signalized Intersection Summary
68: Indian Av. & Morgan St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	22	94	100	47	36	14	110	270	48	23	503	29
Future Volume (veh/h)	22	94	100	47	36	14	110	270	48	23	503	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	116	80	58	44	12	136	333	52	28	621	30
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	287	184	86	437	115	173	1562	242	54	1516	73
Arrive On Green	0.03	0.14	0.14	0.05	0.15	0.15	0.10	0.50	0.50	0.03	0.43	0.43
Sat Flow, veh/h	1810	2109	1353	1810	2830	741	1810	3133	485	1810	3505	169
Grp Volume(v), veh/h	27	98	98	58	27	29	136	190	195	28	319	332
Grp Sat Flow(s),veh/h/ln	1810	1805	1657	1810	1805	1767	1810	1805	1813	1810	1805	1870
Q Serve(g_s), s	1.1	3.6	3.9	2.3	0.9	1.0	5.3	4.3	4.4	1.1	8.8	8.8
Cycle Q Clear(g_c), s	1.1	3.6	3.9	2.3	0.9	1.0	5.3	4.3	4.4	1.1	8.8	8.8
Prop In Lane	1.00		0.82	1.00		0.42	1.00		0.27	1.00		0.09
Lane Grp Cap(c), veh/h	52	245	225	86	279	273	173	900	904	54	780	808
V/C Ratio(X)	0.52	0.40	0.44	0.67	0.10	0.10	0.78	0.21	0.22	0.52	0.41	0.41
Avail Cap(c_a), veh/h	160	680	624	236	755	739	411	1031	1035	160	780	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	28.5	28.6	33.8	26.2	26.2	31.9	10.1	10.2	34.5	14.1	14.1
Incr Delay (d2), s/veh	2.9	1.1	1.3	3.4	0.2	0.2	2.9	0.1	0.1	2.9	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.5	1.5	1.0	0.4	0.4	2.3	1.4	1.4	0.5	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	29.5	30.0	37.2	26.3	26.4	34.8	10.3	10.3	37.4	15.7	15.7
LnGrp LOS	D	C	C	D	C	C	C	B	B	D	B	B
Approach Vol, veh/h		223			114			521			679	
Approach Delay, s/veh		30.7			31.9			16.7			16.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	41.8	8.0	15.6	11.5	37.0	6.7	17.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	6.4	41.2	9.4	27.2	16.4	31.2	6.4	30.2				
Max Q Clear Time (g_c+I1), s	3.1	6.4	4.3	5.9	7.3	10.8	3.1	3.0				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.9	0.1	3.2	0.0	0.2				























Intersection Summary

HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Timings
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	43	163	23	43	27	107	8	209	89	450	8
Future Volume (vph)	43	163	23	43	27	107	8	209	89	450	8
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	1	6	
Permitted Phases			4			8					6
Detector Phase	7	4	4	3	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	32.8	9.6	32.8	32.8
Total Split (s)	9.6	32.8	32.8	9.6	32.8	32.8	9.6	33.0	9.6	33.0	33.0
Total Split (%)	11.3%	38.6%	38.6%	11.3%	38.6%	38.6%	11.3%	38.8%	11.3%	38.8%	38.8%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min	Min
Act Effct Green (s)	5.4	12.9	12.9	5.4	12.9	12.9	5.4	12.9	5.4	22.1	22.1
Actuated g/C Ratio	0.10	0.25	0.25	0.10	0.25	0.25	0.10	0.25	0.10	0.43	0.43
v/c Ratio	0.27	0.22	0.05	0.27	0.04	0.25	0.05	0.32	0.56	0.35	0.01
Control Delay	31.9	17.5	0.2	31.9	17.3	4.1	29.8	16.8	42.4	13.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	17.5	0.2	31.9	17.3	4.1	29.8	16.8	42.4	13.5	0.0
LOS	C	B	A	C	B	A	C	B	D	B	A
Approach Delay		18.5			12.9			17.2		18.0	
Approach LOS		B			B			B		B	

Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 51.8

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 17.2

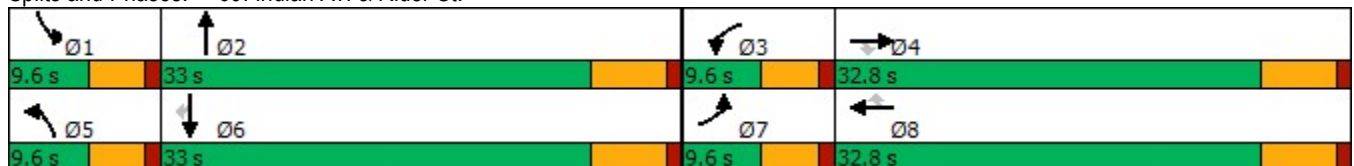
Intersection LOS: B

Intersection Capacity Utilization 46.4%

ICU Level of Service A

Analysis Period (min) 15

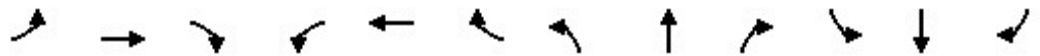
Splits and Phases: 69: Indian Av. & Rider St.



HCM 6th Signalized Intersection Summary
69: Indian Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

02/18/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	163	23	43	27	107	8	209	34	89	450	8
Future Volume (veh/h)	43	163	23	43	27	107	8	209	34	89	450	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	194	22	51	32	76	10	249	23	106	536	8
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	94	731	326	94	731	326	24	722	66	145	1023	456
Arrive On Green	0.05	0.20	0.20	0.05	0.20	0.20	0.01	0.22	0.22	0.08	0.28	0.28
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3344	306	1810	3610	1610
Grp Volume(v), veh/h	51	194	22	51	32	76	10	133	139	106	536	8
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1845	1810	1805	1610
Q Serve(g_s), s	1.3	2.1	0.5	1.3	0.3	1.8	0.3	2.9	2.9	2.6	5.8	0.2
Cycle Q Clear(g_c), s	1.3	2.1	0.5	1.3	0.3	1.8	0.3	2.9	2.9	2.6	5.8	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	94	731	326	94	731	326	24	390	398	145	1023	456
V/C Ratio(X)	0.54	0.27	0.07	0.54	0.04	0.23	0.42	0.34	0.35	0.73	0.52	0.02
Avail Cap(c_a), veh/h	195	2105	939	195	2105	939	195	1060	1084	195	2121	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	15.6	14.9	21.4	14.9	15.5	22.7	15.4	15.4	20.8	14.0	12.0
Incr Delay (d2), s/veh	1.8	0.2	0.1	1.8	0.0	0.4	4.4	0.5	0.5	5.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.2	0.5	0.1	0.6	0.1	1.0	1.0	1.1	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	15.8	15.0	23.2	14.9	15.8	27.1	15.9	15.9	25.9	14.4	12.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		267			159			282			650	
Approach Delay, s/veh		17.1			18.0			16.3			16.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	15.8	7.0	15.2	5.2	18.9	7.0	15.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	5.0	27.2	5.0	27.0	5.0	27.2	5.0	27.0				
Max Q Clear Time (g_c+I1), s	4.6	4.9	3.3	4.1	2.3	7.8	3.3	3.8				
Green Ext Time (p_c), s	0.0	1.3	0.0	1.1	0.0	3.1	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

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APPENDIX 7.5:

**HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT CONDITIONS TRAFFIC
SIGNAL WARRANT ANALYSIS WORKSHEETS**

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) Witout MCP Without Project Conditions - Weekday AM Peak Hour**

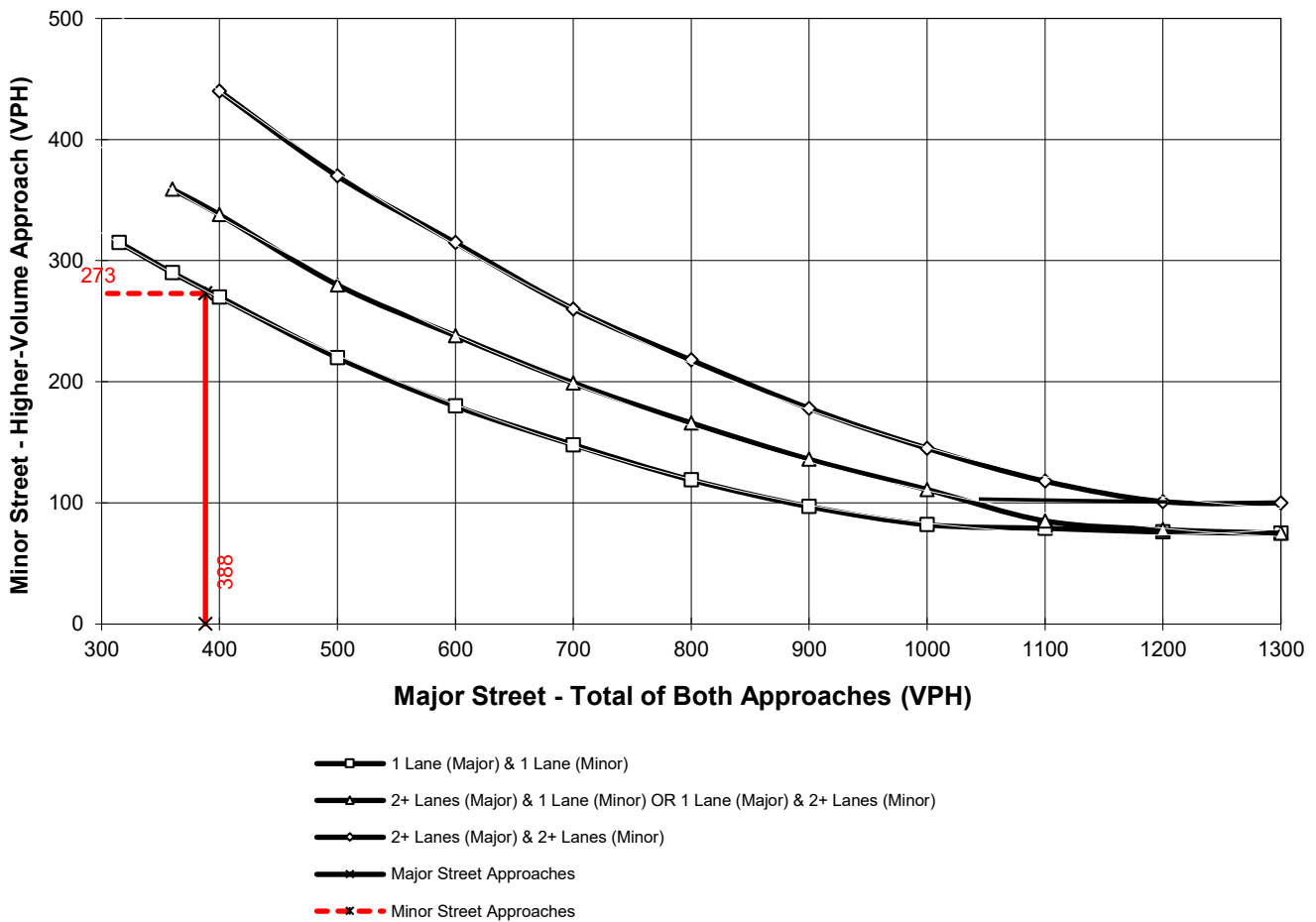
Major Street Name = **Redlands Av.**

Total of Both Approaches (VPH) = **388**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Morgan St.**

High Volume Approach (VPH) = **273**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) Without MCP Without Project Conditions - Weekday AM Peak Ho**

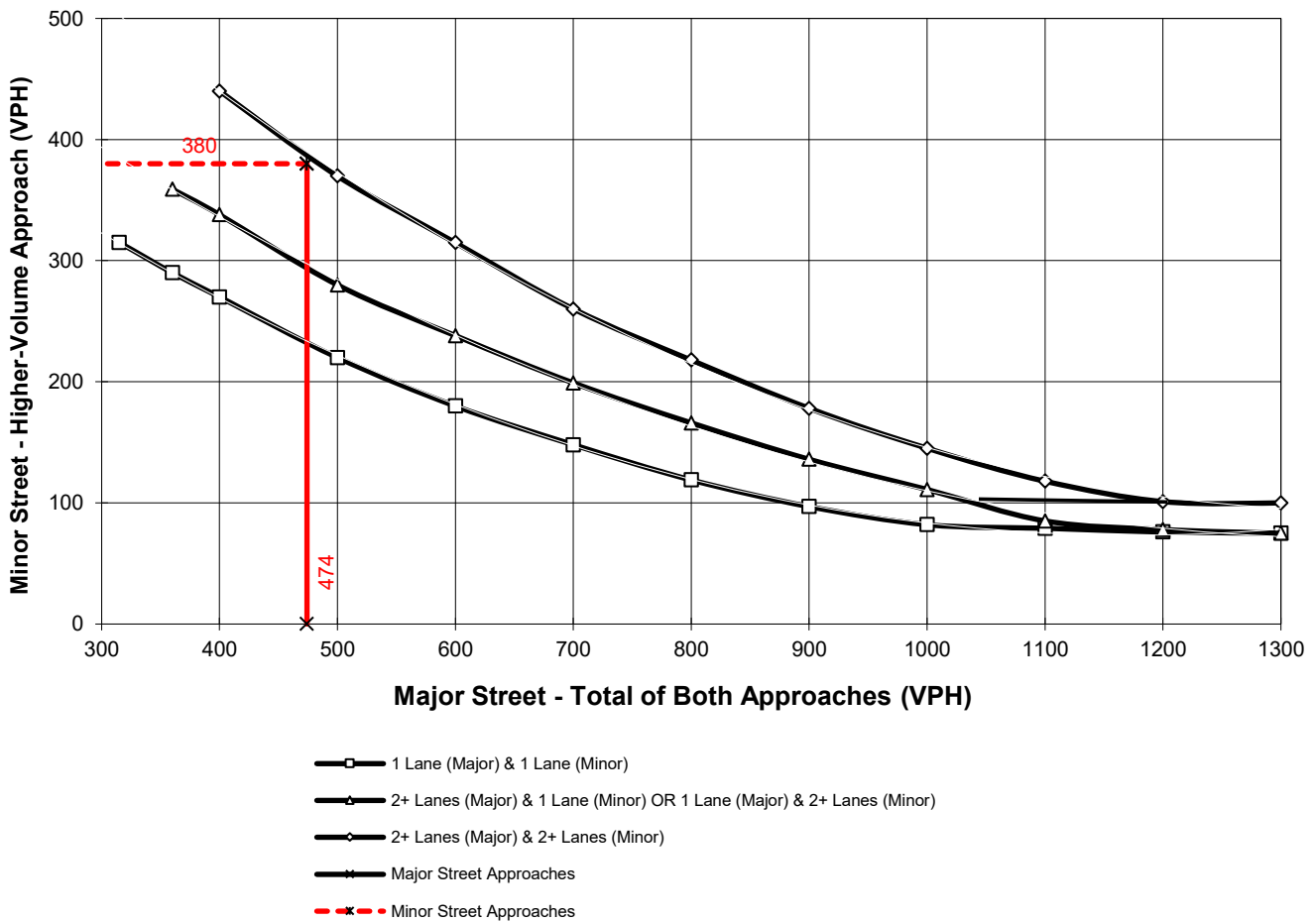
Major Street Name = **Dunlap Dr.**

Total of Both Approaches (VPH) = **474**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Orange Av.**

High Volume Approach (VPH) = **380**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) Without MCP Without Project Conditions - Weekday AM Peak Hour**

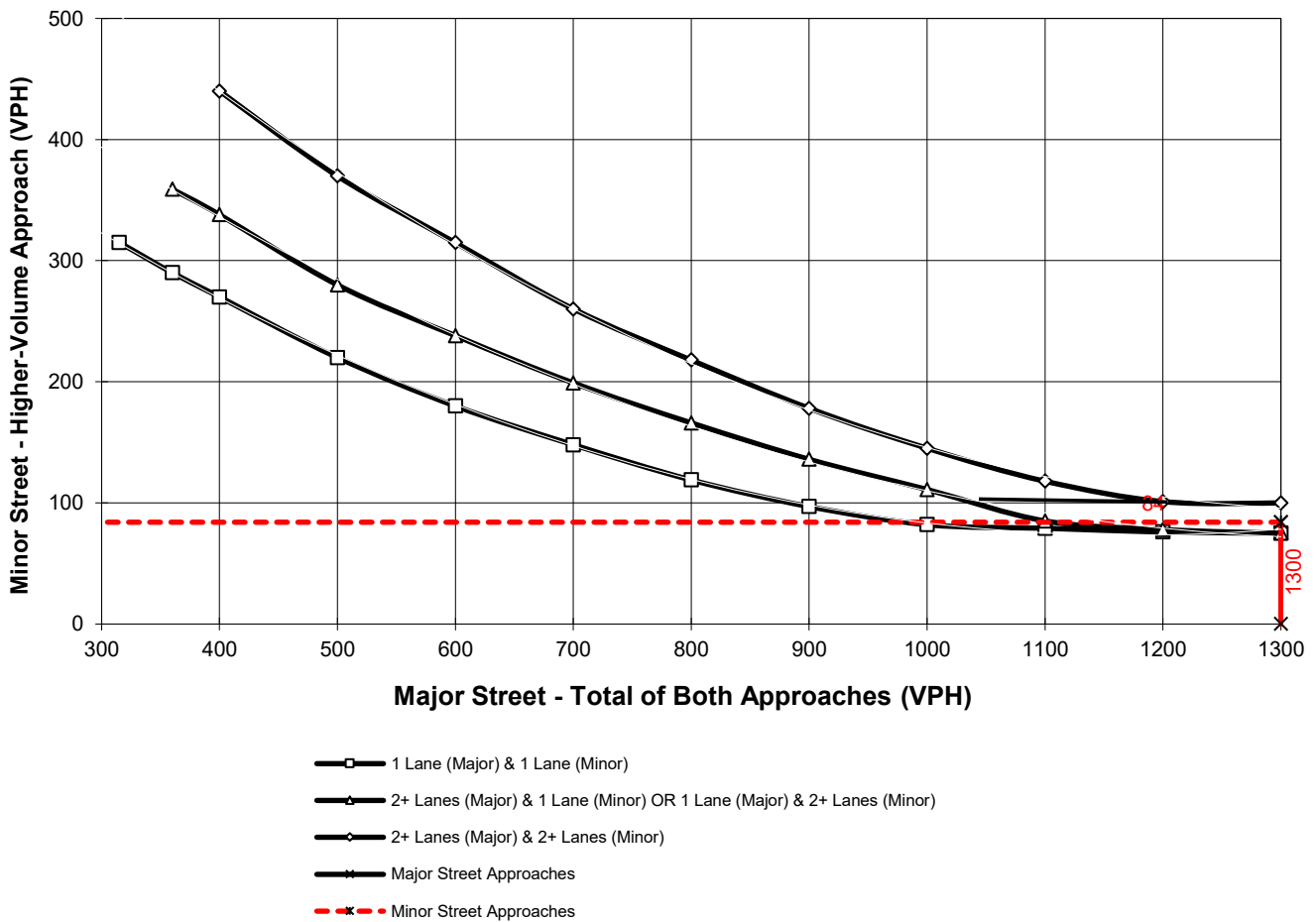
Major Street Name = **Menifee Rd.**

Total of Both Approaches (VPH) = **1700**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Ellis Rd.**

High Volume Approach (VPH) = **84**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) Without MCP Without Project Conditions - Weekday PM Peak Hour**

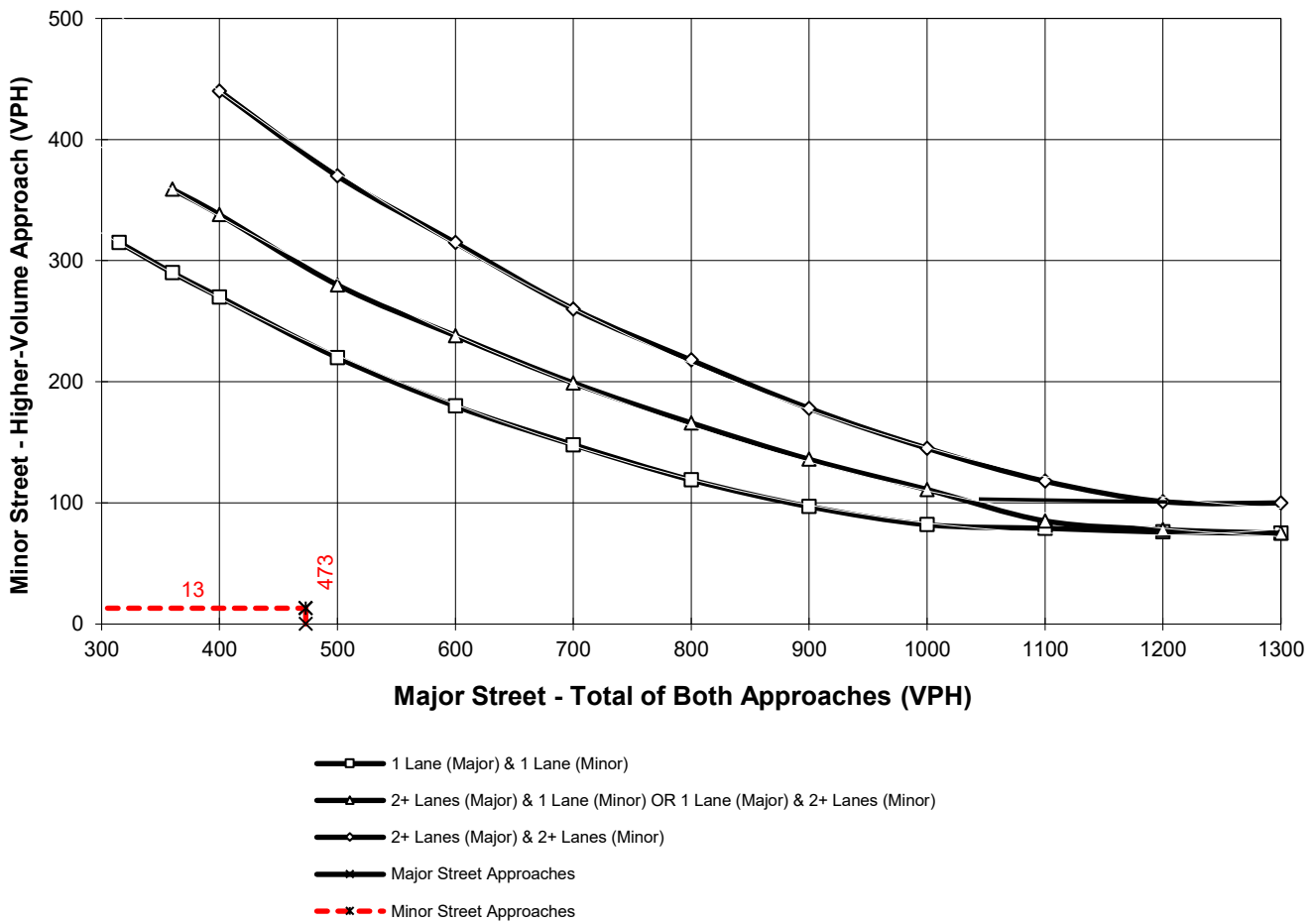
Major Street Name = **Montgomery Av.**

Total of Both Approaches (VPH) = **473**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Nuevo Rd.**

High Volume Approach (VPH) = **13**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) Without MCP Without Project Conditions - Weekday AM Peak Ho**

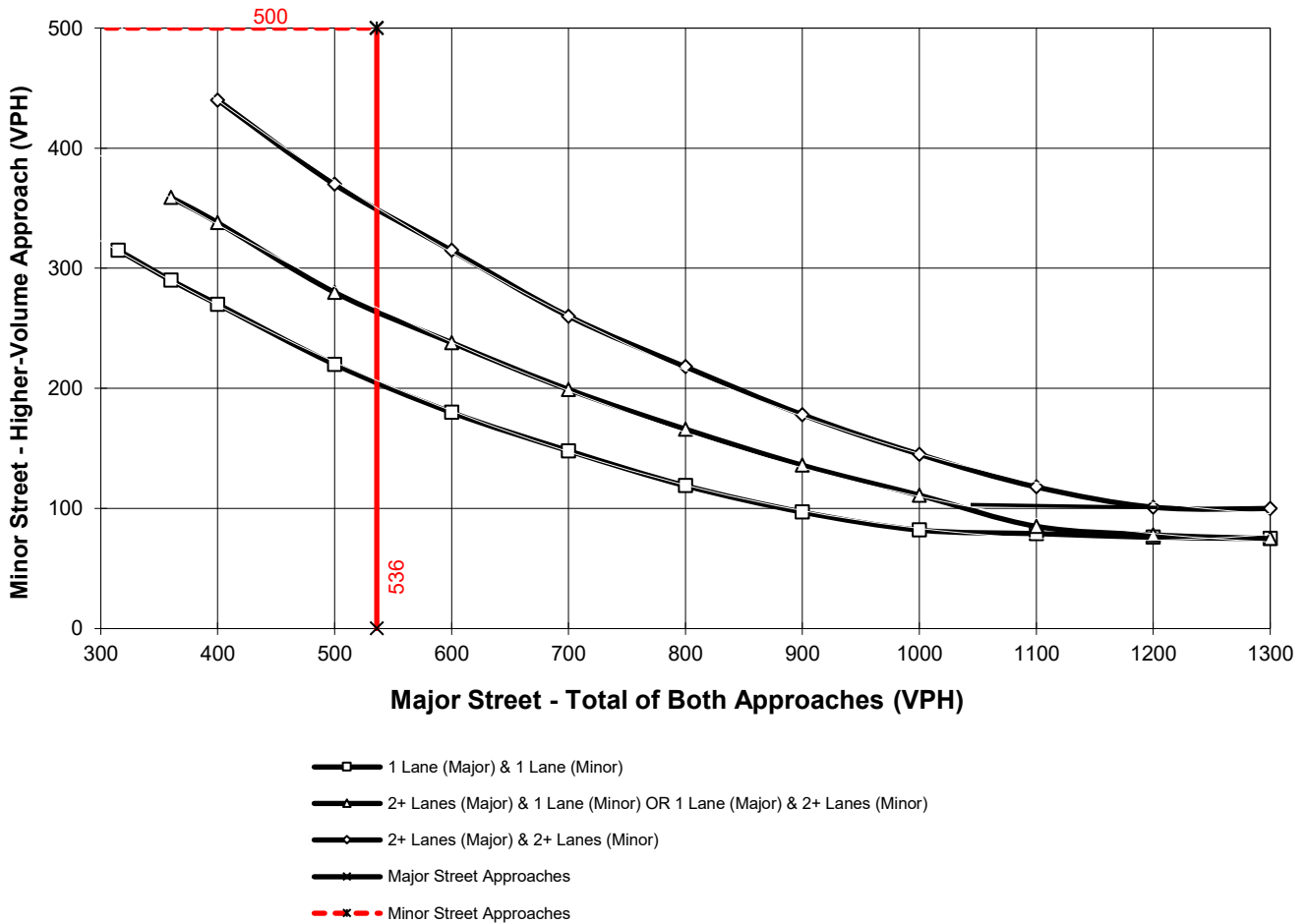
Major Street Name = **Contour Av.**

Total of Both Approaches (VPH) = **536**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Hansen Av.**

High Volume Approach (VPH) = **531**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 7.6:

**HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT CONDITIONS TRAFFIC SIGNAL
WARRANT ANALYSIS WORKSHEETS**

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) Witout MCP Without Project Conditions - Weekday AM Peak Hour**

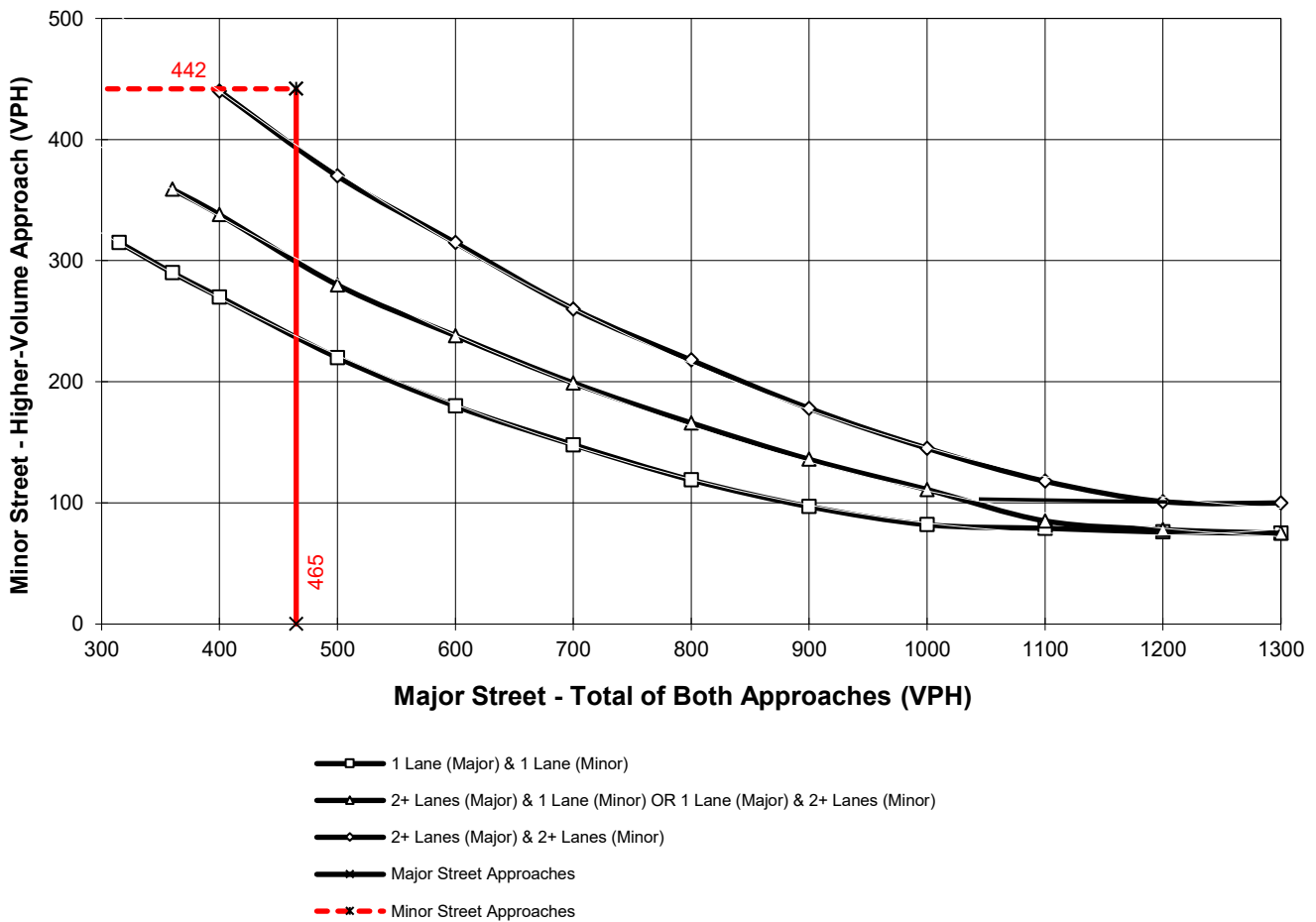
Major Street Name = **Morgan St.**

Total of Both Approaches (VPH) = **465**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Redlands Av.**

High Volume Approach (VPH) = **442**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) Without MCP Without Project Conditions - Weekday PM Peak Ho**

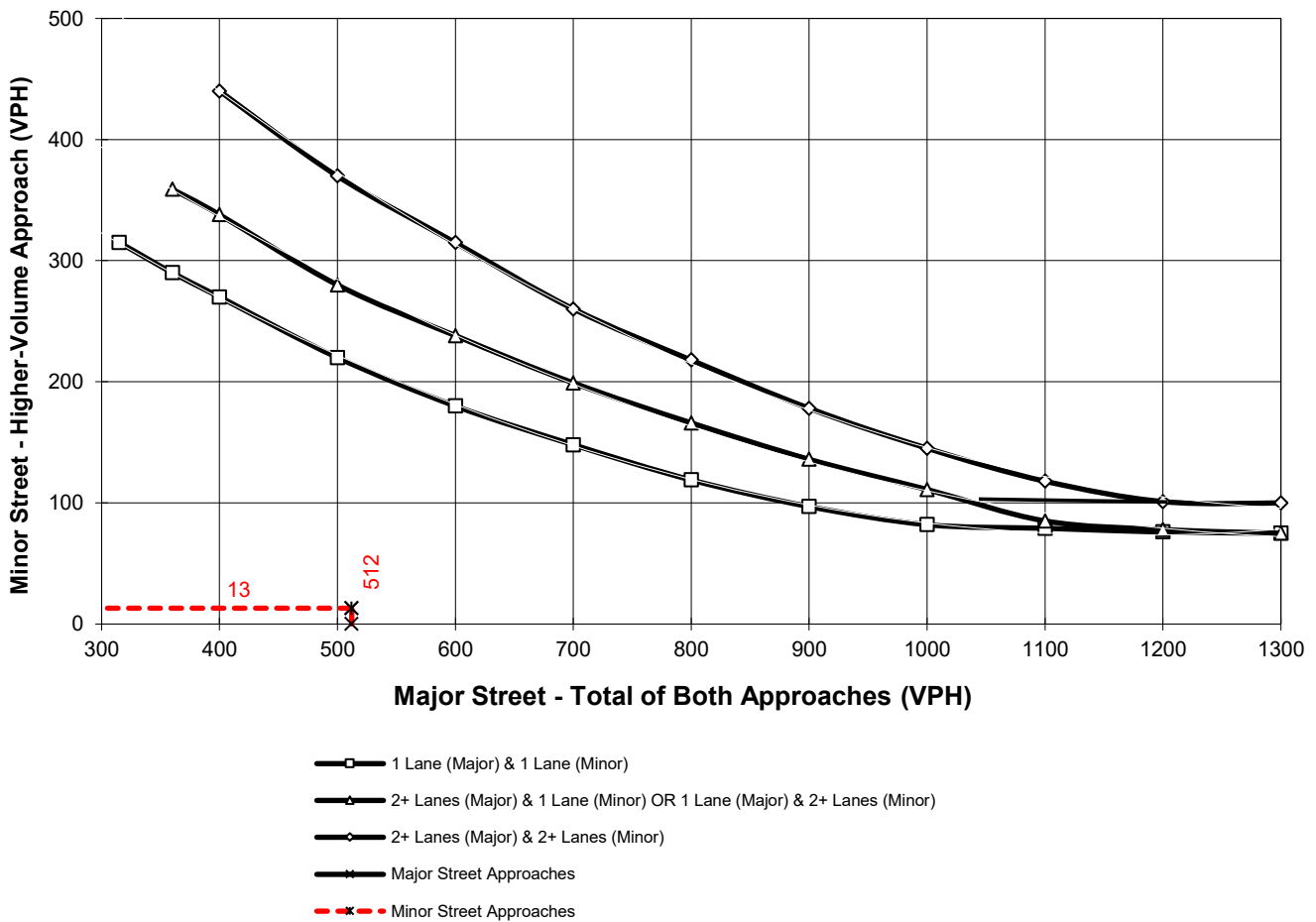
Major Street Name = **Montgomery Av.**

Total of Both Approaches (VPH) = **512**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Nuevo Rd.**

High Volume Approach (VPH) = **13**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

APPENDIX 7.7:

**HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL
WARRANT ANALYSIS WORKSHEETS**

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) With MCP Without Project Conditions - Weekday PM Peak Hour**

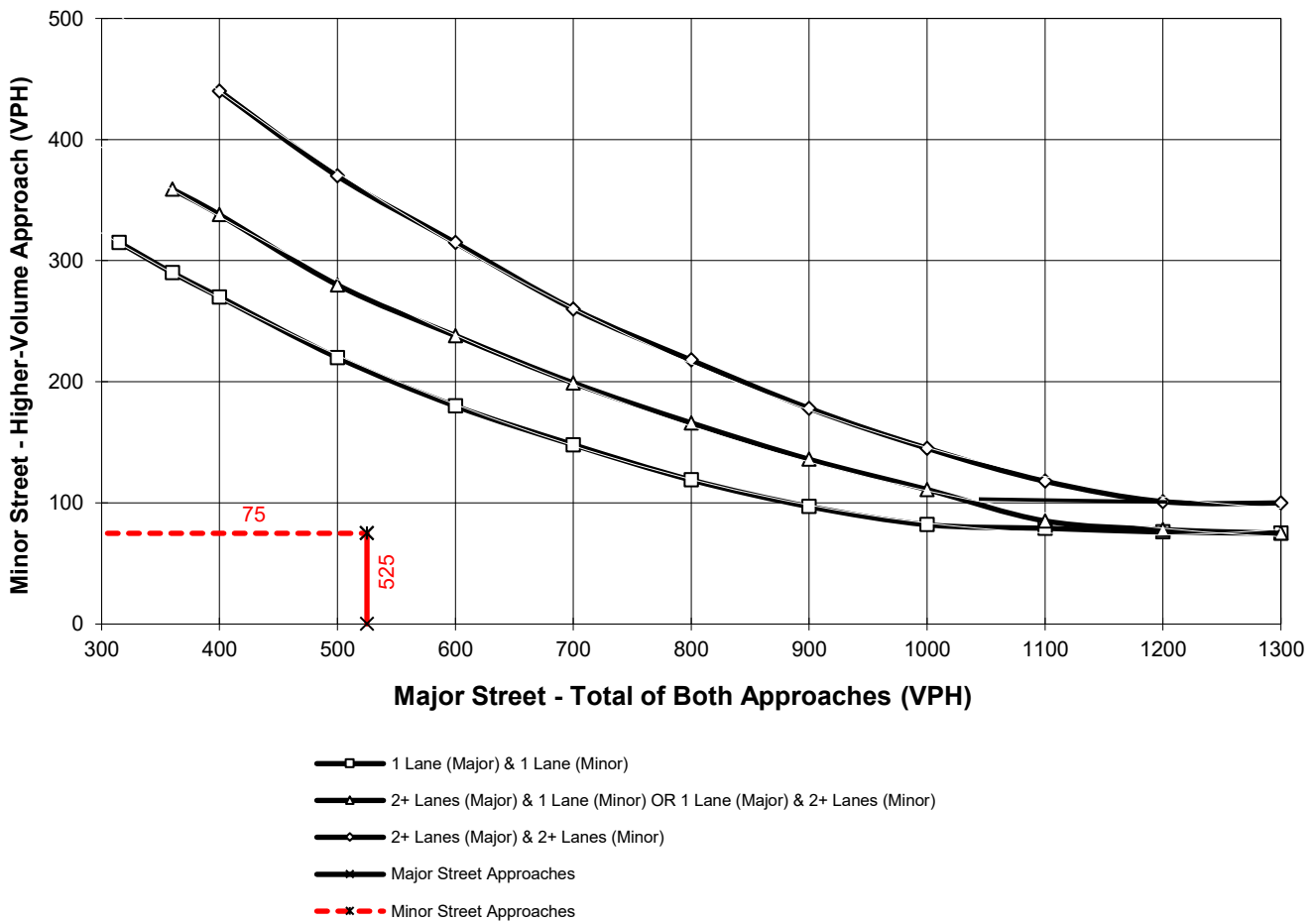
Major Street Name = **Redlands Av.**

Total of Both Approaches (VPH) = **525**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Morgan St.**

High Volume Approach (VPH) = **75**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) Without MCP Without Project Conditions - Weekday AM Peak Ho**

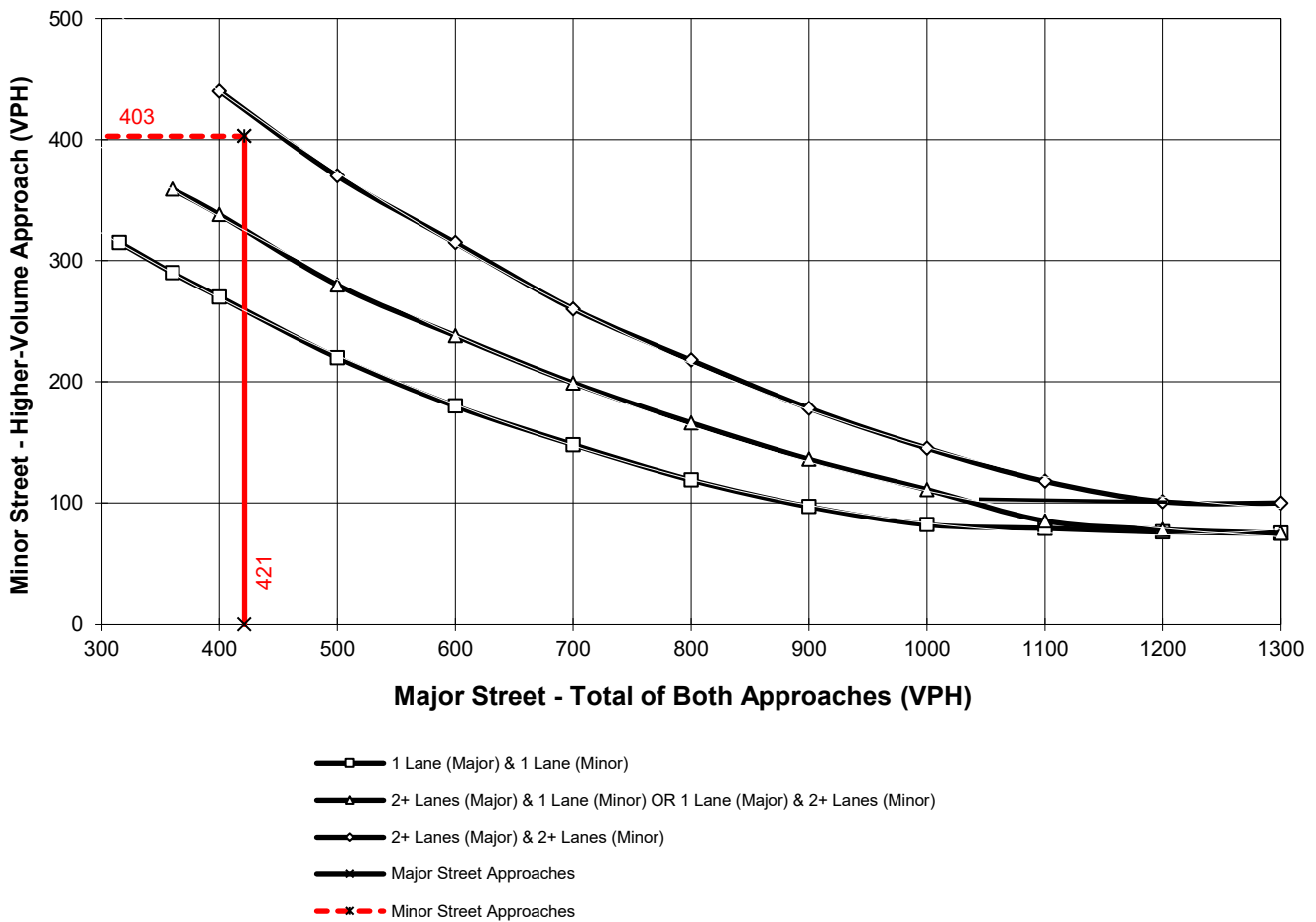
Major Street Name = **Dunlap Dr.**

Total of Both Approaches (VPH) = **421**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Orange Av.**

High Volume Approach (VPH) = **403**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) With MCP Without Project Conditions - Weekday AM Peak Hour**

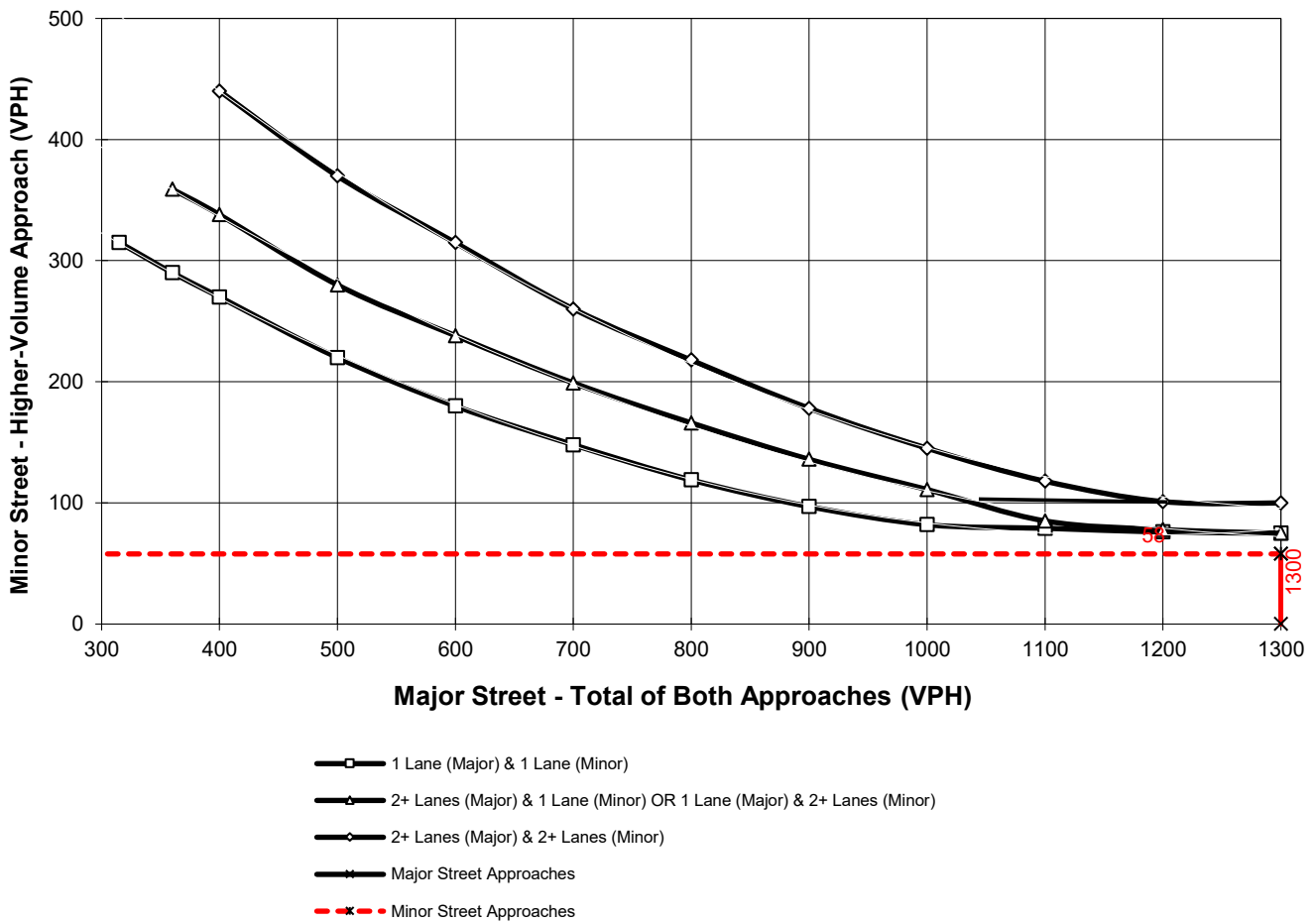
Major Street Name = **Menifee Rd.**

Total of Both Approaches (VPH) = **1510**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Ellis Rd.**

High Volume Approach (VPH) = **58**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) With MCP Without Project Conditions - Weekday AM Peak Hour**

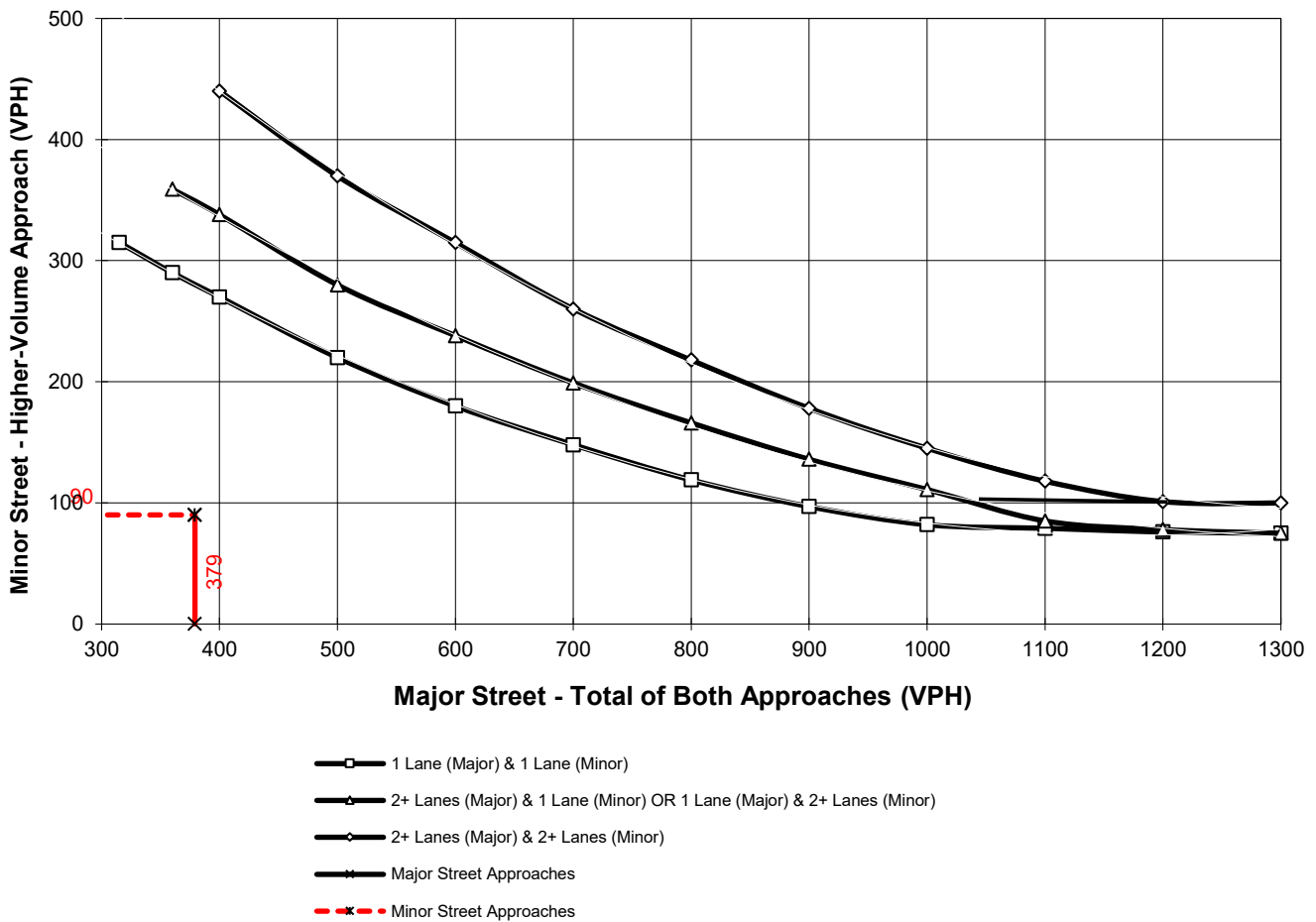
Major Street Name = **Montgomery Av.**

Total of Both Approaches (VPH) = **379**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Nuevo Rd.**

High Volume Approach (VPH) = **90**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) Without MCP Without Project Conditions - Weekday AM Peak Hour**

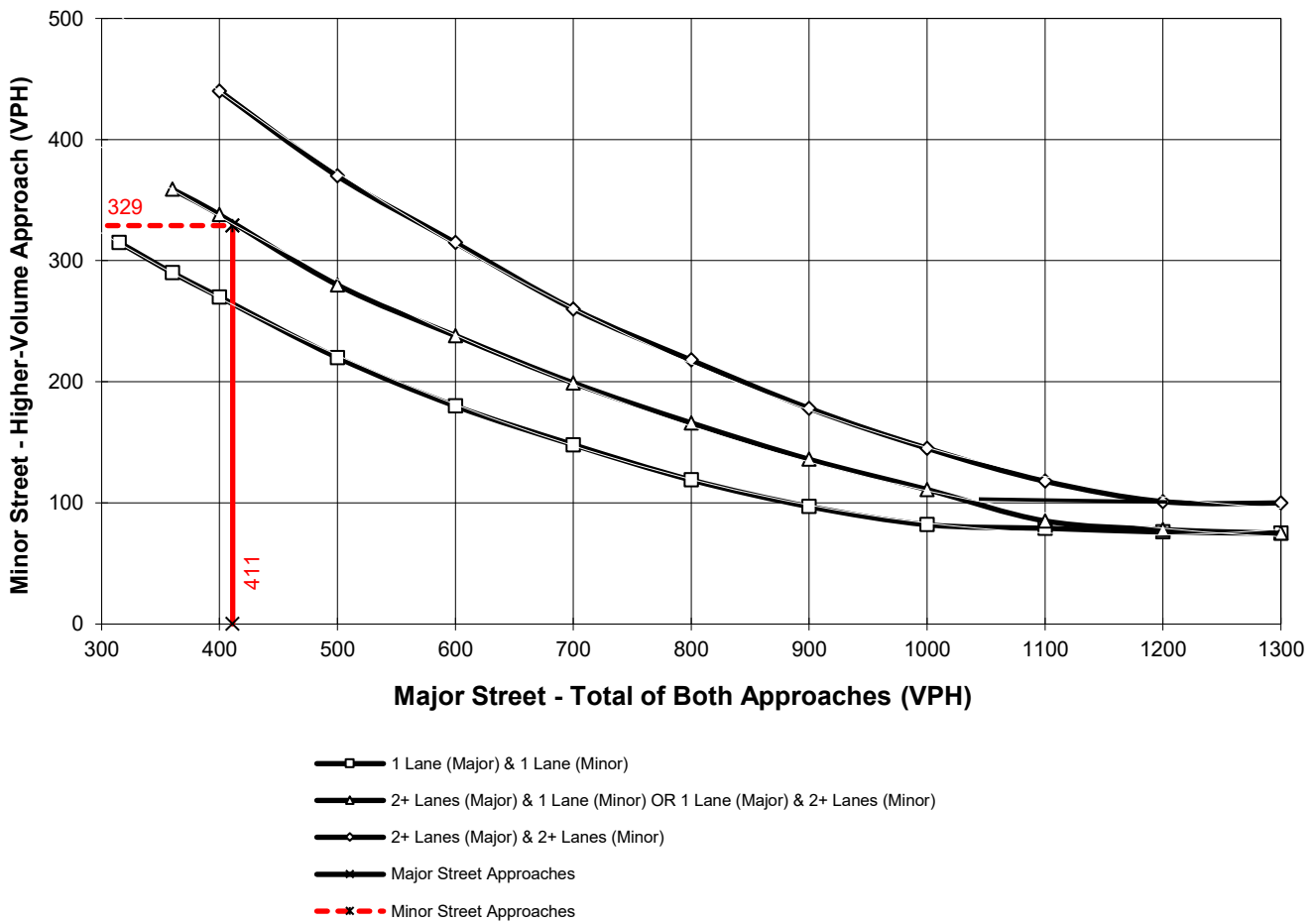
Major Street Name = **Contour Av.**

Total of Both Approaches (VPH) = **411**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Hansen Av.**

High Volume Approach (VPH) = **329**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 7.8:

**HORIZON YEAR (2040) WITH MCP WITH PROJECT CONDITIONS TRAFFIC SIGNAL
WARRANT ANALYSIS WORKSHEETS**

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) With MCP With Project Conditions - Weekday PM Peak Hour**

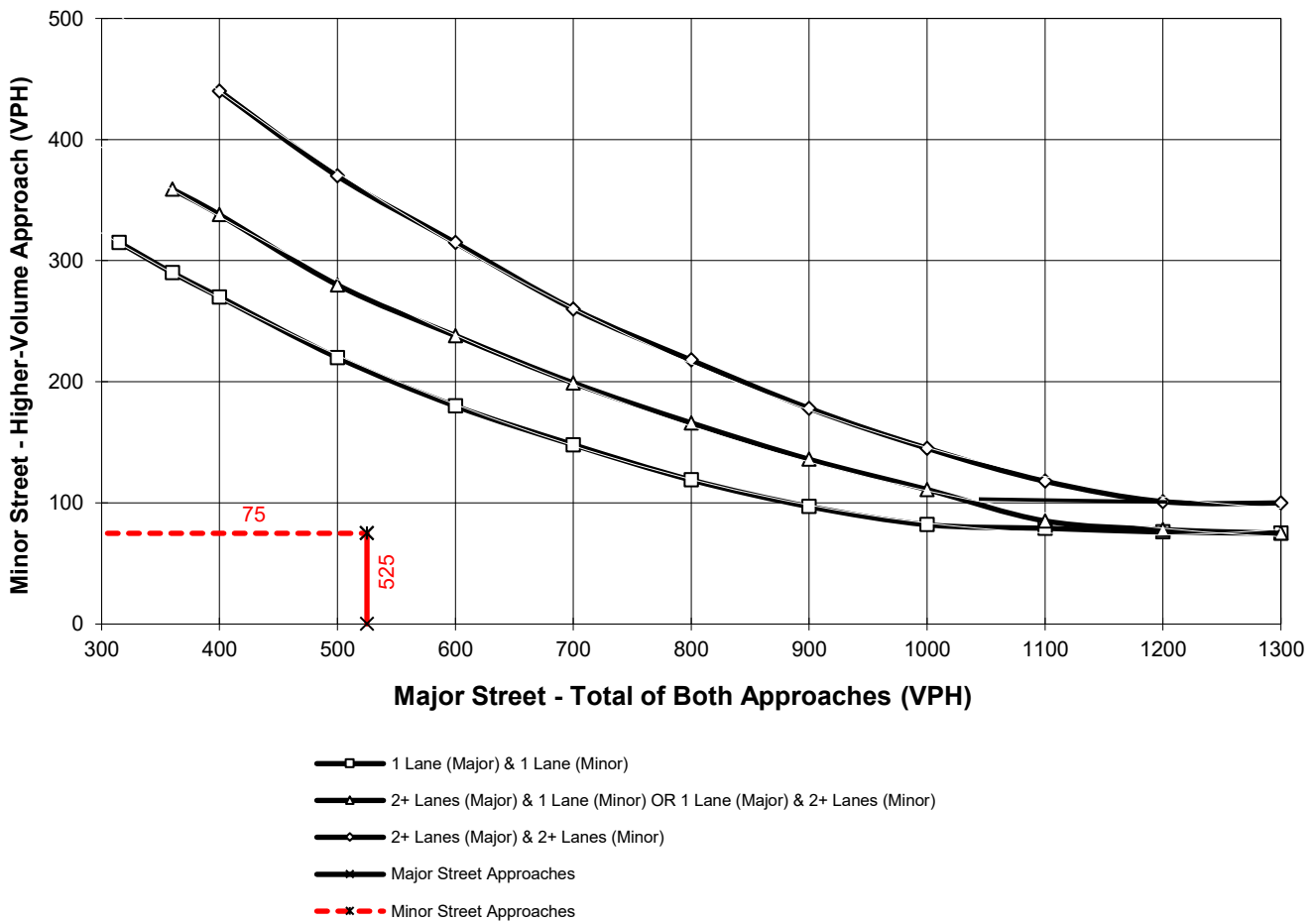
Major Street Name = **Redlands Av.**

Total of Both Approaches (VPH) = **525**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Morgan St.**

High Volume Approach (VPH) = **75**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) With MCP With Project Conditions - Weekday AM Peak Hour**

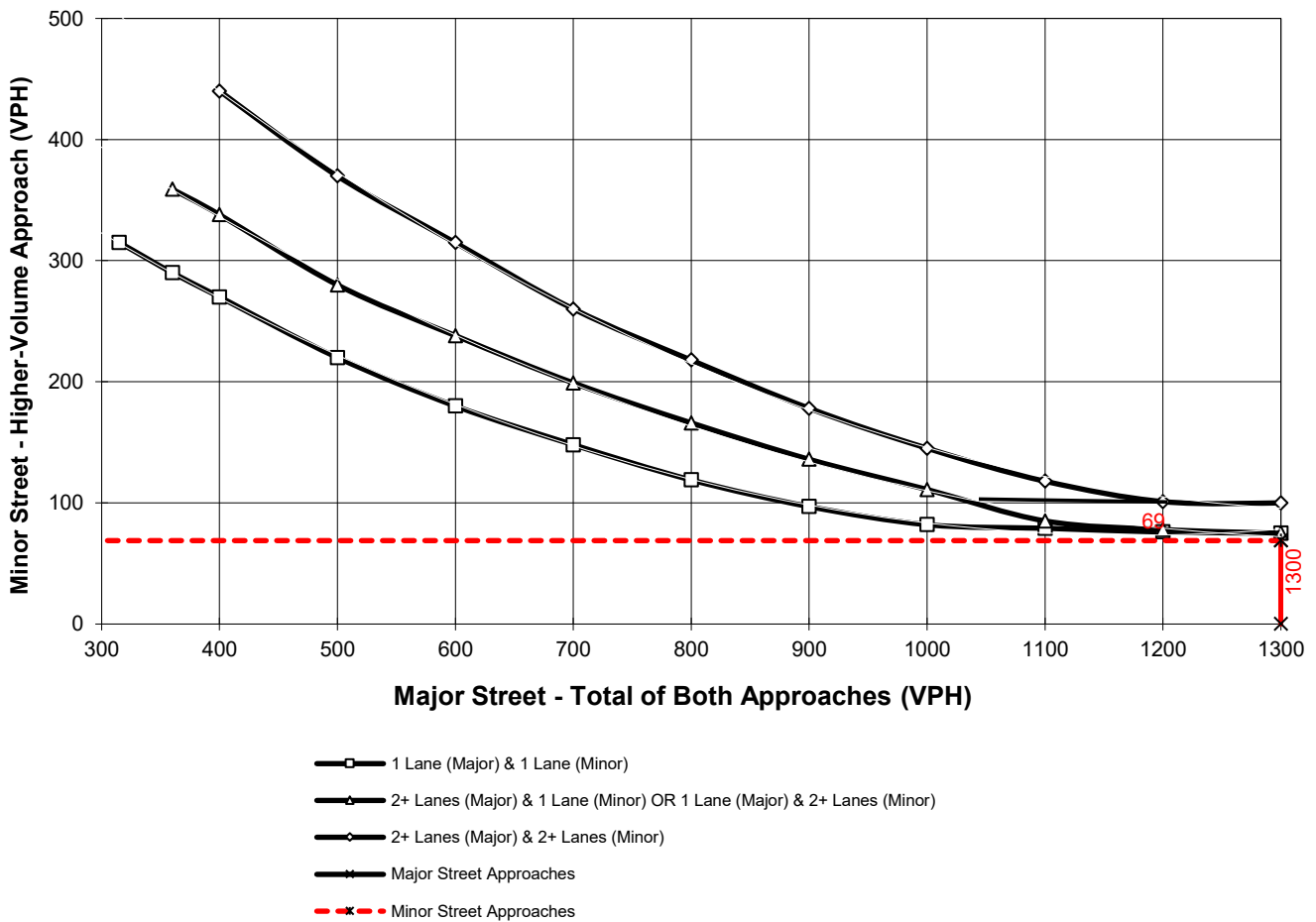
Major Street Name = **Menifee Rd.**

Total of Both Approaches (VPH) = **1614**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Ellis Rd.**

High Volume Approach (VPH) = **69**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Horizon Year (2040) With MCP With Project Conditions - Weekday AM Peak Hour**

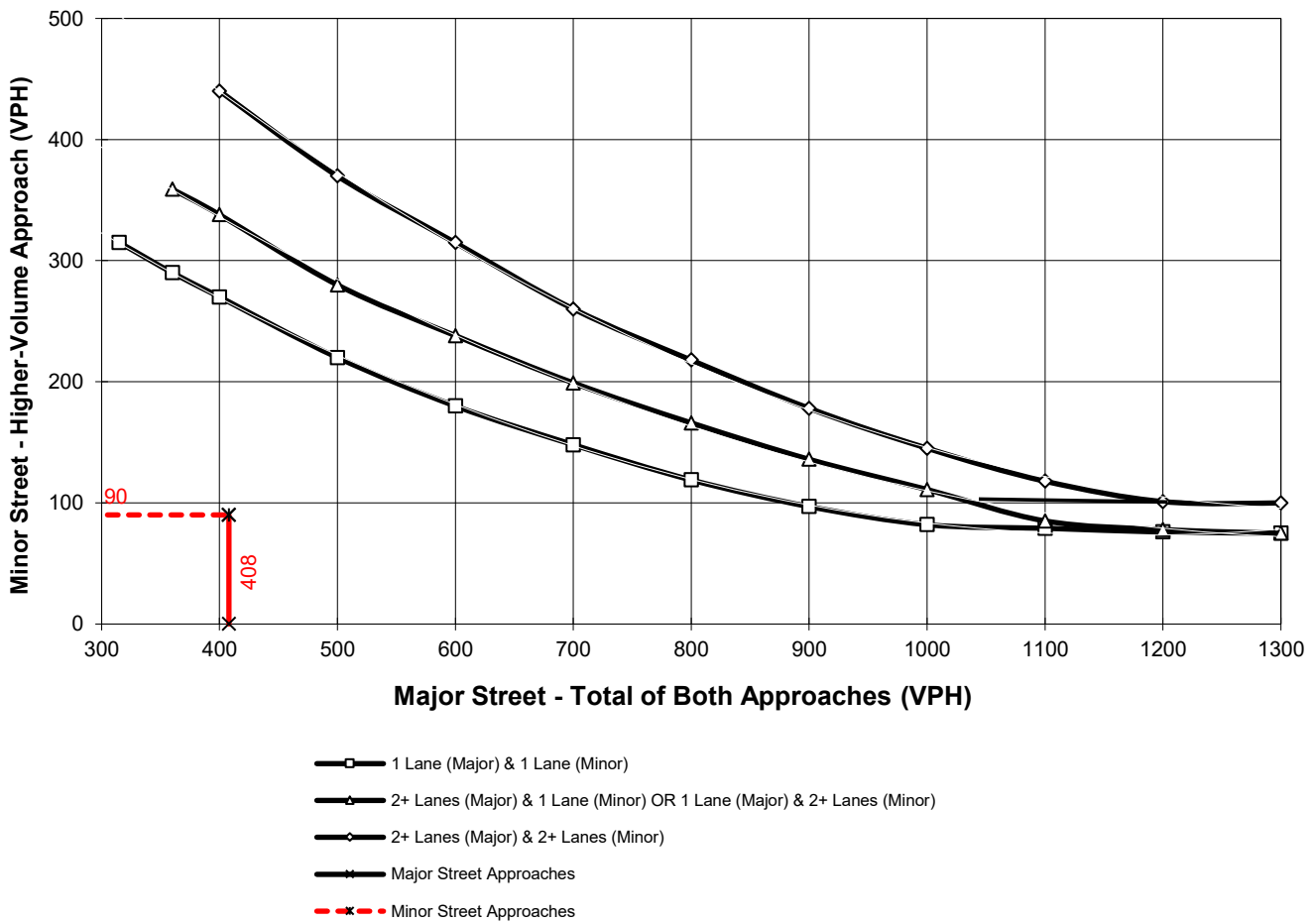
Major Street Name = **Montgomery Av.**

Total of Both Approaches (VPH) = **408**
 Number of Approach Lanes Major Street = **1**

Minor Street Name = **Nuevo Rd.**

High Volume Approach (VPH) = **90**
 Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 7.9:

**HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT CONDITIONS OFF-RAMP
QUEUING ANALYSIS WORKSHEETS**

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Queues



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	726	43	265	320	1595	679
v/c Ratio	0.59	0.07	1.24	0.17	2.94	0.87
Control Delay	18.8	0.2	166.0	11.9	892.7	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	0.2	166.0	11.9	892.7	22.2
Queue Length 50th (ft)	111	0	~126	43	~1030	80
Queue Length 95th (ft)	161	0	#256	68	#1263	#285
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1227	626	213	1925	543	780
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.07	1.24	0.17	2.94	0.87

Intersection Summary

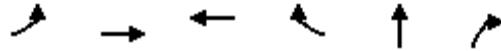
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	512	1795	494	1545	97	393
v/c Ratio	1.40	0.66	0.29	1.66	0.64	1.62
Control Delay	208.8	8.3	10.3	322.1	49.1	318.9
Queue Delay	0.0	16.9	0.0	0.0	0.0	0.0
Total Delay	208.8	25.2	10.3	322.1	49.1	318.9
Queue Length 50th (ft)	~213	110	53	~789	35	~171
Queue Length 95th (ft)	#345	m0	81	#1028	#97	#322
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	367	2707	1702	928	151	242
Starvation Cap Reductn	0	948	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.40	1.02	0.29	1.66	0.64	1.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

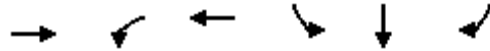
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: I-215 SB Ramps & Ramona Exwy.

05/27/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1744	624	1917	839	840	570
v/c Ratio	1.42	1.69	0.90	1.61	1.61	1.05
Control Delay	223.4	338.9	7.0	311.0	311.8	85.7
Queue Delay	0.1	0.0	36.8	47.6	47.6	0.0
Total Delay	223.5	338.9	43.8	358.6	359.4	85.7
Queue Length 50th (ft)	~866	~622	36	~895	~897	~401
Queue Length 95th (ft)	#1008	m#333	m66	#1147	#1148	#620
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1228	369	2133	522	522	543
Starvation Cap Reductn	0	0	355	0	0	0
Spillback Cap Reductn	39	0	0	476	476	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.47	1.69	1.08	18.24	18.26	1.05

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-215 NB Ramps & Ramona Exwy.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	303	2617	1882	1904	328	332	815
v/c Ratio	1.00	1.29	1.47	1.81	0.58	0.58	1.39
Control Delay	53.9	158.0	245.9	384.7	35.2	35.4	215.9
Queue Delay	0.0	2.3	0.7	0.0	0.0	0.0	0.0
Total Delay	53.9	160.3	246.6	384.7	35.2	35.4	215.9
Queue Length 50th (ft)	230	~1286	~962	~1683	200	203	~738
Queue Length 95th (ft)	m162	m683	#1101	#1953	298	303	#979
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2034	1279	1054	569	570	585
Starvation Cap Reductn	0	983	0	0	0	0	0
Spillback Cap Reductn	0	0	205	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	2.49	1.75	1.81	0.58	0.58	1.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

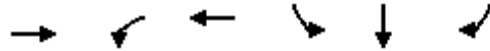
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	602	499	687	301	301	111
v/c Ratio	0.50	0.88	0.27	0.78	0.78	0.25
Control Delay	32.4	73.9	7.1	57.7	57.7	7.5
Queue Delay	0.0	9.7	0.2	0.0	0.0	0.0
Total Delay	32.4	83.6	7.3	57.7	57.7	7.5
Queue Length 50th (ft)	176	409	58	231	231	0
Queue Length 95th (ft)	277	m487	m98	313	313	43
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	1208	676	2499	493	493	535
Starvation Cap Reductn	0	148	977	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.95	0.45	0.61	0.61	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

7: I-215 NB Ramps & Placentia Av.

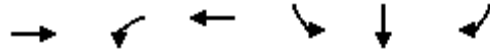


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	89	925	965	912	109	109	774
v/c Ratio	0.77	0.63	0.87	0.85	0.13	0.13	0.93
Control Delay	96.7	41.5	49.6	13.4	15.3	15.3	43.8
Queue Delay	0.0	0.5	0.8	0.0	0.2	0.2	0.0
Total Delay	96.7	42.0	50.4	13.4	15.5	15.5	43.8
Queue Length 50th (ft)	~74	292	377	41	43	43	479
Queue Length 95th (ft)	m#182	328	#497	#284	74	74	#756
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	116	1476	1107	1068	914	914	878
Starvation Cap Reductn	0	199	0	0	0	0	0
Spillback Cap Reductn	0	0	28	0	396	396	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.72	0.89	0.85	0.21	0.21	0.88

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
8: I-215 SB Ramps & Nuevo Rd.

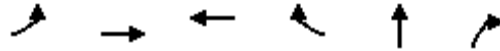


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1118	761	1711	237	238	202
v/c Ratio	0.90	0.81	0.71	0.67	0.67	0.50
Control Delay	38.0	34.7	11.4	38.0	38.0	19.0
Queue Delay	0.0	0.0	1.6	0.0	0.0	0.0
Total Delay	38.0	34.7	13.0	38.0	38.0	19.0
Queue Length 50th (ft)	274	177	251	114	114	48
Queue Length 95th (ft)	#467	241	395	178	178	102
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	1243	1017	2410	460	462	499
Starvation Cap Reductn	0	0	483	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.75	0.89	0.52	0.52	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
9: I-215 NB Ramps & Nuevo Rd.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	78	1241	1934	461	542	1237
v/c Ratio	0.59	0.72	1.00	0.52	0.75	1.04
Control Delay	57.3	20.8	49.4	4.4	29.7	62.0
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay	57.3	22.3	49.4	4.4	29.7	62.0
Queue Length 50th (ft)	41	266	~426	0	242	~393
Queue Length 95th (ft)	#98	343	#521	61	367	#534
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	138	1717	1934	891	724	1190
Starvation Cap Reductn	0	280	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.86	1.00	0.52	0.75	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Stoneridge Commerce Center SP (JN 13265)

2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

05/27/2020



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1052	148	785	304	970	438
v/c Ratio	0.87	0.23	2.09	0.14	2.48	0.66
Control Delay	29.2	4.1	513.4	5.6	692.2	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	4.1	513.4	5.6	692.2	9.1
Queue Length 50th (ft)	184	0	~482	32	~603	11
Queue Length 95th (ft)	#293	32	#681	m38	#805	83
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1203	637	376	2226	391	664
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.23	2.09	0.14	2.48	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

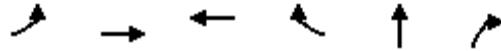
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

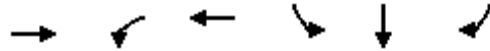


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	736	1285	1035	1902	55	377
v/c Ratio	1.96	0.51	0.69	2.06	0.23	1.19
Control Delay	453.1	1.9	17.2	499.3	25.9	134.0
Queue Delay	0.0	1.2	0.0	0.0	0.0	0.0
Total Delay	453.1	3.2	17.2	499.3	25.9	134.0
Queue Length 50th (ft)	~381	30	153	~1045	18	~129
Queue Length 95th (ft)	m#460	m0	216	#1295	46	#278
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	376	2527	1504	922	241	317
Starvation Cap Reductn	0	942	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.96	0.81	0.69	2.06	0.23	1.19

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: I-215 SB Ramps & Ramona Exwy.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2576	748	1463	1269	1272	368
v/c Ratio	2.09	2.03	0.69	2.43	2.43	0.68
Control Delay	514.2	486.7	4.0	670.8	671.2	33.7
Queue Delay	1.3	0.0	1.1	63.6	62.2	0.0
Total Delay	515.5	486.7	5.1	734.4	733.5	33.7
Queue Length 50th (ft)	~1518	~802	33	~1562	~1566	182
Queue Length 95th (ft)	#1655	m#570	m55	#1833	#1837	292
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1235	369	2133	522	523	543
Starvation Cap Reductn	0	0	405	0	0	0
Spillback Cap Reductn	304	0	0	491	491	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.77	2.03	0.85	40.94	39.75	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-215 NB Ramps & Ramona Exwy.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	532	3881	1625	2047	315	318	743
v/c Ratio	1.76	1.91	1.27	1.97	0.55	0.56	1.27
Control Delay	367.6	431.6	160.0	459.5	34.6	34.7	164.6
Queue Delay	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Total Delay	367.6	433.9	160.1	459.5	34.6	34.7	164.6
Queue Length 50th (ft)	~539	~2250	~763	~1923	190	192	~630
Queue Length 95th (ft)	m189	m667	#902	#2191	287	289	#865
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2034	1279	1037	569	570	585
Starvation Cap Reductn	0	964	0	0	0	0	0
Spillback Cap Reductn	0	0	6	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.76	3.63	1.28	1.97	0.55	0.56	1.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

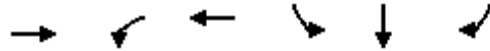
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: I-215 SB Ramps & Placentia Av.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	854	1171	887	485	486	92
v/c Ratio	1.17	1.37	0.34	1.39	1.39	0.24
Control Delay	130.2	194.7	3.8	227.3	228.5	13.3
Queue Delay	0.1	0.0	0.3	3.0	3.0	0.0
Total Delay	130.3	194.7	4.1	230.3	231.4	13.3
Queue Length 50th (ft)	~403	~1181	51	~526	~527	9
Queue Length 95th (ft)	#533	#1448	m73	#746	#749	54
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	732	857	2572	350	350	385
Starvation Cap Reductn	0	0	936	0	0	0
Spillback Cap Reductn	10	0	0	78	78	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.18	1.37	0.54	1.78	1.79	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

7: I-215 NB Ramps & Placentia Av.

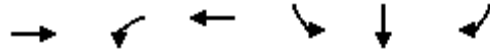


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	107	1503	1874	1228	92	92	613
v/c Ratio	1.30	0.61	0.86	0.95	0.24	0.24	1.51
Control Delay	175.0	24.1	24.8	22.4	40.1	40.1	272.5
Queue Delay	0.0	48.9	2.8	0.0	1.8	1.8	0.0
Total Delay	175.0	73.0	27.6	22.4	41.9	41.9	272.5
Queue Length 50th (ft)	~109	467	591	307	62	62	~625
Queue Length 95th (ft)	m69	m362	709	#911	112	112	#853
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	82	2481	2181	1298	385	385	406
Starvation Cap Reductn	0	1214	0	0	0	0	0
Spillback Cap Reductn	0	0	207	0	183	183	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	1.19	0.95	0.95	0.46	0.46	1.51

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
8: I-215 SB Ramps & Nuevo Rd.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1243	1243	894	366	370	111
v/c Ratio	1.28	1.17	0.40	0.85	0.85	0.23
Control Delay	161.7	114.5	8.5	47.8	48.4	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	161.7	114.5	8.5	47.8	48.4	6.3
Queue Length 50th (ft)	~413	~402	111	178	181	0
Queue Length 95th (ft)	#542	#525	147	#321	#325	36
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	970	1065	2248	460	462	515
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.28	1.17	0.40	0.80	0.80	0.22

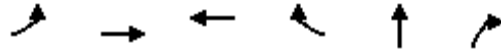
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	84	1528	1927	562	146	869
v/c Ratio	0.56	0.79	0.88	0.56	0.24	0.85
Control Delay	53.5	21.0	31.2	4.4	19.9	31.3
Queue Delay	0.0	3.4	0.0	0.0	0.0	0.0
Total Delay	53.5	24.4	31.2	4.4	19.9	31.3
Queue Length 50th (ft)	43	334	~377	0	54	213
Queue Length 95th (ft)	#107	#495	#518	66	90	274
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	155	1935	2194	1007	722	1190
Starvation Cap Reductn	0	309	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.94	0.88	0.56	0.20	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

APPENDIX 7.10:

**HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT CONDITIONS OFF-RAMP
QUEUING ANALYSIS WORKSHEETS**

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Queues



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	726	43	265	320	1882	679
v/c Ratio	0.59	0.07	1.24	0.17	3.47	0.92
Control Delay	18.8	0.2	166.0	11.9	1128.4	31.4
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	0.2	166.0	11.9	1128.4	31.4
Queue Length 50th (ft)	111	0	~126	43	~1254	112
Queue Length 95th (ft)	161	0	#256	68	#1495	#322
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1227	626	213	1925	543	735
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	62	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.07	1.24	0.17	3.47	0.92

Intersection Summary

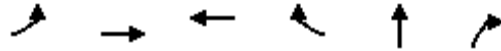
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	512	2082	494	1629	97	393
v/c Ratio	1.40	0.77	0.29	1.76	0.64	1.62
Control Delay	208.7	12.5	10.3	362.5	49.1	318.9
Queue Delay	0.0	47.5	0.0	0.0	0.0	0.0
Total Delay	208.7	60.0	10.3	362.5	49.1	318.9
Queue Length 50th (ft)	~212	173	53	~857	35	~171
Queue Length 95th (ft)	#344	m0	81	#1099	#97	#322
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	367	2707	1702	928	151	242
Starvation Cap Reductn	0	947	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.40	1.18	0.29	1.76	0.64	1.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

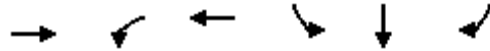
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: I-215 SB Ramps & Ramona Exwy.

05/28/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1791	624	1931	839	840	570
v/c Ratio	1.46	1.69	0.91	1.61	1.61	1.05
Control Delay	239.9	338.9	7.2	311.0	311.8	85.7
Queue Delay	0.2	0.0	39.9	56.0	56.0	0.0
Total Delay	240.1	338.9	47.1	367.0	367.8	85.7
Queue Length 50th (ft)	~905	~624	36	~895	~897	~401
Queue Length 95th (ft)	#1046	m#329	m66	#1147	#1148	#620
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1228	369	2133	522	522	543
Starvation Cap Reductn	0	0	355	0	0	0
Spillback Cap Reductn	56	0	0	485	485	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.53	1.69	1.09	22.68	22.70	1.05

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-215 NB Ramps & Ramona Exwy.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	303	2665	1897	1904	328	332	815
v/c Ratio	1.00	1.31	1.48	1.81	0.58	0.58	1.39
Control Delay	53.9	168.6	251.0	384.7	35.2	35.4	215.9
Queue Delay	0.0	2.3	0.8	0.0	0.0	0.0	0.0
Total Delay	53.9	171.0	251.7	384.7	35.2	35.4	215.9
Queue Length 50th (ft)	230	~1323	~974	~1683	200	203	~738
Queue Length 95th (ft)	m157	m688	#1113	#1953	298	303	#979
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2034	1279	1054	569	570	585
Starvation Cap Reductn	0	983	0	0	0	0	0
Spillback Cap Reductn	0	0	213	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	2.54	1.78	1.81	0.58	0.58	1.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

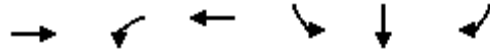
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: I-215 SB Ramps & Placentia Av.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	612	554	690	388	388	111
v/c Ratio	0.61	0.90	0.29	0.87	0.87	0.22
Control Delay	38.6	78.2	8.2	62.3	62.3	7.0
Queue Delay	0.2	51.7	0.2	0.7	0.7	0.0
Total Delay	38.8	129.9	8.4	63.1	63.1	7.0
Queue Length 50th (ft)	208	462	73	293	293	0
Queue Length 95th (ft)	284	m497	m88	#445	#445	43
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	1007	676	2369	493	493	535
Starvation Cap Reductn	0	199	878	0	0	0
Spillback Cap Reductn	54	0	0	15	15	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	1.16	0.46	0.81	0.81	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Stoneridge Commerce Center SP (JN 13265)

7: I-215 NB Ramps & Placentia Av.

06/01/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	89	1109	1024	964	109	109	964
v/c Ratio	1.09	0.81	0.96	0.91	0.12	0.12	1.10
Control Delay	163.7	49.1	61.3	19.6	14.4	14.4	87.4
Queue Delay	0.0	4.4	11.9	0.0	0.3	0.3	0.0
Total Delay	163.7	53.5	73.2	19.6	14.7	14.7	87.4
Queue Length 50th (ft)	~80	335	410	87	42	42	~823
Queue Length 95th (ft)	m#140	413	#548	#462	74	74	#1079
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	82	1368	1067	1058	914	914	878
Starvation Cap Reductn	0	191	0	0	0	0	0
Spillback Cap Reductn	0	0	61	0	446	446	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.94	1.02	0.91	0.23	0.23	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

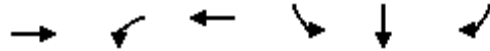
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

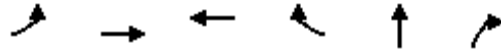
Queues
8: I-215 SB Ramps & Nuevo Rd.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1118	798	1711	237	238	202
v/c Ratio	0.92	0.83	0.71	0.67	0.67	0.50
Control Delay	40.0	35.4	11.4	38.0	38.0	19.0
Queue Delay	0.0	0.0	1.6	0.0	0.0	0.0
Total Delay	40.0	35.4	13.0	38.0	38.0	19.0
Queue Length 50th (ft)	280	185	251	114	114	48
Queue Length 95th (ft)	#467	255	395	178	178	102
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	1220	1025	2410	460	462	499
Starvation Cap Reductn	0	0	483	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.78	0.89	0.52	0.52	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	78	1241	1971	461	542	1361
v/c Ratio	0.59	0.72	1.02	0.52	0.75	1.14
Control Delay	57.3	20.8	54.2	4.6	29.7	100.0
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay	57.3	22.3	54.2	4.6	29.7	100.0
Queue Length 50th (ft)	41	266	~441	2	242	~474
Queue Length 95th (ft)	#98	343	#536	64	367	#617
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	138	1720	1934	888	724	1190
Starvation Cap Reductn	0	283	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.86	1.02	0.52	0.75	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

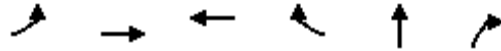


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	1052	148	785	304	1074	438
v/c Ratio	0.87	0.23	2.09	0.14	2.75	0.69
Control Delay	29.2	4.1	513.4	5.6	810.2	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.2	4.1	513.4	5.6	810.2	11.6
Queue Length 50th (ft)	184	0	~482	32	~684	23
Queue Length 95th (ft)	#293	32	#681	m38	#893	#105
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1203	637	376	2226	391	633
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.23	2.09	0.14	2.75	0.69

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	736	1389	1035	2175	55	377
v/c Ratio	1.96	0.55	0.69	2.36	0.23	1.19
Control Delay	453.1	3.1	17.2	631.3	25.9	134.0
Queue Delay	0.0	2.1	0.0	0.0	0.0	0.0
Total Delay	453.1	5.1	17.2	631.3	25.9	134.0
Queue Length 50th (ft)	~380	56	153	~1265	18	~129
Queue Length 95th (ft)	m#458	m0	216	#1520	46	#278
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	376	2527	1504	922	241	317
Starvation Cap Reductn	0	942	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.96	0.88	0.69	2.36	0.23	1.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

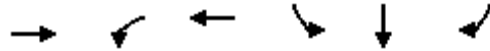
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: I-215 SB Ramps & Ramona Exwy.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2601	748	1517	1269	1272	368
v/c Ratio	2.11	2.03	0.71	2.43	2.43	0.68
Control Delay	523.9	486.7	3.8	670.8	671.2	33.7
Queue Delay	1.4	0.0	1.5	63.6	62.2	0.0
Total Delay	525.3	486.7	5.3	734.4	733.5	33.7
Queue Length 50th (ft)	~1540	~802	33	~1562	~1566	182
Queue Length 95th (ft)	#1675	m#543	m54	#1833	#1837	292
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1234	369	2133	522	523	543
Starvation Cap Reductn	0	0	402	0	0	0
Spillback Cap Reductn	321	0	0	491	491	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.85	2.03	0.88	40.94	39.75	0.68

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

5: I-215 NB Ramps & Ramona Exwy.

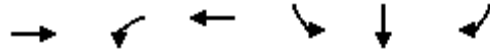
05/28/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	532	3907	1680	2047	315	318	743
v/c Ratio	1.76	1.92	1.31	1.97	0.55	0.56	1.27
Control Delay	367.6	437.3	178.2	459.5	34.6	34.7	164.6
Queue Delay	0.0	2.2	0.1	0.0	0.0	0.0	0.0
Total Delay	367.6	439.6	178.3	459.5	34.6	34.7	164.6
Queue Length 50th (ft)	~538	~2270	~806	~1923	190	192	~630
Queue Length 95th (ft)	m187	m670	#945	#2191	287	289	#865
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2034	1279	1037	569	570	585
Starvation Cap Reductn	0	964	0	0	0	0	0
Spillback Cap Reductn	0	0	26	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.76	3.65	1.34	1.97	0.55	0.56	1.27

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	857	1346	896	532	532	92
v/c Ratio	1.17	1.57	0.35	1.37	1.37	0.21
Control Delay	131.8	284.8	3.9	221.4	221.4	14.4
Queue Delay	0.1	0.0	0.3	3.9	3.9	0.0
Total Delay	131.9	284.8	4.2	225.3	225.3	14.4
Queue Length 50th (ft)	~406	~1469	48	~545	~545	13
Queue Length 95th (ft)	#537	m#1616	m65	#761	#761	57
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	732	857	2572	387	387	437
Starvation Cap Reductn	0	0	989	0	0	0
Spillback Cap Reductn	10	0	0	113	113	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.19	1.57	0.57	1.94	1.94	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

7: I-215 NB Ramps & Placentia Av.

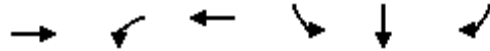


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	107	1600	2059	1436	92	92	679
v/c Ratio	1.30	0.64	0.94	1.11	0.24	0.24	1.67
Control Delay	174.6	25.5	32.4	71.4	40.1	40.1	341.7
Queue Delay	0.0	48.9	44.3	0.0	2.1	2.1	0.0
Total Delay	174.6	74.4	76.8	71.4	42.2	42.2	341.7
Queue Length 50th (ft)	~110	507	727	~986	62	62	~733
Queue Length 95th (ft)	m65	m371	#958	#1254	112	112	#969
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	82	2481	2181	1298	385	385	406
Starvation Cap Reductn	0	1211	0	0	0	0	0
Spillback Cap Reductn	0	0	322	0	193	193	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	1.26	1.11	1.11	0.48	0.48	1.67

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
8: I-215 SB Ramps & Nuevo Rd.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1243	1386	894	366	370	111
v/c Ratio	1.28	1.30	0.40	0.85	0.85	0.23
Control Delay	161.7	170.2	8.5	47.8	48.4	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	161.7	170.2	8.5	47.8	48.4	6.3
Queue Length 50th (ft)	~413	~480	111	178	181	0
Queue Length 95th (ft)	#542	#606	147	#321	#325	36
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	970	1065	2248	460	462	515
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.28	1.30	0.40	0.80	0.80	0.22

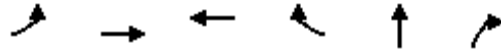
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	84	1528	2065	562	146	933
v/c Ratio	0.59	0.82	0.97	0.58	0.23	0.87
Control Delay	55.6	22.7	42.5	5.4	19.0	32.2
Queue Delay	0.0	4.8	0.0	0.0	0.0	0.0
Total Delay	55.6	27.5	42.5	5.4	19.0	32.2
Queue Length 50th (ft)	43	351	~479	11	52	230
Queue Length 95th (ft)	#107	#495	#575	89	90	305
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	149	1873	2121	973	722	1190
Starvation Cap Reductn	0	281	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.96	0.97	0.58	0.20	0.78

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

APPENDIX 7.11:

**HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT CONDITIONS OFF-RAMP
QUEUING ANALYSIS WORKSHEETS**

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Queues



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	645	66	161	627	539	233
v/c Ratio	0.52	0.10	0.77	0.33	0.99	0.36
Control Delay	17.7	1.5	44.0	8.5	61.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	1.5	44.0	8.5	61.8	4.5
Queue Length 50th (ft)	96	0	59	58	192	0
Queue Length 95th (ft)	141	8	#147	m52	#374	42
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1235	630	213	1925	543	647
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.10	0.76	0.33	0.99	0.36

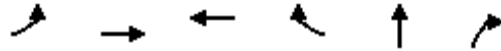
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	504	668	467	1017	325	104
v/c Ratio	1.37	0.25	0.27	1.09	2.17	0.43
Control Delay	199.8	0.1	10.2	73.1	567.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	199.8	0.1	10.2	73.1	567.2	11.3
Queue Length 50th (ft)	~225	0	50	~361	~194	0
Queue Length 95th (ft)	#339	m0	76	#574	#331	34
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	367	2707	1702	931	150	242
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.37	0.25	0.27	1.09	2.17	0.43

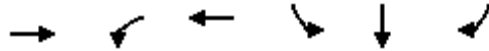
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: I-215 SB Ramps & Ramona Exwy.

05/28/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1445	383	1245	293	293	275
v/c Ratio	1.18	1.04	0.58	0.56	0.56	0.51
Control Delay	122.3	69.7	3.4	37.1	37.1	26.4
Queue Delay	0.1	0.0	1.2	87.8	87.8	0.0
Total Delay	122.4	69.7	4.5	124.9	124.9	26.4
Queue Length 50th (ft)	~636	~218	18	182	182	115
Queue Length 95th (ft)	#777	m#297	m20	276	276	198
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1225	369	2133	522	522	543
Starvation Cap Reductn	0	0	602	0	0	0
Spillback Cap Reductn	32	0	0	454	454	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.21	1.04	0.81	4.31	4.31	0.51

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
5: I-215 NB Ramps & Ramona Exwy.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	205	1474	1284	861	175	172	588
v/c Ratio	0.77	0.72	0.95	0.89	0.31	0.30	1.01
Control Delay	36.3	35.4	49.5	23.3	29.2	29.1	71.5
Queue Delay	0.0	49.4	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	84.8	49.5	23.3	29.2	29.1	71.5
Queue Length 50th (ft)	155	590	467	216	95	94	~377
Queue Length 95th (ft)	m131	m565	#634	#525	157	155	#616
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2034	1352	968	569	570	585
Starvation Cap Reductn	0	987	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	1.41	0.95	0.89	0.31	0.30	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

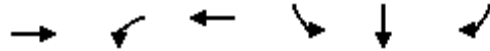
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	483	301	560	163	163	91
v/c Ratio	0.32	0.72	0.22	0.59	0.59	0.27
Control Delay	14.6	37.7	4.6	38.9	38.9	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	37.7	4.6	38.9	38.9	8.5
Queue Length 50th (ft)	63	139	40	81	81	0
Queue Length 95th (ft)	127	200	76	131	131	35
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	1523	609	2573	418	418	455
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.49	0.22	0.39	0.39	0.20

Intersection Summary

Queues

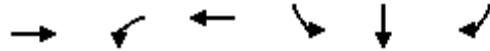
7: I-215 NB Ramps & Placentia Av.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	73	583	683	609	89	90	311
v/c Ratio	0.43	0.21	0.30	0.50	0.42	0.43	0.75
Control Delay	43.8	3.9	9.4	2.7	38.7	38.9	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	3.9	9.4	2.7	38.7	38.9	20.6
Queue Length 50th (ft)	38	34	79	0	48	48	33
Queue Length 95th (ft)	76	81	161	54	83	84	104
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	174	2719	2272	1224	625	625	736
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.21	0.30	0.50	0.14	0.14	0.42

Intersection Summary

Queues
8: I-215 SB Ramps & Nuevo Rd.

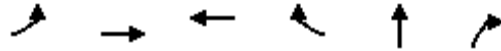


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	787	546	1114	145	146	109
v/c Ratio	0.49	0.71	0.43	0.55	0.56	0.33
Control Delay	17.0	33.9	5.5	38.7	38.7	11.1
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	17.0	33.9	5.9	38.7	38.7	11.1
Queue Length 50th (ft)	128	130	95	71	72	6
Queue Length 95th (ft)	224	170	166	121	121	45
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	1594	1006	2607	460	462	503
Starvation Cap Reductn	0	0	789	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.54	0.61	0.32	0.32	0.22

Intersection Summary

Queues

9: I-215 NB Ramps & Nuevo Rd.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	64	809	1217	553	444	824
v/c Ratio	0.45	0.40	0.52	0.54	0.77	0.79
Control Delay	47.4	12.4	19.9	4.1	35.1	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	12.4	19.9	4.1	35.1	24.9
Queue Length 50th (ft)	33	122	178	0	209	169
Queue Length 95th (ft)	73	194	248	66	283	217
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	151	2012	2327	1029	724	1260
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.40	0.52	0.54	0.61	0.65

Intersection Summary

Queues



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	603	115	414	375	477	473
v/c Ratio	0.50	0.19	1.10	0.17	1.22	0.66
Control Delay	17.8	4.2	93.8	6.2	146.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	4.2	93.8	6.2	146.2	7.5
Queue Length 50th (ft)	90	0	~181	43	~219	0
Queue Length 95th (ft)	132	28	#337	67	#377	66
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1203	617	376	2226	391	720
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.19	1.10	0.17	1.22	0.66

Intersection Summary

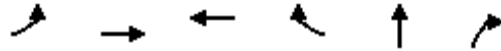
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	323	758	671	729	119	240
v/c Ratio	0.88	0.30	0.44	0.75	0.49	0.57
Control Delay	34.5	0.2	13.5	10.3	31.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	0.2	13.5	10.3	31.9	9.9
Queue Length 50th (ft)	13	0	87	52	41	0
Queue Length 95th (ft)	#217	m0	127	177	85	54
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	376	2527	1526	976	241	423
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.30	0.44	0.75	0.49	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

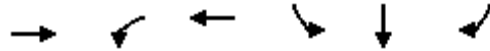
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: I-215 SB Ramps & Ramona Exwy.

05/28/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2123	291	1439	595	598	284
v/c Ratio	1.66	0.85	0.67	1.14	1.14	0.52
Control Delay	325.8	39.5	3.1	120.2	121.4	27.0
Queue Delay	1.2	0.0	2.6	63.6	63.6	0.0
Total Delay	327.0	39.5	5.7	183.8	185.0	27.0
Queue Length 50th (ft)	~1173	110	20	~517	~521	121
Queue Length 95th (ft)	#1314	m95	m20	#747	#749	207
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1281	369	2133	522	523	543
Starvation Cap Reductn	0	0	548	0	0	0
Spillback Cap Reductn	300	0	0	491	492	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.16	0.79	0.91	19.19	19.29	0.52

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

5: I-215 NB Ramps & Ramona Exwy.

05/28/2020

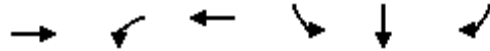


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	429	2496	1380	887	193	196	542
v/c Ratio	1.34	1.21	1.08	0.95	0.35	0.35	0.95
Control Delay	186.6	126.2	84.1	33.5	30.3	30.4	59.3
Queue Delay	0.0	2.2	8.8	0.0	0.0	0.0	0.0
Total Delay	186.6	128.4	92.9	33.5	30.3	30.4	59.3
Queue Length 50th (ft)	~401	~1154	~573	278	107	109	326
Queue Length 95th (ft)	m192	m717	#711	#588	173	175	#543
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	320	2069	1279	932	569	570	585
Starvation Cap Reductn	0	975	0	0	0	0	0
Spillback Cap Reductn	0	0	35	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.34	2.28	1.11	0.95	0.34	0.34	0.93

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: I-215 SB Ramps & Placentia Av.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	698	597	718	293	294	75
v/c Ratio	0.75	0.88	0.29	0.90	0.90	0.20
Control Delay	32.4	39.1	5.4	63.4	63.9	6.7
Queue Delay	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	32.4	40.1	5.4	63.4	63.9	6.7
Queue Length 50th (ft)	162	261	63	151	151	0
Queue Length 95th (ft)	#262	#431	87	#297	#298	28
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	936	744	2471	332	332	378
Starvation Cap Reductn	0	33	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.84	0.29	0.88	0.89	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

7: I-215 NB Ramps & Placentia Av.

05/28/2020

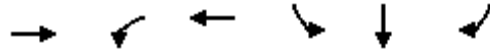


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	87	1022	1164	766	75	76	323
v/c Ratio	0.54	0.41	0.57	0.62	0.23	0.23	0.82
Control Delay	52.2	7.4	15.2	3.7	28.2	28.3	37.4
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	7.7	15.2	3.7	28.2	28.3	37.4
Queue Length 50th (ft)	44	109	218	0	35	36	109
Queue Length 95th (ft)	#123	194	313	58	66	67	183
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	160	2472	2047	1230	484	484	528
Starvation Cap Reductn	0	758	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.60	0.57	0.62	0.15	0.16	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
8: I-215 SB Ramps & Nuevo Rd.



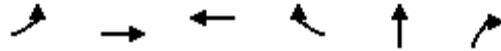
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	709	799	451	300	304	91
v/c Ratio	0.60	0.84	0.19	0.76	0.77	0.21
Control Delay	21.8	36.2	6.5	41.6	42.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	36.2	6.5	41.6	42.0	6.8
Queue Length 50th (ft)	133	185	45	143	145	0
Queue Length 95th (ft)	196	255	69	228	230	33
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	1186	1014	2329	460	462	500
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.79	0.19	0.65	0.66	0.18

Intersection Summary

Queues
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	71	949	1092	461	119	615
v/c Ratio	0.43	0.41	0.41	0.44	0.27	0.78
Control Delay	43.7	9.1	15.4	3.3	26.2	30.4
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	43.7	9.4	15.4	3.3	26.2	30.4
Queue Length 50th (ft)	37	117	131	0	52	136
Queue Length 95th (ft)	75	199	210	59	85	179
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	173	2297	2664	1053	722	1217
Starvation Cap Reductn	0	659	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.58	0.41	0.44	0.16	0.51

Intersection Summary

APPENDIX 7.12:

**HORIZON YEAR (2040) WITH MCP WITH PROJECT CONDITIONS OFF-RAMP
QUEUING ANALYSIS WORKSHEETS**

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Queues

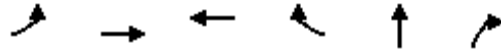


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	645	66	161	627	560	233
v/c Ratio	0.52	0.10	0.77	0.33	1.03	0.36
Control Delay	17.7	1.5	44.0	8.5	71.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	1.5	44.0	8.5	71.8	4.5
Queue Length 50th (ft)	96	0	59	58	~212	0
Queue Length 95th (ft)	141	8	#147	m52	#393	42
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1235	630	213	1925	543	647
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.10	0.76	0.33	1.03	0.36

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	504	689	467	1023	325	104
v/c Ratio	1.37	0.25	0.27	1.10	2.17	0.43
Control Delay	199.8	0.1	10.2	75.5	567.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	199.8	0.1	10.2	75.5	567.2	11.3
Queue Length 50th (ft)	~225	0	50	~366	~194	0
Queue Length 95th (ft)	#339	m0	76	#579	#331	34
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	367	2707	1702	931	150	242
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.37	0.25	0.27	1.10	2.17	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

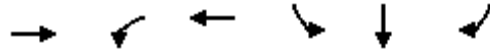
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: I-215 SB Ramps & Ramona Exwy.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1501	383	1261	293	293	275
v/c Ratio	1.23	1.04	0.59	0.56	0.56	0.51
Control Delay	141.0	69.1	3.4	37.1	37.1	26.4
Queue Delay	0.2	0.0	1.2	95.7	95.7	0.0
Total Delay	141.2	69.1	4.6	132.8	132.8	26.4
Queue Length 50th (ft)	~681	~220	18	182	182	115
Queue Length 95th (ft)	#822	m#291	m20	276	276	198
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1225	369	2133	522	522	543
Starvation Cap Reductn	0	0	598	0	0	0
Spillback Cap Reductn	51	0	0	469	469	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.28	1.04	0.82	5.53	5.53	0.51

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

5: I-215 NB Ramps & Ramona Exwy.

05/28/2020



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	205	1521	1298	861	176	174	588
v/c Ratio	0.77	0.75	0.96	0.89	0.31	0.31	1.01
Control Delay	36.1	36.4	51.2	24.0	29.3	29.2	71.5
Queue Delay	0.0	49.3	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	85.7	51.2	24.0	29.3	29.2	71.5
Queue Length 50th (ft)	155	610	476	223	96	95	~377
Queue Length 95th (ft)	m127	m568	#645	#530	158	156	#616
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	303	2034	1352	964	569	570	585
Starvation Cap Reductn	0	987	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	1.45	0.96	0.89	0.31	0.31	1.01

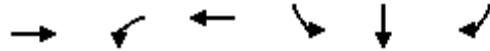
Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	483	301	560	163	163	91
v/c Ratio	0.32	0.72	0.22	0.59	0.59	0.27
Control Delay	14.6	37.7	4.6	38.9	38.9	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	37.7	4.6	38.9	38.9	8.5
Queue Length 50th (ft)	63	139	40	81	81	0
Queue Length 95th (ft)	127	200	76	131	131	35
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	1523	609	2573	418	418	455
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.49	0.22	0.39	0.39	0.20

Intersection Summary

Queues

7: I-215 NB Ramps & Placentia Av.



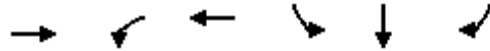
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	73	583	683	609	89	90	311
v/c Ratio	0.43	0.21	0.30	0.50	0.42	0.43	0.75
Control Delay	43.8	3.9	9.4	2.7	38.7	38.9	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	3.9	9.4	2.7	38.7	38.9	20.6
Queue Length 50th (ft)	38	34	79	0	48	48	33
Queue Length 95th (ft)	76	81	161	54	83	84	104
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	174	2719	2272	1224	625	625	736
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.21	0.30	0.50	0.14	0.14	0.42

Intersection Summary

Queues
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

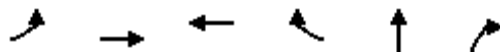
05/28/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	787	546	1114	145	146	109
v/c Ratio	0.49	0.71	0.43	0.55	0.56	0.33
Control Delay	17.0	33.9	5.5	38.7	38.7	11.1
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	17.0	33.9	5.9	38.7	38.7	11.1
Queue Length 50th (ft)	128	130	95	71	72	6
Queue Length 95th (ft)	224	170	166	121	121	45
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	1594	1006	2607	460	462	503
Starvation Cap Reductn	0	0	789	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.54	0.61	0.32	0.32	0.22

Intersection Summary

Queues
9: I-215 NB Ramps & Nuevo Rd.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	64	809	1217	553	444	824
v/c Ratio	0.45	0.40	0.52	0.54	0.77	0.79
Control Delay	47.4	12.5	19.9	4.1	35.1	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	12.5	19.9	4.1	35.1	25.3
Queue Length 50th (ft)	33	123	178	0	209	171
Queue Length 95th (ft)	73	195	248	66	283	219
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	151	2016	2327	1029	724	1256
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.40	0.52	0.54	0.61	0.66
Intersection Summary						

Queues



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	603	115	414	375	487	473
v/c Ratio	0.50	0.19	1.10	0.17	1.25	0.66
Control Delay	17.8	4.2	93.8	6.2	156.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	4.2	93.8	6.2	156.2	7.5
Queue Length 50th (ft)	90	0	~181	43	~227	0
Queue Length 95th (ft)	132	28	#337	67	#386	66
Internal Link Dist (ft)	844			267	1109	
Turn Bay Length (ft)			60			265
Base Capacity (vph)	1203	617	376	2226	391	720
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.19	1.10	0.17	1.25	0.66

Intersection Summary

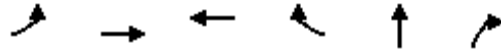
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	323	767	671	753	119	240
v/c Ratio	0.88	0.30	0.44	0.77	0.49	0.57
Control Delay	34.5	0.2	13.5	11.6	31.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	0.2	13.5	11.6	31.9	9.9
Queue Length 50th (ft)	13	0	87	58	41	0
Queue Length 95th (ft)	#217	m0	127	#225	85	54
Internal Link Dist (ft)		267	594		929	
Turn Bay Length (ft)	60					270
Base Capacity (vph)	376	2527	1526	976	241	423
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.30	0.44	0.77	0.49	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

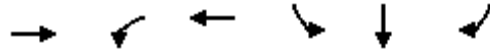
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: I-215 SB Ramps & Ramona Exwy.

05/28/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2151	291	1502	595	598	284
v/c Ratio	1.68	0.85	0.70	1.14	1.14	0.52
Control Delay	335.4	39.8	3.5	120.2	121.4	27.0
Queue Delay	1.3	0.0	4.0	63.6	63.6	0.0
Total Delay	336.6	39.8	7.5	183.8	185.0	27.0
Queue Length 50th (ft)	~1195	110	21	~517	~521	121
Queue Length 95th (ft)	#1335	m89	m20	#747	#749	207
Internal Link Dist (ft)	1444		390		1096	
Turn Bay Length (ft)		100		510		510
Base Capacity (vph)	1281	369	2133	522	523	543
Starvation Cap Reductn	0	0	537	0	0	0
Spillback Cap Reductn	318	0	0	491	492	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.23	0.79	0.94	19.19	19.29	0.52

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

5: I-215 NB Ramps & Ramona Exwy.

05/28/2020

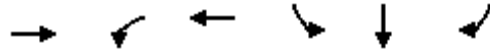


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	429	2521	1436	887	197	200	542
v/c Ratio	1.34	1.22	1.12	0.97	0.36	0.36	0.95
Control Delay	186.6	131.6	100.1	37.5	30.4	30.5	59.3
Queue Delay	0.0	2.2	0.2	0.0	0.0	0.0	0.0
Total Delay	186.6	133.8	100.3	37.5	30.4	30.5	59.3
Queue Length 50th (ft)	~401	~1173	~617	304	109	111	326
Queue Length 95th (ft)	m189	m718	#755	#610	176	180	#543
Internal Link Dist (ft)		390	532			1120	
Turn Bay Length (ft)	105			200			500
Base Capacity (vph)	320	2069	1279	917	569	570	585
Starvation Cap Reductn	0	975	0	0	0	0	0
Spillback Cap Reductn	0	0	49	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.34	2.30	1.17	0.97	0.35	0.35	0.93

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
6: I-215 SB Ramps & Placentia Av.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	698	597	718	293	294	75
v/c Ratio	0.75	0.88	0.29	0.90	0.90	0.20
Control Delay	32.4	39.1	5.4	63.4	63.9	6.7
Queue Delay	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	32.4	40.1	5.4	63.4	63.9	6.7
Queue Length 50th (ft)	162	261	63	151	151	0
Queue Length 95th (ft)	#262	#431	87	#297	#298	28
Internal Link Dist (ft)	810		377		883	
Turn Bay Length (ft)		100		325		
Base Capacity (vph)	936	744	2471	332	332	378
Starvation Cap Reductn	0	33	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.84	0.29	0.88	0.89	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

7: I-215 NB Ramps & Placentia Av.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	87	1022	1164	766	75	76	323
v/c Ratio	0.54	0.41	0.57	0.62	0.23	0.23	0.82
Control Delay	52.2	7.4	15.2	3.7	28.2	28.3	37.4
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	7.7	15.2	3.7	28.2	28.3	37.4
Queue Length 50th (ft)	44	109	218	0	35	36	109
Queue Length 95th (ft)	#123	194	313	58	66	67	183
Internal Link Dist (ft)		377	965			655	
Turn Bay Length (ft)	100						275
Base Capacity (vph)	160	2472	2047	1230	484	484	528
Starvation Cap Reductn	0	758	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.60	0.57	0.62	0.15	0.16	0.61

Intersection Summary

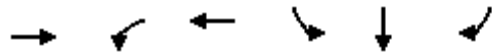
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

Stoneridge Commerce Center SP (JN 13265)

8: I-215 SB Ramps & Nuevo Rd.

05/28/2020



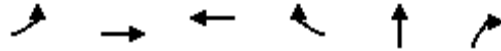
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	709	799	451	300	304	91
v/c Ratio	0.60	0.84	0.19	0.76	0.77	0.21
Control Delay	21.8	36.2	6.5	41.6	42.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	36.2	6.5	41.6	42.0	6.8
Queue Length 50th (ft)	133	185	45	143	145	0
Queue Length 95th (ft)	196	255	69	228	230	33
Internal Link Dist (ft)	697		377		1095	
Turn Bay Length (ft)		115				300
Base Capacity (vph)	1186	1014	2329	460	462	500
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.79	0.19	0.65	0.66	0.18

Intersection Summary

Queues
9: I-215 NB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	71	949	1092	461	119	615
v/c Ratio	0.43	0.41	0.41	0.44	0.27	0.78
Control Delay	43.7	9.1	15.4	3.3	26.2	30.4
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	43.7	9.4	15.4	3.3	26.2	30.4
Queue Length 50th (ft)	37	117	131	0	52	136
Queue Length 95th (ft)	75	199	210	59	85	179
Internal Link Dist (ft)		377	789		851	
Turn Bay Length (ft)	105					300
Base Capacity (vph)	173	2297	2664	1053	722	1217
Starvation Cap Reductn	0	659	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.58	0.41	0.44	0.16	0.51

Intersection Summary

APPENDIX 7.13:

**HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT CONDITIONS FREEWAY
FACILITY ANALYSIS WORKSHEETS**

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HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP Without Project
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

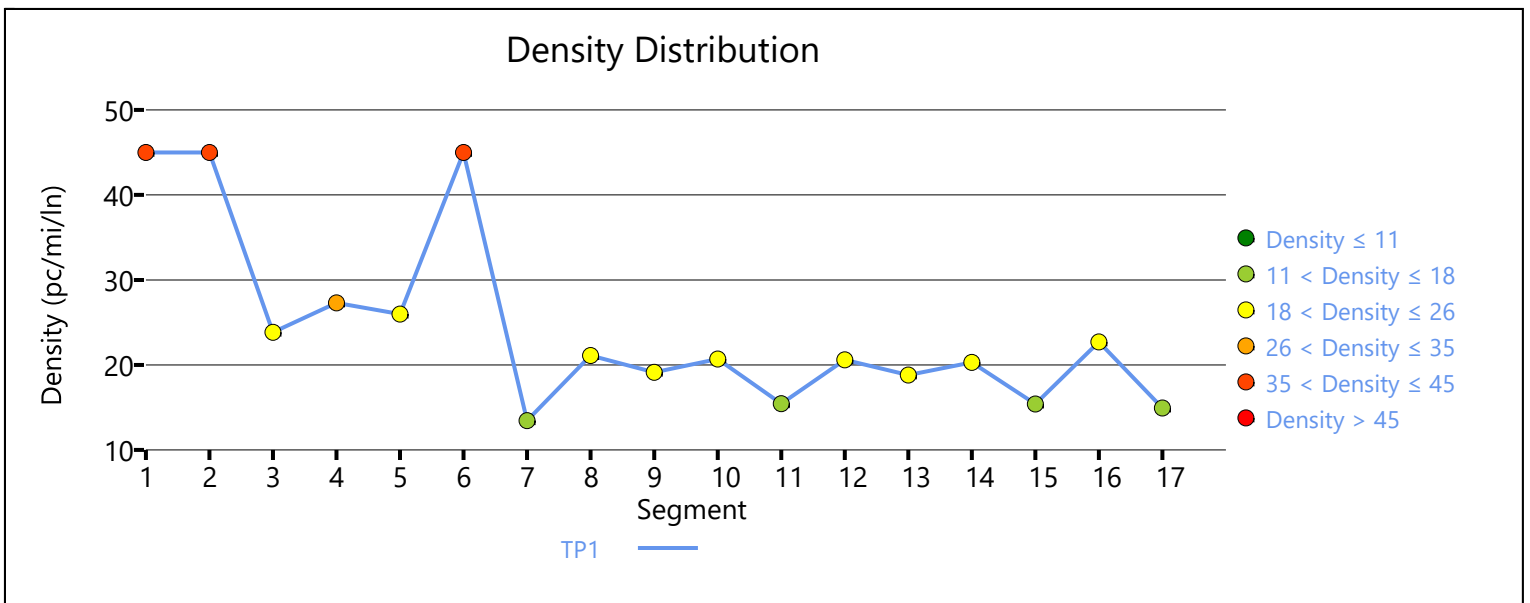
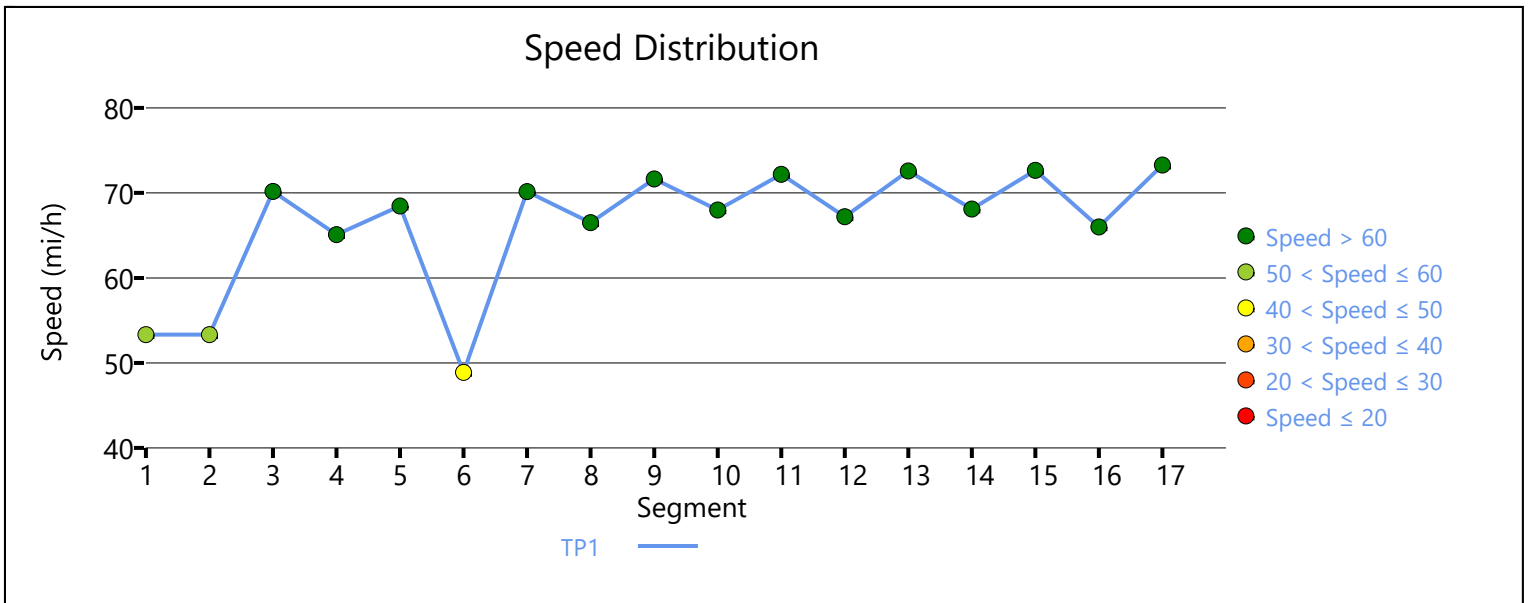
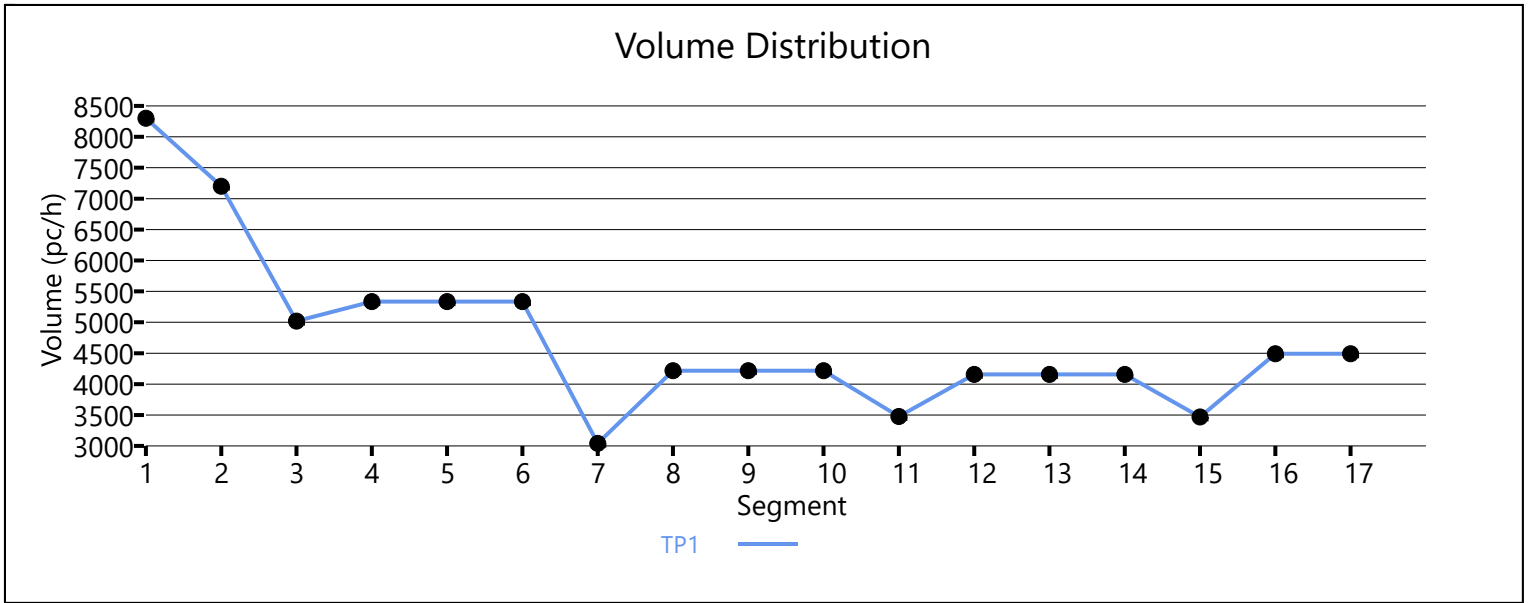
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.935	8302	7200	1.15	53.3	45.0	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.877	7200	2181	7200	2100	1.15	1.04	53.3	58.9	45.0	38.2	F

Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		5019		7200		0.85		70.2		23.8		C
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.909	5335	316	7200	2100	0.90	0.15	65.1	62.5	27.3	28.2	D
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5335		7200		0.90		68.5		26.0		C
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.935	5335	2294	6600	2100	0.99	1.09	48.9	58.6	45.0	33.8	D
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3041		7200		0.58		70.1		13.4		B
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	4217	1176	7200	2100	0.75	0.56	66.5	64.2	21.1	23.9	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4217		7200		0.75		71.7		19.1		C
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	4217	741	7200	2100	0.75	0.35	68.0	63.2	20.7	22.0	C
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3476		7200		0.65		72.2		15.4		B
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.943	0.952	4156	680	7200	2100	0.74	0.32	67.2	65.0	20.6	21.8	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4156		7200		0.74		72.6		18.8		C
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	4156	688	7200	2100	0.74	0.33	68.1	63.4	20.3	24.1	C
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3468		7200		0.65		72.7		15.4		B
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.971	4491	1023	7200	2100	0.65	0.49	66.0	-	22.7	-	C
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4491		9600		0.59		73.3		14.9		B
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	63.5		25.2		23.8		8.2		F						
Facility Overall Results															
Space Mean Speed, mi/h					63.5			Density, veh/mi/ln			23.8				
Average Travel Time, min					8.2			Density, pc/mi/ln			25.2				



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP Without Project
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

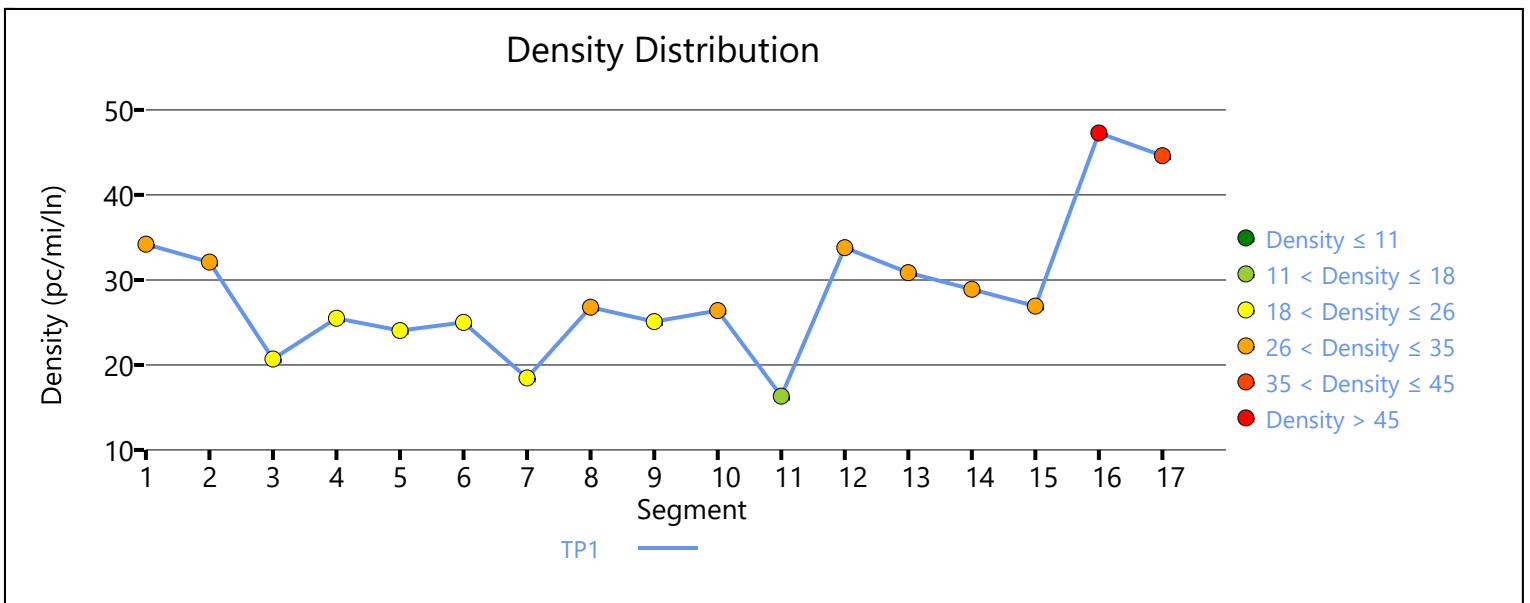
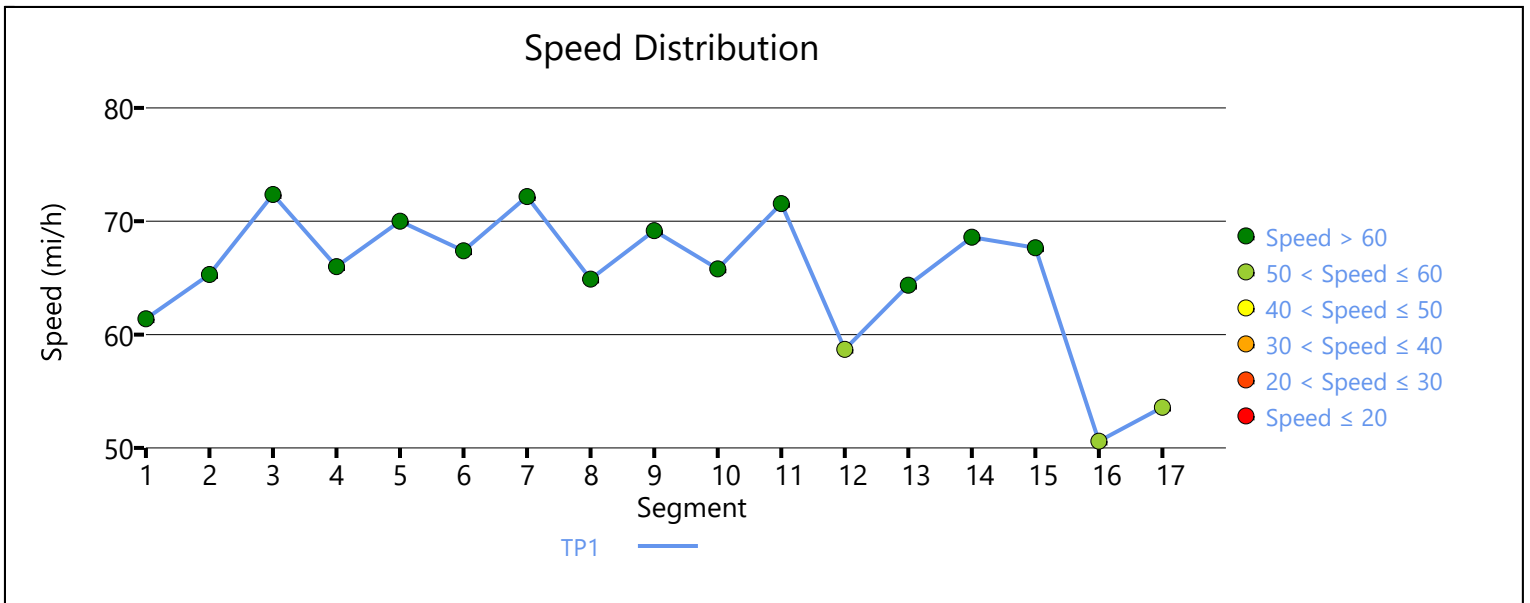
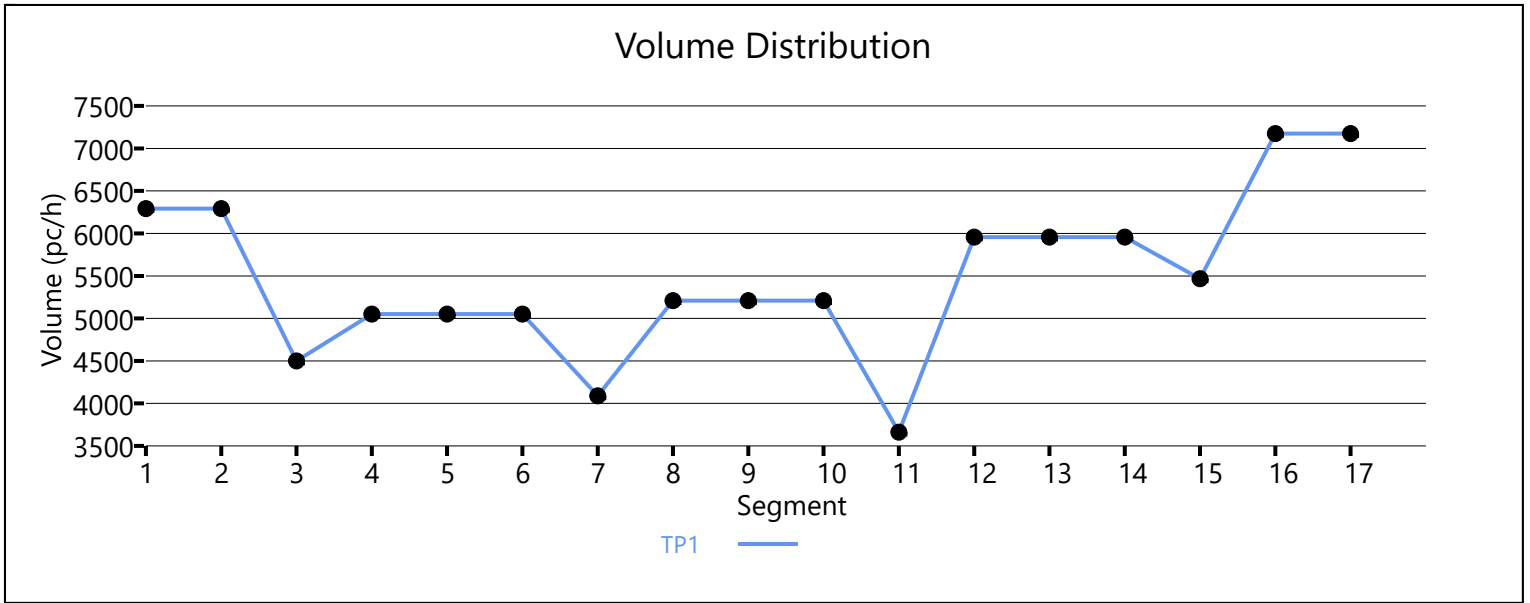
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)		LOS
1	0.92		0.943		6292		7200	0.87	61.4	34.2		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	6292	1792	7200	2100	0.87	0.85	65.3	60.1	32.1	35.6	E

Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		4500		7200		0.62		72.4		20.7		C
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.962	5051	551	7200	2100	0.70	0.26	66.0	63.6	25.5	25.8	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		5051		7200		0.70		70.0		24.0		C
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.893	5051	962	7200	2100	0.70	0.46	67.4	62.5	25.0	26.0	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4089		7200		0.57		72.2		18.5		C
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	5209	1120	7200	2100	0.72	0.53	64.9	62.4	26.8	27.9	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		5209		7200		0.71		69.2		25.1		C
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.943	5209	1547	7200	2100	0.71	0.74	65.8	60.8	26.4	30.3	D
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3662		7200		0.49		71.6		16.3		B
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.952	0.935	5957	2295	7200	2100	0.81	1.09	58.7	55.4	33.8	34.7	D
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		5957		7200		0.81		64.4		30.9		D
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	5957	490	7200	2100	0.81	0.23	68.6	64.0	28.9	30.4	D
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5467		7200		0.75		67.7		26.9		D
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	7175	2011	7200	2100	1.02	0.96	50.6	45.5	47.3	40.2	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		7175		7200		1.02		53.6		44.6		F
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	63.5		29.0		27.3		8.0		F						
Facility Overall Results															
Space Mean Speed, mi/h					63.5			Density, veh/mi/ln			27.3				
Average Travel Time, min					8.0			Density, pc/mi/ln			29.0				



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP Without Project
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92		0.935		9148		7200	1.27	53.3	45.0	F

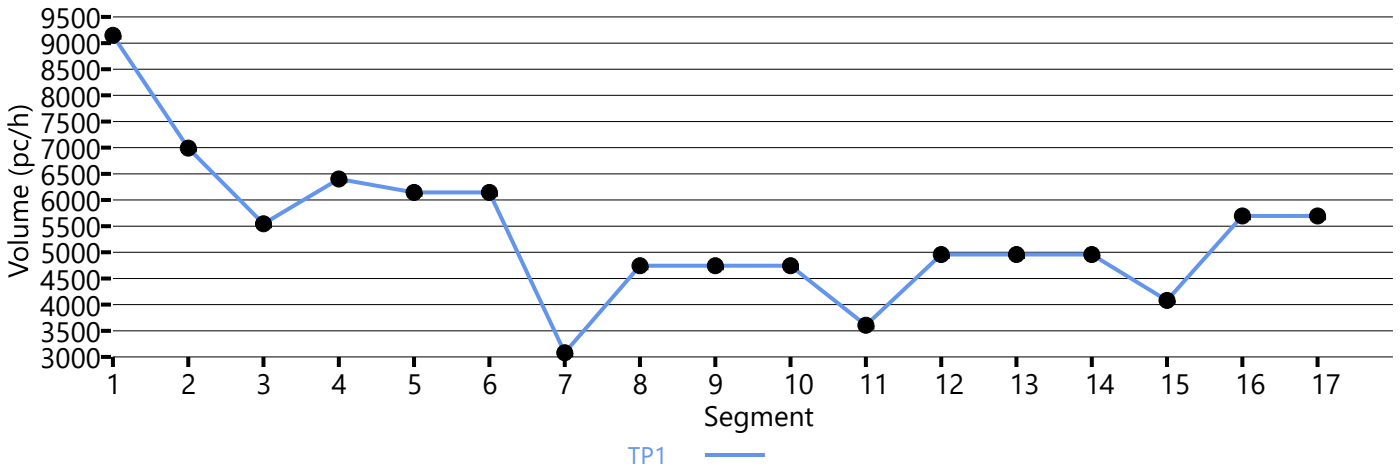
Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.870	6993	1336	7200	2100	1.27	0.64	47.8	61.4	48.8	54.2	F

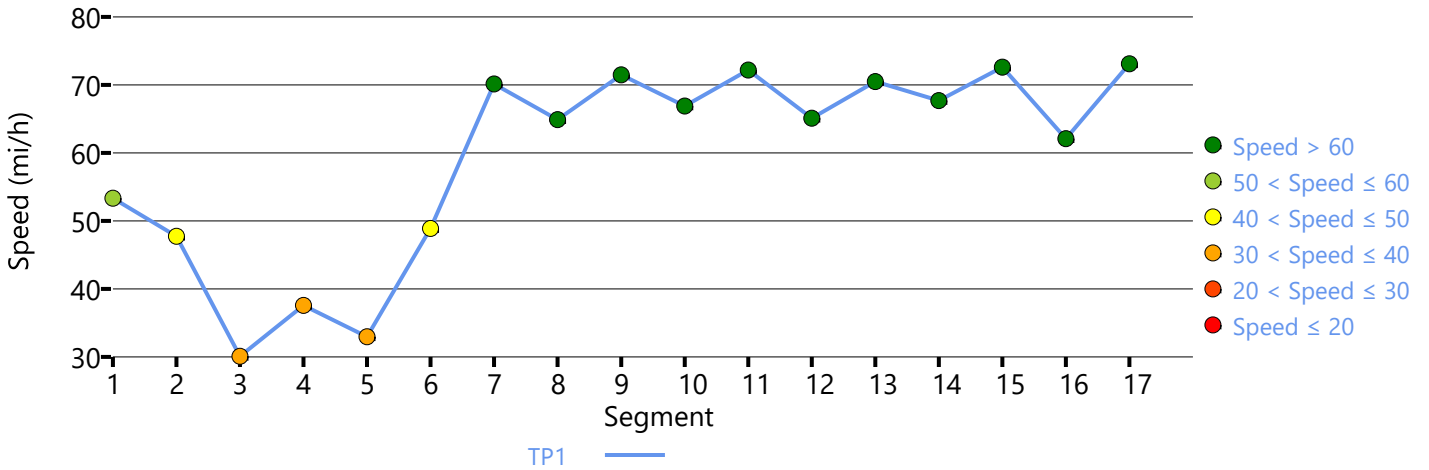
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5544		7200		1.09		30.1		61.4		F
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	6402	931	7200	2100	1.22	0.44	37.6	9.7	56.8	49.7	F
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		6146		7200		1.21		33.0		62.1		F
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	6146	3067	6600	2100	1.32	1.46	48.9	56.2	45.0	39.2	F
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3079		7200		0.79		70.1		13.6		B
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	4743	1664	7200	2100	1.02	0.79	64.9	62.5	24.4	27.6	F
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4743		7200		1.02		71.5		22.1		F
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.935	4743	1137	7200	2100	1.02	0.54	66.9	62.0	23.6	25.1	F
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3606		7200		0.87		72.2		16.1		B
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.943	0.935	4957	1351	7200	2100	1.06	0.64	65.1	62.7	25.4	27.3	F
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4957		7200		1.06		70.5		23.4		F
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	4957	876	7200	2100	1.06	0.42	67.7	62.8	24.4	28.1	F
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		4081		7200		0.94		72.6		18.4		C
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.990	5696	1615	7200	2100	0.94	0.77	62.1	-	30.6	-	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5696		9600		0.88		73.1		19.4		C
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	52.4		33.6		31.7		10.0		F						
Facility Overall Results															
Space Mean Speed, mi/h					52.4			Density, veh/mi/ln			31.7				
Average Travel Time, min					10.0			Density, pc/mi/ln			33.6				

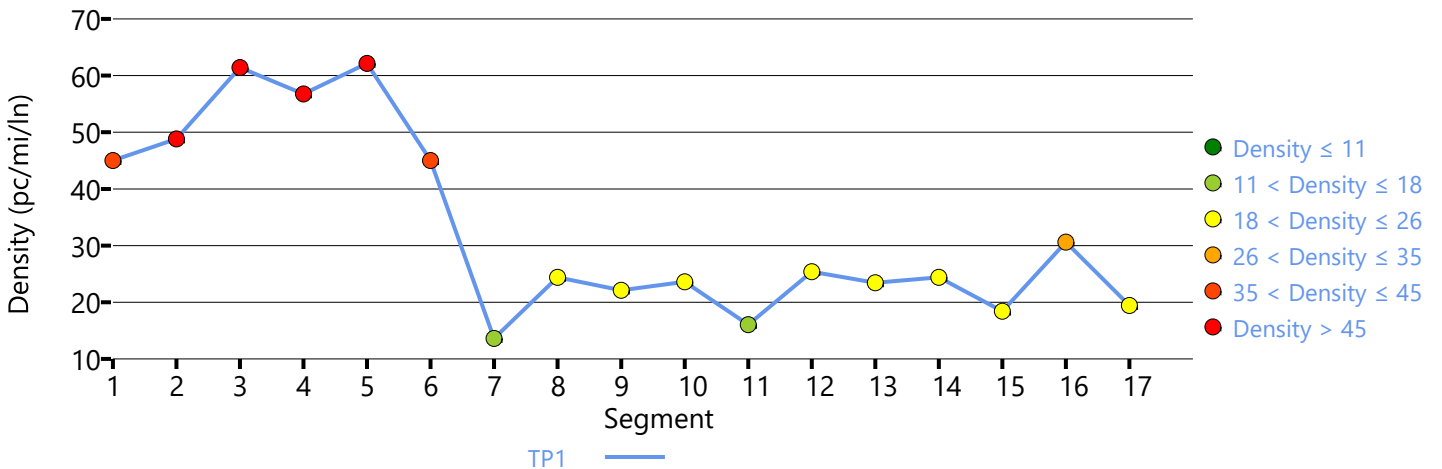
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP Without Project
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

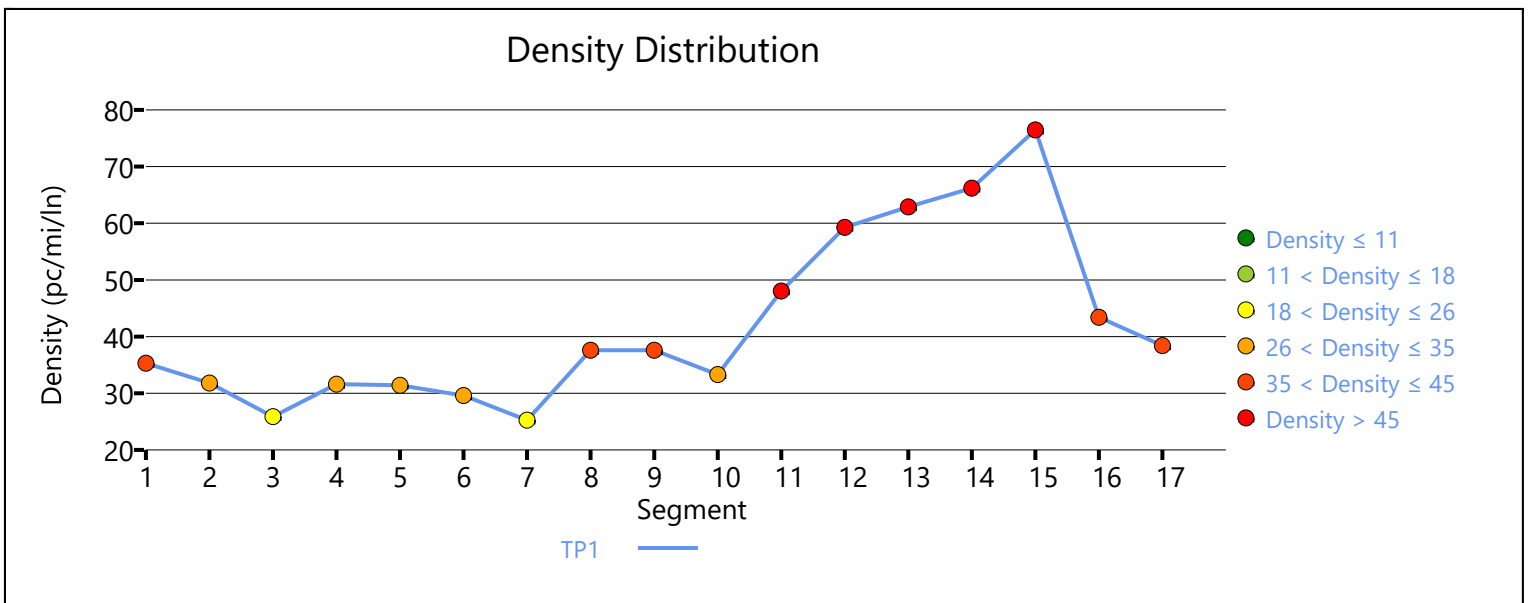
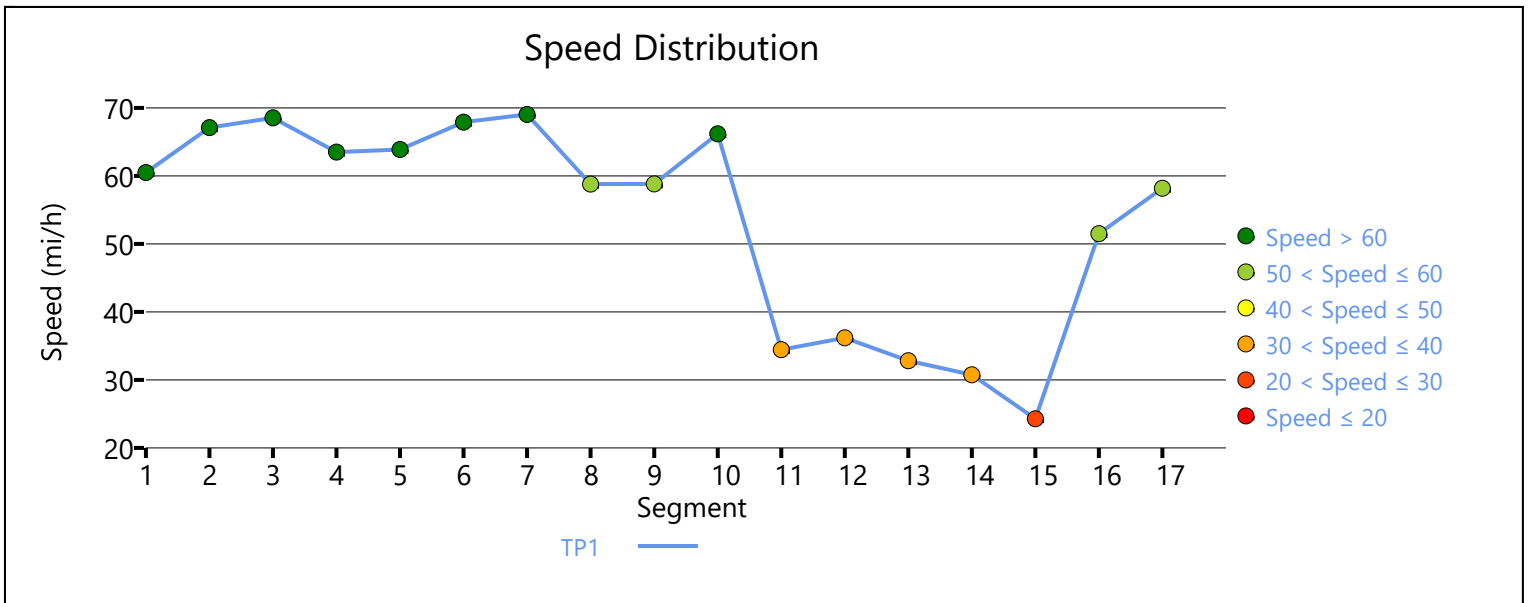
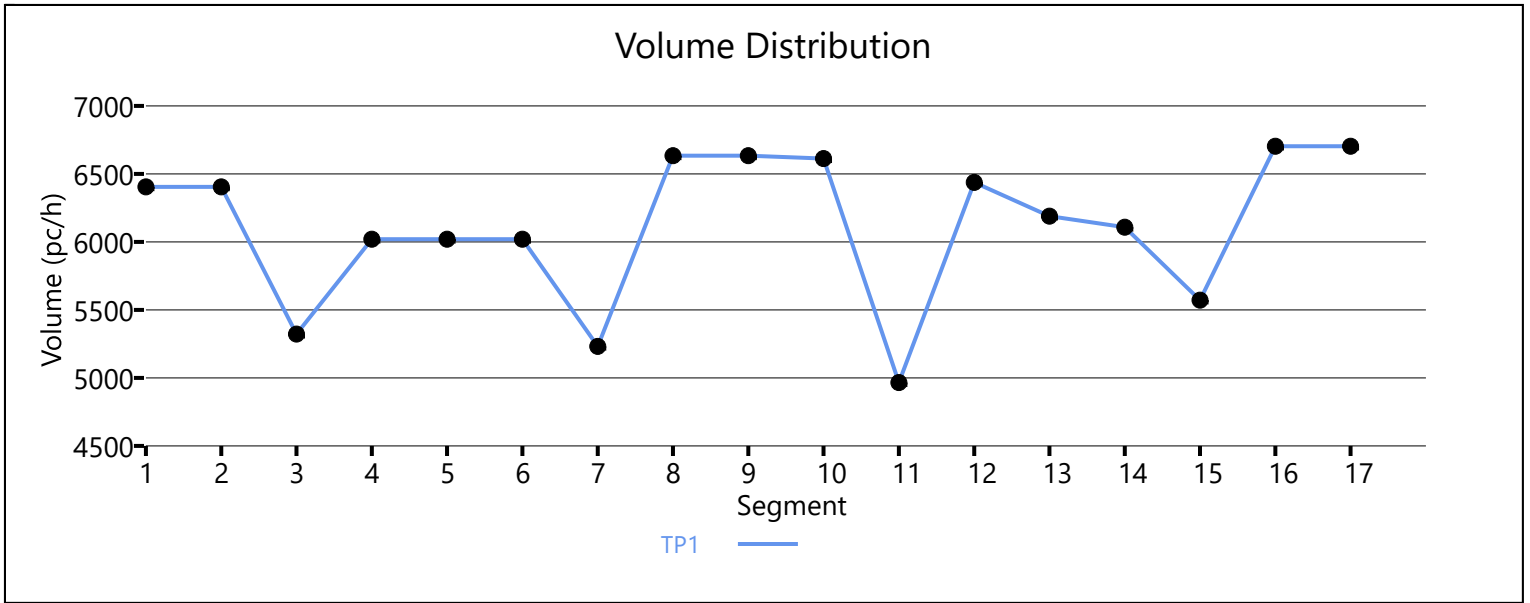
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		6405		7200	0.89	60.5		35.3		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.980	6405	1083	7200	2100	0.89	0.52	67.1	62.2	31.8	34.6	D

Segment 3: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		5322		7200		0.74		68.5		25.9		C	
Segment 4: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	0.962	6020	698	7200	2100	0.84	0.33	63.5	60.6	31.6	30.7	D	
Segment 5: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		6020		7200		0.84		63.9		31.4		D	
Segment 6: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	0.952	6020	788	7200	2100	0.84	0.38	67.9	63.1	29.6	29.6	D	
Segment 7: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		5232		7200		0.73		69.0		25.3		C	
Segment 8: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	0.952	6634	1402	7200	2100	0.92	0.67	58.8	54.9	37.6	35.3	E	
Segment 9: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.952		6634		7200		0.92		58.8		37.6		E	
Segment 10: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.952	0.971	6613	1438	7200	2100	0.92	0.68	66.2	61.1	33.3	35.3	E	
Segment 11: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.952		4966		7200		0.71		34.5		48.0		F	
Segment 12: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		

1	0.92	0.92	0.952	0.952	6438	2723	7200	2100	1.09	1.30	36.2	23.8	59.3	44.8	F
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		6190		7200		1.09		32.8		62.9		F
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.885	6108	430	7200	2100	1.09	0.20	30.8	64.1	66.2	42.9	F
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		5572		7200		1.03		24.3		76.5		F
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.901	6704	2513	7200	2100	1.38	1.20	51.5	47.1	43.4	39.4	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		6704		7200		1.38		58.2		38.4		F
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	50.9		40.3		38.2		9.9		F						
Facility Overall Results															
Space Mean Speed, mi/h					50.9			Density, veh/mi/ln			38.2				
Average Travel Time, min					9.9			Density, pc/mi/ln			40.3				



APPENDIX 7.14:

**HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT CONDITIONS FREEWAY
FACILITY ANALYSIS WORKSHEETS**

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HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP With Project
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

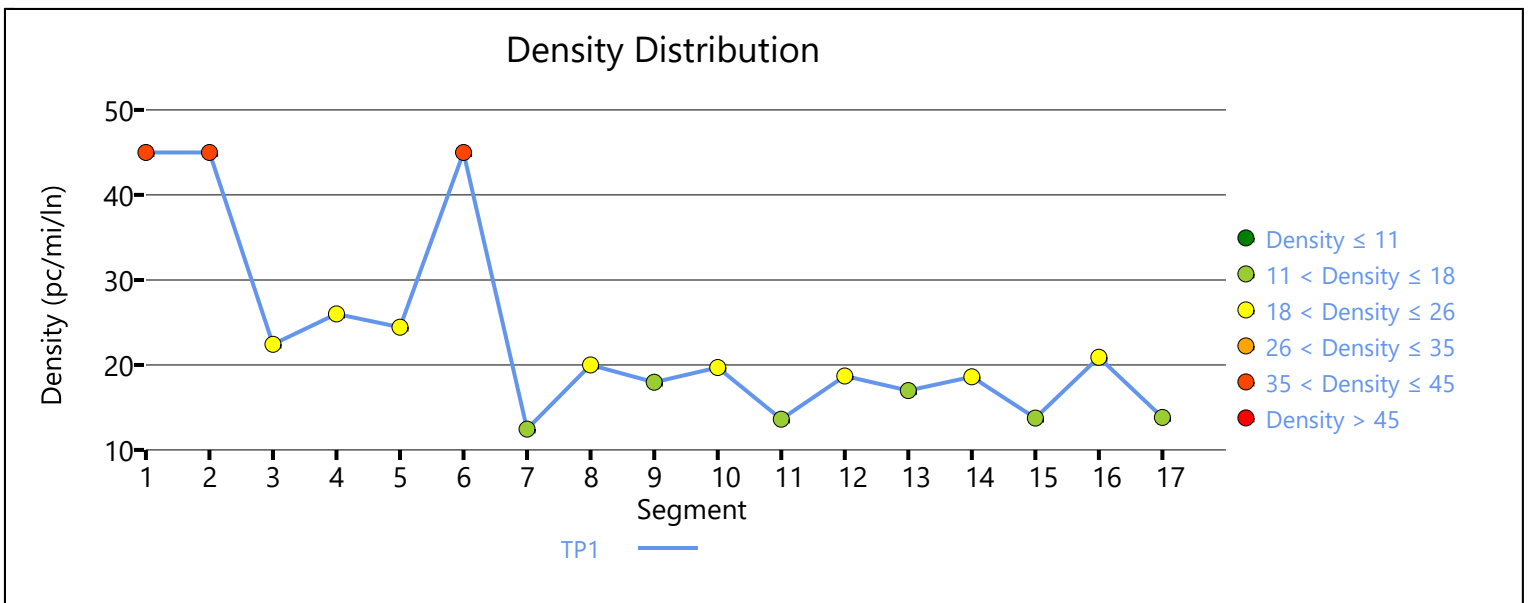
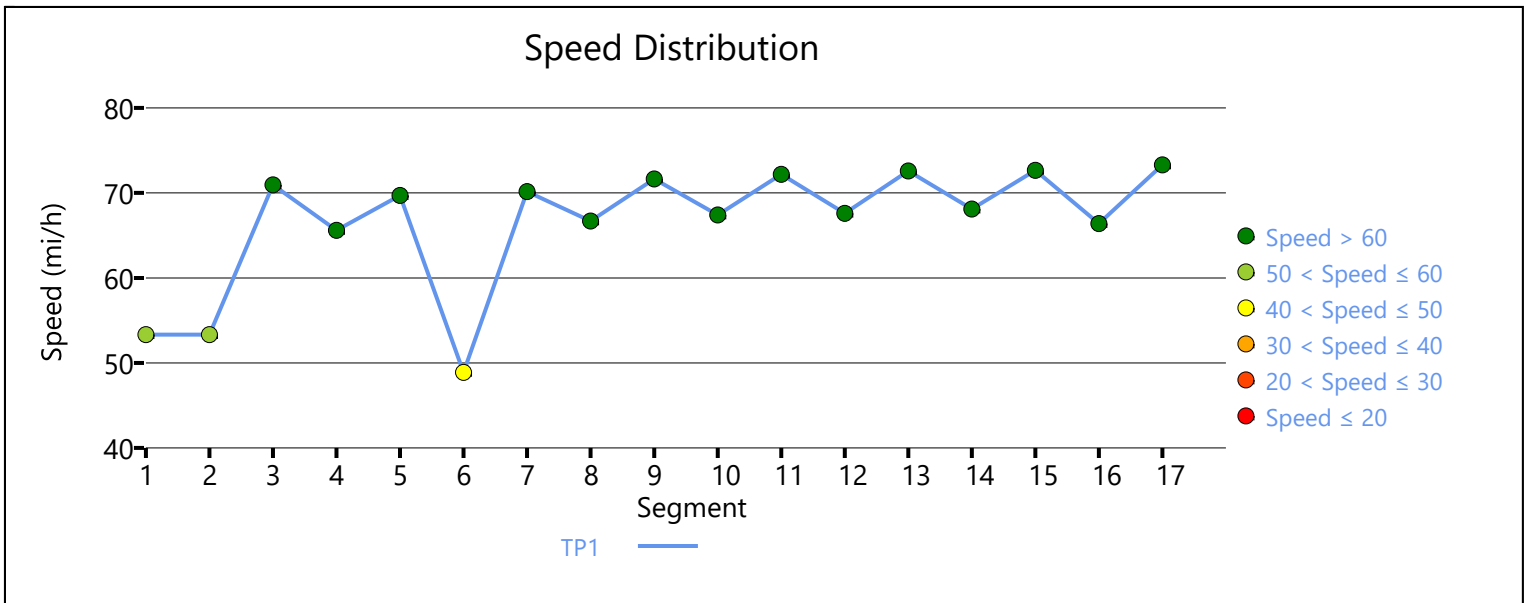
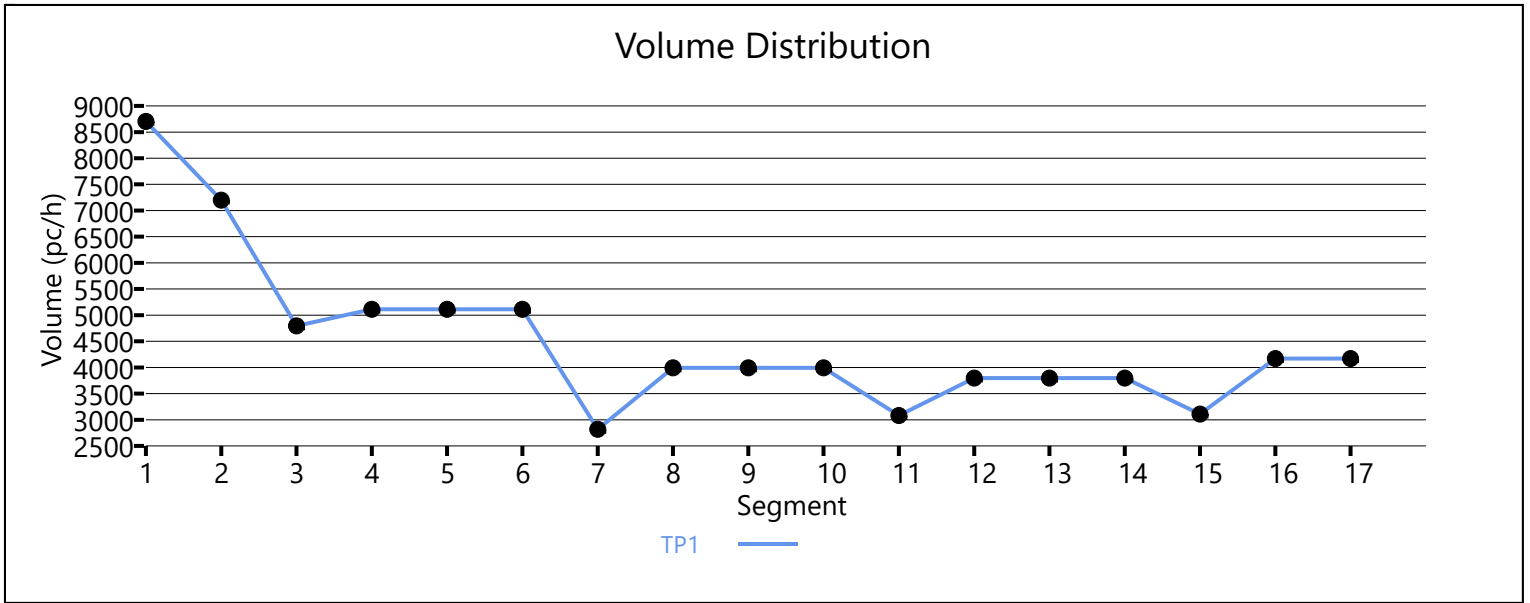
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.926	8704	7200	1.21	53.3	45.0	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.847	7200	2405	7200	2100	1.21	1.15	53.3	58.2	45.0	38.8	F

Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4795		7200		0.88		71.0		22.4		C
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.909	5111	316	7200	2100	0.92	0.15	65.6	63.0	26.0	27.2	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		5111		7200		0.92		69.7		24.4		C
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.935	5111	2294	6600	2100	1.00	1.09	48.9	58.6	45.0	33.0	F
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		2817		7200		0.61		70.1		12.5		B
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	3993	1176	7200	2100	0.77	0.56	66.7	64.5	20.0	22.8	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3993		7200		0.77		71.7		18.0		B
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	3993	913	7200	2100	0.77	0.43	67.4	62.7	19.7	21.3	C
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3080		7200		0.65		72.2		13.6		B
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.943	0.935	3796	716	7200	2100	0.75	0.34	67.6	65.4	18.7	20.2	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3796		7200		0.75		72.6		17.0		B
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	3796	688	7200	2100	0.75	0.33	68.1	63.4	18.6	22.4	C
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3108		7200		0.65		72.7		13.7		B
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.971	4169	1061	7200	2100	0.65	0.51	66.4	-	20.9	-	C
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4169		9600		0.60		73.3		13.8		B
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	63.4		24.0		22.6		8.2		F						
Facility Overall Results															
Space Mean Speed, mi/h					63.4			Density, veh/mi/ln			22.6				
Average Travel Time, min					8.2			Density, pc/mi/ln			24.0				



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP With Project
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

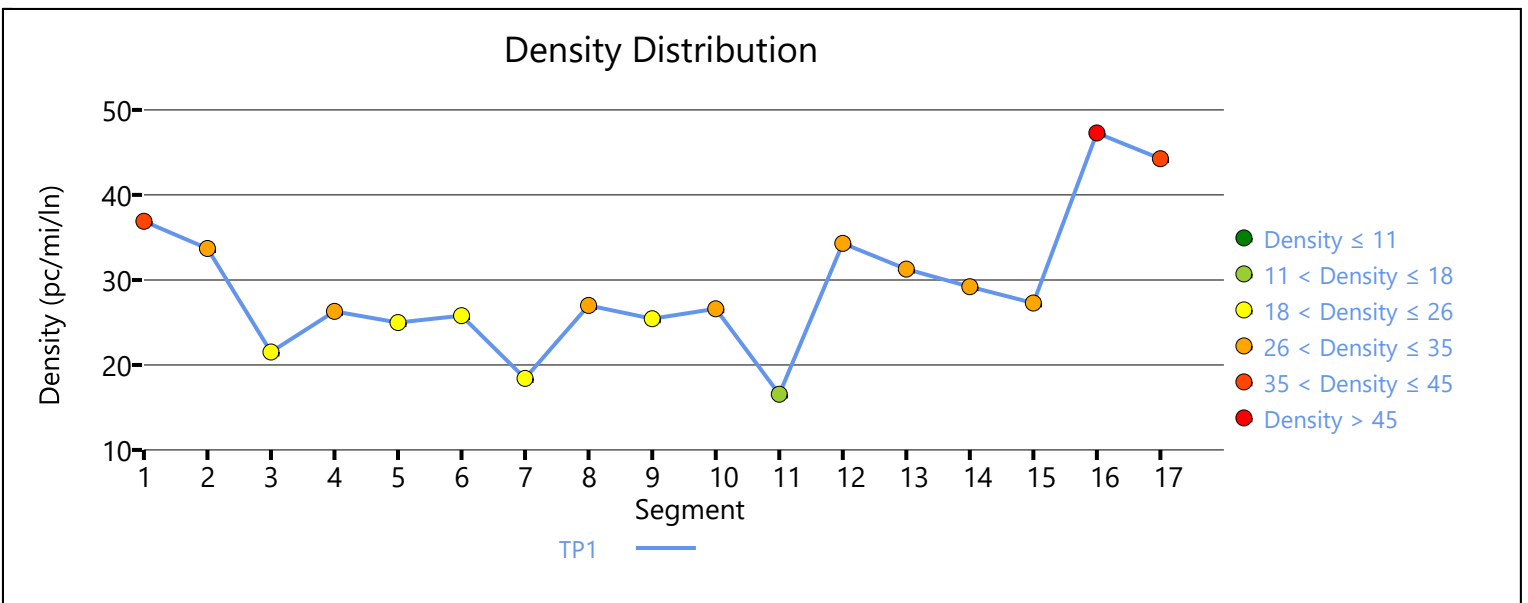
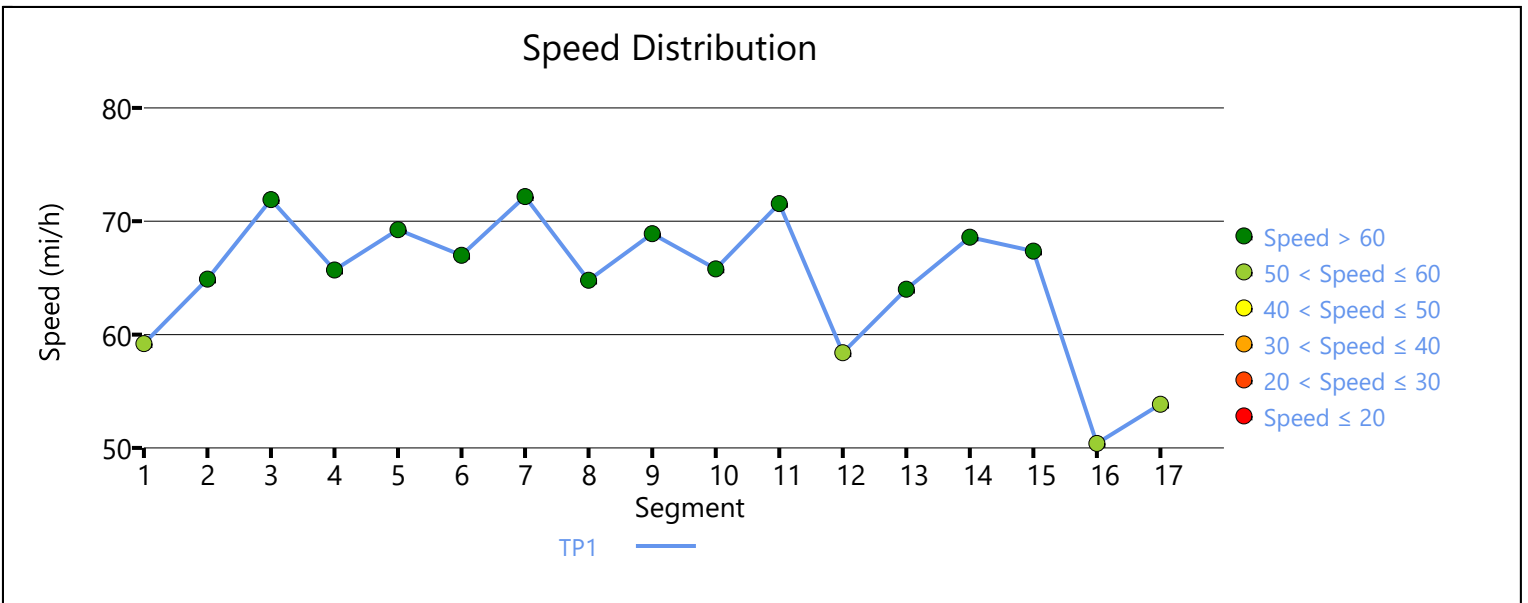
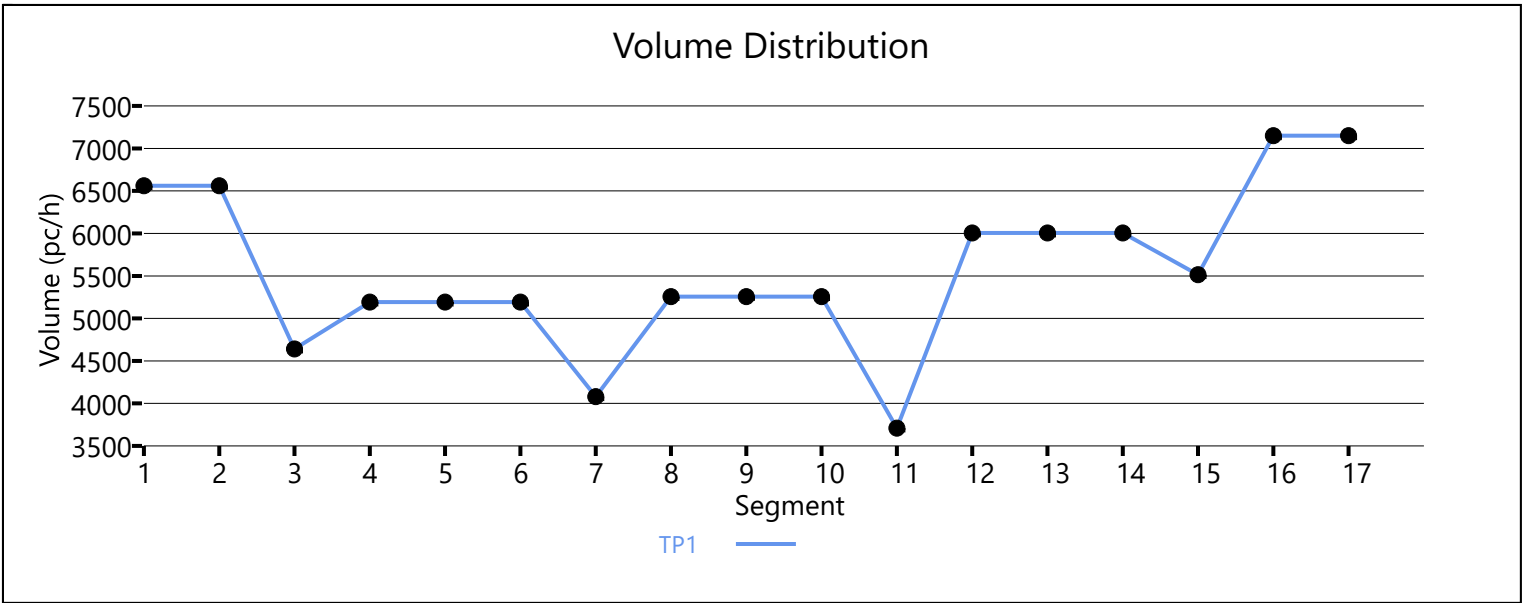
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)		LOS
1	0.92		0.935		6560		7200	0.91	59.2	36.9		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.980	6560	1919	7200	2100	0.91	0.91	64.9	59.7	33.7	36.9	E

Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.917		4641		7200		0.64		71.9		21.5		C
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.917	0.962	5192	551	7200	2100	0.72	0.26	65.7	63.3	26.3	26.4	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		5192		7200		0.72		69.3		25.0		C
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.840	5192	1113	7200	2100	0.72	0.53	67.0	62.1	25.8	26.9	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4079		7200		0.57		72.2		18.4		C
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	5257	1178	7200	2100	0.73	0.56	64.8	62.2	27.0	28.3	D
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		5257		7200		0.72		68.9		25.4		C
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.943	5257	1547	7200	2100	0.72	0.74	65.8	60.8	26.6	30.5	D
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3710		7200		0.50		71.6		16.6		B
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.952	0.935	6005	2295	7200	2100	0.82	1.09	58.4	55.0	34.3	35.0	D
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		6005		7200		0.82		64.0		31.3		D
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	6005	490	7200	2100	0.82	0.23	68.6	64.0	29.2	30.5	D
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5515		7200		0.75		67.4		27.3		D
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.885	7150	2070	7200	2100	1.04	0.99	50.4	45.3	47.3	40.3	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		7150		7200		1.04		53.8		44.3		F
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	63.3		29.4		27.6		8.0		F						
Facility Overall Results															
Space Mean Speed, mi/h					63.3			Density, veh/mi/ln			27.6				
Average Travel Time, min					8.0			Density, pc/mi/ln			29.4				



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP With Project
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.935	9297	7200	1.29	53.3	45.0	F

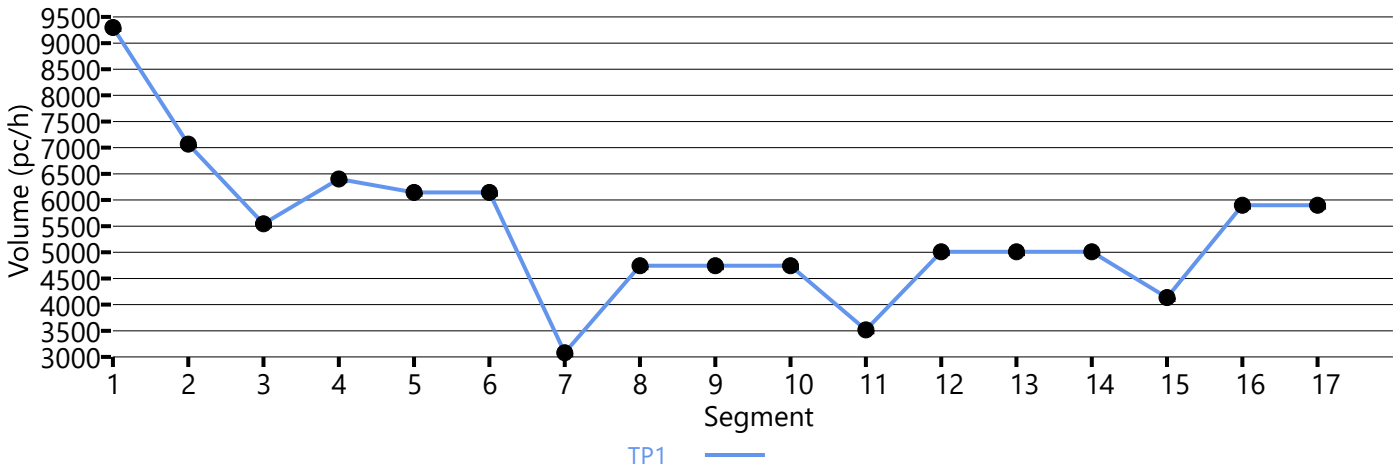
Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.855	7069	1412	7200	2100	1.29	0.67	49.8	61.2	47.3	55.5	F

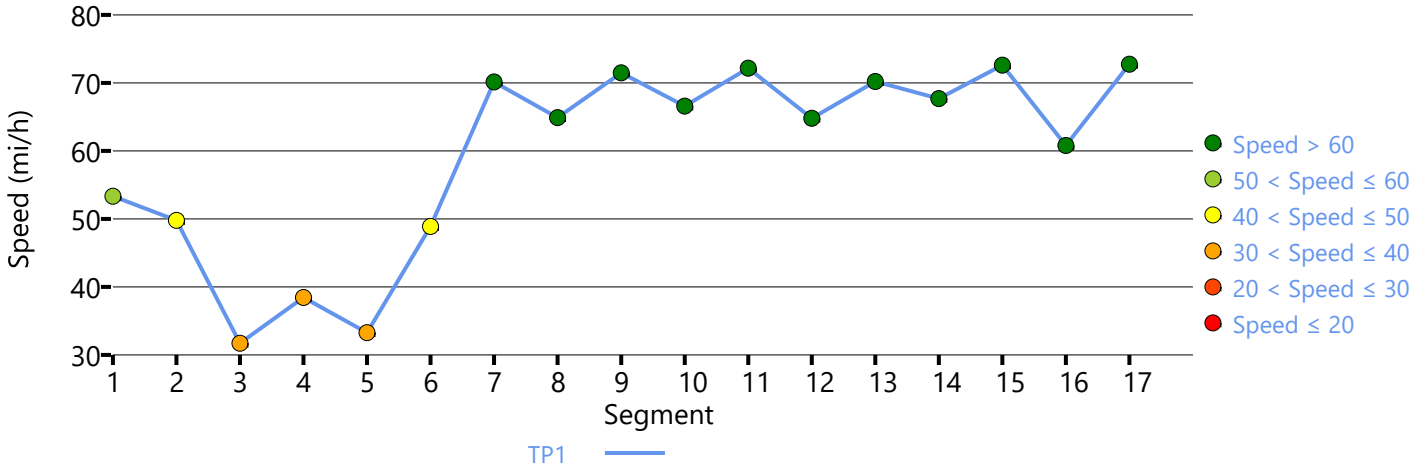
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5544		7200		1.10		31.7		58.3		F
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	6402	931	7200	2100	1.23	0.44	38.5	3.8	55.5	50.5	F
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		6146		7200		1.23		33.3		61.6		F
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	6146	3067	6600	2100	1.34	1.46	48.9	56.2	45.0	39.2	F
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3079		7200		0.80		70.1		13.6		B
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	4743	1664	7200	2100	1.03	0.79	64.9	62.5	24.4	27.6	F
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4743		7200		1.03		71.5		22.1		F
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.943	4743	1226	7200	2100	1.03	0.58	66.6	61.8	23.7	25.3	F
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3517		7200		0.87		72.2		15.6		B
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.943	0.893	5011	1494	7200	2100	1.08	0.71	64.8	62.3	25.8	28.0	F
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		5011		7200		1.08		70.2		23.8		F
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.980	5011	876	7200	2100	1.08	0.42	67.7	62.8	24.7	28.3	F
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		4135		7200		0.96		72.6		18.7		C
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.990	5899	1764	7200	2100	0.96	0.84	60.8	-	32.3	-	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5899		9600		0.90		72.7		20.3		C
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	53.0		33.4		31.4		9.8		F						
Facility Overall Results															
Space Mean Speed, mi/h					53.0			Density, veh/mi/ln			31.4				
Average Travel Time, min					9.8			Density, pc/mi/ln			33.4				

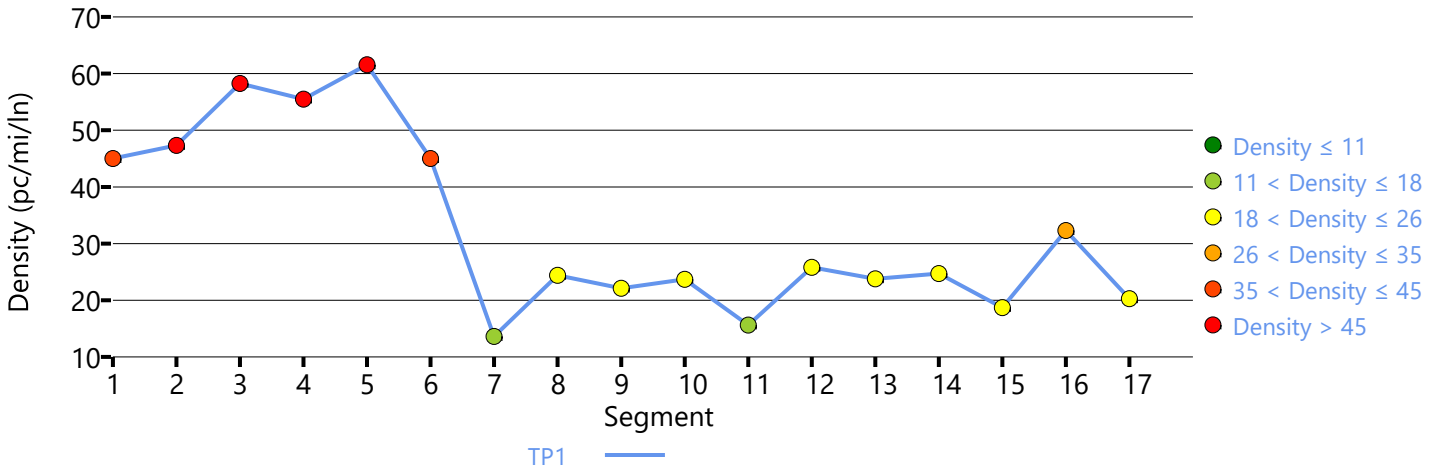
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP With Project
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

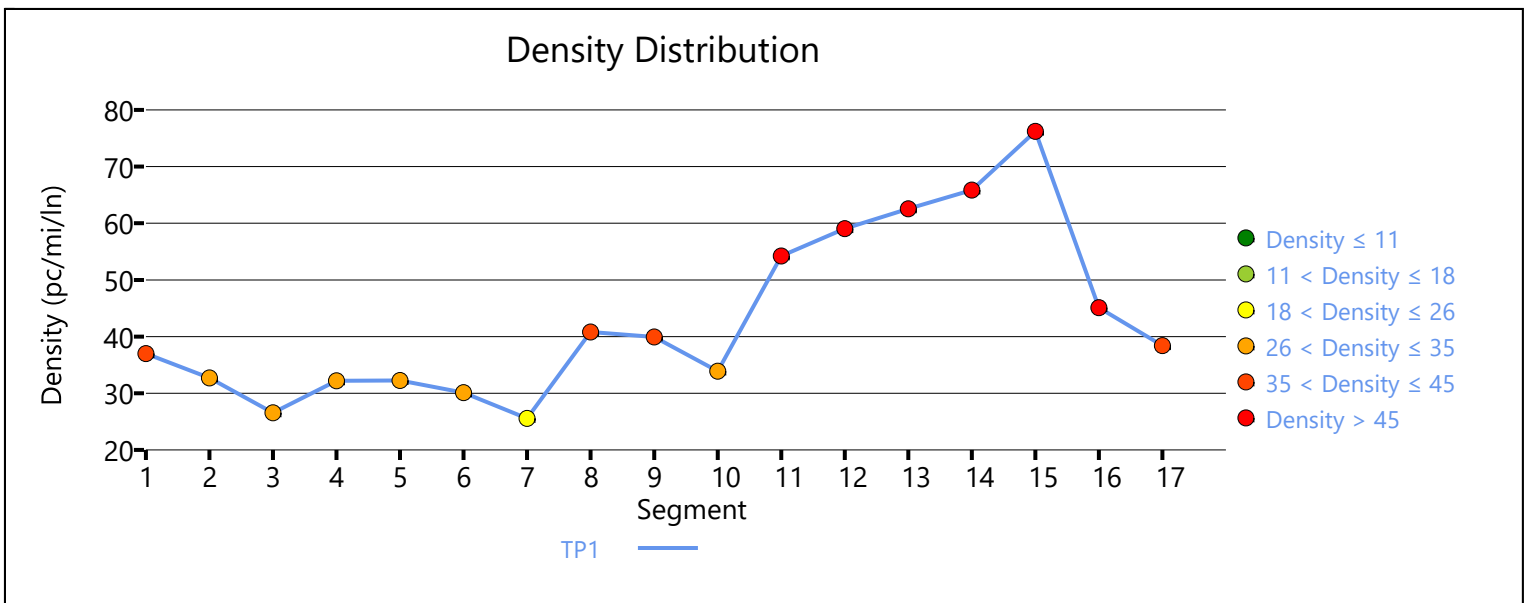
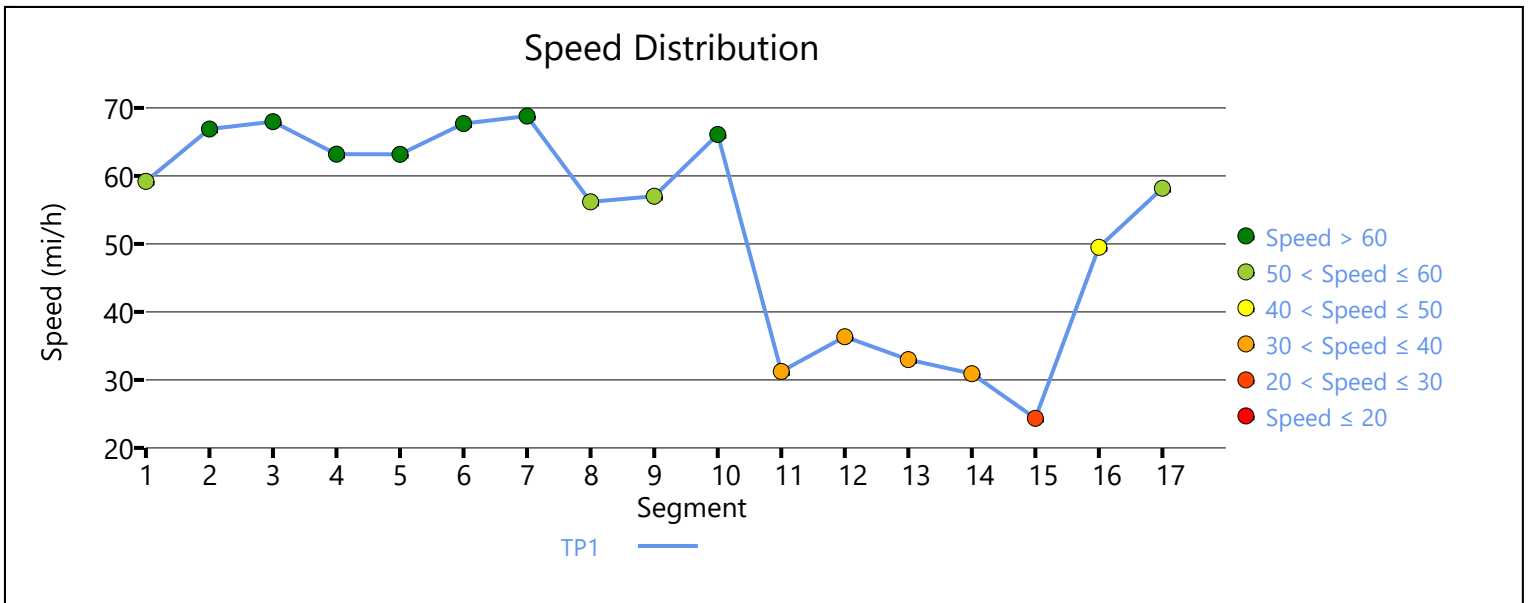
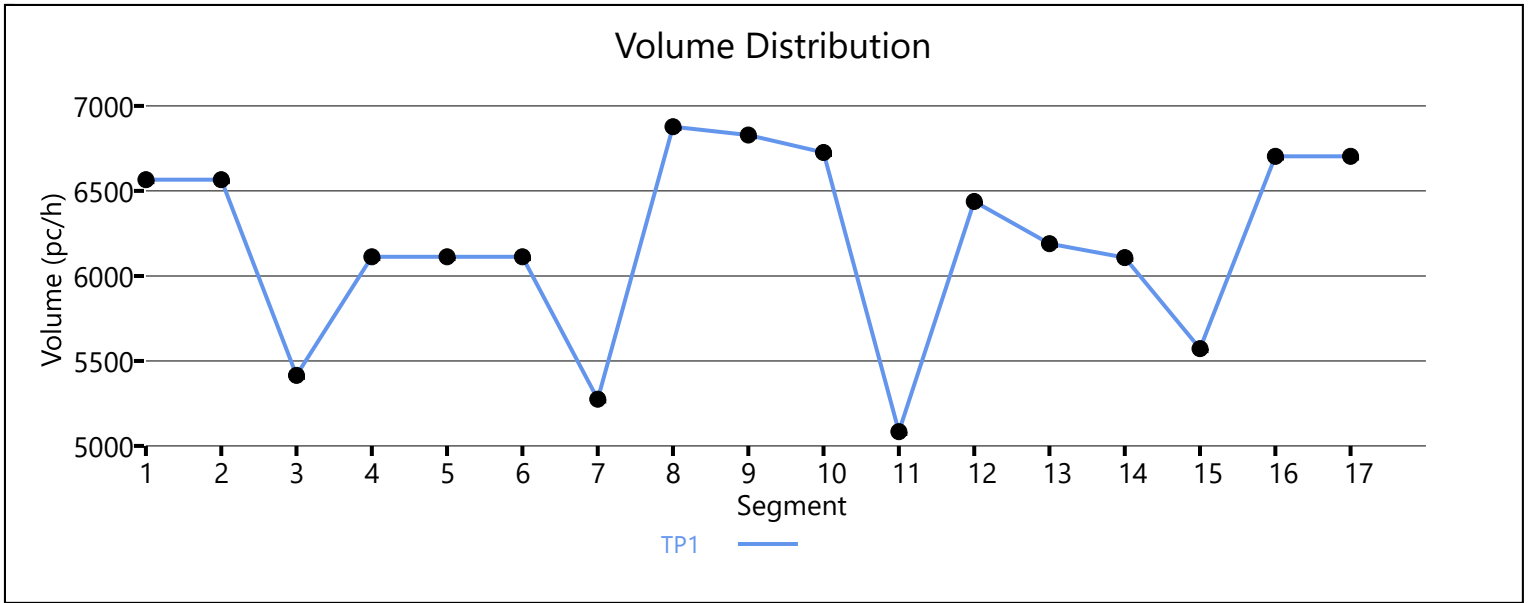
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		6566		7200	0.91	59.2		37.0		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	6566	1151	7200	2100	0.91	0.55	66.9	62.0	32.7	35.3	E

Segment 3: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		5415		7200		0.75		68.0		26.6		D	
Segment 4: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	0.962	6113	698	7200	2100	0.84	0.33	63.2	60.3	32.2	31.1	D	
Segment 5: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		6113		7200		0.84		63.2		32.3		D	
Segment 6: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	0.926	6113	838	7200	2100	0.84	0.40	67.7	62.9	30.1	30.1	D	
Segment 7: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.943		5275		7200		0.73		68.8		25.6		C	
Segment 8: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.943	0.962	6878	1603	7200	2100	0.95	0.76	56.2	51.8	40.8	37.0	E	
Segment 9: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.962		6829		7200		0.94		57.0		39.9		E	
Segment 10: Diverge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.92	0.92	0.962	0.971	6726	1438	7200	2100	0.94	0.68	66.1	61.1	33.9	35.7	E	
Segment 11: Basic																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.92		0.952		5084		7200		0.74		31.2		54.2		F	
Segment 12: Merge																
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		

1	0.92	0.92	0.952	0.952	6438	2723	7200	2100	1.12	1.30	36.3	17.7	59.0	45.8	F
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		6190		7200		1.12		33.0		62.5		F
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.885	6108	430	7200	2100	1.12	0.20	30.9	64.1	65.9	44.8	F
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		5572		7200		1.06		24.4		76.2		F
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.870	6704	2739	7200	2100	1.44	1.30	49.5	45.2	45.1	40.0	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		6704		7200		1.44		58.2		38.4		F
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	50.4		41.2		39.1		10.0		F						
Facility Overall Results															
Space Mean Speed, mi/h					50.4			Density, veh/mi/ln			39.1				
Average Travel Time, min					10.0			Density, pc/mi/ln			41.2				



APPENDIX 7.15:

**HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT CONDITIONS FREEWAY
FACILITY ANALYSIS WORKSHEETS**

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HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WMCP NP
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to MCP	5280	3
14	Diverge	Diverge	Off-Ramp at MCP	1500	3
15	Basic	Basic	Between	5280	3
16	Merge	Merge	On-Ramp at MCP	1500	3
17	Basic	Basic	MCP to Nuevo	5280	3
18	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
19	Basic	Basic	Between	1500	3
20	Merge	Basic	On-Ramp at Nuevo	1500	3
21	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.935	4688	7200	0.65	68.5	22.8	C

Segment 2: Diverge

7.15-1

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.877	4688	739	7200	2100	0.65	0.35	64.0	59.8	24.4	25.8	C
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3924		7200		0.55		69.9		18.7		
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92	0.92	0.952	0.909	4160	236	7200	2100	0.58	0.11	62.6	60.7	22.2	22.6	
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4189		7200		0.58		69.6		20.1		
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92	0.92	0.943	0.935	4189	703	6600	2100	0.63	0.33	64.1	59.9	21.8	25.2	
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3458		7200		0.48		70.0		16.5		
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92	0.92	0.952	0.962	4221	763	7200	2100	0.59	0.36	62.8	61.0	22.4	22.8	
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4229		7200		0.59		69.5		20.3		
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92	0.92	0.952	0.962	4229	434	7200	2100	0.59	0.21	64.8	60.6	21.8	21.5	
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3827		7200		0.53		69.9		18.3		

Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	4308	481	7200	2100	0.60	0.23	63.0	61.3	22.8	22.0	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	4271	7200	0.59	69.4	20.5	C						
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	4271	869	7200	2100	0.59	0.41	63.7	59.5	22.3	22.5	C
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	3435	7116	0.48	67.2	17.0	B						
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	3658	223	7200	2100	0.51	0.11	63.8	62.0	19.1	18.2	B
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	3625	7131	0.51	67.7	17.8	B						
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	3625	403	7200	2100	0.50	0.19	64.7	60.6	18.7	21.1	C
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	3253	7200	0.45	70.0	15.5	B						
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.971	3993	740	7200	2100	0.45	0.35	70.0	-	15.5	-	B
Segment 21: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	3253	7200	0.45	70.0	15.5	B						

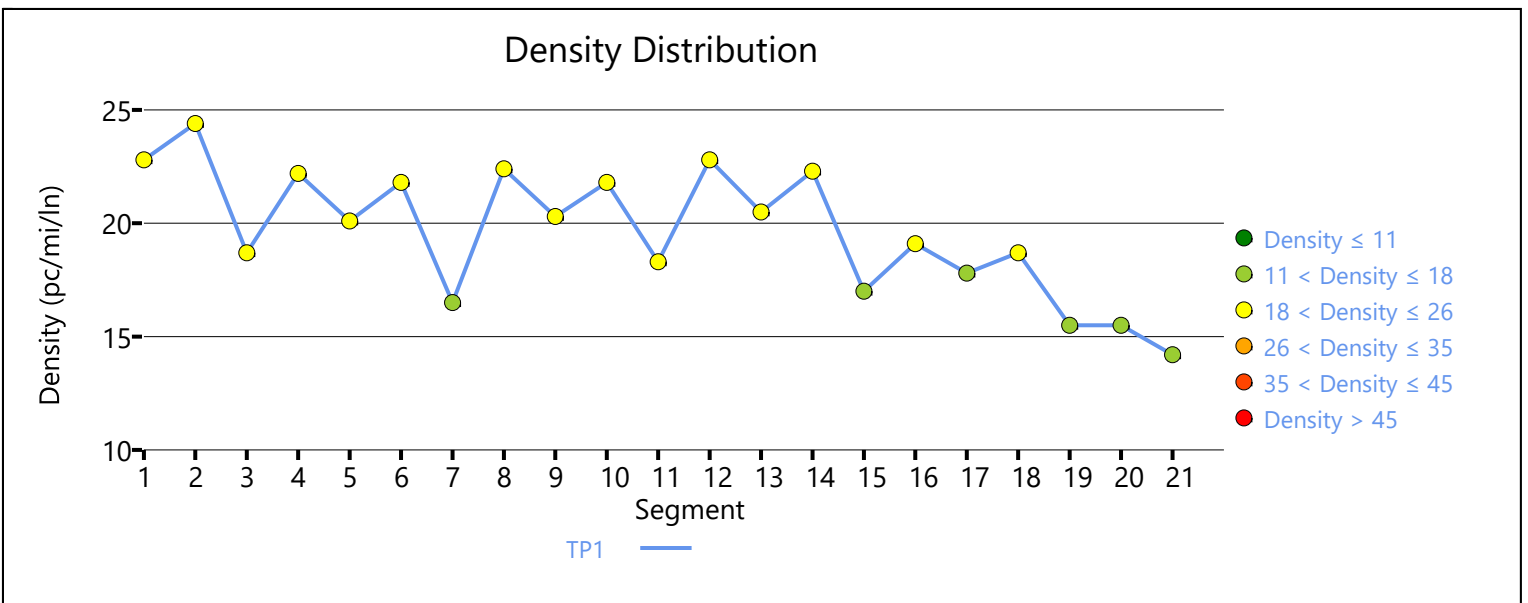
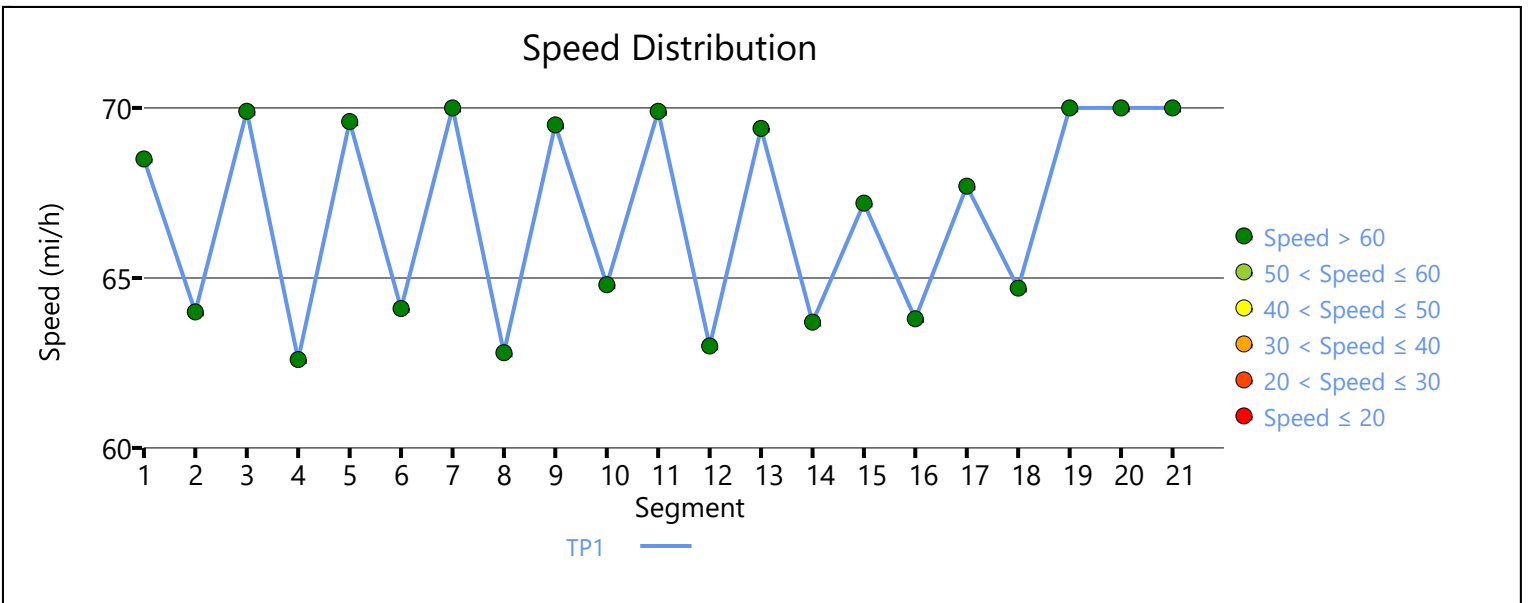
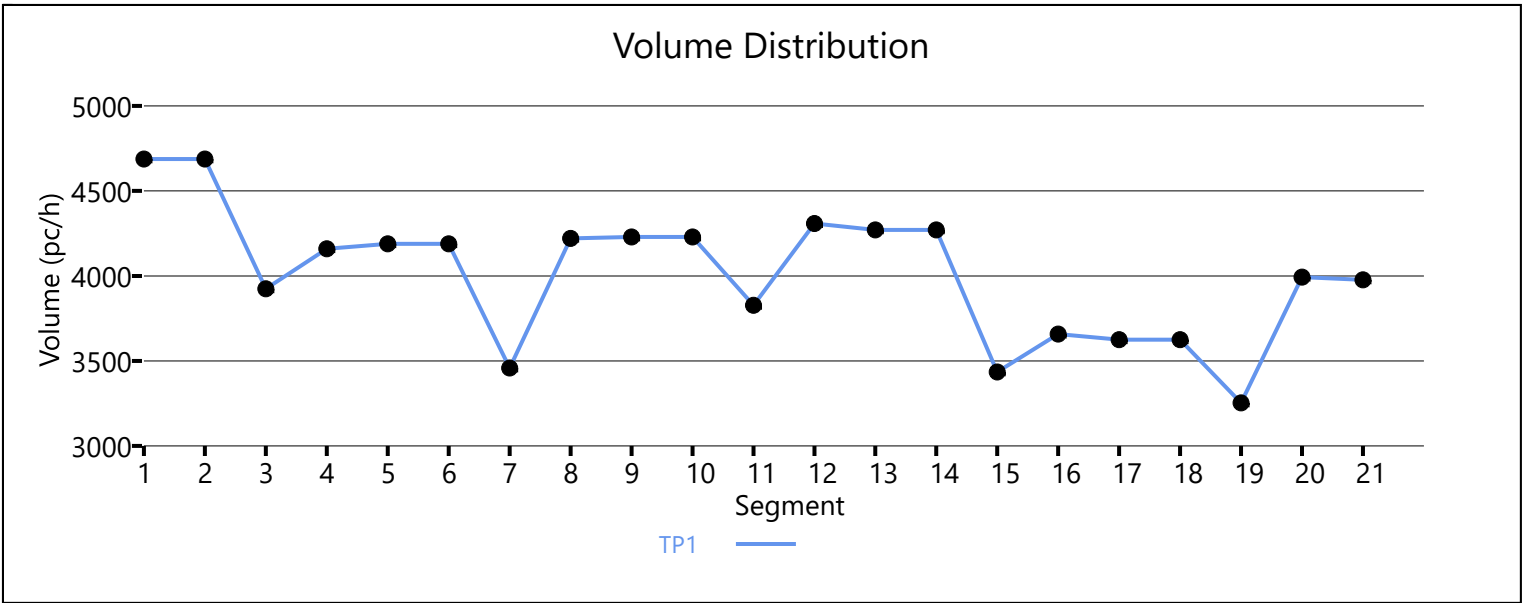
1	0.92	0.952	3977	9600	0.41	70.0	14.2	B
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Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	67.7	19.5	18.5	10.0	C

Facility Overall Results

Space Mean Speed, mi/h	67.7	Density, veh/mi/ln	18.5
Average Travel Time, min	10.0	Density, pc/mi/ln	19.5



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WMCP NP
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Nuevo to MCP	5280	3
6	Diverge	Diverge	Off-Ramp at MCP	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at MCP	1500	3
9	Basic	Basic	Placentia to MCP	5280	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Ramona to Placentia	5280	3
14	Diverge	Diverge	Off-Ramp at Ramona	1500	3
15	Basic	Basic	Between	1350	3
16	Merge	Merge	On-Ramp at Ramona	1500	3
17	Basic	Basic	Harley Knox to Ramona	4560	3
18	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
19	Basic	Basic	Between	1430	3
20	Merge	Merge	On-Ramp at Harley Knox	1500	3
21	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	7658	7146	1.07	52.9	45.0	F

Segment 2: Diverge

7.15-6

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	7146	1276	7200	2100	1.06	0.61	62.4	58.4	38.2	38.3	F

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.935		5870		7131		0.90		63.4		30.9		D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.962	6513	643	7200	2100	0.98	0.31	58.4	56.0	37.2	32.9	D

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		6331		7131		0.98		46.7		45.1		F

Segment 6: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	6205	217	7200	2100	0.97	0.10	42.1	61.1	49.2	33.9	F

Segment 7: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		5561		7116		0.95		27.7		66.9		F

Segment 8: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	6695	2198	7200	2100	1.25	1.05	52.0	48.4	42.9	37.7	F

Segment 9: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.935		6695		7131		1.25		57.7		38.7		F

Segment 10: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.893	6695	549	7200	2000	1.24	0.27	65.2	59.5	34.2	31.7	F

Segment 11: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		5858		7116		1.17		36.1		54.0		F

Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	6621	763	7200	2000	1.26	0.38	60.8	57.2	36.3	33.5	F
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	6568	7104	1.26	48.5	45.2	F						
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.943	6466	965	7200	2100	1.25	0.46	44.4	59.2	48.5	53.4	F
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	5353	7104	1.13	28.6	62.4	F						
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.935	6361	1101	7200	2100	1.27	0.52	37.5	0.0	56.6	50.4	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	6093	7116	1.28	34.4	59.0	F						
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	6000	415	7200	2100	1.27	0.20	30.4	60.6	65.7	53.6	F
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5473	7131	1.23	23.9	76.3	F						
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	6640	1569	7200	2100	1.44	0.75	39.6	0.0	55.9	60.3	F
Segment 21: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	6568	7104	1.26	48.5	45.2	F						

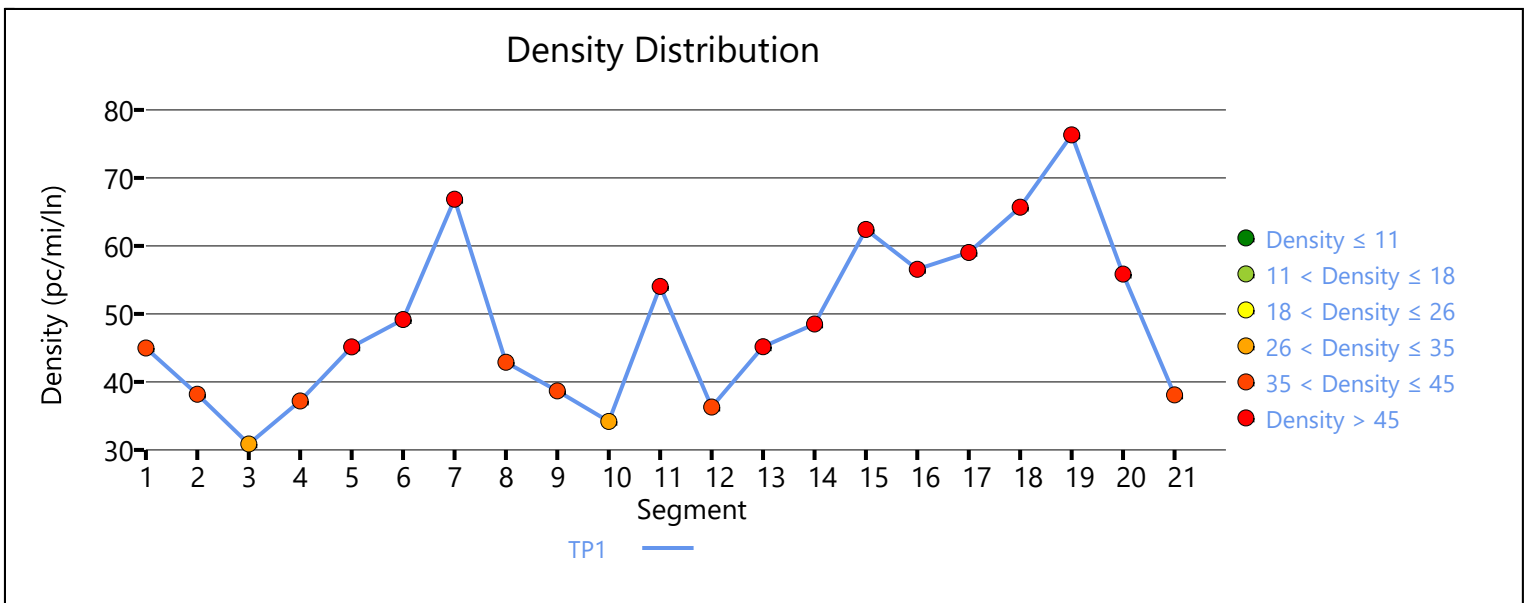
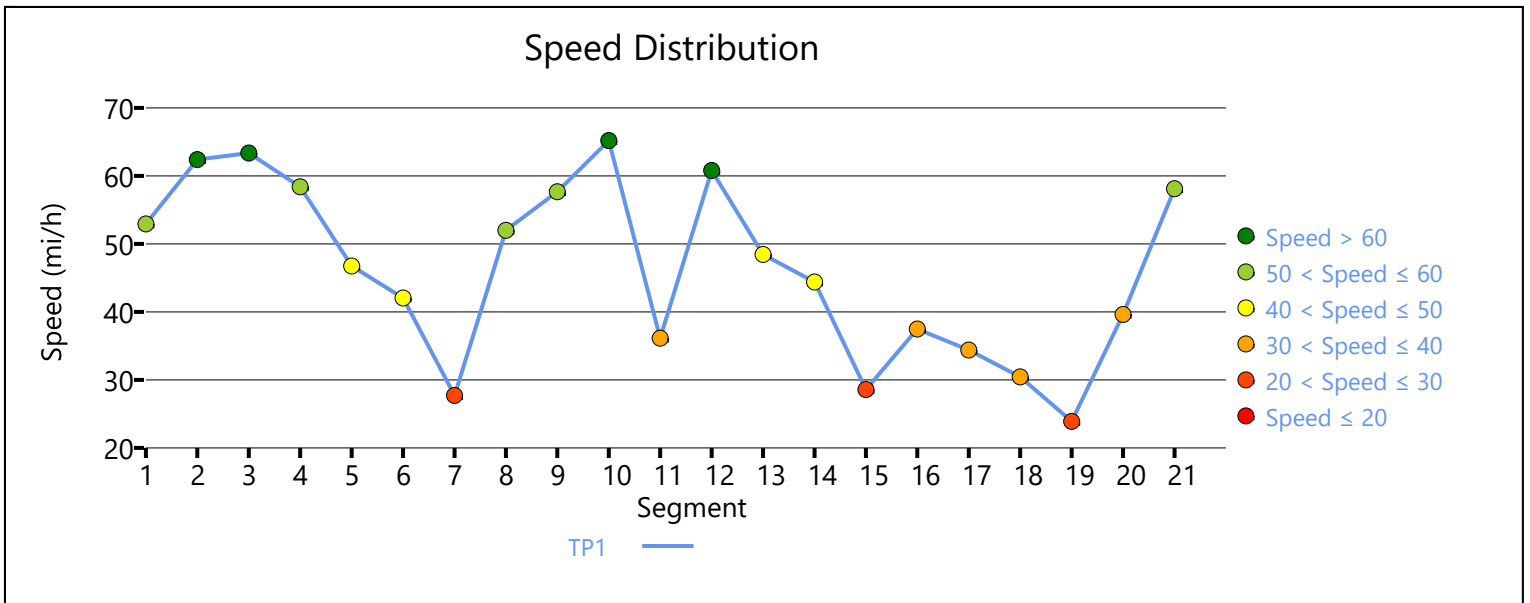
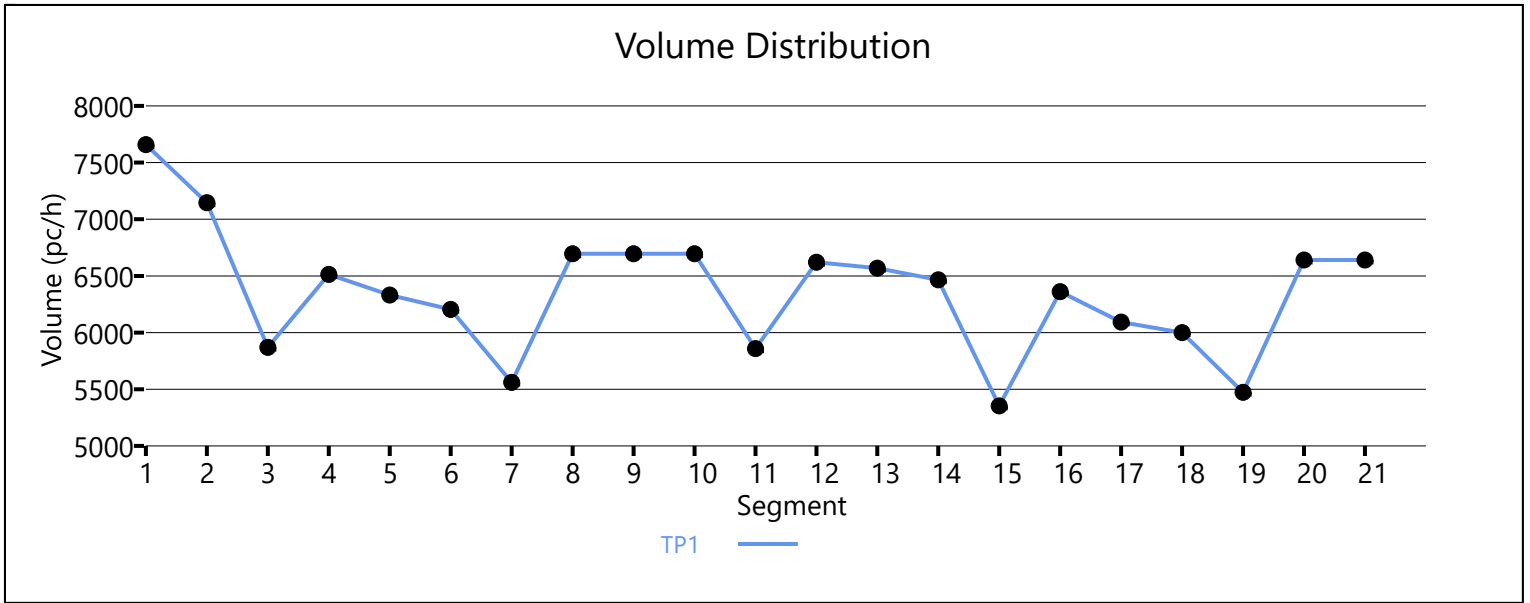
1	0.92	0.935	6640	7131	1.45	58.1	38.1	F
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Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	43.0	48.8	46.1	15.3	F

Facility Overall Results

Space Mean Speed, mi/h	43.0	Density, veh/mi/ln	46.1
Average Travel Time, min	15.3	Density, pc/mi/ln	48.8



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WMCP NP
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to MCP	5280	3
14	Diverge	Diverge	Off-Ramp at MCP	1500	3
15	Basic	Basic	Between	5280	3
16	Merge	Merge	On-Ramp at MCP	1500	3
17	Basic	Basic	MCP to Nuevo	5280	3
18	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
19	Basic	Basic	Between	1500	3
20	Merge	Basic	On-Ramp at Nuevo	1500	3
21	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.935	10761	7200	1.49	53.3	45.0	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.870	7005	965	7200	2100	1.49	0.46	48.1	59.2	48.6	68.1	F

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		5950		7200		1.36		34.4		57.6		F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	6402	525	7200	2100	1.43	0.25	38.0	0.0	56.2	61.9	F

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		6146		7200		1.42		33.1		61.9		F

Segment 6: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	6146	1548	6600	2100	1.55	0.74	62.2	57.8	32.9	34.9	F

Segment 7: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		4598		7200		1.21		68.7		22.3		F

Segment 8: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	5384	786	7200	2100	1.32	0.37	61.0	59.1	29.4	28.3	F

Segment 9: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		5384		7200		1.32		65.9		27.2		F

Segment 10: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.935	5384	709	7200	2100	1.32	0.34	64.0	59.9	28.0	27.0	F

Segment 11: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		4675		7200		1.23		68.5		22.7		F

Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.935	5502	827	7200	2100	1.35	0.39	60.9	58.9	30.1	28.5	F
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		5502		7200		1.33		65.3		28.1		F
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.980	5502	2141	7200	2100	1.33	1.02	53.3	56.3	45.0	30.6	F
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		3361		7116		1.05		67.1		16.0		F
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	3524	163	7200	2100	1.06	0.08	63.8	62.0	18.4	17.5	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		3524		7131		1.07		67.7		16.8		F
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	3524	719	7200	2100	1.06	0.34	63.8	59.8	18.4	21.2	F
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.935		2805		7200		0.96		69.5		13.4		B
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.990	3900	1095	7200	2100	0.96	0.52	62.6	-	20.8	-	F
Segment 21: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.935		3900		7200		0.96		62.6		20.8		F

1	0.92	0.943	3900	9600	0.84	69.7	13.9	B
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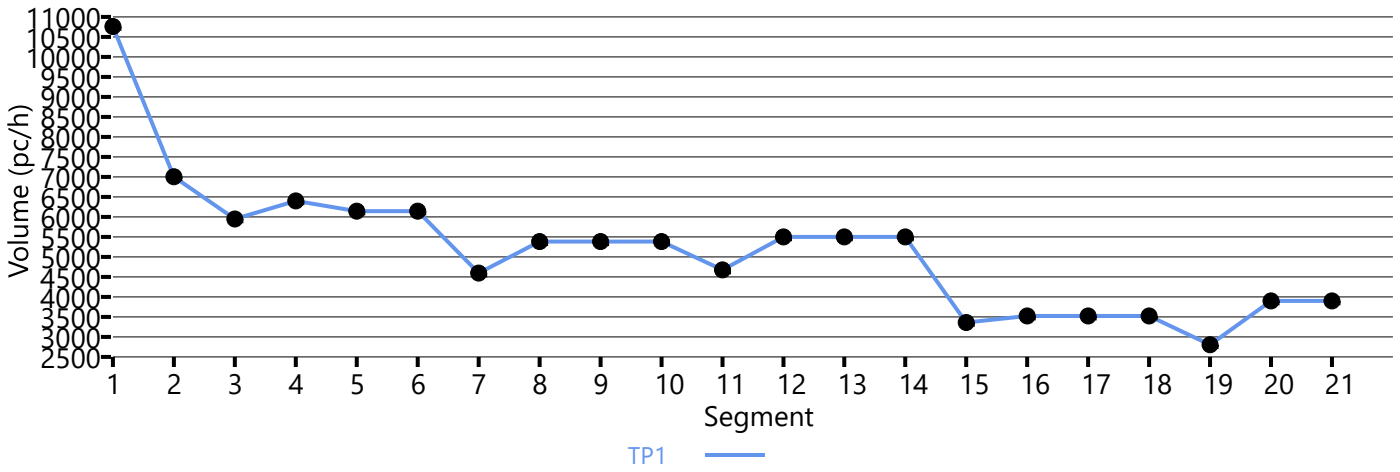
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	53.9	31.2	29.4	12.5	F

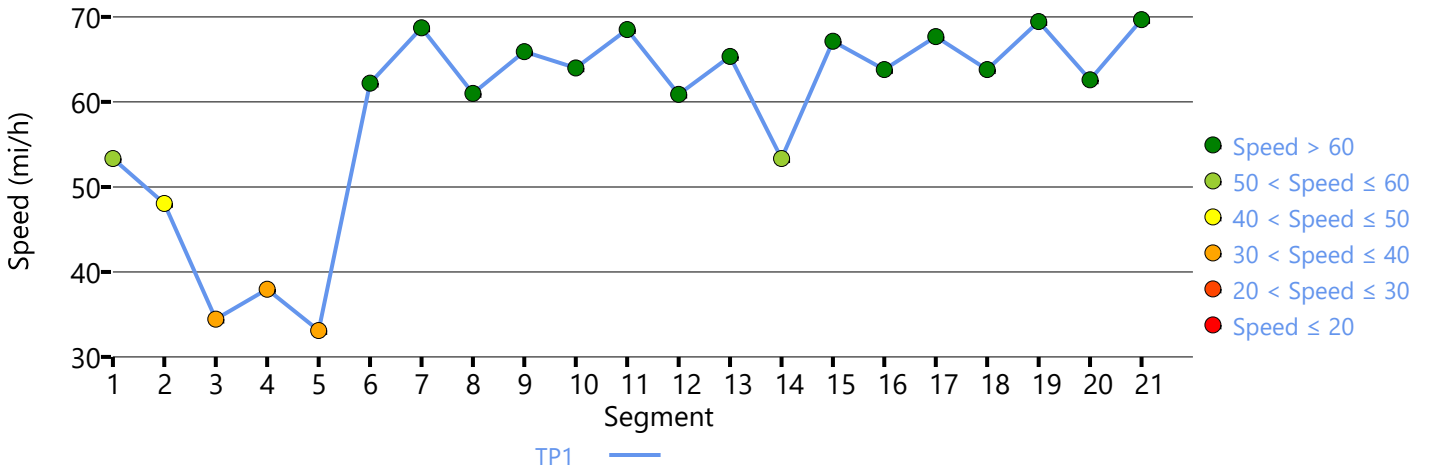
Facility Overall Results

Space Mean Speed, mi/h	53.9	Density, veh/mi/ln	29.4
Average Travel Time, min	12.5	Density, pc/mi/ln	31.2

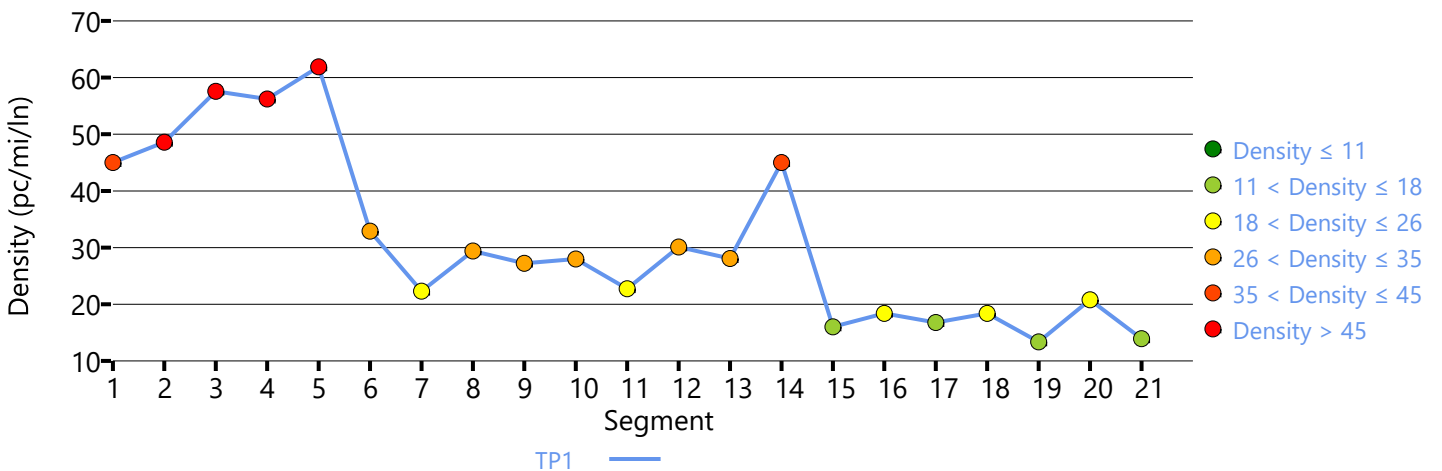
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WNCP NP
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Nuevo to MCP	5280	3
6	Diverge	Diverge	Off-Ramp at MCP	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at MCP	1500	3
9	Basic	Basic	Placentia to MCP	5280	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Ramona to Placentia	5280	3
14	Diverge	Diverge	Off-Ramp at Ramona	1500	3
15	Basic	Basic	Between	1350	3
16	Merge	Merge	On-Ramp at Ramona	1500	3
17	Basic	Basic	Harley Knox to Ramona	4560	3
18	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
19	Basic	Basic	Between	1430	3
20	Merge	Merge	On-Ramp at Harley Knox	1500	3
21	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	5474	7146	0.77	64.4	28.3	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.980	5474	781	7200	2100	0.76	0.37	63.8	59.7	28.6	30.5	D

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		4693		7131		0.66		67.3		22.8		C

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	5270	577	7200	2100	0.73	0.27	61.5	59.7	28.6	26.9	C

Segment 5: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		5270		7131		0.74		66.4		26.5		D

Segment 6: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	5270	96	7200	2100	0.74	0.05	65.3	61.4	26.9	25.6	C

Segment 7: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		5174		7116		0.73		66.8		25.8		C

Segment 8: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	6494	1320	7200	2100	0.91	0.63	56.8	53.9	38.1	34.4	D

Segment 9: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		6494		7131		0.92		59.2		36.5		E

Segment 10: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	6494	497	7200	2000	0.91	0.25	65.3	59.6	33.1	31.0	D

Segment 11: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		5889		7116		0.85		63.3		31.0		D

Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	6638	812	7200	2000	0.95	0.41	60.6	56.9	36.5	33.8	D
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	6589	7104	0.96	48.0	45.7	F						
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	6532	968	7200	2100	0.94	0.46	63.2	59.2	34.5	34.1	D
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	5376	7104	0.82	30.2	59.3	F						
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	6482	1375	7200	2100	1.00	0.65	39.1	48.9	55.3	38.0	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	6238	7116	1.01	37.6	55.3	F						
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.885	6128	356	7200	2100	1.00	0.17	34.2	60.8	59.7	37.0	F
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.962	5656	7131	0.95	26.5	71.2	F						
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.901	6640	1023	7200	2100	1.08	0.49	39.5	44.7	56.0	40.8	F
Segment 21: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.962	5656	7131	0.95	26.5	71.2	F						

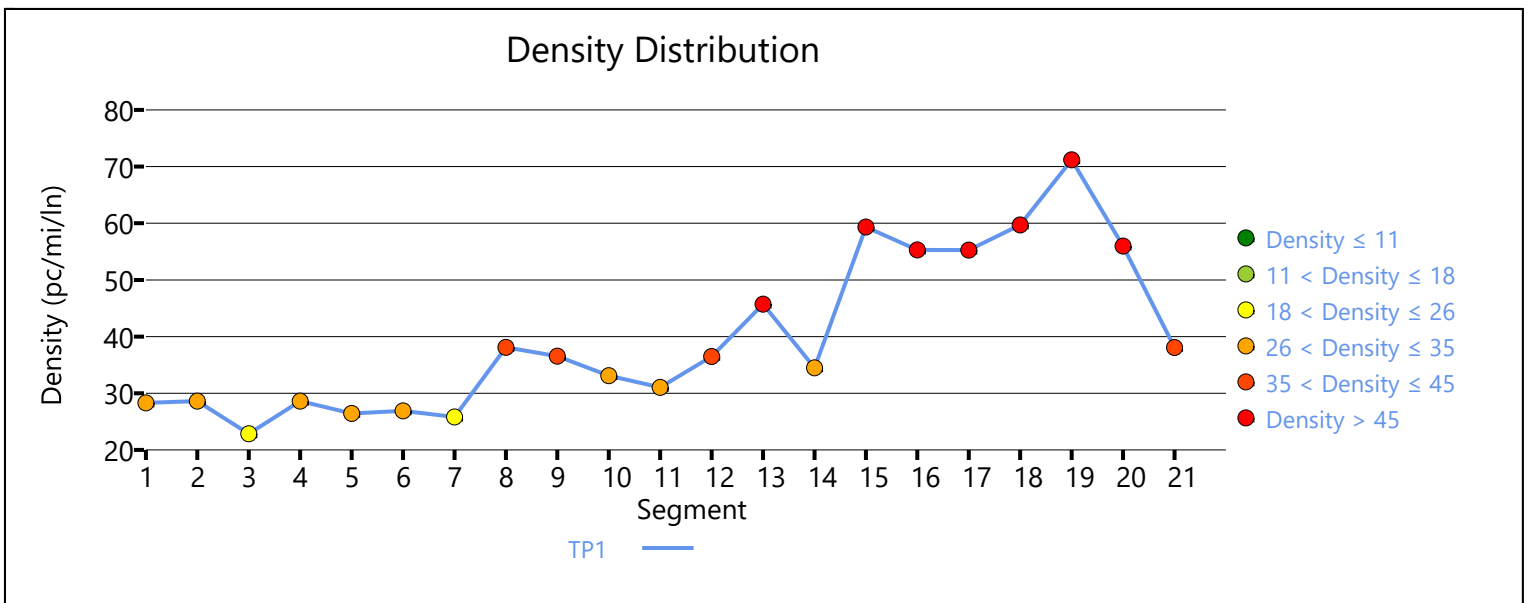
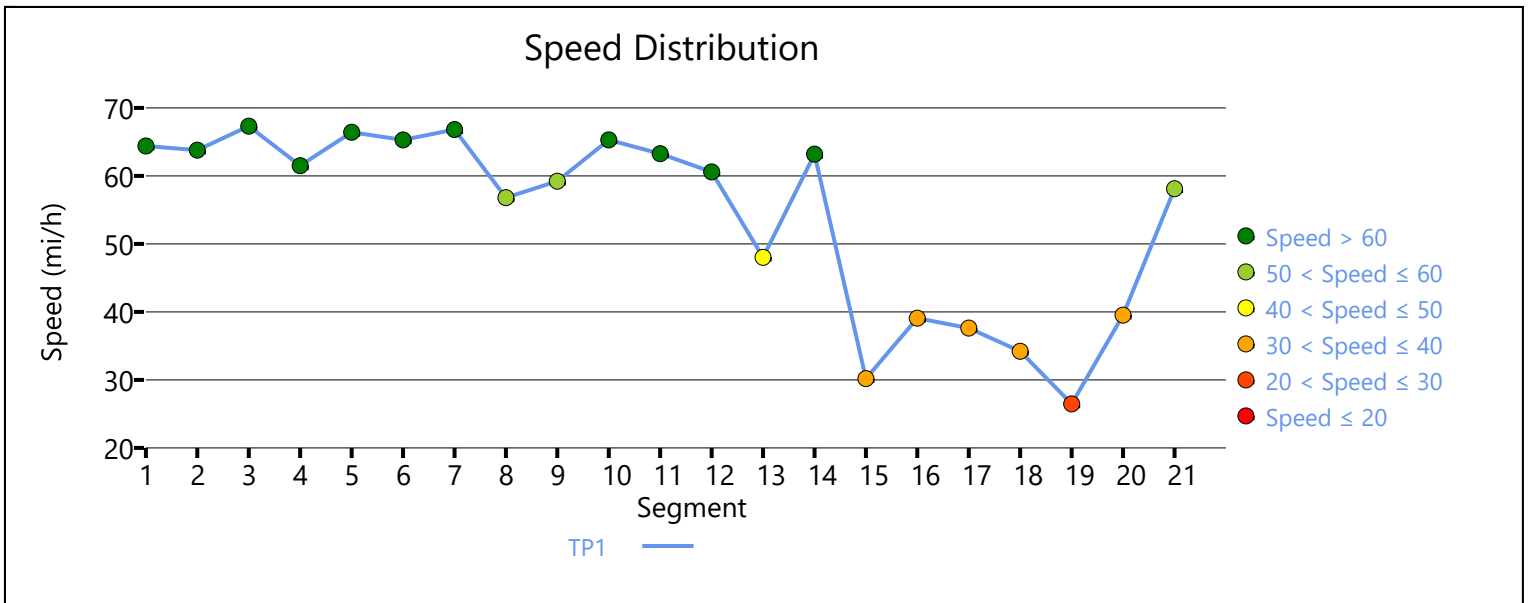
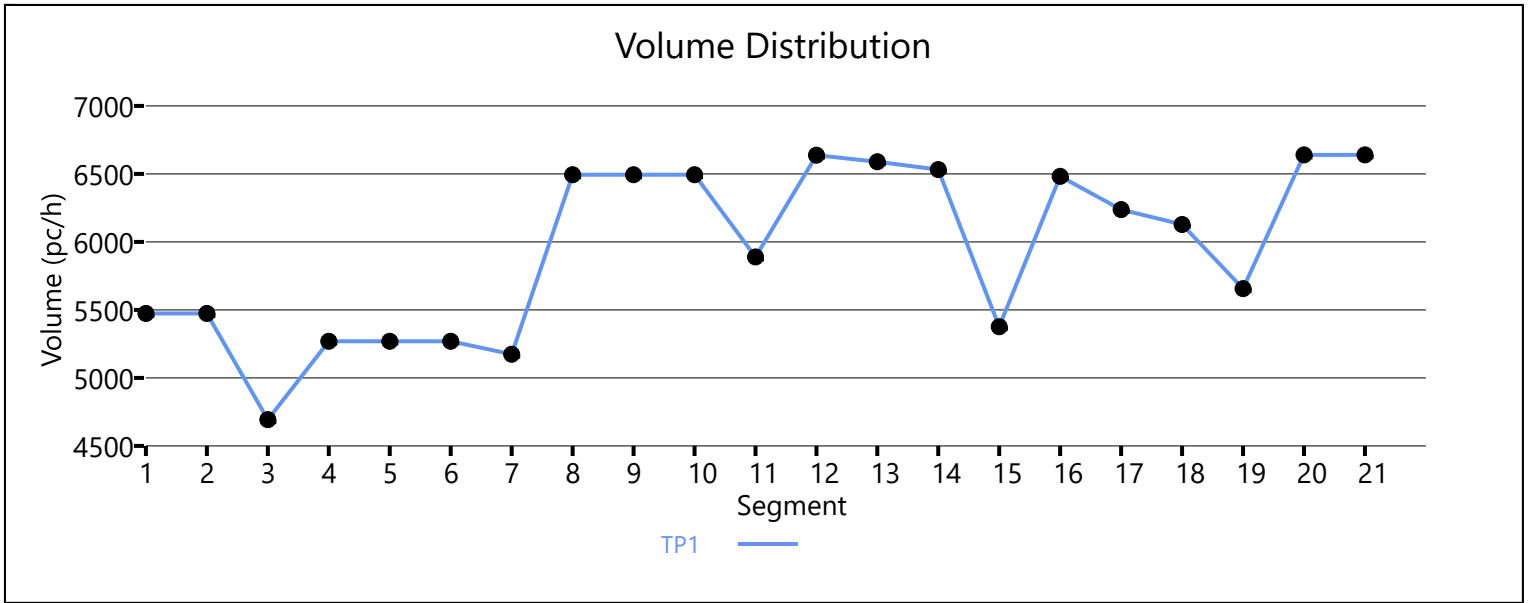
1	0.92	0.943	6640	7131	1.11	58.1	38.1	F
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Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.2	38.2	36.2	12.6	F

Facility Overall Results

Space Mean Speed, mi/h	52.2	Density, veh/mi/ln	36.2
Average Travel Time, min	12.6	Density, pc/mi/ln	38.2



APPENDIX 7.16:

**HORIZON YEAR (2040) WITH MCP WITH PROJECT CONDITIONS FREEWAY FACILITY
ANALYSIS WORKSHEETS**

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HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WMCP WP
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to MCP	5280	3
14	Diverge	Diverge	Off-Ramp at MCP	1500	3
15	Basic	Basic	Between	5280	3
16	Merge	Merge	On-Ramp at MCP	1500	3
17	Basic	Basic	MCP to Nuevo	5280	3
18	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
19	Basic	Basic	Between	1500	3
20	Merge	Basic	On-Ramp at Nuevo	1500	3
21	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.935	4706	7200	0.65	68.4	22.9	C

Segment 2: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.877	4706	757	7200	2100	0.65	0.36	64.0	59.8	24.5	25.9	C
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	3924	7200	0.55	69.9	18.7	C						
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.909	4160	236	7200	2100	0.58	0.11	62.6	60.7	22.2	22.6	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	4189	7200	0.58	69.6	20.1	C						
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.935	4189	703	6600	2100	0.63	0.33	64.1	59.9	21.8	25.2	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	3458	7200	0.48	70.0	16.5	B						
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	4233	775	7200	2100	0.59	0.37	62.7	60.9	22.5	22.9	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	4234	7200	0.59	69.5	20.3	C						
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	4234	434	7200	2100	0.59	0.21	64.8	60.6	21.8	21.5	C
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	4234	7200	0.59	69.5	20.3	C						

1	0.92	0.943	3831	7200	0.53	69.9	18.3	C							
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	4312	481	7200	2100	0.60	0.23	63.0	61.3	22.8	22.0	C
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		4276		7200		0.59		69.4		20.5		C
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	4276	869	7200	2100	0.59	0.41	63.7	59.5	22.4	22.5	C
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		3440		7116		0.48		67.2		17.1		B
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	3663	223	7200	2100	0.51	0.11	63.7	62.0	19.2	18.3	B
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		3664		7131		0.51		67.7		18.0		B
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	3664	403	7200	2100	0.51	0.19	64.7	60.6	18.9	21.3	C
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		3257		7200		0.45		70.0		15.5		B
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.971	3997	740	7200	2100	0.45	0.35	70.0	-	15.5	-	B
Segment 21: Basic															

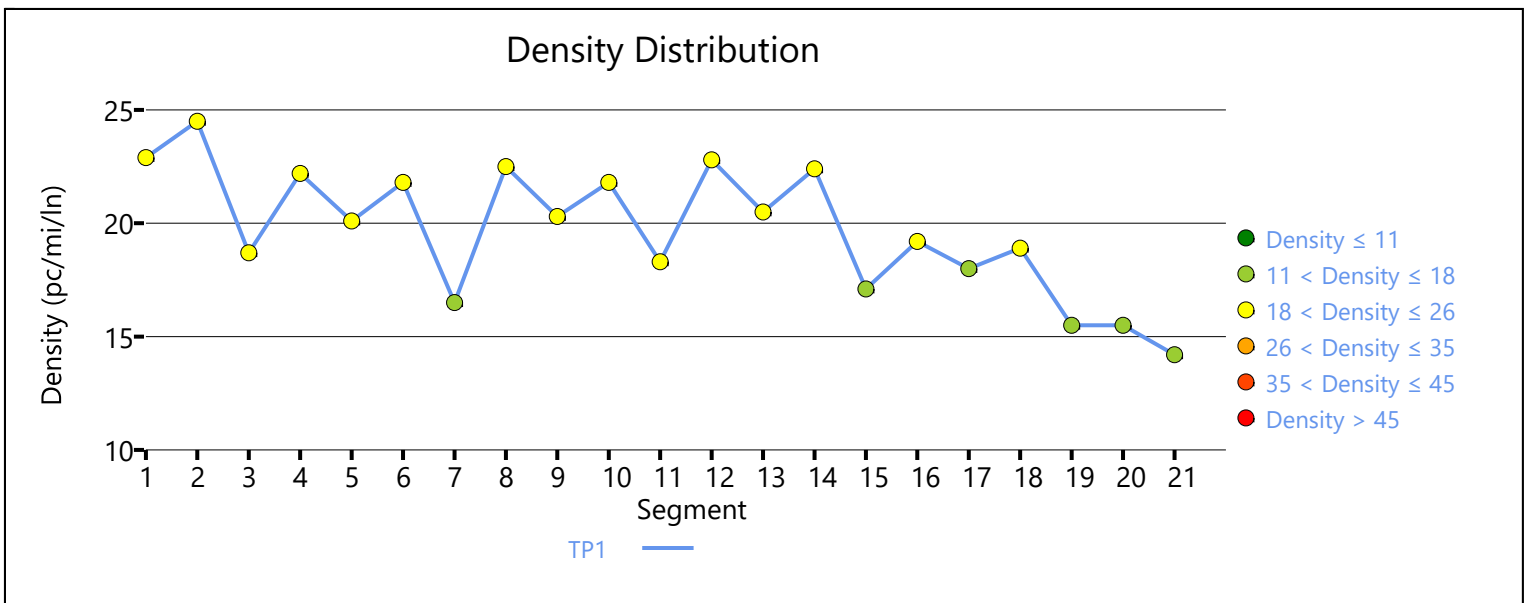
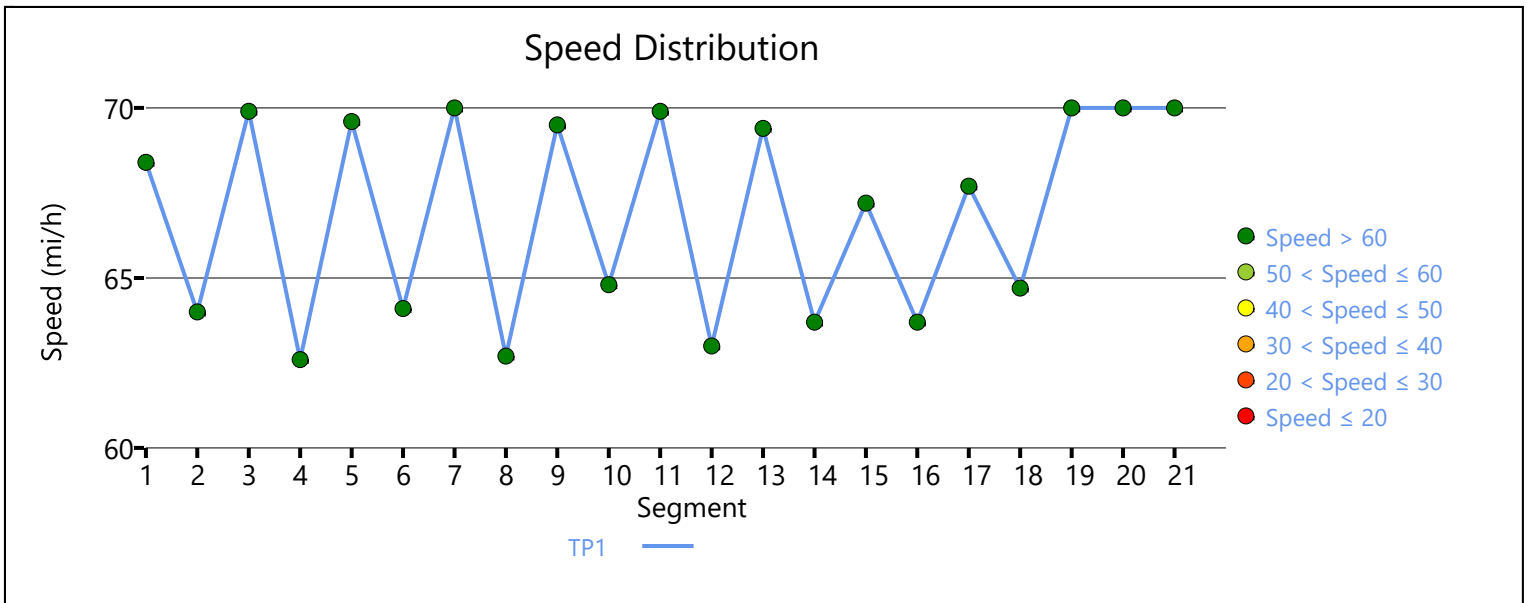
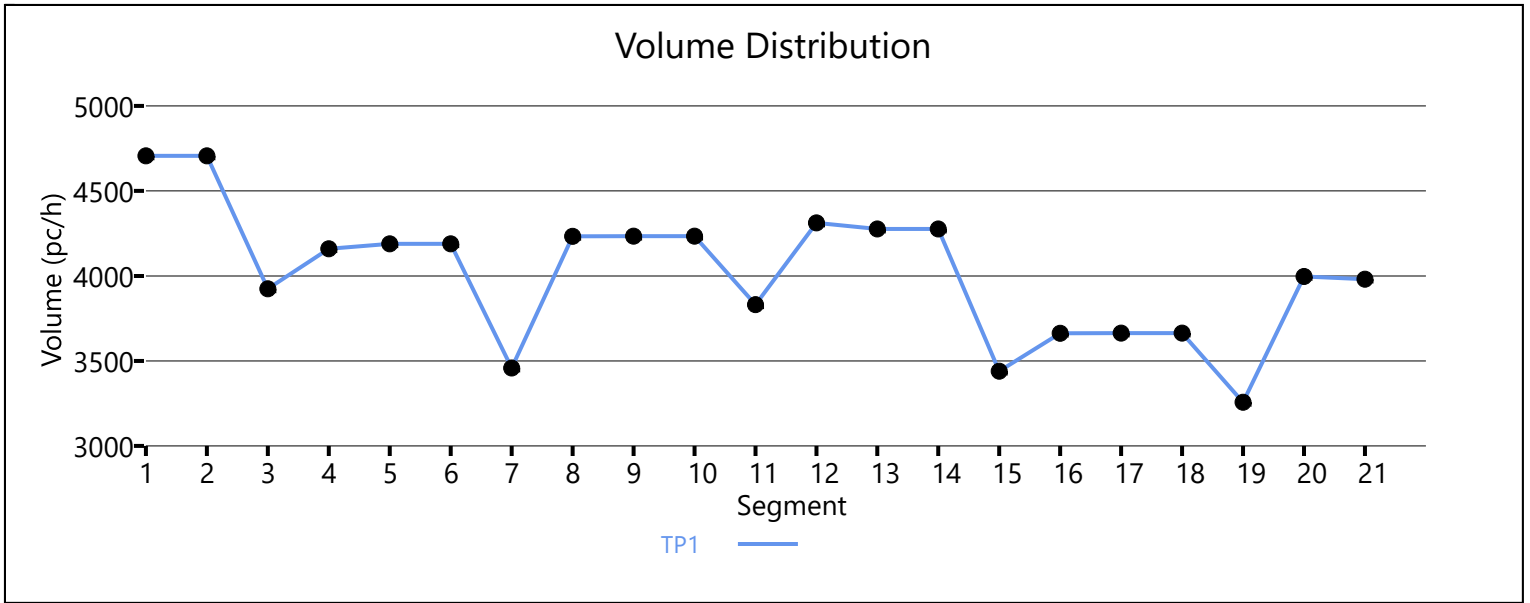
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3981	9600	0.41	70.0	14.2	B

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	67.7	19.6	18.5	10.0	C

Facility Overall Results

Space Mean Speed, mi/h	67.7	Density, veh/mi/ln	18.5
Average Travel Time, min	10.0	Density, pc/mi/ln	19.6



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WMCP WP
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Nuevo to MCP	5280	3
6	Diverge	Diverge	Off-Ramp at MCP	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at MCP	1500	3
9	Basic	Basic	Placentia to MCP	5280	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Ramona to Placentia	5280	3
14	Diverge	Diverge	Off-Ramp at Ramona	1500	3
15	Basic	Basic	Between	1350	3
16	Merge	Merge	On-Ramp at Ramona	1500	3
17	Basic	Basic	Harley Knox to Ramona	4560	3
18	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
19	Basic	Basic	Between	1430	3
20	Merge	Merge	On-Ramp at Harley Knox	1500	3
21	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	7659	7710	1.07	52.9	45.0	F

Segment 2: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	7146	1276	7200	2100	1.06	0.61	62.4	58.4	38.2	38.3	F
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5870	7131	0.89	63.4	30.9	D						
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	6513	643	7200	2100	0.97	0.31	58.4	56.0	37.2	32.9	D
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	6331	7131	0.98	46.7	45.1	F						
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	6205	217	7200	2100	0.97	0.10	42.1	61.1	49.2	33.9	F
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5561	7116	0.95	27.7	66.9	F						
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	6695	2198	7200	2100	1.25	1.05	52.0	48.4	42.9	37.7	F
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.935	6695	7131	1.25	57.7	38.7	F						
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.893	6695	549	7200	2000	1.24	0.27	65.2	59.5	34.2	31.7	F
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5870	7131	0.89	63.4	30.9	D						

1	0.92	0.935	5858	7116	1.18	36.1	54.0	F							
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.893	6621	763	7200	2000	1.28	0.38	60.8	57.2	36.3	33.5	F
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.935		6569		7104		1.29		48.5		45.2	F	
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.943	6467	966	7200	2100	1.27	0.46	44.4	59.2	48.5	54.8	F
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.926		5353		7104		1.16		28.6		62.3	F	
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.935	6361	1101	7200	2100	1.30	0.52	37.5	0.0	56.5	52.2	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.926		6093		7116		1.32		34.4		59.1	F	
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.971	6000	415	7200	2100	1.30	0.20	30.4	60.6	65.7	55.8	F
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.926		5473		7131		1.25		23.9		76.3	F	
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.893	6640	1574	7200	2100	1.46	0.75	39.6	0.0	55.8	61.6	F
Segment 21: Basic															

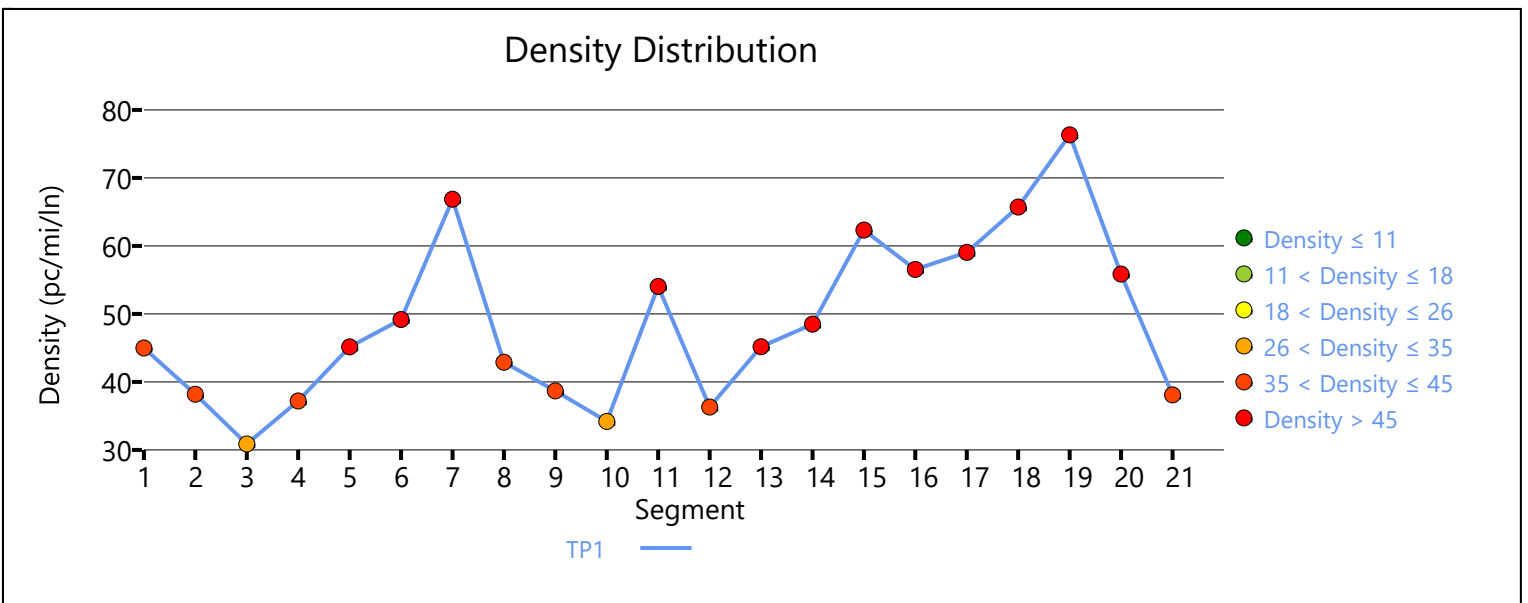
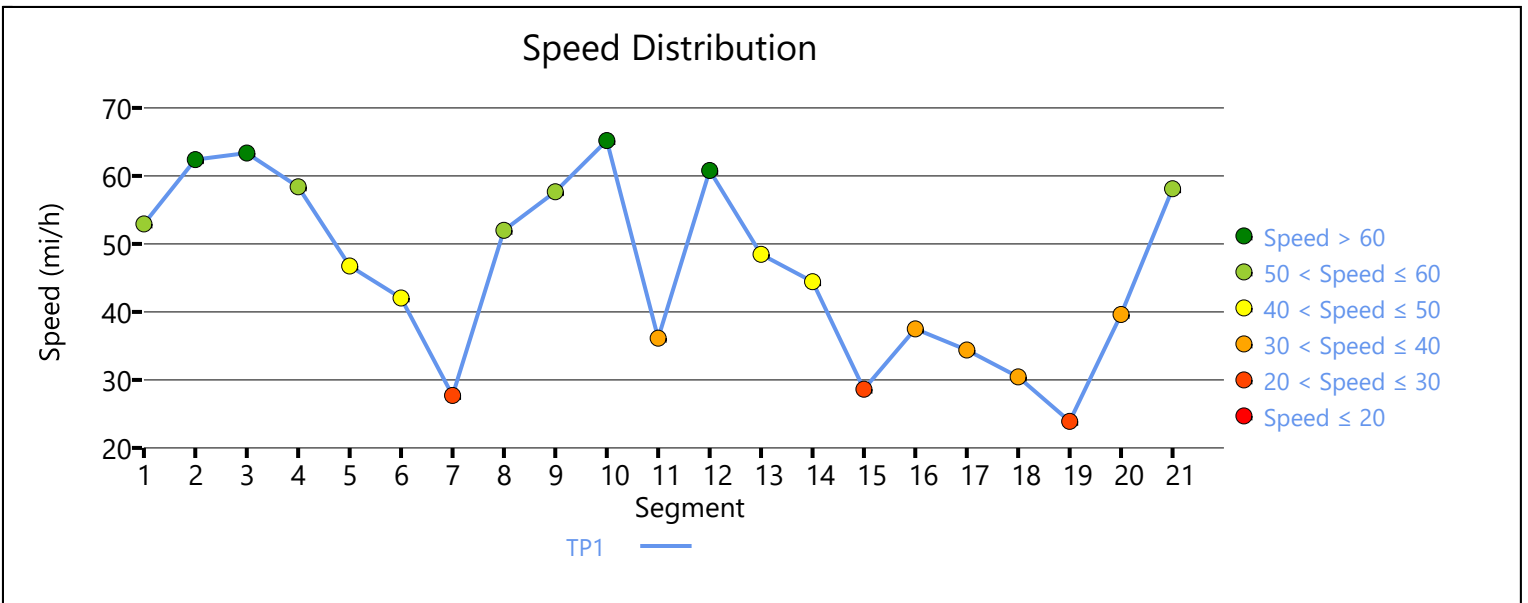
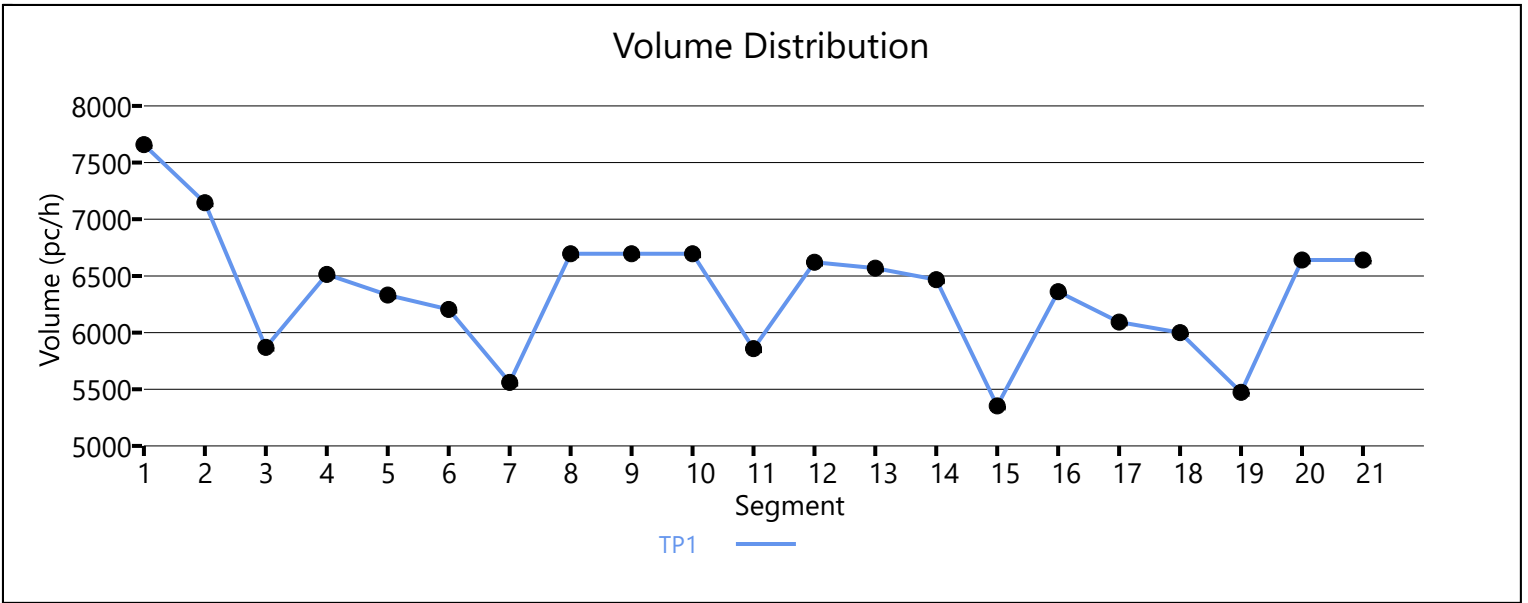
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.926	6640	7131	1.46	58.1	38.1	F

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	43.1	48.8	45.7	15.3	F

Facility Overall Results

Space Mean Speed, mi/h	43.1	Density, veh/mi/ln	45.7
Average Travel Time, min	15.3	Density, pc/mi/ln	48.8



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WMCP WP
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to MCP	5280	3
14	Diverge	Diverge	Off-Ramp at MCP	1500	3
15	Basic	Basic	Between	5280	3
16	Merge	Merge	On-Ramp at MCP	1500	3
17	Basic	Basic	MCP to Nuevo	5280	3
18	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
19	Basic	Basic	Between	1500	3
20	Merge	Basic	On-Ramp at Nuevo	1500	3
21	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.935	10765	77800	1.50	53.3	45.0	F

Segment 2: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.870	6983	965	7200	2100	1.50	0.46	47.5	59.2	49.0	68.1	F
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		5926		7200		1.36		33.8		58.5	F	
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.971	6402	549	7200	2100	1.44	0.26	37.7	0.0	56.6	62.1	F
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		6146		7200		1.44		33.0		62.1	F	
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	6146	1551	6600	2100	1.57	0.74	62.1	57.7	33.0	34.9	F
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		4595		7200		1.22		68.7		22.3	F	
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	5381	786	7200	2100	1.33	0.37	61.0	59.1	29.4	28.3	F
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		5381		7200		1.32		65.9		27.2	F	
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.935	5381	709	7200	2100	1.32	0.34	64.0	59.9	28.0	27.0	F
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		5381		7200		1.32		64.0		28.0	F	

1	0.92	0.952	4672	7200	1.22	68.5	22.7	F							
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.935	5499	827	7200	2100	1.34	0.39	60.9	58.9	30.1	28.5	F
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		5499		7200		1.33		65.4		28.0		F
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.980	5499	2141	7200	2100	1.33	1.02	53.3	56.3	45.0	30.6	F
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		3358		7116		1.05		67.1		16.0		F
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	3521	163	7200	2100	1.06	0.08	63.9	62.1	18.4	17.4	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		3521		7131		1.07		67.7		16.8		F
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	3521	719	7200	2100	1.06	0.34	63.8	59.8	18.4	21.2	F
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.935		2802		7200		0.97		69.5		13.3		B
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.990	3897	1095	7200	2100	0.97	0.52	62.6	-	20.8	-	F
Segment 21: Basic															

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	3897	9600	0.84	69.7	13.9	B

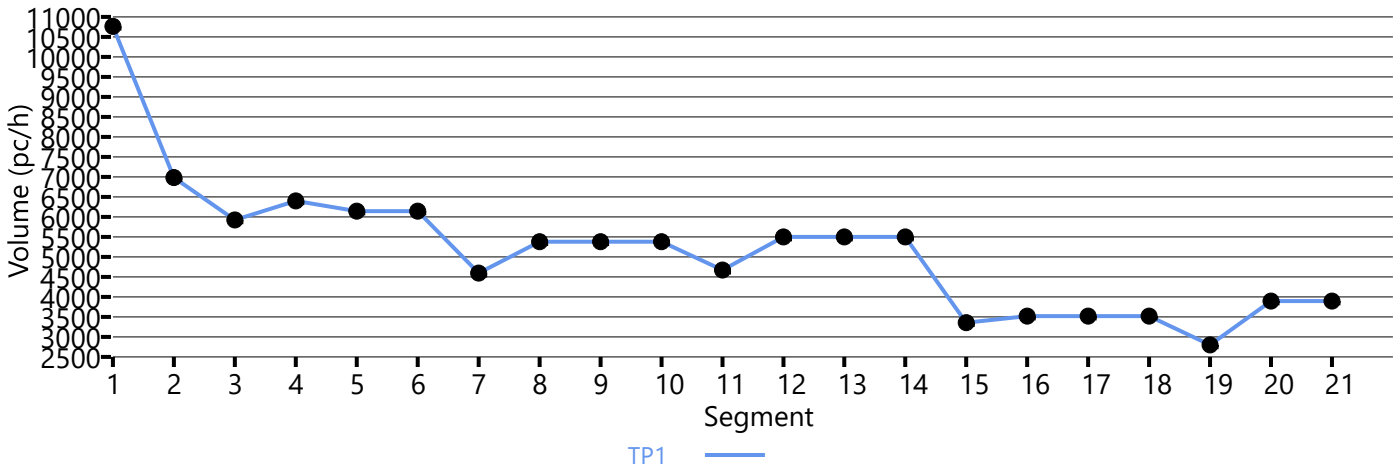
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	53.8	31.2	29.5	12.6	F

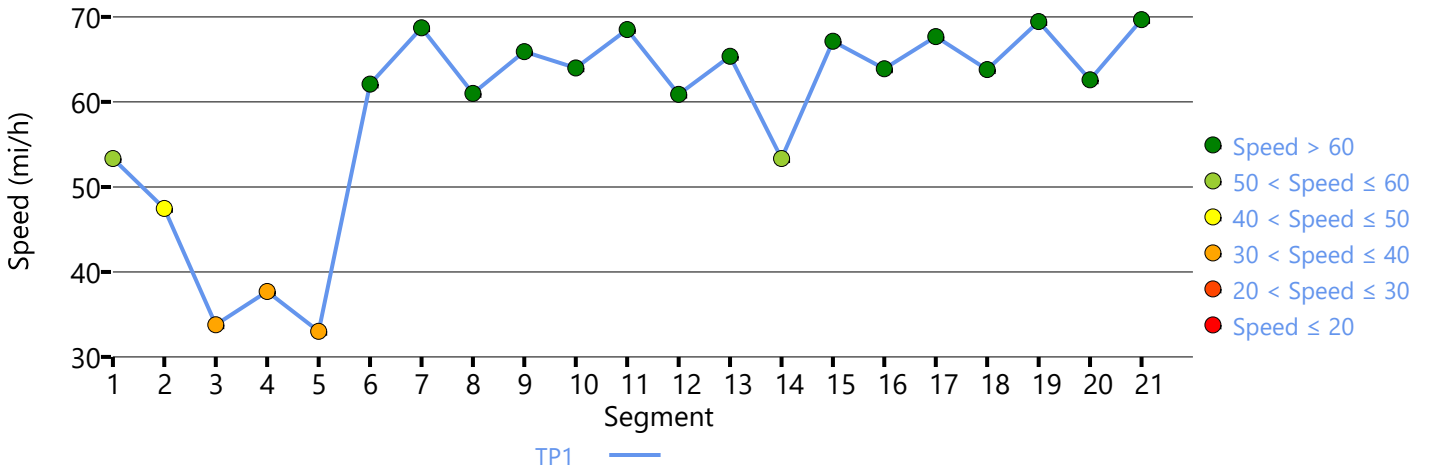
Facility Overall Results

Space Mean Speed, mi/h	53.8	Density, veh/mi/ln	29.5
Average Travel Time, min	12.6	Density, pc/mi/ln	31.2

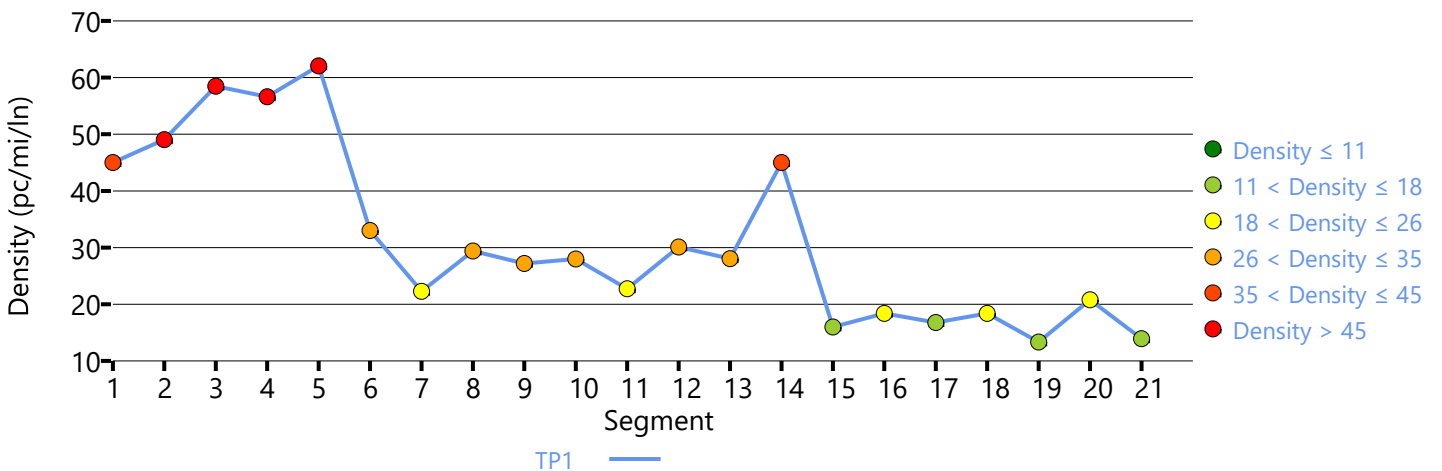
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	JB	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WMCP WP
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Nuevo to MCP	5280	3
6	Diverge	Diverge	Off-Ramp at MCP	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at MCP	1500	3
9	Basic	Basic	Placentia to MCP	5280	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Ramona to Placentia	5280	3
14	Diverge	Diverge	Off-Ramp at Ramona	1500	3
15	Basic	Basic	Between	1350	3
16	Merge	Merge	On-Ramp at Ramona	1500	3
17	Basic	Basic	Harley Knox to Ramona	4560	3
18	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
19	Basic	Basic	Between	1430	3
20	Merge	Merge	On-Ramp at Harley Knox	1500	3
21	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	5477	7766	0.77	64.4	28.4	D

Segment 2: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.980	5477	781	7200	2100	0.76	0.37	63.8	59.7	28.6	30.5	D
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	4696	7131	0.66	67.3	22.9	C						
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	5273	577	7200	2100	0.74	0.27	61.5	59.7	28.6	26.9	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5273	7131	0.74	66.4	26.5	D						
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	5273	96	7200	2100	0.74	0.05	65.3	61.4	26.9	25.7	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5177	7116	0.73	66.8	25.8	C						
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	6497	1320	7200	2100	0.91	0.63	56.8	53.9	38.1	34.4	D
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	6497	7131	0.91	59.2	36.6	E						
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	6497	497	7200	2000	0.90	0.25	65.3	59.6	33.2	31.0	D
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5273	7131	0.74	66.4	26.5	D						

1	0.92	0.952	5985	7116	0.84	62.7	31.8	D							
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	6566	812	7200	2000	0.94	0.41	60.9	57.3	35.9	33.4	D
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		6566		7104		0.96		58.7		37.3		E
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	6530	981	7200	2100	0.94	0.47	63.2	59.2	34.4	34.2	D
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		5361		7104		0.82		29.7		60.1		F
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	6465	1375	7200	2100	1.00	0.65	38.8	48.5	55.6	38.3	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		6217		7116		1.01		37.1		55.8		F
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.885	6105	356	7200	2100	1.00	0.17	33.7	60.8	60.4	37.0	F
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		5635		7131		0.96		26.1		71.9		F
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.901	6640	1044	7200	2100	1.10	0.50	39.5	43.0	56.0	41.5	F
Segment 21: Basic															

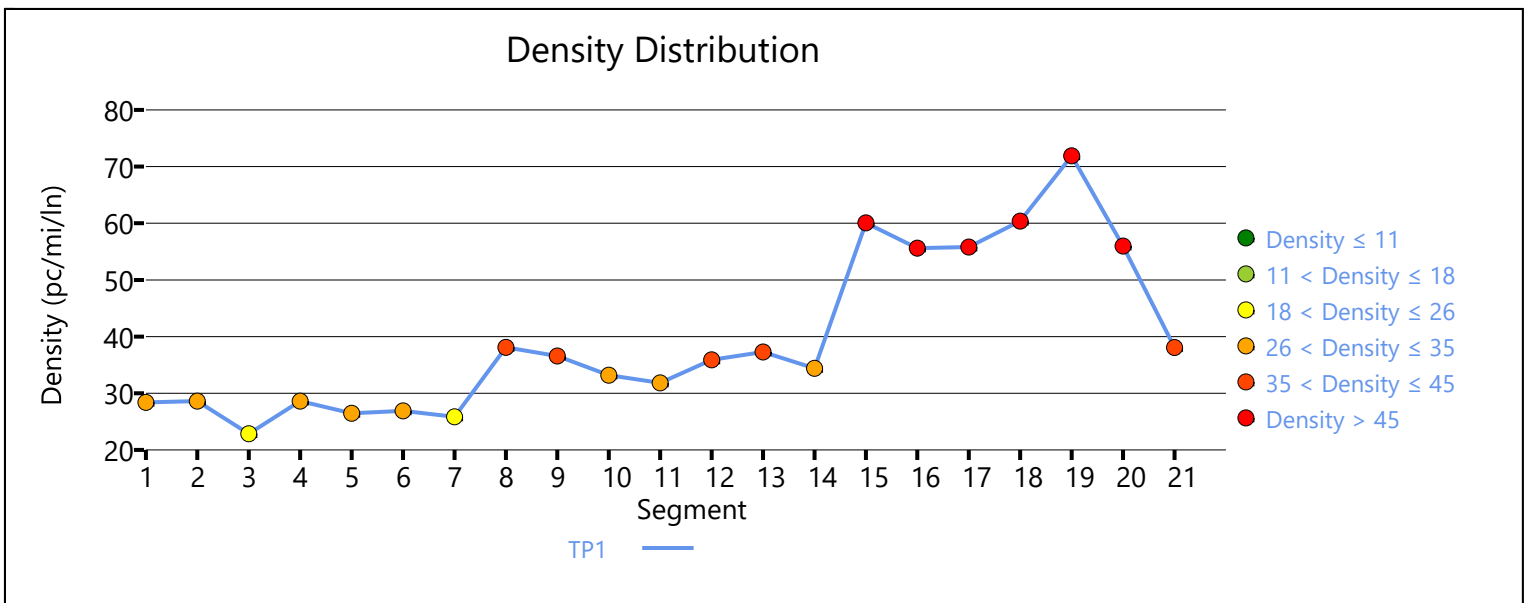
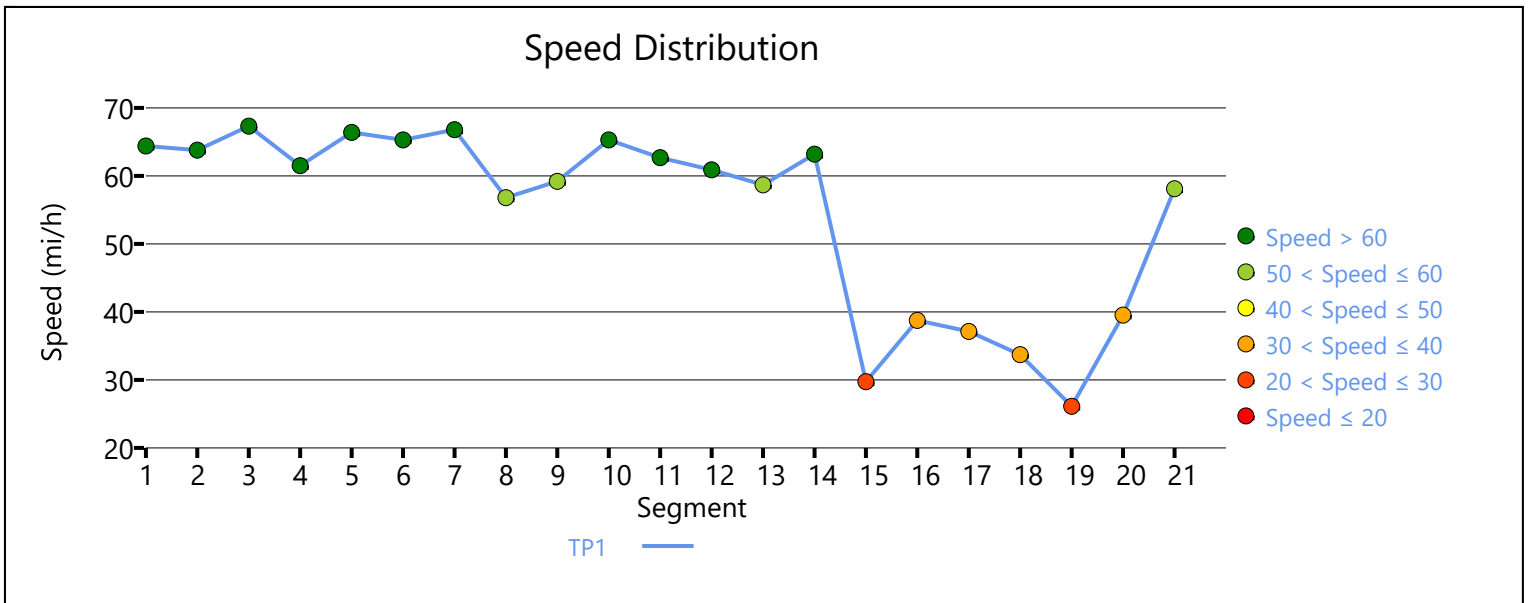
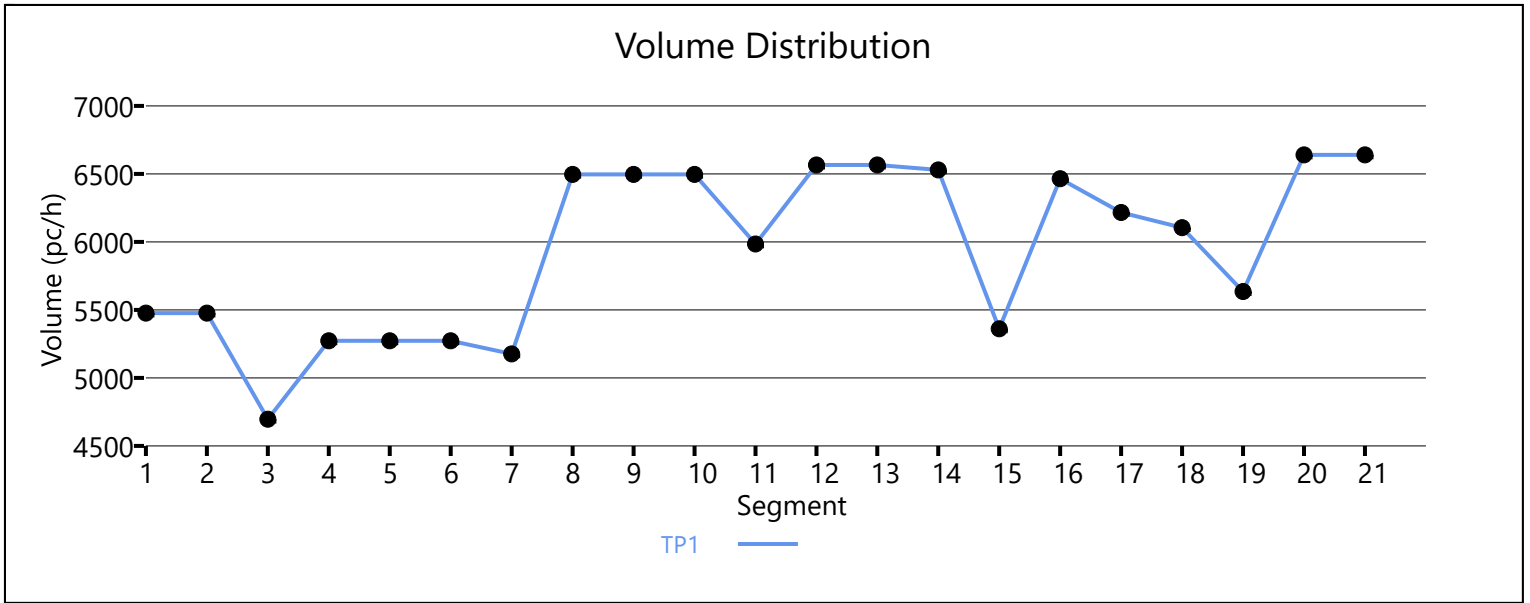
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	6640	7131	1.11	58.1	38.1	F

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	53.2	37.6	35.7	12.4	F

Facility Overall Results

Space Mean Speed, mi/h	53.2	Density, veh/mi/ln	35.7
Average Travel Time, min	12.4	Density, pc/mi/ln	37.6



APPENDIX 7.17:

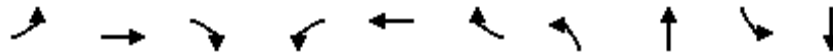
**HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT CONDITIONS
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

06/02/2020

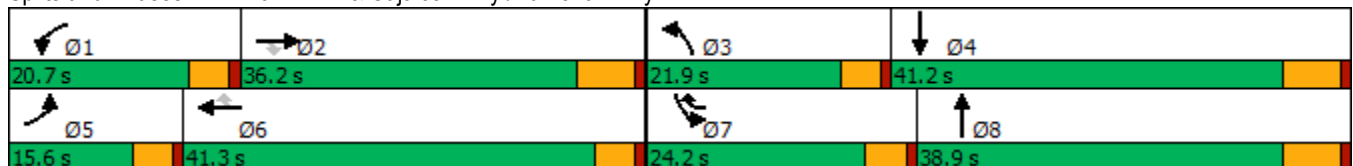


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↑↑	↗	↙↗	↑↑↑	↗	↙↗	↑↘	↙↗	↑↘
Traffic Volume (vph)	98	1059	249	447	1412	526	486	469	343	200
Future Volume (vph)	98	1059	249	447	1412	526	486	469	343	200
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	15.6	36.2	36.2	20.7	41.3	24.2	21.9	38.9	24.2	41.2
Total Split (%)	13.0%	30.2%	30.2%	17.3%	34.4%	20.2%	18.3%	32.4%	20.2%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	9.8	28.1	28.1	16.1	36.2	56.7	17.3	36.3	16.0	35.0
Actuated g/C Ratio	0.08	0.24	0.24	0.14	0.31	0.48	0.15	0.31	0.14	0.30
v/c Ratio	0.70	0.72	0.45	0.97	0.75	0.66	0.98	0.65	0.75	0.25
Control Delay	77.2	44.5	6.9	84.7	39.9	21.5	84.9	36.8	59.2	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.2	44.5	6.9	84.7	39.9	21.5	84.9	36.8	59.2	29.9
LOS	E	D	A	F	D	C	F	D	E	C
Approach Delay		40.1			44.2			57.1		47.0
Approach LOS		D			D			E		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 46.2
 Intersection LOS: D
 Intersection Capacity Utilization 75.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1059	249	447	1412	526	486	469	197	343	200	43
Future Volume (veh/h)	98	1059	249	447	1412	526	486	469	197	343	200	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	104	1127	201	476	1502	496	517	499	151	365	213	22
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	1563	385	493	1987	681	529	881	265	430	978	100
Arrive On Green	0.07	0.24	0.24	0.14	0.30	0.30	0.15	0.32	0.32	0.12	0.30	0.30
Sat Flow, veh/h	1810	6536	1610	3619	6536	1610	3619	2725	820	3619	3306	338
Grp Volume(v), veh/h	104	1127	201	476	1502	496	517	329	321	365	115	120
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1810	1634	1610	1810	1805	1740	1810	1805	1839
Q Serve(g_s), s	6.7	18.8	12.8	15.5	24.6	30.4	16.8	17.9	18.1	11.7	5.7	5.8
Cycle Q Clear(g_c), s	6.7	18.8	12.8	15.5	24.6	30.4	16.8	17.9	18.1	11.7	5.7	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		0.18
Lane Grp Cap(c), veh/h	129	1563	385	493	1987	681	529	583	562	430	534	544
V/C Ratio(X)	0.81	0.72	0.52	0.97	0.76	0.73	0.98	0.56	0.57	0.85	0.22	0.22
Avail Cap(c_a), veh/h	168	1658	408	493	2033	692	529	583	562	600	534	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.1	41.4	39.1	50.8	37.2	28.5	50.3	33.1	33.2	51.1	31.3	31.4
Incr Delay (d2), s/veh	14.7	1.5	1.1	31.8	1.6	3.8	33.0	3.9	4.2	6.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	7.4	5.0	8.9	9.5	11.6	9.7	8.1	7.9	5.5	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	42.8	40.2	82.6	38.8	32.3	83.3	37.1	37.4	57.1	32.2	32.3
LnGrp LOS	E	D	D	F	D	C	F	D	D	E	C	C
Approach Vol, veh/h		1432			2474			1167			600	
Approach Delay, s/veh		44.4			45.9			57.6			47.4	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.7	34.5	21.9	41.2	13.0	42.2	18.7	44.4				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	16.1	30.0	17.3	35.0	11.0	* 37	19.6	32.7				
Max Q Clear Time (g_c+I1), s	17.5	20.8	18.8	7.8	8.7	32.4	13.7	20.1				
Green Ext Time (p_c), s	0.0	5.0	0.0	1.1	0.0	3.6	0.4	2.9				

Intersection Summary

HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

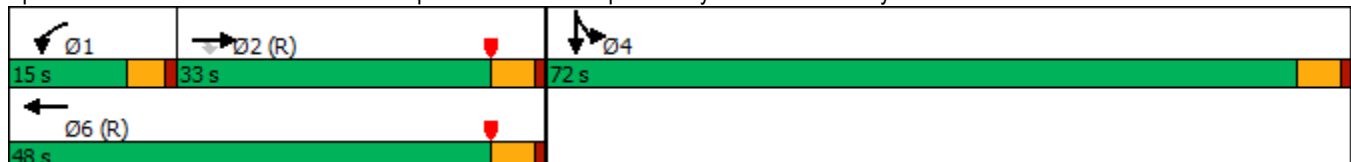


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Configurations	↑↑	↑	↔	↑	↔	↑
Traffic Volume (vph)	682	40	249	301	1486	13
Future Volume (vph)	682	40	249	301	1486	13
Turn Type	NA	Perm	Prot	NA	Split	NA
Protected Phases	2		1	6	4	4
Permitted Phases		2				
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	33.0	33.0	15.0	48.0	72.0	72.0
Total Split (%)	27.5%	27.5%	12.5%	40.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	29.4	29.4	10.7	44.6	65.4	65.4
Actuated g/C Ratio	0.24	0.24	0.09	0.37	0.54	0.54
v/c Ratio	0.82	0.10	0.85	0.45	0.83	0.67
Control Delay	52.1	5.9	65.3	26.1	27.1	12.3
Queue Delay	0.5	0.0	0.0	0.7	49.0	0.0
Total Delay	52.7	5.9	65.3	26.8	76.1	12.3
LOS	D	A	E	C	E	B
Approach Delay	50.0			44.3		56.7
Approach LOS	D			D		E

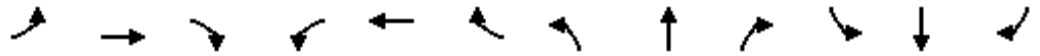
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 53.3
 Intersection LOS: D
 Intersection Capacity Utilization 104.8%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 06/04/2020

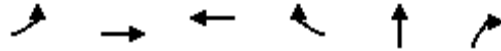


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑					↖↗	↖	
Traffic Volume (veh/h)	0	682	40	249	301	0	0	0	0	1486	13	638
Future Volume (veh/h)	0	682	40	249	301	0	0	0	0	1486	13	638
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	726	32	265	320	0				1581	14	514
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1041	464	307	785	0				1767	22	792
Arrive On Green	0.00	0.29	0.29	0.03	0.14	0.00				0.50	0.50	0.50
Sat Flow, veh/h	0	3705	1610	3510	1900	0				3510	43	1574
Grp Volume(v), veh/h	0	726	32	265	320	0				1581	0	528
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1900	0				1755	0	1617
Q Serve(g_s), s	0.0	21.5	1.7	9.0	18.5	0.0				48.8	0.0	28.9
Cycle Q Clear(g_c), s	0.0	21.5	1.7	9.0	18.5	0.0				48.8	0.0	28.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.97
Lane Grp Cap(c), veh/h	0	1041	464	307	785	0				1767	0	814
V/C Ratio(X)	0.00	0.70	0.07	0.86	0.41	0.00				0.89	0.00	0.65
Avail Cap(c_a), veh/h	0	1041	464	307	785	0				1960	0	903
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.0	31.0	57.5	38.4	0.0				26.9	0.0	22.0
Incr Delay (d2), s/veh	0.0	3.9	0.3	20.0	1.5	0.0				5.4	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.7	0.7	5.0	9.7	0.0				20.0	0.0	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.9	31.3	77.5	39.9	0.0				32.3	0.0	23.4
LnGrp LOS	A	D	C	E	D	A				C	A	C
Approach Vol, veh/h		758			585						2109	
Approach Delay, s/veh		41.5			56.9						30.1	
Approach LOS		D			E						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.0	39.6		65.4		54.6						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	10.5	28.0		67.0		43.0						
Max Q Clear Time (g_c+I1), s	11.0	23.5		50.8		20.5						
Green Ext Time (p_c), s	0.0	1.4		9.6		1.0						

Intersection Summary

HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Horizon Year (2040) Without MCP Without Project Conditions With Improvements- AM Peak Hour
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 06/02/2020

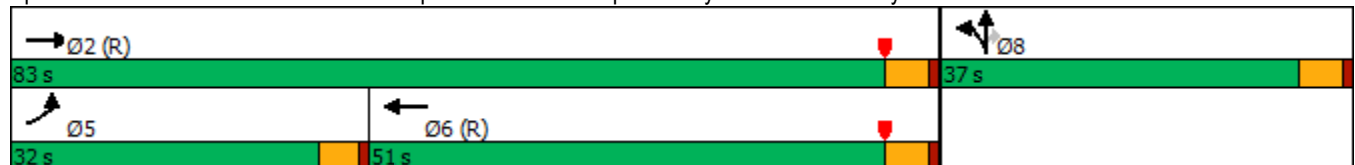


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↔↔	↑↑	↑↑	↔	↔	↔
Traffic Volume (vph)	481	1687	464	1452	6	369
Future Volume (vph)	481	1687	464	1452	6	369
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	26.0	24.0		10.0	10.0
Total Split (s)	32.0	83.0	51.0		37.0	37.0
Total Split (%)	26.7%	69.2%	42.5%		30.8%	30.8%
Yellow Time (s)	3.5	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max		Max	Max
Act Effct Green (s)	21.8	78.0	51.7	120.0	32.0	32.0
Actuated g/C Ratio	0.18	0.65	0.43	1.00	0.27	0.27
v/c Ratio	0.80	0.77	0.32	0.96	0.20	0.83
Control Delay	68.4	28.7	23.9	16.2	35.5	51.3
Queue Delay	0.7	48.6	0.0	0.0	0.0	0.0
Total Delay	69.1	77.3	23.9	16.2	35.5	51.3
LOS	E	E	C	B	D	D
Approach Delay		75.5	18.0		48.2	
Approach LOS		E	B		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 48.5
 Intersection LOS: D
 Intersection Capacity Utilization 104.8%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



Horizon Year (2040) Without MCP Without Project Conditions With Improvements- AM Peak Hour
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox Blvd./Harley Knox Blvd. 06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↖			↖↖	↖		↖	↖			
Traffic Volume (veh/h)	481	1687	0	0	464	1452	86	6	369	0	0	0
Future Volume (veh/h)	481	1687	0	0	464	1452	86	6	369	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	512	1795	0	0	494	0	91	6	265			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	568	2346	0	0	1627		454	30	429			
Arrive On Green	0.32	1.00	0.00	0.00	0.45	0.00	0.27	0.27	0.27			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1703	112	1610			
Grp Volume(v), veh/h	512	1795	0	0	494	0	97	0	265			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1815	0	1610			
Q Serve(g_s), s	16.7	0.0	0.0	0.0	10.5	0.0	5.0	0.0	17.3			
Cycle Q Clear(g_c), s	16.7	0.0	0.0	0.0	10.5	0.0	5.0	0.0	17.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.94		1.00			
Lane Grp Cap(c), veh/h	568	2347	0	0	1627		484	0	429			
V/C Ratio(X)	0.90	0.76	0.00	0.00	0.30		0.20	0.00	0.62			
Avail Cap(c_a), veh/h	804	2347	0	0	1627		484	0	429			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.45	0.45	0.00	0.00	0.67	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.7	0.0	0.0	0.0	21.0	0.0	34.1	0.0	38.6			
Incr Delay (d2), s/veh	3.9	1.1	0.0	0.0	0.3	0.0	0.9	0.0	6.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.0	0.4	0.0	0.0	4.3	0.0	2.3	0.0	7.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	1.1	0.0	0.0	21.3	0.0	35.0	0.0	45.1			
LnGrp LOS	D	A	A	A	C		D	A	D			
Approach Vol, veh/h		2307			494	A		362				
Approach Delay, s/veh		10.5			21.3			42.4				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		83.0			23.9	59.1		37.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		78.0			27.5	46.0		32.0				
Max Q Clear Time (g_c+I1), s		2.0			18.7	12.5		19.3				
Green Ext Time (p_c), s		12.8			0.7	2.0		1.1				

Intersection Summary

HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

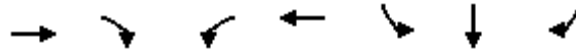
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

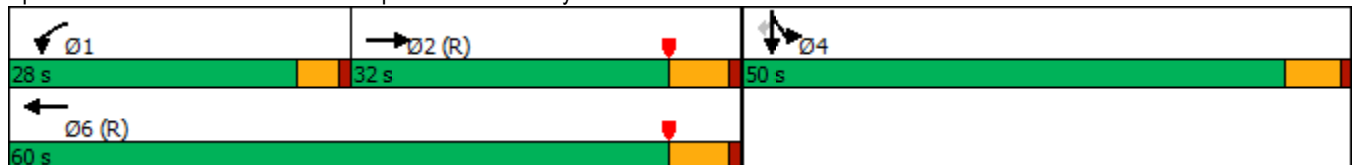


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑	↖↗	↑↑↑↑	↖↗	↖	↗
Traffic Volume (vph)	1189	485	599	1840	1612	0	547
Future Volume (vph)	1189	485	599	1840	1612	0	547
Turn Type	NA	Free	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		Free					4
Detector Phase	2		1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		9.5	31.0	10.5	10.5	10.5
Total Split (s)	32.0		28.0	60.0	50.0	50.0	50.0
Total Split (%)	29.1%		25.5%	54.5%	45.5%	45.5%	45.5%
Yellow Time (s)	5.0		3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	Max	Max	Max
Act Effct Green (s)	27.0	110.0	22.5	54.0	44.5	44.5	44.5
Actuated g/C Ratio	0.25	1.00	0.20	0.49	0.40	0.40	0.40
v/c Ratio	0.77	0.32	0.87	0.60	0.85	0.83	0.82
Control Delay	42.8	0.5	14.5	7.6	37.0	42.3	36.4
Queue Delay	0.0	0.0	0.0	0.5	50.5	54.9	0.0
Total Delay	42.8	0.5	14.5	8.1	87.5	97.1	36.4
LOS	D	A	B	A	F	F	D
Approach Delay	30.6			9.7		76.9	
Approach LOS	C			A		E	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 38.4
 Intersection LOS: D
 Intersection Capacity Utilization 134.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↖	↙	↗
Traffic Volume (veh/h)	0	1189	485	599	1840	0	0	0	0	1612	0	547
Future Volume (veh/h)	0	1189	485	599	1840	0	0	0	0	1612	0	547
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1239	0	624	1917	0				1679	0	435
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1642		698	3209	0				2196	0	651
Arrive On Green	0.00	0.25	0.00	0.12	0.29	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	6802	1610	3510	6802	0				5429	0	1610
Grp Volume(v), veh/h	0	1239	0	624	1917	0				1679	0	435
Grp Sat Flow(s),veh/h/ln	0	1634	1610	1755	1634	0				1810	0	1610
Q Serve(g_s), s	0.0	19.3	0.0	19.3	27.6	0.0				29.3	0.0	24.2
Cycle Q Clear(g_c), s	0.0	19.3	0.0	19.3	27.6	0.0				29.3	0.0	24.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1642		698	3209	0				2196	0	651
V/C Ratio(X)	0.00	0.75		0.89	0.60	0.00				0.76	0.00	0.67
Avail Cap(c_a), veh/h	0	1642		750	3209	0				2196	0	651
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.61	0.00	0.36	0.36	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.0	0.0	47.3	29.5	0.0				28.2	0.0	26.7
Incr Delay (d2), s/veh	0.0	2.0	0.0	5.2	0.3	0.0				2.6	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.5	0.0	9.1	11.3	0.0				12.4	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.1	0.0	52.5	29.8	0.0				30.8	0.0	32.1
LnGrp LOS	A	D		D	C	A				C	A	C
Approach Vol, veh/h		1239	A		2541						2114	
Approach Delay, s/veh		40.1			35.4						31.1	
Approach LOS		D			D						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.4	33.6		50.0		60.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	23.5	26.0		44.5		54.0						
Max Q Clear Time (g_c+I1), s	21.3	21.3		31.3		29.6						
Green Ext Time (p_c), s	0.6	2.3		7.4		10.1						

Intersection Summary

HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

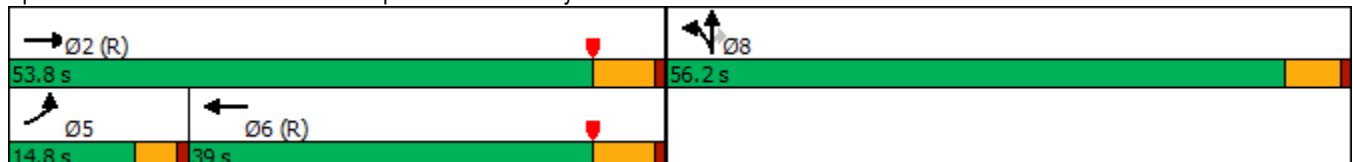


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↙↙	↑↑↑	↑↑↑	↘	↙	↕	↘
Traffic Volume (vph)	291	2512	1807	1828	630	4	782
Future Volume (vph)	291	2512	1807	1828	630	4	782
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	14.8	53.8	39.0		56.2	56.2	56.2
Total Split (%)	13.5%	48.9%	35.5%		51.1%	51.1%	51.1%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	10.3	47.8	33.0	110.0	50.7	50.7	50.7
Actuated g/C Ratio	0.09	0.43	0.30	1.00	0.46	0.46	0.46
v/c Ratio	0.93	0.92	0.96	1.18	0.42	0.42	1.04
Control Delay	68.1	37.3	51.1	95.2	21.8	21.9	70.6
Queue Delay	0.0	45.7	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	83.0	51.1	95.2	21.8	21.9	70.6
LOS	E	F	D	F	C	C	E
Approach Delay		81.5	73.3			48.8	
Approach LOS		F	E			D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 71.8
 Intersection LOS: E
 Intersection Capacity Utilization 134.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	291	2512	0	0	1807	1828	630	4	782	0	0	0
Future Volume (veh/h)	291	2512	0	0	1807	1828	630	4	782	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	303	2617	0	0	1882	0	659	0	654			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	329	3030	0	0	2151		1563	0	695			
Arrive On Green	0.12	0.62	0.00	0.00	0.33	0.00	0.43	0.00	0.43			
Sat Flow, veh/h	3510	6802	0	0	6802	1610	3619	0	1610			
Grp Volume(v), veh/h	303	2617	0	0	1882	0	659	0	654			
Grp Sat Flow(s),veh/h/ln	1755	1634	0	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	9.4	36.1	0.0	0.0	29.8	0.0	13.9	0.0	42.7			
Cycle Q Clear(g_c), s	9.4	36.1	0.0	0.0	29.8	0.0	13.9	0.0	42.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	329	3030	0	0	2151		1563	0	695			
V/C Ratio(X)	0.92	0.86	0.00	0.00	0.88		0.42	0.00	0.94			
Avail Cap(c_a), veh/h	329	3030	0	0	2151		1668	0	742			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.48	0.48	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	18.2	0.0	0.0	34.8	0.0	21.7	0.0	29.9			
Incr Delay (d2), s/veh	18.0	1.8	0.0	0.0	5.4	0.0	0.2	0.0	19.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.6	9.7	0.0	0.0	11.8	0.0	5.6	0.0	18.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	20.0	0.0	0.0	40.1	0.0	21.9	0.0	49.2			
LnGrp LOS	E	B	A	A	D		C	A	D			
Approach Vol, veh/h		2920			1882	A		1313				
Approach Delay, s/veh		24.7			40.1			35.5				
Approach LOS		C			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.0			14.8	42.2		53.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		47.8			10.3	33.0		50.7				
Max Q Clear Time (g_c+I1), s		38.1			11.4	31.8		44.7				
Green Ext Time (p_c), s		7.7			0.0	0.9		2.8				

Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

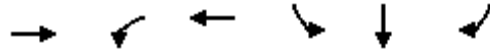
Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

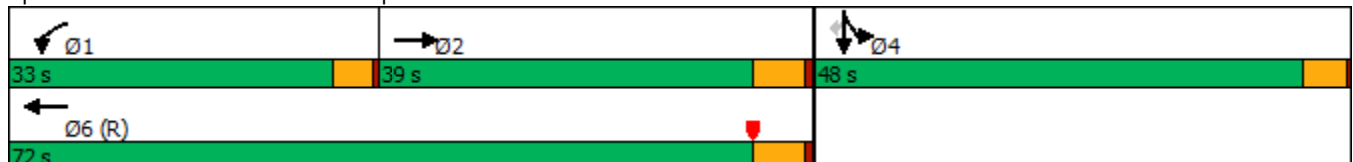


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	379	459	632	554	0	102
Future Volume (vph)	379	459	632	554	0	102
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	39.0	33.0	72.0	48.0	48.0	48.0
Total Split (%)	32.5%	27.5%	60.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	56.0	22.3	82.3	27.7	27.7	27.7
Actuated g/C Ratio	0.47	0.19	0.69	0.23	0.23	0.23
v/c Ratio	0.37	0.77	0.28	0.76	0.76	0.25
Control Delay	21.1	62.0	7.3	54.8	54.8	7.1
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	21.1	62.0	7.5	54.8	54.8	7.1
LOS	C	E	A	D	D	A
Approach Delay	21.1		30.4		47.4	
Approach LOS	C		C		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 33.0
 Intersection LOS: C
 Intersection Capacity Utilization 76.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	379	175	459	632	0	0	0	0	554	0	102
Future Volume (veh/h)	0	379	175	459	632	0	0	0	0	554	0	102
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	412	190	499	687	0				602	0	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	863	393	569	2001	0				715	0	316
Arrive On Green	0.00	0.36	0.36	0.32	1.00	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	2501	1097	3510	3705	0				3619	0	1598
Grp Volume(v), veh/h	0	308	294	499	687	0				602	0	111
Grp Sat Flow(s),veh/h/ln	0	1805	1697	1755	1805	0				1810	0	1598
Q Serve(g_s), s	0.0	15.8	16.1	16.1	0.0	0.0				19.2	0.0	7.2
Cycle Q Clear(g_c), s	0.0	15.8	16.1	16.1	0.0	0.0				19.2	0.0	7.2
Prop In Lane	0.00		0.65	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	648	609	569	2001	0				715	0	316
V/C Ratio(X)	0.00	0.48	0.48	0.88	0.34	0.00				0.84	0.00	0.35
Avail Cap(c_a), veh/h	0	648	609	848	2001	0				1312	0	579
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.51	0.51	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.7	29.8	39.4	0.0	0.0				46.3	0.0	41.5
Incr Delay (d2), s/veh	0.0	2.5	2.7	3.8	0.2	0.0				2.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.0	6.7	5.8	0.1	0.0				8.6	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.2	32.6	43.2	0.2	0.0				49.1	0.0	42.2
LnGrp LOS	A	C	C	D	A	A				D	A	D
Approach Vol, veh/h		602			1186						713	
Approach Delay, s/veh		32.4			18.3						48.1	
Approach LOS		C			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.5	48.5		28.2		72.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	29.0	33.5		43.5		66.5						
Max Q Clear Time (g_c+I1), s	18.1	18.1		21.2		2.0						
Green Ext Time (p_c), s	1.3	1.8		2.5		2.8						

Intersection Summary

HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

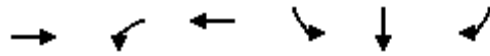
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	779	700	1574	436	1	186
Future Volume (vph)	779	700	1574	436	1	186
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	53.0	38.0	91.0	29.0	29.0	29.0
Total Split (%)	44.2%	31.7%	75.8%	24.2%	24.2%	24.2%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	54.4	30.7	89.1	20.9	20.9	20.9
Actuated g/C Ratio	0.45	0.26	0.74	0.17	0.17	0.17
v/c Ratio	0.70	0.85	0.64	0.79	0.79	0.61
Control Delay	29.6	52.3	9.4	66.3	66.3	39.7
Queue Delay	0.0	0.4	3.6	0.0	0.0	0.0
Total Delay	29.6	52.7	13.0	66.3	66.3	39.7
LOS	C	D	B	E	E	D
Approach Delay	29.6		25.2		58.3	
Approach LOS	C		C		E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 31.6
 Intersection LOS: C
 Intersection Capacity Utilization 80.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	779	249	700	1574	0	0	0	0	436	1	186
Future Volume (veh/h)	0	779	249	700	1574	0	0	0	0	436	1	186
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	847	241	761	1711	0				475	0	144
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1215	345	846	2572	0				563	0	251
Arrive On Green	0.00	0.44	0.44	0.24	0.71	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	2868	789	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	551	537	761	1711	0				475	0	144
Grp Sat Flow(s),veh/h/ln	0	1805	1757	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	29.6	29.7	25.2	31.1	0.0				15.3	0.0	10.0
Cycle Q Clear(g_c), s	0.0	29.6	29.7	25.2	31.1	0.0				15.3	0.0	10.0
Prop In Lane	0.00		0.45	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	791	770	846	2572	0				563	0	251
V/C Ratio(X)	0.00	0.70	0.70	0.90	0.67	0.00				0.84	0.00	0.57
Avail Cap(c_a), veh/h	0	791	770	995	2572	0				739	0	329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.3	27.3	44.1	9.4	0.0				49.2	0.0	47.0
Incr Delay (d2), s/veh	0.0	5.0	5.2	1.1	0.1	0.0				6.9	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.0	12.7	10.6	9.5	0.0				7.3	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.3	32.5	45.2	9.6	0.0				56.1	0.0	49.0
LnGrp LOS	A	C	C	D	A	A				E	A	D
Approach Vol, veh/h		1088			2472						619	
Approach Delay, s/veh		32.4			20.5						54.5	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.9	58.1		23.2		91.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	34.0	47.5		24.5		85.5						
Max Q Clear Time (g_c+I1), s	27.2	31.7		17.3		33.1						
Green Ext Time (p_c), s	1.7	3.7		1.4		10.6						

Intersection Summary

HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection			
Intersection Delay, s/veh	20.7		
Intersection LOS	C		
Approach	EB	WB	NB
Entry Lanes	4	3	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	0	199
Demand Flow Rate, veh/h	0	0	199
Vehicles Circulating, veh/h	13	144	1656
Vehicles Exiting, veh/h	1826	1711	248
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	20.7
Approach LOS	-	-	C
Lane	Left	Right	
Designated Moves	L	TR	
Assumed Moves	L	TR	
RT Channelized			
Lane Util	0.724	0.276	
Follow-Up Headway, s	2.535	2.535	
Critical Headway, s	4.544	4.544	
Entry Flow, veh/h	144	55	
Cap Entry Lane, veh/h	315	315	
Entry HV Adj Factor	1.000	1.000	
Flow Entry, veh/h	144	55	
Cap Entry, veh/h	315	315	
V/C Ratio	0.458	0.175	
Control Delay, s/veh	23.0	14.7	
LOS	C	B	
95th %tile Queue, veh	2	1	

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

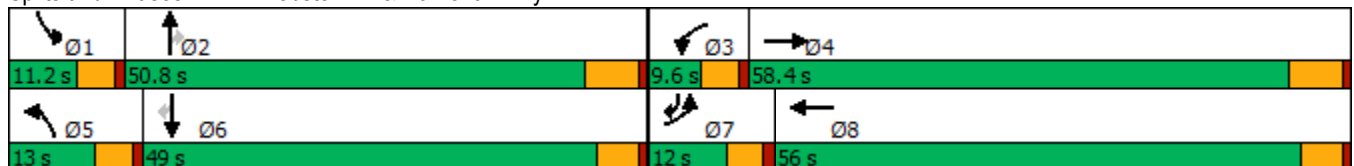


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	321	2529	67	3312	185	93	49	79	49	156
Future Volume (vph)	321	2529	67	3312	185	93	49	79	49	156
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	47.5	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	12.0	58.4	9.6	56.0	13.0	50.8	50.8	11.2	49.0	12.0
Total Split (%)	9.2%	44.9%	7.4%	43.1%	10.0%	39.1%	39.1%	8.6%	37.7%	9.2%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	52.8	5.1	51.5	11.6	15.8	15.8	6.7	15.2	24.6
Actuated g/C Ratio	0.07	0.52	0.05	0.50	0.11	0.15	0.15	0.07	0.15	0.24
v/c Ratio	1.33	0.83	0.80	1.09	0.97	0.34	0.15	0.72	0.18	0.38
Control Delay	211.6	25.2	103.0	70.8	104.1	40.2	1.0	80.9	37.6	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	211.6	25.2	103.0	70.8	104.1	40.2	1.0	80.9	37.6	19.3
LOS	F	C	F	E	F	D	A	F	D	B
Approach Delay		45.4		71.4		70.5			39.6	
Approach LOS		D		E		E			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 102.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 59.1
 Intersection LOS: E
 Intersection Capacity Utilization 88.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	2529	106	67	3312	46	185	93	49	79	49	156
Future Volume (veh/h)	321	2529	106	67	3312	46	185	93	49	79	49	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	341	2690	87	71	3523	17	197	99	37	84	52	60
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	264	3555	115	92	3502	17	155	243	206	108	193	285
Arrive On Green	0.08	0.54	0.54	0.05	0.52	0.52	0.09	0.13	0.13	0.06	0.10	0.10
Sat Flow, veh/h	3510	6553	211	1810	6764	33	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	341	2011	766	71	2552	988	197	99	37	84	52	60
Grp Sat Flow(s),veh/h/ln	1755	1634	1862	1810	1634	1894	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	7.4	31.3	31.5	3.8	50.9	50.9	8.4	4.7	2.0	4.5	2.5	3.1
Cycle Q Clear(g_c), s	7.4	31.3	31.5	3.8	50.9	50.9	8.4	4.7	2.0	4.5	2.5	3.1
Prop In Lane	1.00		0.11	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	2659	1010	92	2538	981	155	243	206	108	193	285
V/C Ratio(X)	1.29	0.76	0.76	0.78	1.01	1.01	1.27	0.41	0.18	0.78	0.27	0.21
Avail Cap(c_a), veh/h	264	2659	1010	92	2538	981	155	862	731	121	849	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	17.4	17.5	46.1	23.7	23.7	44.9	39.5	38.3	45.6	40.8	34.6
Incr Delay (d2), s/veh	156.0	1.3	3.4	30.2	19.2	30.6	164.0	1.1	0.4	21.2	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	10.2	12.3	2.4	21.0	27.4	10.7	2.2	0.8	2.6	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	201.5	18.7	20.9	76.4	42.9	54.3	208.9	40.6	38.7	66.8	41.5	34.9
LnGrp LOS	F	B	C	E	F	F	F	D	D	E	D	C
Approach Vol, veh/h		3118			3611			333			196	
Approach Delay, s/veh		39.2			46.6			140.0			50.3	
Approach LOS		D			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	18.8	9.6	59.5	13.0	16.2	12.0	57.1				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	6.6	44.6	5.0	52.2	8.4	* 44	7.4	* 51				
Max Q Clear Time (g_c+I1), s	6.5	6.7	5.8	33.5	10.4	5.1	9.4	52.9				
Green Ext Time (p_c), s	0.0	0.6	0.0	15.9	0.0	0.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

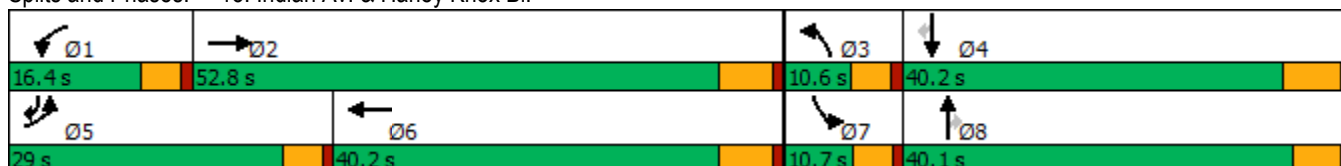


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔	↔	↕↕↔	↔↔	↕↕	↔	↔	↕	↔
Traffic Volume (vph)	648	846	75	1192	141	496	56	27	167	348
Future Volume (vph)	648	846	75	1192	141	496	56	27	167	348
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8		7	4	5
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	5
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6
Total Split (s)	29.0	52.8	16.4	40.2	10.6	40.1	40.1	10.7	40.2	29.0
Total Split (%)	24.2%	44.0%	13.7%	33.5%	8.8%	33.4%	33.4%	8.9%	33.5%	24.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	24.1	51.3	8.8	33.6	6.1	25.0	25.0	5.7	19.5	49.9
Actuated g/C Ratio	0.23	0.49	0.08	0.32	0.06	0.24	0.24	0.05	0.19	0.48
v/c Ratio	0.86	0.43	0.54	0.84	0.75	0.62	0.12	0.30	0.51	0.47
Control Delay	52.3	19.6	61.7	39.6	73.7	39.8	0.5	59.5	42.9	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	19.6	61.7	39.6	73.7	39.8	0.5	59.5	42.9	16.6
LOS	D	B	E	D	E	D	A	E	D	B
Approach Delay		32.5		40.8		43.5			26.8	
Approach LOS		C		D		D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 36.2
 Intersection LOS: D
 Intersection Capacity Utilization 78.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔	↑↑↔		↔↔	↑↑	↔	↔	↑	↔
Traffic Volume (veh/h)	648	846	150	75	1192	101	141	496	56	27	167	348
Future Volume (veh/h)	648	846	150	75	1192	101	141	496	56	27	167	348
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	697	910	152	81	1282	81	152	533	54	29	180	326
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	772	2127	354	104	1559	99	215	805	359	50	360	659
Arrive On Green	0.22	0.47	0.47	0.06	0.31	0.31	0.06	0.22	0.22	0.03	0.19	0.19
Sat Flow, veh/h	3510	4479	745	1810	4986	315	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	697	702	360	81	889	474	152	533	54	29	180	326
Grp Sat Flow(s),veh/h/ln	1755	1729	1766	1810	1729	1843	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	18.9	13.1	13.2	4.3	23.3	23.3	4.2	13.2	2.6	1.5	8.3	14.7
Cycle Q Clear(g_c), s	18.9	13.1	13.2	4.3	23.3	23.3	4.2	13.2	2.6	1.5	8.3	14.7
Prop In Lane	1.00		0.42	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	772	1642	838	104	1081	576	215	805	359	50	360	659
V/C Ratio(X)	0.90	0.43	0.43	0.78	0.82	0.82	0.71	0.66	0.15	0.58	0.50	0.49
Avail Cap(c_a), veh/h	876	1661	848	218	1216	648	215	1280	571	113	660	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	16.9	16.9	45.5	31.1	31.1	45.0	34.7	30.6	47.0	35.5	21.4
Incr Delay (d2), s/veh	10.9	0.2	0.3	4.6	4.2	7.6	8.7	0.9	0.2	3.8	1.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	4.7	4.8	2.0	9.7	10.9	2.0	5.6	1.0	0.7	3.8	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	17.1	17.3	50.0	35.3	38.7	53.7	35.6	30.8	50.8	36.6	22.0
LnGrp LOS	D	B	B	D	D	D	D	D	C	D	D	C
Approach Vol, veh/h		1759			1444			739			535	
Approach Delay, s/veh		29.4			37.3			39.0			28.5	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	52.3	10.6	24.7	26.1	36.4	7.3	28.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	11.8	47.0	6.0	34.0	24.4	34.4	6.1	* 35				
Max Q Clear Time (g_c+I1), s	6.3	15.2	6.2	16.7	20.9	25.3	3.5	15.2				
Green Ext Time (p_c), s	0.0	7.2	0.0	1.9	0.6	5.3	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

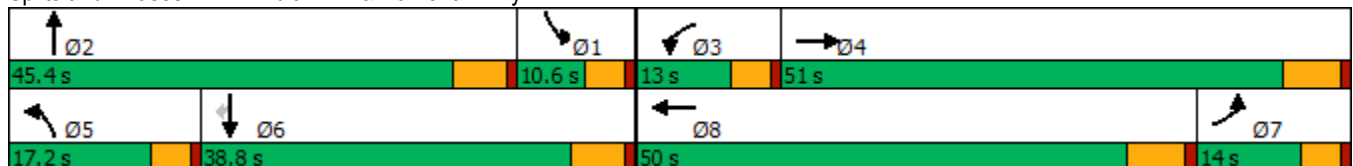


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↑↑↑	↖	↑↑	↖	↑↑	↖
Traffic Volume (vph)	419	2158	81	3283	142	238	54	115	174
Future Volume (vph)	419	2158	81	3283	142	238	54	115	174
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	14.0	51.0	13.0	50.0	17.2	45.4	10.6	38.8	38.8
Total Split (%)	11.7%	42.5%	10.8%	41.7%	14.3%	37.8%	8.8%	32.3%	32.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.5	48.1	7.8	44.1	11.4	19.2	7.9	13.7	13.7
Actuated g/C Ratio	0.10	0.48	0.08	0.44	0.11	0.19	0.08	0.14	0.14
v/c Ratio	1.29	0.76	0.59	1.24	0.71	0.41	0.38	0.24	0.48
Control Delay	190.1	25.2	64.3	140.3	63.4	35.3	54.8	39.0	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	190.1	25.2	64.3	140.3	63.4	35.3	54.8	39.0	9.9
LOS	F	C	E	F	E	D	D	D	A
Approach Delay		50.5		138.6		44.8		26.7	
Approach LOS		D		F		D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 93.6
 Intersection LOS: F
 Intersection Capacity Utilization 96.9%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔	↑↑↑		↔	↑↑		↔	↑↑	↔
Traffic Volume (veh/h)	419	2158	153	81	3283	210	142	238	40	54	115	174
Future Volume (veh/h)	419	2158	153	81	3283	210	142	238	40	54	115	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	428	2202	154	83	3350	185	145	243	30	55	117	171
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	3189	223	107	2895	157	177	376	46	155	421	188
Arrive On Green	0.10	0.51	0.51	0.06	0.45	0.45	0.10	0.12	0.12	0.09	0.12	0.12
Sat Flow, veh/h	3510	6284	439	1810	6392	347	1810	3236	395	1810	3610	1610
Grp Volume(v), veh/h	428	1717	639	83	2556	979	145	134	139	55	117	171
Grp Sat Flow(s),veh/h/ln	1755	1634	1821	1810	1634	1838	1810	1805	1826	1810	1805	1610
Q Serve(g_s), s	9.4	25.7	25.8	4.4	43.8	43.8	7.6	6.9	7.0	2.8	2.9	7.6
Cycle Q Clear(g_c), s	9.4	25.7	25.8	4.4	43.8	43.8	7.6	6.9	7.0	2.8	2.9	7.6
Prop In Lane	1.00		0.24	1.00		0.19	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	341	2488	924	107	2220	832	177	210	212	155	421	188
V/C Ratio(X)	1.25	0.69	0.69	0.78	1.15	1.18	0.82	0.64	0.65	0.35	0.28	0.91
Avail Cap(c_a), veh/h	341	2488	924	157	2220	832	236	739	748	155	1232	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	18.1	18.1	44.9	26.5	26.5	42.8	40.8	40.9	41.7	39.0	23.7
Incr Delay (d2), s/veh	136.4	0.8	2.2	7.3	73.8	92.2	11.8	3.2	3.4	0.5	0.4	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	8.5	9.9	2.1	29.9	37.9	3.9	3.1	3.3	1.2	1.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	180.1	18.9	20.3	52.2	100.3	118.6	54.6	44.0	44.3	42.2	39.4	39.1
LnGrp LOS	F	B	C	D	F	F	D	D	D	D	D	D
Approach Vol, veh/h		2784			3618			418			343	
Approach Delay, s/veh		44.0			104.1			47.8			39.7	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	17.0	10.3	55.3	14.1	17.1	15.6	50.0				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.0	* 40	8.4	44.8	12.6	33.0	9.4	* 44				
Max Q Clear Time (g_c+I1), s	4.8	9.0	6.4	27.8	9.6	9.6	11.4	45.8				
Green Ext Time (p_c), s	0.0	1.5	0.0	13.1	0.0	1.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	74.4
HCM 6th LOS	E

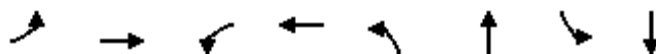
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

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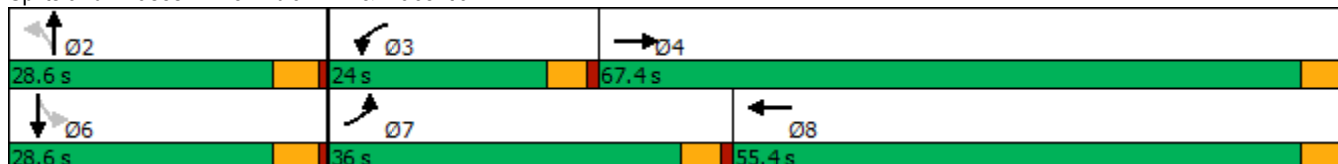


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	347	925	203	1108	50	225	42	181
Future Volume (vph)	347	925	203	1108	50	225	42	181
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	36.0	67.4	24.0	55.4	28.6	28.6	28.6	28.6
Total Split (%)	30.0%	56.2%	20.0%	46.2%	23.8%	23.8%	23.8%	23.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	26.2	63.0	16.6	53.4	15.4	15.4	15.4	15.4
Actuated g/C Ratio	0.24	0.58	0.15	0.49	0.14	0.14	0.14	0.14
v/c Ratio	0.87	0.59	0.81	0.73	0.51	0.69	0.55	0.57
Control Delay	61.4	16.9	68.1	26.9	62.0	43.3	70.0	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	16.9	68.1	26.9	62.0	43.3	70.0	34.0
LOS	E	B	E	C	E	D	E	C
Approach Delay		27.5		33.0		45.7		38.6
Approach LOS		C		C		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 32.7
 Intersection LOS: C
 Intersection Capacity Utilization 86.6%
 ICU Level of Service E
 Analysis Period (min) 15






















Splits and Phases: 15: Indian Av. & Placentia Av.



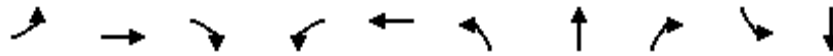
HCM 6th Signalized Intersection Summary
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	347	925	175	203	1108	71	50	225	117	42	181	112
Future Volume (veh/h)	347	925	175	203	1108	71	50	225	117	42	181	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	377	1005	164	221	1204	55	54	245	100	46	197	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	408	1767	288	251	1695	77	151	411	163	139	369	199
Arrive On Green	0.23	0.57	0.57	0.14	0.48	0.48	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1810	3107	506	1810	3516	160	1088	2524	1001	1052	2264	1221
Grp Volume(v), veh/h	377	583	586	221	618	641	54	173	172	46	155	153
Grp Sat Flow(s),veh/h/ln	1810	1805	1809	1810	1805	1871	1088	1805	1720	1052	1805	1680
Q Serve(g_s), s	22.5	22.7	22.8	13.2	29.8	29.8	5.3	9.8	10.3	4.7	8.7	9.2
Cycle Q Clear(g_c), s	22.5	22.7	22.8	13.2	29.8	29.8	14.6	9.8	10.3	15.0	8.7	9.2
Prop In Lane	1.00		0.28	1.00		0.09	1.00		0.58	1.00		0.73
Lane Grp Cap(c), veh/h	408	1027	1029	251	870	902	151	294	280	139	294	274
V/C Ratio(X)	0.92	0.57	0.57	0.88	0.71	0.71	0.36	0.59	0.61	0.33	0.53	0.56
Avail Cap(c_a), veh/h	515	1027	1029	318	870	902	206	384	366	191	384	358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	15.2	15.2	46.6	22.5	22.5	49.3	42.8	43.0	49.9	42.3	42.6
Incr Delay (d2), s/veh	17.9	2.3	2.3	17.3	4.9	4.7	1.4	1.9	2.2	1.4	1.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	9.8	9.8	7.2	13.6	14.1	1.5	4.5	4.5	1.3	4.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	17.5	17.5	64.0	27.4	27.3	50.7	44.7	45.2	51.3	43.8	44.3
LnGrp LOS	E	B	B	E	C	C	D	D	D	D	D	D
Approach Vol, veh/h		1546			1480			399			354	
Approach Delay, s/veh		27.8			32.8			45.7			45.0	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.1	19.9	67.4		23.1	29.5	57.8				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		23.5	19.4	62.8		23.5	31.4	50.8				
Max Q Clear Time (g_c+1), s		16.6	15.2	24.8		17.0	24.5	31.8				
Green Ext Time (p_c), s		1.2	0.1	10.9		1.0	0.4	9.0				
Intersection Summary												
HCM 6th Ctrl Delay				33.2								
HCM 6th LOS				C								

Timings
16: Perris Bl. & Iris Av.

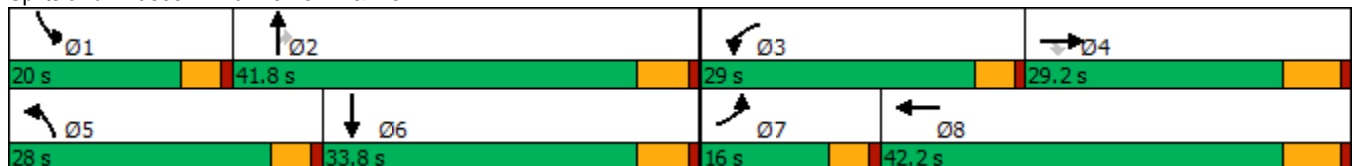


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑
Traffic Volume (vph)	50	588	147	367	774	242	1255	356	206	733
Future Volume (vph)	50	588	147	367	774	242	1255	356	206	733
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	16.0	29.2	29.2	29.0	42.2	28.0	41.8	41.8	20.0	33.8
Total Split (%)	13.3%	24.3%	24.3%	24.2%	35.2%	23.3%	34.8%	34.8%	16.7%	28.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.1	22.8	22.8	24.4	41.0	20.5	35.8	35.8	15.4	30.7
Actuated g/C Ratio	0.07	0.19	0.19	0.20	0.34	0.17	0.30	0.30	0.13	0.26
v/c Ratio	0.45	0.93	0.35	1.08	0.87	0.85	0.88	0.63	0.97	0.67
Control Delay	64.4	69.1	5.1	116.2	45.8	72.6	47.5	21.3	103.4	42.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.4	69.1	5.1	116.2	45.8	72.6	47.5	21.3	103.4	42.7
LOS	E	E	A	F	D	E	D	C	F	D
Approach Delay		56.8			65.1		45.7			55.0
Approach LOS		E			E		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 54.5
 Intersection LOS: D
 Intersection Capacity Utilization 90.3%
 ICU Level of Service E
 Analysis Period (min) 15
























Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

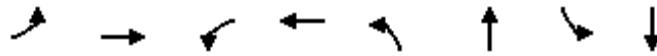
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	588	147	367	774	197	242	1255	356	206	733	77
Future Volume (veh/h)	50	588	147	367	774	197	242	1255	356	206	733	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	639	125	399	841	136	263	1364	263	224	797	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	694	309	372	1115	180	291	1527	471	235	1274	115
Arrive On Green	0.04	0.19	0.19	0.21	0.36	0.36	0.16	0.29	0.29	0.13	0.26	0.26
Sat Flow, veh/h	1810	3610	1608	1810	3107	502	1810	5187	1602	1810	4843	435
Grp Volume(v), veh/h	54	639	125	399	489	488	263	1364	263	224	568	301
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1805	1810	1729	1602	1810	1729	1820
Q Serve(g_s), s	3.5	20.6	8.1	24.4	28.3	28.3	17.0	29.9	16.5	14.6	17.2	17.4
Cycle Q Clear(g_c), s	3.5	20.6	8.1	24.4	28.3	28.3	17.0	29.9	16.5	14.6	17.2	17.4
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	70	694	309	372	648	648	291	1527	471	235	910	479
V/C Ratio(X)	0.77	0.92	0.40	1.07	0.75	0.75	0.90	0.89	0.56	0.96	0.62	0.63
Avail Cap(c_a), veh/h	174	699	311	372	648	648	356	1572	485	235	910	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	47.1	42.0	47.2	33.5	33.5	48.9	40.1	35.4	51.4	38.6	38.7
Incr Delay (d2), s/veh	6.5	17.5	0.9	67.7	5.0	5.0	20.4	6.9	1.3	45.8	1.3	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.6	3.2	17.5	12.5	12.5	9.1	13.1	6.3	9.4	7.2	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	64.6	42.9	114.9	38.5	38.5	69.4	47.0	36.7	97.2	39.9	41.3
LnGrp LOS	E	E	D	F	D	D	E	D	D	F	D	D
Approach Vol, veh/h		818			1376			1890			1093	
Approach Delay, s/veh		61.2			60.6			48.7			52.0	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	40.8	29.0	29.0	23.7	37.1	9.2	48.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	15.4	36.0	24.4	23.0	23.4	28.0	11.4	36.0				
Max Q Clear Time (g_c+I1), s	16.6	31.9	26.4	22.6	19.0	19.4	5.5	30.3				
Green Ext Time (p_c), s	0.0	3.1	0.0	0.2	0.2	3.3	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay			54.5									
HCM 6th LOS			D									

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

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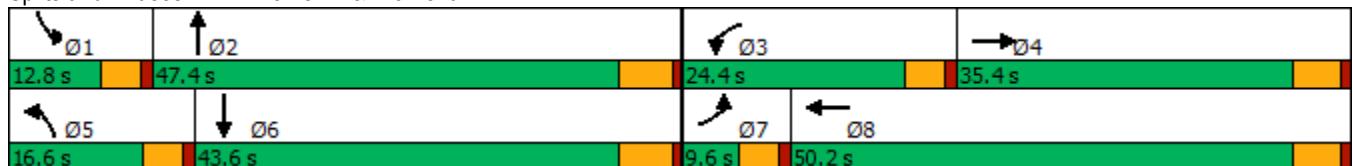


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	26	214	289	228	114	1434	113	1052
Future Volume (vph)	26	214	289	228	114	1434	113	1052
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.4	9.6	35.4	9.6	32.8	9.6	26.8
Total Split (s)	9.6	35.4	24.4	50.2	16.6	47.4	12.8	43.6
Total Split (%)	8.0%	29.5%	20.3%	41.8%	13.8%	39.5%	10.7%	36.3%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	3.2	4.0	3.2	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	27.3	21.2	46.1	11.3	43.5	8.8	41.0
Actuated g/C Ratio	0.06	0.24	0.18	0.40	0.10	0.38	0.08	0.35
v/c Ratio	0.28	0.84	0.95	0.74	0.71	0.98	0.90	0.63
Control Delay	61.7	56.9	86.9	34.5	73.1	52.0	108.7	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	56.9	86.9	34.5	73.1	52.0	108.7	33.9
LOS	E	E	F	C	E	D	F	C
Approach Delay		57.2		53.9		53.3		41.1
Approach LOS		E		D		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 50.3
 Intersection LOS: D
 Intersection Capacity Utilization 88.8%
 ICU Level of Service E
 Analysis Period (min) 15

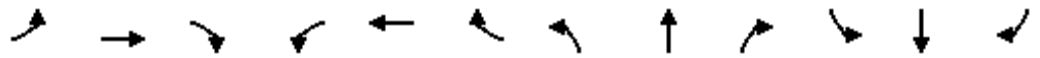
Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
 17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑↑↑		↗	↑↑↑	
Traffic Volume (veh/h)	26	214	122	289	228	263	114	1434	294	113	1052	11
Future Volume (veh/h)	26	214	122	289	228	263	114	1434	294	113	1052	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	233	79	314	248	162	124	1559	300	123	1143	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	282	95	344	365	238	161	1693	324	143	1999	19
Arrive On Green	0.06	0.21	0.21	0.19	0.34	0.34	0.09	0.39	0.37	0.08	0.38	0.36
Sat Flow, veh/h	1810	1356	460	1810	1073	701	1810	4370	837	1810	5298	51
Grp Volume(v), veh/h	28	0	312	314	0	410	124	1232	627	123	746	408
Grp Sat Flow(s),veh/h/ln	1810	0	1816	1810	0	1773	1810	1729	1749	1810	1729	1891
Q Serve(g_s), s	1.7	0.0	18.3	19.0	0.0	22.1	7.5	37.8	38.2	7.5	19.1	19.1
Cycle Q Clear(g_c), s	1.7	0.0	18.3	19.0	0.0	22.1	7.5	37.8	38.2	7.5	19.1	19.1
Prop In Lane	1.00		0.25	1.00		0.40	1.00		0.48	1.00		0.03
Lane Grp Cap(c), veh/h	104	0	377	344	0	603	161	1339	678	143	1305	714
V/C Ratio(X)	0.27	0.00	0.83	0.91	0.00	0.68	0.77	0.92	0.93	0.86	0.57	0.57
Avail Cap(c_a), veh/h	104	0	511	344	0	734	204	1345	680	143	1305	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	0.0	42.3	44.3	0.0	31.6	49.7	32.5	33.1	50.8	27.6	27.6
Incr Delay (d2), s/veh	0.5	0.0	8.1	27.3	0.0	1.9	9.6	10.4	18.6	36.9	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	8.8	10.9	0.0	9.5	3.7	16.7	18.7	4.8	7.6	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	0.0	50.4	71.6	0.0	33.5	59.3	42.9	51.7	87.7	28.2	28.7
LnGrp LOS	D	A	D	E	A	C	E	D	D	F	C	C
Approach Vol, veh/h		340			724			1983			1277	
Approach Delay, s/veh		50.4			50.0			46.7			34.1	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	47.2	24.4	27.2	13.9	46.1	9.6	42.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	8.2	41.6	19.8	30.0	12.0	37.8	5.0	44.8				
Max Q Clear Time (g_c+I1), s	9.5	40.2	21.0	20.3	9.5	21.1	3.7	24.1				
Green Ext Time (p_c), s	0.0	1.2	0.0	1.2	0.0	6.5	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

Timings

Stoneridge Commerce Center SP (JN 13265)

20: Perris Bl. & Harley Knox Bl.

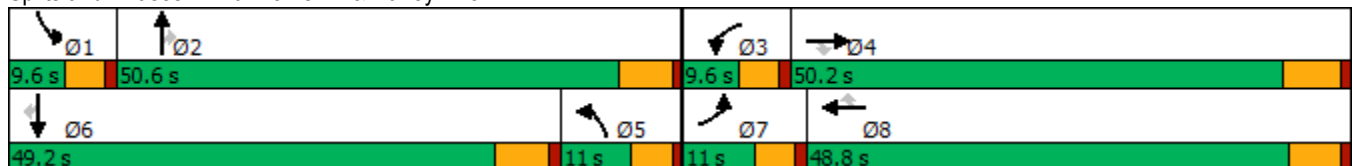
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	656	54	17	601	246	336	1564	23	105	1007	402
Future Volume (vph)	324	656	54	17	601	246	336	1564	23	105	1007	402
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	50.2	50.2	9.6	48.8	48.8	11.0	50.6	50.6	9.6	49.2	49.2
Total Split (%)	9.2%	41.8%	41.8%	8.0%	40.7%	40.7%	9.2%	42.2%	42.2%	8.0%	41.0%	41.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	31.0	31.0	5.1	23.5	23.5	14.0	40.5	40.5	5.1	31.6	31.6
Actuated g/C Ratio	0.07	0.32	0.32	0.05	0.24	0.24	0.14	0.42	0.42	0.05	0.33	0.33
v/c Ratio	1.49	0.62	0.09	0.10	0.52	0.52	0.72	0.78	0.03	0.62	0.65	0.68
Control Delay	276.1	31.4	0.3	51.5	32.9	16.1	51.5	28.7	0.1	63.9	30.1	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	276.1	31.4	0.3	51.5	32.9	16.1	51.5	28.7	0.1	63.9	30.1	22.4
LOS	F	C	A	D	C	B	D	C	A	E	C	C
Approach Delay		106.4			28.5			32.3			30.4	
Approach LOS		F			C			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 96.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.49	
Intersection Signal Delay: 45.5	Intersection LOS: D
Intersection Capacity Utilization 74.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	324	656	54	17	601	246	336	1564	23	105	1007	402
Future Volume (veh/h)	324	656	54	17	601	246	336	1564	23	105	1007	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	352	713	54	18	653	175	365	1700	22	114	1095	330
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	255	933	416	71	1069	332	542	2219	689	187	1623	503
Arrive On Green	0.07	0.26	0.26	0.02	0.21	0.21	0.15	0.43	0.43	0.05	0.31	0.31
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	352	713	54	18	653	175	365	1700	22	114	1095	330
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	6.4	16.1	1.4	0.4	10.1	8.5	8.7	24.6	0.7	2.8	16.2	11.3
Cycle Q Clear(g_c), s	6.4	16.1	1.4	0.4	10.1	8.5	8.7	24.6	0.7	2.8	16.2	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	933	416	71	1069	332	542	2219	689	187	1623	503
V/C Ratio(X)	1.38	0.76	0.13	0.25	0.61	0.53	0.67	0.77	0.03	0.61	0.67	0.66
Avail Cap(c_a), veh/h	255	1801	803	199	2529	785	542	2635	818	199	2553	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	30.2	9.3	42.5	31.8	31.2	35.2	21.5	14.6	40.9	26.4	13.7
Incr Delay (d2), s/veh	194.4	1.3	0.1	0.7	0.6	1.3	2.7	1.2	0.0	3.2	0.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	6.6	0.8	0.2	4.0	3.2	3.7	9.1	0.2	1.2	6.2	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	235.3	31.6	9.4	43.2	32.4	32.5	37.8	22.6	14.7	44.0	26.9	15.1
LnGrp LOS	F	C	A	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		1119			846			2087			1539	
Approach Delay, s/veh		94.6			32.6			25.2			25.6	
Approach LOS		F			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	43.5	6.4	29.0	19.4	33.4	11.0	24.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	44.8	5.0	44.0	6.4	* 43	6.4	* 43				
Max Q Clear Time (g_c+I1), s	4.8	26.6	2.4	18.1	10.7	18.2	8.4	12.1				
Green Ext Time (p_c), s	0.0	11.1	0.0	4.7	0.0	9.2	0.0	5.0				

Intersection Summary

HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

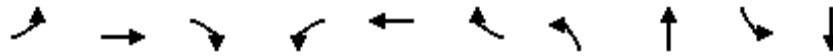
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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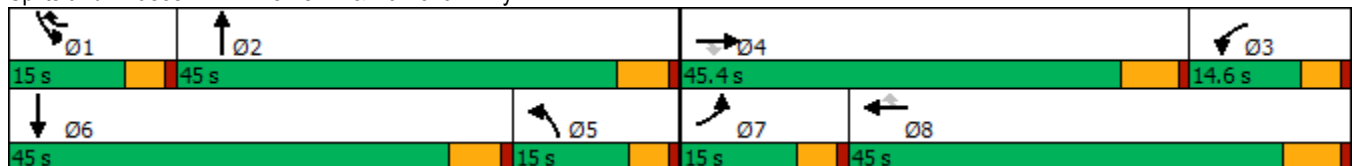


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	464	1542	247	212	2791	388	484	1129	252	506
Future Volume (vph)	464	1542	247	212	2791	388	484	1129	252	506
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	1	5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	1	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	9.6	38.8	9.6	41.8
Total Split (s)	15.0	45.4	45.4	14.6	45.0	15.0	15.0	45.0	15.0	45.0
Total Split (%)	12.5%	37.8%	37.8%	12.2%	37.5%	12.5%	12.5%	37.5%	12.5%	37.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.4	35.9	35.9	13.4	38.9	50.7	21.5	34.9	10.2	23.5
Actuated g/C Ratio	0.09	0.31	0.31	0.12	0.34	0.44	0.19	0.30	0.09	0.20
v/c Ratio	1.46	0.67	0.38	0.52	1.11	0.52	0.74	0.77	0.81	0.68
Control Delay	259.0	36.2	5.3	55.1	94.0	17.2	52.5	39.3	72.6	38.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	259.0	36.2	5.3	55.1	94.0	17.2	52.5	39.3	72.6	38.2
LOS	F	D	A	E	F	B	D	D	E	D
Approach Delay		78.7			82.8			42.9		46.5
Approach LOS		E			F			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 68.9
 Intersection LOS: E
 Intersection Capacity Utilization 103.9%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑↑	
Traffic Volume (veh/h)	464	1542	247	212	2791	388	484	1129	155	252	506	289
Future Volume (veh/h)	464	1542	247	212	2791	388	484	1129	155	252	506	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	473	1573	191	216	2848	274	494	1152	110	257	516	236
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	336	2209	467	484	2630	697	583	1456	139	318	761	318
Arrive On Green	0.09	0.29	0.29	0.13	0.35	0.35	0.16	0.28	0.28	0.09	0.20	0.20
Sat Flow, veh/h	3619	7600	1605	3619	7600	1605	3619	5123	489	3619	3800	1589
Grp Volume(v), veh/h	473	1573	191	216	2848	274	494	854	408	257	516	236
Grp Sat Flow(s),veh/h/ln	1810	1900	1605	1810	1900	1605	1810	1900	1811	1810	1900	1589
Q Serve(g_s), s	10.4	20.8	10.7	6.2	38.8	13.1	14.9	23.3	23.3	7.8	14.1	15.6
Cycle Q Clear(g_c), s	10.4	20.8	10.7	6.2	38.8	13.1	14.9	23.3	23.3	7.8	14.1	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	336	2209	467	484	2630	697	583	1080	515	318	761	318
V/C Ratio(X)	1.41	0.71	0.41	0.45	1.08	0.39	0.85	0.79	0.79	0.81	0.68	0.74
Avail Cap(c_a), veh/h	336	2657	561	484	2630	697	583	1328	633	336	1328	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	35.6	32.0	44.7	36.7	21.7	45.7	37.0	37.1	50.2	41.5	42.1
Incr Delay (d2), s/veh	201.0	0.7	0.6	0.2	44.8	0.4	10.6	2.7	5.5	12.0	1.1	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	9.2	4.0	2.7	24.9	4.6	7.3	10.7	10.6	4.0	6.5	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	251.9	36.3	32.6	45.0	81.4	22.0	56.3	39.7	42.6	62.2	42.6	45.5
LnGrp LOS	F	D	C	D	F	C	E	D	D	E	D	D
Approach Vol, veh/h		2237			3338			1756			1009	
Approach Delay, s/veh		81.6			74.2			45.1			48.2	
Approach LOS		F			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.4	37.7	21.2	38.8	23.9	28.3	15.0	45.0				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	10.4	39.2	10.0	* 39	10.4	* 39	10.4	38.8				
Max Q Clear Time (g_c+I1), s	9.8	25.3	8.2	22.8	16.9	17.6	12.4	40.8				
Green Ext Time (p_c), s	0.0	6.6	0.1	9.8	0.0	4.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	66.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

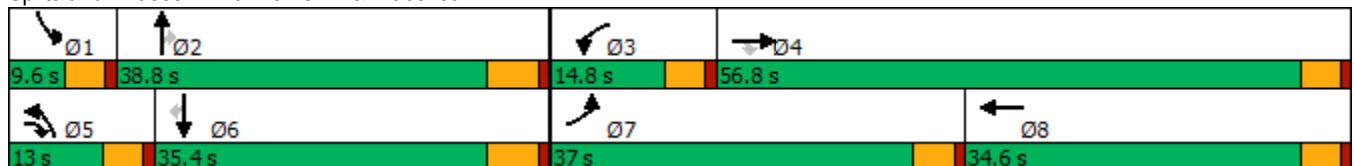


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (vph)	248	140	97	65	283	101	1208	53	44	806	112
Future Volume (vph)	248	140	97	65	283	101	1208	53	44	806	112
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	9.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	37.0	56.8	13.0	14.8	34.6	13.0	38.8	38.8	9.6	35.4	35.4
Total Split (%)	30.8%	47.3%	10.8%	12.3%	28.8%	10.8%	32.3%	32.3%	8.0%	29.5%	29.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.7	33.2	46.6	7.9	19.7	8.6	32.2	32.2	5.2	26.1	26.1
Actuated g/C Ratio	0.20	0.36	0.50	0.08	0.21	0.09	0.34	0.34	0.06	0.28	0.28
v/c Ratio	0.75	0.12	0.12	0.46	0.72	0.67	0.73	0.09	0.48	0.61	0.22
Control Delay	50.2	22.2	3.6	55.8	28.4	66.7	32.3	0.3	65.5	32.4	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	22.2	3.6	55.8	28.4	66.7	32.3	0.3	65.5	32.4	5.2
LOS	D	C	A	E	C	E	C	A	E	C	A
Approach Delay		32.9			31.2		33.6			30.8	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 93.4
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 32.3
 Intersection LOS: C
 Intersection Capacity Utilization 74.8%
 ICU Level of Service D
 Analysis Period (min) 15
























Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	248	140	97	65	283	293	101	1208	53	44	806	112
Future Volume (veh/h)	248	140	97	65	283	293	101	1208	53	44	806	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	270	152	101	71	308	204	110	1313	49	48	876	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	315	1181	652	92	429	277	140	1747	542	74	1557	483
Arrive On Green	0.17	0.33	0.33	0.05	0.20	0.20	0.08	0.34	0.34	0.04	0.30	0.30
Sat Flow, veh/h	1810	3610	1610	1810	2103	1358	1810	5187	1610	1810	5187	1609
Grp Volume(v), veh/h	270	152	101	71	263	249	110	1313	49	48	876	117
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1656	1810	1729	1610	1810	1729	1609
Q Serve(g_s), s	11.6	2.4	3.2	3.1	10.9	11.3	4.8	18.0	1.7	2.1	11.4	4.4
Cycle Q Clear(g_c), s	11.6	2.4	3.2	3.1	10.9	11.3	4.8	18.0	1.7	2.1	11.4	4.4
Prop In Lane	1.00		1.00	1.00		0.82	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	1181	652	92	368	338	140	1747	542	74	1557	483
V/C Ratio(X)	0.86	0.13	0.16	0.77	0.72	0.74	0.78	0.75	0.09	0.65	0.56	0.24
Avail Cap(c_a), veh/h	731	2349	1172	230	675	619	189	2133	662	113	1914	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	19.0	15.2	37.6	29.8	29.9	36.3	23.6	18.2	37.9	23.6	21.2
Incr Delay (d2), s/veh	2.6	0.0	0.1	5.0	2.6	3.1	9.7	1.2	0.1	3.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	1.0	1.2	1.5	4.9	4.7	2.4	6.8	0.6	0.9	4.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	19.0	15.3	42.7	32.4	33.1	46.0	24.8	18.3	41.4	24.0	21.4
LnGrp LOS	C	B	B	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		523			583			1472			1041	
Approach Delay, s/veh		26.5			33.9			26.2			24.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	32.8	8.7	30.8	10.8	29.9	18.6	21.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	5.0	33.0	10.2	52.2	8.4	29.6	32.4	30.0				
Max Q Clear Time (g_c+I1), s	4.1	20.0	5.1	5.2	6.8	13.4	13.6	13.3				
Green Ext Time (p_c), s	0.0	6.9	0.0	1.4	0.0	5.4	0.4	3.1				
Intersection Summary												
HCM 6th Ctrl Delay				27.0								
HCM 6th LOS				C								

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

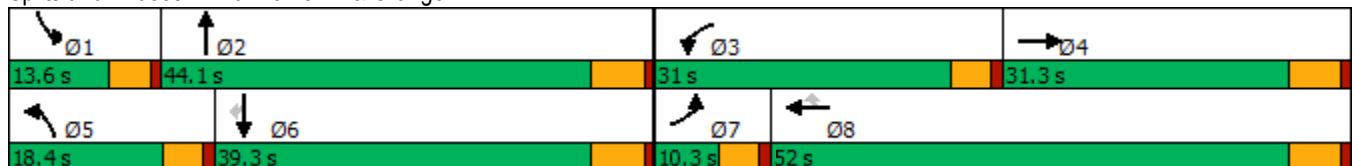


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↕	↘	↕	↗	↘	↕	↘	↕	↗
Traffic Volume (vph)	20	315	217	564	195	222	908	125	652	46
Future Volume (vph)	20	315	217	564	195	222	908	125	652	46
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.3	31.0	52.0	52.0	18.4	44.1	13.6	39.3	39.3
Total Split (%)	8.6%	26.1%	25.8%	43.3%	43.3%	15.3%	36.8%	11.3%	32.8%	32.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	18.4	17.1	36.9	36.9	10.9	28.6	7.8	25.5	25.5
Actuated g/C Ratio	0.06	0.20	0.18	0.39	0.39	0.12	0.31	0.08	0.27	0.27
v/c Ratio	0.21	0.71	0.71	0.43	0.28	0.59	0.71	0.46	0.50	0.09
Control Delay	54.6	37.4	50.4	23.3	4.4	48.7	31.8	50.9	31.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	37.4	50.4	23.3	4.4	48.7	31.8	50.9	31.2	0.3
LOS	D	D	D	C	A	D	C	D	C	A
Approach Delay		38.1		25.5			34.8		32.5	
Approach LOS		D		C			C		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 93.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 32.2
 Intersection LOS: C
 Intersection Capacity Utilization 68.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	↗
Traffic Volume (veh/h)	20	315	168	217	564	195	222	908	120	125	652	46
Future Volume (veh/h)	20	315	168	217	564	195	222	908	120	125	652	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	339	140	233	606	159	239	976	105	134	701	37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	478	194	280	1157	515	337	1454	156	225	1420	440
Arrive On Green	0.02	0.19	0.19	0.15	0.32	0.32	0.10	0.31	0.31	0.06	0.27	0.27
Sat Flow, veh/h	1810	2506	1016	1810	3610	1606	3510	4755	510	3510	5187	1607
Grp Volume(v), veh/h	22	242	237	233	606	159	239	709	372	134	701	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1717	1810	1805	1606	1755	1729	1807	1755	1729	1607
Q Serve(g_s), s	0.9	9.2	9.4	9.1	10.0	5.4	4.8	13.1	13.1	2.7	8.3	1.2
Cycle Q Clear(g_c), s	0.9	9.2	9.4	9.1	10.0	5.4	4.8	13.1	13.1	2.7	8.3	1.2
Prop In Lane	1.00		0.59	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	45	344	327	280	1157	515	337	1057	552	225	1420	440
V/C Ratio(X)	0.49	0.70	0.72	0.83	0.52	0.31	0.71	0.67	0.67	0.60	0.49	0.08
Avail Cap(c_a), veh/h	141	631	600	655	2285	1017	664	1815	948	433	2381	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	27.6	27.7	29.9	20.2	18.7	32.0	22.1	22.1	33.2	22.3	19.7
Incr Delay (d2), s/veh	3.1	2.6	3.0	2.5	0.4	0.3	1.0	0.7	1.4	0.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.8	3.8	3.8	3.8	1.9	1.9	4.8	5.1	1.1	3.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	30.2	30.7	32.4	20.6	19.0	33.0	22.9	23.6	34.2	22.5	19.8
LnGrp LOS	D	C	C	C	C	B	C	C	C	C	C	B
Approach Vol, veh/h		501			998			1320			872	
Approach Delay, s/veh		30.8			23.1			24.9			24.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	28.1	15.9	19.7	11.6	25.8	6.4	29.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	9.0	38.3	26.4	25.5	13.8	33.5	5.7	46.2				
Max Q Clear Time (g_c+1), s	4.7	15.1	11.1	11.4	6.8	10.3	2.9	12.0				
Green Ext Time (p_c), s	0.1	7.0	0.3	2.2	0.2	4.6	0.0	4.6				
Intersection Summary												
HCM 6th Ctrl Delay			25.1									
HCM 6th LOS			C									

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

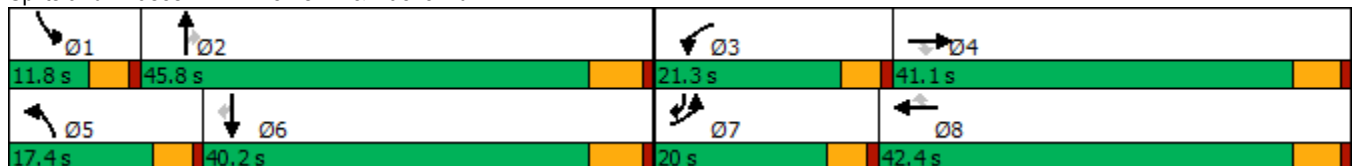
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	522	907	111	282	1028	198	241	672	296	196	523	324
Future Volume (vph)	522	907	111	282	1028	198	241	672	296	196	523	324
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	20.0	41.1	41.1	21.3	42.4	42.4	17.4	45.8	45.8	11.8	40.2	20.0
Total Split (%)	16.7%	34.3%	34.3%	17.8%	35.3%	35.3%	14.5%	38.2%	38.2%	9.8%	33.5%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.5	39.1	39.1	13.5	37.1	37.1	11.5	29.7	29.7	7.2	25.5	42.2
Actuated g/C Ratio	0.14	0.36	0.36	0.12	0.34	0.34	0.10	0.27	0.27	0.07	0.23	0.38
v/c Ratio	1.15	0.77	0.20	0.72	0.92	0.34	0.72	0.75	0.55	0.93	0.68	0.31
Control Delay	133.3	37.9	3.3	56.8	48.5	11.2	60.3	41.7	13.2	96.0	42.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	133.3	37.9	3.3	56.8	48.5	11.2	60.3	41.7	13.2	96.0	42.9	14.9
LOS	F	D	A	E	D	B	E	D	B	F	D	B
Approach Delay		67.7			45.2			38.4			44.2	
Approach LOS		E			D			D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 110	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 50.0	Intersection LOS: D
Intersection Capacity Utilization 89.6%	ICU Level of Service E
Analysis Period (min) 15	





























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 				
Traffic Volume (veh/h)	522	907	111	282	1028	198	241	672	296	196	523	324
Future Volume (veh/h)	522	907	111	282	1028	198	241	672	296	196	523	324
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.98	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	567	986	86	307	1117	149	262	730	229	213	568	248
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	488	1320	537	373	1202	526	324	1008	426	228	908	1095
Arrive On Green	0.14	0.37	0.37	0.11	0.33	0.33	0.09	0.28	0.28	0.06	0.25	0.25
Sat Flow, veh/h	3510	3610	1468	3510	3610	1578	3510	3610	1527	3510	3610	2789
Grp Volume(v), veh/h	567	986	86	307	1117	149	262	730	229	213	568	248
Grp Sat Flow(s),veh/h/ln	1755	1805	1468	1755	1805	1578	1755	1805	1527	1755	1805	1394
Q Serve(g_s), s	15.4	26.4	4.4	9.5	33.1	7.7	8.1	20.3	14.1	6.7	15.5	6.6
Cycle Q Clear(g_c), s	15.4	26.4	4.4	9.5	33.1	7.7	8.1	20.3	14.1	6.7	15.5	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	488	1320	537	373	1202	526	324	1008	426	228	908	1095
V/C Ratio(X)	1.16	0.75	0.16	0.82	0.93	0.28	0.81	0.72	0.54	0.93	0.63	0.23
Avail Cap(c_a), veh/h	488	1320	537	529	1205	527	405	1303	551	228	1120	1259
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	30.7	23.7	48.5	35.7	27.2	49.3	36.1	33.9	51.6	36.8	22.6
Incr Delay (d2), s/veh	93.8	2.4	0.1	4.8	12.5	0.3	7.5	1.4	1.1	41.2	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	11.4	1.5	4.3	16.0	2.9	3.8	8.7	5.2	4.2	6.7	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	141.5	33.1	23.8	53.4	48.2	27.5	56.8	37.5	34.9	92.8	37.6	22.7
LnGrp LOS	F	C	C	D	D	C	E	D	C	F	D	C
Approach Vol, veh/h		1639			1573			1221			1029	
Approach Delay, s/veh		70.1			47.3			41.2			45.4	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	36.7	16.4	45.9	14.8	33.7	20.0	42.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.2	40.0	16.7	35.7	12.8	34.4	15.4	37.0				
Max Q Clear Time (g_c+I1), s	8.7	22.3	11.5	28.4	10.1	17.5	17.4	35.1				
Green Ext Time (p_c), s	0.0	5.1	0.3	3.8	0.1	4.1	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay				52.4								
HCM 6th LOS				D								

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖↗	↖	↗		
Traffic Volume (vph)	53	730	839	5	6		
Future Volume (vph)	53	730	839	5	6		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	9.9	31.8	35.0	78.6	43.6	9.6	31.5
Total Split (%)	8.3%	26.5%	29.2%	65.5%	36.3%	8%	26%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	11.3	14.3	25.9	29.0	14.6		
Actuated g/C Ratio	0.20	0.25	0.46	0.51	0.26		
v/c Ratio	0.16	0.65	0.57	0.01	0.02		
Control Delay	30.4	2.8	18.5	7.2	14.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	30.4	2.8	18.5	7.2	14.9		
LOS	C	A	B	A	B		
Approach Delay				18.4	14.9		
Approach LOS				B	B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 56.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖↗	↗			↖↗	
Traffic Volume (veh/h)	53	0	730	0	0	0	839	5	0	0	6	7
Future Volume (veh/h)	53	0	730	0	0	0	839	5	0	0	6	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	58	0	304	0	0	0	912	5	0	0	7	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	460	390	4	137	0	1150	924	0	0	87	75
Arrive On Green	0.06	0.00	0.24	0.00	0.00	0.00	0.33	0.49	0.00	0.00	0.05	0.05
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	3510	1900	0	0	1936	1579
Grp Volume(v), veh/h	58	0	304	0	0	0	912	5	0	0	7	7
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1755	1900	0	0	1805	1616
Q Serve(g_s), s	1.3	0.0	7.3	0.0	0.0	0.0	9.7	0.1	0.0	0.0	0.1	0.2
Cycle Q Clear(g_c), s	1.3	0.0	7.3	0.0	0.0	0.0	9.7	0.1	0.0	0.0	0.1	0.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		0.98
Lane Grp Cap(c), veh/h	106	460	390	4	137	0	1150	924	0	0	86	77
V/C Ratio(X)	0.54	0.00	0.78	0.00	0.00	0.00	0.79	0.01	0.00	0.00	0.08	0.09
Avail Cap(c_a), veh/h	232	1197	1014	219	1238	0	2585	3369	0	0	1670	1495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	14.6	0.0	0.0	0.0	12.6	5.5	0.0	0.0	18.8	18.8
Incr Delay (d2), s/veh	1.6	0.0	3.4	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.6	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	18.0	0.0	0.0	0.0	13.1	5.5	0.0	0.0	19.2	19.3
LnGrp LOS	C	A	B	A	A	A	B	A	A	A	B	B
Approach Vol, veh/h		362			0			917			14	
Approach Delay, s/veh		18.4			0.0			13.1			19.3	
Approach LOS		B						B			B	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		25.5	0.0	15.8	18.1	7.4	7.0	8.8				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.2	5.0	26.0	30.4	38.2	5.3	* 27				
Max Q Clear Time (g_c+I1), s		2.1	0.0	9.3	11.7	2.2	3.3	0.0				
Green Ext Time (p_c), s		0.0	0.0	0.9	1.8	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

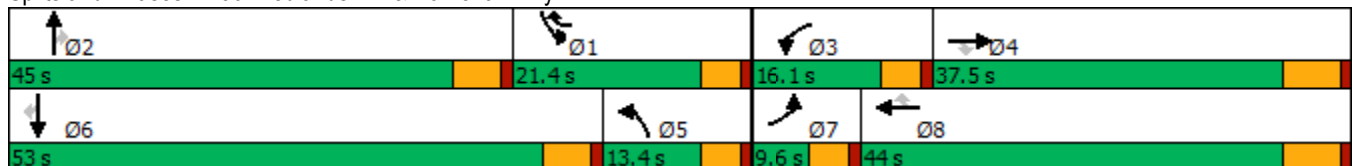
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	1869	65	198	3557	750	48	42	320	415	105	74
Future Volume (vph)	118	1869	65	198	3557	750	48	42	320	415	105	74
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	9.6	9.6	41.4	41.4	9.6	23.4	23.4
Total Split (s)	9.6	37.5	37.5	16.1	44.0	21.4	13.4	45.0	45.0	21.4	53.0	53.0
Total Split (%)	8.0%	31.3%	31.3%	13.4%	36.7%	17.8%	11.2%	37.5%	37.5%	17.8%	44.2%	44.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	33.8	33.8	9.5	38.2	55.1	17.1	17.2	17.2	15.2	19.8	19.8
Actuated g/C Ratio	0.05	0.35	0.35	0.10	0.39	0.57	0.18	0.18	0.18	0.16	0.20	0.20
v/c Ratio	0.67	0.59	0.10	0.58	0.99	0.70	0.16	0.13	0.77	0.76	0.28	0.17
Control Delay	66.3	28.3	0.3	50.4	42.4	7.4	31.8	32.9	26.3	49.9	40.9	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	28.3	0.3	50.4	42.4	7.4	31.8	32.9	26.3	49.9	40.9	0.8
LOS	E	C	A	D	D	A	C	C	C	D	D	A
Approach Delay		29.6			37.0			27.7			42.2	
Approach LOS		C			D			C			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 96.8	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 34.9	Intersection LOS: C
Intersection Capacity Utilization 91.3%	ICU Level of Service F
Analysis Period (min) 15	


































Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

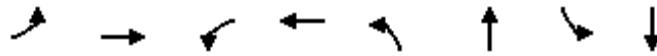
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	   		 	   					 		
Traffic Volume (veh/h)	118	1869	65	198	3557	750	48	42	320	415	105	74
Future Volume (veh/h)	118	1869	65	198	3557	750	48	42	320	415	105	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	1947	52	206	3705	557	50	44	161	432	109	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	3166	528	272	3428	795	538	484	383	501	181	147
Arrive On Green	0.07	0.50	0.33	0.11	0.54	0.36	0.30	0.25	0.25	0.14	0.10	0.10
Sat Flow, veh/h	3510	9500	1585	3619	9500	1585	1810	1900	1504	3619	1900	1544
Grp Volume(v), veh/h	123	1947	52	206	3705	557	50	44	161	432	109	56
Grp Sat Flow(s),veh/h/ln	1755	1900	1585	1810	1900	1585	1810	1900	1504	1810	1900	1544
Q Serve(g_s), s	3.6	15.5	0.9	5.8	37.8	7.7	2.1	1.9	7.2	12.2	5.8	3.0
Cycle Q Clear(g_c), s	3.6	15.5	0.9	5.8	37.8	7.7	2.1	1.9	7.2	12.2	5.8	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	3166	528	272	3428	795	538	484	383	501	181	147
V/C Ratio(X)	0.73	0.61	0.10	0.76	1.08	0.70	0.09	0.09	0.42	0.86	0.60	0.38
Avail Cap(c_a), veh/h	168	3166	528	397	3428	795	538	718	568	580	863	702
HCM Platoon Ratio	1.50	1.50	1.00	1.50	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	21.3	3.8	45.5	24.0	8.8	26.6	29.8	19.4	44.2	45.5	31.5
Incr Delay (d2), s/veh	13.6	0.4	0.1	2.3	42.4	2.8	0.0	0.1	0.7	10.2	3.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.5	0.8	2.5	19.5	5.0	0.9	0.8	3.2	6.0	2.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	21.7	3.9	47.8	66.4	11.6	26.6	29.9	20.1	54.4	48.6	33.1
LnGrp LOS	E	C	A	D	F	B	C	C	C	D	D	C
Approach Vol, veh/h		2122			4468			255			597	
Approach Delay, s/veh		23.6			58.8			23.1			51.4	
Approach LOS		C			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	32.1	12.5	41.1	35.8	15.4	9.6	44.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	16.8	39.6	11.5	31.3	8.8	47.6	5.0	37.8				
Max Q Clear Time (g_c+1), s	14.2	9.2	7.8	17.5	4.1	7.8	5.6	39.8				
Green Ext Time (p_c), s	0.3	0.8	0.1	10.1	0.0	0.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			46.9									
HCM 6th LOS			D									

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

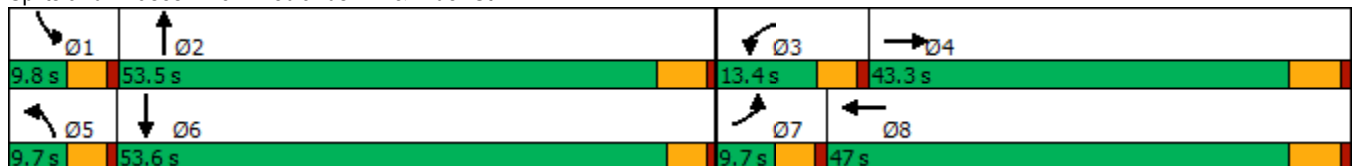


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↕↗	↘	↕↗	↘	↗	↘	↗
Traffic Volume (vph)	39	518	19	1172	7	42	21	45
Future Volume (vph)	39	518	19	1172	7	42	21	45
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	9.6	27.4	9.6	26.6
Total Split (s)	9.7	43.3	13.4	47.0	9.7	53.5	9.8	53.6
Total Split (%)	8.1%	36.1%	11.2%	39.2%	8.1%	44.6%	8.2%	44.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	5.3	44.4	5.9	43.0	5.2	19.3	5.3	21.9
Actuated g/C Ratio	0.06	0.54	0.07	0.52	0.06	0.23	0.06	0.27
v/c Ratio	0.37	0.31	0.16	0.68	0.07	0.81	0.20	0.23
Control Delay	53.0	15.0	45.8	21.3	46.3	25.5	48.3	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.0	15.0	45.8	21.3	46.3	25.5	48.3	12.4
LOS	D	B	D	C	D	C	D	B
Approach Delay		17.5		21.7		25.8		18.2
Approach LOS		B		C		C		B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 82.3	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	39	518	40	19	1172	6	7	42	390	21	45	65
Future Volume (veh/h)	39	518	40	19	1172	6	7	42	390	21	45	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	563	43	21	1274	7	8	46	424	23	49	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	1449	110	40	1524	8	18	52	476	43	236	342
Arrive On Green	0.03	0.43	0.43	0.02	0.41	0.41	0.01	0.32	0.32	0.02	0.34	0.34
Sat Flow, veh/h	1810	3399	259	1810	3681	20	1810	160	1475	1810	701	1016
Grp Volume(v), veh/h	42	298	308	21	625	656	8	0	470	23	0	120
Grp Sat Flow(s),veh/h/ln	1810	1805	1853	1810	1805	1896	1810	0	1635	1810	0	1717
Q Serve(g_s), s	2.3	11.3	11.4	1.1	30.9	30.9	0.4	0.0	27.2	1.3	0.0	5.0
Cycle Q Clear(g_c), s	2.3	11.3	11.4	1.1	30.9	30.9	0.4	0.0	27.2	1.3	0.0	5.0
Prop In Lane	1.00		0.14	1.00		0.01	1.00		0.90	1.00		0.59
Lane Grp Cap(c), veh/h	62	770	790	40	747	785	18	0	528	43	0	578
V/C Ratio(X)	0.67	0.39	0.39	0.52	0.84	0.84	0.44	0.00	0.89	0.54	0.00	0.21
Avail Cap(c_a), veh/h	93	770	790	160	747	785	93	0	790	95	0	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.5	19.6	19.6	48.1	26.1	26.1	49.0	0.0	32.0	48.0	0.0	23.5
Incr Delay (d2), s/veh	4.6	1.5	1.4	3.9	10.7	10.3	6.2	0.0	8.6	3.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.7	4.8	0.5	14.3	14.9	0.2	0.0	11.4	0.6	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	21.1	21.1	52.0	36.8	36.4	55.2	0.0	40.6	51.9	0.0	23.7
LnGrp LOS	D	C	C	D	D	D	E	A	D	D	A	C
Approach Vol, veh/h		648			1302			478				143
Approach Delay, s/veh		23.1			36.9			40.9				28.3
Approach LOS		C			D			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	37.5	6.8	48.2	5.6	38.9	8.0	47.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	5.8				
Max Green Setting (Gmax), s	5.2	48.1	8.8	37.5	5.1	* 49	5.1	41.2				
Max Q Clear Time (g_c+I1), s	3.3	29.2	3.1	13.4	2.4	7.0	4.3	32.9				
Green Ext Time (p_c), s	0.0	2.9	0.0	3.3	0.0	0.8	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

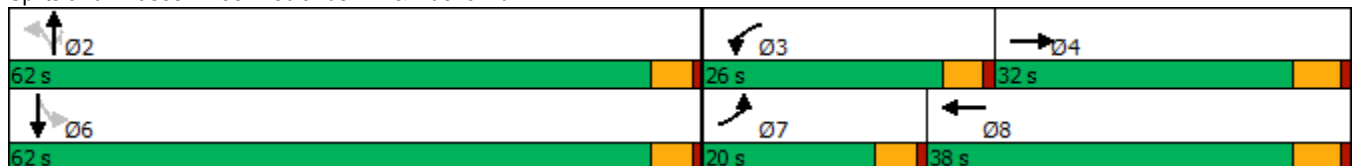


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↗		↕
Traffic Volume (vph)	82	987	266	1536	171	307	186	53	307
Future Volume (vph)	82	987	266	1536	171	307	186	53	307
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	20.0	32.0	26.0	38.0	62.0	62.0	62.0	62.0	62.0
Total Split (%)	16.7%	26.7%	21.7%	31.7%	51.7%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	27.1	19.3	39.8	33.7	33.7	33.7		33.7
Actuated g/C Ratio	0.10	0.29	0.20	0.42	0.36	0.36	0.36		0.36
v/c Ratio	0.51	0.91	0.79	0.80	0.88	0.50	0.29		0.91
Control Delay	54.3	43.9	54.3	30.9	67.4	26.2	3.9		50.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	54.3	43.9	54.3	30.9	67.4	26.2	3.9		50.4
LOS	D	D	D	C	E	C	A		D
Approach Delay		44.6		34.3		30.6			50.4
Approach LOS		D		C		C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.9
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 38.6
 Intersection LOS: D
 Intersection Capacity Utilization 97.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	987	206	266	1536	54	171	307	186	53	307	104
Future Volume (veh/h)	82	987	206	266	1536	54	171	307	186	53	307	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	1073	183	289	1670	52	186	334	149	58	334	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	1193	203	323	1992	62	308	758	642	95	464	123
Arrive On Green	0.06	0.27	0.27	0.18	0.39	0.39	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1810	4410	751	1810	5164	161	976	1900	1608	133	1163	307
Grp Volume(v), veh/h	89	841	415	289	1118	604	186	334	149	485	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1703	1810	1729	1866	976	1900	1608	1602	0	0
Q Serve(g_s), s	4.7	22.5	22.6	15.0	28.2	28.3	7.3	12.3	5.9	13.1	0.0	0.0
Cycle Q Clear(g_c), s	4.7	22.5	22.6	15.0	28.2	28.3	32.7	12.3	5.9	25.4	0.0	0.0
Prop In Lane	1.00		0.44	1.00		0.09	1.00		1.00	0.12		0.19
Lane Grp Cap(c), veh/h	115	935	461	323	1334	720	308	758	642	681	0	0
V/C Ratio(X)	0.78	0.90	0.90	0.89	0.84	0.84	0.60	0.44	0.23	0.71	0.00	0.00
Avail Cap(c_a), veh/h	290	956	471	403	1334	720	500	1134	960	1004	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.4	33.8	33.8	38.6	26.8	26.8	30.3	21.1	19.1	24.8	0.0	0.0
Incr Delay (d2), s/veh	4.2	11.2	20.0	16.7	4.9	8.7	1.9	0.4	0.2	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	10.4	11.4	7.9	11.7	13.4	4.2	5.5	2.1	9.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	45.0	53.8	55.3	31.7	35.5	32.2	21.5	19.3	26.2	0.0	0.0
LnGrp LOS	D	D	D	E	C	D	C	C	B	C	A	A
Approach Vol, veh/h		1345			2011			669			485	
Approach Delay, s/veh		48.0			36.2			24.0			26.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		43.0	21.8	31.4		43.0	10.7	42.5				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		57.4	21.4	26.6		57.4	15.4	32.6				
Max Q Clear Time (g_c+I1), s		34.7	17.0	24.6		27.4	6.7	30.3				
Green Ext Time (p_c), s		3.7	0.2	1.4		3.9	0.1	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			36.8									
HCM 6th LOS			D									

Timings
37: Lasselle St. & Iris Av.

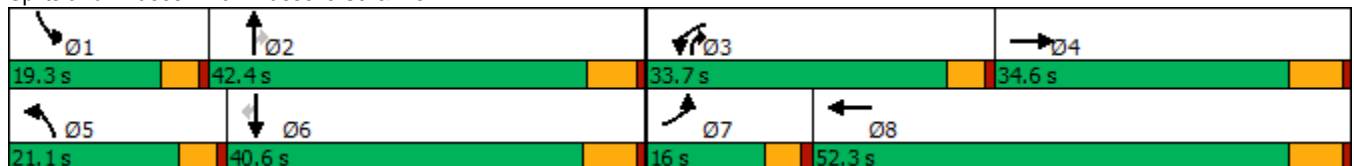


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↓	↔↔	↑↑↓	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (vph)	168	690	664	856	406	825	761	308	742	143
Future Volume (vph)	168	690	664	856	406	825	761	308	742	143
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	16.0	34.6	33.7	52.3	21.1	42.4	33.7	19.3	40.6	40.6
Total Split (%)	12.3%	26.6%	25.9%	40.2%	16.2%	32.6%	25.9%	14.8%	31.2%	31.2%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.8	30.7	28.6	48.5	17.1	36.9	65.5	14.7	34.5	34.5
Actuated g/C Ratio	0.09	0.24	0.23	0.38	0.13	0.29	0.52	0.12	0.27	0.27
v/c Ratio	0.61	0.94	0.90	0.55	0.93	0.84	0.96	0.82	0.81	0.29
Control Delay	65.8	58.5	64.1	31.5	81.2	51.2	47.7	72.1	51.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	58.5	64.1	31.5	81.2	51.2	47.7	72.1	51.0	6.8
LOS	E	E	E	C	F	D	D	E	D	A
Approach Delay		59.5		44.6		56.0			51.1	
Approach LOS		E		D		E			D	

Intersection Summary

Cycle Length: 130	
Actuated Cycle Length: 126.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 52.7	Intersection LOS: D
Intersection Capacity Utilization 90.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselie St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	168	690	416	664	856	137	406	825	761	308	742	143
Future Volume (veh/h)	168	690	416	664	856	137	406	825	761	308	742	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	742	313	714	920	120	437	887	603	331	798	91
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	250	852	355	778	1798	234	469	1082	820	397	1020	446
Arrive On Green	0.07	0.24	0.22	0.22	0.39	0.37	0.13	0.30	0.29	0.11	0.28	0.28
Sat Flow, veh/h	3510	3587	1497	3510	4636	602	3510	3610	1595	3510	3610	1578
Grp Volume(v), veh/h	181	715	340	714	685	355	437	887	603	331	798	91
Grp Sat Flow(s),veh/h/ln	1755	1729	1626	1755	1729	1780	1755	1805	1595	1755	1805	1578
Q Serve(g_s), s	6.5	25.5	25.9	25.5	19.4	19.6	15.8	29.2	37.2	11.8	26.1	5.6
Cycle Q Clear(g_c), s	6.5	25.5	25.9	25.5	19.4	19.6	15.8	29.2	37.2	11.8	26.1	5.6
Prop In Lane	1.00		0.92	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	821	386	778	1341	690	469	1082	820	397	1020	446
V/C Ratio(X)	0.72	0.87	0.88	0.92	0.51	0.51	0.93	0.82	0.74	0.83	0.78	0.20
Avail Cap(c_a), veh/h	329	826	388	814	1341	690	469	1082	820	419	1031	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	47.0	48.1	48.7	29.9	30.3	54.9	41.6	24.5	55.6	42.3	35.0
Incr Delay (d2), s/veh	3.2	10.0	20.1	14.4	0.3	0.7	25.4	5.1	3.5	12.0	3.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	11.7	12.4	12.3	7.8	8.2	8.5	13.3	14.0	5.7	11.7	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	56.9	68.2	63.1	30.3	31.0	80.3	46.8	28.0	67.6	46.3	35.2
LnGrp LOS	E	E	E	E	C	C	F	D	C	E	D	D
Approach Vol, veh/h		1236			1754			1927			1220	
Approach Delay, s/veh		60.7			43.8			48.5			51.2	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	42.8	32.4	34.4	21.1	40.2	13.1	53.7				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	14.7	* 37	29.1	28.4	16.5	34.4	11.4	46.1				
Max Q Clear Time (g_c+I1), s	13.8	39.2	27.5	27.9	17.8	28.1	8.5	21.6				
Green Ext Time (p_c), s	0.1	0.0	0.3	0.3	0.0	2.7	0.1	6.6				

Intersection Summary

HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

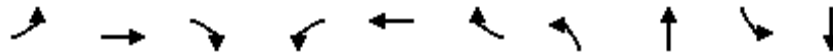
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔↔	↑	↔	↔	↑	↔	↔↔	↔↔	↔↔	↔↔
Traffic Volume (vph)	247	97	271	133	84	71	206	1274	198	1630
Future Volume (vph)	247	97	271	133	84	71	206	1274	198	1630
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	5	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.4	9.6	9.6	31.1	31.1	9.6	26.8	9.6	32.8
Total Split (s)	16.6	34.4	13.2	14.6	32.4	32.4	13.2	66.4	14.6	67.8
Total Split (%)	12.8%	26.5%	10.2%	11.2%	24.9%	24.9%	10.2%	51.1%	11.2%	52.2%
Yellow Time (s)	3.6	4.4	3.6	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.6	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.0	16.4	24.4	10.6	15.0	13.9	9.2	63.0	10.2	64.0
Actuated g/C Ratio	0.10	0.14	0.21	0.09	0.13	0.12	0.08	0.54	0.09	0.55
v/c Ratio	0.72	0.38	0.74	0.85	0.36	0.27	0.78	0.73	0.68	0.96
Control Delay	63.3	48.8	42.8	92.7	50.0	6.0	73.0	23.9	64.0	38.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	48.8	42.8	92.7	50.0	6.0	73.0	23.9	64.0	38.5
LOS	E	D	D	F	D	A	E	C	E	D
Approach Delay		52.0			58.8			30.4		41.1
Approach LOS		D			E			C		D

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 116.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 40.0
 Intersection LOS: D
 Intersection Capacity Utilization 85.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↔↔	↕↔		↔↔	↕↔	
Traffic Volume (veh/h)	247	97	271	133	84	71	206	1274	67	198	1630	160
Future Volume (veh/h)	247	97	271	133	84	71	206	1274	67	198	1630	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	260	102	187	140	88	28	217	1341	47	208	1716	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	293	341	163	278	220	275	1919	67	282	1812	161
Arrive On Green	0.10	0.15	0.14	0.09	0.15	0.14	0.08	0.54	0.53	0.08	0.54	0.53
Sat Flow, veh/h	3510	1900	1570	1810	1900	1603	3510	3558	125	3510	3348	298
Grp Volume(v), veh/h	260	102	187	140	88	28	217	680	708	208	914	957
Grp Sat Flow(s),veh/h/ln	1755	1900	1570	1810	1900	1603	1755	1805	1877	1755	1805	1842
Q Serve(g_s), s	8.5	5.6	12.5	9.0	4.9	1.8	7.1	32.7	32.8	6.8	55.3	58.4
Cycle Q Clear(g_c), s	8.5	5.6	12.5	9.0	4.9	1.8	7.1	32.7	32.8	6.8	55.3	58.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		0.16
Lane Grp Cap(c), veh/h	334	293	341	163	278	220	275	973	1012	282	977	997
V/C Ratio(X)	0.78	0.35	0.55	0.86	0.32	0.13	0.79	0.70	0.70	0.74	0.94	0.96
Avail Cap(c_a), veh/h	376	492	505	163	459	372	275	973	1012	317	980	1000
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	44.4	41.1	52.7	44.9	44.5	53.2	20.0	20.1	52.8	25.0	25.9
Incr Delay (d2), s/veh	7.6	0.7	1.4	32.5	0.6	0.3	13.2	2.2	2.2	6.3	15.5	19.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	2.7	4.9	5.5	2.3	0.7	3.6	13.1	13.7	3.2	25.4	28.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	45.1	42.4	85.3	45.5	44.8	66.4	22.2	22.2	59.1	40.5	45.4
LnGrp LOS	E	D	D	F	D	D	E	C	C	E	D	D
Approach Vol, veh/h		549			256			1605			2079	
Approach Delay, s/veh		51.0			67.2			28.2			44.6	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	67.4	14.6	22.1	13.2	67.6	15.2	21.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	10.0	60.6	10.0	29.0	8.6	62.0	12.0	* 27				
Max Q Clear Time (g_c+I1), s	8.8	34.8	11.0	14.5	9.1	60.4	10.5	6.9				
Green Ext Time (p_c), s	0.0	10.0	0.0	0.9	0.0	1.4	0.1	0.4				

Intersection Summary

HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

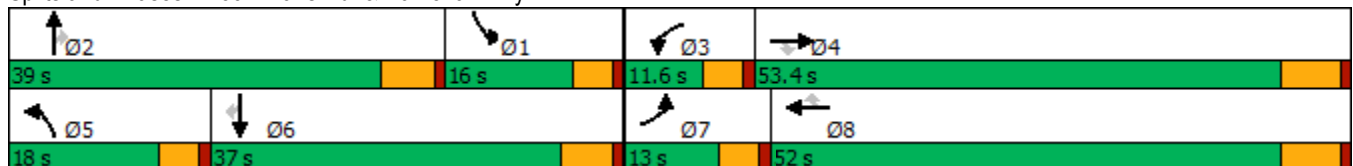
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	2004	218	73	3359	540	640	590	50	302	356	506
Future Volume (vph)	359	2004	218	73	3359	540	640	590	50	302	356	506
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	13.0	53.4	53.4	11.6	52.0	52.0	18.0	39.0	39.0	16.0	37.0	37.0
Total Split (%)	10.8%	44.5%	44.5%	9.7%	43.3%	43.3%	15.0%	32.5%	32.5%	13.3%	30.8%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.0	51.9	51.9	7.0	48.0	48.0	14.0	28.0	28.0	19.0	33.0	33.0
Actuated g/C Ratio	0.08	0.43	0.43	0.06	0.40	0.40	0.12	0.23	0.23	0.16	0.28	0.28
v/c Ratio	1.41	0.65	0.28	0.37	1.18	0.71	1.62	0.71	0.11	0.56	0.36	1.03
Control Delay	247.3	28.5	3.7	59.2	116.4	20.0	323.1	46.5	0.5	52.2	36.3	81.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	247.3	28.5	3.7	59.2	116.4	20.0	323.1	46.5	0.5	52.2	36.3	81.5
LOS	F	C	A	E	F	C	F	D	A	D	D	F
Approach Delay		56.9			102.2			183.0			60.1	
Approach LOS		E			F			F			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.62
 Intersection Signal Delay: 95.2
 Intersection LOS: F
 Intersection Capacity Utilization 108.3%
 ICU Level of Service G
 Analysis Period (min) 15

























Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	359	2004	218	73	3359	540	640	590	50	302	356	506
Future Volume (veh/h)	359	2004	218	73	3359	540	640	590	50	302	356	506
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	382	2132	0	78	3573	308	681	628	21	321	379	272
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	3543		168	3280	695	456	831	352	413	827	346
Arrive On Green	0.11	0.61	0.00	0.06	0.56	0.56	0.13	0.22	0.22	0.11	0.22	0.22
Sat Flow, veh/h	3619	7600	1610	3619	7600	1610	3619	3800	1610	3619	3800	1589
Grp Volume(v), veh/h	382	2132	0	78	3573	308	681	628	21	321	379	272
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1589
Q Serve(g_s), s	9.0	19.3	0.0	2.3	48.0	7.1	14.0	17.2	0.9	9.6	9.6	18.0
Cycle Q Clear(g_c), s	9.0	19.3	0.0	2.3	48.0	7.1	14.0	17.2	0.9	9.6	9.6	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	3543		168	3280	695	456	831	352	413	827	346
V/C Ratio(X)	1.30	0.60		0.47	1.09	0.44	1.49	0.76	0.06	0.78	0.46	0.79
Avail Cap(c_a), veh/h	293	3543		247	3280	695	456	1196	507	413	1128	472
HCM Platoon Ratio	1.30	1.30	1.30	1.30	1.30	1.30	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	15.5	0.0	50.9	24.4	5.5	48.6	40.7	22.4	47.9	37.8	41.1
Incr Delay (d2), s/veh	159.6	0.3	0.0	0.7	46.0	0.4	234.1	1.7	0.1	8.3	0.4	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	6.3	0.0	1.0	26.1	3.6	20.9	7.9	0.4	4.7	4.4	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	209.3	15.8	0.0	51.7	70.5	5.9	282.7	42.4	22.5	56.2	38.2	47.1
LnGrp LOS	F	B		D	F	A	F	D	C	E	D	D
Approach Vol, veh/h		2514	A		3959			1330			972	
Approach Delay, s/veh		45.2			65.1			165.1			46.6	
Approach LOS		D			E			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	28.3	9.2	55.8	18.0	28.2	13.0	52.0				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	11.4	* 33	7.0	46.9	13.4	31.2	8.4	45.5				
Max Q Clear Time (g_c+I1), s	11.6	19.2	4.3	21.3	16.0	20.0	11.0	50.0				
Green Ext Time (p_c), s	0.0	3.3	0.0	16.8	0.0	2.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	72.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

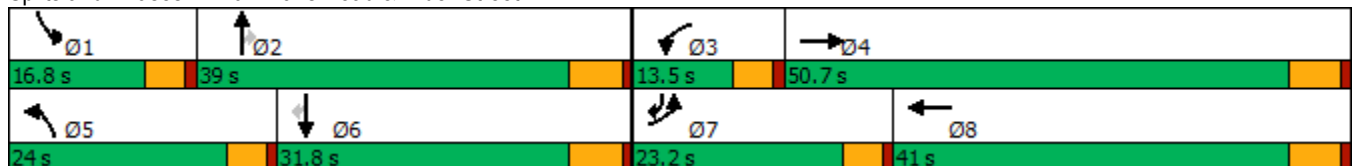


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	270	673	48	815	281	556	125	120	295	381
Future Volume (vph)	270	673	48	815	281	556	125	120	295	381
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	9.6
Total Split (s)	23.2	50.7	13.5	41.0	24.0	39.0	39.0	16.8	31.8	23.2
Total Split (%)	19.3%	42.3%	11.3%	34.2%	20.0%	32.5%	32.5%	14.0%	26.5%	19.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	18.6	48.7	7.3	35.3	19.4	25.9	25.9	10.9	17.4	41.8
Actuated g/C Ratio	0.17	0.44	0.07	0.32	0.17	0.23	0.23	0.10	0.16	0.37
v/c Ratio	0.97	0.54	0.44	1.01	0.97	0.72	0.28	0.74	0.57	0.62
Control Delay	93.2	26.1	63.4	66.7	91.2	45.0	5.6	74.2	47.4	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.2	26.1	63.4	66.7	91.2	45.0	5.6	74.2	47.4	24.5
LOS	F	C	E	E	F	D	A	E	D	C
Approach Delay		43.4		66.5		53.4			40.5	
Approach LOS		D		E		D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 51.7	Intersection LOS: D
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	























Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	673	100	48	815	227	281	556	125	120	295	381
Future Volume (veh/h)	270	673	100	48	815	227	281	556	125	120	295	381
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	293	732	94	52	886	205	305	604	119	130	321	279
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	1404	180	67	902	208	309	926	413	158	624	542
Arrive On Green	0.16	0.44	0.44	0.04	0.31	0.31	0.17	0.26	0.26	0.09	0.17	0.17
Sat Flow, veh/h	1810	3218	413	1810	2911	673	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	293	410	416	52	549	542	305	604	119	130	321	279
Grp Sat Flow(s),veh/h/ln	1810	1805	1826	1810	1805	1779	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	18.4	18.9	18.9	3.2	34.3	34.4	19.1	17.0	6.7	8.0	9.2	15.8
Cycle Q Clear(g_c), s	18.4	18.9	18.9	3.2	34.3	34.4	19.1	17.0	6.7	8.0	9.2	15.8
Prop In Lane	1.00		0.23	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	787	796	67	559	551	309	926	413	158	624	542
V/C Ratio(X)	0.99	0.52	0.52	0.77	0.98	0.98	0.99	0.65	0.29	0.83	0.51	0.51
Avail Cap(c_a), veh/h	296	787	796	142	559	551	309	1055	470	194	826	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	23.4	23.4	54.2	38.9	38.9	47.0	37.7	33.9	51.0	42.7	30.3
Incr Delay (d2), s/veh	49.1	0.6	0.6	6.8	33.4	33.9	47.5	1.2	0.4	17.3	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	7.7	7.8	1.6	19.6	19.4	12.4	7.4	2.6	4.3	4.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.6	24.0	24.0	61.0	72.3	72.9	94.5	38.9	34.3	68.3	43.3	31.0
LnGrp LOS	F	C	C	E	E	E	F	D	C	E	D	C
Approach Vol, veh/h		1119			1143			1028			730	
Approach Delay, s/veh		43.0			72.1			54.9			43.1	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	34.9	8.8	55.4	24.0	25.4	23.2	41.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	12.2	33.2	8.9	44.9	19.4	26.0	18.6	35.2				
Max Q Clear Time (g_c+I1), s	10.0	19.0	5.2	20.9	21.1	17.8	20.4	36.4				
Green Ext Time (p_c), s	0.0	3.5	0.0	4.9	0.0	1.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.3									
HCM 6th LOS			D									

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	176	340	90	309	318	561	236	246	439	194
Future Volume (vph)	176	340	90	309	318	561	236	246	439	194
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	20.0	30.0	14.0	24.0	29.0	50.0	50.0	26.0	47.0	47.0
Total Split (%)	16.7%	25.0%	11.7%	20.0%	24.2%	41.7%	41.7%	21.7%	39.2%	39.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	13.8	22.3	8.6	17.0	23.0	24.7	24.7	18.2	19.9	19.9
Actuated g/C Ratio	0.15	0.24	0.09	0.18	0.24	0.26	0.26	0.19	0.21	0.21
v/c Ratio	0.73	0.64	0.60	0.76	0.79	0.65	0.46	0.77	0.63	0.42
Control Delay	57.6	34.1	60.8	42.3	50.0	35.5	12.0	53.7	38.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	34.1	60.8	42.3	50.0	35.5	12.0	53.7	38.4	7.2
LOS	E	C	E	D	D	D	B	D	D	A
Approach Delay		40.2		45.3		34.7			35.8	
Approach LOS		D		D		C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 38.0
 Intersection LOS: D
 Intersection Capacity Utilization 71.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↗↘	↗	↗	↗↘	↗
Traffic Volume (veh/h)	176	340	160	90	309	154	318	561	236	246	439	194
Future Volume (veh/h)	176	340	160	90	309	154	318	561	236	246	439	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	370	123	98	336	134	346	610	184	267	477	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	232	624	204	126	446	174	391	906	402	311	748	333
Arrive On Green	0.13	0.23	0.23	0.07	0.18	0.18	0.22	0.25	0.25	0.17	0.21	0.21
Sat Flow, veh/h	1810	2660	871	1810	2530	990	1810	3610	1601	1810	3610	1608
Grp Volume(v), veh/h	191	249	244	98	238	232	346	610	184	267	477	151
Grp Sat Flow(s),veh/h/ln	1810	1805	1726	1810	1805	1716	1810	1805	1601	1810	1805	1608
Q Serve(g_s), s	7.9	9.4	9.6	4.1	9.5	9.8	14.2	11.6	7.4	10.9	9.2	6.3
Cycle Q Clear(g_c), s	7.9	9.4	9.6	4.1	9.5	9.8	14.2	11.6	7.4	10.9	9.2	6.3
Prop In Lane	1.00		0.50	1.00		0.58	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	424	405	126	318	302	391	906	402	311	748	333
V/C Ratio(X)	0.82	0.59	0.60	0.78	0.75	0.77	0.89	0.67	0.46	0.86	0.64	0.45
Avail Cap(c_a), veh/h	365	572	547	223	430	409	578	2089	926	507	1948	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	25.9	26.0	34.9	29.8	30.0	29.0	25.8	24.2	30.7	27.6	26.5
Incr Delay (d2), s/veh	4.2	1.3	1.4	3.8	4.8	6.0	8.1	0.9	0.8	4.2	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.8	3.8	1.8	4.2	4.2	6.5	4.6	2.6	4.7	3.7	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	27.3	27.5	38.7	34.7	36.0	37.1	26.6	25.0	34.9	28.6	27.4
LnGrp LOS	D	C	C	D	C	D	D	C	C	C	C	C
Approach Vol, veh/h		684			568			1140			895	
Approach Delay, s/veh		30.0			35.9			29.6			30.3	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.7	25.0	9.9	23.7	21.1	21.6	14.4	19.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	21.4	44.2	9.4	24.2	24.4	41.2	15.4	18.2				
Max Q Clear Time (g_c+I1), s	12.9	13.6	6.1	11.6	16.2	11.2	9.9	11.8				
Green Ext Time (p_c), s	0.2	4.7	0.0	2.2	0.3	3.5	0.1	1.4				

Intersection Summary

HCM 6th Ctrl Delay			30.9									
HCM 6th LOS			C									

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖↗	↕	↖	↕↕↕	↗	↖	↕↕↕	↗
Traffic Volume (vph)	592	821	667	1058	76	751	176	63	682	705
Future Volume (vph)	592	821	667	1058	76	751	176	63	682	705
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	9.6	26.6	9.6
Total Split (s)	40.0	33.9	48.0	41.9	10.6	28.0	48.0	10.1	27.5	40.0
Total Split (%)	33.3%	28.3%	40.0%	34.9%	8.8%	23.3%	40.0%	8.4%	22.9%	33.3%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None	None	None
Act Effct Green (s)	29.2	36.3	28.5	35.6	6.0	22.3	55.5	5.5	21.8	55.6
Actuated g/C Ratio	0.26	0.32	0.25	0.31	0.05	0.20	0.49	0.05	0.19	0.49
v/c Ratio	0.71	0.56	0.82	0.82	0.86	0.80	0.23	0.77	0.74	0.90
Control Delay	42.7	34.1	48.3	41.4	116.2	50.5	10.1	104.2	48.7	36.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	34.1	48.3	41.4	116.2	50.5	10.1	104.2	48.7	36.6
LOS	D	C	D	D	F	D	B	F	D	D
Approach Delay		37.6		43.8		48.4			45.2	
Approach LOS		D		D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 43.4
 Intersection LOS: D
 Intersection Capacity Utilization 85.9%
 ICU Level of Service E
 Analysis Period (min) 15




































Splits and Phases: 42: Nuevo Rd. & Evans Rd.



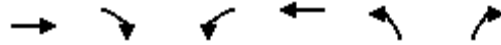
HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			  		  	  	 
Traffic Volume (veh/h)	592	821	33	667	1058	166	76	751	176	63	682	705
Future Volume (veh/h)	592	821	33	667	1058	166	76	751	176	63	682	705
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	643	892	14	725	1150	120	83	816	137	68	741	368
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	726	1639	26	811	1600	167	103	1102	714	94	1077	667
Arrive On Green	0.21	0.31	0.31	0.23	0.34	0.34	0.06	0.21	0.21	0.05	0.21	0.21
Sat Flow, veh/h	3510	5261	83	3510	4763	497	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	643	586	320	725	835	435	83	816	137	68	741	368
Grp Sat Flow(s),veh/h/ln	1755	1729	1885	1755	1729	1802	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	18.7	14.8	14.8	21.1	22.3	22.3	4.8	15.5	5.5	3.9	13.9	18.3
Cycle Q Clear(g_c), s	18.7	14.8	14.8	21.1	22.3	22.3	4.8	15.5	5.5	3.9	13.9	18.3
Prop In Lane	1.00		0.04	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	726	1078	587	811	1162	605	103	1102	714	94	1077	667
V/C Ratio(X)	0.89	0.54	0.54	0.89	0.72	0.72	0.81	0.74	0.19	0.72	0.69	0.55
Avail Cap(c_a), veh/h	1179	1078	587	1446	1162	605	103	1152	730	94	1127	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	30.1	30.1	39.3	30.6	30.6	49.1	38.8	17.8	49.2	38.6	23.4
Incr Delay (d2), s/veh	3.0	2.0	3.6	1.5	3.8	7.2	33.6	2.5	0.1	20.5	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	6.0	6.8	8.6	9.1	10.1	3.1	6.8	1.9	2.3	6.1	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	32.0	33.7	40.8	34.5	37.9	82.7	41.3	18.0	69.6	40.3	24.3
LnGrp LOS	D	C	C	D	C	D	F	D	B	E	D	C
Approach Vol, veh/h		1549			1995			1036			1177	
Approach Delay, s/veh		37.2			37.5			41.5			37.0	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	27.0	29.0	39.3	10.6	26.5	26.4	41.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	5.5	23.4	43.4	27.4	6.0	22.9	35.4	35.4				
Max Q Clear Time (g_c+I1), s	5.9	17.5	23.1	16.8	6.8	20.3	20.7	24.3				
Green Ext Time (p_c), s	0.0	3.0	1.3	3.7	0.0	1.6	1.1	5.5				
Intersection Summary												
HCM 6th Ctrl Delay			38.0									
HCM 6th LOS			D									

Timings
43: Bradley St. & Ramona Expy

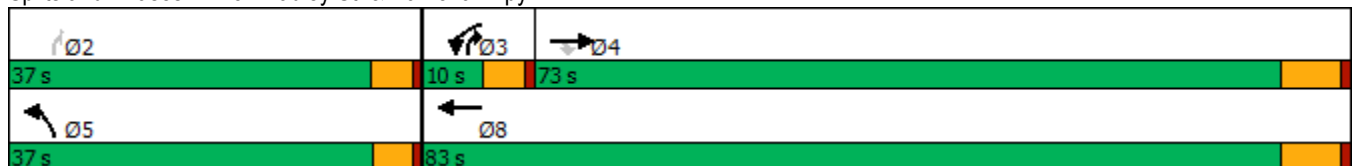


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑↑↑	↗	↘	↑↑↑↑	↘	↗	
Traffic Volume (vph)	2141	49	21	3157	293	38	
Future Volume (vph)	2141	49	21	3157	293	38	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	73.0	73.0	10.0	83.0	37.0	10.0	37.0
Total Split (%)	60.8%	60.8%	8.3%	69.2%	30.8%	8.3%	31%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	68.9	68.9	5.2	76.7	24.4	34.1	
Actuated g/C Ratio	0.61	0.61	0.05	0.68	0.22	0.30	
v/c Ratio	0.58	0.05	0.27	0.77	0.81	0.08	
Control Delay	14.9	3.4	62.2	14.1	58.1	25.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.9	3.4	62.2	14.1	58.1	25.7	
LOS	B	A	E	B	E	C	
Approach Delay	14.6			14.4	54.4		
Approach LOS	B			B	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.1
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 16.8
 Intersection LOS: B
 Intersection Capacity Utilization 71.1%
 ICU Level of Service C
 Analysis Period (min) 15

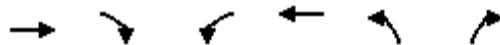
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

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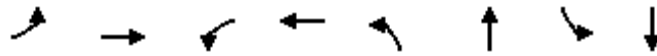


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	2141	49	21	3157	293	38
Future Volume (veh/h)	2141	49	21	3157	293	38
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2327	51	23	3432	318	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	4125	1015	42	4561	358	356
Arrive On Green	0.63	0.63	0.02	0.70	0.20	0.20
Sat Flow, veh/h	6802	1608	1810	6802	1810	1610
Grp Volume(v), veh/h	2327	51	23	3432	318	25
Grp Sat Flow(s),veh/h/ln	1634	1608	1810	1634	1810	1610
Q Serve(g_s), s	21.6	1.3	1.3	35.3	18.1	1.3
Cycle Q Clear(g_c), s	21.6	1.3	1.3	35.3	18.1	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4125	1015	42	4561	358	356
V/C Ratio(X)	0.56	0.05	0.55	0.75	0.89	0.07
Avail Cap(c_a), veh/h	4125	1015	92	4728	556	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	7.4	51.1	10.2	41.2	32.6
Incr Delay (d2), s/veh	0.2	0.0	4.1	0.7	10.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.4	0.6	9.0	9.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.3	7.4	55.2	10.8	52.0	32.6
LnGrp LOS	B	A	E	B	D	C
Approach Vol, veh/h	2378			3455	343	
Approach Delay, s/veh	11.3			11.1	50.6	
Approach LOS	B			B	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		25.4	7.1	73.2		80.3
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		32.5	5.4	66.5		76.5
Max Q Clear Time (g_c+I1), s		20.1	3.3	23.6		37.3
Green Ext Time (p_c), s		0.9	0.0	26.4		36.5
Intersection Summary						
HCM 6th Ctrl Delay			13.4			
HCM 6th LOS			B			

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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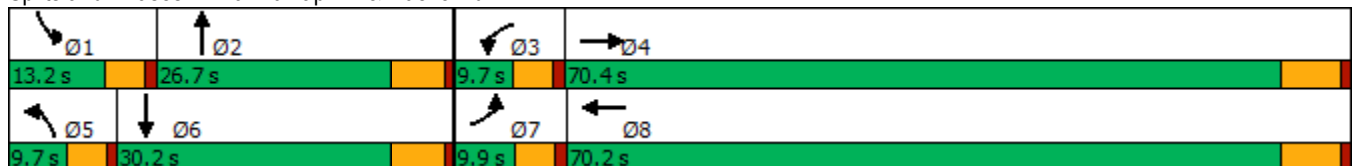


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙↘	↕
Traffic Volume (vph)	41	856	4	1580	11	26	120	26
Future Volume (vph)	41	856	4	1580	11	26	120	26
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	9.9	70.4	9.7	70.2	9.7	26.7	13.2	30.2
Total Split (%)	8.3%	58.7%	8.1%	58.5%	8.1%	22.3%	11.0%	25.2%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	60.8	5.4	57.3	5.4	12.4	10.6	17.5
Actuated g/C Ratio	0.06	0.64	0.06	0.61	0.06	0.13	0.11	0.19
v/c Ratio	0.40	0.38	0.04	0.84	0.11	0.15	0.31	0.34
Control Delay	62.6	10.0	53.5	22.2	55.1	36.3	49.0	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	10.0	53.5	22.2	55.1	36.3	49.0	14.4
LOS	E	A	D	C	E	D	D	B
Approach Delay		12.3		22.2		40.7		31.0
Approach LOS		B		C		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.5
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 20.2
 Intersection LOS: C
 Intersection Capacity Utilization 70.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕		↖	↕	↗
Traffic Volume (veh/h)	41	856	17	4	1580	207	11	26	9	120	26	103
Future Volume (veh/h)	41	856	17	4	1580	207	11	26	9	120	26	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	873	12	4	1612	193	11	27	7	122	27	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	2226	31	10	1888	223	24	149	39	188	78	164
Arrive On Green	0.04	0.61	0.61	0.01	0.58	0.58	0.01	0.10	0.10	0.05	0.14	0.14
Sat Flow, veh/h	1810	3646	50	1810	3252	384	1810	1455	377	3510	544	1149
Grp Volume(v), veh/h	42	432	453	4	884	921	11	0	34	122	0	84
Grp Sat Flow(s),veh/h/ln	1810	1805	1891	1810	1805	1831	1810	0	1832	1755	0	1693
Q Serve(g_s), s	2.2	11.6	11.6	0.2	37.9	40.0	0.6	0.0	1.6	3.2	0.0	4.2
Cycle Q Clear(g_c), s	2.2	11.6	11.6	0.2	37.9	40.0	0.6	0.0	1.6	3.2	0.0	4.2
Prop In Lane	1.00		0.03	1.00		0.21	1.00		0.21	1.00		0.68
Lane Grp Cap(c), veh/h	64	1102	1155	10	1048	1063	24	0	188	188	0	242
V/C Ratio(X)	0.66	0.39	0.39	0.42	0.84	0.87	0.46	0.00	0.18	0.65	0.00	0.35
Avail Cap(c_a), veh/h	102	1224	1282	98	1220	1237	98	0	406	320	0	438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.9	9.4	9.4	46.7	16.3	16.7	46.2	0.0	38.7	43.7	0.0	36.4
Incr Delay (d2), s/veh	4.2	0.2	0.2	10.5	4.9	6.0	5.0	0.0	0.5	1.4	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.6	3.8	0.1	13.5	14.7	0.3	0.0	0.7	1.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	9.6	9.6	57.2	21.2	22.7	51.1	0.0	39.1	45.1	0.0	37.3
LnGrp LOS	D	A	A	E	C	C	D	A	D	D	A	D
Approach Vol, veh/h		927			1809			45				206
Approach Delay, s/veh		11.4			22.0			42.1				41.9
Approach LOS		B			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	15.5	5.1	64.0	5.9	19.3	7.9	61.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.6	20.9	5.1	63.9	5.1	24.4	5.3	63.7				
Max Q Clear Time (g_c+I1), s	5.2	3.6	2.2	13.6	2.6	6.2	4.2	42.0				
Green Ext Time (p_c), s	0.1	0.1	0.0	5.3	0.0	0.3	0.0	12.7				

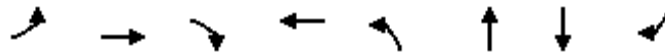
Intersection Summary

HCM 6th Ctrl Delay			20.4									
HCM 6th LOS			C									

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

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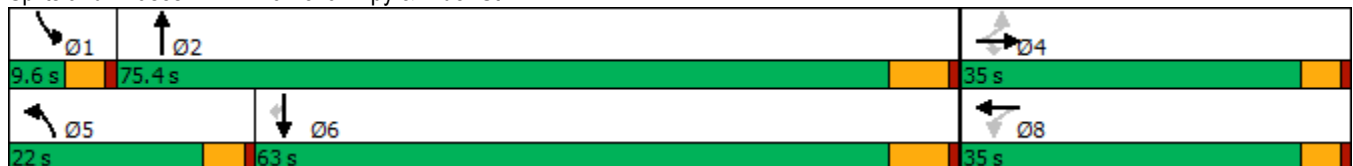


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖	↑↑↑	↑↑↑	↖	
Traffic Volume (vph)	283	0	477	0	429	2894	1958	221	
Future Volume (vph)	283	0	477	0	429	2894	1958	221	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	35.0	35.0	35.0	35.0	22.0	75.4	63.0	63.0	9.6
Total Split (%)	29.2%	29.2%	29.2%	29.2%	18.3%	62.8%	52.5%	52.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		28.4	28.4	28.4	16.9	75.2	53.6	53.6	
Actuated g/C Ratio		0.25	0.25	0.25	0.15	0.66	0.47	0.47	
v/c Ratio		0.87	0.94	0.00	0.90	0.74	0.70	0.28	
Control Delay		66.0	52.1	0.0	71.1	14.7	25.9	4.7	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		66.0	52.1	0.0	71.1	14.7	25.9	4.7	
LOS		E	D	A	E	B	C	A	
Approach Delay		57.3				22.0	23.7		
Approach LOS		E				C	C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.8	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 81.5%	ICU Level of Service D
Analysis Period (min) 15	





















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

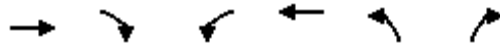
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	0	477	0	0	1	429	2894	1	0	1958	221
Future Volume (veh/h)	283	0	477	0	0	1	429	2894	1	0	1958	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	308	0	381	0	0	1	466	3146	1	0	2128	193
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	438	0	416	0	0	416	527	4345	1	2	2919	719
Arrive On Green	0.26	0.00	0.26	0.00	0.00	0.26	0.15	0.64	0.64	0.00	0.45	0.45
Sat Flow, veh/h	1436	0	1610	0	0	1610	3510	6799	2	1810	6536	1610
Grp Volume(v), veh/h	308	0	381	0	0	1	466	2268	879	0	2128	193
Grp Sat Flow(s),veh/h/ln	1436	0	1610	0	0	1610	1755	1634	1900	1810	1634	1610
Q Serve(g_s), s	21.9	0.0	24.9	0.0	0.0	0.0	14.1	33.7	33.7	0.0	29.0	8.2
Cycle Q Clear(g_c), s	22.0	0.0	24.9	0.0	0.0	0.0	14.1	33.7	33.7	0.0	29.0	8.2
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	438	0	416	0	0	416	527	3133	1214	2	2919	719
V/C Ratio(X)	0.70	0.00	0.92	0.00	0.00	0.00	0.89	0.72	0.72	0.00	0.73	0.27
Avail Cap(c_a), veh/h	469	0	452	0	0	452	563	3133	1214	83	3407	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	39.0	0.0	0.0	29.8	45.2	13.1	13.1	0.0	24.6	18.9
Incr Delay (d2), s/veh	4.4	0.0	22.3	0.0	0.0	0.0	14.1	0.8	2.2	0.0	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	12.0	0.0	0.0	0.0	6.8	9.9	12.0	0.0	10.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	61.3	0.0	0.0	29.8	59.3	14.0	15.3	0.0	25.3	19.1
LnGrp LOS	D	A	E	A	A	C	E	B	B	A	C	B
Approach Vol, veh/h		689			1			3613			2321	
Approach Delay, s/veh		52.8			29.8			20.1			24.8	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	75.8		32.6	20.9	54.9		32.6				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	68.9		30.4	17.4	56.5		30.4				
Max Q Clear Time (g_c+1), s	0.0	35.7		26.9	16.1	31.0		2.0				
Green Ext Time (p_c), s	0.0	27.8		1.1	0.2	17.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			25.2									
HCM 6th LOS			C									

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑	↔↔	↑↑↑↑	↔↔	↑
Traffic Volume (vph)	1583	852	219	3072	253	56
Future Volume (vph)	1583	852	219	3072	253	56
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	84.0	84.0	13.0	97.0	23.0	23.0
Total Split (%)	70.0%	70.0%	10.8%	80.8%	19.2%	19.2%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	77.5	77.5	8.4	90.6	14.1	14.1
Actuated g/C Ratio	0.66	0.66	0.07	0.77	0.12	0.12
v/c Ratio	0.40	0.70	0.95	0.66	0.65	0.25
Control Delay	9.5	5.5	99.6	7.1	56.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	5.5	99.6	7.1	56.6	14.0
LOS	A	A	F	A	E	B
Approach Delay	8.1			13.2	48.9	
Approach LOS	A			B	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 13.0
 Intersection LOS: B
 Intersection Capacity Utilization 68.3%
 ICU Level of Service C
 Analysis Period (min) 15

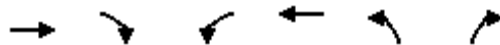
Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

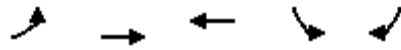


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖↖	↑↑↑↑	↖↖	↗
Traffic Volume (veh/h)	1583	852	219	3072	253	56
Future Volume (veh/h)	1583	852	219	3072	253	56
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1721	600	238	3339	275	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	4439	1094	258	5183	348	160
Arrive On Green	0.68	0.68	0.07	0.79	0.10	0.10
Sat Flow, veh/h	6802	1610	3510	6802	3510	1610
Grp Volume(v), veh/h	1721	600	238	3339	275	45
Grp Sat Flow(s),veh/h/ln	1634	1610	1755	1634	1755	1610
Q Serve(g_s), s	13.1	21.7	7.7	24.7	8.7	3.0
Cycle Q Clear(g_c), s	13.1	21.7	7.7	24.7	8.7	3.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4439	1094	258	5183	348	160
V/C Ratio(X)	0.39	0.55	0.92	0.64	0.79	0.28
Avail Cap(c_a), veh/h	4439	1094	258	5183	529	243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	9.4	52.5	5.0	50.2	47.6
Incr Delay (d2), s/veh	0.3	2.0	35.0	0.6	4.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.5	4.5	4.6	3.9	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.2	11.3	87.5	5.6	54.8	48.6
LnGrp LOS	A	B	F	A	D	D
Approach Vol, veh/h	2321			3577	320	
Approach Delay, s/veh	9.0			11.1	53.9	
Approach LOS	A			B	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		17.1	13.0	84.0		97.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		17.2	8.4	77.5		90.5
Max Q Clear Time (g_c+I1), s		10.7	9.7	23.7		26.7
Green Ext Time (p_c), s		0.6	0.0	23.1		55.7
Intersection Summary						
HCM 6th Ctrl Delay			12.5			
HCM 6th LOS			B			

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

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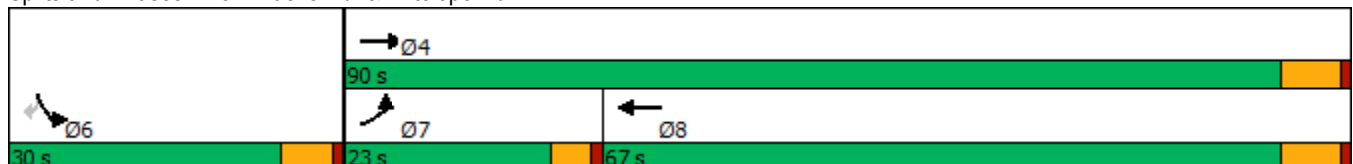


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↔↔	↑↑	↑↔	↔↔	↔
Traffic Volume (vph)	373	580	1542	74	111
Future Volume (vph)	373	580	1542	74	111
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	23.0	90.0	67.0	30.0	30.0
Total Split (%)	19.2%	75.0%	55.8%	25.0%	25.0%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	16.0	83.5	62.9	10.2	10.2
Actuated g/C Ratio	0.15	0.79	0.59	0.10	0.10
v/c Ratio	0.77	0.22	0.93	0.24	0.46
Control Delay	53.3	3.1	29.7	46.3	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	3.1	29.7	46.3	14.3
LOS	D	A	C	D	B
Approach Delay		22.8	29.7	27.0	
Approach LOS		C	C	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 27.3
 Intersection LOS: C
 Intersection Capacity Utilization 84.1%
 ICU Level of Service E
 Analysis Period (min) 15

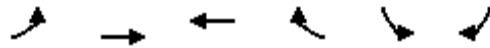
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

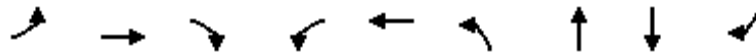


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	373	580	1542	265	74	111	
Future Volume (veh/h)	373	580	1542	265	74	111	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	405	630	1676	152	80	39	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	474	2857	2053	184	323	148	
Arrive On Green	0.14	0.79	0.61	0.61	0.09	0.09	
Sat Flow, veh/h	3510	3705	3446	300	3510	1610	
Grp Volume(v), veh/h	405	630	894	934	80	39	
Grp Sat Flow(s),veh/h/ln	1755	1805	1805	1846	1755	1610	
Q Serve(g_s), s	11.9	4.6	40.1	41.9	2.2	2.4	
Cycle Q Clear(g_c), s	11.9	4.6	40.1	41.9	2.2	2.4	
Prop In Lane	1.00			0.16	1.00	1.00	
Lane Grp Cap(c), veh/h	474	2857	1106	1131	323	148	
V/C Ratio(X)	0.85	0.22	0.81	0.83	0.25	0.26	
Avail Cap(c_a), veh/h	612	2857	1106	1131	805	369	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	44.6	2.8	15.7	16.0	44.5	44.6	
Incr Delay (d2), s/veh	7.5	0.2	6.4	6.9	0.4	0.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.4	1.0	15.4	16.5	1.0	2.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	52.1	3.0	22.0	23.0	44.9	45.5	
LnGrp LOS	D	A	C	C	D	D	
Approach Vol, veh/h		1035	1828		119		
Approach Delay, s/veh		22.2	22.5		45.1		
Approach LOS		C	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.0	15.5	18.9	71.1
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				83.5	24.2	18.4	60.5
Max Q Clear Time (g_c+I1), s				6.6	4.4	13.9	43.9
Green Ext Time (p_c), s				4.2	0.3	0.4	11.0
Intersection Summary							
HCM 6th Ctrl Delay			23.3				
HCM 6th LOS			C				

Timings
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

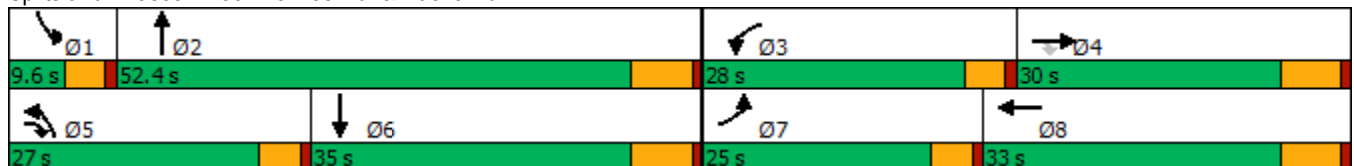


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↘	↖↗	↑↘	↑↑	↖	
Traffic Volume (vph)	325	203	126	374	305	236	112	450	1266	
Future Volume (vph)	325	203	126	374	305	236	112	450	1266	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	NA	Free	
Protected Phases	7	4	5	3	8	5	2	6		1
Permitted Phases			4						Free	
Detector Phase	7	4	5	3	8	5	2	6		
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0		5.0
Minimum Split (s)	9.6	28.5	9.6	9.6	28.5	9.6	28.5	28.5		9.6
Total Split (s)	25.0	30.0	27.0	28.0	33.0	27.0	52.4	35.0		9.6
Total Split (%)	20.8%	25.0%	22.5%	23.3%	27.5%	22.5%	43.7%	29.2%		8%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	5.5	5.5		3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	6.5	6.5		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	None	Max	Max		None
Act Effct Green (s)	13.0	12.3	29.5	14.3	13.5	10.7	46.4	31.1		90.6
Actuated g/C Ratio	0.14	0.14	0.33	0.16	0.15	0.12	0.51	0.34		1.00
v/c Ratio	0.66	0.42	0.22	0.69	0.58	0.58	0.28	0.37		0.80
Control Delay	43.8	39.3	10.1	43.5	40.9	44.2	3.7	25.0		4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	43.8	39.3	10.1	43.5	40.9	44.2	3.7	25.0		4.3
LOS	D	D	B	D	D	D	A	C		A
Approach Delay		35.9			42.3		16.8	9.7		
Approach LOS		D			D		B	A		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.6
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 21.5
 Intersection LOS: C
 Intersection Capacity Utilization 57.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 53: Meniffee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)
06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↑↑	↗	↗↘	↑↑		↗↘	↑↑		↗	↑↑	↗
Traffic Volume (veh/h)	325	203	126	374	305	0	236	112	385	0	450	1266
Future Volume (veh/h)	325	203	126	374	305	0	236	112	385	0	450	1266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	332	207	52	382	311	-1	241	114	316	0	459	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	423	425	341	476	479	0	330	974	869	2	1415	
Arrive On Green	0.12	0.12	0.12	0.14	0.13	0.00	0.09	0.54	0.54	0.00	0.39	0.00
Sat Flow, veh/h	3510	3610	1610	3510	3705	0	3510	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	332	207	52	382	310	0	241	114	316	0	459	0
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	0	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	7.8	4.6	2.2	9.0	6.9	0.0	5.7	2.6	9.6	0.0	7.5	0.0
Cycle Q Clear(g_c), s	7.8	4.6	2.2	9.0	6.9	0.0	5.7	2.6	9.6	0.0	7.5	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	423	425	341	476	479	0	330	974	869	2	1415	
V/C Ratio(X)	0.78	0.49	0.15	0.80	0.65	0.00	0.73	0.12	0.36	0.00	0.32	
Avail Cap(c_a), veh/h	842	998	596	966	1125	0	925	974	869	106	1415	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	36.3	35.1	27.3	35.6	35.0	0.0	37.5	9.6	11.2	0.0	18.0	0.0
Incr Delay (d2), s/veh	1.2	0.9	0.2	1.2	1.5	0.0	1.2	0.2	1.2	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.9	0.8	3.6	2.9	0.0	2.3	0.9	3.0	0.0	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	36.0	27.5	36.9	36.5	0.0	38.7	9.9	12.4	0.0	18.6	0.0
LnGrp LOS	D	D	C	D	D	A	D	A	B	A	B	
Approach Vol, veh/h		591			692			671			459	A
Approach Delay, s/veh		36.1			36.7			21.4			18.6	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	52.4	16.1	16.5	12.6	39.8	14.8	17.8				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	5.0	45.9	23.4	23.5	22.4	28.5	20.4	26.5				
Max Q Clear Time (g_c+I1), s	0.0	11.6	11.0	6.6	7.7	9.5	9.8	8.9				
Green Ext Time (p_c), s	0.0	2.5	0.5	1.1	0.3	2.4	0.4	1.5				

Intersection Summary

HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

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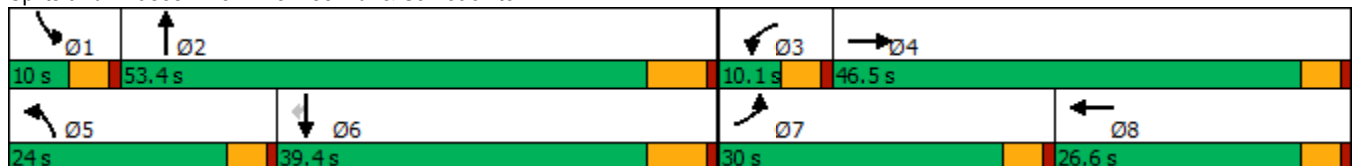


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↘	↙	↘	↙	↕	↙	↕	↘
Traffic Volume (vph)	211	7	20	20	149	545	11	797	288
Future Volume (vph)	211	7	20	20	149	545	11	797	288
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	9.6	28.5	9.6	28.5	28.5
Total Split (s)	30.0	46.5	10.1	26.6	24.0	53.4	10.0	39.4	39.4
Total Split (%)	25.0%	38.8%	8.4%	22.2%	20.0%	44.5%	8.3%	32.8%	32.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)	16.5	22.7	5.5	12.2	12.8	51.0	5.4	35.0	35.0
Actuated g/C Ratio	0.18	0.25	0.06	0.14	0.14	0.57	0.06	0.39	0.39
v/c Ratio	0.69	0.28	0.20	0.19	0.64	0.30	0.11	0.62	0.38
Control Delay	48.4	7.2	53.0	24.7	51.2	14.4	51.8	28.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	7.2	53.0	24.7	51.2	14.4	51.8	28.9	5.1
LOS	D	A	D	C	D	B	D	C	A
Approach Delay		32.5		33.5		22.1		22.9	
Approach LOS		C		C		C		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 24.4
 Intersection LOS: C
 Intersection Capacity Utilization 61.7%
 ICU Level of Service B
 Analysis Period (min) 15























Splits and Phases: 54: Meniffee Rd. & San Jacinto Av.



HCM 6th Signalized Intersection Summary
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

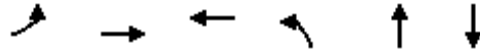
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	7	124	20	20	25	149	545	19	11	797	288
Future Volume (veh/h)	211	7	124	20	20	25	149	545	19	11	797	288
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	229	8	108	22	22	22	162	592	17	12	866	253
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	267	26	351	42	94	94	197	1827	52	26	1499	668
Arrive On Green	0.15	0.23	0.23	0.02	0.11	0.11	0.11	0.51	0.51	0.01	0.42	0.42
Sat Flow, veh/h	1810	112	1515	1810	872	872	1810	3584	103	1810	3610	1610
Grp Volume(v), veh/h	229	0	116	22	0	44	162	298	311	12	866	253
Grp Sat Flow(s),veh/h/ln	1810	0	1627	1810	0	1743	1810	1805	1881	1810	1805	1610
Q Serve(g_s), s	11.4	0.0	5.4	1.1	0.0	2.1	8.1	8.9	8.9	0.6	17.0	10.0
Cycle Q Clear(g_c), s	11.4	0.0	5.4	1.1	0.0	2.1	8.1	8.9	8.9	0.6	17.0	10.0
Prop In Lane	1.00		0.93	1.00		0.50	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	267	0	377	42	0	188	197	920	959	26	1499	668
V/C Ratio(X)	0.86	0.00	0.31	0.52	0.00	0.23	0.82	0.32	0.32	0.46	0.58	0.38
Avail Cap(c_a), veh/h	500	0	741	108	0	417	382	920	959	106	1499	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	29.2	44.4	0.0	37.6	40.1	13.2	13.2	45.0	20.7	18.7
Incr Delay (d2), s/veh	3.1	0.0	0.5	3.6	0.0	0.6	3.2	0.9	0.9	4.7	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	2.2	0.5	0.0	0.9	3.5	3.3	3.4	0.3	6.6	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	29.7	48.1	0.0	38.2	43.4	14.2	14.1	49.7	22.3	20.3
LnGrp LOS	D	A	C	D	A	D	D	B	B	D	C	C
Approach Vol, veh/h		345			66			771			1131	
Approach Delay, s/veh		37.4			41.5			20.3			22.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.9	53.4	6.8	25.9	14.6	44.7	18.2	14.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6				
Max Green Setting (Gmax), s	5.4	46.9	5.5	41.9	19.4	32.9	25.4	22.0				
Max Q Clear Time (g_c+I1), s	2.6	10.9	3.1	7.4	10.1	19.0	13.4	4.1				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.8	0.1	5.2	0.3	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			24.4									
HCM 6th LOS			C									

Timings
55: Menifee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations		↕	↕	↙	↕	↕
Traffic Volume (vph)	23	1	4	25	684	972
Future Volume (vph)	23	1	4	25	684	972
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		4	8		2	6
Permitted Phases	4			2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	28.5	28.5	28.5
Total Split (s)	31.0	31.0	31.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	3.7	3.7	3.7	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.7	4.7	6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)		12.4	12.4	63.7	63.7	63.7
Actuated g/C Ratio		0.15	0.15	0.77	0.77	0.77
v/c Ratio		0.31	0.01	0.07	0.27	0.39
Control Delay		15.0	27.0	5.4	4.6	5.3
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		15.0	27.0	5.4	4.6	5.3
LOS		B	C	A	A	A
Approach Delay		15.0	27.0		4.6	5.3
Approach LOS		B	C		A	A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 82.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 48.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 55: Menifee Rd. & Ellis Av./Driveway



HCM 6th Signalized Intersection Summary
55: Meniffee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)
06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	23	1	59	0	4	0	25	684	0	0	972	20
Future Volume (veh/h)	23	1	59	0	4	0	25	684	0	0	972	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	1	64	0	4	0	27	743	0	0	1057	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	21	134	0	223	0	426	2626	0	100	2630	55
Arrive On Green	0.12	0.12	0.12	0.00	0.12	0.00	0.73	0.73	0.00	0.00	0.73	0.73
Sat Flow, veh/h	287	176	1139	0	1900	0	531	3705	0	728	3616	75
Grp Volume(v), veh/h	90	0	0	0	4	0	27	743	0	0	528	551
Grp Sat Flow(s),veh/h/ln	1602	0	0	0	1900	0	531	1805	0	728	1805	1886
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.1	0.0	1.5	5.1	0.0	0.0	8.1	8.1
Cycle Q Clear(g_c), s	3.7	0.0	0.0	0.0	0.1	0.0	9.6	5.1	0.0	0.0	8.1	8.1
Prop In Lane	0.28		0.71	0.00		0.00	1.00		0.00	1.00		0.04
Lane Grp Cap(c), veh/h	252	0	0	0	223	0	426	2626	0	100	1313	1372
V/C Ratio(X)	0.36	0.00	0.00	0.00	0.02	0.00	0.06	0.28	0.00	0.00	0.40	0.40
Avail Cap(c_a), veh/h	637	0	0	0	692	0	426	2626	0	100	1313	1372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	0.0	0.0	28.2	0.0	5.6	3.4	0.0	0.0	3.8	3.8
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.0	0.1	0.0	0.1	0.8	0.0	0.0	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	0.0	0.0	0.0	28.2	0.0	5.9	3.6	0.0	0.0	4.7	4.7
LnGrp LOS	C	A	A	A	C	A	A	A	A	A	A	A
Approach Vol, veh/h		90			4			770			1079	
Approach Delay, s/veh		30.6			28.2			3.7			4.7	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.0		13.2		59.0		13.2				
Change Period (Y+Rc), s		6.5		* 4.7		6.5		* 4.7				
Max Green Setting (Gmax), s		52.5		* 26		52.5		* 26				
Max Q Clear Time (g_c+I1), s		11.6		5.7		10.1		2.1				
Green Ext Time (p_c), s		5.3		0.4		7.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

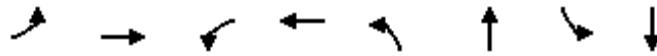
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	23	52	15	135	32	521	195	818
Future Volume (vph)	23	52	15	135	32	521	195	818
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	31.0	31.0	31.0	31.0	15.0	36.0	23.0	44.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	16.7%	40.0%	25.6%	48.9%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	17.1	17.1	17.1	17.1	6.2	30.1	12.9	41.2
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.08	0.39	0.17	0.53
v/c Ratio	0.20	0.20	0.05	0.77	0.24	0.41	0.69	0.51
Control Delay	29.5	19.0	24.5	34.5	40.6	20.1	43.8	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	19.0	24.5	34.5	40.6	20.1	43.8	14.9
LOS	C	B	C	C	D	C	D	B
Approach Delay		21.4		34.1		21.2		20.0
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 77.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 22.6
 Intersection LOS: C
 Intersection Capacity Utilization 63.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 56: Meniffee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	23	52	26	15	135	183	32	521	17	195	818	90
Future Volume (veh/h)	23	52	26	15	135	183	32	521	17	195	818	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	55	28	16	144	195	34	554	18	207	870	96
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	150	282	144	364	174	236	61	1406	46	250	1634	180
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.03	0.39	0.39	0.14	0.50	0.50
Sat Flow, veh/h	1058	1187	604	1336	731	990	1810	3568	116	1810	3278	362
Grp Volume(v), veh/h	24	0	83	16	0	339	34	280	292	207	479	487
Grp Sat Flow(s),veh/h/ln	1058	0	1791	1336	0	1722	1810	1805	1879	1810	1805	1835
Q Serve(g_s), s	1.7	0.0	2.8	0.7	0.0	14.1	1.4	8.4	8.4	8.4	13.6	13.6
Cycle Q Clear(g_c), s	15.7	0.0	2.8	3.5	0.0	14.1	1.4	8.4	8.4	8.4	13.6	13.6
Prop In Lane	1.00		0.34	1.00		0.58	1.00		0.06	1.00		0.20
Lane Grp Cap(c), veh/h	150	0	426	364	0	410	61	711	740	250	899	914
V/C Ratio(X)	0.16	0.00	0.19	0.04	0.00	0.83	0.56	0.39	0.39	0.83	0.53	0.53
Avail Cap(c_a), veh/h	247	0	590	486	0	567	250	711	740	442	899	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	0.0	22.9	24.3	0.0	27.2	35.8	16.4	16.4	31.6	12.9	12.9
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.0	0.0	7.1	2.9	1.6	1.6	2.7	2.3	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.1	0.2	0.0	5.9	0.6	3.2	3.3	3.5	4.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	0.0	23.1	24.4	0.0	34.3	38.7	18.0	17.9	34.2	15.1	15.1
LnGrp LOS	D	A	C	C	A	C	D	B	B	C	B	B
Approach Vol, veh/h		107			355			606			1173	
Approach Delay, s/veh		25.8			33.9			19.1			18.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	36.1		24.1	7.1	44.0		24.1				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	18.4	29.5		24.8	10.4	37.5		24.8				
Max Q Clear Time (g_c+I1), s	10.4	10.4		17.7	3.4	15.6		16.1				
Green Ext Time (p_c), s	0.2	2.7		0.2	0.0	5.4		1.2				

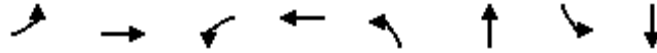
Intersection Summary

HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Timings
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

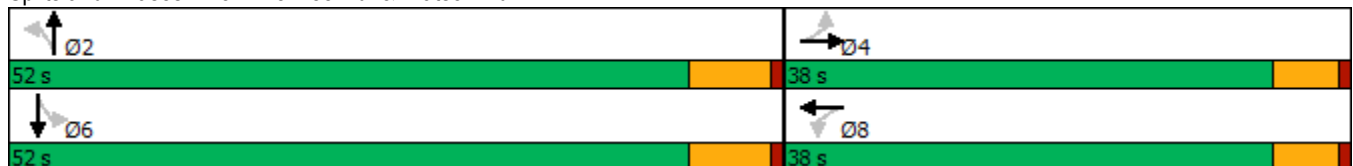


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	31	164	48	254	41	485	104	703
Future Volume (vph)	31	164	48	254	41	485	104	703
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	38.0	38.0	38.0	38.0	52.0	52.0	52.0	52.0
Total Split (%)	42.2%	42.2%	42.2%	42.2%	57.8%	57.8%	57.8%	57.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	19.5	19.5	19.5	19.5	45.7	45.7	45.7	45.7
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59
v/c Ratio	0.24	0.39	0.18	0.75	0.13	0.34	0.27	0.38
Control Delay	26.6	25.4	23.3	35.4	9.9	8.4	11.5	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	25.4	23.3	35.4	9.9	8.4	11.5	9.7
LOS	C	C	C	D	A	A	B	A
Approach Delay		25.6		33.8		8.5		9.9
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 77.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	31	164	10	48	254	76	41	485	162	104	703	48
Future Volume (veh/h)	31	164	10	48	254	76	41	485	162	104	703	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	178	11	52	276	83	45	527	176	113	764	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	447	28	298	354	106	418	1577	524	465	2033	138
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1039	1771	109	1213	1402	422	680	2661	885	756	3430	233
Grp Volume(v), veh/h	34	0	189	52	0	359	45	357	346	113	402	414
Grp Sat Flow(s),veh/h/ln	1039	0	1880	1213	0	1824	680	1805	1741	756	1805	1858
Q Serve(g_s), s	2.4	0.0	6.4	2.9	0.0	14.1	2.9	7.7	7.8	6.9	9.0	9.0
Cycle Q Clear(g_c), s	16.5	0.0	6.4	9.3	0.0	14.1	11.8	7.7	7.8	14.6	9.0	9.0
Prop In Lane	1.00		0.06	1.00		0.23	1.00		0.51	1.00		0.13
Lane Grp Cap(c), veh/h	166	0	474	298	0	460	418	1070	1032	465	1070	1101
V/C Ratio(X)	0.21	0.00	0.40	0.17	0.00	0.78	0.11	0.33	0.34	0.24	0.38	0.38
Avail Cap(c_a), veh/h	345	0	799	508	0	775	418	1070	1032	465	1070	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	23.9	27.7	0.0	26.7	11.3	7.9	7.9	11.7	8.2	8.2
Incr Delay (d2), s/veh	0.6	0.0	0.5	0.3	0.0	2.9	0.5	0.8	0.9	1.2	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.7	0.8	0.0	6.0	0.4	2.3	2.3	1.1	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	0.0	24.4	28.0	0.0	29.6	11.8	8.8	8.8	12.9	9.2	9.2
LnGrp LOS	C	A	C	C	A	C	B	A	A	B	A	A
Approach Vol, veh/h		223			411			748			929	
Approach Delay, s/veh		26.0			29.4			9.0			9.6	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		24.8		52.0		24.8				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		45.5		32.6		45.5		32.6				
Max Q Clear Time (g_c+I1), s		13.8		18.5		16.6		16.1				
Green Ext Time (p_c), s		4.4		0.9		5.6		2.0				

Intersection Summary

HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

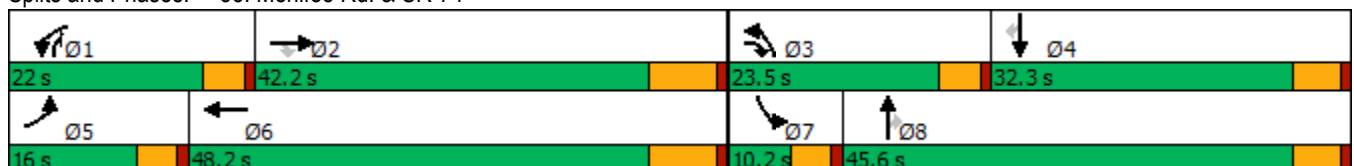
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	127	1014	176	366	1168	369	475	298	54	729	102	
Future Volume (vph)	127	1014	176	366	1168	369	475	298	54	729	102	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm	
Protected Phases	5	2	3	1	6	3	8	1	7	4		
Permitted Phases			2					8			4	
Detector Phase	5	2	3	1	6	3	8	1	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.0	9.6	9.6	29.0	9.6	15.3	9.6	9.6	32.3	32.3	
Total Split (s)	16.0	42.2	23.5	22.0	48.2	23.5	45.6	22.0	10.2	32.3	32.3	
Total Split (%)	13.3%	35.2%	19.6%	18.3%	40.2%	19.6%	38.0%	18.3%	8.5%	26.9%	26.9%	
Yellow Time (s)	3.6	6.0	3.6	3.6	6.0	3.6	4.3	3.6	3.6	4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	7.0	4.6	4.6	7.0	4.6	5.3	4.6	4.6	5.3	5.3	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	
Act Effct Green (s)	8.8	35.4	58.8	15.8	42.4	16.3	36.2	57.4	5.5	23.2	23.2	
Actuated g/C Ratio	0.08	0.31	0.52	0.14	0.38	0.15	0.32	0.51	0.05	0.21	0.21	
v/c Ratio	0.51	0.67	0.21	0.81	0.72	0.79	0.31	0.38	0.35	0.74	0.22	
Control Delay	57.5	37.0	7.7	61.3	33.1	59.1	29.7	13.9	60.1	46.7	1.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	57.5	37.0	7.7	61.3	33.1	59.1	29.7	13.9	60.1	46.7	1.0	
LOS	E	D	A	E	C	E	C	B	E	D	A	
Approach Delay		35.1			39.4		35.1			42.2		
Approach LOS		D			D		D			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.4
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 37.8
 Intersection LOS: D
 Intersection Capacity Utilization 72.6%
 ICU Level of Service C
 Analysis Period (min) 15




































Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

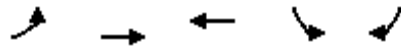
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (veh/h)	127	1014	176	366	1168	113	369	475	298	54	729	102
Future Volume (veh/h)	127	1014	176	366	1168	113	369	475	298	54	729	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	138	1102	169	398	1270	106	401	516	217	59	792	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	201	1727	752	466	1991	166	471	1516	684	137	1022	317
Arrive On Green	0.06	0.33	0.33	0.13	0.41	0.41	0.13	0.29	0.29	0.04	0.20	0.20
Sat Flow, veh/h	3510	5187	1610	3510	4878	407	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	138	1102	169	398	900	476	401	516	217	59	792	109
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1827	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	4.1	19.0	6.6	11.7	22.0	22.0	11.8	8.3	9.5	1.7	15.3	6.2
Cycle Q Clear(g_c), s	4.1	19.0	6.6	11.7	22.0	22.0	11.8	8.3	9.5	1.7	15.3	6.2
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	1727	752	466	1412	746	471	1516	684	137	1022	317
V/C Ratio(X)	0.69	0.64	0.22	0.85	0.64	0.64	0.85	0.34	0.32	0.43	0.78	0.34
Avail Cap(c_a), veh/h	378	1727	752	578	1412	746	627	1977	827	186	1324	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	29.9	16.8	44.9	25.0	25.0	44.8	29.4	20.2	49.7	40.2	36.6
Incr Delay (d2), s/veh	1.5	1.8	0.7	8.6	2.2	4.1	6.7	0.1	0.3	0.8	2.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	7.8	2.3	5.4	8.7	9.6	5.3	3.2	0.1	0.7	6.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	31.7	17.5	53.5	27.3	29.2	51.5	29.5	20.5	50.5	42.4	37.2
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1409			1774			1134			960	
Approach Delay, s/veh		31.8			33.6			35.6			42.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	42.2	18.8	26.1	10.7	50.2	8.7	36.2				
Change Period (Y+Rc), s	4.6	7.0	4.6	5.3	4.6	7.0	4.6	5.3				
Max Green Setting (Gmax), s	17.4	35.2	18.9	27.0	11.4	41.2	5.6	40.3				
Max Q Clear Time (g_c+1), s	13.7	21.0	13.8	17.3	6.1	24.0	3.7	11.5				
Green Ext Time (p_c), s	0.3	6.5	0.4	3.5	0.1	7.9	0.0	3.9				
Intersection Summary												
HCM 6th Ctrl Delay			35.2									
HCM 6th LOS			D									

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

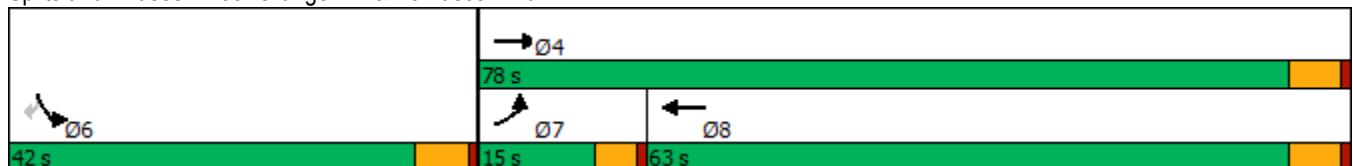


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖↖	↑↑	↖↗	↖↖	↖
Traffic Volume (vph)	165	402	735	258	377
Future Volume (vph)	165	402	735	258	377
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	27.8	27.8	27.8
Total Split (s)	15.0	78.0	63.0	42.0	42.0
Total Split (%)	12.5%	65.0%	52.5%	35.0%	35.0%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	9.0	72.6	59.0	17.2	17.2
Actuated g/C Ratio	0.09	0.72	0.58	0.17	0.17
v/c Ratio	0.58	0.17	0.73	0.47	0.82
Control Delay	53.3	5.7	16.5	39.9	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	5.7	16.5	39.9	28.2
LOS	D	A	B	D	C
Approach Delay		19.5	16.5	33.0	
Approach LOS		B	B	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 21.2
 Intersection LOS: C
 Intersection Capacity Utilization 74.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖↗	↑↑	↖↗		↖↗	↖	
Traffic Volume (veh/h)	165	402	735	647	258	377	
Future Volume (veh/h)	165	402	735	647	258	377	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	179	437	799	540	280	296	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	243	2449	1175	781	746	342	
Arrive On Green	0.07	0.68	0.57	0.57	0.21	0.21	
Sat Flow, veh/h	3510	3705	2171	1380	3510	1610	
Grp Volume(v), veh/h	179	437	693	646	280	296	
Grp Sat Flow(s),veh/h/ln	1755	1805	1805	1652	1755	1610	
Q Serve(g_s), s	5.3	4.7	28.8	29.7	7.3	18.9	
Cycle Q Clear(g_c), s	5.3	4.7	28.8	29.7	7.3	18.9	
Prop In Lane	1.00			0.84	1.00	1.00	
Lane Grp Cap(c), veh/h	243	2449	1021	935	746	342	
V/C Ratio(X)	0.74	0.18	0.68	0.69	0.38	0.86	
Avail Cap(c_a), veh/h	343	2449	1021	935	1194	548	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	48.6	6.3	16.3	16.5	35.8	40.4	
Incr Delay (d2), s/veh	2.4	0.2	3.6	4.2	0.3	8.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.3	1.5	11.5	10.9	3.0	0.8	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	51.0	6.4	19.9	20.7	36.2	48.7	
LnGrp LOS	D	A	B	C	D	D	
Approach Vol, veh/h		616	1339		576		
Approach Delay, s/veh		19.4	20.3		42.6		
Approach LOS		B	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				78.0	28.4	12.0	66.0
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				72.2	36.2	10.4	57.2
Max Q Clear Time (g_c+I1), s				6.7	20.9	7.3	31.7
Green Ext Time (p_c), s				2.9	1.8	0.1	10.0
Intersection Summary							
HCM 6th Ctrl Delay			25.1				
HCM 6th LOS			C				

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

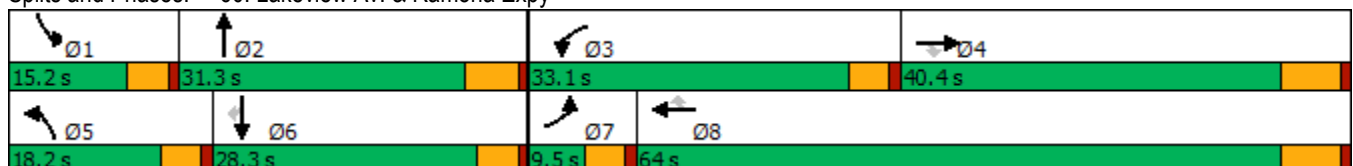
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1089	232	539	2823	14	357	29	268	97	213	201
Future Volume (vph)	27	1089	232	539	2823	14	357	29	268	97	213	201
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	9.5	29.5	29.5	9.6	28.5	28.5	9.6	22.8		9.6	26.7	26.7
Total Split (s)	9.5	40.4	40.4	33.1	64.0	64.0	18.2	31.3		15.2	28.3	28.3
Total Split (%)	7.9%	33.7%	33.7%	27.6%	53.3%	53.3%	15.2%	26.1%		12.7%	23.6%	23.6%
Yellow Time (s)	3.5	5.5	5.5	3.6	5.5	5.5	3.6	4.8		3.6	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	6.5	4.6	6.5	6.5	4.6	5.8		4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Act Effct Green (s)	5.0	37.0	37.0	21.6	57.8	57.8	13.7	14.3	106.1	18.5	13.3	13.3
Actuated g/C Ratio	0.05	0.35	0.35	0.20	0.54	0.54	0.13	0.13	1.00	0.17	0.13	0.13
v/c Ratio	0.34	0.52	0.36	0.82	0.86	0.02	0.86	0.07	0.18	0.33	0.51	0.64
Control Delay	63.0	29.5	8.3	51.0	25.2	0.0	65.8	40.3	0.2	48.5	47.9	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	29.5	8.3	51.0	25.2	0.0	65.8	40.3	0.2	48.5	47.9	23.7
LOS	E	C	A	D	C	A	E	D	A	D	D	C
Approach Delay		26.5			29.2			37.8			38.5	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.1
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 30.3
 Intersection LOS: C
 Intersection Capacity Utilization 80.5%
 ICU Level of Service D
 Analysis Period (min) 15

























Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1089	232	539	2823	14	357	29	268	97	213	201
Future Volume (veh/h)	27	1089	232	539	2823	14	357	29	268	97	213	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	1184	192	586	3068	11	388	32	0	105	232	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	2353	580	661	3414	841	437	658		132	471	210
Arrive On Green	0.03	0.36	0.36	0.19	0.52	0.52	0.12	0.18	0.00	0.07	0.13	0.13
Sat Flow, veh/h	1810	6536	1610	3510	6536	1610	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	29	1184	192	586	3068	11	388	32	0	105	232	164
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1755	1634	1610	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	1.7	15.5	9.5	17.8	46.2	0.4	11.9	0.8	0.0	6.2	6.5	10.8
Cycle Q Clear(g_c), s	1.7	15.5	9.5	17.8	46.2	0.4	11.9	0.8	0.0	6.2	6.5	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	2353	580	661	3414	841	437	658		132	471	210
V/C Ratio(X)	0.60	0.50	0.33	0.89	0.90	0.01	0.89	0.05		0.80	0.49	0.78
Avail Cap(c_a), veh/h	83	2353	580	915	3439	847	437	842		176	780	348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	27.3	25.4	43.2	23.5	12.5	47.1	36.9	0.0	49.9	44.1	46.0
Incr Delay (d2), s/veh	4.3	0.2	0.3	6.4	3.6	0.0	18.9	0.0	0.0	16.9	0.8	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.6	3.4	7.8	16.0	0.1	6.2	0.3	0.0	3.4	3.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	27.5	25.7	49.6	27.1	12.6	66.0	36.9	0.0	66.7	44.9	52.2
LnGrp LOS	E	C	C	D	C	B	E	D		E	D	D
Approach Vol, veh/h		1405			3665			420	A		501	
Approach Delay, s/veh		27.9			30.6			63.8			51.9	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	25.7	25.2	45.8	18.2	20.1	7.4	63.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8	4.5	6.5				
Max Green Setting (Gmax), s	10.6	25.5	28.5	33.9	13.6	* 24	5.0	57.5				
Max Q Clear Time (g_c+I1), s	8.2	2.8	19.8	17.5	13.9	12.8	3.7	48.2				
Green Ext Time (p_c), s	0.0	0.1	0.8	7.3	0.0	1.5	0.0	8.9				

Intersection Summary

HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

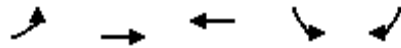
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

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Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	→	←	↙	↘
Traffic Volume (vph)	517	121	203	16	493
Future Volume (vph)	517	121	203	16	493
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	27.1	27.8	27.8
Total Split (s)	35.0	62.1	27.1	27.9	27.9
Total Split (%)	38.9%	69.0%	30.1%	31.0%	31.0%
Yellow Time (s)	3.6	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	28.2	57.1	24.3	12.2	12.2
Actuated g/C Ratio	0.35	0.71	0.30	0.15	0.15
v/c Ratio	0.89	0.10	0.44	0.06	0.77
Control Delay	42.6	4.4	26.6	28.6	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	4.4	26.6	28.6	11.0
LOS	D	A	C	C	B
Approach Delay		35.3	26.6	11.6	
Approach LOS		D	C	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 80.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 25.1
 Intersection LOS: C
 Intersection Capacity Utilization 62.2%
 ICU Level of Service B
 Analysis Period (min) 15

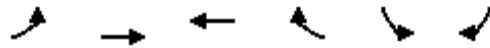
Splits and Phases: 61: Nuevo Rd. & Lakeview Av.



HCM 6th Signalized Intersection Summary
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

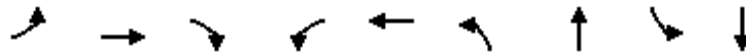


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	517	121	203	27	16	493	
Future Volume (veh/h)	517	121	203	27	16	493	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	562	132	221	29	17	378	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	592	1203	420	55	444	395	
Arrive On Green	0.33	0.63	0.26	0.26	0.25	0.25	
Sat Flow, veh/h	1810	1900	1645	216	1810	1610	
Grp Volume(v), veh/h	562	132	0	250	17	378	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1861	1810	1610	
Q Serve(g_s), s	27.3	2.5	0.0	10.4	0.6	20.8	
Cycle Q Clear(g_c), s	27.3	2.5	0.0	10.4	0.6	20.8	
Prop In Lane	1.00			0.12	1.00	1.00	
Lane Grp Cap(c), veh/h	592	1203	0	475	444	395	
V/C Ratio(X)	0.95	0.11	0.00	0.53	0.04	0.96	
Avail Cap(c_a), veh/h	611	1203	0	475	444	395	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.6	6.5	0.0	28.8	25.9	33.5	
Incr Delay (d2), s/veh	23.8	0.2	0.0	4.1	0.0	33.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	15.1	0.9	0.0	5.0	0.3	20.3	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	53.3	6.7	0.0	33.0	25.9	67.4	
LnGrp LOS	D	A	A	C	C	E	
Approach Vol, veh/h		694	250		395		
Approach Delay, s/veh		44.5	33.0		65.6		
Approach LOS		D	C		E		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				62.1	27.9	34.0	28.1
Change Period (Y+Rc), s				5.1	5.8	4.6	5.1
Max Green Setting (Gmax), s				57.0	22.1	30.4	22.0
Max Q Clear Time (g_c+I1), s				4.5	22.8	29.3	12.4
Green Ext Time (p_c), s				0.8	0.0	0.2	0.9
Intersection Summary							
HCM 6th Ctrl Delay			48.6				
HCM 6th LOS			D				

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

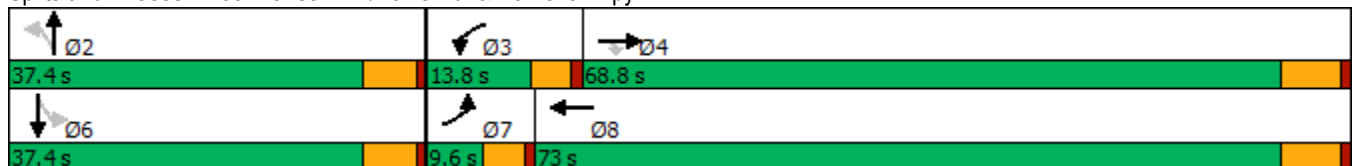


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↕		↕
Traffic Volume (vph)	3	1394	55	52	3176	192	3	1	1
Future Volume (vph)	3	1394	55	52	3176	192	3	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	9.6	68.8	68.8	13.8	73.0	37.4	37.4	37.4	37.4
Total Split (%)	8.0%	57.3%	57.3%	11.5%	60.8%	31.2%	31.2%	31.2%	31.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	58.5	58.5	7.5	66.7		28.6		28.6
Actuated g/C Ratio	0.05	0.53	0.53	0.07	0.61		0.26		0.26
v/c Ratio	0.04	0.43	0.07	0.46	0.86		0.88		0.02
Control Delay	54.3	16.9	3.2	62.7	21.4		60.0		19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	54.3	16.9	3.2	62.7	21.4		60.0		19.1
LOS	D	B	A	E	C		E		B
Approach Delay		16.5			22.0		60.0		19.1
Approach LOS		B			C		E		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 22.9
 Intersection LOS: C
 Intersection Capacity Utilization 82.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1394	55	52	3176	1	192	3	138	1	1	7
Future Volume (veh/h)	3	1394	55	52	3176	1	192	3	138	1	1	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	1499	56	56	3415	1	206	3	106	1	1	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	3721	917	73	4117	1	283	3	117	66	72	299
Arrive On Green	0.00	0.57	0.57	0.04	0.61	0.61	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	6536	1610	1810	6800	2	978	14	503	119	310	1287
Grp Volume(v), veh/h	3	1499	56	56	2462	954	315	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1810	1634	1900	1496	0	0	1716	0	0
Q Serve(g_s), s	0.2	13.7	1.7	3.3	42.6	42.6	21.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	13.7	1.7	3.3	42.6	42.6	21.9	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.65		0.34	0.12		0.75
Lane Grp Cap(c), veh/h	7	3721	917	73	2968	1150	404	0	0	437	0	0
V/C Ratio(X)	0.42	0.40	0.06	0.77	0.83	0.83	0.78	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	85	3806	938	156	3047	1181	497	0	0	537	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.2	12.9	10.3	50.9	16.7	16.7	39.9	0.0	0.0	31.7	0.0	0.0
Incr Delay (d2), s/veh	13.6	0.1	0.0	6.3	2.0	5.0	6.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.3	0.5	1.5	13.3	16.4	8.4	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	12.9	10.3	57.2	18.7	21.7	46.2	0.0	0.0	31.7	0.0	0.0
LnGrp LOS	E	B	B	E	B	C	D	A	A	C	A	A
Approach Vol, veh/h		1558			3472			315				8
Approach Delay, s/veh		13.0			20.2			46.2				31.7
Approach LOS		B			C			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.7	8.9	67.4		30.7	5.0	71.3				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		31.6	9.2	62.3		31.6	5.0	66.5				
Max Q Clear Time (g_c+I1), s		23.9	5.3	15.7		2.4	2.2	44.6				
Green Ext Time (p_c), s		1.0	0.0	13.5		0.0	0.0	20.2				
Intersection Summary												
HCM 6th Ctrl Delay				19.6								
HCM 6th LOS				B								

Timings
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

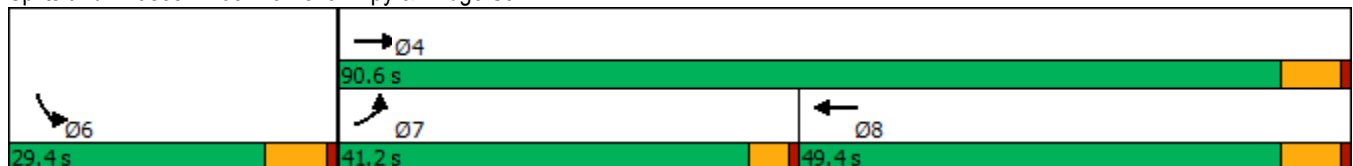


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations	↖	↑↑↑	↑↑↑↗	↘
Traffic Volume (vph)	436	2279	1914	24
Future Volume (vph)	436	2279	1914	24
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	23.5	28.5
Total Split (s)	41.2	90.6	49.4	29.4
Total Split (%)	34.3%	75.5%	41.2%	24.5%
Yellow Time (s)	3.6	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effct Green (s)	30.6	84.1	48.9	10.7
Actuated g/C Ratio	0.28	0.78	0.45	0.10
v/c Ratio	0.89	0.47	0.71	0.57
Control Delay	56.5	4.5	26.3	19.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	56.5	4.5	26.3	19.3
LOS	E	A	C	B
Approach Delay		12.8	26.3	19.3
Approach LOS		B	C	B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 107.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 65: Ramona Expy & Bridge St



HCM 6th Signalized Intersection Summary
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	436	2279	1914	101	24	137	
Future Volume (veh/h)	436	2279	1914	101	24	137	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	454	2374	1994	105	25	143	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	484	4975	2895	152	29	168	
Arrive On Green	0.27	0.76	0.45	0.45	0.12	0.12	
Sat Flow, veh/h	1810	6802	6670	337	242	1386	
Grp Volume(v), veh/h	454	2374	1526	573	169	0	
Grp Sat Flow(s),veh/h/ln	1810	1634	1634	1839	1638	0	
Q Serve(g_s), s	27.1	15.1	27.4	27.4	11.2	0.0	
Cycle Q Clear(g_c), s	27.1	15.1	27.4	27.4	11.2	0.0	
Prop In Lane	1.00			0.18	0.15	0.85	
Lane Grp Cap(c), veh/h	484	4975	2216	831	199	0	
V/C Ratio(X)	0.94	0.48	0.69	0.69	0.85	0.00	
Avail Cap(c_a), veh/h	599	4975	2216	831	340	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	39.6	5.0	24.1	24.1	47.6	0.0	
Incr Delay (d2), s/veh	18.7	0.3	1.8	4.6	9.7	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	13.7	3.2	9.8	11.7	4.9	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	58.3	5.3	25.9	28.7	57.3	0.0	
LnGrp LOS	E	A	C	C	E	A	
Approach Vol, veh/h		2828	2099		169		
Approach Delay, s/veh		13.8	26.6		57.3		
Approach LOS		B	C		E		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.6	19.9	34.1	56.5
Change Period (Y+Rc), s				6.5	6.5	4.6	6.5
Max Green Setting (Gmax), s				84.1	22.9	36.6	42.9
Max Q Clear Time (g_c+I1), s				17.1	13.2	29.1	29.4
Green Ext Time (p_c), s				34.1	0.3	0.4	9.8

Intersection Summary

HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

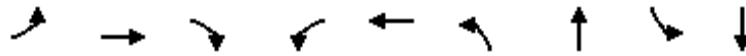
Notes

User approved volume balancing among the lanes for turning movement.

Timings
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

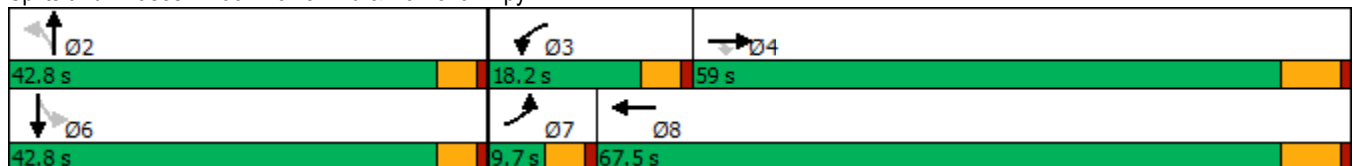


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑	↖↗	↗		↕
Traffic Volume (vph)	6	1566	733	219	1488	527	2	1	1
Future Volume (vph)	6	1566	733	219	1488	527	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	9.7	59.0	59.0	18.2	67.5	42.8	42.8	42.8	42.8
Total Split (%)	8.1%	49.2%	49.2%	15.2%	56.3%	35.7%	35.7%	35.7%	35.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	43.1	43.1	10.6	56.9	24.2	24.2		24.2
Actuated g/C Ratio	0.06	0.46	0.46	0.11	0.60	0.26	0.26		0.26
v/c Ratio	0.06	0.54	0.66	0.58	0.39	0.76	0.72		0.00
Control Delay	52.7	19.7	4.6	49.1	10.9	41.0	27.3		29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	52.7	19.7	4.6	49.1	10.9	41.0	27.3		29.0
LOS	D	B	A	D	B	D	C		C
Approach Delay		15.0			15.8		35.3		29.0
Approach LOS		B			B		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.3
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 19.0
 Intersection LOS: B
 Intersection Capacity Utilization 68.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑		↖↗	↑			↕	
Traffic Volume (veh/h)	6	1566	733	219	1488	3	527	2	373	1	1	0
Future Volume (veh/h)	6	1566	733	219	1488	3	527	2	373	1	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	1614	693	226	1534	3	543	2	261	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	3222	794	297	3867	8	768	3	426	141	125	0
Arrive On Green	0.01	0.49	0.49	0.08	0.57	0.57	0.27	0.27	0.27	0.27	0.27	0.00
Sat Flow, veh/h	1810	6536	1610	3510	6786	13	2791	12	1600	328	471	0
Grp Volume(v), veh/h	6	1614	693	226	1108	429	543	0	263	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1755	1634	1898	1396	0	1612	799	0	0
Q Serve(g_s), s	0.3	16.7	38.5	6.3	12.6	12.6	8.7	0.0	14.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	16.7	38.5	6.3	12.6	12.6	23.1	0.0	14.4	14.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.99	0.50		0.00
Lane Grp Cap(c), veh/h	14	3222	794	297	2793	1081	768	0	429	266	0	0
V/C Ratio(X)	0.43	0.50	0.87	0.76	0.40	0.40	0.71	0.00	0.61	0.01	0.00	0.00
Avail Cap(c_a), veh/h	92	3416	842	475	2977	1152	1087	0	613	429	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.6	17.1	22.7	45.0	12.0	12.0	36.5	0.0	32.3	27.8	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.1	9.6	1.5	0.1	0.2	0.5	0.0	0.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.5	14.5	2.7	3.8	4.5	6.0	0.0	5.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	17.3	32.3	46.5	12.1	12.2	36.9	0.0	32.8	27.8	0.0	0.0
LnGrp LOS	E	B	C	D	B	B	D	A	C	C	A	A
Approach Vol, veh/h		2313			1763			806				2
Approach Delay, s/veh		21.9			16.5			35.6				27.8
Approach LOS		C			B			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.3	13.1	56.0		31.3	5.4	63.7				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		38.2	13.6	52.5		38.2	5.1	61.0				
Max Q Clear Time (g_c+I1), s		25.1	8.3	40.5		16.4	2.3	14.6				
Green Ext Time (p_c), s		1.7	0.2	9.0		0.0	0.0	12.3				
Intersection Summary												
HCM 6th Ctrl Delay				22.2								
HCM 6th LOS				C								

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

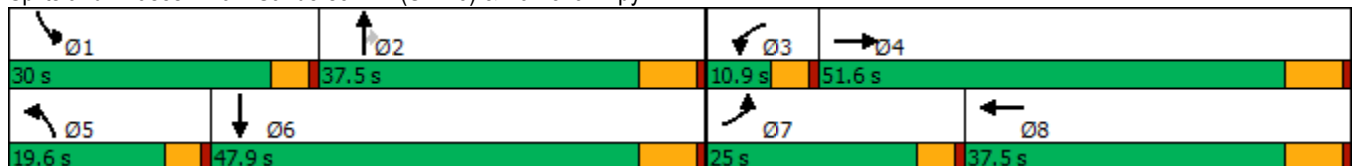
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	988	654	146	70	861	994	241	1421	95	835	744	561
Future Volume (vph)	988	654	146	70	861	994	241	1421	95	835	744	561
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			Free
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.6	38.5		9.6	37.5		9.6	36.5	36.5	9.6	38.5	
Total Split (s)	25.0	51.6		10.9	37.5		19.6	37.5	37.5	30.0	47.9	
Total Split (%)	19.2%	39.7%		8.4%	28.8%		15.1%	28.8%	28.8%	23.1%	36.8%	
Yellow Time (s)	3.6	5.5		3.6	5.5		3.6	5.5	5.5	3.6	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5		4.6	6.5		4.6	6.5	6.5	4.6	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	20.4	41.8	123.2	6.0	25.2	123.2	12.3	29.8	29.8	25.4	43.0	123.2
Actuated g/C Ratio	0.17	0.34	1.00	0.05	0.20	1.00	0.10	0.24	0.24	0.21	0.35	1.00
v/c Ratio	1.11	0.34	0.09	0.41	0.74	0.62	0.68	0.78	0.18	1.13	0.28	0.35
Control Delay	112.7	31.6	0.1	65.5	50.3	1.8	63.8	47.4	0.7	119.8	30.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.7	31.6	0.1	65.5	50.3	1.8	63.8	47.4	0.7	119.8	30.1	0.6
LOS	F	C	A	E	D	A	E	D	A	F	C	A
Approach Delay		73.9			25.8			47.1			57.3	
Approach LOS		E			C			D			E	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 123.2
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 50.9
 Intersection LOS: D
 Intersection Capacity Utilization 98.3%
 ICU Level of Service F
 Analysis Period (min) 15








































Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		  	  		 	  		  	  	
Traffic Volume (veh/h)	988	654	146	70	861	994	241	1421	95	835	744	561
Future Volume (veh/h)	988	654	146	70	861	994	241	1421	95	835	744	561
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	998	661	0	71	870	0	243	1435	56	843	752	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	934	1861		138	1098		303	1778	377	775	2769	
Arrive On Green	0.26	0.49	0.00	0.06	0.29	0.00	0.13	0.35	0.23	0.32	0.55	0.00
Sat Flow, veh/h	5429	5700	1610	3619	5700	1610	3619	7600	1610	3619	7600	1610
Grp Volume(v), veh/h	998	661	0	71	870	0	243	1435	56	843	752	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	20.4	8.5	0.0	2.3	16.7	0.0	7.7	20.3	3.3	25.4	6.2	0.0
Cycle Q Clear(g_c), s	20.4	8.5	0.0	2.3	16.7	0.0	7.7	20.3	3.3	25.4	6.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	934	1861		138	1098		303	1778	377	775	2769	
V/C Ratio(X)	1.07	0.36		0.51	0.79		0.80	0.81	0.15	1.09	0.27	
Avail Cap(c_a), veh/h	934	2168		192	1490		458	1987	421	775	2769	
HCM Platoon Ratio	1.50	1.50	1.00	1.50	1.50	1.00	1.50	1.50	1.00	1.50	1.50	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.0	22.5	0.0	54.8	40.0	0.0	50.9	36.1	36.0	40.2	18.5	0.0
Incr Delay (d2), s/veh	49.5	0.1	0.0	1.1	2.1	0.0	3.2	2.3	0.2	58.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	3.3	0.0	1.0	6.9	0.0	3.4	8.0	1.2	15.6	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.5	22.7	0.0	55.9	42.1	0.0	54.0	38.4	36.2	98.9	18.6	0.0
LnGrp LOS	F	C		E	D		D	D	D	F	B	
Approach Vol, veh/h		1659	A		941	A		1734			1595	A
Approach Delay, s/veh		65.3			43.2			40.5			61.0	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	34.2	9.1	45.2	14.5	49.7	25.0	29.3				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	25.4	31.0	6.3	45.1	15.0	41.4	20.4	31.0				
Max Q Clear Time (g_c+1), s	27.4	22.3	4.3	10.5	9.7	8.2	22.4	18.7				
Green Ext Time (p_c), s	0.0	5.5	0.0	4.2	0.2	4.9	0.0	4.1				

Intersection Summary

HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

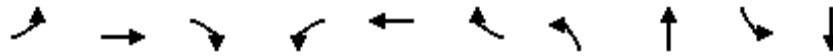
Notes

User approved pedestrian interval to be less than phase max green.
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

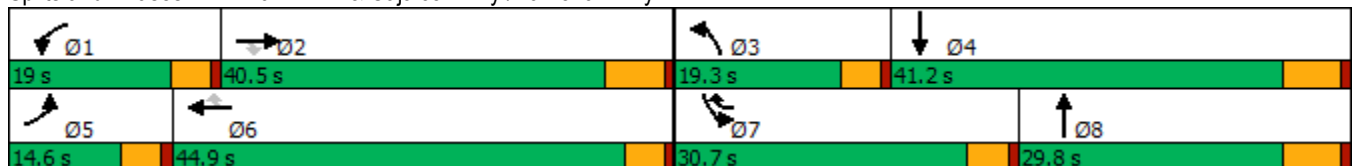


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↘	↘↗	↑↘
Traffic Volume (vph)	63	1582	294	318	1242	251	332	212	615	338
Future Volume (vph)	63	1582	294	318	1242	251	332	212	615	338
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	14.6	40.5	40.5	19.0	44.9	30.7	19.3	29.8	30.7	41.2
Total Split (%)	12.2%	33.8%	33.8%	15.8%	37.4%	25.6%	16.1%	24.8%	25.6%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.0	33.8	33.8	13.2	43.1	66.0	13.6	17.0	23.0	26.4
Actuated g/C Ratio	0.07	0.31	0.31	0.12	0.40	0.61	0.12	0.16	0.21	0.24
v/c Ratio	0.50	0.80	0.43	0.77	0.49	0.24	0.78	0.76	0.86	0.52
Control Delay	64.2	39.3	6.2	60.7	27.5	1.9	60.9	37.0	54.6	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	39.3	6.2	60.7	27.5	1.9	60.9	37.0	54.6	35.3
LOS	E	D	A	E	C	A	E	D	D	D
Approach Delay		35.1			29.8			46.6		46.6
Approach LOS		D			C			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 37.2
 Intersection LOS: D
 Intersection Capacity Utilization 82.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑	↗	↖↗	↑↗		↖↗	↑↗	
Traffic Volume (veh/h)	63	1582	294	318	1242	251	332	212	276	615	338	97
Future Volume (veh/h)	63	1582	294	318	1242	251	332	212	276	615	338	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	1631	228	328	1280	211	342	219	237	634	348	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	2002	493	394	2432	923	408	315	281	709	814	125
Arrive On Green	0.05	0.31	0.31	0.11	0.37	0.37	0.12	0.17	0.17	0.20	0.26	0.26
Sat Flow, veh/h	1810	6536	1610	3510	6536	1608	3510	1805	1610	3510	3134	482
Grp Volume(v), veh/h	65	1631	228	328	1280	211	342	219	237	634	199	203
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1755	1634	1608	1755	1805	1610	1755	1805	1811
Q Serve(g_s), s	3.7	24.3	12.0	9.6	16.1	6.8	10.0	12.0	15.0	18.5	9.6	9.8
Cycle Q Clear(g_c), s	3.7	24.3	12.0	9.6	16.1	6.8	10.0	12.0	15.0	18.5	9.6	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	84	2002	493	394	2432	923	408	315	281	709	469	471
V/C Ratio(X)	0.77	0.81	0.46	0.83	0.53	0.23	0.84	0.70	0.84	0.89	0.42	0.43
Avail Cap(c_a), veh/h	172	2132	525	481	2511	942	491	405	361	871	601	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	33.7	29.5	45.7	25.8	11.0	45.5	40.8	42.0	40.9	32.4	32.4
Incr Delay (d2), s/veh	5.5	2.4	0.7	8.5	0.2	0.1	9.0	3.6	13.5	9.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.3	4.5	4.5	5.8	2.1	4.7	5.4	6.7	8.4	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	36.2	30.2	54.2	26.0	11.1	54.5	44.4	55.5	49.9	33.0	33.1
LnGrp LOS	E	D	C	D	C	B	D	D	E	D	C	C
Approach Vol, veh/h		1924			1819			798			1036	
Approach Delay, s/veh		36.1			29.3			52.0			43.4	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	38.4	16.8	33.5	9.5	45.3	25.8	24.5				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	14.4	34.3	14.7	35.0	10.0	* 40	26.1	23.6				
Max Q Clear Time (g_c+I1), s	11.6	26.3	12.0	11.8	5.7	18.1	20.5	17.0				
Green Ext Time (p_c), s	0.2	5.9	0.2	2.0	0.0	9.5	0.7	1.3				

Intersection Summary

HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Configurations	↑↑	↑	↔	↑	↔	↑
Traffic Volume (vph)	968	136	722	280	892	0
Future Volume (vph)	968	136	722	280	892	0
Turn Type	NA	Perm	Prot	NA	Split	NA
Protected Phases	2		1	6	4	4
Permitted Phases		2				
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	44.0	44.0	33.0	77.0	43.0	43.0
Total Split (%)	36.7%	36.7%	27.5%	64.2%	35.8%	35.8%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	40.2	40.2	28.1	72.8	37.2	37.2
Actuated g/C Ratio	0.34	0.34	0.23	0.61	0.31	0.31
v/c Ratio	0.87	0.24	0.96	0.26	0.89	0.49
Control Delay	46.9	7.6	96.3	9.3	51.1	2.2
Queue Delay	48.2	0.0	45.0	0.8	50.6	0.0
Total Delay	95.1	7.6	141.3	10.1	101.7	2.2
LOS	F	A	F	B	F	A
Approach Delay	84.3			104.7		70.8
Approach LOS	F			F		E

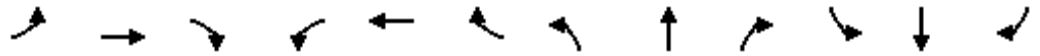
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 85.1
 Intersection LOS: F
 Intersection Capacity Utilization 107.8%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.

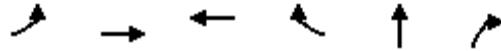


HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 06/04/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑					↖↗	↘	
Traffic Volume (veh/h)	0	968	136	722	280	0	0	0	0	892	0	403
Future Volume (veh/h)	0	968	136	722	280	0	0	0	0	892	0	403
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1052	115	785	304	0				970	0	324
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1238	552	824	1169	0				1059	0	486
Arrive On Green	0.00	0.34	0.34	0.39	1.00	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	3705	1610	3510	1900	0				3510	0	1610
Grp Volume(v), veh/h	0	1052	115	785	304	0				970	0	324
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1900	0				1755	0	1610
Q Serve(g_s), s	0.0	32.4	6.1	26.0	0.0	0.0				32.0	0.0	21.1
Cycle Q Clear(g_c), s	0.0	32.4	6.1	26.0	0.0	0.0				32.0	0.0	21.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1238	552	824	1169	0				1059	0	486
V/C Ratio(X)	0.00	0.85	0.21	0.95	0.26	0.00				0.92	0.00	0.67
Avail Cap(c_a), veh/h	0	1238	552	834	1169	0				1112	0	510
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.54	0.54	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	36.6	27.9	35.8	0.0	0.0				40.4	0.0	36.6
Incr Delay (d2), s/veh	0.0	7.4	0.9	13.1	0.3	0.0				11.4	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.9	2.4	10.5	0.1	0.0				14.9	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.0	28.8	49.0	0.3	0.0				51.8	0.0	39.8
LnGrp LOS	A	D	C	D	A	A				D	A	D
Approach Vol, veh/h		1167			1089						1294	
Approach Delay, s/veh		42.5			35.4						48.8	
Approach LOS		D			D						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.7	46.1		41.2		78.8						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	28.5	39.0		38.0		72.0						
Max Q Clear Time (g_c+I1), s	28.0	34.4		34.0		2.0						
Green Ext Time (p_c), s	0.1	2.1		2.2		1.0						
Intersection Summary												
HCM 6th Ctrl Delay				42.6								
HCM 6th LOS				D								

Timings

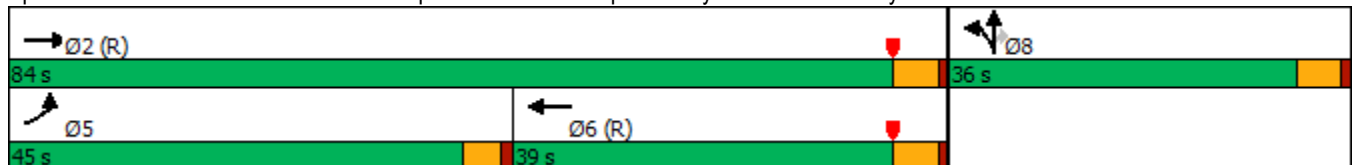


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↔↔	↑↑	↑↑	↔	↔	↔
Traffic Volume (vph)	677	1182	952	1750	1	347
Future Volume (vph)	677	1182	952	1750	1	347
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	26.0	24.0		10.0	10.0
Total Split (s)	45.0	84.0	39.0		36.0	36.0
Total Split (%)	37.5%	70.0%	32.5%		30.0%	30.0%
Yellow Time (s)	3.5	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max		Max	Max
Act Effct Green (s)	30.0	79.0	44.5	120.0	31.0	31.0
Actuated g/C Ratio	0.25	0.66	0.37	1.00	0.26	0.26
v/c Ratio	0.84	0.54	0.77	1.18	0.12	0.79
Control Delay	75.6	24.6	38.9	94.6	35.0	45.6
Queue Delay	3.2	50.5	50.0	0.0	0.0	0.0
Total Delay	78.8	75.2	88.9	94.6	35.0	45.6
LOS	E	E	F	F	C	D
Approach Delay		76.5	92.6		44.2	
Approach LOS		E	F		D	

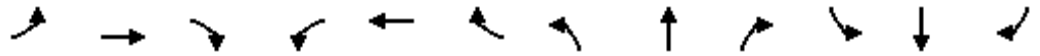
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 82.7
 Intersection LOS: F
 Intersection Capacity Utilization 107.8%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑			↑↑	↖		↖	↖			
Traffic Volume (veh/h)	677	1182	0	0	952	1750	50	1	347	0	0	0
Future Volume (veh/h)	677	1182	0	0	952	1750	50	1	347	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	736	1285	0	0	1035	0	54	1	187			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	792	2377	0	0	1427		459	9	416			
Arrive On Green	0.45	1.00	0.00	0.00	0.40	0.00	0.26	0.26	0.26			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1778	33	1610			
Grp Volume(v), veh/h	736	1285	0	0	1035	0	55	0	187			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	23.8	0.0	0.0	0.0	29.2	0.0	2.8	0.0	11.7			
Cycle Q Clear(g_c), s	23.8	0.0	0.0	0.0	29.2	0.0	2.8	0.0	11.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	792	2377	0	0	1427		468	0	416			
V/C Ratio(X)	0.93	0.54	0.00	0.00	0.73		0.12	0.00	0.45			
Avail Cap(c_a), veh/h	1185	2377	0	0	1427		468	0	416			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.35	0.35	0.00	0.00	0.44	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.0	0.0	0.0	0.0	30.8	0.0	34.0	0.0	37.3			
Incr Delay (d2), s/veh	2.9	0.3	0.0	0.0	1.4	0.0	0.5	0.0	3.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.4	0.1	0.0	0.0	12.3	0.0	1.3	0.0	4.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.3	0.0	0.0	32.2	0.0	34.5	0.0	40.8			
LnGrp LOS	C	A	A	A	C		C	A	D			
Approach Vol, veh/h		2021			1035	A		242				
Approach Delay, s/veh		12.9			32.2			39.4				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		84.0			31.6	52.4		36.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		79.0			40.5	34.0		31.0				
Max Q Clear Time (g_c+I1), s		2.0			25.8	31.2		13.7				
Green Ext Time (p_c), s		6.9			1.3	1.3		0.7				

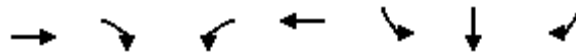
Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-215 SB Ramps & Ramona Exwy.

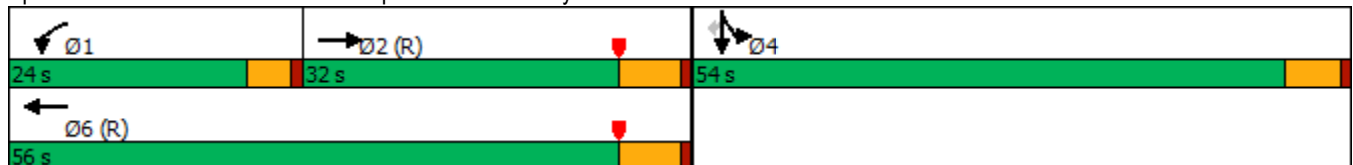


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑	↔↔	↑↑↑↑	↔↔	↑	↑
Traffic Volume (vph)	1767	783	741	1448	2513	3	364
Future Volume (vph)	1767	783	741	1448	2513	3	364
Turn Type	NA	Free	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		Free					4
Detector Phase	2		1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		9.5	31.0	10.5	10.5	10.5
Total Split (s)	32.0		24.0	56.0	54.0	54.0	54.0
Total Split (%)	29.1%		21.8%	50.9%	49.1%	49.1%	49.1%
Yellow Time (s)	5.0		3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	Max	Max	Max
Act Effct Green (s)	26.0	110.0	19.5	50.0	48.5	48.5	48.5
Actuated g/C Ratio	0.24	1.00	0.18	0.45	0.44	0.44	0.44
v/c Ratio	0.99	0.49	1.17	0.42	1.01	1.00	0.42
Control Delay	62.1	1.1	105.9	9.1	56.9	63.9	18.2
Queue Delay	0.0	0.0	0.0	0.0	35.2	38.0	0.0
Total Delay	62.1	1.1	105.9	9.1	92.1	101.9	18.2
LOS	E	A	F	A	F	F	B
Approach Delay	43.3			41.9		85.6	
Approach LOS	D			D		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 58.9
 Intersection LOS: E
 Intersection Capacity Utilization 148.0%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↖	↗	↘
Traffic Volume (veh/h)	0	1767	783	741	1448	0	0	0	0	2513	3	364
Future Volume (veh/h)	0	1767	783	741	1448	0	0	0	0	2513	3	364
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1785	0	748	1463	0				2540	0	363
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1796		642	3455	0				2394	0	710
Arrive On Green	0.00	0.31	0.00	0.23	0.59	0.00				0.57	0.00	0.57
Sat Flow, veh/h	0	7600	1610	3619	7600	0				5429	0	1610
Grp Volume(v), veh/h	0	1785	0	748	1463	0				2540	0	363
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	25.8	0.0	19.5	11.6	0.0				48.5	0.0	15.0
Cycle Q Clear(g_c), s	0.0	25.8	0.0	19.5	11.6	0.0				48.5	0.0	15.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1796		642	3455	0				2394	0	710
V/C Ratio(X)	0.00	0.99		1.17	0.42	0.00				1.06	0.00	0.51
Avail Cap(c_a), veh/h	0	1796		642	3455	0				2394	0	710
HCM Platoon Ratio	1.00	1.30	1.00	1.30	1.30	1.00				1.30	1.30	1.30
Upstream Filter(I)	0.00	0.47	0.00	0.65	0.65	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.0	0.0	42.3	14.6	0.0				23.5	0.0	16.3
Incr Delay (d2), s/veh	0.0	13.2	0.0	85.8	0.2	0.0				37.2	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.1	0.0	15.4	4.2	0.0				24.0	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	51.2	0.0	128.1	14.9	0.0				60.7	0.0	18.9
LnGrp LOS	A	D		F	B	A				F	A	B
Approach Vol, veh/h		1785	A		2211						2903	
Approach Delay, s/veh		51.2			53.2						55.5	
Approach LOS		D			D						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	32.0		54.0		56.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	19.5	26.0		48.5		50.0						
Max Q Clear Time (g_c+I1), s	21.5	27.8		50.5		13.6						
Green Ext Time (p_c), s	0.0	0.0		0.0		7.4						

Intersection Summary

HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

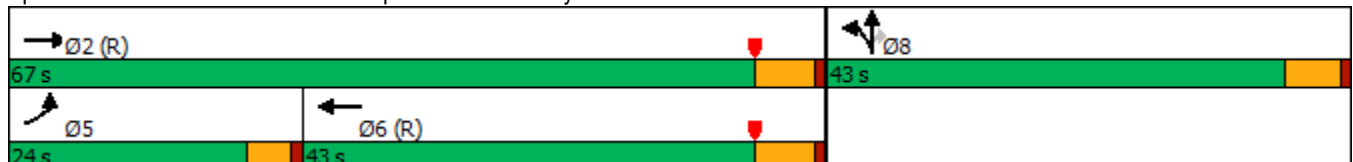


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↔↔	↑↑↑	↑↑↑	↔	↔	↔	↔
Traffic Volume (vph)	516	3765	1576	1986	611	3	721
Future Volume (vph)	516	3765	1576	1986	611	3	721
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	24.0	67.0	43.0		43.0	43.0	43.0
Total Split (%)	21.8%	60.9%	39.1%		39.1%	39.1%	39.1%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	19.0	61.0	37.5	110.0	37.5	37.5	37.5
Actuated g/C Ratio	0.17	0.55	0.34	1.00	0.34	0.34	0.34
v/c Ratio	0.88	1.07	0.73	1.27	0.54	0.54	1.24
Control Delay	39.4	58.4	34.3	135.4	33.5	33.5	152.0
Queue Delay	0.0	13.1	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	71.5	34.3	135.4	33.5	33.5	152.0
LOS	D	E	C	F	C	C	F
Approach Delay		67.7	90.7			97.5	
Approach LOS		E	F			F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.27
 Intersection Signal Delay: 80.9
 Intersection LOS: F
 Intersection Capacity Utilization 148.0%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	516	3765	0	0	1576	1986	611	3	721	0	0	0
Future Volume (veh/h)	516	3765	0	0	1576	1986	611	3	721	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	532	3881	0	0	1625	0	632	0	547			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	594	3625	0	0	2252		1234	0	549			
Arrive On Green	0.17	0.55	0.00	0.00	0.34	0.00	0.34	0.00	0.34			
Sat Flow, veh/h	3510	6802	0	0	6802	1610	3619	0	1610			
Grp Volume(v), veh/h	532	3881	0	0	1625	0	632	0	547			
Grp Sat Flow(s),veh/h/ln	1755	1634	0	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	16.3	61.0	0.0	0.0	23.9	0.0	15.3	0.0	37.3			
Cycle Q Clear(g_c), s	16.3	61.0	0.0	0.0	23.9	0.0	15.3	0.0	37.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	594	3625	0	0	2252		1234	0	549			
V/C Ratio(X)	0.90	1.07	0.00	0.00	0.72		0.51	0.00	1.00			
Avail Cap(c_a), veh/h	622	3625	0	0	2252		1234	0	549			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.8	24.5	0.0	0.0	31.4	0.0	28.9	0.0	36.2			
Incr Delay (d2), s/veh	1.8	32.5	0.0	0.0	2.0	0.0	0.4	0.0	37.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.9	28.1	0.0	0.0	9.1	0.0	6.4	0.0	19.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	57.0	0.0	0.0	33.5	0.0	29.3	0.0	73.6			
LnGrp LOS	D	F	A	A	C		C	A	E			
Approach Vol, veh/h		4413			1625	A		1179				
Approach Delay, s/veh		55.7			33.5			49.9				
Approach LOS		E			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.0			23.1	43.9		43.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		61.0			19.5	37.0		37.5				
Max Q Clear Time (g_c+I1), s		63.0			18.3	25.9		39.3				
Green Ext Time (p_c), s		0.0			0.3	5.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D

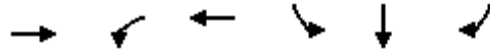
Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

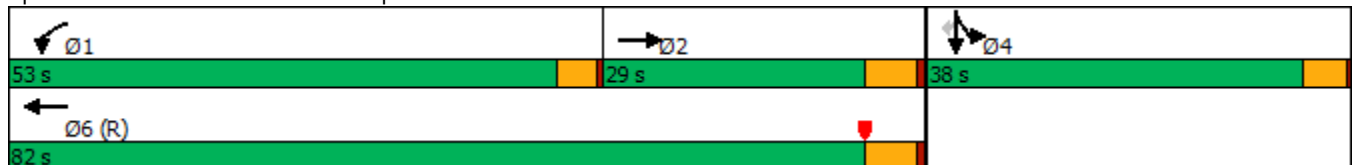


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	588	1077	816	893	0	85
Future Volume (vph)	588	1077	816	893	0	85
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	29.0	53.0	82.0	38.0	38.0	38.0
Total Split (%)	24.2%	44.2%	68.3%	31.7%	31.7%	31.7%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effect Green (s)	27.7	44.8	76.5	33.5	33.5	33.5
Actuated g/C Ratio	0.23	0.37	0.64	0.28	0.28	0.28
v/c Ratio	0.98	0.87	0.37	0.96	0.97	0.18
Control Delay	71.2	42.0	5.4	75.4	75.8	8.5
Queue Delay	2.6	3.5	0.4	42.2	41.9	0.0
Total Delay	73.9	45.6	5.8	117.6	117.7	8.5
LOS	E	D	A	F	F	A
Approach Delay	73.9		28.4		108.2	
Approach LOS	E		C		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 59.5
 Intersection LOS: E
 Intersection Capacity Utilization 160.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	588	198	1077	816	0	0	0	0	893	0	85
Future Volume (veh/h)	0	588	198	1077	816	0	0	0	0	893	0	85
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	639	133	1171	887	0				971	0	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	789	164	1250	2422	0				1010	0	447
Arrive On Green	0.00	0.26	0.26	0.58	1.00	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	3048	633	3619	3800	0				3619	0	1602
Grp Volume(v), veh/h	0	398	374	1171	887	0				971	0	70
Grp Sat Flow(s),veh/h/ln	0	1900	1782	1810	1900	0				1810	0	1602
Q Serve(g_s), s	0.0	23.6	23.6	35.7	0.0	0.0				31.7	0.0	4.0
Cycle Q Clear(g_c), s	0.0	23.6	23.6	35.7	0.0	0.0				31.7	0.0	4.0
Prop In Lane	0.00		0.36	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	492	461	1250	2423	0				1010	0	447
V/C Ratio(X)	0.00	0.81	0.81	0.94	0.37	0.00				0.96	0.00	0.16
Avail Cap(c_a), veh/h	0	492	461	1478	2423	0				1010	0	447
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.28	0.28	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	41.7	41.7	24.2	0.0	0.0				42.6	0.0	32.6
Incr Delay (d2), s/veh	0.0	13.4	14.4	3.6	0.1	0.0				19.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.4	11.7	10.5	0.0	0.0				16.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	55.1	56.1	27.8	0.1	0.0				62.1	0.0	32.8
LnGrp LOS	A	E	E	C	A	A				E	A	C
Approach Vol, veh/h		772			2058						1041	
Approach Delay, s/veh		55.6			15.8						60.2	
Approach LOS		E			B						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	45.5	36.5		38.0		82.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	49.0	23.5		33.5		76.5						
Max Q Clear Time (g_c+I1), s	37.7	25.6		33.7		2.0						
Green Ext Time (p_c), s	3.7	0.0		0.0		3.8						

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

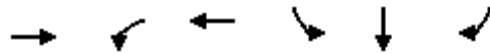
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

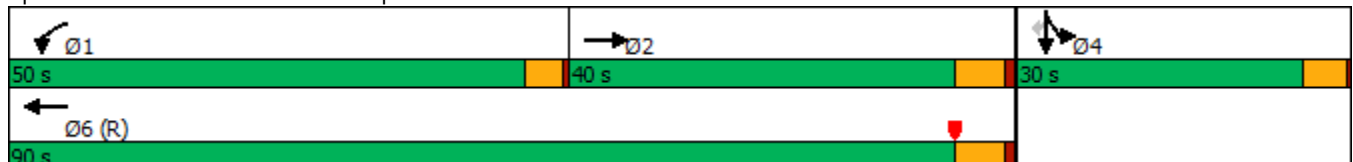


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	884	1181	849	695	4	105
Future Volume (vph)	884	1181	849	695	4	105
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	40.0	50.0	90.0	30.0	30.0	30.0
Total Split (%)	33.3%	41.7%	75.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	35.8	44.7	84.5	25.5	25.5	25.5
Actuated g/C Ratio	0.30	0.37	0.70	0.21	0.21	0.21
v/c Ratio	1.17	0.93	0.35	1.01	1.01	0.26
Control Delay	125.2	48.5	7.4	96.0	97.8	8.7
Queue Delay	0.0	46.7	0.7	0.0	0.0	0.0
Total Delay	125.2	95.2	8.1	96.0	97.8	8.7
LOS	F	F	A	F	F	A
Approach Delay	125.2		58.8		85.4	
Approach LOS	F		E		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 83.6
 Intersection LOS: F
 Intersection Capacity Utilization 98.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	884	296	1181	849	0	0	0	0	695	4	105
Future Volume (veh/h)	0	884	296	1181	849	0	0	0	0	695	4	105
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	931	154	1243	894	0				735	0	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	946	156	1324	2542	0				769	0	342
Arrive On Green	0.00	0.31	0.31	0.37	0.70	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3194	512	3619	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	542	543	1243	894	0				735	0	52
Grp Sat Flow(s),veh/h/ln	0	1805	1807	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	35.8	35.8	39.8	11.7	0.0				24.1	0.0	3.2
Cycle Q Clear(g_c), s	0.0	35.8	35.8	39.8	11.7	0.0				24.1	0.0	3.2
Prop In Lane	0.00		0.28	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	551	551	1324	2542	0				769	0	342
V/C Ratio(X)	0.00	0.98	0.98	0.94	0.35	0.00				0.96	0.00	0.15
Avail Cap(c_a), veh/h	0	551	551	1387	2542	0				769	0	342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.36	0.36	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	41.4	41.4	36.8	7.0	0.0				46.7	0.0	38.5
Incr Delay (d2), s/veh	0.0	34.7	34.8	5.3	0.1	0.0				22.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.3	20.4	17.4	3.7	0.0				12.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	76.1	76.2	42.1	7.1	0.0				68.9	0.0	38.7
LnGrp LOS	A	E	E	D	A	A				E	A	D
Approach Vol, veh/h		1085			2137						787	
Approach Delay, s/veh		76.2			27.4						66.9	
Approach LOS		E			C						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	47.9	42.1		30.0		90.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	46.0	34.5		25.5		84.5						
Max Q Clear Time (g_c+I1), s	41.8	37.8		26.1		13.7						
Green Ext Time (p_c), s	2.1	0.0		0.0		3.9						

Intersection Summary

HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection			
Intersection Delay, s/veh	15.3		
Intersection LOS	C		
Approach	EB	WB	NB
Entry Lanes	4	3	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	0	247
Demand Flow Rate, veh/h	0	0	247
Vehicles Circulating, veh/h	16	179	1338
Vehicles Exiting, veh/h	2375	1406	225
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	15.3
Approach LOS	-	-	C
Lane	Left	Right	
Designated Moves	L	TR	
Assumed Moves	L	TR	
RT Channelized			
Lane Util	0.725	0.275	
Follow-Up Headway, s	2.535	2.535	
Critical Headway, s	4.544	4.544	
Entry Flow, veh/h	179	68	
Cap Entry Lane, veh/h	420	420	
Entry HV Adj Factor	1.000	1.000	
Flow Entry, veh/h	179	68	
Cap Entry, veh/h	420	420	
V/C Ratio	0.426	0.162	
Control Delay, s/veh	16.9	11.0	
LOS	C	B	
95th %tile Queue, veh	2	1	

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

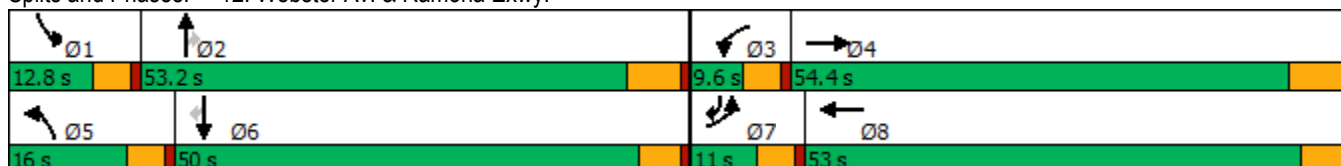


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	237	3601	36	3268	280	34	23	124	60	216
Future Volume (vph)	237	3601	36	3268	280	34	23	124	60	216
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	47.5	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	11.0	54.4	9.6	53.0	16.0	53.2	53.2	12.8	50.0	11.0
Total Split (%)	8.5%	41.8%	7.4%	40.8%	12.3%	40.9%	40.9%	9.8%	38.5%	8.5%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	53.5	5.1	48.9	11.6	16.4	16.4	9.1	14.8	22.8
Actuated g/C Ratio	0.07	0.55	0.05	0.50	0.12	0.17	0.17	0.09	0.15	0.23
v/c Ratio	1.06	0.97	0.42	0.95	1.41	0.12	0.07	0.79	0.23	0.54
Control Delay	121.4	32.8	63.5	31.8	243.1	34.4	0.4	78.4	38.2	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.4	32.8	63.5	31.8	243.1	34.4	0.4	78.4	38.2	26.6
LOS	F	C	E	C	F	C	A	E	D	C
Approach Delay		38.1		32.2		205.1			44.4	
Approach LOS		D		C		F			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 97.9
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.41
 Intersection Signal Delay: 42.9
 Intersection LOS: D
 Intersection Capacity Utilization 95.1%
 ICU Level of Service F
 Analysis Period (min) 15























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	3601	120	36	3268	67	280	34	23	124	60	216
Future Volume (veh/h)	237	3601	120	36	3268	67	280	34	23	124	60	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	255	3872	118	39	3514	44	301	37	20	133	65	-150
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	3874	116	61	3709	46	213	248	209	153	185	263
Arrive On Green	0.07	0.53	0.53	0.03	0.50	0.50	0.12	0.13	0.13	0.08	0.10	0.00
Sat Flow, veh/h	3619	7340	220	1810	7490	93	1810	1900	1606	1810	1900	1610
Grp Volume(v), veh/h	255	2993	998	39	2670	888	301	37	20	133	65	-150
Grp Sat Flow(s),veh/h/ln	1810	1900	1860	1810	1900	1883	1810	1900	1606	1810	1900	1610
Q Serve(g_s), s	6.4	50.5	51.0	2.1	43.0	43.5	11.4	1.7	1.1	7.0	3.1	0.0
Cycle Q Clear(g_c), s	6.4	50.5	51.0	2.1	43.0	43.5	11.4	1.7	1.1	7.0	3.1	0.0
Prop In Lane	1.00		0.12	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	3008	982	61	2822	932	213	248	209	153	185	263
V/C Ratio(X)	1.06	0.99	1.02	0.64	0.95	0.95	1.41	0.15	0.10	0.87	0.35	-0.57
Avail Cap(c_a), veh/h	240	3008	982	94	2824	933	213	924	781	153	882	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.1	22.7	22.8	46.1	23.2	23.3	42.6	37.3	37.0	43.7	40.8	0.0
Incr Delay (d2), s/veh	76.2	15.1	32.7	4.2	7.8	18.9	210.2	0.3	0.2	35.9	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	22.9	27.4	1.0	18.4	21.3	17.4	0.8	0.4	4.6	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.3	37.8	55.6	50.3	30.9	42.2	252.9	37.6	37.2	79.6	41.9	0.0
LnGrp LOS	F	D	F	D	C	D	F	D	D	E	D	A
Approach Vol, veh/h		4245			3597			358				48
Approach Delay, s/veh		47.0			33.9			218.6				277.4
Approach LOS		D			C			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	18.8	7.8	57.2	16.0	15.6	11.0	54.1				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.2	47.0	5.0	48.2	11.4	* 45	6.4	* 48				
Max Q Clear Time (g_c+I1), s	9.0	3.7	4.1	53.0	13.4	5.1	8.4	45.5				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.3	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

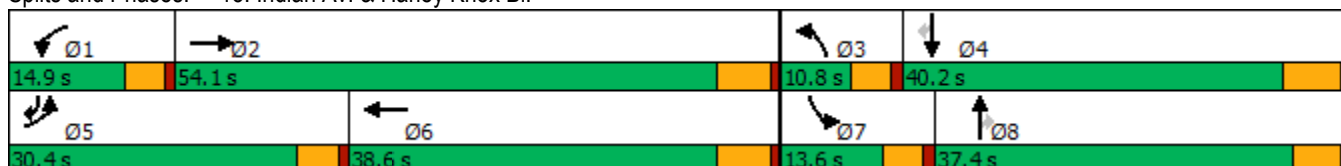


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↕	↔	↕↕↕	↔↔	↕↕	↔	↔	↕	↔
Traffic Volume (vph)	476	836	67	1008	149	373	86	110	406	818
Future Volume (vph)	476	836	67	1008	149	373	86	110	406	818
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8		7	4	5
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	5
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6
Total Split (s)	30.4	54.1	14.9	38.6	10.8	37.4	37.4	13.6	40.2	30.4
Total Split (%)	25.3%	45.1%	12.4%	32.2%	9.0%	31.2%	31.2%	11.3%	33.5%	25.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	25.9	50.4	8.4	30.6	6.2	27.9	27.9	9.0	29.9	62.1
Actuated g/C Ratio	0.23	0.44	0.07	0.27	0.05	0.24	0.24	0.08	0.26	0.54
v/c Ratio	0.65	0.45	0.55	0.84	0.85	0.46	0.18	0.84	0.89	0.98
Control Delay	45.5	23.9	68.5	45.8	90.1	38.4	1.5	96.3	61.1	49.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	23.9	68.5	45.8	90.1	38.4	1.5	96.3	61.1	49.4
LOS	D	C	E	D	F	D	A	F	E	D
Approach Delay		31.1		47.2		45.9			56.8	
Approach LOS		C		D		D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 44.8
 Intersection LOS: D
 Intersection Capacity Utilization 88.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔	↑↑↔		↔↔	↑↑	↔	↔	↑	↔
Traffic Volume (veh/h)	476	836	102	67	1008	61	149	373	86	110	406	818
Future Volume (veh/h)	476	836	102	67	1008	61	149	373	86	110	406	818
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	517	909	104	73	1096	50	162	405	84	120	441	661
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	592	1790	204	94	1335	61	202	1050	469	147	599	779
Arrive On Green	0.17	0.38	0.38	0.05	0.26	0.26	0.06	0.29	0.29	0.08	0.32	0.32
Sat Flow, veh/h	3510	4723	538	1810	5084	232	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	517	665	348	73	745	401	162	405	84	120	441	661
Grp Sat Flow(s),veh/h/ln	1755	1729	1803	1810	1729	1858	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	15.5	15.9	16.0	4.3	21.9	21.9	4.9	9.7	4.2	7.0	22.3	34.0
Cycle Q Clear(g_c), s	15.5	15.9	16.0	4.3	21.9	21.9	4.9	9.7	4.2	7.0	22.3	34.0
Prop In Lane	1.00		0.30	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	592	1311	684	94	908	488	202	1050	469	147	599	779
V/C Ratio(X)	0.87	0.51	0.51	0.78	0.82	0.82	0.80	0.39	0.18	0.81	0.74	0.85
Avail Cap(c_a), veh/h	839	1547	807	173	1051	565	202	1070	477	151	599	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	25.8	25.8	50.5	37.4	37.4	50.3	30.6	28.6	48.8	33.0	24.4
Incr Delay (d2), s/veh	5.6	0.3	0.6	5.1	4.7	8.4	19.1	0.2	0.2	25.5	4.8	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	6.2	6.5	2.0	9.4	10.6	2.6	4.1	1.6	4.1	10.5	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.4	26.1	26.4	55.6	42.1	45.8	69.4	30.8	28.8	74.3	37.7	33.2
LnGrp LOS	D	C	C	E	D	D	E	C	C	E	D	C
Approach Vol, veh/h		1530			1219			651			1222	
Approach Delay, s/veh		34.0			44.1			40.1			38.9	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	46.7	10.8	40.2	22.8	34.1	13.4	37.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	10.3	48.3	6.2	34.0	25.8	32.8	9.0	* 32				
Max Q Clear Time (g_c+I1), s	6.3	18.0	6.9	36.0	17.5	23.9	9.0	11.7				
Green Ext Time (p_c), s	0.0	6.7	0.0	0.0	0.7	4.5	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

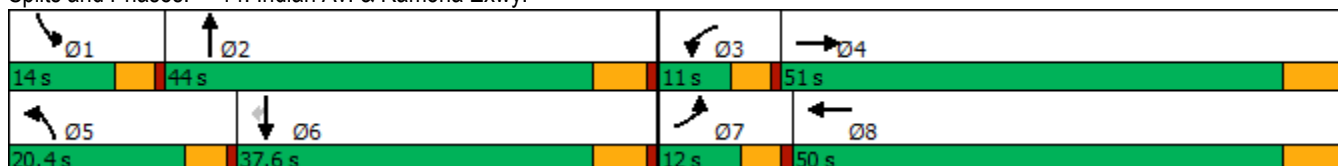


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	476	3573	163	2665	228	263	245	223	201
Future Volume (vph)	476	3573	163	2665	228	263	245	223	201
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	12.0	51.0	11.0	50.0	20.4	44.0	14.0	37.6	37.6
Total Split (%)	10.0%	42.5%	9.2%	41.7%	17.0%	36.7%	11.7%	31.3%	31.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	45.1	6.4	44.1	15.9	21.0	9.5	14.6	14.6
Actuated g/C Ratio	0.07	0.44	0.06	0.43	0.15	0.20	0.09	0.14	0.14
v/c Ratio	1.87	1.18	1.48	0.91	0.84	0.41	1.52	0.43	0.57
Control Delay	435.3	112.5	294.0	33.3	69.5	34.4	295.9	42.2	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	435.3	112.5	294.0	33.3	69.5	34.4	295.9	42.2	17.8
LOS	F	F	F	C	E	C	F	D	B
Approach Delay		148.4		47.3		49.2		127.8	
Approach LOS		F		D		D		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.87
 Intersection Signal Delay: 104.6
 Intersection LOS: F
 Intersection Capacity Utilization 104.8%
 ICU Level of Service G
 Analysis Period (min) 15





























Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 			 	
Traffic Volume (veh/h)	476	3573	235	163	2665	194	228	263	50	245	223	201
Future Volume (veh/h)	476	3573	235	163	2665	194	228	263	50	245	223	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	486	3646	107	166	2719	142	233	268	0	250	228	103
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	277	3408	99	120	3247	169	266	583	0	176	393	167
Arrive On Green	0.10	0.60	0.46	0.09	0.59	0.45	0.15	0.15	0.00	0.10	0.10	0.10
Sat Flow, veh/h	3619	7349	213	1810	7161	372	1810	3800	0	1810	3800	1610
Grp Volume(v), veh/h	486	2817	936	166	2161	700	233	268	0	250	228	103
Grp Sat Flow(s),veh/h/ln	1810	1900	1862	1810	1900	1833	1810	1900	0	1810	1900	1610
Q Serve(g_s), s	7.4	44.8	44.8	6.4	29.6	30.7	12.2	6.2	0.0	9.4	5.5	5.9
Cycle Q Clear(g_c), s	7.4	44.8	44.8	6.4	29.6	30.7	12.2	6.2	0.0	9.4	5.5	5.9
Prop In Lane	1.00		0.11	1.00		0.20	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	2643	863	120	2584	831	266	583	0	176	393	167
V/C Ratio(X)	1.75	1.07	1.08	1.38	0.84	0.84	0.88	0.46	0.00	1.42	0.58	0.62
Avail Cap(c_a), veh/h	277	2643	863	120	2584	831	296	1503	0	176	1251	530
HCM Platoon Ratio	1.30	1.30	1.00	1.30	1.30	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	19.2	20.0	44.1	16.9	18.3	40.3	37.3	0.0	43.6	41.3	41.5
Incr Delay (d2), s/veh	353.4	38.1	56.1	216.4	2.6	7.9	21.0	0.6	0.0	218.8	1.4	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.7	22.1	26.6	9.9	9.3	11.2	6.8	2.8	0.0	14.8	2.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	396.9	57.3	76.1	260.5	19.5	26.2	61.4	37.8	0.0	262.4	42.7	45.2
LnGrp LOS	F	F	F	F	B	C	E	D	A	F	D	D
Approach Vol, veh/h		4239			3027			501			581	
Approach Delay, s/veh		100.4			34.2			48.8			137.7	
Approach LOS		F			C			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	20.6	11.0	51.0	18.8	15.8	12.0	50.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	9.4	38.2	6.4	44.8	15.8	31.8	7.4	43.8				
Max Q Clear Time (g_c+1), s	11.4	8.2	8.4	46.8	14.2	7.9	9.4	32.7				
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.1	1.6	0.0	10.1				
Intersection Summary												
HCM 6th Ctrl Delay				75.9								
HCM 6th LOS				E								

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

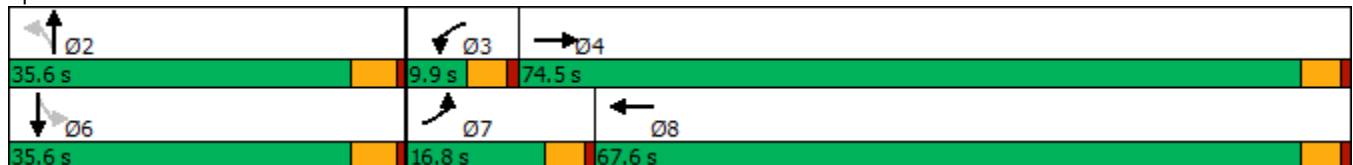


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	152	1333	39	1396	60	117	143	323
Future Volume (vph)	152	1333	39	1396	60	117	143	323
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	16.8	74.5	9.9	67.6	35.6	35.6	35.6	35.6
Total Split (%)	14.0%	62.1%	8.3%	56.3%	29.7%	29.7%	29.7%	29.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	12.1	71.8	5.2	63.0	30.5	30.5	30.5	30.5
Actuated g/C Ratio	0.10	0.60	0.04	0.53	0.25	0.25	0.25	0.25
v/c Ratio	0.91	0.74	0.54	0.84	1.03	0.17	0.49	0.91dr
Control Delay	99.7	20.3	80.8	29.2	168.9	31.2	44.4	46.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.7	20.3	80.8	29.2	168.9	31.2	44.4	46.6
LOS	F	C	F	C	F	C	D	D
Approach Delay		27.8		30.5		72.5		46.3
Approach LOS		C		C		E		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 34.8
 Intersection LOS: C
 Intersection Capacity Utilization 96.2%
 ICU Level of Service F
 Analysis Period (min) 15
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.






















Splits and Phases: 15: Indian Av. & Placentia Av.



HCM 6th Signalized Intersection Summary
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

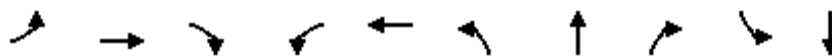
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	1333	117	39	1396	60	60	117	23	143	323	430
Future Volume (veh/h)	152	1333	117	39	1396	60	60	117	23	143	323	430
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	165	1449	73	42	1517	54	65	127	3	155	351	424
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	2082	105	57	1867	66	60	916	22	350	459	409
Arrive On Green	0.10	0.60	0.60	0.03	0.52	0.52	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3498	176	1810	3556	126	707	3605	85	1280	1805	1610
Grp Volume(v), veh/h	165	746	776	42	768	803	65	63	67	155	351	424
Grp Sat Flow(s),veh/h/ln	1810	1805	1868	1810	1805	1877	707	1805	1885	1280	1805	1610
Q Serve(g_s), s	10.8	34.2	34.5	2.8	42.2	42.6	0.0	3.3	3.3	12.8	21.6	30.5
Cycle Q Clear(g_c), s	10.8	34.2	34.5	2.8	42.2	42.6	30.5	3.3	3.3	16.1	21.6	30.5
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	184	1074	1112	57	948	986	60	459	479	350	459	409
V/C Ratio(X)	0.90	0.69	0.70	0.74	0.81	0.81	1.08	0.14	0.14	0.44	0.77	1.04
Avail Cap(c_a), veh/h	184	1074	1112	80	948	986	60	459	479	350	459	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	16.7	16.8	57.6	23.6	23.6	60.0	34.6	34.6	40.8	41.4	44.8
Incr Delay (d2), s/veh	37.9	3.7	3.6	10.5	7.5	7.4	141.1	0.1	0.1	0.9	7.5	54.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	14.9	15.5	1.4	19.6	20.5	4.2	1.4	1.5	4.1	10.4	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.2	20.5	20.5	68.1	31.1	31.0	201.1	34.7	34.7	41.7	49.0	98.9
LnGrp LOS	F	C	C	E	C	C	F	C	C	D	D	F
Approach Vol, veh/h		1687			1613			195			930	
Approach Delay, s/veh		27.4			32.0			90.2			70.5	
Approach LOS		C			C			F			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.6	8.4	76.0		35.6	16.8	67.6				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		30.5	5.3	69.9		30.5	12.2	63.0				
Max Q Clear Time (g_c+I1), s		32.5	4.8	36.5		32.5	12.8	44.6				
Green Ext Time (p_c), s		0.0	0.0	15.6		0.0	0.0	11.5				
Intersection Summary												
HCM 6th Ctrl Delay				40.9								
HCM 6th LOS				D								

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

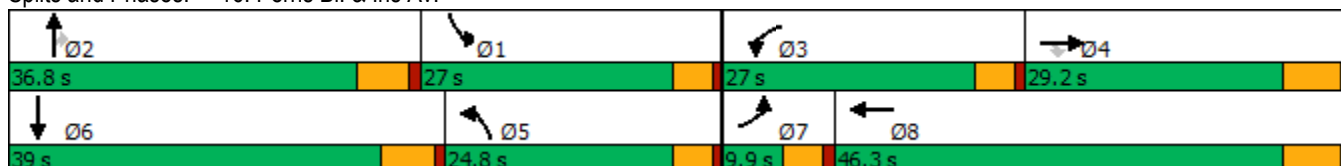


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗	↘	↖	↗
Traffic Volume (vph)	31	708	194	389	607	289	1110	360	324	1271
Future Volume (vph)	31	708	194	389	607	289	1110	360	324	1271
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	9.9	29.2	29.2	27.0	46.3	24.8	36.8	36.8	27.0	39.0
Total Split (%)	8.3%	24.3%	24.3%	22.5%	38.6%	20.7%	30.7%	30.7%	22.5%	32.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.2	23.0	23.0	22.4	44.1	20.2	30.2	30.2	22.7	32.7
Actuated g/C Ratio	0.04	0.19	0.19	0.19	0.37	0.17	0.25	0.25	0.19	0.27
v/c Ratio	0.41	1.00	0.47	1.19	0.57	0.98	0.79	0.64	0.98	0.86
Control Delay	71.4	81.4	16.2	152.9	31.8	96.5	46.4	18.6	92.2	47.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.4	81.4	16.2	152.9	31.8	96.5	46.4	18.6	92.2	47.9
LOS	E	F	B	F	C	F	D	B	F	D
Approach Delay		67.5			72.8		49.0			56.8
Approach LOS		E			E		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 59.5
 Intersection LOS: E
 Intersection Capacity Utilization 100.0%
 ICU Level of Service G
 Analysis Period (min) 15
























Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

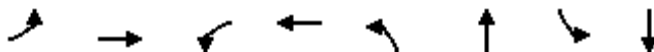
Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	708	194	389	607	152	289	1110	360	324	1271	29
Future Volume (veh/h)	31	708	194	389	607	152	289	1110	360	324	1271	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	730	174	401	626	83	298	1144	206	334	1310	19
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	741	313	344	1173	155	310	1357	381	357	1481	21
Arrive On Green	0.04	0.29	0.29	0.28	0.54	0.54	0.26	0.36	0.36	0.30	0.40	0.40
Sat Flow, veh/h	1810	3800	1608	1810	3283	434	1810	5700	1600	1810	5604	81
Grp Volume(v), veh/h	32	730	174	401	362	347	298	1144	206	334	888	441
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1817	1810	1900	1600	1810	1900	1885
Q Serve(g_s), s	2.1	22.5	7.3	22.4	14.6	14.7	19.2	21.8	7.7	21.2	25.6	25.6
Cycle Q Clear(g_c), s	2.1	22.5	7.3	22.4	14.6	14.7	19.2	21.8	7.7	21.2	25.6	25.6
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	50	741	313	344	679	649	310	1357	381	357	1004	498
V/C Ratio(X)	0.64	0.99	0.56	1.17	0.53	0.53	0.96	0.84	0.54	0.94	0.88	0.88
Avail Cap(c_a), veh/h	81	741	313	344	679	649	310	1498	420	357	1069	531
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	41.6	17.0	42.2	21.0	21.0	43.5	35.9	13.2	40.8	33.9	33.9
Incr Delay (d2), s/veh	5.0	29.3	2.1	102.1	0.8	0.9	40.5	4.2	1.2	31.1	8.7	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	12.0	3.9	18.3	5.4	5.2	11.0	9.1	4.1	11.3	11.1	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	70.9	19.1	144.3	21.8	21.8	83.9	40.1	14.4	71.9	42.6	49.6
LnGrp LOS	E	E	B	F	C	C	F	D	B	E	D	D
Approach Vol, veh/h		936			1110			1648			1663	
Approach Delay, s/veh		60.9			66.1			44.8			50.4	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.9	33.9	27.0	29.2	24.8	37.0	7.8	48.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	22.4	31.0	22.4	23.0	20.2	33.2	5.3	40.1				
Max Q Clear Time (g_c+I1), s	23.2	23.8	24.4	24.5	21.2	27.6	4.1	16.7				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.0	0.0	3.5	0.0	3.9				
Intersection Summary												
HCM 6th Ctrl Delay				53.8								
HCM 6th LOS				D								

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)
06/02/2020

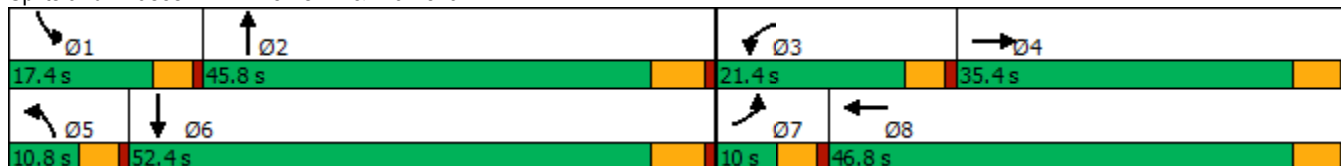


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	36	186	237	120	55	1407	177	1493
Future Volume (vph)	36	186	237	120	55	1407	177	1493
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.4	9.6	35.4	9.6	32.8	9.6	26.8
Total Split (s)	10.0	35.4	21.4	46.8	10.8	45.8	17.4	52.4
Total Split (%)	8.3%	29.5%	17.8%	39.0%	9.0%	38.2%	14.5%	43.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	3.2	4.0	3.2	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	25.9	18.2	41.5	6.6	41.9	13.4	50.8
Actuated g/C Ratio	0.06	0.23	0.16	0.36	0.06	0.37	0.12	0.44
v/c Ratio	0.37	0.81	0.90	0.41	0.58	0.96	0.91	0.71
Control Delay	64.1	53.5	82.0	24.8	76.9	49.4	94.0	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.1	53.5	82.0	24.8	76.9	49.4	94.0	29.5
LOS	E	D	F	C	E	D	F	C
Approach Delay		54.6		52.8		50.3		36.3
Approach LOS		D		D		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 45.4
 Intersection LOS: D
 Intersection Capacity Utilization 86.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	36	186	127	237	120	128	55	1407	245	177	1493	13
Future Volume (veh/h)	36	186	127	237	120	128	55	1407	245	177	1493	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	202	92	258	130	82	60	1529	245	192	1623	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	249	113	298	335	212	87	1684	269	219	2381	18
Arrive On Green	0.06	0.20	0.20	0.16	0.31	0.31	0.05	0.38	0.36	0.12	0.45	0.43
Sat Flow, veh/h	1810	1235	563	1810	1088	686	1810	4489	717	1810	5312	39
Grp Volume(v), veh/h	39	0	294	258	0	212	60	1177	597	192	1057	578
Grp Sat Flow(s),veh/h/ln	1810	0	1798	1810	0	1775	1810	1729	1748	1810	1729	1893
Q Serve(g_s), s	2.3	0.0	17.3	15.4	0.0	10.4	3.6	35.6	35.9	11.5	26.8	26.8
Cycle Q Clear(g_c), s	2.3	0.0	17.3	15.4	0.0	10.4	3.6	35.6	35.9	11.5	26.8	26.8
Prop In Lane	1.00		0.31	1.00		0.39	1.00		0.41	1.00		0.02
Lane Grp Cap(c), veh/h	105	0	362	298	0	547	87	1297	656	219	1550	848
V/C Ratio(X)	0.37	0.00	0.81	0.87	0.00	0.39	0.69	0.91	0.91	0.88	0.68	0.68
Avail Cap(c_a), veh/h	111	0	511	298	0	687	111	1308	661	219	1550	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	0.0	42.1	45.0	0.0	30.0	51.8	32.7	33.1	47.7	24.2	24.2
Incr Delay (d2), s/veh	0.8	0.0	6.7	21.6	0.0	0.4	6.6	9.3	16.7	29.2	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	8.1	8.5	0.0	4.4	1.8	15.6	17.3	6.8	10.4	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	0.0	48.8	66.6	0.0	30.5	58.4	42.1	49.9	76.9	25.5	26.5
LnGrp LOS	D	A	D	E	A	C	E	D	D	E	C	C
Approach Vol, veh/h		333			470			1834			1827	
Approach Delay, s/veh		49.0			50.3			45.1			31.2	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	45.5	21.4	26.3	9.3	53.5	9.6	38.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	12.8	40.0	16.8	30.0	6.2	46.6	5.4	41.4				
Max Q Clear Time (g_c+I1), s	13.5	37.9	17.4	19.3	5.6	28.8	4.3	12.4				
Green Ext Time (p_c), s	0.0	1.8	0.0	1.2	0.0	9.9	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

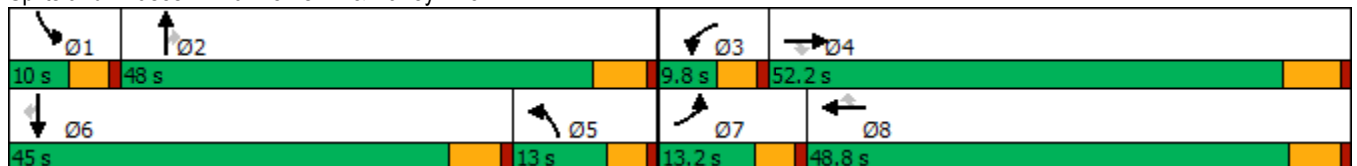
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	447	401	151	14	587	149	94	1224	19	181	1515	430
Future Volume (vph)	447	401	151	14	587	149	94	1224	19	181	1515	430
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	47.8	47.8	9.6	42.8	42.8
Total Split (s)	13.2	52.2	52.2	9.8	48.8	48.8	13.0	48.0	48.0	10.0	45.0	45.0
Total Split (%)	11.0%	43.5%	43.5%	8.2%	40.7%	40.7%	10.8%	40.0%	40.0%	8.3%	37.5%	37.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.7	32.6	32.6	5.1	21.2	21.2	7.0	40.9	40.9	5.5	39.4	39.4
Actuated g/C Ratio	0.09	0.33	0.33	0.05	0.22	0.22	0.07	0.42	0.42	0.06	0.40	0.40
v/c Ratio	1.55	0.36	0.25	0.08	0.56	0.34	0.41	0.61	0.03	1.01	0.79	0.61
Control Delay	296.4	25.5	4.8	50.0	35.2	6.5	50.8	24.8	0.1	113.7	30.2	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	296.4	25.5	4.8	50.0	35.2	6.5	50.8	24.8	0.1	113.7	30.2	18.0
LOS	F	C	A	D	D	A	D	C	A	F	C	B
Approach Delay		143.6			29.8			26.3			34.9	
Approach LOS		F			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.55
 Intersection Signal Delay: 52.8
 Intersection LOS: D
 Intersection Capacity Utilization 74.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	447	401	151	14	587	149	94	1224	19	181	1515	430
Future Volume (veh/h)	447	401	151	14	587	149	94	1224	19	181	1515	430
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	486	436	103	15	638	108	102	1330	17	197	1647	337
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	344	976	435	61	985	302	184	2119	658	216	2097	650
Arrive On Green	0.10	0.27	0.27	0.02	0.19	0.19	0.05	0.41	0.41	0.06	0.40	0.40
Sat Flow, veh/h	3510	3610	1610	3510	5187	1589	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	486	436	103	15	638	108	102	1330	17	197	1647	337
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1589	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	8.6	8.8	3.2	0.4	10.0	5.2	2.5	17.9	0.6	4.9	24.3	8.8
Cycle Q Clear(g_c), s	8.6	8.8	3.2	0.4	10.0	5.2	2.5	17.9	0.6	4.9	24.3	8.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	976	435	61	985	302	184	2119	658	216	2097	650
V/C Ratio(X)	1.41	0.45	0.24	0.24	0.65	0.36	0.56	0.63	0.03	0.91	0.79	0.52
Avail Cap(c_a), veh/h	344	1895	845	208	2545	780	336	2497	775	216	2320	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	26.5	13.7	42.5	32.8	30.9	40.5	20.6	15.5	40.9	22.8	8.0
Incr Delay (d2), s/veh	201.4	0.3	0.3	0.8	0.7	0.7	1.0	0.4	0.0	37.0	1.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	3.5	1.6	0.2	4.0	1.9	1.0	6.5	0.2	3.1	9.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	240.9	26.8	13.9	43.3	33.5	31.6	41.5	21.0	15.5	77.9	24.5	8.6
LnGrp LOS	F	C	B	D	C	C	D	C	B	E	C	A
Approach Vol, veh/h		1025			761			1449			2181	
Approach Delay, s/veh		127.1			33.4			22.4			26.8	
Approach LOS		F			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	41.6	6.1	29.9	10.4	41.2	13.2	22.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	42.2	5.2	46.0	8.4	* 39	8.6	* 43				
Max Q Clear Time (g_c+I1), s	6.9	19.9	2.4	10.8	4.5	26.3	10.6	12.0				
Green Ext Time (p_c), s	0.0	9.4	0.0	3.0	0.0	9.1	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

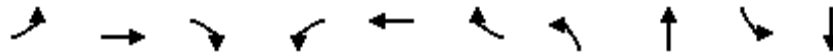
Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

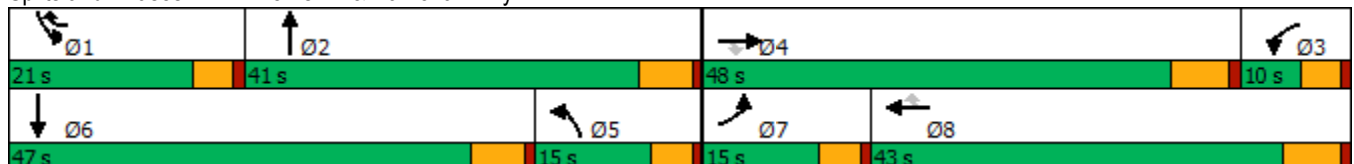


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑↑↑
Traffic Volume (vph)	382	3027	459	182	2241	368	420	609	584	918
Future Volume (vph)	382	3027	459	182	2241	368	420	609	584	918
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	1	5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	1	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	9.6	38.8	9.6	41.8
Total Split (s)	15.0	48.0	48.0	10.0	43.0	21.0	15.0	41.0	21.0	47.0
Total Split (%)	12.5%	40.0%	40.0%	8.3%	35.8%	17.5%	12.5%	34.2%	17.5%	39.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.4	41.9	41.9	5.4	36.9	54.9	10.4	26.7	16.4	32.7
Actuated g/C Ratio	0.09	0.38	0.38	0.05	0.33	0.49	0.09	0.24	0.15	0.29
v/c Ratio	1.17	1.09	0.64	1.08	0.92	0.45	1.28	0.64	1.13	0.75
Control Delay	148.7	82.9	20.1	141.2	43.6	13.1	190.7	36.8	125.2	36.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	148.7	82.9	20.1	141.2	43.6	13.1	190.7	36.8	125.2	36.5
LOS	F	F	C	F	D	B	F	D	F	D
Approach Delay		81.9			46.0			88.0		65.6
Approach LOS		F			D			F		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 69.4
 Intersection LOS: E
 Intersection Capacity Utilization 103.3%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑↑	
Traffic Volume (veh/h)	382	3027	459	182	2241	368	420	609	233	584	918	279
Future Volume (veh/h)	382	3027	459	182	2241	368	420	609	233	584	918	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	3121	349	188	2310	255	433	628	189	602	946	214
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	2822	597	174	2592	781	334	983	290	527	1238	279
Arrive On Green	0.09	0.37	0.37	0.05	0.34	0.34	0.09	0.23	0.23	0.15	0.28	0.28
Sat Flow, veh/h	3619	7600	1608	3619	7600	1603	3619	4228	1246	3619	4499	1014
Grp Volume(v), veh/h	394	3121	349	188	2310	255	433	563	254	602	798	362
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1603	1810	1900	1674	1810	1900	1714
Q Serve(g_s), s	10.4	41.8	19.6	5.4	32.4	10.9	10.4	15.0	15.4	16.4	21.7	21.8
Cycle Q Clear(g_c), s	10.4	41.8	19.6	5.4	32.4	10.9	10.4	15.0	15.4	16.4	21.7	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.74	1.00		0.59
Lane Grp Cap(c), veh/h	334	2822	597	174	2592	781	334	884	389	527	1046	472
V/C Ratio(X)	1.18	1.11	0.58	1.08	0.89	0.33	1.30	0.64	0.65	1.14	0.76	0.77
Avail Cap(c_a), veh/h	334	2822	597	174	2592	781	334	1188	523	527	1391	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	35.4	28.4	53.6	35.1	17.6	51.1	38.9	39.1	48.1	37.4	37.5
Incr Delay (d2), s/veh	107.0	53.7	1.5	92.2	4.3	0.2	153.3	0.8	1.9	84.6	1.8	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	28.3	7.3	4.6	14.7	3.8	11.7	6.9	6.3	13.3	9.9	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	158.1	89.1	29.9	145.8	39.4	17.9	204.4	39.7	40.9	132.7	39.3	41.5
LnGrp LOS	F	F	C	F	D	B	F	D	D	F	D	D
Approach Vol, veh/h		3864			2753			1250			1762	
Approach Delay, s/veh		90.8			44.7			97.0			71.7	
Approach LOS		F			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	32.0	11.6	48.0	16.2	36.8	15.0	44.6				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	35.2	5.4	* 42	10.4	* 41	10.4	36.8				
Max Q Clear Time (g_c+I1), s	18.4	17.4	7.4	43.8	12.4	23.8	12.4	34.4				
Green Ext Time (p_c), s	0.0	4.7	0.0	0.0	0.0	6.8	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	74.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

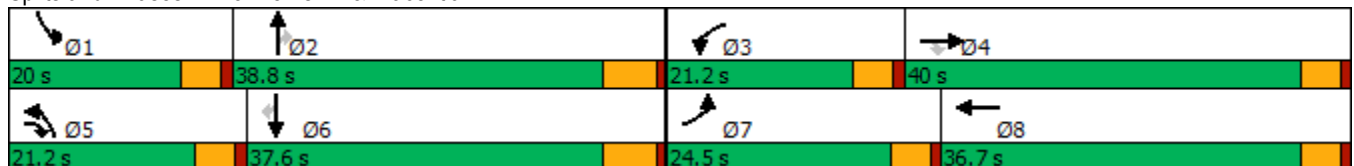


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (vph)	112	219	187	105	131	185	1134	147	197	1551	227
Future Volume (vph)	112	219	187	105	131	185	1134	147	197	1551	227
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	9.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	24.5	40.0	21.2	21.2	36.7	21.2	38.8	38.8	20.0	37.6	37.6
Total Split (%)	20.4%	33.3%	17.7%	17.7%	30.6%	17.7%	32.3%	32.3%	16.7%	31.3%	31.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.5	14.3	33.0	10.2	14.0	14.0	31.6	31.6	14.9	32.4	32.4
Actuated g/C Ratio	0.12	0.16	0.36	0.11	0.15	0.15	0.35	0.35	0.16	0.36	0.36
v/c Ratio	0.57	0.41	0.30	0.56	0.47	0.71	0.68	0.26	0.72	0.90	0.39
Control Delay	51.1	36.9	8.8	51.1	18.8	53.5	29.1	11.9	53.3	37.5	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	36.9	8.8	51.1	18.8	53.5	29.1	11.9	53.3	37.5	17.2
LOS	D	D	A	D	B	D	C	B	D	D	B
Approach Delay		29.9			27.7		30.5			36.8	
Approach LOS		C			C		C			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 90.9	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 33.0	Intersection LOS: C
Intersection Capacity Utilization 71.7%	ICU Level of Service C
Analysis Period (min) 15	
























Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	219	187	105	131	147	185	1134	147	197	1551	227
Future Volume (veh/h)	112	219	187	105	131	147	185	1134	147	197	1551	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	235	40	113	141	82	199	1219	77	212	1668	221
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	500	437	146	300	165	241	1995	618	254	2032	629
Arrive On Green	0.09	0.14	0.14	0.08	0.13	0.13	0.13	0.38	0.38	0.14	0.39	0.39
Sat Flow, veh/h	1810	3610	1610	1810	2247	1233	1810	5187	1606	1810	5187	1606
Grp Volume(v), veh/h	120	235	40	113	112	111	199	1219	77	212	1668	221
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1675	1810	1729	1606	1810	1729	1606
Q Serve(g_s), s	5.0	4.6	1.4	4.7	4.4	4.7	8.2	14.5	2.4	8.7	22.1	7.4
Cycle Q Clear(g_c), s	5.0	4.6	1.4	4.7	4.4	4.7	8.2	14.5	2.4	8.7	22.1	7.4
Prop In Lane	1.00		1.00	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	500	437	146	241	224	241	1995	618	254	2032	629
V/C Ratio(X)	0.78	0.47	0.09	0.78	0.46	0.50	0.83	0.61	0.12	0.84	0.82	0.35
Avail Cap(c_a), veh/h	471	1670	959	393	757	703	393	2237	693	364	2156	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.3	30.4	20.8	34.5	30.6	30.8	32.3	18.9	15.2	32.0	20.9	16.4
Incr Delay (d2), s/veh	3.1	0.7	0.1	3.3	1.4	1.7	3.2	0.4	0.1	7.6	2.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	0.5	2.2	2.0	2.0	3.5	5.1	0.9	4.1	8.2	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	31.1	20.9	37.8	32.0	32.5	35.5	19.3	15.3	39.6	23.4	16.7
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		395			336			1495			2101	
Approach Delay, s/veh		32.0			34.1			21.3			24.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	35.2	10.8	15.2	14.8	35.8	11.1	14.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	15.4	33.0	16.6	35.4	16.6	31.8	19.9	32.1				
Max Q Clear Time (g_c+I1), s	10.7	16.5	6.7	6.6	10.2	24.1	7.0	6.7				
Green Ext Time (p_c), s	0.1	7.5	0.1	1.8	0.1	5.9	0.1	1.4				
Intersection Summary												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

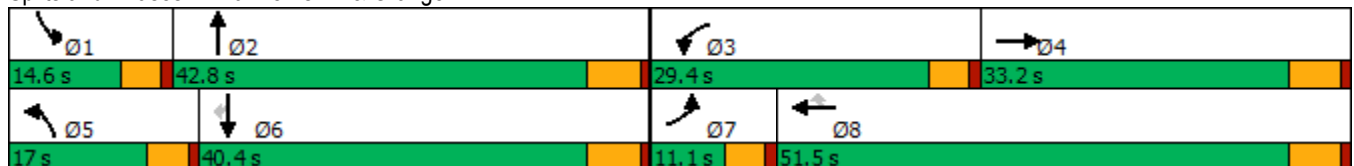


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↗	↗	↗	↗	↗
Traffic Volume (vph)	32	444	302	310	111	300	926	238	1264	66
Future Volume (vph)	32	444	302	310	111	300	926	238	1264	66
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	9.6	36.8	36.8
Total Split (s)	11.1	33.2	29.4	51.5	51.5	17.0	42.8	14.6	40.4	40.4
Total Split (%)	9.3%	27.7%	24.5%	42.9%	42.9%	14.2%	35.7%	12.2%	33.7%	33.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.0	27.1	23.1	48.2	48.2	12.2	36.3	10.0	34.0	34.0
Actuated g/C Ratio	0.05	0.23	0.20	0.41	0.41	0.10	0.31	0.09	0.29	0.29
v/c Ratio	0.37	0.94	0.90	0.22	0.17	0.88	0.81	0.85	0.89	0.12
Control Delay	66.5	56.3	75.3	23.9	4.9	76.8	40.3	79.0	49.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	56.3	75.3	23.9	4.9	76.8	40.3	79.0	49.0	0.4
LOS	E	E	E	C	A	E	D	E	D	A
Approach Delay		56.7		42.4			47.6		51.5	
Approach LOS		E		D			D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.2
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 49.7
 Intersection LOS: D
 Intersection Capacity Utilization 90.6%
 ICU Level of Service E
 Analysis Period (min) 15






























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 	  	  	 	
Traffic Volume (veh/h)	32	444	347	302	310	111	300	926	278	238	1264	66
Future Volume (veh/h)	32	444	347	302	310	111	300	926	278	238	1264	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	472	236	321	330	91	319	985	163	253	1345	47
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	526	261	349	1407	623	375	1395	230	308	1514	470
Arrive On Green	0.03	0.23	0.23	0.19	0.39	0.39	0.11	0.31	0.31	0.09	0.29	0.29
Sat Flow, veh/h	1810	2332	1159	1810	3610	1600	3510	4482	740	3510	5187	1609
Grp Volume(v), veh/h	34	365	343	321	330	91	319	759	389	253	1345	47
Grp Sat Flow(s),veh/h/ln	1810	1805	1686	1810	1805	1600	1755	1729	1764	1755	1729	1609
Q Serve(g_s), s	2.1	22.3	22.6	19.8	7.0	4.2	10.2	22.1	22.2	8.1	28.2	2.4
Cycle Q Clear(g_c), s	2.1	22.3	22.6	19.8	7.0	4.2	10.2	22.1	22.2	8.1	28.2	2.4
Prop In Lane	1.00		0.69	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	52	407	380	349	1407	623	375	1076	549	308	1514	470
V/C Ratio(X)	0.65	0.90	0.90	0.92	0.23	0.15	0.85	0.71	0.71	0.82	0.89	0.10
Avail Cap(c_a), veh/h	103	434	405	394	1448	642	382	1123	573	308	1575	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	42.8	42.9	45.1	23.4	22.5	50.0	34.6	34.7	51.1	38.6	29.4
Incr Delay (d2), s/veh	5.0	19.9	22.2	23.5	0.1	0.1	15.4	1.9	3.8	15.2	6.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	11.8	11.4	10.9	2.9	1.5	5.1	9.1	9.7	4.1	12.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	62.7	65.1	68.6	23.4	22.6	65.3	36.6	38.5	66.3	45.0	29.5
LnGrp LOS	E	E	E	E	C	C	E	D	D	E	D	C
Approach Vol, veh/h		742			742			1467			1645	
Approach Delay, s/veh		63.7			42.9			43.3			47.8	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	41.3	26.6	31.5	16.8	39.1	7.9	50.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	10.0	37.0	24.8	27.4	12.4	34.6	6.5	45.7				
Max Q Clear Time (g_c+I1), s	10.1	24.2	21.8	24.6	12.2	30.2	4.1	9.0				
Green Ext Time (p_c), s	0.0	5.7	0.2	1.1	0.0	3.0	0.0	2.3				
Intersection Summary												
HCM 6th Ctrl Delay			48.2									
HCM 6th LOS			D									

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

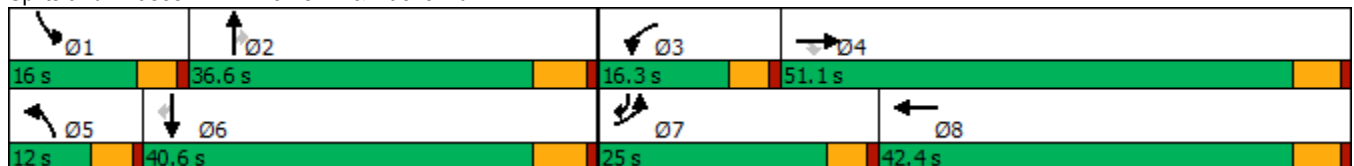
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Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	592	1045	197	212	772	215	762	124	324	979	487	
Future Volume (vph)	592	1045	197	212	772	215	762	124	324	979	487	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	
Protected Phases	7	4		3	8	5	2		1	6	7	
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	7	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	9.6	35.8	35.8	9.6	39.8	9.6	
Total Split (s)	25.0	51.1	51.1	16.3	42.4	12.0	36.6	36.6	16.0	40.6	25.0	
Total Split (%)	20.8%	42.6%	42.6%	13.6%	35.3%	10.0%	30.5%	30.5%	13.3%	33.8%	20.8%	
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	20.4	42.6	42.6	10.7	32.8	7.4	30.9	30.9	11.4	34.9	56.5	
Actuated g/C Ratio	0.18	0.37	0.37	0.09	0.28	0.06	0.27	0.27	0.10	0.30	0.49	
v/c Ratio	1.00	0.85	0.31	0.71	0.74	1.04	0.85	0.26	0.98	0.97	0.38	
Control Delay	84.7	40.9	7.1	64.4	38.5	123.2	51.0	5.7	96.3	62.1	15.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	84.7	40.9	7.1	64.4	38.5	123.2	51.0	5.7	96.3	62.1	15.4	
LOS	F	D	A	E	D	F	D	A	F	E	B	
Approach Delay		51.4			43.1		60.0			55.6		
Approach LOS		D			D		E			E		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 52.6	Intersection LOS: D
Intersection Capacity Utilization 92.6%	ICU Level of Service F
Analysis Period (min) 15	

























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	592	1045	197	212	772	224	215	762	124	324	979	487
Future Volume (veh/h)	592	1045	197	212	772	224	215	762	124	324	979	487
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	637	1124	185	228	830	128	231	819	100	348	1053	390
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	644	1342	587	288	1247	191	227	970	413	360	1096	1353
Arrive On Green	0.18	0.37	0.37	0.08	0.28	0.28	0.06	0.27	0.27	0.10	0.30	0.30
Sat Flow, veh/h	3619	3610	1579	3510	4524	693	3510	3610	1536	3619	3610	2795
Grp Volume(v), veh/h	637	1124	185	228	633	325	231	819	100	348	1053	390
Grp Sat Flow(s),veh/h/ln	1810	1805	1579	1755	1729	1759	1755	1805	1536	1810	1805	1397
Q Serve(g_s), s	20.1	32.6	9.6	7.3	18.6	18.8	7.4	24.6	5.8	11.0	32.9	9.6
Cycle Q Clear(g_c), s	20.1	32.6	9.6	7.3	18.6	18.8	7.4	24.6	5.8	11.0	32.9	9.6
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	644	1342	587	288	953	485	227	970	413	360	1096	1353
V/C Ratio(X)	0.99	0.84	0.32	0.79	0.66	0.67	1.02	0.84	0.24	0.97	0.96	0.29
Avail Cap(c_a), veh/h	644	1440	630	358	1117	568	227	970	413	360	1096	1353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	32.8	25.6	51.6	36.8	36.9	53.6	39.6	32.8	51.4	39.2	17.9
Incr Delay (d2), s/veh	32.4	4.3	0.3	7.3	1.2	2.4	64.7	6.9	0.3	38.3	18.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	14.4	3.5	3.4	7.8	8.2	5.2	11.4	2.2	6.7	16.6	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.4	37.1	25.9	58.9	38.0	39.3	118.3	46.5	33.1	89.7	57.6	18.0
LnGrp LOS	E	D	C	E	D	D	F	D	C	F	E	B
Approach Vol, veh/h		1946			1186			1150			1791	
Approach Delay, s/veh		49.9			42.4			59.8			55.2	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	36.6	14.0	48.0	12.0	40.6	25.0	37.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	11.4	30.8	11.7	45.7	7.4	34.8	20.4	37.0				
Max Q Clear Time (g_c+I1), s	13.0	26.6	9.3	34.6	9.4	34.9	22.1	20.8				
Green Ext Time (p_c), s	0.0	2.1	0.1	6.0	0.0	0.0	0.0	5.5				
Intersection Summary												
HCM 6th Ctrl Delay				51.9								
HCM 6th LOS				D								

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖↗	↖	↗		
Traffic Volume (vph)	55	546	701	13	5		
Future Volume (vph)	55	546	701	13	5		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	9.6	31.8	36.0	78.6	42.6	9.6	31.8
Total Split (%)	8.0%	26.5%	30.0%	65.5%	35.5%	8%	27%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effect Green (s)	11.3	15.0	17.8	27.7	15.2		
Actuated g/C Ratio	0.20	0.26	0.31	0.49	0.27		
v/c Ratio	0.16	0.48	0.68	0.02	0.06		
Control Delay	33.2	1.3	24.4	6.6	9.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	33.2	1.3	24.4	6.6	9.4		
LOS	C	A	C	A	A		
Approach Delay				24.1	9.4		
Approach LOS				C	A		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 56.8	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	






















Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

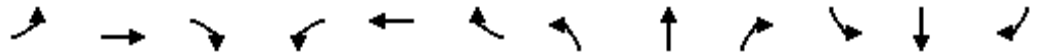
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	0	546	0	0	0	701	13	0	0	5	41
Future Volume (veh/h)	55	0	546	0	0	0	701	13	0	0	5	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	59	0	422	0	0	0	746	14	0	0	5	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	586	497	4	305	0	934	888	0	0	197	176
Arrive On Green	0.06	0.00	0.31	0.00	0.00	0.00	0.27	0.47	0.00	0.00	0.11	0.11
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	3510	1900	0	0	1900	1610
Grp Volume(v), veh/h	59	0	422	0	0	0	746	14	0	0	5	38
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1755	1900	0	0	1805	1610
Q Serve(g_s), s	1.6	0.0	12.3	0.0	0.0	0.0	9.9	0.2	0.0	0.0	0.1	1.1
Cycle Q Clear(g_c), s	1.6	0.0	12.3	0.0	0.0	0.0	9.9	0.2	0.0	0.0	0.1	1.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	101	586	497	4	305	0	934	888	0	0	197	176
V/C Ratio(X)	0.58	0.00	0.85	0.00	0.00	0.00	0.80	0.02	0.00	0.00	0.03	0.22
Avail Cap(c_a), veh/h	181	988	837	181	1034	0	2205	2782	0	0	1343	1198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	16.2	0.0	0.0	0.0	17.1	7.1	0.0	0.0	19.9	20.3
Incr Delay (d2), s/veh	2.0	0.0	4.3	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	4.5	0.0	0.0	0.0	3.3	0.1	0.0	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	0.0	20.5	0.0	0.0	0.0	17.7	7.1	0.0	0.0	19.9	20.9
LnGrp LOS	C	A	C	A	A	A	B	A	A	A	B	C
Approach Vol, veh/h		481			0			760			43	
Approach Delay, s/veh		21.0			0.0			17.5			20.8	
Approach LOS		C						B			C	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		28.8	0.0	21.2	17.9	10.9	7.4	13.8				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.2	5.0	26.0	31.4	37.2	5.0	* 27				
Max Q Clear Time (g_c+I1), s		2.2	0.0	14.3	11.9	3.1	3.6	0.0				
Green Ext Time (p_c), s		0.1	0.0	1.2	1.4	0.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			18.9									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

06/02/2020

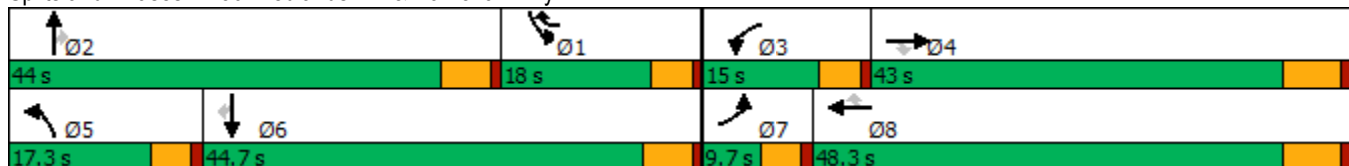


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑	↔	↔↔	↑↑↑↑	↔	↔	↑	↔	↔↔	↑	↔
Traffic Volume (vph)	85	3974	70	257	2813	454	86	93	228	468	49	102
Future Volume (vph)	85	3974	70	257	2813	454	86	93	228	468	49	102
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	9.6	9.6	41.4	41.4	9.6	23.4	23.4
Total Split (s)	9.7	43.0	43.0	15.0	48.3	18.0	17.3	44.0	44.0	18.0	44.7	44.7
Total Split (%)	8.1%	35.8%	35.8%	12.5%	40.3%	15.0%	14.4%	36.7%	36.7%	15.0%	37.3%	37.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	37.3	37.3	10.3	42.5	57.6	9.0	15.3	15.3	13.5	22.0	22.0
Actuated g/C Ratio	0.05	0.38	0.38	0.11	0.44	0.59	0.09	0.16	0.16	0.14	0.23	0.23
v/c Ratio	0.50	1.19	0.10	0.73	0.74	0.43	0.56	0.34	0.64	1.02	0.12	0.23
Control Delay	56.9	116.6	0.3	55.8	25.3	2.0	56.8	38.4	21.0	87.5	32.3	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	116.6	0.3	55.8	25.3	2.0	56.8	38.4	21.0	87.5	32.3	2.7
LOS	E	F	A	E	C	A	E	D	C	F	C	A
Approach Delay		113.4			24.6			32.5			69.2	
Approach LOS		F			C			C			E	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 70.4	Intersection LOS: E
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	

























Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	3974	70	257	2813	454	86	93	228	468	49	102
Future Volume (veh/h)	85	3974	70	257	2813	454	86	93	228	468	49	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	4320	65	279	3058	357	93	101	189	509	53	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	3797	643	351	4252	955	120	234	198	527	402	340
Arrive On Green	0.07	0.60	0.40	0.15	0.67	0.45	0.07	0.12	0.12	0.15	0.21	0.21
Sat Flow, veh/h	3510	9500	1608	3619	9500	1610	1810	1900	1610	3619	1900	1610
Grp Volume(v), veh/h	92	4320	65	279	3058	357	93	101	189	509	53	84
Grp Sat Flow(s),veh/h/ln	1755	1900	1608	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	2.3	36.8	2.3	6.9	18.8	2.6	4.7	4.5	8.2	12.9	2.1	4.0
Cycle Q Clear(g_c), s	2.3	36.8	2.3	6.9	18.8	2.6	4.7	4.5	8.2	12.9	2.1	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	3797	643	351	4252	955	120	234	198	527	402	340
V/C Ratio(X)	0.53	1.14	0.10	0.79	0.72	0.37	0.78	0.43	0.95	0.97	0.13	0.25
Avail Cap(c_a), veh/h	194	3797	643	409	4344	971	250	796	675	527	811	687
HCM Platoon Ratio	1.50	1.50	1.00	1.50	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	18.4	17.3	38.4	11.5	2.5	42.3	37.4	23.5	39.1	29.5	30.2
Incr Delay (d2), s/veh	1.0	65.7	0.1	7.6	0.6	0.2	4.1	1.3	20.3	30.6	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	22.5	0.8	3.1	4.8	0.8	2.1	2.1	5.0	7.7	0.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	84.2	17.4	46.0	12.0	2.8	46.4	38.6	43.8	69.7	29.6	30.6
LnGrp LOS	D	F	B	D	B	A	D	D	D	E	C	C
Approach Vol, veh/h		4477			3694			383			646	
Approach Delay, s/veh		82.3			13.7			43.1			61.3	
Approach LOS		F			B			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	16.7	13.5	43.0	10.7	24.9	9.1	47.4				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	13.4	* 39	10.4	36.8	12.7	39.3	5.1	42.1				
Max Q Clear Time (g_c+I1), s	14.9	10.2	8.9	38.8	6.7	6.0	4.3	20.8				
Green Ext Time (p_c), s	0.0	1.1	0.1	0.0	0.0	0.5	0.0	20.0				

Intersection Summary

HCM 6th Ctrl Delay	51.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

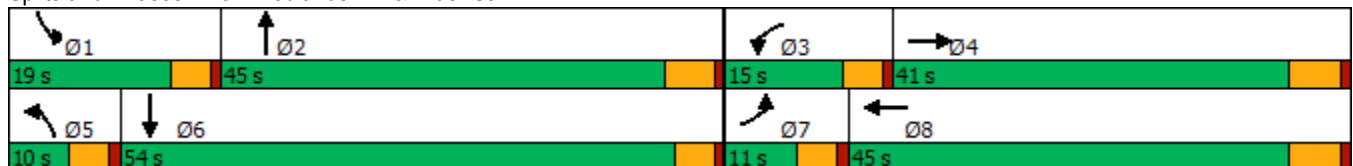


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	56	796	56	702	7	42	7	47
Future Volume (vph)	56	796	56	702	7	42	7	47
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	9.6	27.4	9.6	26.6
Total Split (s)	11.0	41.0	15.0	45.0	10.0	45.0	19.0	54.0
Total Split (%)	9.2%	34.2%	12.5%	37.5%	8.3%	37.5%	15.8%	45.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.5	24.0	7.1	22.1	5.5	11.7	5.6	12.7
Actuated g/C Ratio	0.12	0.43	0.13	0.40	0.10	0.21	0.10	0.23
v/c Ratio	0.29	0.60	0.26	0.54	0.04	0.54	0.04	0.23
Control Delay	33.2	15.5	30.7	14.9	32.3	11.3	32.0	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	15.5	30.7	14.9	32.3	11.3	32.0	15.5
LOS	C	B	C	B	C	B	C	B
Approach Delay		16.6		16.1		11.8		16.7
Approach LOS		B		B		B		B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 55.9	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↘		↗	↘	
Traffic Volume (veh/h)	56	796	65	56	702	19	7	42	227	7	47	47
Future Volume (veh/h)	56	796	65	56	702	19	7	42	227	7	47	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	847	69	60	747	21	7	46	241	8	51	51
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	98	1175	96	97	1244	35	17	61	317	19	201	201
Arrive On Green	0.05	0.35	0.35	0.05	0.35	0.35	0.01	0.23	0.23	0.01	0.23	0.23
Sat Flow, veh/h	1810	3380	275	1810	3586	101	1810	265	1386	1810	872	872
Grp Volume(v), veh/h	61	452	464	60	376	392	7	0	287	8	0	102
Grp Sat Flow(s),veh/h/ln	1810	1805	1850	1810	1805	1882	1810	0	1651	1810	0	1743
Q Serve(g_s), s	1.9	12.4	12.4	1.8	9.8	9.8	0.2	0.0	9.2	0.2	0.0	2.7
Cycle Q Clear(g_c), s	1.9	12.4	12.4	1.8	9.8	9.8	0.2	0.0	9.2	0.2	0.0	2.7
Prop In Lane	1.00		0.15	1.00		0.05	1.00		0.84	1.00		0.50
Lane Grp Cap(c), veh/h	98	627	643	97	626	653	17	0	378	19	0	401
V/C Ratio(X)	0.62	0.72	0.72	0.62	0.60	0.60	0.42	0.00	0.76	0.42	0.00	0.25
Avail Cap(c_a), veh/h	204	1119	1147	331	1246	1299	172	0	1151	459	0	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.3	16.1	16.1	26.3	15.3	15.3	28.0	0.0	20.4	27.9	0.0	17.9
Incr Delay (d2), s/veh	2.4	1.6	1.5	2.3	0.9	0.9	6.1	0.0	3.2	5.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.3	4.4	0.8	3.4	3.5	0.1	0.0	3.4	0.1	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	17.7	17.7	28.6	16.2	16.2	34.1	0.0	23.6	33.4	0.0	18.2
LnGrp LOS	C	B	B	C	B	B	C	A	C	C	A	B
Approach Vol, veh/h		977			828			294				110
Approach Delay, s/veh		18.4			17.1			23.8				19.3
Approach LOS		B			B			C				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	18.4	7.7	25.5	5.1	18.5	7.7	25.5				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	5.8				
Max Green Setting (Gmax), s	14.4	39.6	10.4	35.2	5.4	* 49	6.4	39.2				
Max Q Clear Time (g_c+I1), s	2.2	11.2	3.8	14.4	2.2	4.7	3.9	11.8				
Green Ext Time (p_c), s	0.0	1.8	0.0	5.3	0.0	0.7	0.0	4.5				

Intersection Summary

HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

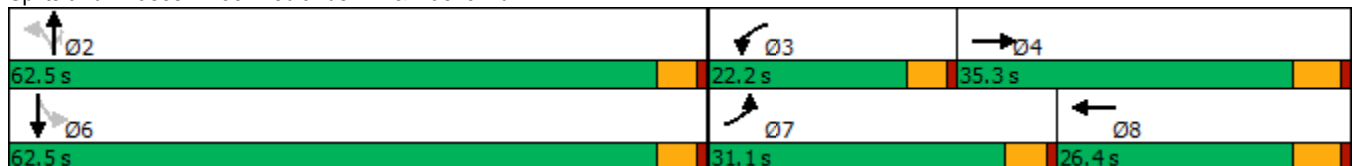


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↗		↕
Traffic Volume (vph)	81	1424	236	1241	152	306	244	37	238
Future Volume (vph)	81	1424	236	1241	152	306	244	37	238
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	31.1	35.3	22.2	26.4	62.5	62.5	62.5	62.5	62.5
Total Split (%)	25.9%	29.4%	18.5%	22.0%	52.1%	52.1%	52.1%	52.1%	52.1%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	30.2	16.3	40.5	22.7	22.7	22.7		22.7
Actuated g/C Ratio	0.10	0.36	0.19	0.48	0.27	0.27	0.27		0.27
v/c Ratio	0.47	0.93	0.70	0.54	0.89	0.61	0.41		0.86
Control Delay	46.5	37.2	45.0	18.7	74.5	32.0	5.2		47.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	46.5	37.2	45.0	18.7	74.5	32.0	5.2		47.8
LOS	D	D	D	B	E	C	A		D
Approach Delay		37.7		22.7		31.9			47.8
Approach LOS		D		C		C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 84
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 32.2
 Intersection LOS: C
 Intersection Capacity Utilization 97.5%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑	↗		↕	
Traffic Volume (veh/h)	81	1424	219	236	1241	50	152	306	244	37	238	71
Future Volume (veh/h)	81	1424	219	236	1241	50	152	306	244	37	238	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	1468	181	243	1279	50	157	315	198	38	245	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	1676	206	284	2330	91	313	577	487	80	375	77
Arrive On Green	0.06	0.36	0.36	0.16	0.46	0.46	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	4670	575	1810	5121	200	1096	1900	1605	101	1236	255
Grp Volume(v), veh/h	84	1087	562	243	864	465	157	315	198	337	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1787	1810	1729	1863	1096	1900	1605	1592	0	0
Q Serve(g_s), s	3.7	23.7	23.8	10.6	14.7	14.7	3.2	11.2	7.9	4.3	0.0	0.0
Cycle Q Clear(g_c), s	3.7	23.7	23.8	10.6	14.7	14.7	18.7	11.2	7.9	15.5	0.0	0.0
Prop In Lane	1.00		0.32	1.00		0.11	1.00		1.00	0.11		0.16
Lane Grp Cap(c), veh/h	110	1241	641	284	1574	848	313	577	487	533	0	0
V/C Ratio(X)	0.77	0.88	0.88	0.86	0.55	0.55	0.50	0.55	0.41	0.63	0.00	0.00
Avail Cap(c_a), veh/h	594	1280	661	394	1574	848	766	1362	1151	1213	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.4	24.2	24.2	33.2	16.0	16.0	27.2	23.5	22.3	24.5	0.0	0.0
Incr Delay (d2), s/veh	4.1	6.9	12.5	9.7	0.4	0.8	1.2	0.8	0.5	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	9.9	11.3	5.1	5.2	5.7	2.9	5.0	2.8	5.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.5	31.2	36.7	42.9	16.4	16.7	28.5	24.3	22.9	25.7	0.0	0.0
LnGrp LOS	D	C	D	D	B	B	C	C	C	C	A	A
Approach Vol, veh/h		1733			1572			670			337	
Approach Delay, s/veh		33.5			20.6			24.9			25.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.1	17.3	34.4		29.1	9.5	42.2				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		57.9	17.6	29.9		57.9	26.5	21.0				
Max Q Clear Time (g_c+1), s		20.7	12.6	25.8		17.5	5.7	16.7				
Green Ext Time (p_c), s		3.7	0.2	3.2		2.6	0.1	2.9				
Intersection Summary												
HCM 6th Ctrl Delay				26.8								
HCM 6th LOS				C								

Timings
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

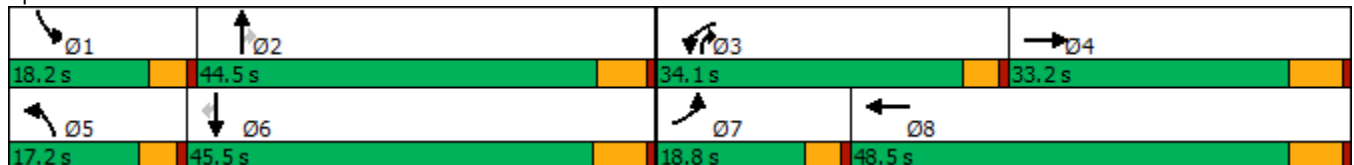


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔	↔↔	↕↕↔	↔↔	↕↕	↔	↔↔	↕↕	↔
Traffic Volume (vph)	233	647	752	933	321	838	757	350	980	131
Future Volume (vph)	233	647	752	933	321	838	757	350	980	131
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	18.8	33.2	34.1	48.5	17.2	44.5	34.1	18.2	45.5	45.5
Total Split (%)	14.5%	25.5%	26.2%	37.3%	13.2%	34.2%	26.2%	14.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.0	29.2	29.8	46.0	13.2	39.4	69.2	14.2	40.4	40.4
Actuated g/C Ratio	0.10	0.23	0.23	0.36	0.10	0.31	0.54	0.11	0.31	0.31
v/c Ratio	0.67	1.01dr	0.95	0.69	0.91	0.77	0.87	0.92	0.88	0.23
Control Delay	65.6	59.1	69.9	36.0	87.3	46.1	33.2	87.1	52.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.6	59.1	69.9	36.0	87.3	46.1	33.2	87.1	52.1	5.2
LOS	E	E	E	D	F	D	C	F	D	A
Approach Delay		60.3		48.9		47.9			56.3	
Approach LOS		E		D		D			E	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 128.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 52.5
 Intersection LOS: D
 Intersection Capacity Utilization 94.4%
 ICU Level of Service F
 Analysis Period (min) 15
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

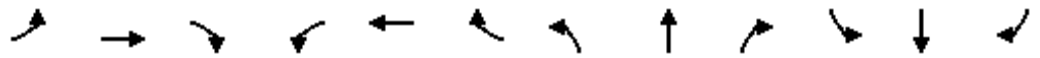
Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselie St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	233	647	458	752	933	296	321	838	757	350	980	131
Future Volume (veh/h)	233	647	458	752	933	296	321	838	757	350	980	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	238	660	339	767	952	246	328	855	568	357	1000	97
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	779	362	815	1515	390	358	1106	844	385	1145	504
Arrive On Green	0.09	0.23	0.21	0.23	0.37	0.35	0.10	0.31	0.30	0.11	0.32	0.32
Sat Flow, veh/h	3510	3458	1606	3510	4093	1054	3510	3610	1583	3510	3610	1589
Grp Volume(v), veh/h	238	660	339	767	804	394	328	855	568	357	1000	97
Grp Sat Flow(s),veh/h/ln	1755	1729	1606	1755	1729	1689	1755	1805	1583	1755	1805	1589
Q Serve(g_s), s	8.6	23.7	26.9	27.8	24.7	25.0	12.0	27.9	34.1	13.1	33.9	5.8
Cycle Q Clear(g_c), s	8.6	23.7	26.9	27.8	24.7	25.0	12.0	27.9	34.1	13.1	33.9	5.8
Prop In Lane	1.00		1.00	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	779	362	815	1280	625	358	1106	844	385	1145	504
V/C Ratio(X)	0.77	0.85	0.94	0.94	0.63	0.63	0.92	0.77	0.67	0.93	0.87	0.19
Avail Cap(c_a), veh/h	401	779	362	815	1280	625	358	1128	854	385	1156	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	48.1	50.4	48.9	33.5	34.2	57.7	40.9	22.4	57.2	41.8	32.2
Incr Delay (d2), s/veh	4.9	8.6	31.6	18.4	1.0	2.0	27.3	3.3	2.1	28.1	7.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	10.8	13.7	13.8	10.1	10.2	6.6	12.5	12.1	7.1	15.6	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	56.7	82.0	67.3	34.5	36.2	85.0	44.2	24.4	85.3	49.4	32.4
LnGrp LOS	E	E	F	E	C	D	F	D	C	F	D	C
Approach Vol, veh/h		1237			1965			1751			1454	
Approach Delay, s/veh		64.8			47.6			45.4			57.0	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	44.1	34.1	33.2	17.2	45.1	15.3	52.0				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	13.6	* 39	29.5	27.0	12.6	39.3	14.2	42.3				
Max Q Clear Time (g_c+I1), s	15.1	36.1	29.8	28.9	14.0	35.9	10.6	27.0				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	2.0	0.1	6.5				

Intersection Summary

HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

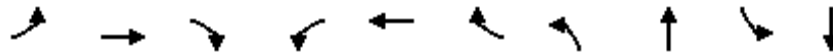
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

38: Lasselle St. & Krameria Av.

06/02/2020

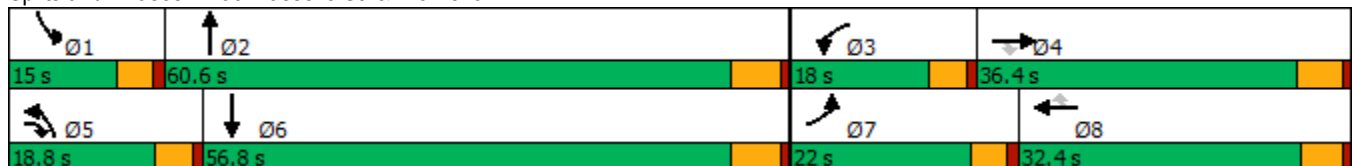


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↑	↖	↖	↑	↖	↖↗	↖↗	↖↗	↖↗
Traffic Volume (vph)	428	351	295	240	240	164	273	1367	301	798
Future Volume (vph)	428	351	295	240	240	164	273	1367	301	798
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	5	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.4	9.6	9.6	31.1	31.1	9.6	26.8	9.6	32.8
Total Split (s)	22.0	36.4	18.8	18.0	32.4	32.4	18.8	60.6	15.0	56.8
Total Split (%)	16.9%	28.0%	14.5%	13.8%	24.9%	24.9%	14.5%	46.6%	11.5%	43.7%
Yellow Time (s)	3.6	4.4	3.6	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.6	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.8	29.5	42.1	14.0	25.8	24.7	13.7	56.6	11.0	53.9
Actuated g/C Ratio	0.14	0.23	0.33	0.11	0.20	0.19	0.11	0.44	0.09	0.42
v/c Ratio	0.91	0.85	0.56	1.30	0.67	0.40	0.76	1.09	1.04	0.68
Control Delay	77.8	65.8	28.7	211.1	56.1	11.2	68.5	86.3	117.4	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.8	65.8	28.7	211.1	56.1	11.2	68.5	86.3	117.4	32.2
LOS	E	E	C	F	E	B	E	F	F	C
Approach Delay		60.4			102.5			83.8		51.9
Approach LOS		E			F			F		D

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 127.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 72.8
 Intersection LOS: E
 Intersection Capacity Utilization 102.4%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↑	↔	↔↔	↔↔		↔↔	↔↔	
Traffic Volume (veh/h)	428	351	295	240	240	164	273	1367	318	301	798	204
Future Volume (veh/h)	428	351	295	240	240	164	273	1367	318	301	798	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	460	377	156	258	258	90	294	1470	79	324	858	109
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	527	430	497	205	364	293	365	1578	84	323	1420	180
Arrive On Green	0.15	0.34	0.21	0.11	0.29	0.18	0.15	0.66	0.43	0.13	0.64	0.42
Sat Flow, veh/h	3619	1900	1597	1810	1900	1605	3619	3574	191	3619	3304	420
Grp Volume(v), veh/h	460	377	156	258	258	90	294	779	770	324	493	474
Grp Sat Flow(s),veh/h/ln	1810	1900	1597	1810	1900	1605	1810	1900	1865	1810	1900	1823
Q Serve(g_s), s	15.3	23.0	9.2	14.0	15.0	6.0	9.7	44.4	45.7	11.0	18.6	20.3
Cycle Q Clear(g_c), s	15.3	23.0	9.2	14.0	15.0	6.0	9.7	44.4	45.7	11.0	18.6	20.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.23
Lane Grp Cap(c), veh/h	527	430	497	205	364	293	365	839	823	323	817	784
V/C Ratio(X)	0.87	0.88	0.31	1.26	0.71	0.31	0.81	0.93	0.94	1.00	0.60	0.60
Avail Cap(c_a), veh/h	528	499	556	205	438	355	434	872	856	323	817	784
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	1.00	1.50	1.50	1.00	1.50	1.50	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	39.1	32.5	54.7	40.9	43.6	51.2	19.1	20.7	53.4	15.8	18.5
Incr Delay (d2), s/veh	14.3	14.6	0.4	148.5	4.2	0.6	7.6	15.7	16.8	51.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	11.2	3.6	14.8	6.8	2.4	4.5	16.3	17.7	6.9	6.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	53.8	32.8	203.2	45.0	44.2	58.8	34.8	37.5	104.4	17.1	19.8
LnGrp LOS	E	D	C	F	D	D	E	C	D	F	B	B
Approach Vol, veh/h		993			606			1843			1291	
Approach Delay, s/veh		56.1			112.2			39.8			40.0	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	58.4	18.0	31.9	16.4	57.0	22.0	27.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	10.4	54.8	13.4	31.0	14.2	51.0	17.4	* 27				
Max Q Clear Time (g_c+I1), s	13.0	47.7	16.0	25.0	11.7	22.3	17.3	17.0				
Green Ext Time (p_c), s	0.0	5.0	0.0	1.4	0.1	6.3	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

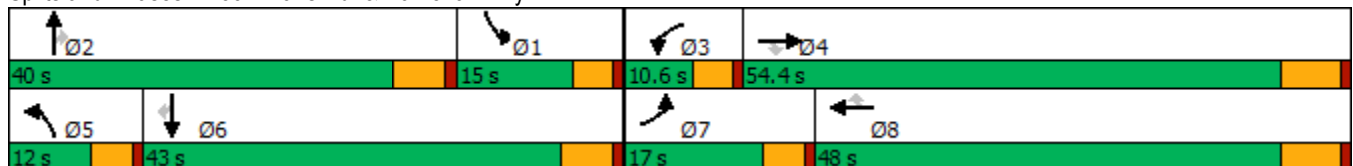
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	579	3539	618	57	2709	465	321	468	69	535	759	495
Future Volume (vph)	579	3539	618	57	2709	465	321	468	69	535	759	495
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	17.0	54.4	54.4	10.6	48.0	48.0	12.0	40.0	40.0	15.0	43.0	43.0
Total Split (%)	14.2%	45.3%	45.3%	8.8%	40.0%	40.0%	10.0%	33.3%	33.3%	12.5%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.0	52.9	52.9	6.3	44.1	44.1	8.0	23.4	23.4	19.6	35.0	35.0
Actuated g/C Ratio	0.11	0.46	0.46	0.05	0.38	0.38	0.07	0.20	0.20	0.17	0.30	0.30
v/c Ratio	1.46	1.04	0.73	0.30	0.96	0.60	1.32	0.62	0.15	0.90	0.68	0.86
Control Delay	257.7	60.5	22.5	58.3	45.3	14.4	211.8	45.7	0.7	66.4	38.7	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	257.7	60.5	22.5	58.3	45.3	14.4	211.8	45.7	0.7	66.4	38.7	41.2
LOS	F	E	C	E	D	B	F	D	A	E	D	D
Approach Delay		79.6			41.1			104.3			47.7	
Approach LOS		E			D			F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 64.5
 Intersection LOS: E
 Intersection Capacity Utilization 99.2%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	579	3539	618	57	2709	465	321	468	69	535	759	495
Future Volume (veh/h)	579	3539	618	57	2709	465	321	468	69	535	759	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	591	3611	0	58	2764	188	328	478	34	546	774	250
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	426	3590		156	3023	640	262	677	287	545	1015	424
Arrive On Green	0.15	0.61	0.00	0.06	0.52	0.52	0.07	0.18	0.18	0.15	0.27	0.27
Sat Flow, veh/h	3619	7600	1610	3619	7600	1610	3619	3800	1610	3619	3800	1587
Grp Volume(v), veh/h	591	3611	0	58	2764	188	328	478	34	546	774	250
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1587
Q Serve(g_s), s	13.0	52.2	0.0	1.7	36.8	3.9	8.0	13.1	1.6	16.6	20.7	15.1
Cycle Q Clear(g_c), s	13.0	52.2	0.0	1.7	36.8	3.9	8.0	13.1	1.6	16.6	20.7	15.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	3590		156	3023	640	262	677	287	545	1015	424
V/C Ratio(X)	1.39	1.01		0.37	0.91	0.29	1.25	0.71	0.12	1.00	0.76	0.59
Avail Cap(c_a), veh/h	426	3590		216	3029	642	262	1239	525	545	1342	561
HCM Platoon Ratio	1.30	1.30	1.30	1.30	1.30	1.30	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	21.3	0.0	50.7	24.9	5.1	51.2	42.6	25.6	46.9	37.2	35.2
Incr Delay (d2), s/veh	188.0	16.4	0.0	0.5	4.9	0.3	140.3	1.4	0.2	39.1	1.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	19.5	0.0	0.7	13.6	2.3	8.6	6.0	0.7	10.2	9.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	234.8	37.7	0.0	51.2	29.8	5.4	191.5	44.0	25.8	85.9	39.1	36.5
LnGrp LOS	F	F		D	C	A	F	D	C	F	D	D
Approach Vol, veh/h		4202	A		3010			840			1570	
Approach Delay, s/veh		65.4			28.7			100.9			55.0	
Approach LOS		E			C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.8	23.7	8.8	56.2	12.0	33.5	17.0	47.9				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	10.4	* 34	6.0	47.9	7.4	37.2	12.4	41.5				
Max Q Clear Time (g_c+I1), s	18.6	15.1	3.7	54.2	10.0	22.7	15.0	38.8				
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	5.0	0.0	2.6				

Intersection Summary

HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

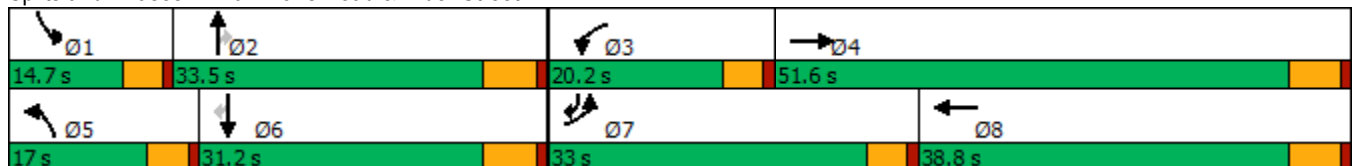


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕	↘	↕	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	371	527	115	417	147	445	72	65	614	347
Future Volume (vph)	371	527	115	417	147	445	72	65	614	347
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	9.6
Total Split (s)	33.0	51.6	20.2	38.8	17.0	33.5	33.5	14.7	31.2	33.0
Total Split (%)	27.5%	43.0%	16.8%	32.3%	14.2%	27.9%	27.9%	12.3%	26.0%	27.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	26.8	37.5	11.3	22.1	11.8	29.6	29.6	8.1	23.4	51.4
Actuated g/C Ratio	0.25	0.36	0.11	0.21	0.11	0.28	0.28	0.08	0.22	0.49
v/c Ratio	0.87	0.66	0.64	0.72	0.78	0.47	0.14	0.51	0.82	0.44
Control Delay	59.2	29.0	62.3	43.4	73.7	35.8	0.5	63.0	49.7	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	29.0	62.3	43.4	73.7	35.8	0.5	63.0	49.7	11.8
LOS	E	C	E	D	E	D	A	E	D	B
Approach Delay		38.8		46.9		40.4			37.7	
Approach LOS		D		D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.2
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 40.2
 Intersection LOS: D
 Intersection Capacity Utilization 77.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)
06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	371	527	245	115	417	87	147	445	72	65	614	347
Future Volume (veh/h)	371	527	245	115	417	87	147	445	72	65	614	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	399	567	241	124	448	80	158	478	72	70	660	233
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	436	851	361	156	587	104	192	1034	461	91	831	757
Arrive On Green	0.24	0.35	0.35	0.09	0.19	0.19	0.11	0.29	0.29	0.05	0.23	0.23
Sat Flow, veh/h	1810	2459	1043	1810	3064	544	1810	3610	1610	1810	3610	1600
Grp Volume(v), veh/h	399	416	392	124	263	265	158	478	72	70	660	233
Grp Sat Flow(s),veh/h/ln	1810	1805	1697	1810	1805	1802	1810	1805	1610	1810	1805	1600
Q Serve(g_s), s	19.3	17.6	17.7	6.1	12.4	12.6	7.7	9.8	3.0	3.4	15.5	8.1
Cycle Q Clear(g_c), s	19.3	17.6	17.7	6.1	12.4	12.6	7.7	9.8	3.0	3.4	15.5	8.1
Prop In Lane	1.00		0.61	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	436	625	587	156	346	345	192	1034	461	91	831	757
V/C Ratio(X)	0.91	0.67	0.67	0.79	0.76	0.77	0.82	0.46	0.16	0.77	0.79	0.31
Avail Cap(c_a), veh/h	571	918	863	314	662	661	249	1111	495	203	1018	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	25.0	25.0	40.4	34.4	34.5	39.4	26.4	24.0	42.3	32.6	14.7
Incr Delay (d2), s/veh	14.4	1.2	1.3	3.5	3.5	3.6	12.3	0.3	0.2	5.1	3.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	7.1	6.7	2.7	5.4	5.5	3.9	4.0	1.1	1.6	6.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	26.2	26.3	43.8	37.9	38.1	51.7	26.8	24.2	47.4	36.2	15.0
LnGrp LOS	D	C	C	D	D	D	D	C	C	D	D	B
Approach Vol, veh/h		1207			652			708			963	
Approach Delay, s/veh		33.3			39.1			32.1			31.9	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	31.6	12.4	37.0	14.2	26.5	26.3	23.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	10.1	27.7	15.6	45.8	12.4	25.4	28.4	33.0				
Max Q Clear Time (g_c+I1), s	5.4	11.8	8.1	19.7	9.7	17.5	21.3	14.6				
Green Ext Time (p_c), s	0.0	2.7	0.1	5.0	0.0	3.0	0.4	2.7				

Intersection Summary

HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	166	265	72	163	157	373	96	110	372	154
Future Volume (vph)	166	265	72	163	157	373	96	110	372	154
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	20.0	26.4	17.6	24.0	19.0	53.1	53.1	22.9	57.0	57.0
Total Split (%)	16.7%	22.0%	14.7%	20.0%	15.8%	44.3%	44.3%	19.1%	47.5%	47.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.0	18.4	7.9	11.7	11.6	21.1	21.1	9.5	16.2	16.2
Actuated g/C Ratio	0.16	0.25	0.11	0.16	0.16	0.29	0.29	0.13	0.22	0.22
v/c Ratio	0.60	0.45	0.40	0.45	0.58	0.38	0.19	0.50	0.49	0.34
Control Delay	40.6	25.4	40.7	23.9	40.8	24.0	5.7	40.6	27.4	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	25.4	40.7	23.9	40.8	24.0	5.7	40.6	27.4	6.4
LOS	D	C	D	C	D	C	A	D	C	A
Approach Delay		30.1		27.6		25.4			24.6	
Approach LOS		C		C		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 73.2
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 26.7
 Intersection LOS: C
 Intersection Capacity Utilization 53.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↗↘	↗	↗	↗↘	↗
Traffic Volume (veh/h)	166	265	110	72	163	94	157	373	96	110	372	154
Future Volume (veh/h)	166	265	110	72	163	94	157	373	96	110	372	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	282	89	77	173	93	167	397	73	117	396	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	670	207	114	429	220	214	805	359	153	683	305
Arrive On Green	0.12	0.25	0.25	0.06	0.19	0.19	0.12	0.22	0.22	0.08	0.19	0.19
Sat Flow, veh/h	1810	2705	835	1810	2308	1184	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	177	186	185	77	133	133	167	397	73	117	396	105
Grp Sat Flow(s),veh/h/ln	1810	1805	1734	1810	1805	1687	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	5.2	4.7	4.9	2.3	3.5	3.8	4.9	5.2	2.0	3.4	5.4	3.1
Cycle Q Clear(g_c), s	5.2	4.7	4.9	2.3	3.5	3.8	4.9	5.2	2.0	3.4	5.4	3.1
Prop In Lane	1.00		0.48	1.00		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	447	429	114	335	313	214	805	359	153	683	305
V/C Ratio(X)	0.78	0.42	0.43	0.67	0.40	0.42	0.78	0.49	0.20	0.77	0.58	0.34
Avail Cap(c_a), veh/h	512	683	656	432	603	564	478	3135	1398	608	3393	1513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	17.2	17.3	25.0	19.5	19.6	23.3	18.5	17.2	24.4	20.1	19.2
Incr Delay (d2), s/veh	2.3	0.6	0.7	2.6	0.8	0.9	2.3	0.5	0.3	3.0	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.7	1.7	0.9	1.3	1.3	1.9	1.9	0.7	1.4	2.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	17.8	17.9	27.5	20.3	20.5	25.7	18.9	17.5	27.4	20.9	19.8
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	C	B
Approach Vol, veh/h		548			343			637			618	
Approach Delay, s/veh		20.3			22.0			20.5			21.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	17.9	8.0	19.3	11.0	16.1	11.4	15.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	18.3	47.3	13.0	20.6	14.4	51.2	15.4	18.2				
Max Q Clear Time (g_c+I1), s	5.4	7.2	4.3	6.9	6.9	7.4	7.2	5.8				
Green Ext Time (p_c), s	0.1	2.8	0.0	1.6	0.1	2.9	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay			21.1									
HCM 6th LOS			C									

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

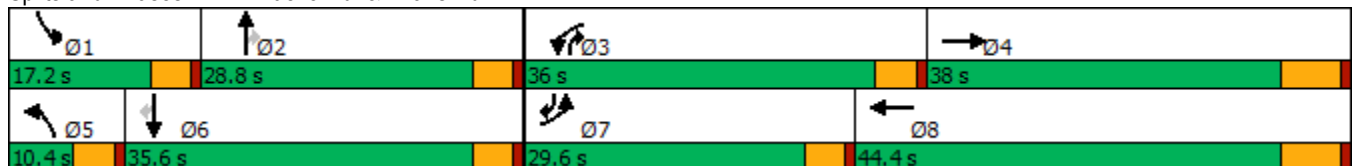


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖↗	↕↔	↖	↕↔↔	↗	↖	↕↔↔	↗
Traffic Volume (vph)	592	1153	423	1026	45	771	766	174	972	411
Future Volume (vph)	592	1153	423	1026	45	771	766	174	972	411
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	9.6	26.6	9.6
Total Split (s)	29.6	38.0	36.0	44.4	10.4	28.8	36.0	17.2	35.6	29.6
Total Split (%)	24.7%	31.7%	30.0%	37.0%	8.7%	24.0%	30.0%	14.3%	29.7%	24.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None	None	None
Act Effct Green (s)	23.3	31.5	30.4	38.6	5.6	23.2	58.2	12.6	32.3	60.2
Actuated g/C Ratio	0.20	0.27	0.26	0.33	0.05	0.20	0.49	0.11	0.27	0.51
v/c Ratio	0.89	0.94	0.49	0.70	0.55	0.79	0.93	0.94	0.71	0.49
Control Delay	62.6	56.2	39.5	37.3	79.4	51.5	43.1	104.7	42.8	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	56.2	39.5	37.3	79.4	51.5	43.1	104.7	42.8	15.8
LOS	E	E	D	D	E	D	D	F	D	B
Approach Delay		58.2		37.9		48.2			42.6	
Approach LOS		E		D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 47.2
 Intersection LOS: D
 Intersection Capacity Utilization 94.4%
 ICU Level of Service F
 Analysis Period (min) 15



































Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

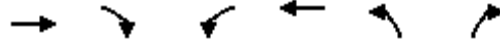
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			  		  	  	
Traffic Volume (veh/h)	592	1153	89	423	1026	99	45	771	766	174	972	411
Future Volume (veh/h)	592	1153	89	423	1026	99	45	771	766	174	972	411
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	617	1201	51	441	1069	46	47	803	616	181	1012	208
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	677	1884	80	511	1642	71	61	1067	566	194	1448	760
Arrive On Green	0.19	0.37	0.37	0.15	0.32	0.32	0.03	0.21	0.21	0.11	0.28	0.28
Sat Flow, veh/h	3510	5102	217	3510	5099	219	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	617	814	438	441	725	390	47	803	616	181	1012	208
Grp Sat Flow(s),veh/h/ln	1755	1729	1861	1755	1729	1861	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	20.3	22.8	22.9	14.4	21.2	21.2	3.0	17.1	24.2	11.7	20.6	9.2
Cycle Q Clear(g_c), s	20.3	22.8	22.9	14.4	21.2	21.2	3.0	17.1	24.2	11.7	20.6	9.2
Prop In Lane	1.00		0.12	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	677	1277	687	511	1114	599	61	1067	566	194	1448	760
V/C Ratio(X)	0.91	0.64	0.64	0.86	0.65	0.65	0.77	0.75	1.09	0.93	0.70	0.27
Avail Cap(c_a), veh/h	746	1277	687	937	1114	599	89	1067	566	194	1448	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	30.6	30.6	49.1	34.2	34.2	56.4	43.9	38.2	52.1	38.0	18.8
Incr Delay (d2), s/veh	13.9	2.4	4.5	1.7	3.0	5.4	11.8	3.1	64.4	45.6	1.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	9.3	10.4	6.1	8.8	9.9	1.6	7.7	25.1	7.8	9.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	33.1	35.1	50.9	37.2	39.7	68.2	47.0	102.6	97.8	39.5	19.0
LnGrp LOS	E	C	D	D	D	D	E	D	F	F	D	B
Approach Vol, veh/h		1869			1556			1466			1401	
Approach Delay, s/veh		42.6			41.7			71.0			44.0	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	28.8	21.7	50.0	8.6	37.4	27.3	44.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	12.6	24.2	31.4	31.5	5.8	31.0	25.0	37.9				
Max Q Clear Time (g_c+I1), s	13.7	26.2	16.4	24.9	5.0	22.6	22.3	23.2				
Green Ext Time (p_c), s	0.0	0.0	0.7	3.7	0.0	4.9	0.4	5.6				
Intersection Summary												
HCM 6th Ctrl Delay			49.3									
HCM 6th LOS			D									

Timings
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑↑↑	↑	↓	↑↑↑↑	↓	↓	
Traffic Volume (vph)	3415	281	37	2718	108	19	
Future Volume (vph)	3415	281	37	2718	108	19	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	83.0	83.0	13.1	96.1	23.9	13.1	23.9
Total Split (%)	69.2%	69.2%	10.9%	80.1%	19.9%	10.9%	20%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	76.8	76.8	6.7	86.0	12.8	24.1	
Actuated g/C Ratio	0.70	0.70	0.06	0.78	0.12	0.22	
v/c Ratio	0.79	0.25	0.35	0.56	0.54	0.06	
Control Delay	13.8	2.0	60.2	5.3	56.6	34.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	13.8	2.0	60.2	5.3	56.6	34.4	
LOS	B	A	E	A	E	C	
Approach Delay	12.9			6.0	53.3		
Approach LOS	B			A	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 10.8
 Intersection LOS: B
 Intersection Capacity Utilization 64.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	3415	281	37	2718	108	19
Future Volume (veh/h)	3415	281	37	2718	108	19
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3595	276	39	2861	114	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	4793	1180	59	5302	146	183
Arrive On Green	0.73	0.73	0.03	0.81	0.08	0.08
Sat Flow, veh/h	6802	1609	1810	6802	1810	1610
Grp Volume(v), veh/h	3595	276	39	2861	114	8
Grp Sat Flow(s),veh/h/ln	1634	1609	1810	1634	1810	1610
Q Serve(g_s), s	33.2	5.6	2.2	15.0	6.3	0.5
Cycle Q Clear(g_c), s	33.2	5.6	2.2	15.0	6.3	0.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4793	1180	59	5302	146	183
V/C Ratio(X)	0.75	0.23	0.66	0.54	0.78	0.04
Avail Cap(c_a), veh/h	4904	1207	151	5744	344	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.1	4.4	48.7	3.2	46.0	40.3
Incr Delay (d2), s/veh	0.7	0.1	4.5	0.1	8.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	1.2	1.0	1.7	3.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	4.5	53.3	3.3	54.6	40.3
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	3871			2900	122	
Approach Delay, s/veh	8.4			4.0	53.7	
Approach LOS	A			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.7	7.9	81.3		89.2
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		19.4	8.5	76.5		89.6
Max Q Clear Time (g_c+I1), s		8.3	4.2	35.2		17.0
Green Ext Time (p_c), s		0.2	0.0	39.5		50.5
Intersection Summary						
HCM 6th Ctrl Delay			7.3			
HCM 6th LOS			A			

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

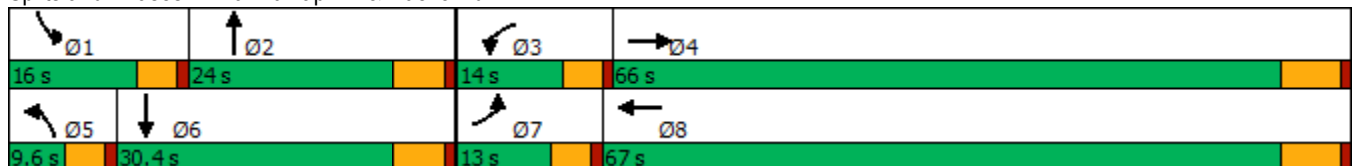


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↗	↙	↖	↙	↗	↙	↘
Traffic Volume (vph)	87	1935	7	1413	9	48	225	31
Future Volume (vph)	87	1935	7	1413	9	48	225	31
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	13.0	66.0	14.0	67.0	9.6	24.0	16.0	30.4
Total Split (%)	10.8%	55.0%	11.7%	55.8%	8.0%	20.0%	13.3%	25.3%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.0	67.6	5.4	56.8	5.1	11.6	11.6	22.1
Actuated g/C Ratio	0.08	0.64	0.05	0.54	0.05	0.11	0.11	0.21
v/c Ratio	0.70	0.87	0.09	0.84	0.12	0.26	1.24	0.26
Control Delay	77.3	22.8	54.9	26.6	56.4	48.2	185.2	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.3	22.8	54.9	26.6	56.4	48.2	185.2	16.7
LOS	E	C	D	C	E	D	F	B
Approach Delay		25.1		26.8		49.5		134.7
Approach LOS		C		C		D		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.8
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay: 35.0
 Intersection LOS: C
 Intersection Capacity Utilization 91.2%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

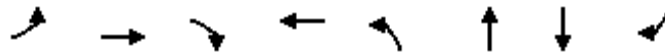


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	87	1935	9	7	1413	150	9	48	3	225	31	65
Future Volume (veh/h)	87	1935	9	7	1413	150	9	48	3	225	31	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	2103	8	8	1536	81	10	52	2	245	34	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	2173	8	18	1853	97	22	176	7	200	126	207
Arrive On Green	0.07	0.57	0.57	0.01	0.52	0.52	0.01	0.10	0.10	0.11	0.20	0.20
Sat Flow, veh/h	1810	3783	14	1810	3578	188	1810	1818	70	1810	645	1062
Grp Volume(v), veh/h	95	1056	1056	8	813	804	10	0	54	245	0	90
Grp Sat Flow(s),veh/h/ln	1810	1900	1897	1810	1900	1866	1810	0	1887	1810	0	1707
Q Serve(g_s), s	5.3	54.9	55.1	0.5	37.2	37.7	0.6	0.0	2.7	11.4	0.0	4.6
Cycle Q Clear(g_c), s	5.3	54.9	55.1	0.5	37.2	37.7	0.6	0.0	2.7	11.4	0.0	4.6
Prop In Lane	1.00		0.01	1.00		0.10	1.00		0.04	1.00		0.62
Lane Grp Cap(c), veh/h	120	1091	1090	18	984	966	22	0	183	200	0	333
V/C Ratio(X)	0.79	0.97	0.97	0.45	0.83	0.83	0.46	0.00	0.30	1.23	0.00	0.27
Avail Cap(c_a), veh/h	147	1096	1094	165	1114	1094	88	0	333	200	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.5	21.0	21.1	50.8	21.0	21.1	50.6	0.0	43.3	45.9	0.0	35.3
Incr Delay (d2), s/veh	16.5	19.7	19.9	6.3	4.7	5.1	5.5	0.0	0.9	137.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	25.5	25.6	0.2	15.2	15.3	0.3	0.0	1.3	12.6	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	40.7	41.0	57.1	25.7	26.2	56.1	0.0	44.2	183.5	0.0	35.7
LnGrp LOS	E	D	D	E	C	C	E	A	D	F	A	D
Approach Vol, veh/h		2206			1625			64				335
Approach Delay, s/veh		41.8			26.1			46.1				143.8
Approach LOS		D			C			D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	15.8	5.6	65.8	5.8	26.0	11.5	59.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	11.4	18.2	9.4	59.5	5.0	24.6	8.4	60.5				
Max Q Clear Time (g_c+I1), s	13.4	4.7	2.5	57.1	2.6	6.6	7.3	39.7				
Green Ext Time (p_c), s	0.0	0.1	0.0	2.2	0.0	0.3	0.0	10.6				
Intersection Summary												
HCM 6th Ctrl Delay				43.9								
HCM 6th LOS				D								

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖	↗	↖	↗	↖
Traffic Volume (vph)	51	0	450	0	458	2703	3299	134	
Future Volume (vph)	51	0	450	0	458	2703	3299	134	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	34.6	34.6	34.6	34.6	18.0	75.8	67.4	67.4	9.6
Total Split (%)	28.8%	28.8%	28.8%	28.8%	15.0%	63.2%	56.2%	56.2%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		29.3	29.3	29.3	13.4	78.9	60.9	60.9	
Actuated g/C Ratio		0.25	0.25	0.25	0.11	0.66	0.51	0.51	
v/c Ratio		0.15	0.97	0.00	1.20	0.57	0.90	0.17	
Control Delay		36.6	65.8	0.0	157.1	11.6	30.9	6.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		36.6	65.8	0.0	157.1	11.6	30.9	6.2	
LOS		D	E	A	F	B	C	A	
Approach Delay		62.8				32.7	29.9		
Approach LOS		E				C	C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.3	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 33.5	Intersection LOS: C
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔		↖	↑↑↑		↗	↑↑↑	↗
Traffic Volume (veh/h)	51	0	450	0	0	1	458	2703	1	0	3299	134
Future Volume (veh/h)	51	0	450	0	0	1	458	2703	1	0	3299	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	0	319	0	0	1	487	2876	1	0	3510	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	377	0	351	0	0	352	422	5202	2	2	4013	849
Arrive On Green	0.22	0.00	0.22	0.00	0.00	0.22	0.12	0.68	0.68	0.00	0.53	0.53
Sat Flow, veh/h	1436	0	1606	0	0	1610	3619	7597	3	1810	7600	1609
Grp Volume(v), veh/h	54	0	319	0	0	1	487	2158	719	0	3510	90
Grp Sat Flow(s),veh/h/ln	1436	0	1606	0	0	1610	1810	1900	1899	1810	1900	1609
Q Serve(g_s), s	3.5	0.0	22.2	0.0	0.0	0.1	13.4	22.1	22.1	0.0	46.5	3.2
Cycle Q Clear(g_c), s	3.6	0.0	22.2	0.0	0.0	0.1	13.4	22.1	22.1	0.0	46.5	3.2
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	0	351	0	0	352	422	3903	1301	2	4013	849
V/C Ratio(X)	0.14	0.00	0.91	0.00	0.00	0.00	1.15	0.55	0.55	0.00	0.87	0.11
Avail Cap(c_a), veh/h	438	0	419	0	0	421	422	3903	1301	79	4030	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	43.8	0.0	0.0	35.1	50.7	9.2	9.2	0.0	23.8	13.6
Incr Delay (d2), s/veh	0.2	0.0	21.1	0.0	0.0	0.0	92.9	0.2	0.5	0.0	2.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	10.6	0.0	0.0	0.0	11.2	7.1	7.2	0.0	18.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	64.8	0.0	0.0	35.1	143.6	9.4	9.7	0.0	26.2	13.6
LnGrp LOS	D	A	E	A	A	D	F	A	A	A	C	B
Approach Vol, veh/h		373			1			3364			3600	
Approach Delay, s/veh		60.7			35.1			28.9			25.9	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	85.1		29.7	18.0	67.1		29.7				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	69.3		30.0	13.4	60.9		30.0				
Max Q Clear Time (g_c+I1), s	0.0	24.1		24.2	15.4	48.5		2.1				
Green Ext Time (p_c), s	0.0	32.4		0.7	0.0	12.1		0.0				

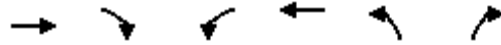
Intersection Summary

HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

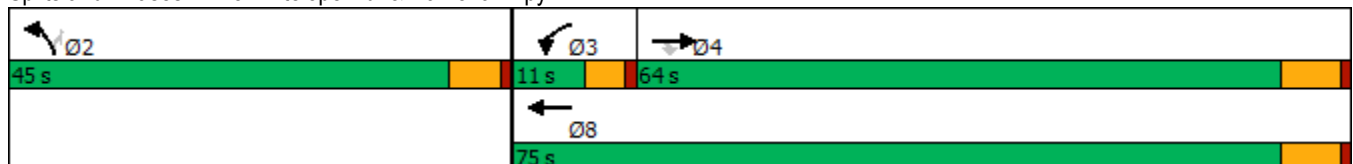


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑	↙↘	↑↑↑↑	↙↘	↑
Traffic Volume (vph)	3350	399	187	2191	815	258
Future Volume (vph)	3350	399	187	2191	815	258
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	64.0	64.0	11.0	75.0	45.0	45.0
Total Split (%)	53.3%	53.3%	9.2%	62.5%	37.5%	37.5%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.5	0.0	0.0	-0.5	0.0	0.0
Total Lost Time (s)	6.0	6.5	4.6	6.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	58.1	57.6	6.4	69.1	33.6	33.6
Actuated g/C Ratio	0.51	0.50	0.06	0.60	0.29	0.29
v/c Ratio	0.94	0.46	1.00	0.52	0.84	0.51
Control Delay	33.8	9.7	120.0	14.1	45.8	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	9.7	120.0	14.1	45.8	23.1
LOS	C	A	F	B	D	C
Approach Delay	31.2			22.4	40.3	
Approach LOS	C			C	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 29.7
 Intersection LOS: C
 Intersection Capacity Utilization 90.8%
 ICU Level of Service E
 Analysis Period (min) 15

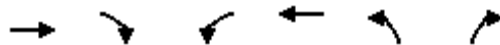
Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↙↙	↑↑↑↑	↙↙	↗
Traffic Volume (veh/h)	3350	399	187	2191	815	258
Future Volume (veh/h)	3350	399	187	2191	815	258
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3641	380	203	2382	886	226
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3947	829	208	4698	998	444
Arrive On Green	0.78	0.77	0.09	0.93	0.41	0.41
Sat Flow, veh/h	7600	1610	3619	7600	3619	1610
Grp Volume(v), veh/h	3641	380	203	2382	886	226
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	41.9	9.3	6.2	4.8	25.3	11.6
Cycle Q Clear(g_c), s	41.9	9.3	6.2	4.8	25.3	11.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3947	829	208	4698	998	444
V/C Ratio(X)	0.92	0.46	0.98	0.51	0.89	0.51
Avail Cap(c_a), veh/h	3959	832	208	4710	1274	567
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	7.2	50.8	1.7	31.0	27.0
Incr Delay (d2), s/veh	4.2	0.4	55.0	0.1	6.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	2.3	4.2	1.0	9.9	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.8	7.6	105.8	1.8	37.6	27.9
LnGrp LOS	B	A	F	A	D	C
Approach Vol, veh/h	4021			2585	1112	
Approach Delay, s/veh	14.1			10.0	35.6	
Approach LOS	B			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		36.5	11.0	63.8		74.8
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		39.2	6.4	57.5		68.5
Max Q Clear Time (g_c+I1), s		27.3	8.2	43.9		6.8
Green Ext Time (p_c), s		3.5	0.0	13.4		33.0

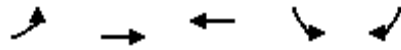
Intersection Summary

HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

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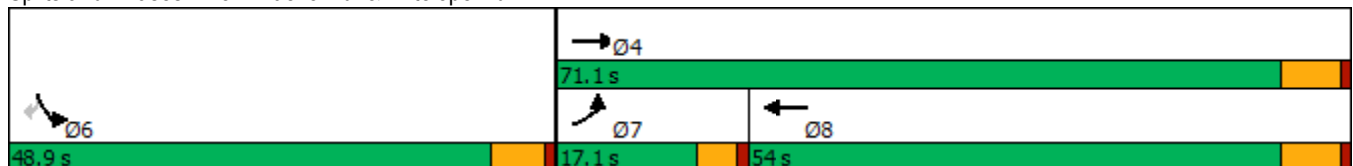


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖↖	↑↑	↑↔	↘↘	↙
Traffic Volume (vph)	204	1735	1120	313	448
Future Volume (vph)	204	1735	1120	313	448
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	17.1	71.1	54.0	48.9	48.9
Total Split (%)	14.3%	59.3%	45.0%	40.8%	40.8%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	10.3	65.2	50.3	23.8	23.8
Actuated g/C Ratio	0.10	0.64	0.50	0.23	0.23
v/c Ratio	0.63	0.81	0.78	0.41	0.87
Control Delay	53.3	19.5	27.3	33.4	34.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	19.5	27.3	33.4	34.4
LOS	D	B	C	C	C
Approach Delay		23.0	27.3	34.0	
Approach LOS		C	C	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 26.5
 Intersection LOS: C
 Intersection Capacity Utilization 73.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

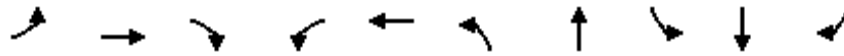


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↔↔	↑↑	↑↔		↔↔	↔	
Traffic Volume (veh/h)	204	1735	1120	153	313	448	
Future Volume (veh/h)	204	1735	1120	153	313	448	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	222	1886	1217	57	340	297	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	293	2369	1846	86	768	352	
Arrive On Green	0.08	0.66	0.53	0.53	0.22	0.22	
Sat Flow, veh/h	3510	3705	3606	164	3510	1610	
Grp Volume(v), veh/h	222	1886	625	649	340	297	
Grp Sat Flow(s),veh/h/ln	1755	1805	1805	1870	1755	1610	
Q Serve(g_s), s	6.1	37.0	24.7	24.8	8.2	17.4	
Cycle Q Clear(g_c), s	6.1	37.0	24.7	24.8	8.2	17.4	
Prop In Lane	1.00			0.09	1.00	1.00	
Lane Grp Cap(c), veh/h	293	2369	949	984	768	352	
V/C Ratio(X)	0.76	0.80	0.66	0.66	0.44	0.84	
Avail Cap(c_a), veh/h	446	2369	949	984	1537	705	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	44.1	12.2	16.9	16.9	33.3	36.8	
Incr Delay (d2), s/veh	1.5	2.9	3.6	3.5	0.4	5.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.6	12.1	9.7	10.0	3.4	15.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	45.6	15.1	20.5	20.4	33.7	42.3	
LnGrp LOS	D	B	C	C	C	D	
Approach Vol, veh/h		2108	1274		637		
Approach Delay, s/veh		18.3	20.5		37.7		
Approach LOS		B	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				71.1	27.4	12.8	58.3
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				64.6	43.1	12.5	47.5
Max Q Clear Time (g_c+I1), s				39.0	19.4	8.1	26.8
Green Ext Time (p_c), s				15.8	2.2	0.2	7.8
Intersection Summary							
HCM 6th Ctrl Delay			22.0				
HCM 6th LOS			C				

Timings

53: Menifee Rd. & Nuevo Rd.

06/02/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↔↔	↑↑	↗	↑↑	↗
Traffic Volume (vph)	1454	339	255	358	304	174	513	9	267	795
Future Volume (vph)	1454	339	255	358	304	174	513	9	267	795
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	7	4	5	3	8	5	2	1	6	
Permitted Phases			4							Free
Detector Phase	7	4	5	3	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0	
Minimum Split (s)	9.6	28.5	9.6	9.6	28.5	9.6	28.5	9.6	28.5	
Total Split (s)	49.9	51.5	12.0	26.9	28.5	12.0	32.0	9.6	29.6	
Total Split (%)	41.6%	42.9%	10.0%	22.4%	23.8%	10.0%	26.7%	8.0%	24.7%	
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	5.5	3.6	5.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	6.5	4.6	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Max	None	Max	
Act Effct Green (s)	45.3	44.3	58.2	16.1	15.1	7.4	33.3	5.0	23.1	113.2
Actuated g/C Ratio	0.40	0.39	0.51	0.14	0.13	0.07	0.29	0.04	0.20	1.00
v/c Ratio	1.04	0.25	0.30	0.74	0.66	0.78	0.84	0.11	0.37	0.51
Control Delay	68.0	24.3	9.4	55.9	53.2	76.1	40.5	56.7	41.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	24.3	9.4	55.9	53.2	76.1	40.5	56.7	41.0	1.1
LOS	E	C	A	E	D	E	D	E	D	A
Approach Delay		53.5			54.7		46.3		11.5	
Approach LOS		D			D		D		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.2
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 42.8
 Intersection LOS: D
 Intersection Capacity Utilization 99.0%
 ICU Level of Service F
 Analysis Period (min) 15























Splits and Phases: 53: Menifee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1454	339	255	358	304	4	174	513	379	9	267	795
Future Volume (veh/h)	1454	339	255	358	304	4	174	513	379	9	267	795
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1499	349	57	369	313	3	179	529	211	9	275	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1487	1432	747	439	406	4	236	670	266	20	757	
Arrive On Green	0.41	0.40	0.40	0.13	0.11	0.11	0.07	0.27	0.27	0.01	0.21	0.00
Sat Flow, veh/h	3619	3610	1610	3510	3664	35	3510	2522	1002	1810	3610	1610
Grp Volume(v), veh/h	1499	349	57	369	154	162	179	378	362	9	275	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1894	1755	1805	1720	1810	1805	1610
Q Serve(g_s), s	45.3	7.1	2.2	11.3	9.1	9.2	5.5	21.4	21.6	0.5	7.2	0.0
Cycle Q Clear(g_c), s	45.3	7.1	2.2	11.3	9.1	9.2	5.5	21.4	21.6	0.5	7.2	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	1487	1432	747	439	200	210	236	480	457	20	757	
V/C Ratio(X)	1.01	0.24	0.08	0.84	0.77	0.77	0.76	0.79	0.79	0.46	0.36	
Avail Cap(c_a), veh/h	1487	1474	765	710	360	378	236	480	457	82	757	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.5	22.2	16.4	47.1	47.6	47.6	50.5	37.6	37.6	54.2	37.3	0.0
Incr Delay (d2), s/veh	25.3	0.1	0.0	2.4	6.1	5.9	12.1	12.3	13.2	6.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	2.8	0.7	4.8	4.2	4.5	2.7	10.5	10.1	0.3	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	22.3	16.5	49.6	53.8	53.5	62.6	49.9	50.8	60.1	38.6	0.0
LnGrp LOS	F	C	B	D	D	D	E	D	D	E	D	
Approach Vol, veh/h		1905			685			919			284	A
Approach Delay, s/veh		50.0			51.4			52.7			39.3	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	35.8	18.4	50.2	12.0	29.6	49.9	18.7				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	5.0	25.5	22.3	45.0	7.4	23.1	45.3	22.0				
Max Q Clear Time (g_c+I1), s	2.5	23.6	13.3	9.1	7.5	9.2	47.3	11.2				
Green Ext Time (p_c), s	0.0	0.8	0.5	2.2	0.0	1.2	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

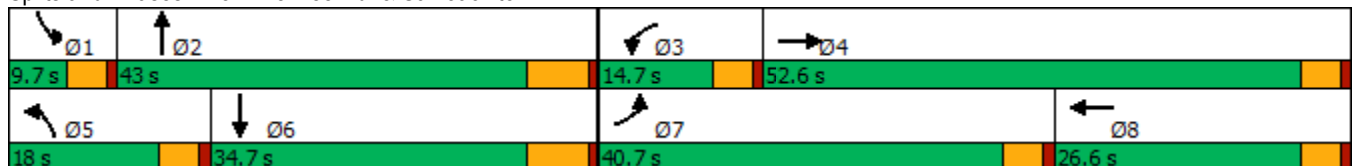


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	418	26	10	17	120	795	20	664
Future Volume (vph)	418	26	10	17	120	795	20	664
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	9.6	26.6	9.6	26.6	9.6	28.5	9.6	28.5
Total Split (s)	40.7	52.6	14.7	26.6	18.0	43.0	9.7	34.7
Total Split (%)	33.9%	43.8%	12.3%	22.2%	15.0%	35.8%	8.1%	28.9%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	4.6	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	26.3	34.0	5.6	12.4	10.5	41.8	5.3	29.7
Actuated g/C Ratio	0.28	0.37	0.06	0.13	0.11	0.45	0.06	0.32
v/c Ratio	0.85	0.28	0.09	0.11	0.61	0.49	0.20	0.77
Control Delay	49.0	5.4	52.5	32.4	56.9	24.2	55.5	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.0	5.4	52.5	32.4	56.9	24.2	55.5	36.2
LOS	D	A	D	C	E	C	E	D
Approach Delay		35.1		37.8		28.4		36.6
Approach LOS		D		D		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 92.4	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 33.2	Intersection LOS: C
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	























Splits and Phases: 54: Meniffee Rd. & San Jacinto Av.



HCM 6th Signalized Intersection Summary
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	418	26	170	10	17	9	120	795	19	20	664	225
Future Volume (veh/h)	418	26	170	10	17	9	120	795	19	20	664	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	435	27	125	10	18	5	125	828	16	21	692	83
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	473	105	488	22	156	43	156	1449	28	41	1086	130
Arrive On Green	0.26	0.36	0.36	0.01	0.11	0.11	0.09	0.39	0.39	0.02	0.33	0.33
Sat Flow, veh/h	1810	294	1361	1810	1429	397	1810	3715	72	1810	3329	399
Grp Volume(v), veh/h	435	0	152	10	0	23	125	423	421	21	395	380
Grp Sat Flow(s),veh/h/ln	1810	0	1655	1810	0	1826	1810	1900	1887	1810	1900	1828
Q Serve(g_s), s	21.9	0.0	6.1	0.5	0.0	1.1	6.3	16.4	16.4	1.1	16.5	16.6
Cycle Q Clear(g_c), s	21.9	0.0	6.1	0.5	0.0	1.1	6.3	16.4	16.4	1.1	16.5	16.6
Prop In Lane	1.00		0.82	1.00		0.22	1.00		0.04	1.00		0.22
Lane Grp Cap(c), veh/h	473	0	593	22	0	200	156	741	736	41	620	596
V/C Ratio(X)	0.92	0.00	0.26	0.45	0.00	0.12	0.80	0.57	0.57	0.52	0.64	0.64
Avail Cap(c_a), veh/h	698	0	849	195	0	429	259	741	736	99	620	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	21.2	45.9	0.0	37.6	42.0	22.4	22.4	45.3	26.8	26.8
Incr Delay (d2), s/veh	10.4	0.0	0.2	5.3	0.0	0.3	3.6	3.2	3.2	3.7	4.9	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	0.0	2.4	0.3	0.0	0.5	2.8	7.1	7.1	0.5	7.6	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	0.0	21.4	51.2	0.0	37.9	45.6	25.6	25.6	49.0	31.8	32.0
LnGrp LOS	D	A	C	D	A	D	D	C	C	D	C	C
Approach Vol, veh/h		587			33			969			796	
Approach Delay, s/veh		38.1			41.9			28.2			32.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	43.0	5.7	38.2	12.7	37.0	29.1	14.8				
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6				
Max Green Setting (Gmax), s	5.1	36.5	10.1	48.0	13.4	28.2	36.1	22.0				
Max Q Clear Time (g_c+I1), s	3.1	18.4	2.5	8.1	8.3	18.6	23.9	3.1				
Green Ext Time (p_c), s	0.0	4.2	0.0	1.1	0.1	2.9	0.6	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				32.2								
HCM 6th LOS				C								

Timings
55: Menifee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↕	↗	↕
Traffic Volume (vph)	36	0	1	1	26	913	1	811
Future Volume (vph)	36	0	1	1	26	913	1	811
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	26.7	28.5	28.5	28.5	28.5
Total Split (s)	29.0	29.0	29.0	29.0	61.0	61.0	61.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	67.8%	67.8%	67.8%	67.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.7		4.7	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		12.3		12.3	70.7	70.7	70.7	70.7
Actuated g/C Ratio		0.15		0.15	0.83	0.83	0.83	0.83
v/c Ratio		0.23		0.01	0.06	0.33	0.00	0.30
Control Delay		16.4		27.3	4.6	4.1	5.0	3.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		16.4		27.3	4.6	4.1	5.0	3.9
LOS		B		C	A	A	A	A
Approach Delay		16.4		27.3		4.1		3.9
Approach LOS		B		C		A		A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 84.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay: 4.4	Intersection LOS: A
Intersection Capacity Utilization 43.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 55: Menifee Rd. & Ellis Av./Driveway



HCM 6th Signalized Intersection Summary
55: Meniffee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↔	
Traffic Volume (veh/h)	36	0	16	1	1	1	26	913	3	1	811	23
Future Volume (veh/h)	36	0	16	1	1	1	26	913	3	1	811	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	0	17	1	1	1	28	992	3	1	882	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	15	44	95	79	54	517	2769	8	478	2689	76
Arrive On Green	0.10	0.00	0.10	0.10	0.10	0.10	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	907	155	463	305	825	565	625	3692	11	575	3585	102
Grp Volume(v), veh/h	56	0	0	3	0	0	28	485	510	1	444	463
Grp Sat Flow(s),veh/h/ln	1525	0	0	1695	0	0	625	1805	1898	575	1805	1882
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	1.1	6.7	6.7	0.0	5.9	5.9
Cycle Q Clear(g_c), s	2.4	0.0	0.0	0.1	0.0	0.0	7.1	6.7	6.7	6.7	5.9	5.9
Prop In Lane	0.70		0.30	0.33		0.33	1.00		0.01	1.00		0.05
Lane Grp Cap(c), veh/h	230	0	0	228	0	0	517	1354	1424	478	1354	1411
V/C Ratio(X)	0.24	0.00	0.00	0.01	0.00	0.00	0.05	0.36	0.36	0.00	0.33	0.33
Avail Cap(c_a), veh/h	585	0	0	615	0	0	517	1354	1424	478	1354	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	0.0	29.8	0.0	0.0	4.2	3.1	3.1	4.3	3.0	3.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.7	0.7	0.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.0	0.0	0.1	1.0	1.0	0.0	0.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	0.0	29.8	0.0	0.0	4.4	3.8	3.8	4.3	3.7	3.6
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		56			3			1023			908	
Approach Delay, s/veh		31.3			29.8			3.8			3.6	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		11.7		61.0		11.7				
Change Period (Y+Rc), s		6.5		* 4.7		6.5		* 4.7				
Max Green Setting (Gmax), s		54.5		* 24		54.5		* 24				
Max Q Clear Time (g_c+I1), s		9.1		4.4		8.7		2.1				
Green Ext Time (p_c), s		6.6		0.2		5.5		0.0				

Intersection Summary

HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
56: Menifee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020

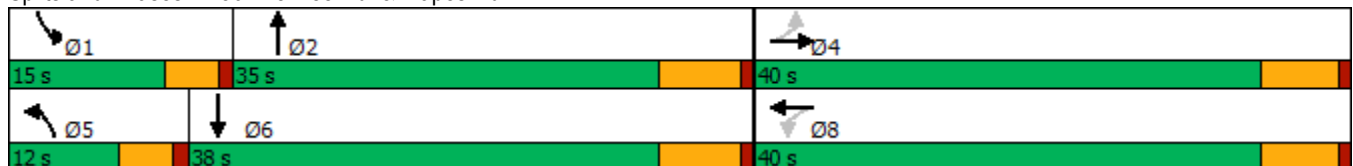


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↗	↘	↗
Traffic Volume (vph)	58	164	9	51	23	794	106	674
Future Volume (vph)	58	164	9	51	23	794	106	674
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	40.0	40.0	40.0	40.0	12.0	35.0	15.0	38.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	13.3%	38.9%	16.7%	42.2%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	13.6	13.6	13.6	13.6	5.7	29.7	8.2	36.1
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.09	0.45	0.12	0.54
v/c Ratio	0.26	0.53	0.04	0.41	0.16	0.55	0.52	0.41
Control Delay	25.8	28.4	22.0	11.4	33.6	17.0	37.9	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	28.4	22.0	11.4	33.6	17.0	37.9	11.6
LOS	C	C	C	B	C	B	D	B
Approach Delay		27.8		11.9		17.5		14.9
Approach LOS		C		B		B		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 66.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 17.2
 Intersection LOS: B
 Intersection Capacity Utilization 66.3%
 ICU Level of Service C
 Analysis Period (min) 15

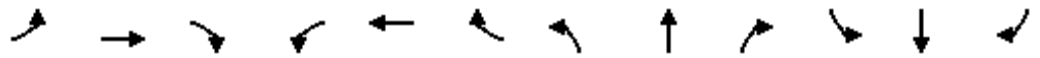
Splits and Phases: 56: Menifee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↘	
Traffic Volume (veh/h)	58	164	26	9	51	120	23	794	12	106	674	50
Future Volume (veh/h)	58	164	26	9	51	120	23	794	12	106	674	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	63	178	28	10	55	130	25	863	13	115	733	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	317	50	230	99	234	51	1632	25	148	1712	126
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.03	0.45	0.45	0.08	0.50	0.50
Sat Flow, veh/h	1218	1603	252	1195	501	1185	1810	3640	55	1810	3409	251
Grp Volume(v), veh/h	63	0	206	10	0	185	25	428	448	115	388	399
Grp Sat Flow(s),veh/h/ln	1218	0	1855	1195	0	1687	1810	1805	1890	1810	1805	1855
Q Serve(g_s), s	3.1	0.0	6.4	0.5	0.0	6.3	0.9	10.9	10.9	4.0	8.7	8.7
Cycle Q Clear(g_c), s	9.4	0.0	6.4	6.9	0.0	6.3	0.9	10.9	10.9	4.0	8.7	8.7
Prop In Lane	1.00		0.14	1.00		0.70	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	234	0	367	230	0	333	51	809	847	148	906	931
V/C Ratio(X)	0.27	0.00	0.56	0.04	0.00	0.55	0.49	0.53	0.53	0.77	0.43	0.43
Avail Cap(c_a), veh/h	640	0	986	628	0	897	211	809	847	296	906	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	23.0	26.1	0.0	23.0	30.5	12.7	12.7	28.6	10.0	10.0
Incr Delay (d2), s/veh	0.6	0.0	1.4	0.1	0.0	1.4	2.7	2.5	2.4	3.2	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.5	0.1	0.0	2.3	0.4	3.8	3.9	1.6	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	0.0	24.4	26.2	0.0	24.4	33.2	15.2	15.0	31.8	11.5	11.5
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		269			195			901			902	
Approach Delay, s/veh		25.2			24.5			15.6			14.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	35.0		18.8	6.4	38.4		18.8				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	10.4	28.5		33.8	7.4	31.5		33.8				
Max Q Clear Time (g_c+I1), s	6.0	12.9		11.4	2.9	10.7		8.9				
Green Ext Time (p_c), s	0.0	4.2		1.2	0.0	4.1		1.0				

Intersection Summary

HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Timings
57: Menifee Rd. & Watson Rd.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	37	220	13	99	10	758	89	584
Future Volume (vph)	37	220	13	99	10	758	89	584
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	33.0	33.0	33.0	33.0	57.0	57.0	57.0	57.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	63.3%	63.3%	63.3%	63.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	15.3	15.3	15.3	15.3	50.9	50.9	50.9	50.9
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.65	0.65	0.65	0.65
v/c Ratio	0.16	0.66	0.09	0.36	0.02	0.45	0.31	0.29
Control Delay	26.8	37.7	25.9	26.6	6.4	7.6	10.6	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	37.7	25.9	26.6	6.4	7.6	10.6	6.7
LOS	C	D	C	C	A	A	B	A
Approach Delay		36.1		26.6		7.6		7.2
Approach LOS		D		C		A		A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 78.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕	↘	↗	↘	
Traffic Volume (veh/h)	37	220	7	13	99	23	10	758	185	89	584	39
Future Volume (veh/h)	37	220	7	13	99	23	10	758	185	89	584	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	239	8	14	108	25	11	824	201	97	635	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	312	10	148	254	59	558	1932	471	397	2308	152
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1277	1828	61	1151	1492	345	774	2877	702	559	3437	227
Grp Volume(v), veh/h	40	0	247	14	0	133	11	517	508	97	333	344
Grp Sat Flow(s),veh/h/ln	1277	0	1889	1151	0	1838	774	1805	1774	559	1805	1859
Q Serve(g_s), s	2.2	0.0	9.4	0.9	0.0	4.9	0.4	9.9	9.9	7.3	5.6	5.6
Cycle Q Clear(g_c), s	7.0	0.0	9.4	10.3	0.0	4.9	6.0	9.9	9.9	17.2	5.6	5.6
Prop In Lane	1.00		0.03	1.00		0.19	1.00		0.40	1.00		0.12
Lane Grp Cap(c), veh/h	231	0	322	148	0	313	558	1212	1191	397	1212	1248
V/C Ratio(X)	0.17	0.00	0.77	0.09	0.00	0.42	0.02	0.43	0.43	0.24	0.27	0.28
Avail Cap(c_a), veh/h	482	0	693	374	0	674	558	1212	1191	397	1212	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	29.8	34.7	0.0	27.9	6.2	5.7	5.7	9.7	5.0	5.0
Incr Delay (d2), s/veh	0.4	0.0	3.8	0.3	0.0	0.9	0.1	1.1	1.1	1.5	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.3	0.2	0.0	2.1	0.1	2.4	2.4	0.8	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	33.6	35.0	0.0	28.8	6.3	6.8	6.8	11.1	5.5	5.5
LnGrp LOS	C	A	C	C	A	C	A	A	A	B	A	A
Approach Vol, veh/h		287			147			1036			774	
Approach Delay, s/veh		33.3			29.4			6.8			6.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		18.2		57.0		18.2				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		50.5		27.6		50.5		27.6				
Max Q Clear Time (g_c+I1), s		11.9		11.4		19.2		12.3				
Green Ext Time (p_c), s		6.8		1.2		4.9		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				11.5								
HCM 6th LOS				B								

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

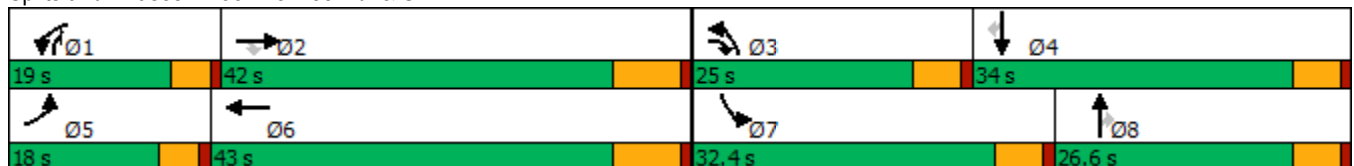
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	228	1155	283	295	1043	270	708	252	73	547	81	
Future Volume (vph)	228	1155	283	295	1043	270	708	252	73	547	81	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm	
Protected Phases	5	2	3	1	6	3	8	1	7	4		
Permitted Phases			2					8			4	
Detector Phase	5	2	3	1	6	3	8	1	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.0	15.3	9.6	29.0	15.3	15.3	9.6	32.3	32.3	32.3	
Total Split (s)	18.0	42.0	25.0	19.0	43.0	25.0	26.6	19.0	32.4	34.0	34.0	
Total Split (%)	15.0%	35.0%	20.8%	15.8%	35.8%	20.8%	22.2%	15.8%	27.0%	28.3%	28.3%	
Yellow Time (s)	3.6	6.0	4.3	3.6	6.0	4.3	4.3	3.6	4.3	4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	7.0	5.3	4.6	7.0	5.3	5.3	4.6	5.3	5.3	5.3	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	
Act Effct Green (s)	11.1	35.3	56.3	12.7	37.0	13.9	24.1	42.1	10.6	18.3	18.3	
Actuated g/C Ratio	0.11	0.34	0.55	0.12	0.36	0.14	0.23	0.41	0.10	0.18	0.18	
v/c Ratio	0.64	0.69	0.32	0.73	0.64	0.61	0.62	0.33	0.21	0.63	0.22	
Control Delay	53.6	32.8	9.6	55.0	30.6	48.4	39.6	4.2	43.4	42.5	3.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.6	32.8	9.6	55.0	30.6	48.4	39.6	4.2	43.4	42.5	3.4	
LOS	D	C	A	E	C	D	D	A	D	D	A	
Approach Delay		31.7			35.7		34.3			38.1		
Approach LOS		C			D		C			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 34.4
 Intersection LOS: C
 Intersection Capacity Utilization 67.5%
 ICU Level of Service C
 Analysis Period (min) 15




































Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

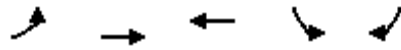
06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (veh/h)	228	1155	283	295	1043	80	270	708	252	73	547	81
Future Volume (veh/h)	228	1155	283	295	1043	80	270	708	252	73	547	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	243	1229	281	314	1110	70	287	753	214	78	582	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	320	1960	783	391	1986	125	380	1126	529	189	845	262
Arrive On Green	0.09	0.38	0.38	0.11	0.40	0.40	0.11	0.22	0.22	0.05	0.16	0.16
Sat Flow, veh/h	3510	5187	1610	3510	4987	314	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	243	1229	281	314	769	411	287	753	214	78	582	66
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1843	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	6.3	17.9	10.1	8.1	16.0	16.0	7.4	12.3	9.5	2.0	9.8	3.3
Cycle Q Clear(g_c), s	6.3	17.9	10.1	8.1	16.0	16.0	7.4	12.3	9.5	2.0	9.8	3.3
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	1960	783	391	1377	734	380	1126	529	189	845	262
V/C Ratio(X)	0.76	0.63	0.36	0.80	0.56	0.56	0.76	0.67	0.40	0.41	0.69	0.25
Avail Cap(c_a), veh/h	508	1960	783	546	1377	734	747	1193	550	1027	1607	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	23.5	14.8	40.2	21.6	21.6	40.1	33.2	24.1	42.4	36.6	33.8
Incr Delay (d2), s/veh	1.4	1.5	1.3	3.9	1.6	3.1	3.1	1.4	0.5	1.4	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	7.0	3.4	3.5	6.1	6.8	3.1	4.9	3.3	0.8	3.9	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	25.0	16.1	44.1	23.2	24.6	43.2	34.6	24.6	43.8	37.6	34.3
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	D	C
Approach Vol, veh/h		1753			1494			1254			726	
Approach Delay, s/veh		26.0			28.0			34.8			38.0	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	42.0	15.3	20.4	13.0	43.9	10.3	25.4				
Change Period (Y+Rc), s	4.6	7.0	5.3	5.3	4.6	7.0	5.3	5.3				
Max Green Setting (Gmax), s	14.4	35.0	19.7	28.7	13.4	36.0	27.1	21.3				
Max Q Clear Time (g_c+I1), s	10.1	19.9	9.4	11.8	8.3	18.0	4.0	14.3				
Green Ext Time (p_c), s	0.2	7.9	0.7	3.3	0.2	6.7	0.2	2.9				
Intersection Summary												
HCM 6th Ctrl Delay				30.4								
HCM 6th LOS				C								

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

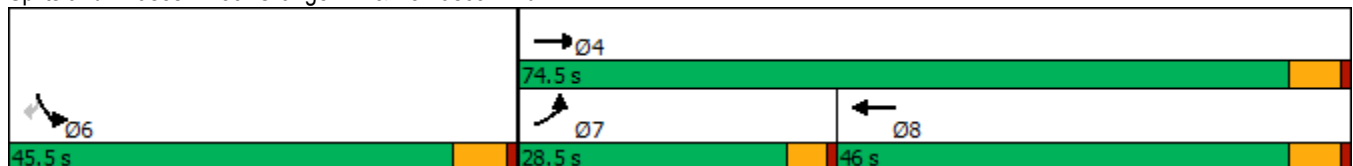


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗↗	↑↑	↑↑↔	↖↖	↖
Traffic Volume (vph)	534	731	532	952	397
Future Volume (vph)	534	731	532	952	397
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	22.8	22.8	22.8
Total Split (s)	28.5	74.5	46.0	45.5	45.5
Total Split (%)	23.8%	62.1%	38.3%	37.9%	37.9%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	22.4	68.8	41.8	38.4	38.4
Actuated g/C Ratio	0.19	0.58	0.35	0.32	0.32
v/c Ratio	0.88	0.38	0.94	0.91	0.55
Control Delay	62.8	14.4	43.6	51.6	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	14.4	43.6	51.6	7.0
LOS	E	B	D	D	A
Approach Delay		34.8	43.6	38.4	
Approach LOS		C	D	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.8
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 38.8
 Intersection LOS: D
 Intersection Capacity Utilization 90.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖↗	↑↑	↖↗		↖↗	↖	
Traffic Volume (veh/h)	534	731	532	622	952	397	
Future Volume (veh/h)	534	731	532	622	952	397	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	580	795	578	513	1035	312	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	640	2102	654	579	1122	515	
Arrive On Green	0.18	0.58	0.36	0.36	0.32	0.32	
Sat Flow, veh/h	3510	3705	1907	1604	3510	1610	
Grp Volume(v), veh/h	580	795	576	515	1035	312	
Grp Sat Flow(s),veh/h/ln	1755	1805	1805	1611	1755	1610	
Q Serve(g_s), s	19.1	13.9	35.3	35.4	33.6	19.3	
Cycle Q Clear(g_c), s	19.1	13.9	35.3	35.4	33.6	19.3	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	640	2102	651	581	1122	515	
V/C Ratio(X)	0.91	0.38	0.88	0.89	0.92	0.61	
Avail Cap(c_a), veh/h	711	2102	651	581	1181	542	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	47.3	13.2	35.4	35.4	38.7	33.9	
Incr Delay (d2), s/veh	13.6	0.5	16.1	17.8	11.6	1.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	9.3	5.3	17.6	16.0	15.5	0.3	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	60.9	13.7	51.5	53.3	50.3	35.7	
LnGrp LOS	E	B	D	D	D	D	
Approach Vol, veh/h		1375	1091		1347		
Approach Delay, s/veh		33.6	52.3		46.9		
Approach LOS		C	D		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				74.5	43.5	26.1	48.4
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				68.7	39.7	23.9	40.2
Max Q Clear Time (g_c+I1), s				15.9	35.6	21.1	37.4
Green Ext Time (p_c), s				5.9	2.1	0.4	1.7
Intersection Summary							
HCM 6th Ctrl Delay			43.7				
HCM 6th LOS			D				

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

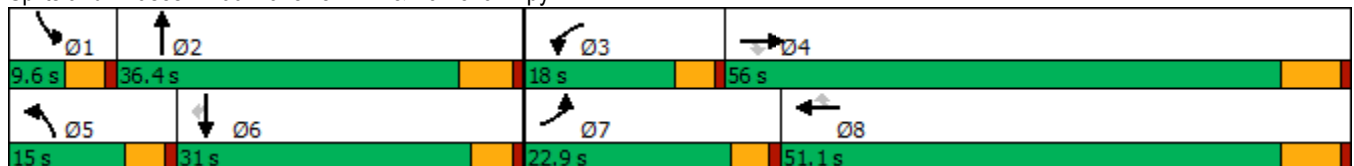
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	3155	321	472	1874	102	159	210	657	53	92	86
Future Volume (vph)	197	3155	321	472	1874	102	159	210	657	53	92	86
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	9.5	29.5	29.5	9.6	28.5	28.5	9.6	22.8		9.6	26.7	26.7
Total Split (s)	22.9	56.0	56.0	18.0	51.1	51.1	15.0	36.4		9.6	31.0	31.0
Total Split (%)	19.1%	46.7%	46.7%	15.0%	42.6%	42.6%	12.5%	30.3%		8.0%	25.8%	25.8%
Yellow Time (s)	3.5	5.5	5.5	3.6	5.5	5.5	3.6	4.8		3.6	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	6.5	4.6	6.5	6.5	4.6	5.8		4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Act Effct Green (s)	15.8	49.5	49.5	13.4	47.2	47.2	8.9	15.3	102.8	5.0	10.5	10.5
Actuated g/C Ratio	0.15	0.48	0.48	0.13	0.46	0.46	0.09	0.15	1.00	0.05	0.10	0.10
v/c Ratio	0.77	1.05	0.39	1.09	0.66	0.13	0.55	0.42	0.43	0.66	0.27	0.27
Control Delay	60.5	60.1	10.8	111.4	23.5	0.3	52.3	43.1	0.8	83.3	44.9	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	60.1	10.8	111.4	23.5	0.3	52.3	43.1	0.8	83.3	44.9	1.9
LOS	E	E	B	F	C	A	D	D	A	F	D	A
Approach Delay		55.8			39.4			17.6			37.8	
Approach LOS		E			D			B			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.8
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 44.5
 Intersection LOS: D
 Intersection Capacity Utilization 89.6%
 ICU Level of Service E
 Analysis Period (min) 15

























Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	3155	321	472	1874	102	159	210	657	53	92	86
Future Volume (veh/h)	197	3155	321	472	1874	102	159	210	657	53	92	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	214	3321	180	497	1973	84	167	228	0	58	100	93
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	3197	788	465	3177	783	236	450		75	357	159
Arrive On Green	0.14	0.49	0.49	0.13	0.49	0.49	0.07	0.12	0.00	0.04	0.10	0.10
Sat Flow, veh/h	1810	6536	1610	3510	6536	1610	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	214	3321	180	497	1973	84	167	228	0	58	100	93
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1755	1634	1610	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	11.7	49.5	6.5	13.4	22.5	2.9	4.7	6.0	0.0	3.2	2.6	5.6
Cycle Q Clear(g_c), s	11.7	49.5	6.5	13.4	22.5	2.9	4.7	6.0	0.0	3.2	2.6	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	3197	788	465	3177	783	236	450		75	357	159
V/C Ratio(X)	0.87	1.04	0.23	1.07	0.62	0.11	0.71	0.51		0.77	0.28	0.58
Avail Cap(c_a), veh/h	329	3197	788	465	3177	783	361	1092		89	938	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	25.9	14.9	43.9	19.1	14.1	46.2	41.4	0.0	48.0	42.3	43.6
Incr Delay (d2), s/veh	13.8	27.2	0.1	61.5	0.4	0.1	1.5	0.9	0.0	28.8	0.4	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	22.3	2.1	9.4	7.5	0.9	2.0	2.6	0.0	2.0	1.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	53.0	15.0	105.4	19.5	14.2	47.7	42.3	0.0	76.8	42.7	47.0
LnGrp LOS	E	F	B	F	B	B	D	D		E	D	D
Approach Vol, veh/h		3715			2554			395	A		251	
Approach Delay, s/veh		51.4			36.1			44.6			52.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	18.4	18.0	56.0	11.4	15.8	18.3	55.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8	4.5	6.5				
Max Green Setting (Gmax), s	5.0	30.6	13.4	49.5	10.4	* 26	18.4	44.6				
Max Q Clear Time (g_c+I1), s	5.2	8.0	15.4	51.5	6.7	7.6	13.7	24.5				
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.1	0.8	0.1	13.4				

Intersection Summary

HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

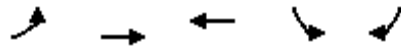
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↖	↖	↗
Traffic Volume (vph)	450	278	217	19	449
Future Volume (vph)	450	278	217	19	449
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	27.1	27.8	27.8
Total Split (s)	34.0	61.1	27.1	28.9	28.9
Total Split (%)	37.8%	67.9%	30.1%	32.1%	32.1%
Yellow Time (s)	3.6	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	23.4	56.1	28.1	11.5	11.5
Actuated g/C Ratio	0.30	0.71	0.36	0.15	0.15
v/c Ratio	0.86	0.21	0.37	0.08	0.73
Control Delay	42.8	4.6	22.3	29.0	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	4.6	22.3	29.0	10.9
LOS	D	A	C	C	B
Approach Delay		28.2	22.3	11.7	
Approach LOS		C	C	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 78.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 21.8
 Intersection LOS: C
 Intersection Capacity Utilization 59.1%
 ICU Level of Service B
 Analysis Period (min) 15

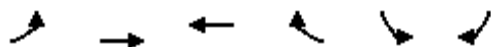
Splits and Phases: 61: Nuevo Rd. & Lakeview Av.



HCM 6th Signalized Intersection Summary
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

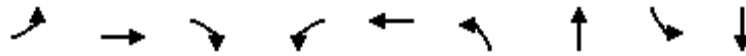


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	450	278	217	25	19	449	
Future Volume (veh/h)	450	278	217	25	19	449	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	464	287	224	26	20	334	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	502	1225	526	61	415	370	
Arrive On Green	0.28	0.64	0.31	0.31	0.23	0.23	
Sat Flow, veh/h	1810	1900	1671	194	1810	1610	
Grp Volume(v), veh/h	464	287	0	250	20	334	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1865	1810	1610	
Q Serve(g_s), s	21.6	5.5	0.0	9.2	0.7	17.5	
Cycle Q Clear(g_c), s	21.6	5.5	0.0	9.2	0.7	17.5	
Prop In Lane	1.00			0.10	1.00	1.00	
Lane Grp Cap(c), veh/h	502	1225	0	587	415	370	
V/C Ratio(X)	0.92	0.23	0.00	0.43	0.05	0.90	
Avail Cap(c_a), veh/h	613	1225	0	587	481	428	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	30.5	6.4	0.0	23.5	26.1	32.5	
Incr Delay (d2), s/veh	16.4	0.4	0.0	2.3	0.0	20.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	11.2	2.0	0.0	4.2	0.3	2.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	46.9	6.9	0.0	25.8	26.1	52.9	
LnGrp LOS	D	A	A	C	C	D	
Approach Vol, veh/h		751	250		354		
Approach Delay, s/veh		31.6	25.8		51.4		
Approach LOS		C	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				61.1	25.7	28.7	32.4
Change Period (Y+Rc), s				5.1	5.8	4.6	5.1
Max Green Setting (Gmax), s				56.0	23.1	29.4	22.0
Max Q Clear Time (g_c+I1), s				7.5	19.5	23.6	11.2
Green Ext Time (p_c), s				1.8	0.4	0.4	1.0
Intersection Summary							
HCM 6th Ctrl Delay			35.7				
HCM 6th LOS			D				

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

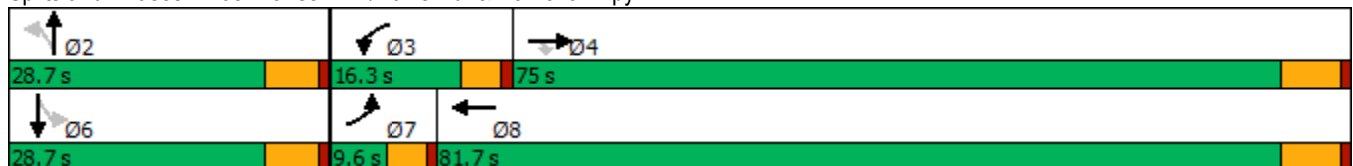


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↑↑↑	↷	↶	↑↑↑		↷		↷
Traffic Volume (vph)	3	3727	135	165	2355	86	6	3	3
Future Volume (vph)	3	3727	135	165	2355	86	6	3	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	9.6	75.0	75.0	16.3	81.7	28.7	28.7	28.7	28.7
Total Split (%)	8.0%	62.5%	62.5%	13.6%	68.1%	23.9%	23.9%	23.9%	23.9%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	68.6	68.6	11.7	83.1		18.1		18.1
Actuated g/C Ratio	0.04	0.59	0.59	0.10	0.72		0.16		0.16
v/c Ratio	0.04	0.99	0.14	0.93	0.52		0.82		0.05
Control Delay	56.0	35.8	3.7	103.4	8.5		58.6		29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	56.0	35.8	3.7	103.4	8.5		58.6		29.2
LOS	E	D	A	F	A		E		C
Approach Delay		34.7			14.7		58.6		29.2
Approach LOS		C			B		E		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 115.4	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 97.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3727	135	165	2355	3	86	6	131	3	3	6
Future Volume (veh/h)	3	3727	135	165	2355	3	86	6	131	3	3	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	3842	130	170	2428	3	89	6	96	3	3	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	3949	973	187	4778	6	141	15	111	84	85	107
Arrive On Green	0.00	0.60	0.60	0.10	0.70	0.70	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	6536	1610	1810	6792	8	658	105	770	303	594	747
Grp Volume(v), veh/h	3	3842	130	170	1752	679	191	0	0	11	0	0
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1810	1634	1898	1533	0	0	1644	0	0
Q Serve(g_s), s	0.2	64.0	3.9	10.5	18.7	18.7	12.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	64.0	3.9	10.5	18.7	18.7	13.8	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.47		0.50	0.27		0.45
Lane Grp Cap(c), veh/h	7	3949	973	187	3448	1335	266	0	0	276	0	0
V/C Ratio(X)	0.42	0.97	0.13	0.91	0.51	0.51	0.72	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	80	3950	973	187	3448	1335	355	0	0	369	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.3	21.5	9.7	50.3	7.8	7.8	47.4	0.0	0.0	41.8	0.0	0.0
Incr Delay (d2), s/veh	13.6	9.0	0.1	40.7	0.1	0.3	4.5	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	22.2	1.2	6.7	4.9	5.8	5.4	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	30.5	9.7	91.0	7.9	8.1	52.0	0.0	0.0	41.9	0.0	0.0
LnGrp LOS	E	C	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		3975			2601			191				11
Approach Delay, s/veh		29.9			13.4			52.0				41.9
Approach LOS		C			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.1	16.3	75.0		22.1	5.1	86.2				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		22.9	11.7	68.5		22.9	5.0	75.2				
Max Q Clear Time (g_c+11), s		15.8	12.5	66.0		2.6	2.2	20.7				
Green Ext Time (p_c), s		0.5	0.0	2.5		0.0	0.0	28.2				
Intersection Summary												
HCM 6th Ctrl Delay			24.2									
HCM 6th LOS			C									

Timings
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

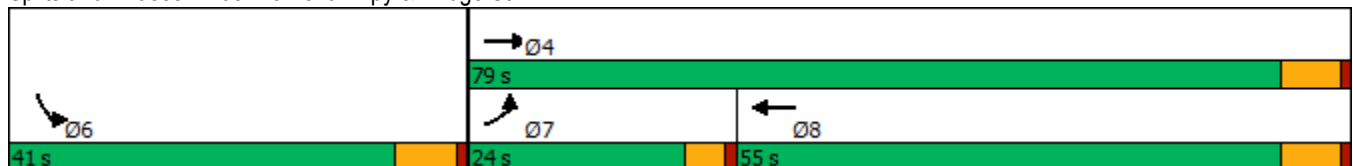


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	283	2440	2726	95
Future Volume (vph)	283	2440	2726	95
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	23.5	28.5
Total Split (s)	24.0	79.0	55.0	41.0
Total Split (%)	20.0%	65.8%	45.8%	34.2%
Yellow Time (s)	3.6	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	Min
Act Effct Green (s)	19.4	72.5	48.5	34.5
Actuated g/C Ratio	0.16	0.60	0.40	0.29
v/c Ratio	1.00	0.55	0.94	1.00
Control Delay	104.2	14.6	41.3	63.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	104.2	14.6	41.3	63.2
LOS	F	B	D	E
Approach Delay		23.9	41.3	63.2
Approach LOS		C	D	E

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 35.8	Intersection LOS: D
Intersection Capacity Utilization 108.9%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 65: Ramona Expy & Bridge St



HCM 6th Signalized Intersection Summary
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	283	2440	2726	57	95	532	
Future Volume (veh/h)	283	2440	2726	57	95	532	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	292	2515	2810	44	98	290	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	307	4815	3163	49	106	312	
Arrive On Green	0.17	0.63	0.42	0.42	0.25	0.25	
Sat Flow, veh/h	1810	7600	7462	117	417	1235	
Grp Volume(v), veh/h	292	2515	2145	709	389	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	1900	1879	1657	0	
Q Serve(g_s), s	18.3	20.7	39.8	39.9	26.2	0.0	
Cycle Q Clear(g_c), s	18.3	20.7	39.8	39.9	26.2	0.0	
Prop In Lane	1.00			0.06	0.25	0.75	
Lane Grp Cap(c), veh/h	307	4815	2416	796	419	0	
V/C Ratio(X)	0.95	0.52	0.89	0.89	0.93	0.00	
Avail Cap(c_a), veh/h	307	4815	2416	796	500	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	47.1	11.5	30.5	30.5	41.7	0.0	
Incr Delay (d2), s/veh	38.2	0.4	5.3	14.2	21.8	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	11.1	7.3	17.6	19.4	12.6	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	85.3	11.9	35.8	44.7	63.5	0.0	
LnGrp LOS	F	B	D	D	E	A	
Approach Vol, veh/h		2807	2854		389		
Approach Delay, s/veh		19.5	38.0		63.5		
Approach LOS		B	D		E		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				79.0	35.4	24.0	55.0
Change Period (Y+Rc), s				6.5	6.5	4.6	6.5
Max Green Setting (Gmax), s				72.5	34.5	19.4	48.5
Max Q Clear Time (g_c+I1), s				22.7	28.2	20.3	41.9
Green Ext Time (p_c), s				32.1	0.7	0.0	6.1

Intersection Summary

HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

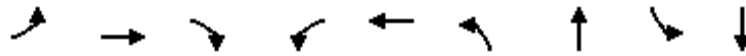
Notes

User approved volume balancing among the lanes for turning movement.

Timings
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

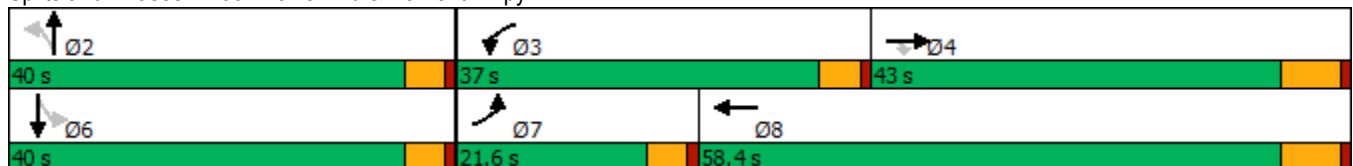


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑	↖↗	↗		↕
Traffic Volume (vph)	1	1791	744	447	1832	948	1	1	1
Future Volume (vph)	1	1791	744	447	1832	948	1	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	21.6	43.0	43.0	37.0	58.4	40.0	40.0	40.0	40.0
Total Split (%)	18.0%	35.8%	35.8%	30.8%	48.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	36.5	36.5	18.0	57.3	35.4	35.4		35.4
Actuated g/C Ratio	0.05	0.35	0.35	0.17	0.54	0.33	0.33		0.33
v/c Ratio	0.01	0.72	0.79	0.77	0.47	1.04	0.44		0.01
Control Delay	50.0	32.3	12.5	50.7	15.6	75.3	5.0		18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	50.0	32.3	12.5	50.7	15.6	75.3	5.0		18.3
LOS	D	C	B	D	B	E	A		B
Approach Delay		26.5			22.5		57.6		18.3
Approach LOS		C			C		E		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 31.5
 Intersection LOS: C
 Intersection Capacity Utilization 85.5%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↑↑↑	↷	↶↷	↑↑↑		↶↷	↑			↷	↶↷
Traffic Volume (veh/h)	1	1791	744	447	1832	0	948	1	318	1	1	4
Future Volume (veh/h)	1	1791	744	447	1832	0	948	1	318	1	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	1885	520	471	1928	0	998	1	177	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	2670	566	555	3826	0	1049	3	550	145	152	253
Arrive On Green	0.00	0.35	0.35	0.15	0.50	0.00	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	7600	1610	3619	7600	0	2872	9	1602	295	442	737
Grp Volume(v), veh/h	1	1885	520	471	1928	0	998	0	178	4	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1436	0	1612	1473	0	0
Q Serve(g_s), s	0.1	22.1	31.9	13.1	17.4	0.0	27.0	0.0	8.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	22.1	31.9	13.1	17.4	0.0	35.4	0.0	8.4	8.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.25		0.50
Lane Grp Cap(c), veh/h	2	2670	566	555	3826	0	1049	0	553	549	0	0
V/C Ratio(X)	0.40	0.71	0.92	0.85	0.50	0.00	0.95	0.00	0.32	0.01	0.00	0.00
Avail Cap(c_a), veh/h	298	2689	570	1136	3826	0	1049	0	553	549	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.5	28.9	32.1	42.5	17.0	0.0	36.5	0.0	25.0	22.3	0.0	0.0
Incr Delay (d2), s/veh	34.9	0.9	20.1	1.4	0.1	0.0	17.2	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.3	14.4	5.6	6.6	0.0	14.4	0.0	3.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.4	29.7	52.2	43.9	17.2	0.0	53.7	0.0	25.1	22.3	0.0	0.0
LnGrp LOS	F	C	D	D	B	A	D	A	C	C	A	A
Approach Vol, veh/h		2406			2399			1176				4
Approach Delay, s/veh		34.6			22.4			49.3				22.3
Approach LOS		C			C			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0	20.4	42.7		40.0	4.7	58.4				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		35.4	32.4	36.5		35.4	17.0	51.9				
Max Q Clear Time (g_c+I1), s		37.4	15.1	33.9		10.4	2.1	19.4				
Green Ext Time (p_c), s		0.0	0.8	2.3		0.0	0.0	17.0				
Intersection Summary												
HCM 6th Ctrl Delay			32.6									
HCM 6th LOS			C									

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

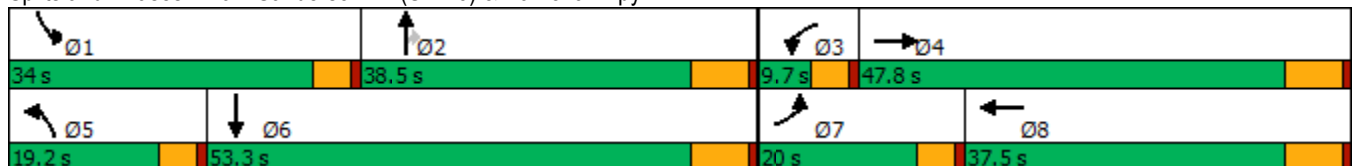
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	803	938	266	52	740	809	237	923	44	1074	1703	1122
Future Volume (vph)	803	938	266	52	740	809	237	923	44	1074	1703	1122
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			Free
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.6	38.5		9.6	37.5		9.6	36.5	36.5	9.6	38.5	
Total Split (s)	20.0	47.8		9.7	37.5		19.2	38.5	38.5	34.0	53.3	
Total Split (%)	15.4%	36.8%		7.5%	28.8%		14.8%	29.6%	29.6%	26.2%	41.0%	
Yellow Time (s)	3.6	5.5		3.6	5.5		3.6	5.5	5.5	3.6	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5		4.6	6.5		4.6	6.5	6.5	4.6	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	15.6	34.0	111.2	5.1	21.4	111.2	11.5	22.1	22.1	29.7	40.3	111.2
Actuated g/C Ratio	0.14	0.31	1.00	0.05	0.19	1.00	0.10	0.20	0.20	0.27	0.36	1.00
v/c Ratio	1.07	0.54	0.17	0.32	0.68	0.51	0.64	0.62	0.09	1.13	0.62	0.71
Control Delay	99.3	34.3	0.2	60.5	45.3	1.1	57.5	42.6	0.4	108.6	31.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.3	34.3	0.2	60.5	45.3	1.1	57.5	42.6	0.4	108.6	31.0	2.7
LOS	F	C	A	E	D	A	E	D	A	F	C	A
Approach Delay		55.8			23.5			44.0			44.2	
Approach LOS		E			C			D			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 111.2
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 43.0
 Intersection LOS: D
 Intersection Capacity Utilization 92.1%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	803	938	266	52	740	809	237	923	44	1074	1703	1122
Future Volume (veh/h)	803	938	266	52	740	809	237	923	44	1074	1703	1122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	811	947	0	53	747	0	239	932	4	1085	1720	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	796	1644		136	1021		309	1387	294	1014	2868	
Arrive On Green	0.18	0.35	0.00	0.04	0.22	0.00	0.10	0.22	0.18	0.34	0.45	0.00
Sat Flow, veh/h	5429	5700	1610	3619	5700	1610	3619	7600	1610	3619	7600	1610
Grp Volume(v), veh/h	811	947	0	53	747	0	239	932	4	1085	1720	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	15.4	14.2	0.0	1.5	12.8	0.0	6.8	11.8	0.2	29.4	17.8	0.0
Cycle Q Clear(g_c), s	15.4	14.2	0.0	1.5	12.8	0.0	6.8	11.8	0.2	29.4	17.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	796	1644		136	1021		309	1387	294	1014	2868	
V/C Ratio(X)	1.02	0.58		0.39	0.73		0.77	0.67	0.01	1.07	0.60	
Avail Cap(c_a), veh/h	796	2243		176	1683		503	2317	491	1014	3388	
HCM Platoon Ratio	1.20	1.20	1.00	1.20	1.20	1.00	1.20	1.20	1.00	1.20	1.20	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.2	29.1	0.0	49.0	38.8	0.0	46.1	38.1	35.2	34.8	22.8	0.0
Incr Delay (d2), s/veh	36.6	0.3	0.0	0.7	1.0	0.0	1.6	0.6	0.0	49.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	5.8	0.0	0.7	5.5	0.0	2.9	5.1	0.1	18.0	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.8	29.4	0.0	49.6	39.9	0.0	47.7	38.7	35.2	84.0	23.0	0.0
LnGrp LOS	F	C		D	D		D	D	D	F	C	
Approach Vol, veh/h		1758	A		800	A		1175			2805	A
Approach Delay, s/veh		52.7			40.5			40.5			46.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	25.7	8.5	36.8	13.6	46.1	20.0	25.3				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	29.4	32.0	5.1	41.3	14.6	46.8	15.4	31.0				
Max Q Clear Time (g_c+I1), s	31.4	13.8	3.5	16.2	8.8	19.8	17.4	14.8				
Green Ext Time (p_c), s	0.0	5.4	0.0	6.1	0.2	13.3	0.0	4.0				

Intersection Summary

HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 7.18:

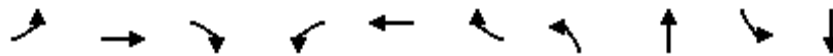
**HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

06/02/2020

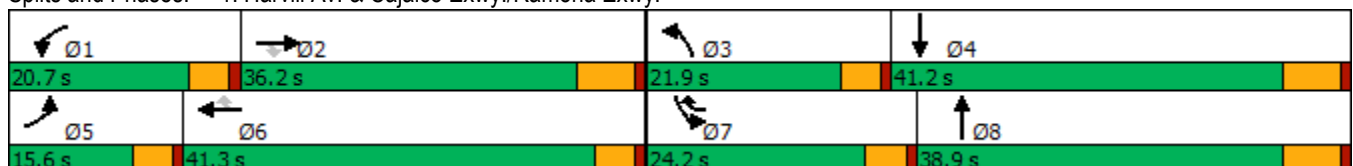


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	107	1082	249	450	1419	529	486	469	354	200
Future Volume (vph)	107	1082	249	450	1419	529	486	469	354	200
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	15.6	36.2	36.2	20.7	41.3	24.2	21.9	38.9	24.2	41.2
Total Split (%)	13.0%	30.2%	30.2%	17.3%	34.4%	20.2%	18.3%	32.4%	20.2%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	10.1	28.3	28.3	16.1	36.0	56.8	17.3	36.0	16.3	35.0
Actuated g/C Ratio	0.09	0.24	0.24	0.14	0.30	0.48	0.15	0.30	0.14	0.30
v/c Ratio	0.75	0.74	0.45	0.98	0.76	0.67	0.98	0.66	0.76	0.25
Control Delay	81.1	44.7	6.9	86.4	40.3	22.0	85.4	37.2	59.5	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.1	44.7	6.9	86.4	40.3	22.0	85.4	37.2	59.5	29.9
LOS	F	D	A	F	D	C	F	D	E	C
Approach Delay		40.9			44.9			57.3		47.3
Approach LOS		D			D			E		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 46.7
 Intersection LOS: D
 Intersection Capacity Utilization 76.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑	↗	↖↗	↑↔		↖↗	↑↔	
Traffic Volume (veh/h)	107	1082	249	450	1419	529	486	469	208	354	200	46
Future Volume (veh/h)	107	1082	249	450	1419	529	486	469	208	354	200	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	1151	201	479	1510	499	517	499	162	377	213	25
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	1600	394	489	1978	684	525	847	273	441	957	111
Arrive On Green	0.08	0.24	0.24	0.14	0.30	0.30	0.15	0.32	0.32	0.12	0.29	0.29
Sat Flow, veh/h	1810	6536	1610	3619	6536	1610	3619	2674	863	3619	3259	378
Grp Volume(v), veh/h	114	1151	201	479	1510	499	517	336	325	377	117	121
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1810	1634	1610	1810	1805	1732	1810	1805	1832
Q Serve(g_s), s	7.4	19.2	12.8	15.7	25.0	30.8	17.0	18.6	18.8	12.2	5.8	6.0
Cycle Q Clear(g_c), s	7.4	19.2	12.8	15.7	25.0	30.8	17.0	18.6	18.8	12.2	5.8	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.21
Lane Grp Cap(c), veh/h	140	1600	394	489	1978	684	525	572	549	441	530	538
V/C Ratio(X)	0.82	0.72	0.51	0.98	0.76	0.73	0.98	0.59	0.59	0.85	0.22	0.23
Avail Cap(c_a), veh/h	167	1645	405	489	2018	694	525	572	549	595	530	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	41.3	38.8	51.4	37.7	28.6	50.8	34.2	34.2	51.3	31.8	31.8
Incr Delay (d2), s/veh	19.3	1.5	1.0	35.2	1.7	3.9	34.9	4.4	4.7	7.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.6	5.0	9.2	9.7	11.8	9.9	8.4	8.2	5.7	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.5	42.8	39.9	86.6	39.4	32.4	85.7	38.5	38.9	58.3	32.7	32.8
LnGrp LOS	E	D	D	F	D	C	F	D	D	E	C	C
Approach Vol, veh/h		1466			2488			1178			615	
Approach Delay, s/veh		44.8			47.1			59.3			48.4	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.7	35.4	21.9	41.2	13.8	42.3	19.1	44.0				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	16.1	30.0	17.3	35.0	11.0	* 37	19.6	32.7				
Max Q Clear Time (g_c+I1), s	17.7	21.2	19.0	8.0	9.4	32.8	14.2	20.8				
Green Ext Time (p_c), s	0.0	4.9	0.0	1.1	0.0	3.3	0.4	2.8				

Intersection Summary

HCM 6th Ctrl Delay	49.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

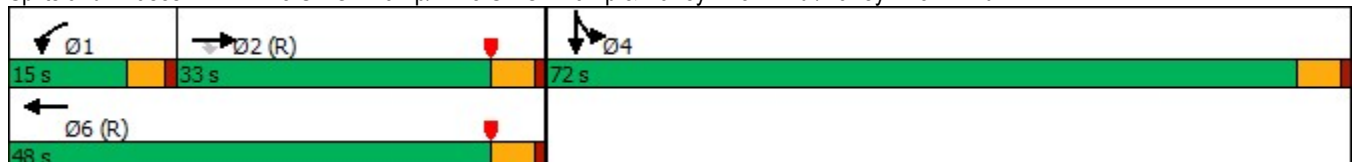


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Configurations	↑↑	↑	↔	↑	↔	↑
Traffic Volume (vph)	682	40	249	301	1782	13
Future Volume (vph)	682	40	249	301	1782	13
Turn Type	NA	Perm	Prot	NA	Split	NA
Protected Phases	2		1	6	4	4
Permitted Phases		2				
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	33.0	33.0	15.0	48.0	72.0	72.0
Total Split (%)	27.5%	27.5%	12.5%	40.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	28.0	28.0	10.5	43.0	67.0	67.0
Actuated g/C Ratio	0.23	0.23	0.09	0.36	0.56	0.56
v/c Ratio	0.86	0.10	0.87	0.47	0.97	0.66
Control Delay	55.8	5.9	65.8	27.4	40.4	11.9
Queue Delay	0.9	0.0	0.0	0.9	44.2	0.0
Total Delay	56.7	5.9	65.8	28.3	84.6	11.9
LOS	E	A	E	C	F	B
Approach Delay	53.8			45.3		65.1
Approach LOS	D			D		E

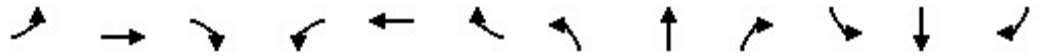
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 60.0
 Intersection LOS: E
 Intersection Capacity Utilization 113.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd. 02/19/2022

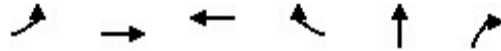


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑					↑↑	↑	
Traffic Volume (veh/h)	0	682	40	249	301	0	0	0	0	1782	13	638
Future Volume (veh/h)	0	682	40	249	301	0	0	0	0	1782	13	638
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	726	32	265	320	0				1896	14	514
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	851	380	307	686	0				1951	24	875
Arrive On Green	0.00	0.24	0.24	0.03	0.12	0.00				0.56	0.56	0.56
Sat Flow, veh/h	0	3705	1610	3510	1900	0				3510	43	1574
Grp Volume(v), veh/h	0	726	32	265	320	0				1896	0	528
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1900	0				1755	0	1617
Q Serve(g_s), s	0.0	23.1	1.9	9.0	18.9	0.0				62.6	0.0	25.8
Cycle Q Clear(g_c), s	0.0	23.1	1.9	9.0	18.9	0.0				62.6	0.0	25.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.97
Lane Grp Cap(c), veh/h	0	851	380	307	686	0				1951	0	899
V/C Ratio(X)	0.00	0.85	0.08	0.86	0.47	0.00				0.97	0.00	0.59
Avail Cap(c_a), veh/h	0	851	380	307	686	0				1960	0	903
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	43.9	35.7	57.5	42.1	0.0				25.7	0.0	17.6
Incr Delay (d2), s/veh	0.0	10.6	0.4	20.0	2.2	0.0				14.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.2	0.8	5.0	10.0	0.0				27.0	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.4	36.2	77.5	44.3	0.0				39.9	0.0	18.6
LnGrp LOS	A	D	D	E	D	A				D	A	B
Approach Vol, veh/h		758			585						2424	
Approach Delay, s/veh		53.6			59.3						35.3	
Approach LOS		D			E						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.0	33.3		71.7		48.3						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	10.5	28.0		67.0		43.0						
Max Q Clear Time (g_c+I1), s	11.0	25.1		64.6		20.9						
Green Ext Time (p_c), s	0.0	1.0		2.1		1.0						

Intersection Summary

HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Timings



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↔↔	↑↑	↑↑	↔	↔	↔
Traffic Volume (vph)	481	1983	464	1539	6	369
Future Volume (vph)	481	1983	464	1539	6	369
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	26.0	24.0		10.0	10.0
Total Split (s)	29.8	83.0	53.2		37.0	37.0
Total Split (%)	24.8%	69.2%	44.3%		30.8%	30.8%
Yellow Time (s)	3.5	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max		Max	Max
Act Effct Green (s)	21.4	78.0	52.1	120.0	32.0	32.0
Actuated g/C Ratio	0.18	0.65	0.43	1.00	0.27	0.27
v/c Ratio	0.82	0.90	0.32	1.01	0.20	0.83
Control Delay	67.6	31.6	23.5	29.2	35.5	51.3
Queue Delay	0.9	47.3	0.0	0.0	0.0	0.0
Total Delay	68.5	79.0	23.6	29.2	35.5	51.3
LOS	E	E	C	C	D	D
Approach Delay		76.9	27.9		48.2	
Approach LOS		E	C		D	

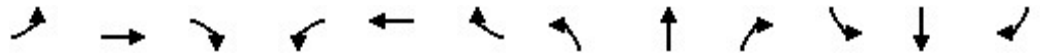
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 54.3
 Intersection LOS: D
 Intersection Capacity Utilization 113.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕			↕	↖		↕	↖			
Traffic Volume (veh/h)	481	1983	0	0	464	1539	86	6	369	0	0	0
Future Volume (veh/h)	481	1983	0	0	464	1539	86	6	369	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	512	2110	0	0	494	0	91	6	329			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	566	2346	0	0	1629		454	30	429			
Arrive On Green	0.32	1.00	0.00	0.00	0.45	0.00	0.27	0.27	0.27			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1703	112	1610			
Grp Volume(v), veh/h	512	2110	0	0	494	0	97	0	329			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1815	0	1610			
Q Serve(g_s), s	16.7	0.0	0.0	0.0	10.4	0.0	5.0	0.0	22.6			
Cycle Q Clear(g_c), s	16.7	0.0	0.0	0.0	10.4	0.0	5.0	0.0	22.6			
Prop In Lane	1.00		0.00	0.00		1.00	0.94		1.00			
Lane Grp Cap(c), veh/h	566	2347	0	0	1629		484	0	429			
V/C Ratio(X)	0.90	0.90	0.00	0.00	0.30		0.20	0.00	0.77			
Avail Cap(c_a), veh/h	740	2347	0	0	1629		484	0	429			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.23	0.23	0.00	0.00	0.65	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.8	0.0	0.0	0.0	20.9	0.0	34.1	0.0	40.6			
Incr Delay (d2), s/veh	2.8	1.5	0.0	0.0	0.3	0.0	0.9	0.0	12.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.9	0.5	0.0	0.0	4.3	0.0	2.3	0.0	10.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	1.5	0.0	0.0	21.2	0.0	35.0	0.0	52.9			
LnGrp LOS	D	A	A	A	C		D	A	D			
Approach Vol, veh/h		2622			494	A		426				
Approach Delay, s/veh		9.5			21.2			48.8				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		83.0			23.9	59.1		37.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		78.0			25.3	48.2		32.0				
Max Q Clear Time (g_c+I1), s		2.0			18.7	12.4		24.6				
Green Ext Time (p_c), s		18.6			0.6	2.0		1.0				

Intersection Summary

HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

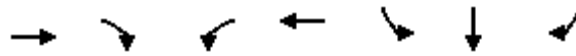
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

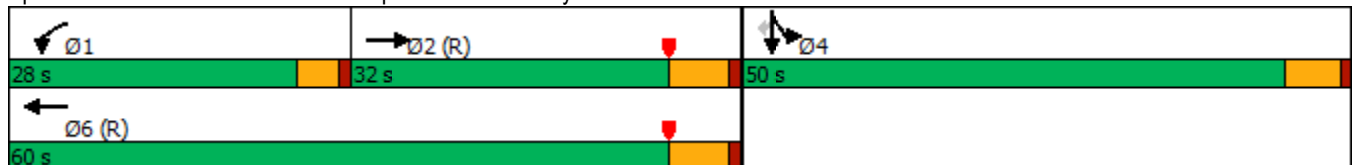


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑	↔↔	↑↑↑↑	↔↔	↔	↔
Traffic Volume (vph)	1235	485	599	1854	1612	0	547
Future Volume (vph)	1235	485	599	1854	1612	0	547
Turn Type	NA	Free	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		Free					4
Detector Phase	2		1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		9.5	31.0	10.5	10.5	10.5
Total Split (s)	32.0		28.0	60.0	50.0	50.0	50.0
Total Split (%)	29.1%		25.5%	54.5%	45.5%	45.5%	45.5%
Yellow Time (s)	5.0		3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	Max	Max	Max
Act Effct Green (s)	27.0	110.0	22.5	54.0	44.5	44.5	44.5
Actuated g/C Ratio	0.25	1.00	0.20	0.49	0.40	0.40	0.40
v/c Ratio	0.80	0.32	0.87	0.60	0.85	0.83	0.82
Control Delay	43.8	0.5	14.2	7.7	37.0	42.3	36.4
Queue Delay	0.0	0.0	0.0	0.5	50.8	55.5	0.0
Total Delay	43.8	0.5	14.2	8.2	87.9	97.7	36.4
LOS	D	A	B	A	F	F	D
Approach Delay	31.6			9.7		77.3	
Approach LOS	C			A		E	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 38.7
 Intersection LOS: D
 Intersection Capacity Utilization 135.1%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↖	↙	↗
Traffic Volume (veh/h)	0	1235	485	599	1854	0	0	0	0	1612	0	547
Future Volume (veh/h)	0	1235	485	599	1854	0	0	0	0	1612	0	547
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1286	0	624	1931	0				1679	0	435
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1642		698	3209	0				2196	0	651
Arrive On Green	0.00	0.25	0.00	0.12	0.29	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	6802	1610	3510	6802	0				5429	0	1610
Grp Volume(v), veh/h	0	1286	0	624	1931	0				1679	0	435
Grp Sat Flow(s),veh/h/ln	0	1634	1610	1755	1634	0				1810	0	1610
Q Serve(g_s), s	0.0	20.2	0.0	19.3	27.9	0.0				29.3	0.0	24.2
Cycle Q Clear(g_c), s	0.0	20.2	0.0	19.3	27.9	0.0				29.3	0.0	24.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1642		698	3209	0				2196	0	651
V/C Ratio(X)	0.00	0.78		0.89	0.60	0.00				0.76	0.00	0.67
Avail Cap(c_a), veh/h	0	1642		750	3209	0				2196	0	651
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.59	0.00	0.34	0.34	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.4	0.0	47.3	29.6	0.0				28.2	0.0	26.7
Incr Delay (d2), s/veh	0.0	2.3	0.0	5.0	0.3	0.0				2.6	0.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.9	0.0	9.1	11.4	0.0				12.4	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.7	0.0	52.3	29.9	0.0				30.8	0.0	32.1
LnGrp LOS	A	D		D	C	A				C	A	C
Approach Vol, veh/h		1286	A		2555						2114	
Approach Delay, s/veh		40.7			35.3						31.1	
Approach LOS		D			D						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.4	33.6		50.0		60.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	23.5	26.0		44.5		54.0						
Max Q Clear Time (g_c+I1), s	21.3	22.2		31.3		29.9						
Green Ext Time (p_c), s	0.6	2.1		7.4		10.1						

Intersection Summary

HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

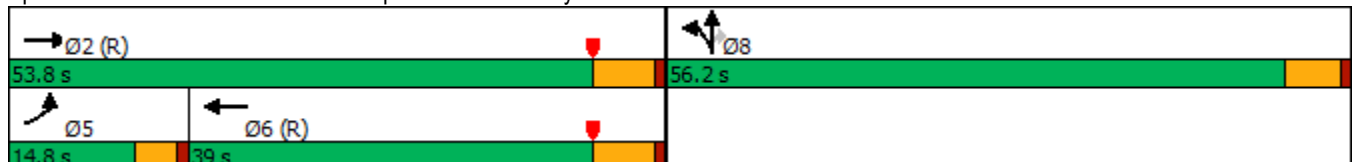


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations							
Traffic Volume (vph)	291	2558	1821	1828	630	4	782
Future Volume (vph)	291	2558	1821	1828	630	4	782
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	14.8	53.8	39.0		56.2	56.2	56.2
Total Split (%)	13.5%	48.9%	35.5%		51.1%	51.1%	51.1%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	10.3	47.8	33.0	110.0	50.7	50.7	50.7
Actuated g/C Ratio	0.09	0.43	0.30	1.00	0.46	0.46	0.46
v/c Ratio	0.93	0.94	0.97	1.18	0.42	0.42	1.04
Control Delay	66.6	38.7	52.4	95.2	21.8	21.9	70.6
Queue Delay	0.0	45.2	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	84.0	52.4	95.2	21.8	21.9	70.6
LOS	E	F	D	F	C	C	E
Approach Delay		82.2	73.8			48.8	
Approach LOS		F	E			D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 72.3
 Intersection LOS: E
 Intersection Capacity Utilization 135.1%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	2558	0	0	1821	1828	630	4	782	0	0	0
Future Volume (veh/h)	291	2558	0	0	1821	1828	630	4	782	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	303	2665	0	0	1897	0	659	0	654			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	329	3030	0	0	2151		1563	0	695			
Arrive On Green	0.12	0.62	0.00	0.00	0.33	0.00	0.43	0.00	0.43			
Sat Flow, veh/h	3510	6802	0	0	6802	1610	3619	0	1610			
Grp Volume(v), veh/h	303	2665	0	0	1897	0	659	0	654			
Grp Sat Flow(s),veh/h/ln	1755	1634	0	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	9.4	37.6	0.0	0.0	30.2	0.0	13.9	0.0	42.7			
Cycle Q Clear(g_c), s	9.4	37.6	0.0	0.0	30.2	0.0	13.9	0.0	42.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	329	3030	0	0	2151		1563	0	695			
V/C Ratio(X)	0.92	0.88	0.00	0.00	0.88		0.42	0.00	0.94			
Avail Cap(c_a), veh/h	329	3030	0	0	2151		1668	0	742			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.46	0.46	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.8	18.5	0.0	0.0	34.9	0.0	21.7	0.0	29.9			
Incr Delay (d2), s/veh	17.4	1.9	0.0	0.0	5.7	0.0	0.2	0.0	19.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.6	10.2	0.0	0.0	12.0	0.0	5.6	0.0	18.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	20.4	0.0	0.0	40.5	0.0	21.9	0.0	49.2			
LnGrp LOS	E	C	A	A	D		C	A	D			
Approach Vol, veh/h		2968			1897	A		1313				
Approach Delay, s/veh		25.0			40.5			35.5				
Approach LOS		C			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		57.0			14.8	42.2		53.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		47.8			10.3	33.0		50.7				
Max Q Clear Time (g_c+I1), s		39.6			11.4	32.2		44.7				
Green Ext Time (p_c), s		6.8			0.0	0.7		2.8				

Intersection Summary

HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

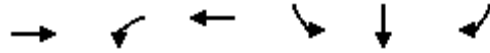
Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

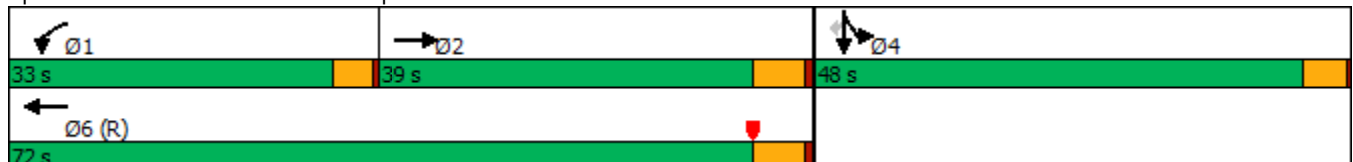


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	388	510	635	714	0	102
Future Volume (vph)	388	510	635	714	0	102
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	39.0	33.0	72.0	48.0	48.0	48.0
Total Split (%)	32.5%	27.5%	60.0%	40.0%	40.0%	40.0%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	48.1	24.0	76.1	33.9	33.9	33.9
Actuated g/C Ratio	0.40	0.20	0.63	0.28	0.28	0.28
v/c Ratio	0.44	0.79	0.30	0.80	0.80	0.21
Control Delay	26.7	66.9	9.1	52.2	52.2	5.8
Queue Delay	0.8	0.0	0.2	0.1	0.1	0.0
Total Delay	27.5	66.9	9.3	52.2	52.2	5.8
LOS	C	E	A	D	D	A
Approach Delay	27.5		34.9		46.4	
Approach LOS	C		C		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 37.0
 Intersection LOS: D
 Intersection Capacity Utilization 92.4%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	388	175	510	635	0	0	0	0	714	0	102
Future Volume (veh/h)	0	388	175	510	635	0	0	0	0	714	0	102
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	422	190	554	690	0				776	0	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	833	371	622	2001	0				896	0	396
Arrive On Green	0.00	0.34	0.34	0.35	1.00	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	2520	1080	3510	3705	0				3619	0	1600
Grp Volume(v), veh/h	0	313	299	554	690	0				776	0	111
Grp Sat Flow(s),veh/h/ln	0	1805	1700	1755	1805	0				1810	0	1600
Q Serve(g_s), s	0.0	16.5	16.8	17.9	0.0	0.0				24.6	0.0	6.7
Cycle Q Clear(g_c), s	0.0	16.5	16.8	17.9	0.0	0.0				24.6	0.0	6.7
Prop In Lane	0.00		0.64	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	620	584	622	2001	0				896	0	396
V/C Ratio(X)	0.00	0.50	0.51	0.89	0.34	0.00				0.87	0.00	0.28
Avail Cap(c_a), veh/h	0	620	584	848	2001	0				1312	0	580
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.36	0.36	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.3	31.4	37.6	0.0	0.0				43.3	0.0	36.5
Incr Delay (d2), s/veh	0.0	2.9	3.2	3.6	0.2	0.0				4.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.4	7.1	6.2	0.0	0.0				11.2	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.2	34.6	41.2	0.2	0.0				47.6	0.0	36.9
LnGrp LOS	A	C	C	D	A	A				D	A	D
Approach Vol, veh/h		612			1244						887	
Approach Delay, s/veh		34.4			18.5						46.3	
Approach LOS		C			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.3	46.7		34.2		72.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	29.0	33.5		43.5		66.5						
Max Q Clear Time (g_c+I1), s	19.9	18.8		26.6		2.0						
Green Ext Time (p_c), s	1.4	1.8		3.1		2.8						

Intersection Summary

HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

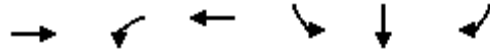
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

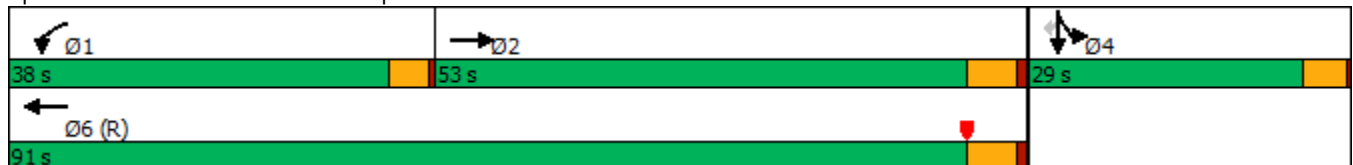


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	779	734	1574	436	1	186
Future Volume (vph)	779	734	1574	436	1	186
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	53.0	38.0	91.0	29.0	29.0	29.0
Total Split (%)	44.2%	31.7%	75.8%	24.2%	24.2%	24.2%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	53.7	31.3	89.1	20.9	20.9	20.9
Actuated g/C Ratio	0.45	0.26	0.74	0.17	0.17	0.17
v/c Ratio	0.71	0.87	0.64	0.79	0.79	0.61
Control Delay	30.1	53.7	9.4	66.3	66.3	39.7
Queue Delay	0.0	1.0	3.6	0.0	0.0	0.0
Total Delay	30.1	54.6	13.0	66.3	66.3	39.7
LOS	C	D	B	E	E	D
Approach Delay	30.1		26.3		58.3	
Approach LOS	C		C		E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 32.3
 Intersection LOS: C
 Intersection Capacity Utilization 84.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	779	249	734	1574	0	0	0	0	436	1	186
Future Volume (veh/h)	0	779	249	734	1574	0	0	0	0	436	1	186
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	847	241	798	1711	0				475	0	144
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1189	338	879	2572	0				563	0	251
Arrive On Green	0.00	0.43	0.43	0.25	0.71	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	2868	789	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	551	537	798	1711	0				475	0	144
Grp Sat Flow(s),veh/h/ln	0	1805	1757	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	30.1	30.2	26.5	31.1	0.0				15.3	0.0	10.0
Cycle Q Clear(g_c), s	0.0	30.1	30.2	26.5	31.1	0.0				15.3	0.0	10.0
Prop In Lane	0.00		0.45	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	774	753	879	2572	0				563	0	251
V/C Ratio(X)	0.00	0.71	0.71	0.91	0.67	0.00				0.84	0.00	0.57
Avail Cap(c_a), veh/h	0	774	753	995	2572	0				739	0	329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.2	28.2	43.6	9.4	0.0				49.2	0.0	47.0
Incr Delay (d2), s/veh	0.0	5.5	5.7	1.2	0.1	0.0				6.9	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.3	13.0	11.1	9.5	0.0				7.3	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	33.7	33.9	44.8	9.6	0.0				56.1	0.0	49.0
LnGrp LOS	A	C	C	D	A	A				E	A	D
Approach Vol, veh/h		1088			2509						619	
Approach Delay, s/veh		33.8			20.8						54.5	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.0	57.0		23.2		91.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	34.0	47.5		24.5		85.5						
Max Q Clear Time (g_c+I1), s	28.5	32.2		17.3		33.1						
Green Ext Time (p_c), s	1.6	3.7		1.4		10.6						

Intersection Summary

HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection			
Intersection Delay, s/veh	32.8		
Intersection LOS	D		
Approach	EB	WB	NB
Entry Lanes	4	3	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	0	199
Demand Flow Rate, veh/h	0	0	199
Vehicles Circulating, veh/h	13	144	1944
Vehicles Exiting, veh/h	1910	1999	248
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	32.8
Approach LOS	-	-	D
Lane	Left	Right	
Designated Moves	L	TR	
Assumed Moves	L	TR	
RT Channelized			
Lane Util	0.724	0.276	
Follow-Up Headway, s	2.535	2.535	
Critical Headway, s	4.544	4.544	
Entry Flow, veh/h	144	55	
Cap Entry Lane, veh/h	242	242	
Entry HV Adj Factor	1.000	1.000	
Flow Entry, veh/h	144	55	
Cap Entry, veh/h	242	242	
V/C Ratio	0.595	0.227	
Control Delay, s/veh	37.6	20.3	
LOS	E	C	
95th %tile Queue, veh	3	1	

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

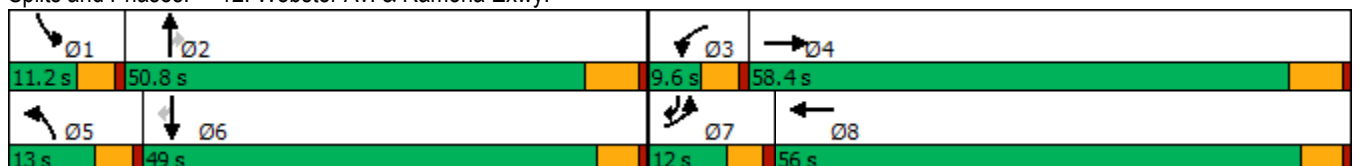


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	321	2575	67	3326	185	93	49	79	49	156
Future Volume (vph)	321	2575	67	3326	185	93	49	79	49	156
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	47.5	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	12.0	58.4	9.6	56.0	13.0	50.8	50.8	11.2	49.0	12.0
Total Split (%)	9.2%	44.9%	7.4%	43.1%	10.0%	39.1%	39.1%	8.6%	37.7%	9.2%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.5	52.8	5.1	51.5	11.6	15.8	15.8	6.7	15.2	24.6
Actuated g/C Ratio	0.07	0.52	0.05	0.50	0.11	0.15	0.15	0.07	0.15	0.24
v/c Ratio	1.33	0.85	0.80	1.09	0.97	0.34	0.15	0.72	0.18	0.38
Control Delay	211.6	25.7	103.0	72.6	104.1	40.2	1.0	80.9	37.6	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	211.6	25.7	103.0	72.6	104.1	40.2	1.0	80.9	37.6	19.3
LOS	F	C	F	E	F	D	A	F	D	B
Approach Delay		45.5		73.2		70.5			39.6	
Approach LOS		D		E		E			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 102.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 59.9
 Intersection LOS: E
 Intersection Capacity Utilization 88.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	2575	106	67	3326	46	185	93	49	79	49	156
Future Volume (veh/h)	321	2575	106	67	3326	46	185	93	49	79	49	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	341	2739	87	71	3538	17	197	99	37	84	52	60
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	264	3557	113	92	3502	17	155	243	206	108	193	285
Arrive On Green	0.08	0.54	0.54	0.05	0.52	0.52	0.09	0.13	0.13	0.06	0.10	0.10
Sat Flow, veh/h	3510	6557	208	1810	6764	32	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	341	2046	780	71	2563	992	197	99	37	84	52	60
Grp Sat Flow(s),veh/h/ln	1755	1634	1863	1810	1634	1894	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	7.4	32.2	32.4	3.8	50.9	50.9	8.4	4.7	2.0	4.5	2.5	3.1
Cycle Q Clear(g_c), s	7.4	32.2	32.4	3.8	50.9	50.9	8.4	4.7	2.0	4.5	2.5	3.1
Prop In Lane	1.00		0.11	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	264	2659	1010	92	2538	981	155	243	206	108	193	285
V/C Ratio(X)	1.29	0.77	0.77	0.78	1.01	1.01	1.27	0.41	0.18	0.78	0.27	0.21
Avail Cap(c_a), veh/h	264	2659	1010	92	2538	981	155	862	731	121	849	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	17.7	17.7	46.1	23.7	23.7	44.9	39.5	38.3	45.6	40.8	34.6
Incr Delay (d2), s/veh	156.0	1.4	3.7	30.2	20.2	31.7	164.0	1.1	0.4	21.2	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	10.5	12.8	2.4	21.2	27.7	10.7	2.2	0.8	2.6	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	201.5	19.1	21.5	76.4	43.9	55.4	208.9	40.6	38.7	66.8	41.5	34.9
LnGrp LOS	F	B	C	E	F	F	F	D	D	E	D	C
Approach Vol, veh/h		3167			3626			333			196	
Approach Delay, s/veh		39.3			47.7			140.0			50.3	
Approach LOS		D			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	18.8	9.6	59.5	13.0	16.2	12.0	57.1				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	6.6	44.6	5.0	52.2	8.4	* 44	7.4	* 51				
Max Q Clear Time (g_c+I1), s	6.5	6.7	5.8	34.4	10.4	5.1	9.4	52.9				
Green Ext Time (p_c), s	0.0	0.6	0.0	15.3	0.0	0.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	48.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

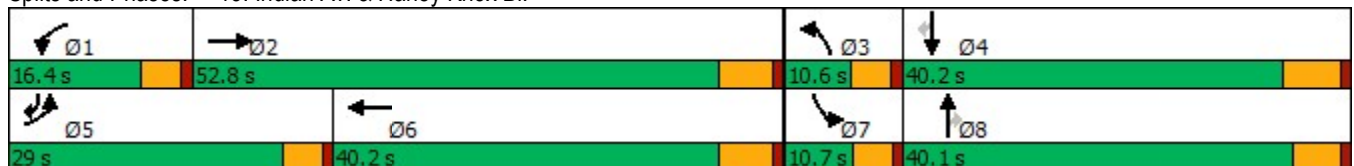


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↰	↕↕↰	↰	↕↕↰	↰↰	↕↕	↰	↰	↕	↰
Traffic Volume (vph)	648	1142	75	1279	141	496	56	27	167	348
Future Volume (vph)	648	1142	75	1279	141	496	56	27	167	348
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8		7	4	5
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	5
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6
Total Split (s)	29.0	52.8	16.4	40.2	10.6	40.1	40.1	10.7	40.2	29.0
Total Split (%)	24.2%	44.0%	13.7%	33.5%	8.8%	33.4%	33.4%	8.9%	33.5%	24.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	24.1	52.2	8.8	34.7	6.0	25.0	25.0	5.7	19.6	49.9
Actuated g/C Ratio	0.23	0.49	0.08	0.33	0.06	0.24	0.24	0.05	0.19	0.47
v/c Ratio	0.87	0.55	0.54	0.88	0.76	0.62	0.12	0.30	0.51	0.47
Control Delay	53.6	21.7	62.0	41.5	74.9	40.2	0.5	59.7	43.2	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	21.7	62.0	41.5	74.9	40.2	0.5	59.7	43.2	16.8
LOS	D	C	E	D	E	D	A	E	D	B
Approach Delay		32.3		42.6		44.1			27.1	
Approach LOS		C		D		D			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.7	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 36.7	Intersection LOS: D
Intersection Capacity Utilization 80.3%	ICU Level of Service D
Analysis Period (min) 15	

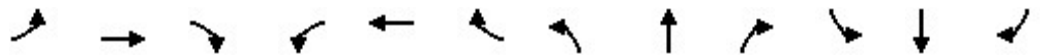
Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔	↑↑↔		↔↔	↑↑	↔	↔	↑	↔
Traffic Volume (veh/h)	648	1142	150	75	1279	101	141	496	56	27	167	348
Future Volume (veh/h)	648	1142	150	75	1279	101	141	496	56	27	167	348
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	697	1228	152	81	1375	81	152	533	54	29	180	326
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	768	2254	279	104	1607	95	210	798	356	50	359	656
Arrive On Green	0.22	0.48	0.48	0.06	0.32	0.32	0.06	0.22	0.22	0.03	0.19	0.19
Sat Flow, veh/h	3510	4675	579	1810	5010	295	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	697	908	472	81	949	507	152	533	54	29	180	326
Grp Sat Flow(s),veh/h/ln	1755	1729	1796	1810	1729	1847	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	19.4	18.5	18.5	4.4	25.7	25.7	4.3	13.5	2.7	1.6	8.5	15.1
Cycle Q Clear(g_c), s	19.4	18.5	18.5	4.4	25.7	25.7	4.3	13.5	2.7	1.6	8.5	15.1
Prop In Lane	1.00		0.32	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	768	1667	866	104	1109	593	210	798	356	50	359	656
V/C Ratio(X)	0.91	0.54	0.54	0.78	0.86	0.86	0.72	0.67	0.15	0.58	0.50	0.50
Avail Cap(c_a), veh/h	855	1667	866	213	1188	634	210	1251	558	110	645	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	18.2	18.2	46.6	31.8	31.8	46.3	35.7	31.4	48.1	36.4	22.0
Incr Delay (d2), s/veh	11.8	0.4	0.7	4.6	6.0	10.6	10.1	1.0	0.2	3.9	1.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	6.6	7.0	2.1	11.0	12.5	2.1	5.8	1.0	0.7	3.9	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	18.6	18.9	51.1	37.9	42.4	56.4	36.6	31.6	52.0	37.5	22.6
LnGrp LOS	D	B	B	D	D	D	E	D	C	D	D	C
Approach Vol, veh/h		2077			1537			739			535	
Approach Delay, s/veh		29.2			40.1			40.3			29.2	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	54.1	10.6	25.1	26.5	37.9	7.4	28.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	11.8	47.0	6.0	34.0	24.4	34.4	6.1	* 35				
Max Q Clear Time (g_c+I1), s	6.4	20.5	6.3	17.1	21.4	27.7	3.6	15.5				
Green Ext Time (p_c), s	0.0	9.6	0.0	1.8	0.5	4.4	0.0	3.2				

Intersection Summary

HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

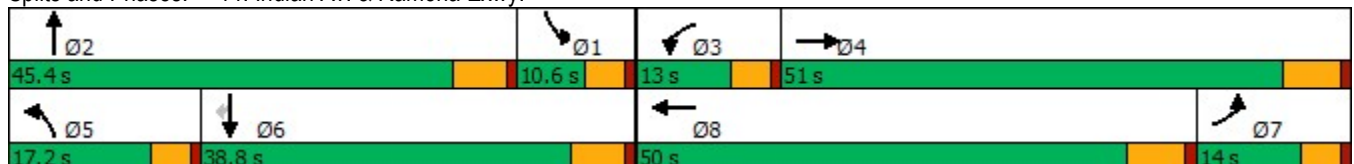


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	419	2204	84	3297	142	238	65	115	174
Future Volume (vph)	419	2204	84	3297	142	238	65	115	174
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	14.0	51.0	13.0	50.0	17.2	45.4	10.6	38.8	38.8
Total Split (%)	11.7%	42.5%	10.8%	41.7%	14.3%	37.8%	8.8%	32.3%	32.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.5	45.8	7.8	44.1	11.4	19.3	7.9	13.7	13.7
Actuated g/C Ratio	0.10	0.46	0.08	0.44	0.11	0.19	0.08	0.14	0.14
v/c Ratio	1.29	0.81	0.61	1.25	0.71	0.42	0.46	0.24	0.48
Control Delay	190.1	27.3	65.4	142.9	63.4	34.7	57.7	39.0	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	190.1	27.3	65.4	142.9	63.4	34.7	57.7	39.0	9.9
LOS	F	C	E	F	E	C	E	D	A
Approach Delay		51.9		141.1		44.1		28.1	
Approach LOS		D		F		D		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 100	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.29	
Intersection Signal Delay: 95.0	Intersection LOS: F
Intersection Capacity Utilization 97.2%	ICU Level of Service F
Analysis Period (min) 15	

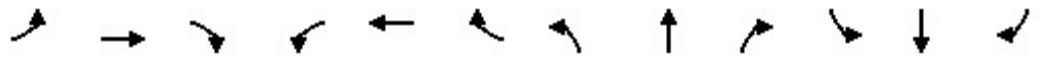
Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	419	2204	153	84	3297	213	142	238	51	65	115	174
Future Volume (veh/h)	419	2204	153	84	3297	213	142	238	51	65	115	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	428	2249	154	86	3364	188	145	243	41	66	117	171
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	341	3182	218	110	2893	159	177	373	62	147	421	188
Arrive On Green	0.10	0.51	0.51	0.06	0.45	0.45	0.10	0.12	0.12	0.08	0.12	0.12
Sat Flow, veh/h	3510	6294	430	1810	6388	351	1810	3095	514	1810	3610	1610
Grp Volume(v), veh/h	428	1751	652	86	2568	984	145	140	144	66	117	171
Grp Sat Flow(s),veh/h/ln	1755	1634	1822	1810	1634	1837	1810	1805	1804	1810	1805	1610
Q Serve(g_s), s	9.4	26.6	26.7	4.5	43.8	43.8	7.6	7.2	7.4	3.4	2.9	7.6
Cycle Q Clear(g_c), s	9.4	26.6	26.7	4.5	43.8	43.8	7.6	7.2	7.4	3.4	2.9	7.6
Prop In Lane	1.00		0.24	1.00		0.19	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	341	2478	921	110	2220	832	177	217	217	147	421	188
V/C Ratio(X)	1.25	0.71	0.71	0.78	1.16	1.18	0.82	0.65	0.66	0.45	0.28	0.91
Avail Cap(c_a), veh/h	341	2478	921	157	2220	832	236	739	739	147	1232	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	18.4	18.4	44.8	26.5	26.5	42.8	40.6	40.7	42.3	39.0	23.7
Incr Delay (d2), s/veh	136.4	0.9	2.5	8.9	76.1	94.8	11.8	3.2	3.4	0.8	0.4	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	8.8	10.3	2.2	30.4	38.5	3.9	3.3	3.4	1.5	1.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	180.1	19.3	20.9	53.6	102.6	121.2	54.6	43.8	44.1	43.1	39.4	39.1
LnGrp LOS	F	B	C	D	F	F	D	D	D	D	D	D
Approach Vol, veh/h		2831			3638			429			354	
Approach Delay, s/veh		44.0			106.5			47.5			39.9	
Approach LOS		D			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	17.4	10.5	55.1	14.1	17.1	15.6	50.0				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	6.0	* 40	8.4	44.8	12.6	33.0	9.4	* 44				
Max Q Clear Time (g_c+I1), s	5.4	9.4	6.5	28.7	9.6	9.6	11.4	45.8				
Green Ext Time (p_c), s	0.0	1.5	0.0	12.7	0.0	1.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	75.3
HCM 6th LOS	E

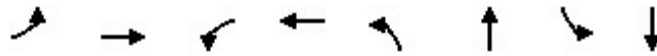
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

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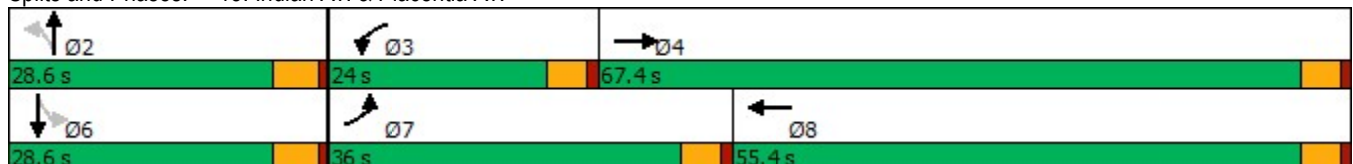


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	531	1085	203	1156	50	225	42	181
Future Volume (vph)	531	1085	203	1156	50	225	42	181
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	36.0	67.4	24.0	55.4	28.6	28.6	28.6	28.6
Total Split (%)	30.0%	56.2%	20.0%	46.2%	23.8%	23.8%	23.8%	23.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	31.4	65.5	16.8	50.9	15.9	15.9	15.9	15.9
Actuated g/C Ratio	0.28	0.58	0.15	0.45	0.14	0.14	0.14	0.14
v/c Ratio	1.14	0.66	0.82	0.82	0.68	0.69	0.56	0.61
Control Delay	124.4	18.8	70.6	32.7	84.1	43.8	70.9	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.4	18.8	70.6	32.7	84.1	43.8	70.9	28.3
LOS	F	B	E	C	F	D	E	C
Approach Delay		50.1		38.1		48.9		32.9
Approach LOS		D		D		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 44.0
 Intersection LOS: D
 Intersection Capacity Utilization 98.5%
 ICU Level of Service F
 Analysis Period (min) 15






















Splits and Phases: 15: Indian Av. & Placentia Av.



HCM 6th Signalized Intersection Summary
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

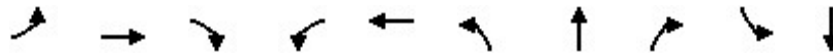
02/19/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	531	1085	175	203	1156	71	50	225	117	42	181	166
Future Volume (veh/h)	531	1085	175	203	1156	71	50	225	117	42	181	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	577	1179	164	221	1257	55	54	245	100	46	197	169
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	485	1795	249	249	1528	67	138	445	177	151	334	271
Arrive On Green	0.27	0.56	0.56	0.14	0.43	0.43	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	3184	441	1810	3523	154	1032	2524	1001	1052	1893	1536
Grp Volume(v), veh/h	577	667	676	221	643	669	54	173	172	46	187	179
Grp Sat Flow(s),veh/h/ln	1810	1805	1821	1810	1805	1872	1032	1805	1720	1052	1805	1624
Q Serve(g_s), s	31.4	29.9	30.2	14.1	36.8	36.9	6.0	10.2	10.7	4.9	11.2	11.9
Cycle Q Clear(g_c), s	31.4	29.9	30.2	14.1	36.8	36.9	17.9	10.2	10.7	15.6	11.2	11.9
Prop In Lane	1.00		0.24	1.00		0.08	1.00		0.58	1.00		0.95
Lane Grp Cap(c), veh/h	485	1018	1026	249	783	812	138	318	303	151	318	286
V/C Ratio(X)	1.19	0.66	0.66	0.89	0.82	0.82	0.39	0.54	0.57	0.31	0.59	0.62
Avail Cap(c_a), veh/h	485	1018	1026	300	783	812	163	362	345	176	362	326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	17.7	17.7	49.6	29.2	29.2	52.9	44.0	44.2	51.3	44.3	44.7
Incr Delay (d2), s/veh	104.4	3.3	3.3	20.7	9.5	9.3	1.8	1.4	1.7	1.1	2.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.1	13.1	13.4	7.8	17.8	18.5	1.6	4.7	4.7	1.3	5.1	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	147.3	21.0	21.1	70.3	38.7	38.5	54.7	45.4	45.8	52.4	46.3	47.7
LnGrp LOS	F	C	C	E	D	D	D	D	D	D	D	D
Approach Vol, veh/h		1920			1533			399			412	
Approach Delay, s/veh		59.0			43.2			46.8			47.6	
Approach LOS		E			D			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.8	20.8	70.6		25.8	36.0	55.4				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		23.5	19.4	62.8		23.5	31.4	50.8				
Max Q Clear Time (g_c+I1), s		19.9	16.1	32.2		17.6	33.4	38.9				
Green Ext Time (p_c), s		0.7	0.1	12.5		1.2	0.0	7.0				
Intersection Summary												
HCM 6th Ctrl Delay			51.0									
HCM 6th LOS			D									

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

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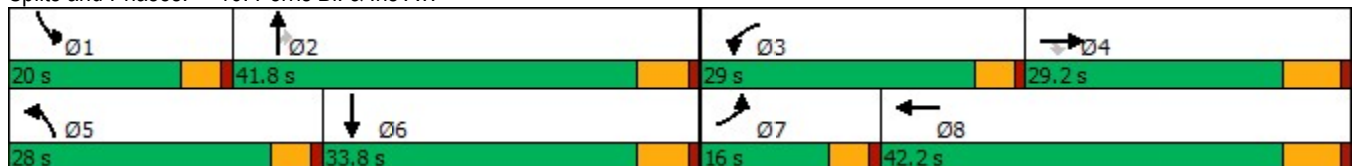


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑
Traffic Volume (vph)	50	588	158	367	774	245	1254	356	206	733
Future Volume (vph)	50	588	158	367	774	245	1254	356	206	733
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	16.0	29.2	29.2	29.0	42.2	28.0	41.8	41.8	20.0	33.8
Total Split (%)	13.3%	24.3%	24.3%	24.2%	35.2%	23.3%	34.8%	34.8%	16.7%	28.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.1	22.8	22.8	24.4	41.1	20.6	35.8	35.8	15.4	30.6
Actuated g/C Ratio	0.07	0.19	0.19	0.20	0.34	0.17	0.30	0.30	0.13	0.26
v/c Ratio	0.45	0.93	0.37	1.08	0.87	0.86	0.88	0.63	0.97	0.67
Control Delay	64.4	69.0	6.5	116.2	45.8	72.8	47.4	21.3	103.4	42.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.4	69.0	6.5	116.2	45.8	72.8	47.4	21.3	103.4	42.9
LOS	E	E	A	F	D	E	D	C	F	D
Approach Delay		56.3			65.1		45.8			55.1
Approach LOS		E			E		D			E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 54.5
 Intersection LOS: D
 Intersection Capacity Utilization 90.2%
 ICU Level of Service E
 Analysis Period (min) 15

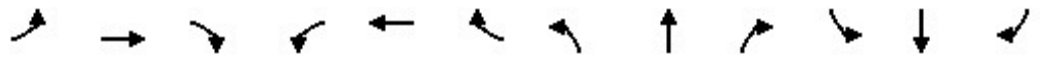
Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

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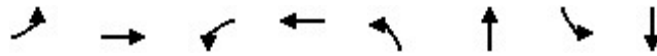


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	
Traffic Volume (veh/h)	50	588	158	367	774	197	245	1254	356	206	733	77
Future Volume (veh/h)	50	588	158	367	774	197	245	1254	356	206	733	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	639	137	399	841	136	266	1363	263	224	797	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	694	309	372	1115	180	294	1526	471	235	1266	114
Arrive On Green	0.04	0.19	0.19	0.21	0.36	0.36	0.16	0.29	0.29	0.13	0.26	0.26
Sat Flow, veh/h	1810	3610	1608	1810	3107	502	1810	5187	1602	1810	4843	435
Grp Volume(v), veh/h	54	639	137	399	489	488	266	1363	263	224	568	301
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1805	1810	1729	1602	1810	1729	1820
Q Serve(g_s), s	3.5	20.6	8.9	24.4	28.3	28.3	17.1	29.9	16.5	14.6	17.2	17.4
Cycle Q Clear(g_c), s	3.5	20.6	8.9	24.4	28.3	28.3	17.1	29.9	16.5	14.6	17.2	17.4
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	70	694	309	372	648	648	294	1526	471	235	904	476
V/C Ratio(X)	0.77	0.92	0.44	1.07	0.75	0.75	0.90	0.89	0.56	0.95	0.63	0.63
Avail Cap(c_a), veh/h	174	699	311	372	648	648	356	1572	485	235	904	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	47.1	42.4	47.2	33.5	33.5	48.8	40.1	35.4	51.4	38.8	38.8
Incr Delay (d2), s/veh	6.5	17.5	1.0	67.7	5.0	5.0	20.9	6.8	1.3	45.8	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.6	3.5	17.5	12.5	12.5	9.2	13.1	6.3	9.4	7.3	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	64.6	43.4	114.9	38.5	38.5	69.7	47.0	36.7	97.1	40.2	41.5
LnGrp LOS	E	E	D	F	D	D	E	D	D	F	D	D
Approach Vol, veh/h		830			1376			1892			1093	
Approach Delay, s/veh		61.0			60.6			48.7			52.2	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	40.8	29.0	29.0	23.9	36.9	9.2	48.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	15.4	36.0	24.4	23.0	23.4	28.0	11.4	36.0				
Max Q Clear Time (g_c+I1), s	16.6	31.9	26.4	22.6	19.1	19.4	5.5	30.3				
Green Ext Time (p_c), s	0.0	3.1	0.0	0.2	0.2	3.3	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay			54.6									
HCM 6th LOS			D									

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

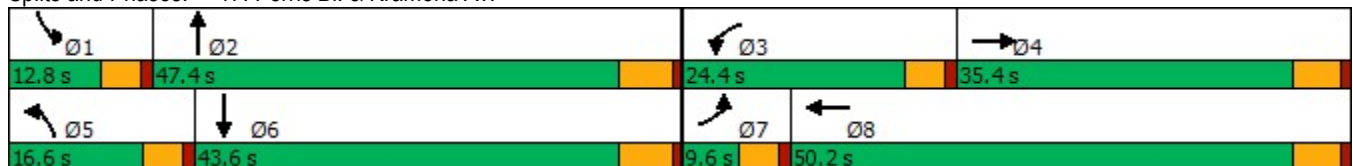


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	26	214	300	228	114	1437	113	1063
Future Volume (vph)	26	214	300	228	114	1437	113	1063
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.4	9.6	35.4	9.6	32.8	9.6	26.8
Total Split (s)	9.6	35.4	24.4	50.2	16.6	47.4	12.8	43.6
Total Split (%)	8.0%	29.5%	20.3%	41.8%	13.8%	39.5%	10.7%	36.3%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	3.2	4.0	3.2	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	27.3	21.2	46.1	11.3	43.5	8.8	41.0
Actuated g/C Ratio	0.06	0.24	0.18	0.40	0.10	0.38	0.08	0.35
v/c Ratio	0.28	0.84	0.99	0.74	0.71	0.98	0.90	0.64
Control Delay	61.7	56.9	95.2	34.5	73.1	52.6	108.7	34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	56.9	95.2	34.5	73.1	52.6	108.7	34.1
LOS	E	E	F	C	E	D	F	C
Approach Delay		57.2		57.5		53.9		41.2
Approach LOS		E		E		D		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 51.3	Intersection LOS: D
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	26	214	122	300	228	263	114	1437	297	113	1063	11
Future Volume (veh/h)	26	214	122	300	228	263	114	1437	297	113	1063	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	28	233	79	326	248	162	124	1562	303	123	1155	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	104	282	95	344	365	238	161	1691	326	143	2000	19
Arrive On Green	0.06	0.21	0.21	0.19	0.34	0.34	0.09	0.39	0.37	0.08	0.38	0.36
Sat Flow, veh/h	1810	1356	460	1810	1073	701	1810	4364	842	1810	5298	50
Grp Volume(v), veh/h	28	0	312	326	0	410	124	1236	629	123	754	412
Grp Sat Flow(s),veh/h/ln	1810	0	1816	1810	0	1773	1810	1729	1748	1810	1729	1891
Q Serve(g_s), s	1.7	0.0	18.3	19.9	0.0	22.2	7.5	38.0	38.5	7.5	19.4	19.4
Cycle Q Clear(g_c), s	1.7	0.0	18.3	19.9	0.0	22.2	7.5	38.0	38.5	7.5	19.4	19.4
Prop In Lane	1.00		0.25	1.00		0.40	1.00		0.48	1.00		0.03
Lane Grp Cap(c), veh/h	104	0	377	344	0	603	161	1340	677	143	1306	714
V/C Ratio(X)	0.27	0.00	0.83	0.95	0.00	0.68	0.77	0.92	0.93	0.86	0.58	0.58
Avail Cap(c_a), veh/h	104	0	511	344	0	734	204	1344	680	143	1306	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	0.0	42.3	44.7	0.0	31.6	49.8	32.6	33.1	50.8	27.7	27.7
Incr Delay (d2), s/veh	0.5	0.0	8.1	34.9	0.0	1.9	9.6	10.7	19.1	37.0	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	8.8	12.0	0.0	9.4	3.7	16.8	18.9	4.8	7.7	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	0.0	50.4	79.6	0.0	33.5	59.4	43.3	52.2	87.8	28.3	28.8
LnGrp LOS	D	A	D	E	A	C	E	D	D	F	C	C
Approach Vol, veh/h		340			736			1989			1289	
Approach Delay, s/veh		50.4			53.9			47.1			34.1	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	47.3	24.4	27.2	13.9	46.1	9.6	42.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	8.2	41.6	19.8	30.0	12.0	37.8	5.0	44.8				
Max Q Clear Time (g_c+I1), s	9.5	40.5	21.9	20.3	9.5	21.4	3.7	24.2				
Green Ext Time (p_c), s	0.0	1.0	0.0	1.2	0.0	6.5	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	44.7
HCM 6th LOS	D

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

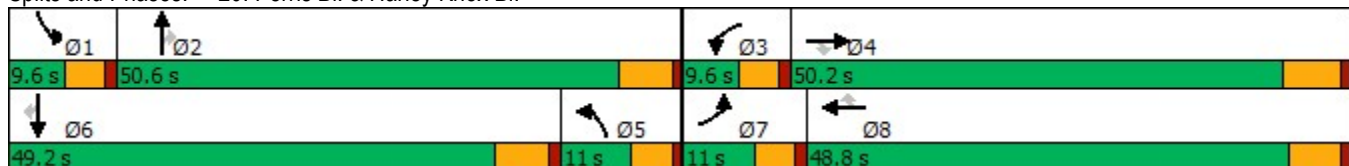


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (vph)	324	940	65	17	684	242	339	1574	23	94	1041	402
Future Volume (vph)	324	940	65	17	684	242	339	1574	23	94	1041	402
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	50.2	50.2	9.6	48.8	48.8	11.0	50.6	50.6	9.6	49.2	49.2
Total Split (%)	9.2%	41.8%	41.8%	8.0%	40.7%	40.7%	9.2%	42.2%	42.2%	8.0%	41.0%	41.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	36.3	36.3	5.1	28.7	28.7	12.7	42.1	42.1	5.1	34.5	34.5
Actuated g/C Ratio	0.06	0.35	0.35	0.05	0.28	0.28	0.12	0.41	0.41	0.05	0.33	0.33
v/c Ratio	1.60	0.81	0.11	0.10	0.52	0.47	0.86	0.81	0.03	0.59	0.66	0.69
Control Delay	322.8	37.1	0.3	54.8	32.4	14.3	67.4	32.4	0.1	67.1	31.8	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	322.8	37.1	0.3	54.8	32.4	14.3	67.4	32.4	0.1	67.1	31.8	25.2
LOS	F	D	A	D	C	B	E	C	A	E	C	C
Approach Delay		104.9			28.1			38.2			32.3	
Approach LOS		F			C			D			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.60
 Intersection Signal Delay: 50.4
 Intersection LOS: D
 Intersection Capacity Utilization 82.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗	↖	↖↗	↖↗↖	↖	↖↗	↖↗↖	↖	↖↗	↖↗↖	↖
Traffic Volume (veh/h)	324	940	65	17	684	242	339	1574	23	94	1041	402
Future Volume (veh/h)	324	940	65	17	684	242	339	1574	23	94	1041	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	352	1022	66	18	743	171	368	1711	22	102	1132	330
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	1215	542	68	1529	475	451	2049	636	160	1559	483
Arrive On Green	0.06	0.34	0.34	0.02	0.29	0.29	0.13	0.40	0.40	0.05	0.30	0.30
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	352	1022	66	18	743	171	368	1711	22	102	1132	330
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	6.4	27.3	1.9	0.5	12.3	8.7	10.6	31.0	0.9	3.0	20.4	14.5
Cycle Q Clear(g_c), s	6.4	27.3	1.9	0.5	12.3	8.7	10.6	31.0	0.9	3.0	20.4	14.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	1215	542	68	1529	475	451	2049	636	160	1559	483
V/C Ratio(X)	1.63	0.84	0.12	0.26	0.49	0.36	0.82	0.83	0.03	0.64	0.73	0.68
Avail Cap(c_a), veh/h	215	1523	679	168	2139	664	451	2229	692	168	2159	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	32.0	9.6	50.4	30.3	29.0	44.2	28.5	19.3	48.9	32.6	19.0
Incr Delay (d2), s/veh	305.3	3.6	0.1	0.8	0.2	0.5	10.4	2.7	0.0	5.3	0.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	11.6	1.1	0.2	4.9	3.3	5.1	12.4	0.3	1.4	8.2	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	354.2	35.6	9.7	51.1	30.5	29.5	54.6	31.2	19.4	54.2	33.4	20.7
LnGrp LOS	F	D	A	D	C	C	D	C	B	D	C	C
Approach Vol, veh/h		1440			932			2101			1564	
Approach Delay, s/veh		112.3			30.7			35.2			32.1	
Approach LOS		F			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	47.0	6.6	41.3	19.2	37.1	11.0	36.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	44.8	5.0	44.0	6.4	* 43	6.4	* 43				
Max Q Clear Time (g_c+I1), s	5.0	33.0	2.5	29.3	12.6	22.4	8.4	14.3				
Green Ext Time (p_c), s	0.0	8.1	0.0	5.8	0.0	8.9	0.0	5.7				

Intersection Summary

HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

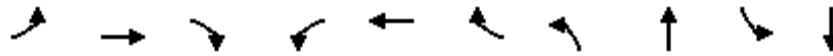
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

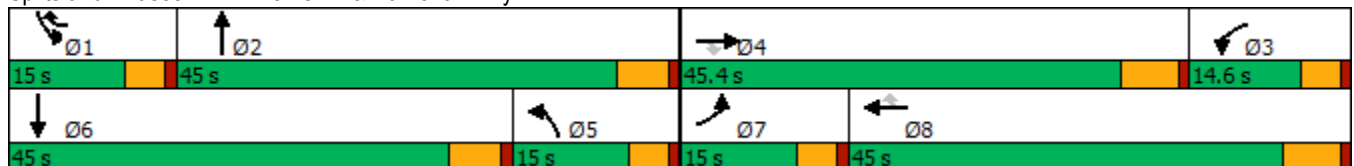


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑↑↑
Traffic Volume (vph)	464	1611	247	212	2811	402	484	1129	298	506
Future Volume (vph)	464	1611	247	212	2811	402	484	1129	298	506
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	1	5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	1	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	9.6	38.8	9.6	41.8
Total Split (s)	15.0	45.4	45.4	14.6	45.0	15.0	15.0	45.0	15.0	45.0
Total Split (%)	12.5%	37.8%	37.8%	12.2%	37.5%	12.5%	12.5%	37.5%	12.5%	37.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.4	36.5	36.5	12.8	38.8	50.9	21.8	34.9	10.4	23.5
Actuated g/C Ratio	0.09	0.32	0.32	0.11	0.34	0.44	0.19	0.30	0.09	0.20
v/c Ratio	1.46	0.69	0.37	0.54	1.13	0.54	0.73	0.77	0.94	0.68
Control Delay	261.0	36.3	5.3	56.5	98.4	17.7	52.2	39.4	89.8	38.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	261.0	36.3	5.3	56.5	98.4	17.7	52.2	39.4	89.8	38.3
LOS	F	D	A	E	F	B	D	D	F	D
Approach Delay		77.9			86.4			42.9		52.3
Approach LOS		E			F			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 70.8
 Intersection LOS: E
 Intersection Capacity Utilization 105.5%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑		↔↔	↑↑↑	
Traffic Volume (veh/h)	464	1611	247	212	2811	402	484	1129	155	298	506	289
Future Volume (veh/h)	464	1611	247	212	2811	402	484	1129	155	298	506	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	473	1644	191	216	2868	288	494	1152	110	304	516	236
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	2266	479	448	2614	700	598	1453	139	334	760	318
Arrive On Green	0.09	0.30	0.30	0.12	0.34	0.34	0.17	0.28	0.28	0.09	0.20	0.20
Sat Flow, veh/h	3619	7600	1605	3619	7600	1605	3619	5123	489	3619	3800	1589
Grp Volume(v), veh/h	473	1644	191	216	2868	288	494	854	408	304	516	236
Grp Sat Flow(s),veh/h/ln	1810	1900	1605	1810	1900	1605	1810	1900	1811	1810	1900	1589
Q Serve(g_s), s	10.4	21.9	10.7	6.3	38.8	13.9	14.9	23.4	23.5	9.4	14.2	15.7
Cycle Q Clear(g_c), s	10.4	21.9	10.7	6.3	38.8	13.9	14.9	23.4	23.5	9.4	14.2	15.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	334	2266	479	448	2614	700	598	1078	514	334	760	318
V/C Ratio(X)	1.42	0.73	0.40	0.48	1.10	0.41	0.83	0.79	0.79	0.91	0.68	0.74
Avail Cap(c_a), veh/h	334	2641	558	448	2614	700	598	1321	630	334	1321	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	35.5	31.5	46.0	37.0	21.8	45.5	37.3	37.3	50.7	41.8	42.4
Incr Delay (d2), s/veh	204.7	0.9	0.5	0.3	50.4	0.4	8.7	2.8	5.7	27.4	1.1	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	9.7	4.0	2.7	25.9	4.9	7.2	10.8	10.7	5.4	6.5	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	255.9	36.3	32.1	46.3	87.4	22.2	54.2	40.1	43.0	78.2	42.8	45.8
LnGrp LOS	F	D	C	D	F	C	D	D	D	E	D	D
Approach Vol, veh/h		2308			3372			1756			1056	
Approach Delay, s/veh		81.0			79.2			44.8			53.7	
Approach LOS		F			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	37.8	20.2	39.8	24.4	28.4	15.0	45.0				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	10.4	39.2	10.0	* 39	10.4	* 39	10.4	38.8				
Max Q Clear Time (g_c+I1), s	11.4	25.5	8.3	23.9	16.9	17.7	12.4	40.8				
Green Ext Time (p_c), s	0.0	6.5	0.1	9.8	0.0	4.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	69.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

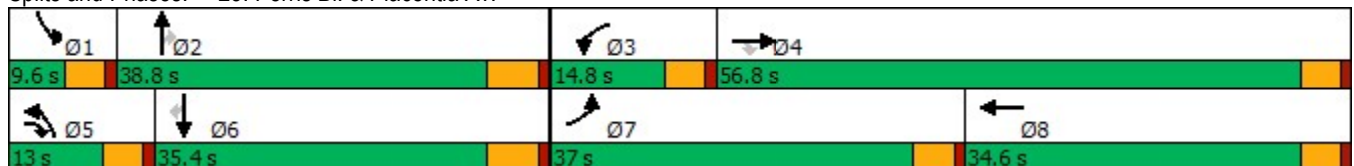


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (vph)	33	300	97	65	331	101	1208	53	44	806	49
Future Volume (vph)	33	300	97	65	331	101	1208	53	44	806	49
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	9.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	37.0	56.8	13.0	14.8	34.6	13.0	38.8	38.8	9.6	35.4	35.4
Total Split (%)	30.8%	47.3%	10.8%	12.3%	28.8%	10.8%	32.3%	32.3%	8.0%	29.5%	29.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	17.8	31.4	7.7	21.2	8.7	30.8	30.8	5.3	24.4	24.4
Actuated g/C Ratio	0.09	0.23	0.41	0.10	0.28	0.11	0.40	0.40	0.07	0.32	0.32
v/c Ratio	0.23	0.39	0.15	0.39	0.64	0.54	0.63	0.08	0.38	0.53	0.09
Control Delay	42.4	27.7	4.6	43.8	21.8	49.4	22.3	0.2	50.3	23.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	27.7	4.6	43.8	21.8	49.4	22.3	0.2	50.3	23.6	0.3
LOS	D	C	A	D	C	D	C	A	D	C	A
Approach Delay		23.7			23.9		23.5			23.6	
Approach LOS		C			C		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 76.4
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 23.6
 Intersection LOS: C
 Intersection Capacity Utilization 66.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)
02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	33	300	97	65	331	293	101	1208	53	44	806	49
Future Volume (veh/h)	33	300	97	65	331	293	101	1208	53	44	806	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	326	101	71	360	204	110	1313	49	48	876	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	67	785	476	101	529	295	142	1943	603	81	1769	549
Arrive On Green	0.04	0.22	0.22	0.06	0.24	0.24	0.08	0.37	0.37	0.04	0.34	0.34
Sat Flow, veh/h	1810	3610	1610	1810	2235	1245	1810	5187	1610	1810	5187	1609
Grp Volume(v), veh/h	36	326	101	71	289	275	110	1313	49	48	876	48
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1676	1810	1729	1610	1810	1729	1609
Q Serve(g_s), s	1.2	5.0	3.0	2.5	9.3	9.5	3.8	13.5	1.3	1.7	8.5	1.3
Cycle Q Clear(g_c), s	1.2	5.0	3.0	2.5	9.3	9.5	3.8	13.5	1.3	1.7	8.5	1.3
Prop In Lane	1.00		1.00	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	785	476	101	427	396	142	1943	603	81	1769	549
V/C Ratio(X)	0.54	0.42	0.21	0.70	0.68	0.69	0.78	0.68	0.08	0.59	0.50	0.09
Avail Cap(c_a), veh/h	918	2952	1443	289	848	788	238	2681	832	142	2405	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	21.5	16.9	29.6	22.2	22.2	28.9	16.7	12.9	29.9	16.7	14.3
Incr Delay (d2), s/veh	2.5	0.4	0.2	3.2	1.9	2.2	3.4	0.4	0.1	2.5	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.0	1.1	1.1	4.0	3.8	1.6	4.5	0.4	0.7	2.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	21.8	17.1	32.8	24.0	24.4	32.3	17.1	12.9	32.4	16.9	14.4
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		463			635			1472			972	
Approach Delay, s/veh		21.6			25.2			18.1			17.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	29.7	8.2	18.5	9.6	27.6	7.0	19.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	5.0	33.0	10.2	52.2	8.4	29.6	32.4	30.0				
Max Q Clear Time (g_c+I1), s	3.7	15.5	4.5	7.0	5.8	10.5	3.2	11.5				
Green Ext Time (p_c), s	0.0	8.3	0.0	2.8	0.0	5.6	0.0	3.6				

Intersection Summary

HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

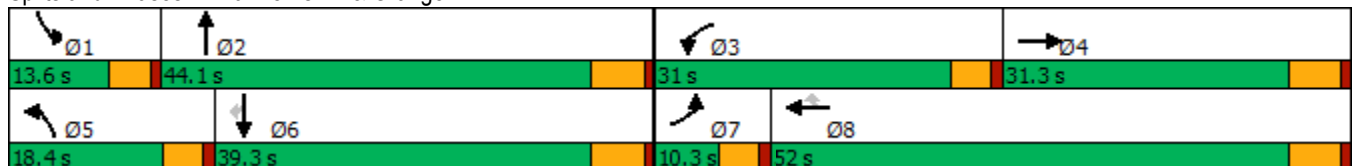


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↗	↗	↗	↗	↗
Traffic Volume (vph)	20	338	224	571	195	222	908	125	652	46
Future Volume (vph)	20	338	224	571	195	222	908	125	652	46
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	9.6	36.8	36.8
Total Split (s)	10.3	31.3	31.0	52.0	52.0	18.4	44.1	13.6	39.3	39.3
Total Split (%)	8.6%	26.1%	25.8%	43.3%	43.3%	15.3%	36.8%	11.3%	32.8%	32.8%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.6	19.3	17.6	38.3	38.3	11.0	29.3	7.8	26.2	26.2
Actuated g/C Ratio	0.06	0.20	0.18	0.40	0.40	0.11	0.31	0.08	0.27	0.27
v/c Ratio	0.21	0.73	0.73	0.43	0.28	0.59	0.72	0.47	0.49	0.09
Control Delay	55.8	39.3	52.1	23.4	4.4	49.8	32.6	52.1	31.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	39.3	52.1	23.4	4.4	49.8	32.6	52.1	31.8	0.3
LOS	E	D	D	C	A	D	C	D	C	A
Approach Delay		39.9		26.1			35.6		33.1	
Approach LOS		D		C			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 33.1
 Intersection LOS: C
 Intersection Capacity Utilization 69.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘	↗	↗↘	↗↘↙		↗↘	↗↘↙	↗
Traffic Volume (veh/h)	20	338	168	224	571	195	222	908	143	125	652	46
Future Volume (veh/h)	20	338	168	224	571	195	222	908	143	125	652	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	363	140	241	614	159	239	976	130	134	701	37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	44	500	190	287	1189	529	334	1427	190	219	1429	443
Arrive On Green	0.02	0.20	0.20	0.16	0.33	0.33	0.10	0.31	0.31	0.06	0.28	0.28
Sat Flow, veh/h	1810	2558	972	1810	3610	1606	3510	4631	615	3510	5187	1607
Grp Volume(v), veh/h	22	254	249	241	614	159	239	728	378	134	701	37
Grp Sat Flow(s),veh/h/ln	1810	1805	1725	1810	1805	1606	1755	1729	1788	1755	1729	1607
Q Serve(g_s), s	0.9	10.0	10.2	9.8	10.4	5.6	5.0	13.9	14.0	2.8	8.5	1.3
Cycle Q Clear(g_c), s	0.9	10.0	10.2	9.8	10.4	5.6	5.0	13.9	14.0	2.8	8.5	1.3
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	44	353	337	287	1189	529	334	1066	551	219	1429	443
V/C Ratio(X)	0.50	0.72	0.74	0.84	0.52	0.30	0.72	0.68	0.69	0.61	0.49	0.08
Avail Cap(c_a), veh/h	137	610	583	633	2210	983	642	1755	908	419	2303	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	28.4	28.5	30.8	20.4	18.8	33.1	22.9	22.9	34.5	22.9	20.3
Incr Delay (d2), s/veh	3.2	2.8	3.1	2.6	0.3	0.3	1.1	0.8	1.5	1.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.2	4.2	4.1	3.9	1.9	2.0	5.2	5.5	1.2	3.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	31.2	31.7	33.4	20.8	19.1	34.2	23.7	24.4	35.5	23.2	20.4
LnGrp LOS	D	C	C	C	C	B	C	C	C	D	C	C
Approach Vol, veh/h		525			1014			1345			872	
Approach Delay, s/veh		31.8			23.5			25.7			24.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	29.1	16.5	20.5	11.8	26.6	6.4	30.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	9.0	38.3	26.4	25.5	13.8	33.5	5.7	46.2				
Max Q Clear Time (g_c+I1), s	4.8	16.0	11.8	12.2	7.0	10.5	2.9	12.4				
Green Ext Time (p_c), s	0.1	7.1	0.3	2.3	0.2	4.6	0.0	4.7				

Intersection Summary

HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

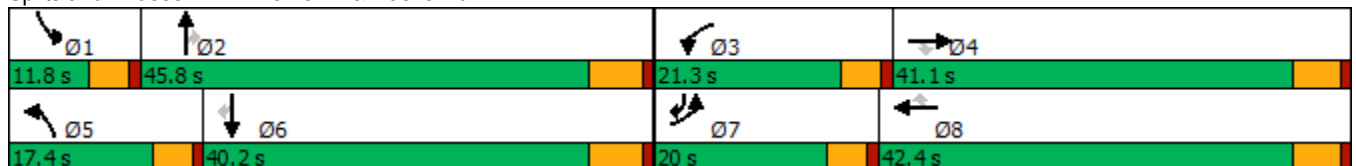
06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	522	1021	111	289	1062	198	241	672	319	196	523	324
Future Volume (vph)	522	1021	111	289	1062	198	241	672	319	196	523	324
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	20.0	41.1	41.1	21.3	42.4	42.4	17.4	45.8	45.8	11.8	40.2	20.0
Total Split (%)	16.7%	34.3%	34.3%	17.8%	35.3%	35.3%	14.5%	38.2%	38.2%	9.8%	33.5%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.4	38.8	38.8	13.7	37.1	37.1	11.5	30.4	30.4	7.2	26.1	42.8
Actuated g/C Ratio	0.14	0.35	0.35	0.12	0.34	0.34	0.10	0.27	0.27	0.07	0.24	0.39
v/c Ratio	1.16	0.88	0.21	0.73	0.95	0.34	0.72	0.74	0.58	0.93	0.67	0.31
Control Delay	135.9	44.1	3.3	57.3	53.9	11.3	60.7	41.1	13.4	97.4	42.4	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	135.9	44.1	3.3	57.3	53.9	11.3	60.7	41.1	13.4	97.4	42.4	14.8
LOS	F	D	A	E	D	B	E	D	B	F	D	B
Approach Delay		70.3			49.1			37.8			44.2	
Approach LOS		E			D			D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 110.6	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 52.0	Intersection LOS: D
Intersection Capacity Utilization 90.3%	ICU Level of Service E
Analysis Period (min) 15	


































Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
 27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	 
Traffic Volume (veh/h)	522	1021	111	289	1062	198	241	672	319	196	523	324
Future Volume (veh/h)	522	1021	111	289	1062	198	241	672	319	196	523	324
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.98	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	567	1110	86	314	1154	149	262	730	254	213	568	248
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	487	1314	534	380	1204	526	324	1007	426	228	908	1095
Arrive On Green	0.14	0.36	0.36	0.11	0.33	0.33	0.09	0.28	0.28	0.06	0.25	0.25
Sat Flow, veh/h	3510	3610	1467	3510	3610	1578	3510	3610	1527	3510	3610	2789
Grp Volume(v), veh/h	567	1110	86	314	1154	149	262	730	254	213	568	248
Grp Sat Flow(s),veh/h/ln	1755	1805	1467	1755	1805	1578	1755	1805	1527	1755	1805	1394
Q Serve(g_s), s	15.4	31.3	4.4	9.7	34.7	7.7	8.1	20.3	16.0	6.7	15.5	6.6
Cycle Q Clear(g_c), s	15.4	31.3	4.4	9.7	34.7	7.7	8.1	20.3	16.0	6.7	15.5	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	1314	534	380	1204	526	324	1007	426	228	908	1095
V/C Ratio(X)	1.16	0.84	0.16	0.83	0.96	0.28	0.81	0.72	0.60	0.93	0.63	0.23
Avail Cap(c_a), veh/h	487	1314	534	528	1204	526	405	1302	550	228	1119	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.8	32.4	23.8	48.5	36.2	27.2	49.4	36.1	34.6	51.6	36.9	22.6
Incr Delay (d2), s/veh	94.2	5.2	0.1	5.4	17.0	0.3	7.5	1.4	1.3	41.4	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	14.0	1.5	4.4	17.4	2.9	3.8	8.7	5.9	4.2	6.7	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	141.9	37.6	24.0	53.8	53.2	27.5	56.9	37.6	35.9	93.0	37.6	22.7
LnGrp LOS	F	D	C	D	D	C	E	D	D	F	D	C
Approach Vol, veh/h		1763			1617			1246			1029	
Approach Delay, s/veh		70.5			51.0			41.3			45.5	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	36.8	16.6	45.8	14.9	33.7	20.0	42.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.2	40.0	16.7	35.7	12.8	34.4	15.4	37.0				
Max Q Clear Time (g_c+I1), s	8.7	22.3	11.7	33.3	10.1	17.5	17.4	36.7				
Green Ext Time (p_c), s	0.0	5.2	0.3	1.6	0.1	4.1	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay				53.9								
HCM 6th LOS				D								

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖↗	↖	↗		
Traffic Volume (vph)	53	997	917	5	6		
Future Volume (vph)	53	997	917	5	6		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	9.9	31.8	35.0	78.6	43.6	9.6	31.5
Total Split (%)	8.3%	26.5%	29.2%	65.5%	36.3%	8%	26%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effect Green (s)	15.7	20.3	31.8	38.8	14.4		
Actuated g/C Ratio	0.22	0.28	0.44	0.54	0.20		
v/c Ratio	0.15	0.88	0.64	0.00	0.02		
Control Delay	33.2	12.2	23.6	8.6	20.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	33.2	12.2	23.6	8.6	20.1		
LOS	C	B	C	A	C		
Approach Delay				23.6	20.1		
Approach LOS				C	C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 71.5	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 79.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖↗	↗			↖↗	
Traffic Volume (veh/h)	53	0	997	0	0	0	917	5	0	0	6	7
Future Volume (veh/h)	53	0	997	0	0	0	917	5	0	0	6	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	58	0	595	0	0	0	997	5	0	0	7	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	90	741	628	3	514	0	1141	835	0	0	82	70
Arrive On Green	0.05	0.00	0.39	0.00	0.00	0.00	0.32	0.44	0.00	0.00	0.04	0.04
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	3510	1900	0	0	1936	1579
Grp Volume(v), veh/h	58	0	595	0	0	0	997	5	0	0	7	7
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1755	1900	0	0	1805	1616
Q Serve(g_s), s	2.1	0.0	23.5	0.0	0.0	0.0	17.6	0.1	0.0	0.0	0.2	0.3
Cycle Q Clear(g_c), s	2.1	0.0	23.5	0.0	0.0	0.0	17.6	0.1	0.0	0.0	0.2	0.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		0.98
Lane Grp Cap(c), veh/h	90	741	628	3	514	0	1141	835	0	0	80	72
V/C Ratio(X)	0.65	0.00	0.95	0.00	0.00	0.00	0.87	0.01	0.00	0.00	0.08	0.10
Avail Cap(c_a), veh/h	146	751	637	138	777	0	1623	2116	0	0	1049	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	19.4	0.0	0.0	0.0	20.9	10.4	0.0	0.0	30.1	30.1
Incr Delay (d2), s/veh	2.9	0.0	23.3	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	12.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	0.0	42.7	0.0	0.0	0.0	23.9	10.4	0.0	0.0	30.6	30.7
LnGrp LOS	C	A	D	A	A	A	C	B	A	A	C	C
Approach Vol, veh/h		653			0			1002			14	
Approach Delay, s/veh		41.9			0.0			23.9			30.7	
Approach LOS		D						C			C	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		34.3	0.0	31.4	26.0	8.3	7.9	23.6				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.2	5.0	26.0	30.4	38.2	5.3	* 27				
Max Q Clear Time (g_c+I1), s		2.1	0.0	25.5	19.6	2.3	4.1	0.0				
Green Ext Time (p_c), s		0.0	0.0	0.1	1.8	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

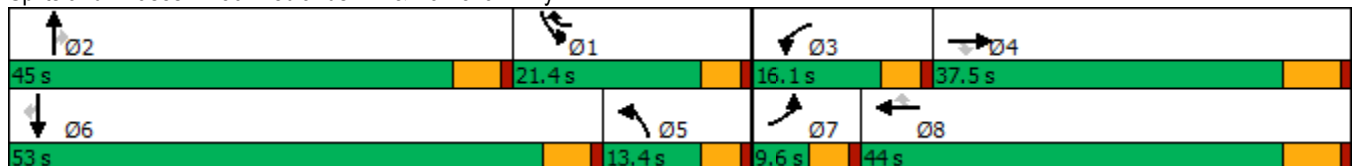
06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	1983	65	252	3591	828	48	42	504	682	105	74
Future Volume (vph)	118	1983	65	252	3591	828	48	42	504	682	105	74
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	9.6	9.6	41.4	41.4	9.6	23.4	23.4
Total Split (s)	9.6	37.5	37.5	16.1	44.0	21.4	13.4	45.0	45.0	21.4	53.0	53.0
Total Split (%)	8.0%	31.3%	31.3%	13.4%	36.7%	17.8%	11.2%	37.5%	37.5%	17.8%	44.2%	44.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	32.2	32.2	10.8	38.0	56.5	25.4	31.5	31.5	16.9	27.4	27.4
Actuated g/C Ratio	0.04	0.29	0.29	0.10	0.34	0.50	0.23	0.28	0.28	0.15	0.24	0.24
v/c Ratio	0.79	0.76	0.11	0.76	1.16	0.82	0.12	0.08	0.92	1.31	0.24	0.15
Control Delay	87.5	39.7	0.4	65.2	112.5	15.1	30.3	28.8	46.6	190.9	44.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.5	39.7	0.4	65.2	112.5	15.1	30.3	28.8	46.6	190.9	44.3	0.6
LOS	F	D	A	E	F	B	C	C	D	F	D	A
Approach Delay		41.1			92.6			44.0			156.7	
Approach LOS		D			F			D			F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 82.3
 Intersection LOS: F
 Intersection Capacity Utilization 96.1%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	1983	65	252	3591	828	48	42	504	682	105	74
Future Volume (veh/h)	118	1983	65	252	3591	828	48	42	504	682	105	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.94	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	123	2066	52	262	3741	638	50	44	353	710	109	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	157	2796	466	322	3217	778	617	532	424	545	170	138
Arrive On Green	0.07	0.44	0.29	0.13	0.51	0.34	0.34	0.28	0.28	0.15	0.09	0.09
Sat Flow, veh/h	3510	9500	1584	3619	9500	1583	1810	1900	1514	3619	1900	1540
Grp Volume(v), veh/h	123	2066	52	262	3741	638	50	44	353	710	109	56
Grp Sat Flow(s),veh/h/ln	1755	1900	1584	1810	1900	1583	1810	1900	1514	1810	1900	1540
Q Serve(g_s), s	3.9	20.1	1.0	7.9	37.8	13.9	2.1	1.9	18.4	16.8	6.2	3.3
Cycle Q Clear(g_c), s	3.9	20.1	1.0	7.9	37.8	13.9	2.1	1.9	18.4	16.8	6.2	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	157	2796	466	322	3217	778	617	532	424	545	170	138
V/C Ratio(X)	0.78	0.74	0.11	0.81	1.16	0.82	0.08	0.08	0.83	1.30	0.64	0.41
Avail Cap(c_a), veh/h	157	2796	466	373	3217	778	617	674	537	545	810	657
HCM Platoon Ratio	1.50	1.50	1.00	1.50	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	27.6	4.2	47.5	27.5	12.3	24.9	29.6	21.4	47.4	49.1	34.9
Incr Delay (d2), s/veh	20.4	1.1	0.1	9.9	77.2	6.9	0.0	0.1	8.8	149.6	4.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.3	1.0	3.7	26.3	8.3	0.9	0.9	7.0	18.7	3.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	28.7	4.3	57.3	104.6	19.2	25.0	29.7	30.2	197.1	53.1	36.8
LnGrp LOS	E	C	A	E	F	B	C	C	C	F	D	D
Approach Vol, veh/h		2241			4641			447			875	
Approach Delay, s/veh		30.5			90.2			29.5			168.9	
Approach LOS		C			F			C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.4	36.6	14.5	39.1	42.6	15.4	9.6	44.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	16.8	39.6	11.5	31.3	8.8	47.6	5.0	37.8				
Max Q Clear Time (g_c+I1), s	18.8	20.4	9.9	22.1	4.1	8.2	5.9	39.8				
Green Ext Time (p_c), s	0.0	1.4	0.1	7.5	0.0	0.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				79.0								
HCM 6th LOS				E								

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

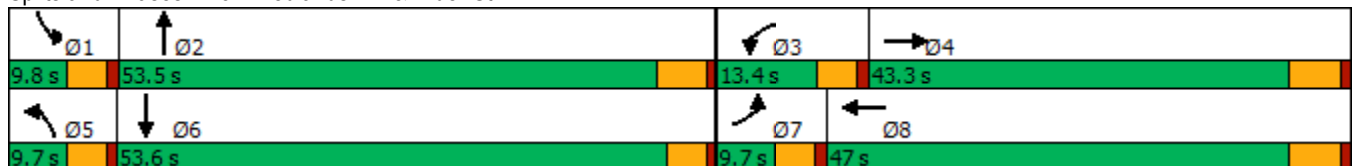


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↕	↙	↕	↙	↕	↘	↕
Traffic Volume (vph)	39	518	19	1172	7	49	21	68
Future Volume (vph)	39	518	19	1172	7	49	21	68
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	9.6	27.4	9.6	26.6
Total Split (s)	9.7	43.3	13.4	47.0	9.7	53.5	9.8	53.6
Total Split (%)	8.1%	36.1%	11.2%	39.2%	8.1%	44.6%	8.2%	44.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	5.3	44.4	5.9	43.0	5.3	19.8	5.3	22.3
Actuated g/C Ratio	0.06	0.54	0.07	0.52	0.06	0.24	0.06	0.27
v/c Ratio	0.37	0.32	0.16	0.68	0.07	0.81	0.20	0.28
Control Delay	53.4	15.3	46.2	21.7	46.6	25.8	48.7	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	15.3	46.2	21.7	46.6	25.8	48.7	17.5
LOS	D	B	D	C	D	C	D	B
Approach Delay		17.7		22.1		26.1		21.8
Approach LOS		B		C		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 82.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↘		↗	↘	
Traffic Volume (veh/h)	39	518	40	19	1172	6	7	49	390	21	68	65
Future Volume (veh/h)	39	518	40	19	1172	6	7	49	390	21	68	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	563	43	21	1274	7	8	53	424	23	74	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	1442	110	40	1516	8	18	59	475	43	303	291
Arrive On Green	0.03	0.42	0.42	0.02	0.41	0.41	0.01	0.33	0.33	0.02	0.34	0.34
Sat Flow, veh/h	1810	3399	259	1810	3681	20	1810	182	1456	1810	891	855
Grp Volume(v), veh/h	42	298	308	21	625	656	8	0	477	23	0	145
Grp Sat Flow(s),veh/h/ln	1810	1805	1853	1810	1805	1896	1810	0	1638	1810	0	1746
Q Serve(g_s), s	2.3	11.4	11.5	1.1	31.1	31.2	0.4	0.0	27.7	1.3	0.0	6.0
Cycle Q Clear(g_c), s	2.3	11.4	11.5	1.1	31.1	31.2	0.4	0.0	27.7	1.3	0.0	6.0
Prop In Lane	1.00		0.14	1.00		0.01	1.00		0.89	1.00		0.49
Lane Grp Cap(c), veh/h	62	765	786	40	743	781	18	0	535	43	0	594
V/C Ratio(X)	0.67	0.39	0.39	0.53	0.84	0.84	0.44	0.00	0.89	0.54	0.00	0.24
Avail Cap(c_a), veh/h	92	765	786	159	743	781	92	0	787	94	0	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	19.9	19.9	48.4	26.5	26.5	49.3	0.0	32.0	48.3	0.0	23.8
Incr Delay (d2), s/veh	4.7	1.5	1.5	3.9	11.1	10.6	6.2	0.0	9.0	3.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.8	4.9	0.5	14.5	15.1	0.2	0.0	11.7	0.6	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	21.4	21.4	52.3	37.5	37.1	55.5	0.0	41.0	52.2	0.0	24.0
LnGrp LOS	D	C	C	D	D	D	E	A	D	D	A	C
Approach Vol, veh/h		648			1302			485				168
Approach Delay, s/veh		23.4			37.5			41.3				27.8
Approach LOS		C			D			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	38.1	6.8	48.2	5.6	39.4	8.0	47.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	5.8				
Max Green Setting (Gmax), s	5.2	48.1	8.8	37.5	5.1	* 49	5.1	41.2				
Max Q Clear Time (g_c+I1), s	3.3	29.7	3.1	13.5	2.4	8.0	4.3	33.2				
Green Ext Time (p_c), s	0.0	3.0	0.0	3.3	0.0	1.0	0.0	4.6				

Intersection Summary

HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

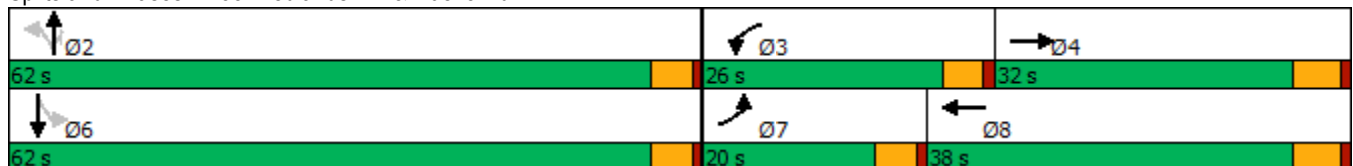


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↗		↕
Traffic Volume (vph)	82	1124	273	1577	171	307	209	53	307
Future Volume (vph)	82	1124	273	1577	171	307	209	53	307
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	20.0	32.0	26.0	38.0	62.0	62.0	62.0	62.0	62.0
Total Split (%)	16.7%	26.7%	21.7%	31.7%	51.7%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.4	27.3	19.9	40.4	37.3	37.3	37.3		37.3
Actuated g/C Ratio	0.09	0.27	0.20	0.41	0.38	0.38	0.38		0.38
v/c Ratio	0.52	1.05	0.82	0.85	0.79	0.47	0.31		0.84
Control Delay	57.4	74.4	59.8	35.2	51.4	25.0	3.5		40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	57.4	74.4	59.8	35.2	51.4	25.0	3.5		40.5
LOS	E	E	E	D	D	C	A		D
Approach Delay		73.4		38.8		25.0			40.5
Approach LOS		E		D		C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 47.8
 Intersection Capacity Utilization 100.0%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	1124	206	273	1577	54	171	307	209	53	307	104
Future Volume (veh/h)	82	1124	206	273	1577	54	171	307	209	53	307	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	1222	183	297	1714	52	186	334	174	58	334	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	1212	182	330	2007	61	304	762	645	94	463	122
Arrive On Green	0.06	0.27	0.27	0.18	0.39	0.39	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1810	4506	675	1810	5169	157	976	1900	1608	132	1155	305
Grp Volume(v), veh/h	89	938	467	297	1146	620	186	334	174	485	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1723	1810	1729	1867	976	1900	1608	1593	0	0
Q Serve(g_s), s	4.8	26.6	26.6	15.9	30.0	30.0	7.7	12.6	7.2	13.7	0.0	0.0
Cycle Q Clear(g_c), s	4.8	26.6	26.6	15.9	30.0	30.0	33.9	12.6	7.2	26.3	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.08	1.00		1.00	0.12		0.19
Lane Grp Cap(c), veh/h	114	930	464	330	1342	725	304	762	645	679	0	0
V/C Ratio(X)	0.78	1.01	1.01	0.90	0.85	0.85	0.61	0.44	0.27	0.71	0.00	0.00
Avail Cap(c_a), veh/h	282	930	464	392	1342	725	480	1103	933	971	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.6	36.1	36.1	39.5	27.7	27.7	31.2	21.5	19.9	25.4	0.0	0.0
Incr Delay (d2), s/veh	4.2	31.4	43.8	19.1	5.6	9.8	2.0	0.4	0.2	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	14.7	16.2	8.5	12.6	14.4	4.4	5.7	2.6	10.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	67.6	79.9	58.6	33.3	37.5	33.2	21.9	20.1	26.8	0.0	0.0
LnGrp LOS	D	F	F	E	C	D	C	C	C	C	A	A
Approach Vol, veh/h		1494			2063			694			485	
Approach Delay, s/veh		70.4			38.2			24.5			26.8	
Approach LOS		E			D			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		44.3	22.6	32.0		44.3	10.9	43.8				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		57.4	21.4	26.6		57.4	15.4	32.6				
Max Q Clear Time (g_c+I1), s		35.9	17.9	28.6		28.3	6.8	32.0				
Green Ext Time (p_c), s		3.7	0.2	0.0		3.9	0.1	0.5				
Intersection Summary												
HCM 6th Ctrl Delay				45.2								
HCM 6th LOS				D								

Timings
37: Lasselle St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

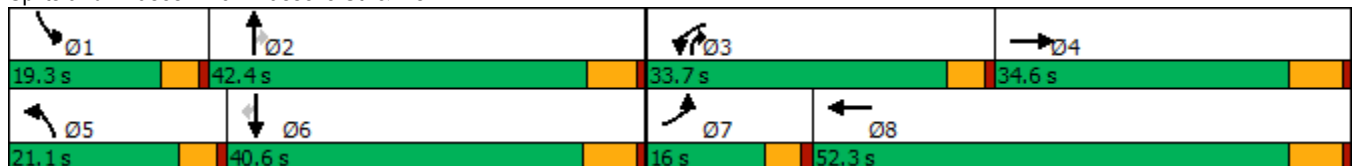


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↓	↖↗	↑↑↓	↖↗	↑↑	↖	↖↗	↑↑	↖
Traffic Volume (vph)	168	690	687	856	406	828	768	308	753	143
Future Volume (vph)	168	690	687	856	406	828	768	308	753	143
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	16.0	34.6	33.7	52.3	21.1	42.4	33.7	19.3	40.6	40.6
Total Split (%)	12.3%	26.6%	25.9%	40.2%	16.2%	32.6%	25.9%	14.8%	31.2%	31.2%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.8	30.6	29.0	48.8	17.1	37.1	66.0	14.7	34.7	34.7
Actuated g/C Ratio	0.08	0.24	0.23	0.38	0.13	0.29	0.52	0.12	0.27	0.27
v/c Ratio	0.61	0.95	0.93	0.55	0.93	0.85	0.96	0.82	0.82	0.29
Control Delay	65.9	59.9	67.2	31.5	82.2	51.4	48.8	72.4	51.7	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	59.9	67.2	31.5	82.2	51.4	48.8	72.4	51.7	6.9
LOS	E	E	E	C	F	D	D	E	D	A
Approach Delay		60.7		46.1		56.7			51.7	
Approach LOS		E		D		E			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 127.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 53.6
 Intersection LOS: D
 Intersection Capacity Utilization 91.6%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselie St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	168	690	416	687	856	137	406	828	768	308	753	143
Future Volume (veh/h)	168	690	416	687	856	137	406	828	768	308	753	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	181	742	313	739	920	120	437	890	611	331	810	91
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	250	847	353	797	1818	236	464	1072	825	396	1014	443
Arrive On Green	0.07	0.24	0.22	0.23	0.39	0.38	0.13	0.30	0.29	0.11	0.28	0.28
Sat Flow, veh/h	3510	3587	1497	3510	4636	602	3510	3610	1595	3510	3610	1577
Grp Volume(v), veh/h	181	715	340	739	685	355	437	890	611	331	810	91
Grp Sat Flow(s),veh/h/ln	1755	1729	1626	1755	1729	1781	1755	1805	1595	1755	1805	1577
Q Serve(g_s), s	6.5	25.7	26.2	26.6	19.4	19.7	15.9	29.7	37.2	11.9	26.9	5.7
Cycle Q Clear(g_c), s	6.5	25.7	26.2	26.6	19.4	19.7	15.9	29.7	37.2	11.9	26.9	5.7
Prop In Lane	1.00		0.92	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	816	384	797	1356	698	464	1072	825	396	1014	443
V/C Ratio(X)	0.72	0.88	0.89	0.93	0.51	0.51	0.94	0.83	0.74	0.84	0.80	0.21
Avail Cap(c_a), veh/h	326	819	385	807	1356	698	464	1072	825	415	1022	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.8	47.5	48.7	48.9	29.8	30.2	55.6	42.4	24.7	56.2	43.1	35.5
Incr Delay (d2), s/veh	3.4	10.5	21.1	16.3	0.3	0.6	27.2	5.6	3.6	12.3	4.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	11.8	12.6	13.0	7.8	8.2	8.6	13.6	14.3	5.8	12.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	58.0	69.7	65.2	30.1	30.8	82.8	48.0	28.3	68.5	47.6	35.7
LnGrp LOS	E	E	E	E	C	C	F	D	C	E	D	D
Approach Vol, veh/h		1236			1779			1938			1232	
Approach Delay, s/veh		61.9			44.8			49.6			52.4	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	42.8	33.4	34.5	21.1	40.3	13.2	54.7				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	14.7	* 37	29.1	28.4	16.5	34.4	11.4	46.1				
Max Q Clear Time (g_c+I1), s	13.9	39.2	28.6	28.2	17.9	28.9	8.5	21.7				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.1	0.0	2.5	0.1	6.6				

Intersection Summary

HCM 6th Ctrl Delay	51.2
HCM 6th LOS	D

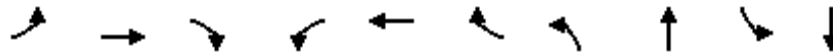
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↔↔	↕↕	↔↔	↕↕
Traffic Volume (vph)	247	97	282	133	84	71	209	1284	198	1664
Future Volume (vph)	247	97	282	133	84	71	209	1284	198	1664
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	5	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.4	9.6	9.6	31.1	31.1	9.6	26.8	9.6	32.8
Total Split (s)	16.6	34.4	13.2	14.6	32.4	32.4	13.2	66.4	14.6	67.8
Total Split (%)	12.8%	26.5%	10.2%	11.2%	24.9%	24.9%	10.2%	51.1%	11.2%	52.2%
Yellow Time (s)	3.6	4.4	3.6	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.6	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.0	16.4	24.4	10.6	15.0	13.9	9.2	63.0	10.2	64.0
Actuated g/C Ratio	0.10	0.14	0.21	0.09	0.13	0.12	0.08	0.54	0.09	0.55
v/c Ratio	0.72	0.38	0.78	0.85	0.36	0.27	0.79	0.73	0.68	0.98
Control Delay	63.3	48.8	45.4	92.7	50.0	6.0	73.9	24.0	64.0	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.3	48.8	45.4	92.7	50.0	6.0	73.9	24.0	64.0	41.9
LOS	E	D	D	F	D	A	E	C	E	D
Approach Delay		53.0			58.8			30.7		44.1
Approach LOS		D			E			C		D

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 116.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 41.6
 Intersection LOS: D
 Intersection Capacity Utilization 86.9%
 ICU Level of Service E
 Analysis Period (min) 15

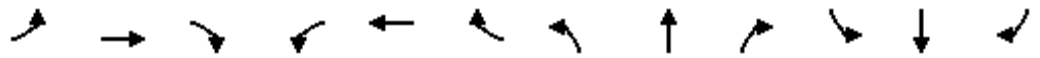
Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↔↔	↕↔		↔↔	↕↔	
Traffic Volume (veh/h)	247	97	282	133	84	71	209	1284	67	198	1664	160
Future Volume (veh/h)	247	97	282	133	84	71	209	1284	67	198	1664	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	260	102	199	140	88	28	220	1352	47	208	1752	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	333	304	350	162	289	229	272	1906	66	281	1805	157
Arrive On Green	0.09	0.16	0.15	0.09	0.15	0.14	0.08	0.54	0.53	0.08	0.54	0.52
Sat Flow, veh/h	3510	1900	1571	1810	1900	1603	3510	3559	124	3510	3355	292
Grp Volume(v), veh/h	260	102	199	140	88	28	220	685	714	208	930	977
Grp Sat Flow(s),veh/h/ln	1755	1900	1571	1810	1900	1603	1755	1805	1878	1755	1805	1843
Q Serve(g_s), s	8.6	5.7	13.4	9.1	4.9	1.8	7.3	33.7	33.8	6.9	58.2	61.8
Cycle Q Clear(g_c), s	8.6	5.7	13.4	9.1	4.9	1.8	7.3	33.7	33.8	6.9	58.2	61.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		0.16
Lane Grp Cap(c), veh/h	333	304	350	162	289	229	272	967	1006	281	971	991
V/C Ratio(X)	0.78	0.34	0.57	0.87	0.30	0.12	0.81	0.71	0.71	0.74	0.96	0.99
Avail Cap(c_a), veh/h	373	487	501	162	455	369	272	967	1006	314	971	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	44.2	41.2	53.3	44.7	44.4	53.8	20.6	20.7	53.3	26.1	27.1
Incr Delay (d2), s/veh	7.9	0.6	1.5	34.4	0.6	0.2	15.3	2.4	2.4	6.5	19.4	24.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.7	5.3	5.6	2.3	0.7	3.7	13.6	14.2	3.2	27.6	31.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	44.8	42.7	87.6	45.3	44.6	69.1	23.0	23.0	59.8	45.5	52.0
LnGrp LOS	E	D	D	F	D	D	E	C	C	E	D	D
Approach Vol, veh/h		561			256			1619			2115	
Approach Delay, s/veh		51.2			68.4			29.3			49.9	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	67.5	14.6	23.0	13.2	67.8	15.3	22.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	10.0	60.6	10.0	29.0	8.6	62.0	12.0	* 27				
Max Q Clear Time (g_c+I1), s	8.9	35.8	11.1	15.4	9.3	63.8	10.6	6.9				
Green Ext Time (p_c), s	0.0	10.0	0.0	1.0	0.0	0.0	0.1	0.4				

Intersection Summary

HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

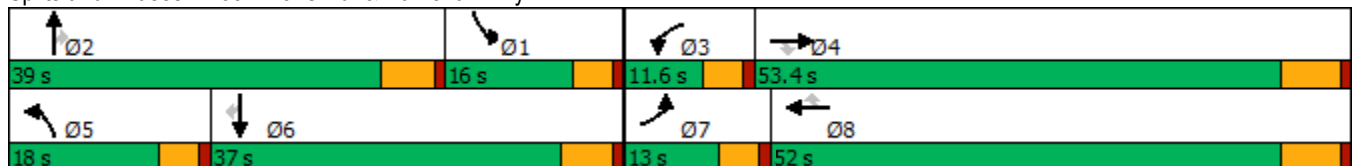
06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	2570	218	76	3525	567	640	590	61	394	356	506
Future Volume (vph)	359	2570	218	76	3525	567	640	590	61	394	356	506
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	13.0	53.4	53.4	11.6	52.0	52.0	18.0	39.0	39.0	16.0	37.0	37.0
Total Split (%)	10.8%	44.5%	44.5%	9.7%	43.3%	43.3%	15.0%	32.5%	32.5%	13.3%	30.8%	30.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.0	51.9	51.9	7.0	48.0	48.0	14.0	28.0	28.0	19.0	33.0	33.0
Actuated g/C Ratio	0.08	0.43	0.43	0.06	0.40	0.40	0.12	0.23	0.23	0.16	0.28	0.28
v/c Ratio	1.41	0.83	0.28	0.38	1.23	0.74	1.62	0.71	0.14	0.73	0.36	1.03
Control Delay	247.3	33.6	4.1	59.6	141.0	22.1	323.1	46.5	0.6	57.5	36.3	81.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	247.3	33.6	4.1	59.6	141.0	22.1	323.1	46.5	0.6	57.5	36.3	81.5
LOS	F	C	A	E	F	C	F	D	A	E	D	F
Approach Delay		55.9			123.3			181.4			61.1	
Approach LOS		E			F			F			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.62
 Intersection Signal Delay: 101.5
 Intersection LOS: F
 Intersection Capacity Utilization 110.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	359	2570	218	76	3525	567	640	590	61	394	356	506
Future Volume (veh/h)	359	2570	218	76	3525	567	640	590	61	394	356	506
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	382	2734	0	81	3750	337	681	628	33	419	379	272
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	3540		169	3280	695	456	832	353	412	827	346
Arrive On Green	0.11	0.61	0.00	0.06	0.56	0.56	0.13	0.22	0.22	0.11	0.22	0.22
Sat Flow, veh/h	3619	7600	1610	3619	7600	1610	3619	3800	1610	3619	3800	1589
Grp Volume(v), veh/h	382	2734	0	81	3750	337	681	628	33	419	379	272
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1589
Q Serve(g_s), s	9.0	29.6	0.0	2.4	48.0	8.1	14.0	17.2	1.5	12.7	9.6	18.0
Cycle Q Clear(g_c), s	9.0	29.6	0.0	2.4	48.0	8.1	14.0	17.2	1.5	12.7	9.6	18.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	3540		169	3280	695	456	832	353	412	827	346
V/C Ratio(X)	1.30	0.77		0.48	1.14	0.48	1.49	0.75	0.09	1.02	0.46	0.79
Avail Cap(c_a), veh/h	293	3540		247	3280	695	456	1196	507	412	1128	472
HCM Platoon Ratio	1.30	1.30	1.30	1.30	1.30	1.30	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	17.6	0.0	50.9	24.4	5.6	48.6	40.6	22.5	49.3	37.8	41.1
Incr Delay (d2), s/veh	159.6	1.1	0.0	0.8	68.6	0.5	234.1	1.7	0.1	48.6	0.4	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	9.2	0.0	1.1	31.2	3.9	20.9	7.9	0.7	8.3	4.4	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	209.3	18.7	0.0	51.7	93.0	6.1	282.7	42.3	22.7	97.9	38.2	47.1
LnGrp LOS	F	B		D	F	A	F	D	C	F	D	D
Approach Vol, veh/h		3116	A		4168			1342			1070	
Approach Delay, s/veh		42.0			85.2			163.8			63.8	
Approach LOS		D			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	28.4	9.2	55.8	18.0	28.2	13.0	52.0				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	11.4	* 33	7.0	46.9	13.4	31.2	8.4	45.5				
Max Q Clear Time (g_c+I1), s	14.7	19.2	4.4	31.6	16.0	20.0	11.0	50.0				
Green Ext Time (p_c), s	0.0	3.4	0.0	13.6	0.0	2.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	79.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

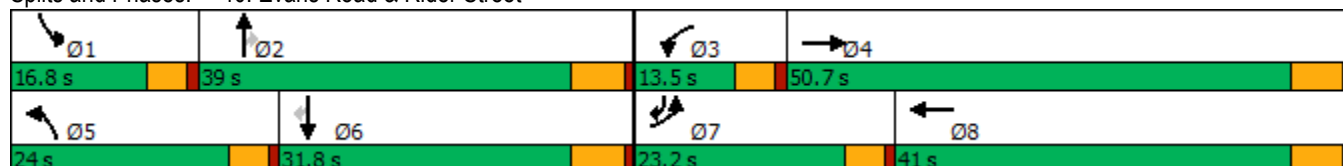


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	270	673	48	815	281	556	125	120	295	381
Future Volume (vph)	270	673	48	815	281	556	125	120	295	381
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	9.6
Total Split (s)	23.2	50.7	13.5	41.0	24.0	39.0	39.0	16.8	31.8	23.2
Total Split (%)	19.3%	42.3%	11.3%	34.2%	20.0%	32.5%	32.5%	14.0%	26.5%	19.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	18.6	48.7	7.3	35.3	19.4	25.9	25.9	10.9	17.4	41.8
Actuated g/C Ratio	0.17	0.44	0.07	0.32	0.17	0.23	0.23	0.10	0.16	0.37
v/c Ratio	0.97	0.54	0.44	1.01	0.97	0.72	0.28	0.74	0.57	0.62
Control Delay	93.2	26.1	63.4	66.7	91.2	45.0	5.6	74.2	47.4	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.2	26.1	63.4	66.7	91.2	45.0	5.6	74.2	47.4	24.5
LOS	F	C	E	E	F	D	A	E	D	C
Approach Delay		43.4		66.5		53.4			40.5	
Approach LOS		D		E		D			D	

Intersection Summary























Cycle Length: 120	
Actuated Cycle Length: 111.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 51.7	Intersection LOS: D
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)
06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	673	100	48	815	227	281	556	125	120	295	381
Future Volume (veh/h)	270	673	100	48	815	227	281	556	125	120	295	381
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	293	732	94	52	886	205	305	604	119	130	321	279
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	296	1404	180	67	902	208	309	926	413	158	624	542
Arrive On Green	0.16	0.44	0.44	0.04	0.31	0.31	0.17	0.26	0.26	0.09	0.17	0.17
Sat Flow, veh/h	1810	3218	413	1810	2911	673	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	293	410	416	52	549	542	305	604	119	130	321	279
Grp Sat Flow(s),veh/h/ln	1810	1805	1826	1810	1805	1779	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	18.4	18.9	18.9	3.2	34.3	34.4	19.1	17.0	6.7	8.0	9.2	15.8
Cycle Q Clear(g_c), s	18.4	18.9	18.9	3.2	34.3	34.4	19.1	17.0	6.7	8.0	9.2	15.8
Prop In Lane	1.00		0.23	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	787	796	67	559	551	309	926	413	158	624	542
V/C Ratio(X)	0.99	0.52	0.52	0.77	0.98	0.98	0.99	0.65	0.29	0.83	0.51	0.51
Avail Cap(c_a), veh/h	296	787	796	142	559	551	309	1055	470	194	826	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.4	23.4	23.4	54.2	38.9	38.9	47.0	37.7	33.9	51.0	42.7	30.3
Incr Delay (d2), s/veh	49.1	0.6	0.6	6.8	33.4	33.9	47.5	1.2	0.4	17.3	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	7.7	7.8	1.6	19.6	19.4	12.4	7.4	2.6	4.3	4.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.6	24.0	24.0	61.0	72.3	72.9	94.5	38.9	34.3	68.3	43.3	31.0
LnGrp LOS	F	C	C	E	E	E	F	D	C	E	D	C
Approach Vol, veh/h		1119			1143			1028			730	
Approach Delay, s/veh		43.0			72.1			54.9			43.1	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	34.9	8.8	55.4	24.0	25.4	23.2	41.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	12.2	33.2	8.9	44.9	19.4	26.0	18.6	35.2				
Max Q Clear Time (g_c+I1), s	10.0	19.0	5.2	20.9	21.1	17.8	20.4	36.4				
Green Ext Time (p_c), s	0.0	3.5	0.0	4.9	0.0	1.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.3									
HCM 6th LOS			D									

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	176	637	97	397	318	561	259	269	439	194
Future Volume (vph)	176	637	97	397	318	561	259	269	439	194
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	20.0	30.0	14.0	24.0	29.0	50.0	50.0	26.0	47.0	47.0
Total Split (%)	16.7%	25.0%	11.7%	20.0%	24.2%	41.7%	41.7%	21.7%	39.2%	39.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	13.9	24.4	8.8	19.3	23.0	23.7	23.7	19.7	20.4	20.4
Actuated g/C Ratio	0.14	0.25	0.09	0.20	0.24	0.24	0.24	0.20	0.21	0.21
v/c Ratio	0.75	0.97	0.65	0.85	0.81	0.70	0.52	0.80	0.63	0.42
Control Delay	59.9	61.9	64.1	49.5	52.8	38.3	12.7	55.6	39.1	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.9	61.9	64.1	49.5	52.8	38.3	12.7	55.6	39.1	7.2
LOS	E	E	E	D	D	D	B	E	D	A
Approach Delay		61.5		51.7		36.5			37.2	
Approach LOS		E		D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 46.0
 Intersection LOS: D
 Intersection Capacity Utilization 77.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	637	160	97	397	161	318	561	259	269	439	194
Future Volume (veh/h)	176	637	160	97	397	161	318	561	259	269	439	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	191	692	123	105	432	142	346	610	209	292	477	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	790	140	134	552	180	385	875	388	331	767	342
Arrive On Green	0.13	0.26	0.26	0.07	0.21	0.21	0.21	0.24	0.24	0.18	0.21	0.21
Sat Flow, veh/h	1810	3055	542	1810	2674	870	1810	3610	1600	1810	3610	1608
Grp Volume(v), veh/h	191	409	406	105	290	284	346	610	209	292	477	151
Grp Sat Flow(s),veh/h/ln	1810	1805	1792	1810	1805	1739	1810	1805	1600	1810	1805	1608
Q Serve(g_s), s	8.9	18.6	18.7	4.9	13.1	13.3	16.0	13.2	9.8	13.5	10.3	7.0
Cycle Q Clear(g_c), s	8.9	18.6	18.7	4.9	13.1	13.3	16.0	13.2	9.8	13.5	10.3	7.0
Prop In Lane	1.00		0.30	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	467	464	134	373	359	385	875	388	331	767	342
V/C Ratio(X)	0.84	0.88	0.88	0.78	0.78	0.79	0.90	0.70	0.54	0.88	0.62	0.44
Avail Cap(c_a), veh/h	324	508	504	198	382	368	514	1856	823	450	1730	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	30.5	30.5	39.1	32.2	32.3	32.9	29.7	28.4	34.2	30.7	29.4
Incr Delay (d2), s/veh	8.8	14.8	15.1	6.3	9.7	10.8	12.9	1.0	1.2	11.8	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	9.4	9.4	2.3	6.3	6.3	7.9	5.5	3.6	6.6	4.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	45.3	45.6	45.4	41.9	43.2	45.9	30.7	29.5	46.0	31.5	30.3
LnGrp LOS	D	D	D	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		1006			679			1165			920	
Approach Delay, s/veh		45.5			43.0			35.0			35.9	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.3	26.6	11.0	28.0	22.9	24.1	15.5	23.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	21.4	44.2	9.4	24.2	24.4	41.2	15.4	18.2				
Max Q Clear Time (g_c+I1), s	15.5	15.2	6.9	20.7	18.0	12.3	10.9	15.3				
Green Ext Time (p_c), s	0.2	4.7	0.0	1.6	0.3	3.5	0.1	0.9				

Intersection Summary

HCM 6th Ctrl Delay			39.5									
HCM 6th LOS			D									

Timings
42: Nuevo Rd. & Evans Rd.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↓	↖↗	↑↑↓	↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (vph)	592	1004	674	1112	76	751	199	63	682	705
Future Volume (vph)	592	1004	674	1112	76	751	199	63	682	705
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	9.6	26.6	9.6
Total Split (s)	40.0	33.9	48.0	41.9	10.6	28.0	48.0	10.1	27.5	40.0
Total Split (%)	33.3%	28.3%	40.0%	34.9%	8.8%	23.3%	40.0%	8.4%	22.9%	33.3%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None	None	None
Act Effct Green (s)	29.2	36.1	28.8	35.6	6.0	22.3	55.7	5.5	21.8	55.6
Actuated g/C Ratio	0.26	0.32	0.25	0.31	0.05	0.20	0.49	0.05	0.19	0.49
v/c Ratio	0.71	0.68	0.82	0.86	0.86	0.80	0.26	0.77	0.74	0.90
Control Delay	42.7	37.0	48.2	43.3	116.2	50.5	11.1	104.2	48.7	36.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	37.0	48.2	43.3	116.2	50.5	11.1	104.2	48.7	36.6
LOS	D	D	D	D	F	D	B	F	D	D
Approach Delay		39.0		45.0		47.8			45.2	
Approach LOS		D		D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 43.9
 Intersection LOS: D
 Intersection Capacity Utilization 86.2%
 ICU Level of Service E
 Analysis Period (min) 15


































Splits and Phases: 42: Nuevo Rd. & Evans Rd.



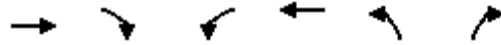
HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			  		 	  	
Traffic Volume (veh/h)	592	1004	33	674	1112	166	76	751	199	63	682	705
Future Volume (veh/h)	592	1004	33	674	1112	166	76	751	199	63	682	705
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	643	1091	14	733	1209	120	83	816	162	68	741	368
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	726	1632	21	820	1609	160	103	1102	718	94	1077	667
Arrive On Green	0.21	0.31	0.31	0.23	0.34	0.34	0.06	0.21	0.21	0.05	0.21	0.21
Sat Flow, veh/h	3510	5278	68	3510	4789	475	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	643	715	390	733	873	456	83	816	162	68	741	368
Grp Sat Flow(s),veh/h/ln	1755	1729	1888	1755	1729	1806	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	18.7	19.0	19.0	21.3	23.6	23.6	4.8	15.5	6.5	3.9	13.9	18.3
Cycle Q Clear(g_c), s	18.7	19.0	19.0	21.3	23.6	23.6	4.8	15.5	6.5	3.9	13.9	18.3
Prop In Lane	1.00		0.04	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	726	1070	584	820	1162	607	103	1102	718	94	1077	667
V/C Ratio(X)	0.89	0.67	0.67	0.89	0.75	0.75	0.81	0.74	0.23	0.72	0.69	0.55
Avail Cap(c_a), veh/h	1179	1070	584	1446	1162	607	103	1152	733	94	1127	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	31.7	31.7	39.1	31.1	31.1	49.1	38.8	18.0	49.2	38.6	23.4
Incr Delay (d2), s/veh	3.0	3.3	6.0	1.7	4.5	8.4	33.6	2.5	0.2	20.5	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	7.8	8.9	8.7	9.7	10.8	3.1	6.8	2.2	2.3	6.1	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	35.0	37.7	40.8	35.6	39.5	82.7	41.3	18.1	69.6	40.3	24.3
LnGrp LOS	D	D	D	D	D	D	F	D	B	E	D	C
Approach Vol, veh/h		1748			2062			1061			1177	
Approach Delay, s/veh		38.7			38.3			41.0			37.0	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	27.0	29.2	39.1	10.6	26.5	26.4	41.9				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	5.5	23.4	43.4	27.4	6.0	22.9	35.4	35.4				
Max Q Clear Time (g_c+1), s	5.9	17.5	23.3	21.0	6.8	20.3	20.7	25.6				
Green Ext Time (p_c), s	0.0	3.1	1.3	3.2	0.0	1.6	1.1	5.2				
Intersection Summary												
HCM 6th Ctrl Delay				38.6								
HCM 6th LOS				D								

Timings
43: Bradley St. & Ramona Expy

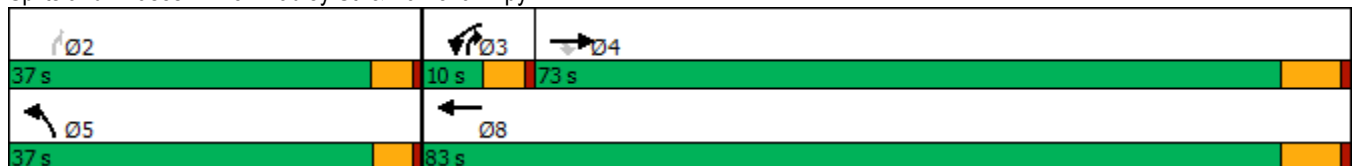


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑↑	↑	↵	↑↑↑	↵	↵	
Traffic Volume (vph)	2810	49	31	3354	293	72	
Future Volume (vph)	2810	49	31	3354	293	72	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	73.0	73.0	10.0	83.0	37.0	10.0	37.0
Total Split (%)	60.8%	60.8%	8.3%	69.2%	30.8%	8.3%	31%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	68.8	68.8	5.3	76.7	24.4	34.2	
Actuated g/C Ratio	0.61	0.61	0.05	0.68	0.22	0.31	
v/c Ratio	0.76	0.05	0.40	0.82	0.81	0.16	
Control Delay	18.8	4.5	67.9	15.5	58.1	28.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.8	4.5	67.9	15.5	58.1	28.6	
LOS	B	A	E	B	E	C	
Approach Delay	18.6			16.0	52.3		
Approach LOS	B			B	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.1
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 19.1
 Intersection LOS: B
 Intersection Capacity Utilization 74.0%
 ICU Level of Service D
 Analysis Period (min) 15

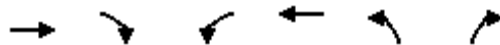
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖	↑↑↑↑	↖	↗
Traffic Volume (veh/h)	2810	49	31	3354	293	72
Future Volume (veh/h)	2810	49	31	3354	293	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3054	51	34	3646	318	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	4097	1008	54	4570	359	367
Arrive On Green	0.63	0.63	0.03	0.70	0.20	0.20
Sat Flow, veh/h	6802	1608	1810	6802	1810	1610
Grp Volume(v), veh/h	3054	51	34	3646	318	62
Grp Sat Flow(s),veh/h/ln	1634	1608	1810	1634	1810	1610
Q Serve(g_s), s	35.2	1.3	2.0	40.8	18.4	3.3
Cycle Q Clear(g_c), s	35.2	1.3	2.0	40.8	18.4	3.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4097	1008	54	4570	359	367
V/C Ratio(X)	0.75	0.05	0.63	0.80	0.89	0.17
Avail Cap(c_a), veh/h	4097	1008	91	4647	547	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	7.7	51.6	11.0	41.9	33.3
Incr Delay (d2), s/veh	0.8	0.0	4.5	1.0	11.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	0.4	0.9	10.6	9.3	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.8	7.8	56.2	12.0	52.9	33.5
LnGrp LOS	B	A	E	B	D	C
Approach Vol, veh/h	3105			3680	380	
Approach Delay, s/veh	14.7			12.4	49.7	
Approach LOS	B			B	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		25.9	7.8	74.0		81.7
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		32.5	5.4	66.5		76.5
Max Q Clear Time (g_c+I1), s		20.4	4.0	37.2		42.8
Green Ext Time (p_c), s		1.0	0.0	26.2		32.4

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Timings
45: Dunlap Dr. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

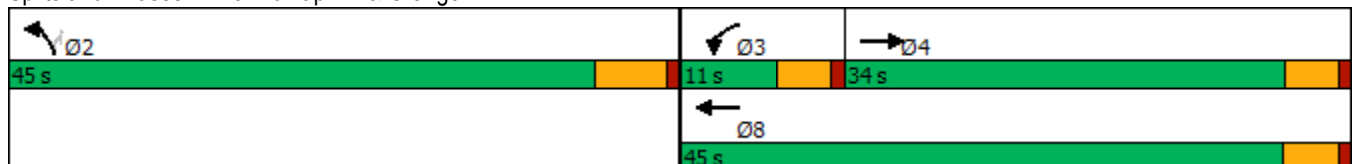


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑
Traffic Volume (vph)	508	22	167	399	98
Future Volume (vph)	508	22	167	399	98
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	21.6	9.6	14.7	27.8	27.8
Total Split (s)	34.0	11.0	45.0	45.0	45.0
Total Split (%)	37.8%	12.2%	50.0%	50.0%	50.0%
Yellow Time (s)	3.6	3.6	3.7	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.7	5.8	5.8
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	36.7	5.6	40.6	22.6	22.6
Actuated g/C Ratio	0.50	0.08	0.55	0.31	0.31
v/c Ratio	0.45	0.18	0.09	0.78	0.19
Control Delay	14.2	37.5	9.4	33.8	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	37.5	9.4	33.8	4.7
LOS	B	D	A	C	A
Approach Delay	14.2		12.7	28.0	
Approach LOS	B		B	C	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 73.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 18.9
 Intersection LOS: B
 Intersection Capacity Utilization 51.7%
 ICU Level of Service A
 Analysis Period (min) 15

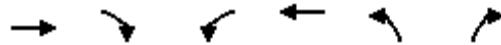
Splits and Phases: 45: Dunlap Dr. & Orange Av.



HCM 6th Signalized Intersection Summary
45: Dunlap Dr. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Traffic Volume (veh/h)	508	215	22	167	399	98
Future Volume (veh/h)	508	215	22	167	399	98
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	552	234	24	182	434	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1187	502	48	2066	504	449
Arrive On Green	0.48	0.48	0.03	0.57	0.28	0.28
Sat Flow, veh/h	2567	1045	1810	3705	1810	1610
Grp Volume(v), veh/h	403	383	24	182	434	107
Grp Sat Flow(s),veh/h/ln	1805	1712	1810	1805	1810	1610
Q Serve(g_s), s	10.5	10.6	0.9	1.6	16.0	3.6
Cycle Q Clear(g_c), s	10.5	10.6	0.9	1.6	16.0	3.6
Prop In Lane		0.61	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	867	822	48	2066	504	449
V/C Ratio(X)	0.46	0.47	0.50	0.09	0.86	0.24
Avail Cap(c_a), veh/h	867	822	164	2066	1007	896
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	12.3	33.8	6.8	24.1	19.6
Incr Delay (d2), s/veh	1.8	1.9	2.9	0.1	4.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.1	0.4	0.5	6.6	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	14.2	36.8	6.9	28.5	19.9
LnGrp LOS	B	B	D	A	C	B
Approach Vol, veh/h	786			206	541	
Approach Delay, s/veh	14.1			10.4	26.8	
Approach LOS	B			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		25.4	6.5	38.5		45.0
Change Period (Y+Rc), s		5.8	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		39.2	6.4	* 29		* 40
Max Q Clear Time (g_c+I1), s		18.0	2.9	12.6		3.6
Green Ext Time (p_c), s		1.6	0.0	5.0		1.2

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

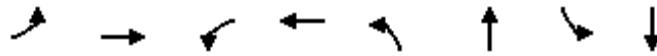
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

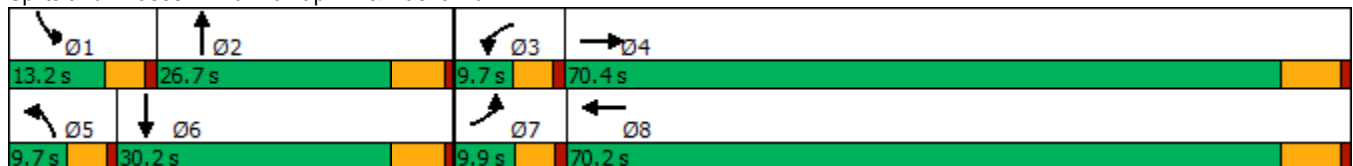


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖↗	↕
Traffic Volume (vph)	41	1062	7	1641	11	26	120	26
Future Volume (vph)	41	1062	7	1641	11	26	120	26
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	9.9	70.4	9.7	70.2	9.7	26.7	13.2	30.2
Total Split (%)	8.3%	58.7%	8.1%	58.5%	8.1%	22.3%	11.0%	25.2%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	67.3	5.2	61.6	5.2	12.1	9.3	19.9
Actuated g/C Ratio	0.05	0.65	0.05	0.60	0.05	0.12	0.09	0.19
v/c Ratio	0.45	0.47	0.08	0.89	0.12	0.21	0.39	0.32
Control Delay	68.1	11.3	54.6	26.3	55.6	31.4	53.1	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.1	11.3	54.6	26.3	55.6	31.4	53.1	13.9
LOS	E	B	D	C	E	C	D	B
Approach Delay		13.4		26.4		36.0		32.8
Approach LOS		B		C		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 22.6
 Intersection LOS: C
 Intersection Capacity Utilization 72.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	41	1062	17	7	1641	207	11	26	20	120	26	103
Future Volume (veh/h)	41	1062	17	7	1641	207	11	26	20	120	26	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	42	1084	12	7	1674	193	11	27	18	122	27	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	2251	25	16	1926	218	24	107	71	187	77	162
Arrive On Green	0.03	0.62	0.62	0.01	0.59	0.59	0.01	0.10	0.10	0.05	0.14	0.14
Sat Flow, veh/h	1810	3657	40	1810	3268	371	1810	1063	709	3510	544	1149
Grp Volume(v), veh/h	42	535	561	7	912	955	11	0	45	122	0	84
Grp Sat Flow(s),veh/h/ln	1810	1805	1893	1810	1805	1833	1810	0	1772	1755	0	1693
Q Serve(g_s), s	2.2	15.7	15.7	0.4	40.7	43.3	0.6	0.0	2.3	3.3	0.0	4.4
Cycle Q Clear(g_c), s	2.2	15.7	15.7	0.4	40.7	43.3	0.6	0.0	2.3	3.3	0.0	4.4
Prop In Lane	1.00		0.02	1.00		0.20	1.00		0.40	1.00		0.68
Lane Grp Cap(c), veh/h	63	1111	1165	16	1064	1081	24	0	179	187	0	238
V/C Ratio(X)	0.66	0.48	0.48	0.44	0.86	0.88	0.46	0.00	0.25	0.65	0.00	0.35
Avail Cap(c_a), veh/h	99	1189	1247	95	1185	1204	95	0	382	311	0	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.2	10.2	10.2	47.8	16.5	17.1	47.5	0.0	40.2	45.0	0.0	37.7
Incr Delay (d2), s/veh	4.4	0.3	0.3	6.8	5.9	7.5	5.0	0.0	0.7	1.4	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.9	5.2	0.2	14.8	16.3	0.3	0.0	1.0	1.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	10.5	10.5	54.6	22.5	24.5	52.5	0.0	41.0	46.5	0.0	38.6
LnGrp LOS	D	B	B	D	C	C	D	A	D	D	A	D
Approach Vol, veh/h		1138			1874			56				206
Approach Delay, s/veh		12.0			23.6			43.2				43.3
Approach LOS		B			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	15.6	5.5	66.2	5.9	19.4	8.0	63.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	8.6	20.9	5.1	63.9	5.1	24.4	5.3	63.7				
Max Q Clear Time (g_c+I1), s	5.3	4.3	2.4	17.7	2.6	6.4	4.2	45.3				
Green Ext Time (p_c), s	0.1	0.1	0.0	7.2	0.0	0.3	0.0	11.9				

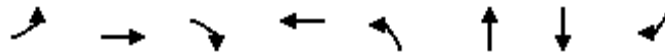
Intersection Summary

HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖	↗	↖	↗	↖
Traffic Volume (vph)	283	0	477	0	429	3101	2662	221	
Future Volume (vph)	283	0	477	0	429	3101	2662	221	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	35.0	35.0	35.0	35.0	22.0	75.4	63.0	63.0	9.6
Total Split (%)	29.2%	29.2%	29.2%	29.2%	18.3%	62.8%	52.5%	52.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		28.8	28.8	28.8	17.1	78.2	56.6	56.6	
Actuated g/C Ratio		0.24	0.24	0.24	0.14	0.66	0.48	0.48	
v/c Ratio		0.88	0.95	0.00	0.92	0.78	0.92	0.28	
Control Delay		69.4	55.2	0.0	75.1	15.8	35.4	8.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		69.4	55.2	0.0	75.1	15.8	35.4	8.0	
LOS		E	E	A	E	B	D	A	
Approach Delay		60.5				23.0	33.3		
Approach LOS		E				C	C		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.1	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 31.1	Intersection LOS: C
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	





















Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

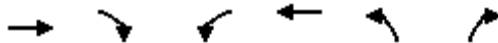
06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	0	477	0	0	1	429	3101	1	0	2662	221
Future Volume (veh/h)	283	0	477	0	0	1	429	3101	1	0	2662	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	308	0	381	0	0	1	466	3371	1	0	2893	193
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	421	0	404	0	0	404	511	4461	1	2	3084	760
Arrive On Green	0.25	0.00	0.25	0.00	0.00	0.25	0.15	0.66	0.66	0.00	0.47	0.47
Sat Flow, veh/h	1436	0	1610	0	0	1610	3510	6800	2	1810	6536	1610
Grp Volume(v), veh/h	308	0	381	0	0	1	466	2430	942	0	2893	193
Grp Sat Flow(s),veh/h/ln	1436	0	1610	0	0	1610	1755	1634	1900	1810	1634	1610
Q Serve(g_s), s	24.4	0.0	27.7	0.0	0.0	0.1	15.6	40.4	40.4	0.0	50.1	8.6
Cycle Q Clear(g_c), s	24.4	0.0	27.7	0.0	0.0	0.1	15.6	40.4	40.4	0.0	50.1	8.6
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	421	0	404	0	0	404	511	3216	1246	2	3084	760
V/C Ratio(X)	0.73	0.00	0.94	0.00	0.00	0.00	0.91	0.76	0.76	0.00	0.94	0.25
Avail Cap(c_a), veh/h	426	0	410	0	0	410	511	3216	1246	76	3092	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	0.0	43.9	0.0	0.0	33.5	50.3	14.0	14.0	0.0	29.9	18.9
Incr Delay (d2), s/veh	6.3	0.0	30.1	0.0	0.0	0.0	20.1	1.1	2.7	0.0	6.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	0.0	14.1	0.0	0.0	0.0	8.0	12.2	14.7	0.0	18.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	0.0	74.0	0.0	0.0	33.5	70.4	15.1	16.7	0.0	36.3	19.1
LnGrp LOS	D	A	E	A	A	C	E	B	B	A	D	B
Approach Vol, veh/h		689			1			3838			3086	
Approach Delay, s/veh		62.8			33.5			22.2			35.3	
Approach LOS		E			C			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	84.9		34.6	22.0	62.9		34.6				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	68.9		30.4	17.4	56.5		30.4				
Max Q Clear Time (g_c+I1), s	0.0	42.4		29.7	17.6	52.1		2.1				
Green Ext Time (p_c), s	0.0	23.9		0.3	0.0	4.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									

Timings
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑	↙↘	↑↑↑↑	↙↘	↑
Traffic Volume (vph)	1751	1387	246	3121	411	64
Future Volume (vph)	1751	1387	246	3121	411	64
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	84.0	84.0	13.0	97.0	23.0	23.0
Total Split (%)	70.0%	70.0%	10.8%	80.8%	19.2%	19.2%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.6	6.5	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Max	Max	None	Max	None	None
Act Effct Green (s)	77.5	77.5	8.4	90.5	17.1	17.1
Actuated g/C Ratio	0.65	0.65	0.07	0.75	0.14	0.14
v/c Ratio	0.45	1.16	1.09	0.69	0.90	0.24
Control Delay	11.0	93.6	134.8	8.4	72.5	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	93.6	134.8	8.4	72.5	12.8
LOS	B	F	F	A	E	B
Approach Delay	47.5			17.6	64.4	
Approach LOS	D			B	E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 34.3
 Intersection LOS: C
 Intersection Capacity Utilization 102.2%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

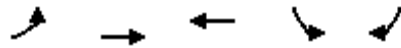


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↙↙	↑↑↑↑	↙↙	↗
Traffic Volume (veh/h)	1751	1387	246	3121	411	64
Future Volume (veh/h)	1751	1387	246	3121	411	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1903	1182	267	3392	447	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	4227	1041	246	4936	499	229
Arrive On Green	0.65	0.65	0.07	0.76	0.14	0.14
Sat Flow, veh/h	6802	1610	3510	6802	3510	1610
Grp Volume(v), veh/h	1903	1182	267	3392	447	54
Grp Sat Flow(s),veh/h/ln	1634	1610	1755	1634	1755	1610
Q Serve(g_s), s	17.4	77.5	8.4	31.7	15.0	3.6
Cycle Q Clear(g_c), s	17.4	77.5	8.4	31.7	15.0	3.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4227	1041	246	4936	499	229
V/C Ratio(X)	0.45	1.14	1.09	0.69	0.90	0.24
Avail Cap(c_a), veh/h	4227	1041	246	4936	504	231
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	21.2	55.7	7.5	50.5	45.6
Incr Delay (d2), s/veh	0.3	72.9	81.9	0.8	18.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	44.0	6.4	7.6	7.7	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	94.1	137.6	8.3	68.8	46.1
LnGrp LOS	B	F	F	A	E	D
Approach Vol, veh/h	3085			3659	501	
Approach Delay, s/veh	42.8			17.7	66.4	
Approach LOS	D			B	E	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		22.8	13.0	84.0		97.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		17.2	8.4	77.5		90.5
Max Q Clear Time (g_c+I1), s		17.0	10.4	79.5		33.7
Green Ext Time (p_c), s		0.0	0.0	0.0		50.9
Intersection Summary						
HCM 6th Ctrl Delay			31.7			
HCM 6th LOS			C			

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

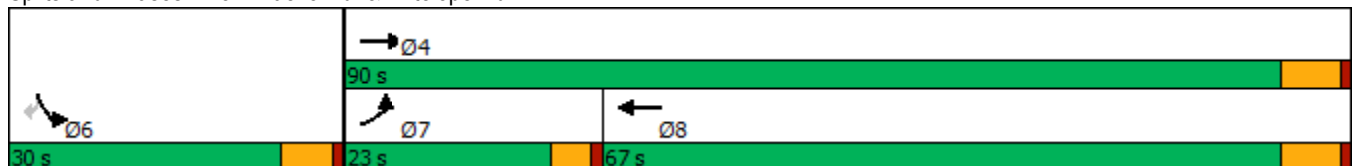


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↔↔	↑↑	↑↔	↔↔	↔
Traffic Volume (vph)	590	580	1542	118	176
Future Volume (vph)	590	580	1542	118	176
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	23.0	90.0	67.0	30.0	30.0
Total Split (%)	19.2%	75.0%	55.8%	25.0%	25.0%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	18.4	83.5	60.5	10.6	10.6
Actuated g/C Ratio	0.17	0.78	0.57	0.10	0.10
v/c Ratio	1.06	0.22	1.06	0.37	0.58
Control Delay	95.9	3.2	61.9	48.0	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	95.9	3.2	61.9	48.0	13.9
LOS	F	A	E	D	B
Approach Delay		50.0	61.9	27.6	
Approach LOS		D	E	C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.4
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 54.9
 Intersection LOS: D
 Intersection Capacity Utilization 95.1%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
 51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↔↔	↑↑	↑↔		↔↔	↔	
Traffic Volume (veh/h)	590	580	1542	414	118	176	
Future Volume (veh/h)	590	580	1542	414	118	176	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	641	630	1676	314	128	109	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	611	2849	1745	317	332	152	
Arrive On Green	0.17	0.79	0.57	0.57	0.09	0.09	
Sat Flow, veh/h	3510	3705	3146	554	3510	1610	
Grp Volume(v), veh/h	641	630	969	1021	128	109	
Grp Sat Flow(s),veh/h/ln	1755	1805	1805	1800	1755	1610	
Q Serve(g_s), s	18.4	4.7	52.6	59.3	3.6	7.0	
Cycle Q Clear(g_c), s	18.4	4.7	52.6	59.3	3.6	7.0	
Prop In Lane	1.00			0.31	1.00	1.00	
Lane Grp Cap(c), veh/h	611	2849	1032	1030	332	152	
V/C Ratio(X)	1.05	0.22	0.94	0.99	0.39	0.72	
Avail Cap(c_a), veh/h	611	2849	1032	1030	803	368	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	43.7	2.8	20.9	22.4	45.0	46.5	
Incr Delay (d2), s/veh	50.2	0.2	16.7	26.0	0.7	6.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	11.8	1.0	23.2	28.2	1.6	6.4	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	93.9	3.0	37.7	48.4	45.8	52.7	
LnGrp LOS	F	A	D	D	D	D	
Approach Vol, veh/h		1271	1990		237		
Approach Delay, s/veh		48.8	43.2		48.9		
Approach LOS		D	D		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.0	15.8	23.0	67.0
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				83.5	24.2	18.4	60.5
Max Q Clear Time (g_c+I1), s				6.7	9.0	20.4	61.3
Green Ext Time (p_c), s				4.2	0.6	0.0	0.0
Intersection Summary							
HCM 6th Ctrl Delay			45.6				
HCM 6th LOS			D				

Timings
52: Street A & Ramona Expy

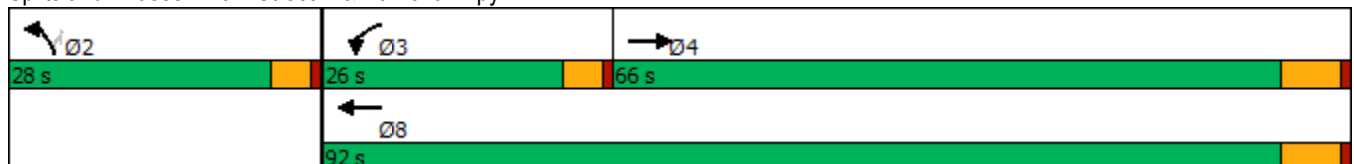


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↙	↑↑↑↑	↙	↗
Traffic Volume (vph)	1304	147	3216	151	43
Future Volume (vph)	1304	147	3216	151	43
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	9.6	16.5	14.6	14.6
Total Split (s)	66.0	26.0	92.0	28.0	28.0
Total Split (%)	55.0%	21.7%	76.7%	23.3%	23.3%
Yellow Time (s)	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	66.8	14.2	85.6	15.5	15.5
Actuated g/C Ratio	0.60	0.13	0.76	0.14	0.14
v/c Ratio	0.52	0.70	0.70	0.66	0.18
Control Delay	14.1	63.3	8.2	58.7	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	63.3	8.2	58.7	13.3
LOS	B	E	A	E	B
Approach Delay	14.1		10.6	48.6	
Approach LOS	B		B	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 13.1
 Intersection LOS: B
 Intersection Capacity Utilization 64.2%
 ICU Level of Service C
 Analysis Period (min) 15

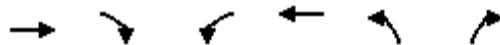
Splits and Phases: 52: Street A & Ramona Expy



HCM 6th Signalized Intersection Summary
52: Street A & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/04/2020

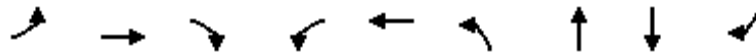


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↶	↑↑↑↑	↶	↷
Traffic Volume (veh/h)	1304	511	147	3216	151	43
Future Volume (veh/h)	1304	511	147	3216	151	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1417	555	160	3496	164	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3132	1029	191	5143	201	179
Arrive On Green	0.64	0.64	0.11	0.79	0.11	0.11
Sat Flow, veh/h	5168	1610	1810	6802	1810	1610
Grp Volume(v), veh/h	1417	555	160	3496	164	47
Grp Sat Flow(s),veh/h/ln	1634	1610	1810	1634	1810	1610
Q Serve(g_s), s	16.0	20.6	9.4	26.6	9.6	2.9
Cycle Q Clear(g_c), s	16.0	20.6	9.4	26.6	9.6	2.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3132	1029	191	5143	201	179
V/C Ratio(X)	0.45	0.54	0.84	0.68	0.82	0.26
Avail Cap(c_a), veh/h	3132	1029	356	5143	390	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	10.8	47.7	5.3	47.2	44.2
Incr Delay (d2), s/veh	0.5	2.0	3.7	0.7	7.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	6.4	4.2	4.8	4.8	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	12.8	51.4	6.0	55.1	45.0
LnGrp LOS	B	B	D	A	E	D
Approach Vol, veh/h	1972			3656	211	
Approach Delay, s/veh	11.1			8.0	52.8	
Approach LOS	B			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.7	16.1	75.9		92.0
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		23.4	21.4	59.5		85.5
Max Q Clear Time (g_c+I1), s		11.6	11.4	22.6		28.6
Green Ext Time (p_c), s		0.5	0.1	17.7		52.1
Intersection Summary						
HCM 6th Ctrl Delay			10.7			
HCM 6th LOS			B			

Timings
53: Menifee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

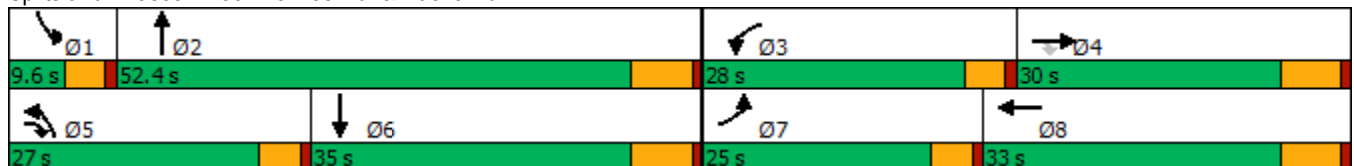


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↔	↖↗	↑↔	↑↑	↖	
Traffic Volume (vph)	325	213	160	374	339	350	112	450	1266	
Future Volume (vph)	325	213	160	374	339	350	112	450	1266	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	NA	Free	
Protected Phases	7	4	5	3	8	5	2	6		1
Permitted Phases			4						Free	
Detector Phase	7	4	5	3	8	5	2	6		
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0		5.0
Minimum Split (s)	9.6	28.5	9.6	9.6	28.5	9.6	28.5	28.5		9.6
Total Split (s)	25.0	30.0	27.0	28.0	33.0	27.0	52.4	35.0		9.6
Total Split (%)	20.8%	25.0%	22.5%	23.3%	27.5%	22.5%	43.7%	29.2%		8%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	5.5	5.5		3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	6.5	6.5		
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	None	None	Max	Max		None
Act Effct Green (s)	13.4	13.3	34.0	14.8	14.7	14.1	48.4	29.6	94.2	
Actuated g/C Ratio	0.14	0.14	0.36	0.16	0.16	0.15	0.51	0.31	1.00	
v/c Ratio	0.67	0.43	0.26	0.70	0.62	0.68	0.28	0.40	0.80	
Control Delay	45.8	40.5	11.8	45.3	42.9	45.5	3.8	28.5	4.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.8	40.5	11.8	45.3	42.9	45.5	3.8	28.5	4.3	
LOS	D	D	B	D	D	D	A	C	A	
Approach Delay		36.4			44.2		21.1	10.6		
Approach LOS		D			D		C	B		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 23.4
 Intersection LOS: C
 Intersection Capacity Utilization 59.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 53: Menifee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↑↑	↗	↗↘	↑↑		↗↘	↑↑		↗	↑↑	↗
Traffic Volume (veh/h)	325	213	160	374	339	0	350	112	385	0	450	1266
Future Volume (veh/h)	325	213	160	374	339	0	350	112	385	0	450	1266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	332	217	86	382	346	-1	357	114	316	0	459	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	423	431	398	476	485	0	449	972	867	2	1288	
Arrive On Green	0.12	0.12	0.12	0.14	0.13	0.00	0.13	0.54	0.54	0.00	0.36	0.00
Sat Flow, veh/h	3510	3610	1610	3510	3705	0	3510	1805	1610	1810	3610	1610
Grp Volume(v), veh/h	332	217	86	382	345	0	357	114	316	0	459	0
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	0	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	7.8	4.8	3.6	9.0	7.8	0.0	8.4	2.6	9.6	0.0	8.0	0.0
Cycle Q Clear(g_c), s	7.8	4.8	3.6	9.0	7.8	0.0	8.4	2.6	9.6	0.0	8.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	423	431	398	476	485	0	449	972	867	2	1288	
V/C Ratio(X)	0.79	0.50	0.22	0.80	0.71	0.00	0.79	0.12	0.36	0.00	0.36	
Avail Cap(c_a), veh/h	840	996	650	964	1123	0	923	972	867	106	1288	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	36.4	35.2	25.5	35.7	35.3	0.0	36.1	9.7	11.3	0.0	20.2	0.0
Incr Delay (d2), s/veh	1.2	0.9	0.3	1.2	1.9	0.0	1.2	0.2	1.2	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.0	1.3	3.6	3.3	0.0	3.4	0.9	3.0	0.0	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	36.1	25.8	37.0	37.2	0.0	37.3	9.9	12.5	0.0	21.0	0.0
LnGrp LOS	D	D	C	D	D	A	D	A	B	A	C	
Approach Vol, veh/h		635			727			787			459	A
Approach Delay, s/veh		35.5			37.1			23.4			21.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	52.4	16.1	16.7	15.5	36.9	14.9	17.9				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	5.0	45.9	23.4	23.5	22.4	28.5	20.4	26.5				
Max Q Clear Time (g_c+I1), s	0.0	11.6	11.0	6.8	10.4	10.0	9.8	9.8				
Green Ext Time (p_c), s	0.0	2.5	0.5	1.2	0.5	2.4	0.4	1.7				

Intersection Summary

HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

06/01/2020

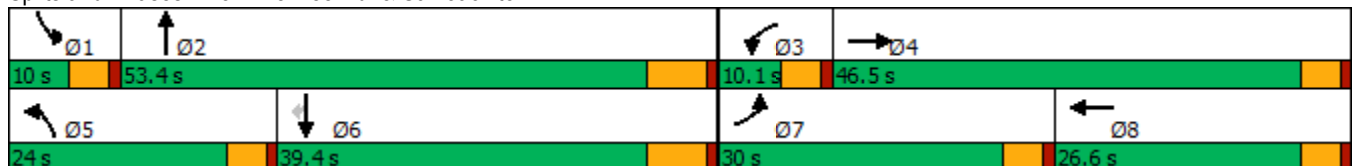


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↘	↘	↘	↘	↗	↘	↗	↗
Traffic Volume (vph)	222	7	20	20	149	637	14	824	291
Future Volume (vph)	222	7	20	20	149	637	14	824	291
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	9.6	28.5	9.6	28.5	28.5
Total Split (s)	30.0	46.5	10.1	26.6	24.0	53.4	10.0	39.4	39.4
Total Split (%)	25.0%	38.8%	8.4%	22.2%	20.0%	44.5%	8.3%	32.8%	32.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)	16.9	26.4	5.5	12.2	12.8	49.5	5.4	35.4	35.4
Actuated g/C Ratio	0.18	0.28	0.06	0.13	0.14	0.52	0.06	0.38	0.38
v/c Ratio	0.75	0.26	0.21	0.24	0.66	0.38	0.15	0.66	0.40
Control Delay	53.3	7.0	54.5	22.5	55.1	17.5	53.3	31.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	7.0	54.5	22.5	55.1	17.5	53.3	31.1	5.8
LOS	D	A	D	C	E	B	D	C	A
Approach Delay		36.1		31.0		24.5		24.8	
Approach LOS		D		C		C		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 26.6
 Intersection LOS: C
 Intersection Capacity Utilization 63.1%
 ICU Level of Service B
 Analysis Period (min) 15























Splits and Phases: 54: Meniffee Rd. & San Jacinto Av.



HCM 6th Signalized Intersection Summary
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

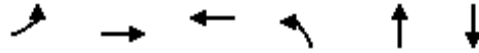
06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	7	124	20	20	36	149	637	19	14	824	291
Future Volume (veh/h)	222	7	124	20	20	36	149	637	19	14	824	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	8	108	22	22	34	162	692	17	15	896	256
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	279	27	360	42	72	111	197	1814	45	31	1489	664
Arrive On Green	0.15	0.24	0.24	0.02	0.11	0.11	0.11	0.50	0.50	0.02	0.41	0.41
Sat Flow, veh/h	1810	112	1515	1810	673	1040	1810	3601	88	1810	3610	1610
Grp Volume(v), veh/h	241	0	116	22	0	56	162	347	362	15	896	256
Grp Sat Flow(s),veh/h/ln	1810	0	1627	1810	0	1713	1810	1805	1884	1810	1805	1610
Q Serve(g_s), s	12.1	0.0	5.4	1.1	0.0	2.8	8.2	11.0	11.0	0.8	18.1	10.3
Cycle Q Clear(g_c), s	12.1	0.0	5.4	1.1	0.0	2.8	8.2	11.0	11.0	0.8	18.1	10.3
Prop In Lane	1.00		0.93	1.00		0.61	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	279	0	387	42	0	183	197	909	949	31	1489	664
V/C Ratio(X)	0.86	0.00	0.30	0.52	0.00	0.31	0.82	0.38	0.38	0.48	0.60	0.39
Avail Cap(c_a), veh/h	494	0	732	107	0	405	377	909	949	105	1489	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	29.1	44.9	0.0	38.4	40.6	14.2	14.2	45.3	21.4	19.1
Incr Delay (d2), s/veh	3.1	0.0	0.4	3.7	0.0	0.9	3.3	1.2	1.2	4.2	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	2.2	0.5	0.0	1.2	3.6	4.1	4.3	0.4	7.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	0.0	29.6	48.6	0.0	39.3	43.9	15.4	15.4	49.5	23.2	20.8
LnGrp LOS	D	A	C	D	A	D	D	B	B	D	C	C
Approach Vol, veh/h		357			78			871			1167	
Approach Delay, s/veh		37.7			42.0			20.7			23.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	53.4	6.8	26.7	14.7	44.9	18.9	14.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6				
Max Green Setting (Gmax), s	5.4	46.9	5.5	41.9	19.4	32.9	25.4	22.0				
Max Q Clear Time (g_c+I1), s	2.8	13.0	3.1	7.4	10.2	20.1	14.1	4.8				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.8	0.1	5.1	0.3	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									

Timings
55: Menifee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations		↕	↕	↙	↕	↕
Traffic Volume (vph)	34	1	4	25	764	996
Future Volume (vph)	34	1	4	25	764	996
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		4	8		2	6
Permitted Phases	4			2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	28.5	28.5	28.5
Total Split (s)	31.0	31.0	31.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	3.7	3.7	3.7	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.7	4.7	6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)		12.3	12.3	62.7	62.7	62.7
Actuated g/C Ratio		0.15	0.15	0.77	0.77	0.77
v/c Ratio		0.36	0.01	0.08	0.30	0.40
Control Delay		16.9	26.5	5.5	4.8	5.4
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		16.9	26.5	5.5	4.8	5.4
LOS		B	C	A	A	A
Approach Delay		16.9	26.5		4.8	5.4
Approach LOS		B	C		A	A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 81.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 5.8
 Intersection LOS: A
 Intersection Capacity Utilization 49.8%
 ICU Level of Service A
 Analysis Period (min) 15

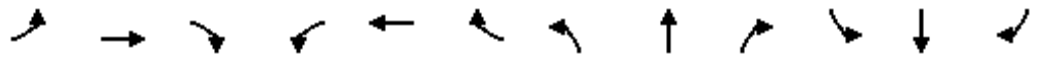
Splits and Phases: 55: Menifee Rd. & Ellis Av./Driveway



HCM 6th Signalized Intersection Summary
55: Meniffee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	34	1	59	0	4	0	25	764	0	0	996	23
Future Volume (veh/h)	34	1	59	0	4	0	25	764	0	0	996	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	1	64	0	4	0	27	830	0	0	1083	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	22	121	0	231	0	412	2613	0	99	2611	60
Arrive On Green	0.12	0.12	0.12	0.00	0.12	0.00	0.72	0.72	0.00	0.00	0.72	0.72
Sat Flow, veh/h	413	178	996	0	1900	0	517	3705	0	671	3607	83
Grp Volume(v), veh/h	102	0	0	0	4	0	27	830	0	0	542	566
Grp Sat Flow(s),veh/h/ln	1587	0	0	0	1900	0	517	1805	0	671	1805	1885
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.1	0.0	1.6	6.0	0.0	0.0	8.6	8.6
Cycle Q Clear(g_c), s	4.2	0.0	0.0	0.0	0.1	0.0	10.2	6.0	0.0	0.0	8.6	8.6
Prop In Lane	0.36		0.63	0.00		0.00	1.00		0.00	1.00		0.04
Lane Grp Cap(c), veh/h	261	0	0	0	231	0	412	2613	0	99	1307	1365
V/C Ratio(X)	0.39	0.00	0.00	0.00	0.02	0.00	0.07	0.32	0.00	0.00	0.41	0.41
Avail Cap(c_a), veh/h	633	0	0	0	689	0	412	2613	0	99	1307	1365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	0.0	0.0	28.0	0.0	6.0	3.6	0.0	0.0	3.9	3.9
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.0	0.1	0.0	0.1	1.0	0.0	0.0	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	0.0	0.0	0.0	28.1	0.0	6.3	3.9	0.0	0.0	4.9	4.9
LnGrp LOS	C	A	A	A	C	A	A	A	A	A	A	A
Approach Vol, veh/h		102			4			857			1108	
Approach Delay, s/veh		30.7			28.1			4.0			4.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.0		13.5		59.0		13.5				
Change Period (Y+Rc), s		6.5		* 4.7		6.5		* 4.7				
Max Green Setting (Gmax), s		52.5		* 26		52.5		* 26				
Max Q Clear Time (g_c+I1), s		12.2		6.2		10.6		2.1				
Green Ext Time (p_c), s		6.1		0.5		7.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

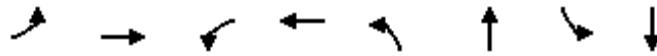
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
56: Menifee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↕	↘	↕
Traffic Volume (vph)	34	52	15	135	32	590	195	838
Future Volume (vph)	34	52	15	135	32	590	195	838
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	31.0	31.0	31.0	31.0	15.0	36.0	23.0	44.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	16.7%	40.0%	25.6%	48.9%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	17.1	17.1	17.1	17.1	6.2	30.1	12.9	41.2
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.08	0.39	0.17	0.53
v/c Ratio	0.30	0.20	0.05	0.77	0.24	0.46	0.69	0.52
Control Delay	32.9	19.0	24.5	34.5	40.6	20.8	43.8	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	19.0	24.5	34.5	40.6	20.8	43.8	15.1
LOS	C	B	C	C	D	C	D	B
Approach Delay		23.2		34.1		21.8		20.1
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 77.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 22.8
 Intersection Capacity Utilization 73.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 56: Menifee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	34	52	26	15	135	183	32	590	17	195	838	93
Future Volume (veh/h)	34	52	26	15	135	183	32	590	17	195	838	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	55	28	16	144	195	34	628	18	207	891	99
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	293	149	375	180	244	61	1391	40	250	1613	179
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.03	0.39	0.39	0.14	0.49	0.49
Sat Flow, veh/h	1058	1187	604	1336	731	990	1810	3584	103	1810	3276	364
Grp Volume(v), veh/h	36	0	83	16	0	339	34	316	330	207	491	499
Grp Sat Flow(s),veh/h/ln	1058	0	1791	1336	0	1722	1810	1805	1882	1810	1805	1834
Q Serve(g_s), s	2.5	0.0	2.8	0.7	0.0	14.1	1.4	9.9	9.9	8.5	14.4	14.4
Cycle Q Clear(g_c), s	16.6	0.0	2.8	3.5	0.0	14.1	1.4	9.9	9.9	8.5	14.4	14.4
Prop In Lane	1.00		0.34	1.00		0.58	1.00		0.05	1.00		0.20
Lane Grp Cap(c), veh/h	160	0	442	375	0	425	61	701	730	250	889	903
V/C Ratio(X)	0.22	0.00	0.19	0.04	0.00	0.80	0.56	0.45	0.45	0.83	0.55	0.55
Avail Cap(c_a), veh/h	244	0	583	481	0	561	247	701	730	437	889	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	0.0	22.7	24.0	0.0	26.9	36.2	17.3	17.3	31.9	13.5	13.5
Incr Delay (d2), s/veh	0.7	0.0	0.2	0.0	0.0	6.0	2.9	2.1	2.0	2.7	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.1	0.2	0.0	5.8	0.6	3.8	4.0	3.5	5.1	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	22.9	24.1	0.0	32.9	39.2	19.4	19.3	34.7	15.9	15.9
LnGrp LOS	D	A	C	C	A	C	D	B	B	C	B	B
Approach Vol, veh/h		119			355			680			1197	
Approach Delay, s/veh		26.6			32.5			20.3			19.2	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	36.1		25.0	7.2	44.0		25.0				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	18.4	29.5		24.8	10.4	37.5		24.8				
Max Q Clear Time (g_c+I1), s	10.5	11.9		18.6	3.4	16.4		16.1				
Green Ext Time (p_c), s	0.2	3.0		0.2	0.0	5.5		1.2				

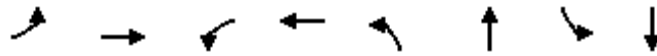
Intersection Summary

HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Timings
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/01/2020

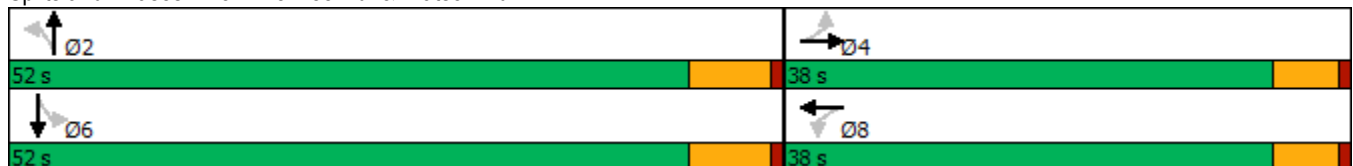


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	31	164	48	254	41	542	107	720
Future Volume (vph)	31	164	48	254	41	542	107	720
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	38.0	38.0	38.0	38.0	52.0	52.0	52.0	52.0
Total Split (%)	42.2%	42.2%	42.2%	42.2%	57.8%	57.8%	57.8%	57.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	20.1	20.1	20.1	20.1	45.8	45.8	45.8	45.8
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.59	0.59	0.59	0.59
v/c Ratio	0.25	0.39	0.18	0.76	0.13	0.37	0.31	0.40
Control Delay	26.7	25.1	23.0	35.4	10.3	9.1	12.6	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	25.1	23.0	35.4	10.3	9.1	12.6	10.0
LOS	C	C	C	D	B	A	B	B
Approach Delay		25.3		33.9		9.2		10.4
Approach LOS		C		C		A		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 77.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 15.5
 Intersection LOS: B
 Intersection Capacity Utilization 76.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/01/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	164	10	48	254	87	41	542	162	107	720	48
Future Volume (veh/h)	31	164	10	48	254	87	41	542	162	107	720	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	178	11	52	276	95	45	589	176	116	783	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	459	28	307	350	120	404	1610	480	431	2018	134
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1027	1771	109	1213	1351	465	668	2741	817	713	3436	228
Grp Volume(v), veh/h	34	0	189	52	0	371	45	387	378	116	411	424
Grp Sat Flow(s),veh/h/ln	1027	0	1880	1213	0	1816	668	1805	1753	713	1805	1859
Q Serve(g_s), s	2.5	0.0	6.4	2.9	0.0	14.7	3.0	8.7	8.8	7.9	9.4	9.4
Cycle Q Clear(g_c), s	17.2	0.0	6.4	9.3	0.0	14.7	12.4	8.7	8.8	16.7	9.4	9.4
Prop In Lane	1.00		0.06	1.00		0.26	1.00		0.47	1.00		0.12
Lane Grp Cap(c), veh/h	164	0	487	307	0	470	404	1060	1030	431	1060	1092
V/C Ratio(X)	0.21	0.00	0.39	0.17	0.00	0.79	0.11	0.37	0.37	0.27	0.39	0.39
Avail Cap(c_a), veh/h	330	0	791	503	0	764	404	1060	1030	431	1060	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	0.0	23.6	27.5	0.0	26.7	11.9	8.4	8.4	12.8	8.5	8.5
Incr Delay (d2), s/veh	0.6	0.0	0.5	0.3	0.0	3.0	0.6	1.0	1.0	1.5	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.7	0.8	0.0	6.3	0.4	2.7	2.6	1.2	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	24.1	27.7	0.0	29.7	12.4	9.4	9.4	14.3	9.6	9.6
LnGrp LOS	D	A	C	C	A	C	B	A	A	B	A	A
Approach Vol, veh/h		223			423			810			951	
Approach Delay, s/veh		25.9			29.5			9.6			10.2	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		25.5		52.0		25.5				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		45.5		32.6		45.5		32.6				
Max Q Clear Time (g_c+I1), s		14.4		19.2		18.7		16.7				
Green Ext Time (p_c), s		4.8		0.9		5.7		2.1				
Intersection Summary												
HCM 6th Ctrl Delay				14.8								
HCM 6th LOS				B								

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

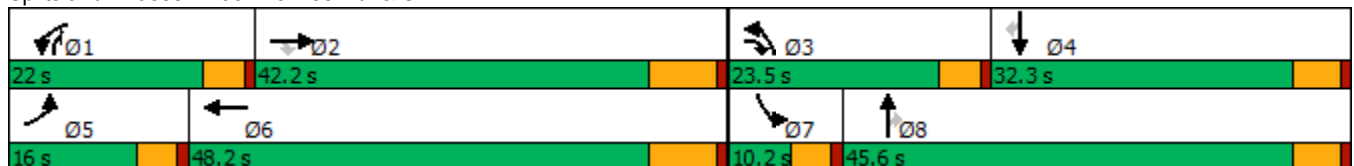
06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	138	1014	176	366	1168	369	498	298	61	736	105	
Future Volume (vph)	138	1014	176	366	1168	369	498	298	61	736	105	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm	
Protected Phases	5	2	3	1	6	3	8	1	7	4		
Permitted Phases			2					8			4	
Detector Phase	5	2	3	1	6	3	8	1	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.0	9.6	9.6	29.0	9.6	15.3	9.6	9.6	32.3	32.3	
Total Split (s)	16.0	42.2	23.5	22.0	48.2	23.5	45.6	22.0	10.2	32.3	32.3	
Total Split (%)	13.3%	35.2%	19.6%	18.3%	40.2%	19.6%	38.0%	18.3%	8.5%	26.9%	26.9%	
Yellow Time (s)	3.6	6.0	3.6	3.6	6.0	3.6	4.3	3.6	3.6	4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	7.0	4.6	4.6	7.0	4.6	5.3	4.6	4.6	5.3	5.3	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	
Act Effct Green (s)	9.1	35.5	58.9	15.8	42.2	16.3	36.4	57.5	5.5	23.3	23.3	
Actuated g/C Ratio	0.08	0.32	0.52	0.14	0.37	0.14	0.32	0.51	0.05	0.21	0.21	
v/c Ratio	0.53	0.67	0.21	0.81	0.74	0.79	0.32	0.38	0.39	0.74	0.23	
Control Delay	58.0	37.1	7.8	61.4	33.8	59.1	29.9	13.9	61.2	46.8	1.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	58.0	37.1	7.8	61.4	33.8	59.1	29.9	13.9	61.2	46.8	1.1	
LOS	E	D	A	E	C	E	C	B	E	D	A	
Approach Delay		35.4			39.9		35.1			42.5		
Approach LOS		D			D		D			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.6
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 38.1
 Intersection LOS: D
 Intersection Capacity Utilization 72.7%
 ICU Level of Service C
 Analysis Period (min) 15




































Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

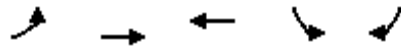
06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (veh/h)	138	1014	176	366	1168	136	369	498	298	61	736	105
Future Volume (veh/h)	138	1014	176	366	1168	136	369	498	298	61	736	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	150	1102	169	398	1270	131	401	541	217	66	800	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	1723	751	466	1929	199	471	1515	684	142	1029	319
Arrive On Green	0.06	0.33	0.33	0.13	0.40	0.40	0.13	0.29	0.29	0.04	0.20	0.20
Sat Flow, veh/h	3510	5187	1610	3510	4777	493	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	150	1102	169	398	919	482	401	541	217	66	800	112
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1811	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	4.4	19.1	6.6	11.8	22.9	22.9	11.8	8.7	9.5	1.9	15.5	6.4
Cycle Q Clear(g_c), s	4.4	19.1	6.6	11.8	22.9	22.9	11.8	8.7	9.5	1.9	15.5	6.4
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	1723	751	466	1396	731	471	1515	684	142	1029	319
V/C Ratio(X)	0.70	0.64	0.23	0.85	0.66	0.66	0.85	0.36	0.32	0.47	0.78	0.35
Avail Cap(c_a), veh/h	378	1723	751	576	1396	731	626	1972	826	185	1321	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	30.0	16.9	45.0	25.7	25.7	44.9	29.7	20.3	49.7	40.3	36.6
Incr Delay (d2), s/veh	1.6	1.8	0.7	8.7	2.4	4.6	6.8	0.1	0.3	0.9	2.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.8	2.4	5.4	9.1	10.0	5.3	3.4	0.1	0.8	6.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	31.9	17.6	53.6	28.1	30.3	51.6	29.8	20.5	50.6	42.5	37.3
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1421			1799			1159			978	
Approach Delay, s/veh		32.1			34.3			35.6			42.5	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.7	42.2	18.8	26.3	11.1	49.8	8.9	36.2				
Change Period (Y+Rc), s	4.6	7.0	4.6	5.3	4.6	7.0	4.6	5.3				
Max Green Setting (Gmax), s	17.4	35.2	18.9	27.0	11.4	41.2	5.6	40.3				
Max Q Clear Time (g_c+I1), s	13.8	21.1	13.8	17.5	6.4	24.9	3.9	11.5				
Green Ext Time (p_c), s	0.3	6.5	0.4	3.5	0.1	7.8	0.0	4.0				
Intersection Summary												
HCM 6th Ctrl Delay			35.5									
HCM 6th LOS			D									

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

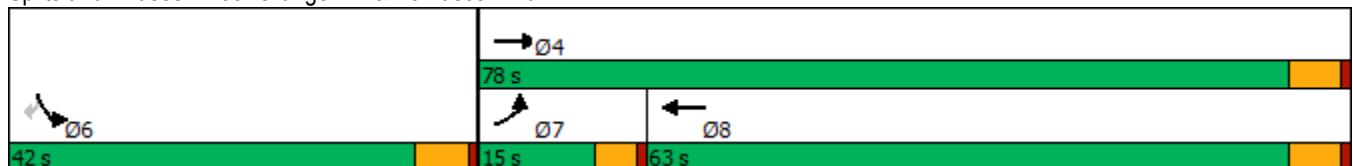


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖↖	↑↑	↑↔	↖↖	↖
Traffic Volume (vph)	182	409	758	258	434
Future Volume (vph)	182	409	758	258	434
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	27.8	27.8	27.8
Total Split (s)	15.0	78.0	63.0	42.0	42.0
Total Split (%)	12.5%	65.0%	52.5%	35.0%	35.0%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	9.3	72.7	58.7	21.7	21.7
Actuated g/C Ratio	0.09	0.69	0.55	0.20	0.20
v/c Ratio	0.64	0.18	0.78	0.39	0.88
Control Delay	58.4	7.4	20.5	37.1	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	7.4	20.5	37.1	35.3
LOS	E	A	C	D	D
Approach Delay		23.1	20.5	36.0	
Approach LOS		C	C	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 25.0
 Intersection LOS: C
 Intersection Capacity Utilization 78.3%
 ICU Level of Service D
 Analysis Period (min) 15

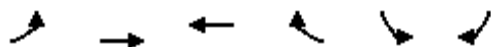
Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖↗	↑↑	↖↗		↖↗	↖	
Traffic Volume (veh/h)	182	409	758	647	258	434	
Future Volume (veh/h)	182	409	758	647	258	434	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	198	445	824	540	280	358	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	259	2338	1122	722	871	400	
Arrive On Green	0.07	0.65	0.53	0.53	0.25	0.25	
Sat Flow, veh/h	3510	3705	2201	1355	3510	1610	
Grp Volume(v), veh/h	198	445	704	660	280	358	
Grp Sat Flow(s),veh/h/ln	1755	1805	1805	1656	1755	1610	
Q Serve(g_s), s	6.2	5.5	33.3	34.5	7.3	24.0	
Cycle Q Clear(g_c), s	6.2	5.5	33.3	34.5	7.3	24.0	
Prop In Lane	1.00			0.82	1.00	1.00	
Lane Grp Cap(c), veh/h	259	2338	961	882	871	400	
V/C Ratio(X)	0.76	0.19	0.73	0.75	0.32	0.90	
Avail Cap(c_a), veh/h	328	2338	961	882	1140	523	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	50.7	7.9	20.0	20.2	34.2	40.5	
Incr Delay (d2), s/veh	5.8	0.2	4.9	5.8	0.2	14.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.8	1.9	13.9	13.4	3.0	21.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	56.5	8.1	24.9	26.0	34.4	55.4	
LnGrp LOS	E	A	C	C	C	E	
Approach Vol, veh/h		643	1364		638		
Approach Delay, s/veh		23.0	25.4		46.2		
Approach LOS		C	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				78.0	33.5	12.8	65.2
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				72.2	36.2	10.4	57.2
Max Q Clear Time (g_c+I1), s				7.5	26.0	8.2	36.5
Green Ext Time (p_c), s				2.9	1.7	0.1	9.3
Intersection Summary							
HCM 6th Ctrl Delay			29.8				
HCM 6th LOS			C				

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

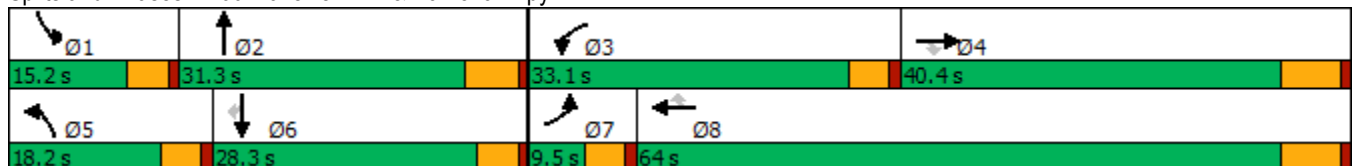
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1116	232	539	2912	14	357	29	268	97	213	201
Future Volume (vph)	27	1116	232	539	2912	14	357	29	268	97	213	201
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	9.5	29.5	29.5	9.6	28.5	28.5	9.6	22.8		9.6	26.7	26.7
Total Split (s)	9.5	40.4	40.4	33.1	64.0	64.0	18.2	31.3		15.2	28.3	28.3
Total Split (%)	7.9%	33.7%	33.7%	27.6%	53.3%	53.3%	15.2%	26.1%		12.7%	23.6%	23.6%
Yellow Time (s)	3.5	5.5	5.5	3.6	5.5	5.5	3.6	4.8		3.6	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	6.5	4.6	6.5	6.5	4.6	5.8		4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Act Effct Green (s)	5.0	37.0	37.0	21.6	57.8	57.8	13.7	14.3	106.1	18.5	13.3	13.3
Actuated g/C Ratio	0.05	0.35	0.35	0.20	0.54	0.54	0.13	0.13	1.00	0.17	0.13	0.13
v/c Ratio	0.34	0.53	0.36	0.82	0.89	0.02	0.86	0.07	0.18	0.33	0.51	0.64
Control Delay	63.0	29.7	8.6	51.0	26.5	0.0	65.8	40.3	0.2	48.5	47.9	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	29.7	8.6	51.0	26.5	0.0	65.8	40.3	0.2	48.5	47.9	23.7
LOS	E	C	A	D	C	A	E	D	A	D	D	C
Approach Delay		26.8			30.2			37.8			38.5	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 31.0
 Intersection LOS: C
 Intersection Capacity Utilization 81.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1116	232	539	2912	14	357	29	268	97	213	201
Future Volume (veh/h)	27	1116	232	539	2912	14	357	29	268	97	213	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	29	1213	192	586	3165	11	388	32	0	105	232	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	2358	581	661	3420	843	436	657		132	471	210
Arrive On Green	0.03	0.36	0.36	0.19	0.52	0.52	0.12	0.18	0.00	0.07	0.13	0.13
Sat Flow, veh/h	1810	6536	1610	3510	6536	1610	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	29	1213	192	586	3165	11	388	32	0	105	232	164
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1755	1634	1610	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	1.7	16.0	9.5	17.8	49.0	0.4	11.9	0.8	0.0	6.3	6.5	10.8
Cycle Q Clear(g_c), s	1.7	16.0	9.5	17.8	49.0	0.4	11.9	0.8	0.0	6.3	6.5	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	2358	581	661	3420	843	436	657		132	471	210
V/C Ratio(X)	0.60	0.51	0.33	0.89	0.93	0.01	0.89	0.05		0.80	0.49	0.78
Avail Cap(c_a), veh/h	83	2358	581	913	3431	845	436	840		175	778	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	27.5	25.4	43.3	24.1	12.5	47.2	37.0	0.0	50.0	44.3	46.1
Incr Delay (d2), s/veh	4.3	0.2	0.3	6.4	5.0	0.0	19.2	0.0	0.0	17.0	0.8	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.8	3.4	7.9	17.3	0.1	6.2	0.3	0.0	3.4	3.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	27.7	25.7	49.8	29.1	12.5	66.5	37.0	0.0	67.0	45.1	52.3
LnGrp LOS	E	C	C	D	C	B	E	D		E	D	D
Approach Vol, veh/h		1434			3762			420	A		501	
Approach Delay, s/veh		28.0			32.3			64.2			52.0	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	25.7	25.2	46.0	18.2	20.1	7.4	63.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8	4.5	6.5				
Max Green Setting (Gmax), s	10.6	25.5	28.5	33.9	13.6	* 24	5.0	57.5				
Max Q Clear Time (g_c+I1), s	8.3	2.8	19.8	18.0	13.9	12.8	3.7	51.0				
Green Ext Time (p_c), s	0.0	0.1	0.8	7.3	0.0	1.5	0.0	6.3				

Intersection Summary

HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

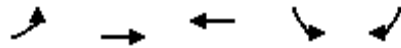
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↖	↔	↘	↙
Traffic Volume (vph)	520	128	226	16	504
Future Volume (vph)	520	128	226	16	504
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	27.1	27.8	27.8
Total Split (s)	35.0	62.1	27.1	27.9	27.9
Total Split (%)	38.9%	69.0%	30.1%	31.0%	31.0%
Yellow Time (s)	3.6	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	28.4	57.1	24.1	12.3	12.3
Actuated g/C Ratio	0.35	0.71	0.30	0.15	0.15
v/c Ratio	0.89	0.10	0.49	0.06	0.77
Control Delay	42.6	4.5	27.8	28.6	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	4.5	27.8	28.6	11.1
LOS	D	A	C	C	B
Approach Delay		35.1	27.8	11.6	
Approach LOS		D	C	B	

Intersection Summary

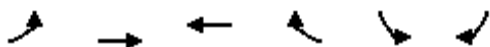
Cycle Length: 90
 Actuated Cycle Length: 80.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 25.2
 Intersection LOS: C
 Intersection Capacity Utilization 63.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 61: Nuevo Rd. & Lakeview Av.



HCM 6th Signalized Intersection Summary
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)
06/01/2020

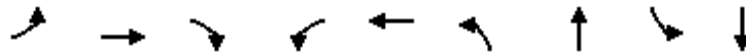


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	520	128	226	27	16	504	
Future Volume (veh/h)	520	128	226	27	16	504	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	565	139	246	29	17	390	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	595	1203	423	50	444	395	
Arrive On Green	0.33	0.63	0.25	0.25	0.25	0.25	
Sat Flow, veh/h	1810	1900	1668	197	1810	1610	
Grp Volume(v), veh/h	565	139	0	275	17	390	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1865	1810	1610	
Q Serve(g_s), s	27.4	2.6	0.0	11.6	0.6	21.7	
Cycle Q Clear(g_c), s	27.4	2.6	0.0	11.6	0.6	21.7	
Prop In Lane	1.00			0.11	1.00	1.00	
Lane Grp Cap(c), veh/h	595	1203	0	473	444	395	
V/C Ratio(X)	0.95	0.12	0.00	0.58	0.04	0.99	
Avail Cap(c_a), veh/h	611	1203	0	473	444	395	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.5	6.5	0.0	29.4	25.9	33.8	
Incr Delay (d2), s/veh	24.0	0.2	0.0	5.1	0.0	41.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	15.2	1.0	0.0	5.7	0.3	21.7	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	53.5	6.7	0.0	34.6	25.9	75.3	
LnGrp LOS	D	A	A	C	C	E	
Approach Vol, veh/h		704	275		407		
Approach Delay, s/veh		44.3	34.6		73.2		
Approach LOS		D	C		E		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				62.1	27.9	34.2	27.9
Change Period (Y+Rc), s				5.1	5.8	4.6	5.1
Max Green Setting (Gmax), s				57.0	22.1	30.4	22.0
Max Q Clear Time (g_c+I1), s				4.6	23.7	29.4	13.6
Green Ext Time (p_c), s				0.8	0.0	0.1	0.9
Intersection Summary							
HCM 6th Ctrl Delay			50.8				
HCM 6th LOS			D				

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

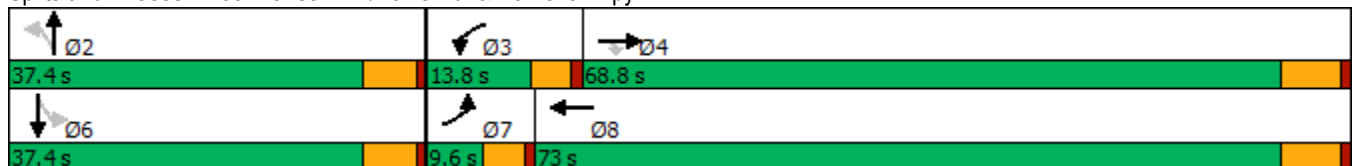


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↕		↕
Traffic Volume (vph)	3	1421	55	52	3265	192	3	1	1
Future Volume (vph)	3	1421	55	52	3265	192	3	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	9.6	68.8	68.8	13.8	73.0	37.4	37.4	37.4	37.4
Total Split (%)	8.0%	57.3%	57.3%	11.5%	60.8%	31.2%	31.2%	31.2%	31.2%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	58.5	58.5	7.5	66.7		28.6		28.6
Actuated g/C Ratio	0.05	0.53	0.53	0.07	0.61		0.26		0.26
v/c Ratio	0.04	0.44	0.07	0.46	0.88		0.88		0.02
Control Delay	54.3	17.0	3.2	62.7	22.5		60.0		19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	54.3	17.0	3.2	62.7	22.5		60.0		19.1
LOS	D	B	A	E	C		E		B
Approach Delay		16.6			23.1		60.0		19.1
Approach LOS		B			C		E		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.4
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 23.6
 Intersection LOS: C
 Intersection Capacity Utilization 83.5%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑			↕				↕
Traffic Volume (veh/h)	3	1421	55	52	3265	1	192	3	138	1	1	7
Future Volume (veh/h)	3	1421	55	52	3265	1	192	3	138	1	1	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	1528	56	56	3511	1	206	3	106	1	1	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	3729	919	73	4125	1	283	3	117	65	72	299
Arrive On Green	0.00	0.57	0.57	0.04	0.61	0.61	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	6536	1610	1810	6800	2	978	14	503	120	310	1287
Grp Volume(v), veh/h	3	1528	56	56	2531	981	315	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1810	1634	1900	1496	0	0	1716	0	0
Q Serve(g_s), s	0.2	14.1	1.7	3.3	45.2	45.2	21.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	14.1	1.7	3.3	45.2	45.2	22.0	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.65		0.34	0.12		0.75
Lane Grp Cap(c), veh/h	7	3729	919	73	2974	1152	403	0	0	436	0	0
V/C Ratio(X)	0.42	0.41	0.06	0.77	0.85	0.85	0.78	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	84	3782	932	155	3028	1173	494	0	0	534	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.5	13.0	10.3	51.2	17.2	17.2	40.1	0.0	0.0	31.9	0.0	0.0
Incr Delay (d2), s/veh	13.6	0.1	0.0	6.3	2.5	6.1	6.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.4	0.5	1.6	14.2	17.7	8.5	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.1	13.0	10.3	57.5	19.7	23.3	46.6	0.0	0.0	31.9	0.0	0.0
LnGrp LOS	E	B	B	E	B	C	D	A	A	C	A	A
Approach Vol, veh/h		1587			3568			315				8
Approach Delay, s/veh		13.0			21.3			46.6				31.9
Approach LOS		B			C			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.8	8.9	67.9		30.8	5.0	71.8				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		31.6	9.2	62.3		31.6	5.0	66.5				
Max Q Clear Time (g_c+I1), s		24.0	5.3	16.1		2.4	2.2	47.2				
Green Ext Time (p_c), s		1.0	0.0	13.9		0.0	0.0	18.1				
Intersection Summary												
HCM 6th Ctrl Delay				20.4								
HCM 6th LOS				C								

Timings
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

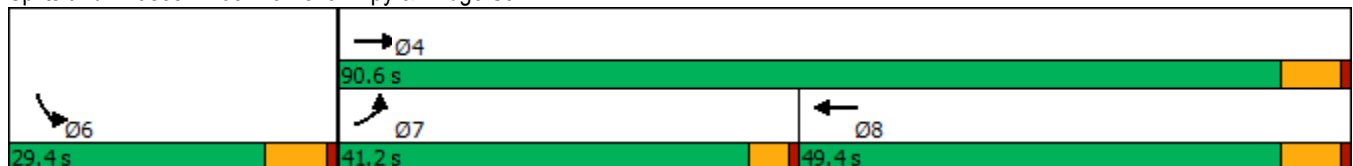


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	436	2299	1980	24
Future Volume (vph)	436	2299	1980	24
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	23.5	28.5
Total Split (s)	41.2	90.6	49.4	29.4
Total Split (%)	34.3%	75.5%	41.2%	24.5%
Yellow Time (s)	3.6	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	None
Act Effct Green (s)	30.6	84.1	48.9	10.7
Actuated g/C Ratio	0.28	0.78	0.45	0.10
v/c Ratio	0.89	0.47	0.74	0.57
Control Delay	56.5	4.5	26.9	19.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	56.5	4.5	26.9	19.3
LOS	E	A	C	B
Approach Delay		12.8	26.9	19.3
Approach LOS		B	C	B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 107.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

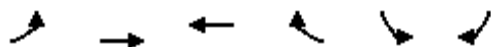
Splits and Phases: 65: Ramona Expy & Bridge St



HCM 6th Signalized Intersection Summary
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	436	2299	1980	101	24	137	
Future Volume (veh/h)	436	2299	1980	101	24	137	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	454	2395	2062	105	25	143	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	484	4975	2901	148	29	168	
Arrive On Green	0.27	0.76	0.45	0.45	0.12	0.12	
Sat Flow, veh/h	1810	6802	6683	327	242	1386	
Grp Volume(v), veh/h	454	2395	1575	592	169	0	
Grp Sat Flow(s),veh/h/ln	1810	1634	1634	1841	1638	0	
Q Serve(g_s), s	27.1	15.3	28.7	28.7	11.2	0.0	
Cycle Q Clear(g_c), s	27.1	15.3	28.7	28.7	11.2	0.0	
Prop In Lane	1.00			0.18	0.15	0.85	
Lane Grp Cap(c), veh/h	484	4975	2216	832	199	0	
V/C Ratio(X)	0.94	0.48	0.71	0.71	0.85	0.00	
Avail Cap(c_a), veh/h	599	4975	2216	832	340	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	39.6	5.0	24.4	24.4	47.6	0.0	
Incr Delay (d2), s/veh	18.7	0.3	2.0	5.1	9.7	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	13.7	3.3	10.3	12.4	4.9	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	58.3	5.3	26.4	29.6	57.3	0.0	
LnGrp LOS	E	A	C	C	E	A	
Approach Vol, veh/h		2849	2167		169		
Approach Delay, s/veh		13.8	27.3		57.3		
Approach LOS		B	C		E		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				90.6	19.9	34.1	56.5
Change Period (Y+Rc), s				6.5	6.5	4.6	6.5
Max Green Setting (Gmax), s				84.1	22.9	36.6	42.9
Max Q Clear Time (g_c+I1), s				17.3	13.2	29.1	30.7
Green Ext Time (p_c), s				34.7	0.3	0.4	9.2

Intersection Summary

HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

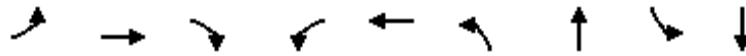
Notes

User approved volume balancing among the lanes for turning movement.

Timings
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

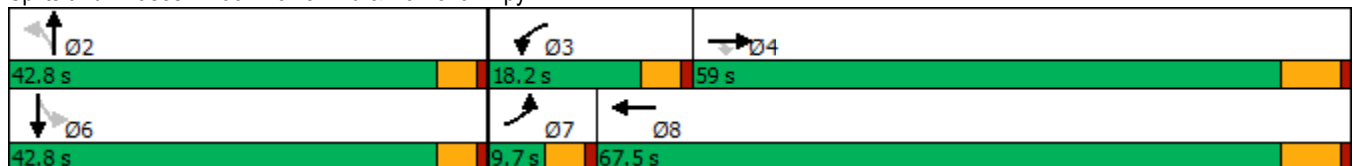


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑	↖↗	↗		↕
Traffic Volume (vph)	6	1582	736	219	1543	538	2	1	1
Future Volume (vph)	6	1582	736	219	1543	538	2	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	9.7	59.0	59.0	18.2	67.5	42.8	42.8	42.8	42.8
Total Split (%)	8.1%	49.2%	49.2%	15.2%	56.3%	35.7%	35.7%	35.7%	35.7%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.3	43.5	43.5	10.6	57.4	24.7	24.7		24.7
Actuated g/C Ratio	0.06	0.46	0.46	0.11	0.60	0.26	0.26		0.26
v/c Ratio	0.06	0.55	0.66	0.58	0.40	0.77	0.71		0.00
Control Delay	53.0	20.1	4.6	49.7	11.3	41.4	27.0		29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	53.0	20.1	4.6	49.7	11.3	41.4	27.0		29.0
LOS	D	C	A	D	B	D	C		C
Approach Delay		15.2			16.1		35.4		29.0
Approach LOS		B			B		D		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.3
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 19.2
 Intersection LOS: B
 Intersection Capacity Utilization 69.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑		↖↗	↑			↕	
Traffic Volume (veh/h)	6	1582	736	219	1543	3	538	2	373	1	1	0
Future Volume (veh/h)	6	1582	736	219	1543	3	538	2	373	1	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	1631	696	226	1591	3	555	2	261	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	3211	791	296	3854	7	777	3	432	144	128	0
Arrive On Green	0.01	0.49	0.49	0.08	0.57	0.57	0.27	0.27	0.27	0.27	0.27	0.00
Sat Flow, veh/h	1810	6536	1610	3510	6787	13	2791	12	1600	336	474	0
Grp Volume(v), veh/h	6	1631	696	226	1149	445	555	0	263	2	0	0
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1755	1634	1898	1396	0	1612	810	0	0
Q Serve(g_s), s	0.3	17.2	39.3	6.4	13.4	13.4	9.3	0.0	14.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	17.2	39.3	6.4	13.4	13.4	23.8	0.0	14.5	14.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.99	0.50		0.00
Lane Grp Cap(c), veh/h	14	3211	791	296	2784	1078	777	0	435	272	0	0
V/C Ratio(X)	0.43	0.51	0.88	0.76	0.41	0.41	0.71	0.00	0.60	0.01	0.00	0.00
Avail Cap(c_a), veh/h	91	3378	832	470	2944	1140	1073	0	606	423	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.2	17.5	23.2	45.5	12.4	12.4	36.7	0.0	32.4	27.9	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.1	10.4	1.6	0.1	0.3	0.6	0.0	0.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.6	14.9	2.7	4.1	4.8	6.2	0.0	5.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	17.6	33.5	47.1	12.5	12.6	37.4	0.0	32.9	27.9	0.0	0.0
LnGrp LOS	E	B	C	D	B	B	D	A	C	C	A	A
Approach Vol, veh/h		2333			1820			818				2
Approach Delay, s/veh		22.5			16.8			35.9				27.9
Approach LOS		C			B			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.0	13.2	56.4		32.0	5.4	64.2				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		38.2	13.6	52.5		38.2	5.1	61.0				
Max Q Clear Time (g_c+I1), s		25.8	8.4	41.3		16.5	2.3	15.4				
Green Ext Time (p_c), s		1.7	0.2	8.6		0.0	0.0	13.0				
Intersection Summary												
HCM 6th Ctrl Delay				22.6								
HCM 6th LOS				C								

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

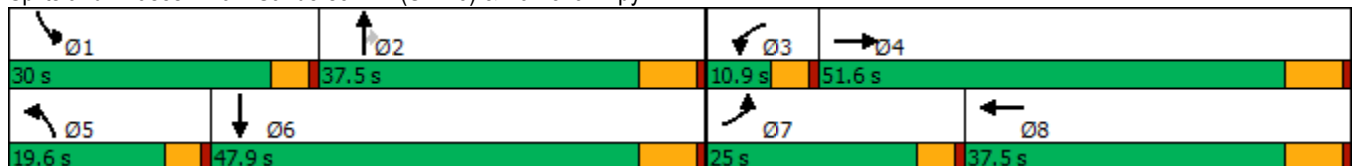
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	994	661	149	70	884	994	252	1421	95	835	744	582
Future Volume (vph)	994	661	149	70	884	994	252	1421	95	835	744	582
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			Free
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.6	38.5		9.6	37.5		9.6	36.5	36.5	9.6	38.5	
Total Split (s)	25.0	51.6		10.9	37.5		19.6	37.5	37.5	30.0	47.9	
Total Split (%)	19.2%	39.7%		8.4%	28.8%		15.1%	28.8%	28.8%	23.1%	36.8%	
Yellow Time (s)	3.6	5.5		3.6	5.5		3.6	5.5	5.5	3.6	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5		4.6	6.5		4.6	6.5	6.5	4.6	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	20.4	42.4	124.0	6.0	25.9	124.0	12.6	29.9	29.9	25.5	42.8	124.0
Actuated g/C Ratio	0.16	0.34	1.00	0.05	0.21	1.00	0.10	0.24	0.24	0.21	0.35	1.00
v/c Ratio	1.13	0.34	0.09	0.41	0.75	0.62	0.69	0.78	0.18	1.14	0.29	0.36
Control Delay	117.7	31.6	0.1	65.9	50.4	1.8	64.7	47.8	0.7	122.7	30.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.7	31.6	0.1	65.9	50.4	1.8	64.7	47.8	0.7	122.7	30.6	0.6
LOS	F	C	A	E	D	A	E	D	A	F	C	A
Approach Delay		76.4			26.2			47.7			58.1	
Approach LOS		E			C			D			E	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 124
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 51.9
 Intersection LOS: D
 Intersection Capacity Utilization 98.9%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	994	661	149	70	884	994	252	1421	95	835	744	582
Future Volume (veh/h)	994	661	149	70	884	994	252	1421	95	835	744	582
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1004	668	0	71	893	0	255	1435	56	843	752	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	929	1877		137	1118		315	1773	376	771	2732	
Arrive On Green	0.26	0.49	0.00	0.06	0.29	0.00	0.13	0.35	0.23	0.32	0.54	0.00
Sat Flow, veh/h	5429	5700	1610	3619	5700	1610	3619	7600	1610	3619	7600	1610
Grp Volume(v), veh/h	1004	668	0	71	893	0	255	1435	56	843	752	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	20.4	8.6	0.0	2.3	17.2	0.0	8.2	20.4	3.3	25.4	6.4	0.0
Cycle Q Clear(g_c), s	20.4	8.6	0.0	2.3	17.2	0.0	8.2	20.4	3.3	25.4	6.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	929	1877		137	1118		315	1773	376	771	2732	
V/C Ratio(X)	1.08	0.36		0.52	0.80		0.81	0.81	0.15	1.09	0.28	
Avail Cap(c_a), veh/h	929	2157		191	1483		455	1977	419	771	2732	
HCM Platoon Ratio	1.50	1.50	1.00	1.50	1.50	1.00	1.50	1.50	1.00	1.50	1.50	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.3	22.4	0.0	55.1	39.9	0.0	50.9	36.3	36.3	40.5	19.1	0.0
Incr Delay (d2), s/veh	53.8	0.1	0.0	1.1	2.3	0.0	4.4	2.4	0.2	60.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	3.4	0.0	1.0	7.1	0.0	3.6	8.1	1.3	15.9	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.0	22.5	0.0	56.3	42.2	0.0	55.3	38.7	36.5	101.3	19.1	0.0
LnGrp LOS	F	C		E	D		E	D	D	F	B	
Approach Vol, veh/h		1672	A		964	A		1746			1595	A
Approach Delay, s/veh		67.9			43.3			41.1			62.5	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	34.3	9.1	45.8	15.0	49.3	25.0	29.9				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	25.4	31.0	6.3	45.1	15.0	41.4	20.4	31.0				
Max Q Clear Time (g_c+I1), s	27.4	22.4	4.3	10.6	10.2	8.4	22.4	19.2				
Green Ext Time (p_c), s	0.0	5.4	0.0	4.3	0.2	4.9	0.0	4.2				

Intersection Summary

HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

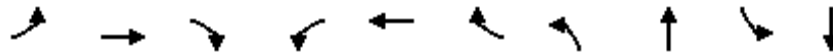
Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

06/02/2020

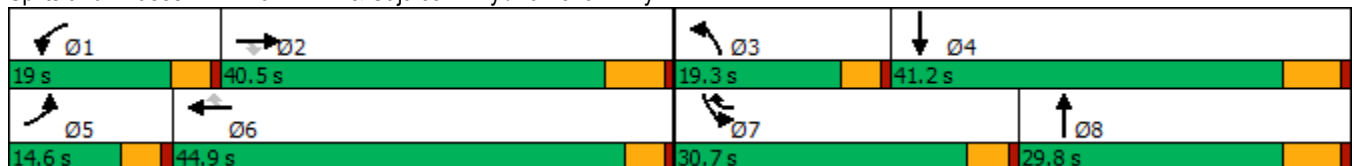


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	66	1594	294	332	1269	265	332	212	621	338
Future Volume (vph)	66	1594	294	332	1269	265	332	212	621	338
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	14.6	40.5	40.5	19.0	44.9	30.7	19.3	29.8	30.7	41.2
Total Split (%)	12.2%	33.8%	33.8%	15.8%	37.4%	25.6%	16.1%	24.8%	25.6%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.0	33.9	33.9	13.5	43.4	66.5	13.6	17.3	23.2	26.9
Actuated g/C Ratio	0.07	0.31	0.31	0.12	0.40	0.61	0.12	0.16	0.21	0.25
v/c Ratio	0.52	0.81	0.43	0.79	0.51	0.25	0.79	0.77	0.86	0.52
Control Delay	65.3	39.9	6.4	62.3	27.9	1.9	61.6	37.6	55.4	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	39.9	6.4	62.3	27.9	1.9	61.6	37.6	55.4	35.1
LOS	E	D	A	E	C	A	E	D	E	D
Approach Delay		35.7			30.3			47.3		46.9
Approach LOS		D			C			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.7
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 37.7
 Intersection LOS: D
 Intersection Capacity Utilization 83.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1594	294	332	1269	265	332	212	282	621	338	105
Future Volume (veh/h)	66	1594	294	332	1269	265	332	212	282	621	338	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	1643	228	342	1308	225	342	219	243	640	348	62
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1983	489	406	2421	922	406	319	285	712	808	143
Arrive On Green	0.05	0.30	0.30	0.12	0.37	0.37	0.12	0.18	0.18	0.20	0.26	0.26
Sat Flow, veh/h	1810	6536	1610	3510	6536	1608	3510	1805	1610	3510	3065	540
Grp Volume(v), veh/h	68	1643	228	342	1308	225	342	219	243	640	203	207
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1755	1634	1608	1755	1805	1610	1755	1805	1800
Q Serve(g_s), s	4.0	25.1	12.3	10.2	16.9	7.4	10.2	12.2	15.7	19.1	10.0	10.2
Cycle Q Clear(g_c), s	4.0	25.1	12.3	10.2	16.9	7.4	10.2	12.2	15.7	19.1	10.0	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	88	1983	489	406	2421	922	406	319	285	712	476	475
V/C Ratio(X)	0.77	0.83	0.47	0.84	0.54	0.24	0.84	0.69	0.85	0.90	0.43	0.44
Avail Cap(c_a), veh/h	169	2091	515	471	2462	932	481	397	354	854	589	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	34.7	30.3	46.5	26.6	11.4	46.4	41.4	42.8	41.7	32.8	32.8
Incr Delay (d2), s/veh	5.3	2.8	0.7	10.3	0.2	0.1	9.7	3.6	15.2	9.9	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	9.7	4.6	4.8	6.2	2.4	4.8	5.5	7.1	8.8	4.2	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	37.6	31.0	56.7	26.8	11.5	56.1	44.9	58.0	51.6	33.4	33.5
LnGrp LOS	E	D	C	E	C	B	E	D	E	D	C	C
Approach Vol, veh/h		1939			1875			804			1050	
Approach Delay, s/veh		37.4			30.4			53.7			44.5	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	38.7	17.0	34.5	9.8	45.9	26.3	25.1				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	14.4	34.3	14.7	35.0	10.0	* 40	26.1	23.6				
Max Q Clear Time (g_c+I1), s	12.2	27.1	12.2	12.2	6.0	18.9	21.1	17.7				
Green Ext Time (p_c), s	0.2	5.5	0.2	2.0	0.0	9.6	0.7	1.3				

Intersection Summary

HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Configurations	↑↑	↑	↔	↑	↔	↑
Traffic Volume (vph)	968	136	722	280	997	0
Future Volume (vph)	968	136	722	280	997	0
Turn Type	NA	Perm	Prot	NA	Split	NA
Protected Phases	2		1	6	4	4
Permitted Phases		2				
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	44.0	44.0	33.0	77.0	43.0	43.0
Total Split (%)	36.7%	36.7%	27.5%	64.2%	35.8%	35.8%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	39.4	39.4	28.1	72.0	38.0	38.0
Actuated g/C Ratio	0.33	0.33	0.23	0.60	0.32	0.32
v/c Ratio	0.89	0.24	0.96	0.27	0.98	0.49
Control Delay	48.9	7.6	98.1	9.0	63.2	2.2
Queue Delay	47.8	0.0	45.0	0.8	43.5	0.0
Total Delay	96.6	7.6	143.1	9.8	106.7	2.2
LOS	F	A	F	A	F	A
Approach Delay	85.6			105.9		76.6
Approach LOS	F			F		E

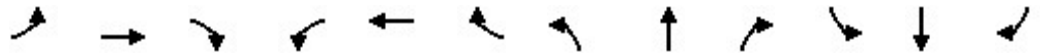
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 87.8
 Intersection LOS: F
 Intersection Capacity Utilization 110.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/19/2022

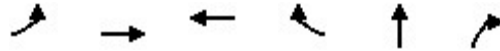


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑					↖↗	↖	
Traffic Volume (veh/h)	0	968	136	722	280	0	0	0	0	997	0	403
Future Volume (veh/h)	0	968	136	722	280	0	0	0	0	997	0	403
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1052	115	785	304	0				1084	0	324
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1183	528	824	1140	0				1112	0	510
Arrive On Green	0.00	0.33	0.33	0.39	1.00	0.00				0.32	0.00	0.32
Sat Flow, veh/h	0	3705	1610	3510	1900	0				3510	0	1610
Grp Volume(v), veh/h	0	1052	115	785	304	0				1084	0	324
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1900	0				1755	0	1610
Q Serve(g_s), s	0.0	33.2	6.2	26.0	0.0	0.0				36.6	0.0	20.7
Cycle Q Clear(g_c), s	0.0	33.2	6.2	26.0	0.0	0.0				36.6	0.0	20.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1183	528	824	1140	0				1112	0	510
V/C Ratio(X)	0.00	0.89	0.22	0.95	0.27	0.00				0.98	0.00	0.64
Avail Cap(c_a), veh/h	0	1183	528	834	1140	0				1112	0	510
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.58	0.58	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.3	29.2	35.8	0.0	0.0				40.5	0.0	35.1
Incr Delay (d2), s/veh	0.0	10.1	0.9	13.8	0.3	0.0				21.1	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.7	2.5	10.6	0.1	0.0				18.3	0.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	48.4	30.1	49.7	0.3	0.0				61.7	0.0	37.7
LnGrp LOS	A	D	C	D	A	A				E	A	D
Approach Vol, veh/h		1167			1089						1408	
Approach Delay, s/veh		46.6			35.9						56.1	
Approach LOS		D			D						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.7	44.3		43.0		77.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	28.5	39.0		38.0		72.0						
Max Q Clear Time (g_c+I1), s	28.0	35.2		38.6		2.0						
Green Ext Time (p_c), s	0.1	1.8		0.0		1.0						

Intersection Summary

HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D

Timings



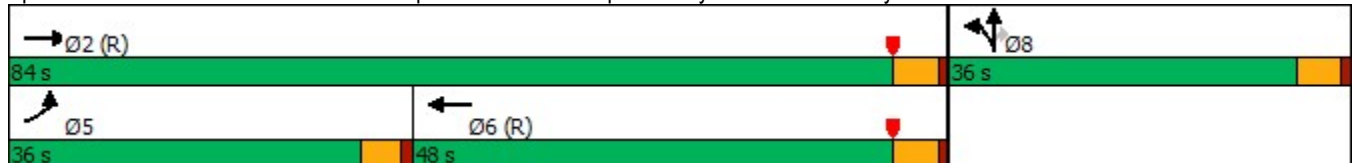
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↔↔	↑↑	↑↑	↔	↔	↔
Traffic Volume (vph)	677	1287	952	2027	1	347
Future Volume (vph)	677	1287	952	2027	1	347
Turn Type	Prot	NA	NA	Free	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				Free		8
Detector Phase	5	2	6		8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	9.5	26.0	24.0		10.0	10.0
Total Split (s)	36.0	84.0	48.0		36.0	36.0
Total Split (%)	30.0%	70.0%	40.0%		30.0%	30.0%
Yellow Time (s)	3.5	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max		Max	Max
Act Effct Green (s)	28.5	79.0	46.0	120.0	31.0	31.0
Actuated g/C Ratio	0.24	0.66	0.38	1.00	0.26	0.26
v/c Ratio	0.88	0.59	0.75	1.36	0.12	0.81
Control Delay	76.8	25.7	36.7	179.7	35.0	49.6
Queue Delay	50.6	50.5	50.1	0.0	0.0	0.0
Total Delay	127.4	76.1	86.8	179.7	35.0	49.6
LOS	F	E	F	F	C	D
Approach Delay		93.8	150.0		47.7	
Approach LOS		F	F		D	

Intersection Summary

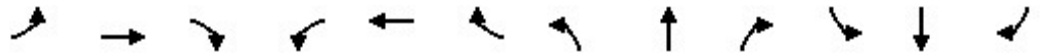
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.36
 Intersection Signal Delay: 121.7
 Intersection Capacity Utilization 110.8%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox Blvd./Harley Knox Blvd. 02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔		↔	↔			
Traffic Volume (veh/h)	677	1287	0	0	952	2027	50	1	347	0	0	0
Future Volume (veh/h)	677	1287	0	0	952	2027	50	1	347	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	736	1399	0	0	1035	0	54	1	237			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	785	2377	0	0	1434		459	9	416			
Arrive On Green	0.45	1.00	0.00	0.00	0.40	0.00	0.26	0.26	0.26			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1778	33	1610			
Grp Volume(v), veh/h	736	1399	0	0	1035	0	55	0	237			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	24.0	0.0	0.0	0.0	29.1	0.0	2.8	0.0	15.4			
Cycle Q Clear(g_c), s	24.0	0.0	0.0	0.0	29.1	0.0	2.8	0.0	15.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	785	2377	0	0	1434		468	0	416			
V/C Ratio(X)	0.94	0.59	0.00	0.00	0.72		0.12	0.00	0.57			
Avail Cap(c_a), veh/h	922	2377	0	0	1434		468	0	416			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.24	0.24	0.00	0.00	0.25	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.4	0.0	0.0	0.0	30.6	0.0	34.0	0.0	38.7			
Incr Delay (d2), s/veh	4.5	0.3	0.0	0.0	0.8	0.0	0.5	0.0	5.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.7	0.1	0.0	0.0	12.1	0.0	1.3	0.0	6.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.3	0.0	0.0	31.4	0.0	34.5	0.0	44.3			
LnGrp LOS	D	A	A	A	C		C	A	D			
Approach Vol, veh/h		2135			1035	A		292				
Approach Delay, s/veh		12.9			31.4			42.4				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		84.0			31.3	52.7		36.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		79.0			31.5	43.0		31.0				
Max Q Clear Time (g_c+I1), s		2.0			26.0	31.1		17.4				
Green Ext Time (p_c), s		7.9			0.9	3.7		0.8				

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

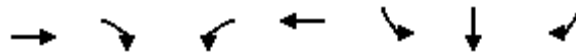
Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

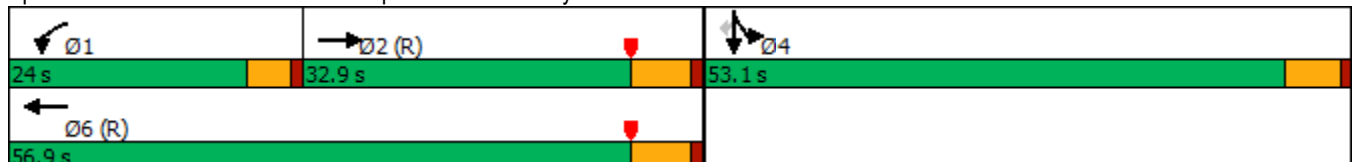


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑	↔↔	↑↑↑↑	↔↔	↑	↑
Traffic Volume (vph)	1792	783	741	1502	2513	3	364
Future Volume (vph)	1792	783	741	1502	2513	3	364
Turn Type	NA	Free	Prot	NA	Split	NA	Perm
Protected Phases	2		1	6	4	4	
Permitted Phases		Free					4
Detector Phase	2		1	6	4	4	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		9.5	31.0	10.5	10.5	10.5
Total Split (s)	32.9		24.0	56.9	53.1	53.1	53.1
Total Split (%)	29.9%		21.8%	51.7%	48.3%	48.3%	48.3%
Yellow Time (s)	5.0		3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	C-Max		None	C-Max	Max	Max	Max
Act Effct Green (s)	26.9	110.0	19.5	50.9	47.6	47.6	47.6
Actuated g/C Ratio	0.24	1.00	0.18	0.46	0.43	0.43	0.43
v/c Ratio	0.97	0.49	1.17	0.43	1.09	1.07	0.50
Control Delay	57.1	1.1	105.2	8.5	81.8	85.3	20.4
Queue Delay	0.0	0.0	0.0	0.0	8.2	15.9	0.0
Total Delay	57.1	1.1	105.2	8.5	90.0	101.2	20.4
LOS	E	A	F	A	F	F	C
Approach Delay	40.1			40.4		84.4	
Approach LOS	D			D		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 56.8
 Intersection LOS: E
 Intersection Capacity Utilization 149.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗	↘	↑↑↑					↖	↗	↘
Traffic Volume (veh/h)	0	1792	783	741	1502	0	0	0	0	2513	3	364
Future Volume (veh/h)	0	1792	783	741	1502	0	0	0	0	2513	3	364
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1810	0	748	1517	0				2540	0	363
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1859		642	3517	0				2349	0	697
Arrive On Green	0.00	0.32	0.00	0.23	0.60	0.00				0.56	0.00	0.56
Sat Flow, veh/h	0	7600	1610	3619	7600	0				5429	0	1610
Grp Volume(v), veh/h	0	1810	0	748	1517	0				2540	0	363
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	25.9	0.0	19.5	11.8	0.0				47.6	0.0	15.3
Cycle Q Clear(g_c), s	0.0	25.9	0.0	19.5	11.8	0.0				47.6	0.0	15.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1859		642	3517	0				2349	0	697
V/C Ratio(X)	0.00	0.97		1.17	0.43	0.00				1.08	0.00	0.52
Avail Cap(c_a), veh/h	0	1859		642	3517	0				2349	0	697
HCM Platoon Ratio	1.00	1.30	1.00	1.30	1.30	1.00				1.30	1.30	1.30
Upstream Filter(I)	0.00	0.45	0.00	0.62	0.62	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	37.2	0.0	42.3	14.1	0.0				24.1	0.0	17.0
Incr Delay (d2), s/veh	0.0	9.1	0.0	85.4	0.2	0.0				44.9	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.6	0.0	15.4	4.2	0.0				25.4	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	46.3	0.0	127.7	14.4	0.0				68.9	0.0	19.8
LnGrp LOS	A	D		F	B	A				F	A	B
Approach Vol, veh/h		1810	A		2265						2903	
Approach Delay, s/veh		46.3			51.8						62.8	
Approach LOS		D			D						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	32.9		53.1		56.9						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	19.5	26.9		47.6		50.9						
Max Q Clear Time (g_c+I1), s	21.5	27.9		49.6		13.8						
Green Ext Time (p_c), s	0.0	0.0		0.0		7.9						

Intersection Summary

HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Notes

- User approved volume balancing among the lanes for turning movement.
- Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

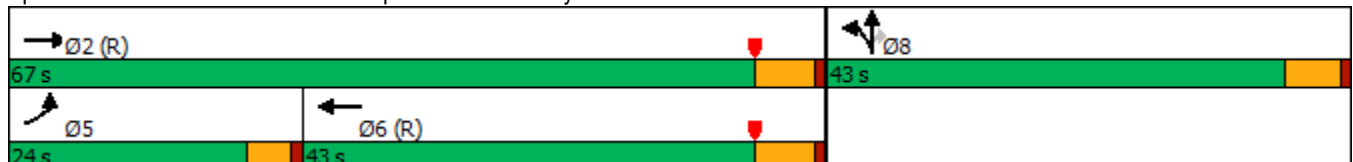


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations	↶↶	↑↑↑	↑↑↑	↷	↶	↷	↷
Traffic Volume (vph)	516	3790	1630	1986	611	3	721
Future Volume (vph)	516	3790	1630	1986	611	3	721
Turn Type	Prot	NA	NA	Free	Split	NA	Perm
Protected Phases	5	2	6		8	8	
Permitted Phases				Free			8
Detector Phase	5	2	6		8	8	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0		10.5	10.5	10.5
Total Split (s)	24.0	67.0	43.0		43.0	43.0	43.0
Total Split (%)	21.8%	60.9%	39.1%		39.1%	39.1%	39.1%
Yellow Time (s)	3.5	5.0	5.0		4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0		5.5	5.5	5.5
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	19.0	61.0	37.5	110.0	37.5	37.5	37.5
Actuated g/C Ratio	0.17	0.55	0.34	1.00	0.34	0.34	0.34
v/c Ratio	0.88	1.08	0.76	1.27	0.54	0.54	1.24
Control Delay	38.8	60.4	34.9	135.4	33.5	33.5	152.0
Queue Delay	0.0	10.1	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	70.5	34.9	135.4	33.5	33.5	152.0
LOS	D	E	C	F	C	C	F
Approach Delay		66.7	90.1			97.5	
Approach LOS		E	F			F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.27
 Intersection Signal Delay: 80.3
 Intersection LOS: F
 Intersection Capacity Utilization 149.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑			↑↑↑	↔	↔	↔	↔			
Traffic Volume (veh/h)	516	3790	0	0	1630	1986	611	3	721	0	0	0
Future Volume (veh/h)	516	3790	0	0	1630	1986	611	3	721	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	532	3907	0	0	1680	0	632	0	547			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	594	3625	0	0	2252		1234	0	549			
Arrive On Green	0.17	0.55	0.00	0.00	0.34	0.00	0.34	0.00	0.34			
Sat Flow, veh/h	3510	6802	0	0	6802	1610	3619	0	1610			
Grp Volume(v), veh/h	532	3907	0	0	1680	0	632	0	547			
Grp Sat Flow(s),veh/h/ln	1755	1634	0	0	1634	1610	1810	0	1610			
Q Serve(g_s), s	16.3	61.0	0.0	0.0	24.9	0.0	15.3	0.0	37.3			
Cycle Q Clear(g_c), s	16.3	61.0	0.0	0.0	24.9	0.0	15.3	0.0	37.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	594	3625	0	0	2252		1234	0	549			
V/C Ratio(X)	0.90	1.08	0.00	0.00	0.75		0.51	0.00	1.00			
Avail Cap(c_a), veh/h	622	3625	0	0	2252		1234	0	549			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.8	24.5	0.0	0.0	31.8	0.0	28.9	0.0	36.2			
Incr Delay (d2), s/veh	1.8	35.7	0.0	0.0	2.3	0.0	0.4	0.0	37.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.9	28.9	0.0	0.0	9.5	0.0	6.4	0.0	19.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	60.2	0.0	0.0	34.1	0.0	29.3	0.0	73.6			
LnGrp LOS	D	F	A	A	C		C	A	E			
Approach Vol, veh/h		4439			1680	A		1179				
Approach Delay, s/veh		58.5			34.1			49.9				
Approach LOS		E			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.0			23.1	43.9		43.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		61.0			19.5	37.0		37.5				
Max Q Clear Time (g_c+I1), s		63.0			18.3	26.9		39.3				
Green Ext Time (p_c), s		0.0			0.3	5.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

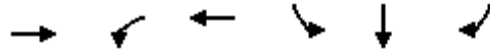
Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Timings
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

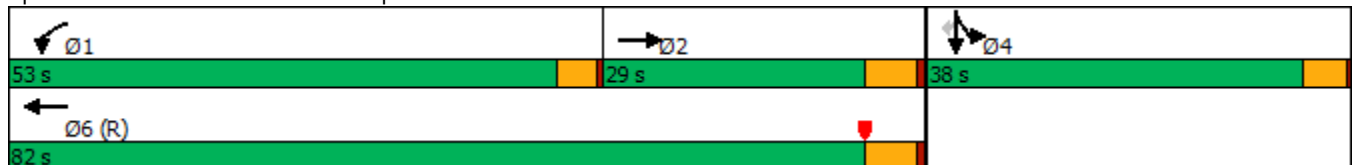


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	591	1238	824	979	0	85
Future Volume (vph)	591	1238	824	979	0	85
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	29.0	53.0	82.0	38.0	38.0	38.0
Total Split (%)	24.2%	44.2%	68.3%	31.7%	31.7%	31.7%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	24.6	47.9	76.5	33.5	33.5	33.5
Actuated g/C Ratio	0.20	0.40	0.64	0.28	0.28	0.28
v/c Ratio	1.11	0.93	0.37	1.06	1.06	0.18
Control Delay	108.9	41.1	5.7	98.2	98.2	10.3
Queue Delay	0.1	37.0	0.4	19.1	19.1	0.0
Total Delay	109.0	78.1	6.1	117.3	117.3	10.3
LOS	F	E	A	F	F	B
Approach Delay	109.0		49.3		108.8	
Approach LOS	F		D		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 77.5
 Intersection LOS: E
 Intersection Capacity Utilization 178.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 6: I-215 SB Ramps & Placentia Av.



HCM 6th Signalized Intersection Summary
6: I-215 SB Ramps & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	591	198	1238	824	0	0	0	0	979	0	85
Future Volume (veh/h)	0	591	198	1238	824	0	0	0	0	979	0	85
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	642	133	1346	896	0				1064	0	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	663	137	1399	2422	0				1010	0	447
Arrive On Green	0.00	0.22	0.22	0.65	1.00	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	3050	631	3619	3800	0				3619	0	1602
Grp Volume(v), veh/h	0	399	376	1346	896	0				1064	0	70
Grp Sat Flow(s),veh/h/ln	0	1900	1781	1810	1900	0				1810	0	1602
Q Serve(g_s), s	0.0	25.0	25.1	41.7	0.0	0.0				33.5	0.0	4.0
Cycle Q Clear(g_c), s	0.0	25.0	25.1	41.7	0.0	0.0				33.5	0.0	4.0
Prop In Lane	0.00		0.35	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	413	387	1399	2423	0				1010	0	447
V/C Ratio(X)	0.00	0.97	0.97	0.96	0.37	0.00				1.05	0.00	0.16
Avail Cap(c_a), veh/h	0	413	387	1478	2423	0				1010	0	447
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	46.5	46.6	20.4	0.0	0.0				43.3	0.0	32.6
Incr Delay (d2), s/veh	0.0	36.7	38.6	2.2	0.0	0.0				43.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.5	14.8	10.2	0.0	0.0				20.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	83.2	85.2	22.6	0.0	0.0				86.6	0.0	32.8
LnGrp LOS	A	F	F	C	A	A				F	A	C
Approach Vol, veh/h		775			2242						1134	
Approach Delay, s/veh		84.2			13.6						83.3	
Approach LOS		F			B						F	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	50.4	31.6		38.0		82.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	49.0	23.5		33.5		76.5						
Max Q Clear Time (g_c+I1), s	43.7	27.1		35.5		2.0						
Green Ext Time (p_c), s	2.7	0.0		0.0		3.9						

Intersection Summary

HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

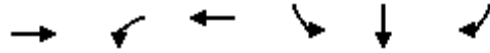
Notes

User approved volume balancing among the lanes for turning movement.

Timings
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

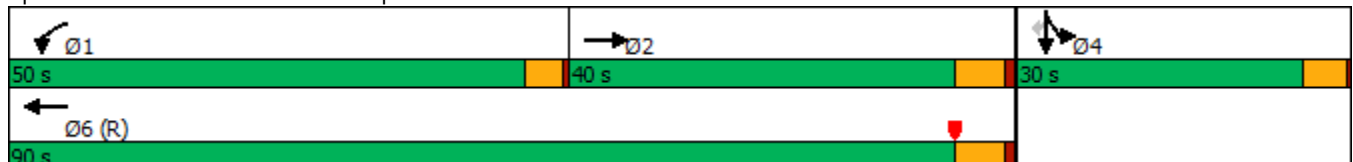


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑	↑↑	↑↑	↑	↑	↑
Traffic Volume (vph)	884	1317	849	695	4	105
Future Volume (vph)	884	1317	849	695	4	105
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.5	9.5	25.5	9.5	9.5	9.5
Total Split (s)	40.0	50.0	90.0	30.0	30.0	30.0
Total Split (%)	33.3%	41.7%	75.0%	25.0%	25.0%	25.0%
Yellow Time (s)	4.5	3.5	4.5	4.0	4.0	4.0
All-Red Time (s)	1.0	0.5	1.0	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	4.0	5.5	4.5	4.5	4.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?						
Recall Mode	Max	None	C-Max	None	None	None
Act Effct Green (s)	34.5	46.0	84.5	25.5	25.5	25.5
Actuated g/C Ratio	0.29	0.38	0.70	0.21	0.21	0.21
v/c Ratio	1.22	1.00	0.35	1.01	1.01	0.26
Control Delay	143.4	61.9	7.4	96.0	97.8	8.7
Queue Delay	0.0	36.1	0.7	0.0	0.0	0.0
Total Delay	143.4	98.1	8.1	96.0	97.8	8.7
LOS	F	F	A	F	F	A
Approach Delay	143.4		62.8		85.4	
Approach LOS	F		E		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 90.1
 Intersection LOS: F
 Intersection Capacity Utilization 102.5%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 8: I-215 SB Ramps & Nuevo Rd.



HCM 6th Signalized Intersection Summary
8: I-215 SB Ramps & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	884	296	1317	849	0	0	0	0	695	4	105
Future Volume (veh/h)	0	884	296	1317	849	0	0	0	0	695	4	105
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	931	154	1386	894	0				735	0	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	891	147	1387	2542	0				769	0	342
Arrive On Green	0.00	0.29	0.29	0.38	0.70	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3194	512	3619	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	542	543	1386	894	0				735	0	52
Grp Sat Flow(s),veh/h/ln	0	1805	1806	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	34.5	34.5	45.9	11.7	0.0				24.1	0.0	3.2
Cycle Q Clear(g_c), s	0.0	34.5	34.5	45.9	11.7	0.0				24.1	0.0	3.2
Prop In Lane	0.00		0.28	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	519	519	1387	2542	0				769	0	342
V/C Ratio(X)	0.00	1.04	1.05	1.00	0.35	0.00				0.96	0.00	0.15
Avail Cap(c_a), veh/h	0	519	519	1387	2542	0				769	0	342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.15	0.15	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	42.8	42.8	37.0	7.0	0.0				46.7	0.0	38.5
Incr Delay (d2), s/veh	0.0	51.7	51.8	9.1	0.1	0.0				22.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.0	22.0	20.6	3.6	0.0				12.8	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	94.4	94.6	46.1	7.0	0.0				68.9	0.0	38.7
LnGrp LOS	A	F	F	D	A	A				E	A	D
Approach Vol, veh/h		1085			2280						787	
Approach Delay, s/veh		94.5			30.8						66.9	
Approach LOS		F			C						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	50.0	40.0		30.0		90.0						
Change Period (Y+Rc), s	4.0	5.5		4.5		5.5						
Max Green Setting (Gmax), s	46.0	34.5		25.5		84.5						
Max Q Clear Time (g_c+I1), s	47.9	36.5		26.1		13.7						
Green Ext Time (p_c), s	0.0	0.0		0.0		3.9						

Intersection Summary

HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection			
Intersection Delay, s/veh	17.7		
Intersection LOS	C		
Approach	EB	WB	NB
Entry Lanes	4	3	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	0	0	247
Demand Flow Rate, veh/h	0	0	247
Vehicles Circulating, veh/h	16	179	1442
Vehicles Exiting, veh/h	2647	1510	225
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	0.0	0.0	17.7
Approach LOS	-	-	C
Lane	Left	Right	
Designated Moves	L	TR	
Assumed Moves	L	TR	
RT Channelized			
Lane Util	0.725	0.275	
Follow-Up Headway, s	2.535	2.535	
Critical Headway, s	4.544	4.544	
Entry Flow, veh/h	179	68	
Cap Entry Lane, veh/h	382	382	
Entry HV Adj Factor	1.000	1.000	
Flow Entry, veh/h	179	68	
Cap Entry, veh/h	382	382	
V/C Ratio	0.468	0.178	
Control Delay, s/veh	19.8	12.3	
LOS	C	B	
95th %tile Queue, veh	2	1	

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

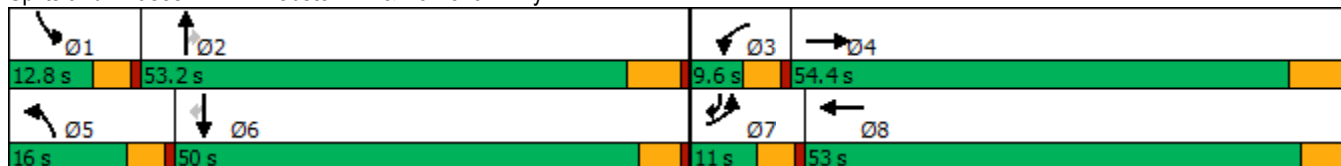


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	237	3626	36	3322	280	34	23	124	60	216
Future Volume (vph)	237	3626	36	3322	280	34	23	124	60	216
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	47.5	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	11.0	54.4	9.6	53.0	16.0	53.2	53.2	12.8	50.0	11.0
Total Split (%)	8.5%	41.8%	7.4%	40.8%	12.3%	40.9%	40.9%	9.8%	38.5%	8.5%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.5	53.5	5.1	48.9	11.6	16.4	16.4	9.1	14.8	22.8
Actuated g/C Ratio	0.07	0.55	0.05	0.50	0.12	0.17	0.17	0.09	0.15	0.23
v/c Ratio	1.06	0.97	0.42	0.96	1.41	0.12	0.07	0.79	0.23	0.54
Control Delay	121.4	33.8	63.5	33.7	243.1	34.4	0.4	78.4	38.2	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.4	33.8	63.5	33.7	243.1	34.4	0.4	78.4	38.2	26.6
LOS	F	C	E	C	F	C	A	E	D	C
Approach Delay		39.0		34.0		205.1			44.4	
Approach LOS		D		C		F			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 97.9
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.41
 Intersection Signal Delay: 44.1
 Intersection LOS: D
 Intersection Capacity Utilization 95.5%
 ICU Level of Service F
 Analysis Period (min) 15























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	3626	120	36	3322	67	280	34	23	124	60	216
Future Volume (veh/h)	237	3626	120	36	3322	67	280	34	23	124	60	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	255	3899	118	39	3572	44	301	37	20	133	65	-150
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	240	3876	115	61	3710	45	213	248	209	153	185	263
Arrive On Green	0.07	0.53	0.53	0.03	0.50	0.50	0.12	0.13	0.13	0.08	0.10	0.00
Sat Flow, veh/h	3619	7342	219	1810	7492	92	1810	1900	1606	1810	1900	1610
Grp Volume(v), veh/h	255	3013	1004	39	2714	902	301	37	20	133	65	-150
Grp Sat Flow(s),veh/h/ln	1810	1900	1861	1810	1900	1883	1810	1900	1606	1810	1900	1610
Q Serve(g_s), s	6.4	51.0	51.0	2.1	44.3	44.9	11.4	1.7	1.1	7.0	3.1	0.0
Cycle Q Clear(g_c), s	6.4	51.0	51.0	2.1	44.3	44.9	11.4	1.7	1.1	7.0	3.1	0.0
Prop In Lane	1.00		0.12	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	3009	982	61	2823	933	213	248	209	153	185	263
V/C Ratio(X)	1.06	1.00	1.02	0.64	0.96	0.97	1.41	0.15	0.10	0.87	0.35	-0.57
Avail Cap(c_a), veh/h	240	3009	982	94	2824	933	213	924	781	153	882	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.1	22.8	22.8	46.2	23.5	23.6	42.6	37.3	37.0	43.7	40.8	0.0
Incr Delay (d2), s/veh	76.3	16.7	34.5	4.2	9.6	21.8	210.4	0.3	0.2	36.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	23.6	27.9	1.0	19.4	22.6	17.4	0.8	0.4	4.6	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.4	39.5	57.3	50.3	33.1	45.5	253.0	37.6	37.2	79.7	41.9	0.0
LnGrp LOS	F	F	F	D	C	D	F	D	D	E	D	A
Approach Vol, veh/h		4272			3655			358			48	
Approach Delay, s/veh		48.6			36.3			218.7			277.6	
Approach LOS		D			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	18.8	7.8	57.2	16.0	15.6	11.0	54.1				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	8.2	47.0	5.0	48.2	11.4	* 45	6.4	* 48				
Max Q Clear Time (g_c+I1), s	9.0	3.7	4.1	53.0	13.4	5.1	8.4	46.9				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.0	0.3	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

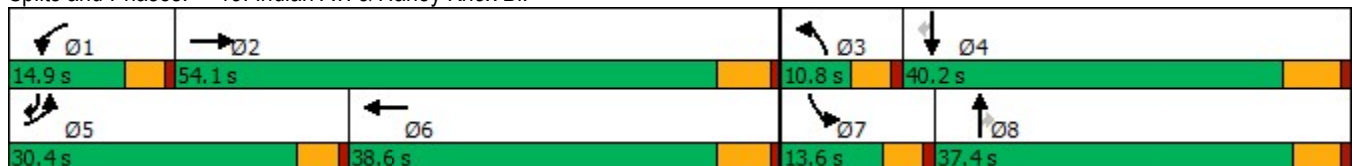


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖	↕↔	↖↗	↕↔	↖	↖	↕	↖
Traffic Volume (vph)	476	941	67	1285	149	373	86	110	406	818
Future Volume (vph)	476	941	67	1285	149	373	86	110	406	818
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2	1	6	3	8		7	4	5
Permitted Phases							8			4
Detector Phase	5	2	1	6	3	8	8	7	4	5
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	35.8	9.6	31.8	9.6	37.4	37.4	9.6	40.2	9.6
Total Split (s)	30.4	54.1	14.9	38.6	10.8	37.4	37.4	13.6	40.2	30.4
Total Split (%)	25.3%	45.1%	12.4%	32.2%	9.0%	31.2%	31.2%	11.3%	33.5%	25.3%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	4.4	3.6	5.2	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	5.4	4.6	6.2	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	25.8	52.4	8.4	32.8	6.2	28.2	28.2	9.0	30.2	62.2
Actuated g/C Ratio	0.22	0.45	0.07	0.28	0.05	0.24	0.24	0.08	0.26	0.53
v/c Ratio	0.67	0.49	0.56	1.00	0.87	0.46	0.18	0.86	0.89	0.99
Control Delay	46.7	24.6	69.5	66.3	94.5	39.2	1.5	100.7	63.2	54.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.7	24.6	69.5	66.3	94.5	39.2	1.5	100.7	63.2	54.0
LOS	D	C	E	E	F	D	A	F	E	D
Approach Delay		31.5		66.5		47.5			60.6	
Approach LOS		C		E		D			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 51.6
 Intersection LOS: D
 Intersection Capacity Utilization 93.6%
 ICU Level of Service F
 Analysis Period (min) 15

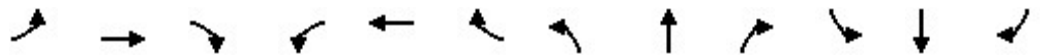
Splits and Phases: 13: Indian Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
13: Indian Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔	↑↑↔		↔↔	↑↑	↔	↔	↑	↔
Traffic Volume (veh/h)	476	941	102	67	1285	61	149	373	86	110	406	818
Future Volume (veh/h)	476	941	102	67	1285	61	149	373	86	110	406	818
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	517	1023	104	73	1397	50	162	405	84	120	441	661
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	588	1935	196	94	1485	53	193	998	445	144	572	754
Arrive On Green	0.17	0.40	0.40	0.05	0.29	0.29	0.05	0.28	0.28	0.08	0.30	0.30
Sat Flow, veh/h	3510	4785	486	1810	5141	184	3510	3610	1610	1810	1900	1610
Grp Volume(v), veh/h	517	739	388	73	940	507	162	405	84	120	441	661
Grp Sat Flow(s),veh/h/ln	1755	1729	1813	1810	1729	1867	1755	1805	1610	1810	1900	1610
Q Serve(g_s), s	16.2	18.3	18.3	4.5	30.0	30.0	5.2	10.3	4.5	7.4	23.9	34.0
Cycle Q Clear(g_c), s	16.2	18.3	18.3	4.5	30.0	30.0	5.2	10.3	4.5	7.4	23.9	34.0
Prop In Lane	1.00		0.27	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	588	1398	733	94	999	539	193	998	445	144	572	754
V/C Ratio(X)	0.88	0.53	0.53	0.78	0.94	0.94	0.84	0.41	0.19	0.83	0.77	0.88
Avail Cap(c_a), veh/h	802	1479	775	165	1005	542	193	1023	456	144	572	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	25.5	25.5	52.9	39.2	39.2	52.9	33.3	31.2	51.2	35.9	27.1
Incr Delay (d2), s/veh	6.9	0.3	0.6	5.1	16.1	24.7	25.6	0.3	0.2	30.4	6.4	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	7.0	7.5	2.1	14.3	16.7	2.9	4.4	1.7	4.5	11.6	17.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	25.8	26.1	58.0	55.3	63.9	78.5	33.6	31.4	81.7	42.3	38.4
LnGrp LOS	D	C	C	E	E	E	E	C	C	F	D	D
Approach Vol, veh/h		1644			1520			651			1222	
Approach Delay, s/veh		34.4			58.3			44.5			44.0	
Approach LOS		C			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	51.5	10.8	40.2	23.5	38.4	13.6	37.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	10.3	48.3	6.2	34.0	25.8	32.8	9.0	* 32				
Max Q Clear Time (g_c+I1), s	6.5	20.3	7.2	36.0	18.2	32.0	9.4	12.3				
Green Ext Time (p_c), s	0.0	7.5	0.0	0.0	0.7	0.7	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

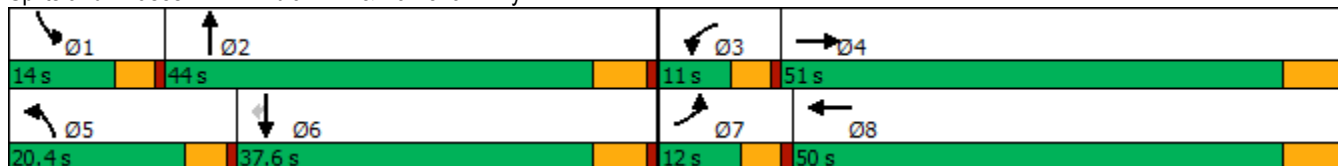


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑↓	↖	↑↑↑↓	↖	↑↓	↖	↑↑	↖
Traffic Volume (vph)	476	3598	177	2719	228	263	251	223	201
Future Volume (vph)	476	3598	177	2719	228	263	251	223	201
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	12.0	51.0	11.0	50.0	20.4	44.0	14.0	37.6	37.6
Total Split (%)	10.0%	42.5%	9.2%	41.7%	17.0%	36.7%	11.7%	31.3%	31.3%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	7.4	45.1	6.4	44.1	15.9	21.0	9.5	14.6	14.6
Actuated g/C Ratio	0.07	0.44	0.06	0.43	0.15	0.20	0.09	0.14	0.14
v/c Ratio	1.87	1.19	1.62	0.93	0.84	0.42	1.55	0.43	0.57
Control Delay	435.3	115.7	347.3	34.9	69.5	34.2	310.7	42.2	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	435.3	115.7	347.3	34.9	69.5	34.2	310.7	42.2	17.8
LOS	F	F	F	C	E	C	F	D	B
Approach Delay		151.1		52.8		48.9		134.7	
Approach LOS		F		D		D		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.87
 Intersection Signal Delay: 108.0
 Intersection LOS: F
 Intersection Capacity Utilization 106.5%
 ICU Level of Service G
 Analysis Period (min) 15


































Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

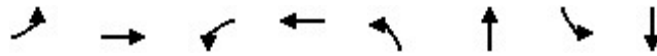
06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	  	 
Traffic Volume (veh/h)	476	3598	235	177	2719	208	228	263	56	251	223	201
Future Volume (veh/h)	476	3598	235	177	2719	208	228	263	56	251	223	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	486	3671	107	181	2774	156	233	268	6	256	228	103
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	277	3409	98	120	3233	180	266	568	13	176	393	167
Arrive On Green	0.10	0.60	0.46	0.09	0.59	0.45	0.15	0.15	0.15	0.10	0.10	0.10
Sat Flow, veh/h	3619	7351	211	1810	7130	398	1810	3702	83	1810	3800	1610
Grp Volume(v), veh/h	486	2835	943	181	2213	717	233	137	137	256	228	103
Grp Sat Flow(s),veh/h/ln	1810	1900	1862	1810	1900	1828	1810	1900	1885	1810	1900	1610
Q Serve(g_s), s	7.4	44.8	44.8	6.4	31.1	32.3	12.2	6.4	6.4	9.4	5.5	5.9
Cycle Q Clear(g_c), s	7.4	44.8	44.8	6.4	31.1	32.3	12.2	6.4	6.4	9.4	5.5	5.9
Prop In Lane	1.00		0.11	1.00		0.22	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	277	2643	863	120	2584	829	266	291	289	176	393	167
V/C Ratio(X)	1.75	1.07	1.09	1.51	0.86	0.86	0.88	0.47	0.47	1.45	0.58	0.62
Avail Cap(c_a), veh/h	277	2643	863	120	2584	829	296	751	745	176	1251	530
HCM Platoon Ratio	1.30	1.30	1.00	1.30	1.30	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	19.2	19.9	44.1	17.2	18.7	40.3	37.3	37.3	43.6	41.3	41.5
Incr Delay (d2), s/veh	353.4	40.7	58.8	267.6	3.1	9.5	21.0	1.2	1.2	233.0	1.4	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.7	22.7	27.3	11.6	9.8	12.1	6.8	3.0	2.9	15.5	2.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	396.9	59.9	78.8	311.7	20.3	28.2	61.4	38.5	38.5	276.6	42.7	45.2
LnGrp LOS	F	F	F	F	C	C	E	D	D	F	D	D
Approach Vol, veh/h		4264			3111			507			587	
Approach Delay, s/veh		102.5			39.1			49.0			145.1	
Approach LOS		F			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	20.6	11.0	51.0	18.8	15.8	12.0	50.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	9.4	38.2	6.4	44.8	15.8	31.8	7.4	43.8				
Max Q Clear Time (g_c+1), s	11.4	8.4	8.4	46.8	14.2	7.9	9.4	34.3				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.1	1.6	0.0	8.8				
Intersection Summary												
HCM 6th Ctrl Delay				79.0								
HCM 6th LOS				E								

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

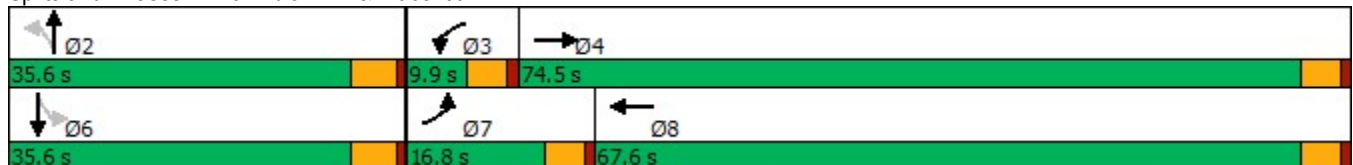


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	216	1419	39	1587	60	117	143	323
Future Volume (vph)	216	1419	39	1587	60	117	143	323
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	16.8	74.5	9.9	67.6	35.6	35.6	35.6	35.6
Total Split (%)	14.0%	62.1%	8.3%	56.3%	29.7%	29.7%	29.7%	29.7%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	12.2	71.9	5.2	63.0	30.5	30.5	30.5	30.5
Actuated g/C Ratio	0.10	0.60	0.04	0.52	0.25	0.25	0.25	0.25
v/c Ratio	1.28	0.78	0.54	0.95	1.03	0.17	0.49	1.29dr
Control Delay	205.9	21.8	80.8	39.0	169.0	31.2	44.4	93.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	205.9	21.8	80.8	39.0	169.0	31.2	44.4	93.1
LOS	F	C	F	D	F	C	D	F
Approach Delay		44.5		40.0		72.5		86.6
Approach LOS		D		D		E		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 53.6
 Intersection LOS: D
 Intersection Capacity Utilization 110.5%
 ICU Level of Service H
 Analysis Period (min) 15
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 15: Indian Av. & Placentia Av.



HCM 6th Signalized Intersection Summary
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

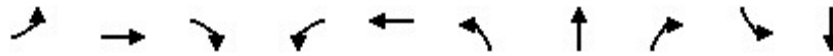


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	216	1419	117	39	1587	60	60	117	23	143	323	600
Future Volume (veh/h)	216	1419	117	39	1587	60	60	117	23	143	323	600
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	1542	67	42	1725	32	65	127	3	155	351	326
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	2098	91	57	1904	35	110	916	22	350	459	409
Arrive On Green	0.10	0.60	0.60	0.03	0.52	0.52	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1810	3525	153	1810	3626	67	774	3605	85	1280	1805	1610
Grp Volume(v), veh/h	235	787	822	42	857	900	65	63	67	155	351	326
Grp Sat Flow(s),veh/h/ln	1810	1805	1873	1810	1805	1888	774	1805	1885	1280	1805	1610
Q Serve(g_s), s	12.2	37.6	38.0	2.8	51.5	51.9	7.8	3.3	3.3	12.8	21.6	22.7
Cycle Q Clear(g_c), s	12.2	37.6	38.0	2.8	51.5	51.9	30.5	3.3	3.3	16.1	21.6	22.7
Prop In Lane	1.00		0.08	1.00		0.04	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	184	1074	1115	57	948	991	110	459	479	350	459	409
V/C Ratio(X)	1.28	0.73	0.74	0.74	0.90	0.91	0.59	0.14	0.14	0.44	0.77	0.80
Avail Cap(c_a), veh/h	184	1074	1115	80	948	991	110	459	479	350	459	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	17.4	17.5	57.6	25.8	25.9	57.0	34.6	34.6	40.8	41.4	41.8
Incr Delay (d2), s/veh	160.0	4.4	4.4	10.5	13.6	13.5	8.0	0.1	0.1	0.9	7.5	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.8	16.4	17.2	1.4	25.1	26.3	2.2	1.4	1.5	4.1	10.4	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	213.9	21.9	21.9	68.1	39.4	39.4	65.0	34.7	34.7	41.7	49.0	52.4
LnGrp LOS	F	C	C	E	D	D	E	C	C	D	D	D
Approach Vol, veh/h		1844			1799			195			832	
Approach Delay, s/veh		46.3			40.1			44.8			48.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.6	8.4	76.0		35.6	16.8	67.6				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		30.5	5.3	69.9		30.5	12.2	63.0				
Max Q Clear Time (g_c+I1), s		32.5	4.8	40.0		24.7	14.2	53.9				
Green Ext Time (p_c), s		0.0	0.0	16.0		2.4	0.0	7.3				
Intersection Summary												
HCM 6th Ctrl Delay			44.3									
HCM 6th LOS			D									

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗	↘	↖	↗
Traffic Volume (vph)	31	708	200	389	607	303	1114	360	324	1274
Future Volume (vph)	31	708	200	389	607	303	1114	360	324	1274
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	9.9	29.2	29.2	27.0	46.3	24.8	36.8	36.8	27.0	39.0
Total Split (%)	8.3%	24.3%	24.3%	22.5%	38.6%	20.7%	30.7%	30.7%	22.5%	32.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.2	23.0	23.0	22.4	44.1	20.2	30.2	30.2	22.7	32.7
Actuated g/C Ratio	0.04	0.19	0.19	0.19	0.37	0.17	0.25	0.25	0.19	0.27
v/c Ratio	0.41	1.00	0.48	1.19	0.57	1.03	0.80	0.64	0.98	0.86
Control Delay	71.4	81.5	17.1	152.9	31.8	107.3	46.5	18.8	92.2	48.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.4	81.5	17.1	152.9	31.8	107.3	46.5	18.8	92.2	48.0
LOS	E	F	B	F	C	F	D	B	F	D
Approach Delay		67.4			72.8		51.3			56.8
Approach LOS		E			E		D			E

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 119.5

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay: 60.2

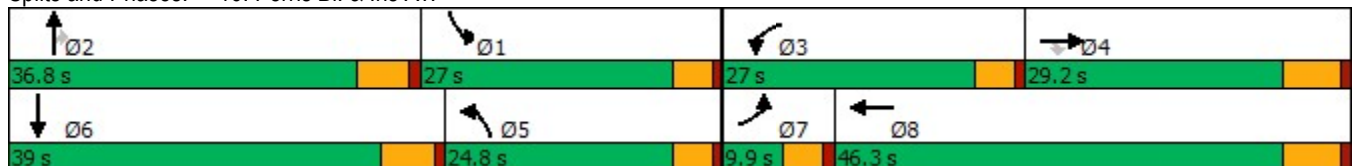
Intersection LOS: E

Intersection Capacity Utilization 100.8%

ICU Level of Service G

Analysis Period (min) 15

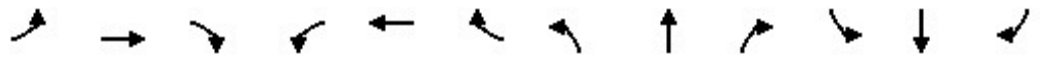
Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

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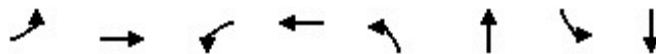


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	
Traffic Volume (veh/h)	31	708	200	389	607	152	303	1114	360	324	1274	29
Future Volume (veh/h)	31	708	200	389	607	152	303	1114	360	324	1274	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	32	730	180	401	626	83	312	1148	206	334	1313	19
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	741	313	343	1173	155	310	1360	382	357	1482	21
Arrive On Green	0.04	0.29	0.29	0.28	0.54	0.54	0.26	0.36	0.36	0.30	0.40	0.40
Sat Flow, veh/h	1810	3800	1608	1810	3283	434	1810	5700	1600	1810	5604	81
Grp Volume(v), veh/h	32	730	180	401	362	347	312	1148	206	334	890	442
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1817	1810	1900	1600	1810	1900	1885
Q Serve(g_s), s	2.1	22.5	7.6	22.4	14.6	14.7	20.2	21.9	7.7	21.2	25.7	25.7
Cycle Q Clear(g_c), s	2.1	22.5	7.6	22.4	14.6	14.7	20.2	21.9	7.7	21.2	25.7	25.7
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	50	741	313	343	679	649	310	1360	382	357	1005	499
V/C Ratio(X)	0.64	0.99	0.57	1.17	0.53	0.53	1.01	0.84	0.54	0.94	0.89	0.89
Avail Cap(c_a), veh/h	81	741	313	343	679	649	310	1497	420	357	1069	530
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.0	41.6	17.1	42.2	21.0	21.0	43.9	35.9	13.2	40.8	33.9	33.9
Incr Delay (d2), s/veh	5.1	29.4	2.5	102.3	0.8	0.9	53.0	4.3	1.2	31.4	8.8	15.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	12.0	4.0	18.3	5.4	5.2	12.5	9.1	4.1	11.3	11.1	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	71.0	19.6	144.5	21.8	21.9	96.9	40.2	14.4	72.2	42.7	49.8
LnGrp LOS	E	E	B	F	C	C	F	D	B	E	D	D
Approach Vol, veh/h		942			1110			1666			1666	
Approach Delay, s/veh		60.8			66.1			47.6			50.5	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.9	34.0	27.0	29.2	24.8	37.0	7.8	48.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	22.4	31.0	22.4	23.0	20.2	33.2	5.3	40.1				
Max Q Clear Time (g_c+I1), s	23.2	23.9	24.4	24.5	22.2	27.7	4.1	16.7				
Green Ext Time (p_c), s	0.0	4.3	0.0	0.0	0.0	3.5	0.0	3.9				
Intersection Summary												
HCM 6th Ctrl Delay			54.6									
HCM 6th LOS			D									

Timings
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

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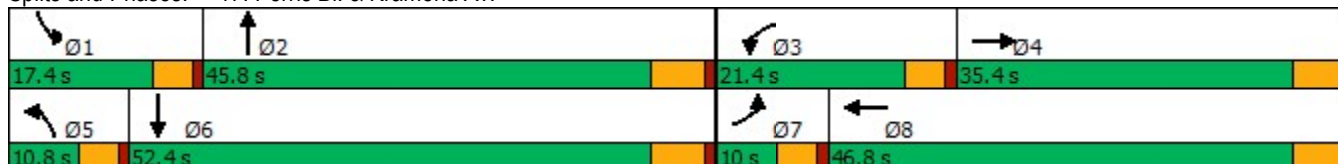


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	36	186	243	120	55	1424	177	1501
Future Volume (vph)	36	186	243	120	55	1424	177	1501
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	35.4	9.6	35.4	9.6	32.8	9.6	26.8
Total Split (s)	10.0	35.4	21.4	46.8	10.8	45.8	17.4	52.4
Total Split (%)	8.3%	29.5%	17.8%	39.0%	9.0%	38.2%	14.5%	43.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	3.2	4.0	3.2	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effect Green (s)	6.7	25.9	18.2	41.5	6.6	41.9	13.4	50.8
Actuated g/C Ratio	0.06	0.23	0.16	0.36	0.06	0.37	0.12	0.44
v/c Ratio	0.37	0.81	0.92	0.41	0.58	0.98	0.91	0.72
Control Delay	64.1	53.5	85.3	24.8	76.9	53.2	94.0	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.1	53.5	85.3	24.8	76.9	53.2	94.0	29.6
LOS	E	D	F	C	E	D	F	C
Approach Delay		54.6		54.7		54.0		36.3
Approach LOS		D		D		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 47.1
 Intersection LOS: D
 Intersection Capacity Utilization 87.8%
 ICU Level of Service E
 Analysis Period (min) 15

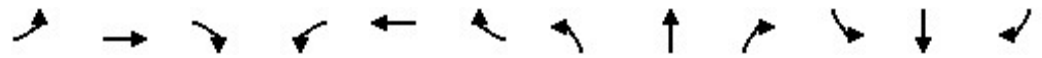
Splits and Phases: 17: Perris Bl. & Krameria Av.



HCM 6th Signalized Intersection Summary
17: Perris Bl. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	36	186	127	243	120	128	55	1424	259	177	1501	13
Future Volume (veh/h)	36	186	127	243	120	128	55	1424	259	177	1501	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	202	92	264	130	82	60	1548	261	192	1632	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	249	113	297	335	211	87	1675	281	219	2385	18
Arrive On Green	0.06	0.20	0.20	0.16	0.31	0.31	0.05	0.38	0.36	0.12	0.45	0.43
Sat Flow, veh/h	1810	1235	563	1810	1088	686	1810	4452	748	1810	5312	39
Grp Volume(v), veh/h	39	0	294	264	0	212	60	1201	608	192	1062	582
Grp Sat Flow(s),veh/h/ln	1810	0	1798	1810	0	1775	1810	1729	1741	1810	1729	1893
Q Serve(g_s), s	2.3	0.0	17.3	15.8	0.0	10.4	3.6	36.8	37.1	11.6	27.1	27.1
Cycle Q Clear(g_c), s	2.3	0.0	17.3	15.8	0.0	10.4	3.6	36.8	37.1	11.6	27.1	27.1
Prop In Lane	1.00		0.31	1.00		0.39	1.00		0.43	1.00		0.02
Lane Grp Cap(c), veh/h	105	0	362	297	0	546	87	1301	655	219	1553	850
V/C Ratio(X)	0.37	0.00	0.81	0.89	0.00	0.39	0.69	0.92	0.93	0.88	0.68	0.68
Avail Cap(c_a), veh/h	111	0	510	297	0	686	111	1305	657	219	1553	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	0.0	42.2	45.3	0.0	30.1	51.9	33.0	33.5	47.9	24.3	24.3
Incr Delay (d2), s/veh	0.8	0.0	6.7	25.4	0.0	0.5	6.7	11.0	19.5	29.6	1.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	8.1	9.0	0.0	4.4	1.8	16.4	18.3	6.8	10.6	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	0.0	49.0	70.7	0.0	30.6	58.6	44.1	52.9	77.5	25.5	26.6
LnGrp LOS	D	A	D	E	A	C	E	D	D	E	C	C
Approach Vol, veh/h		333			476			1869			1836	
Approach Delay, s/veh		49.2			52.8			47.4			31.3	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	45.7	21.4	26.3	9.3	53.7	9.6	38.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	12.8	40.0	16.8	30.0	6.2	46.6	5.4	41.4				
Max Q Clear Time (g_c+I1), s	13.6	39.1	17.8	19.3	5.6	29.1	4.3	12.4				
Green Ext Time (p_c), s	0.0	0.8	0.0	1.2	0.0	9.9	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			41.6									
HCM 6th LOS			D									

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

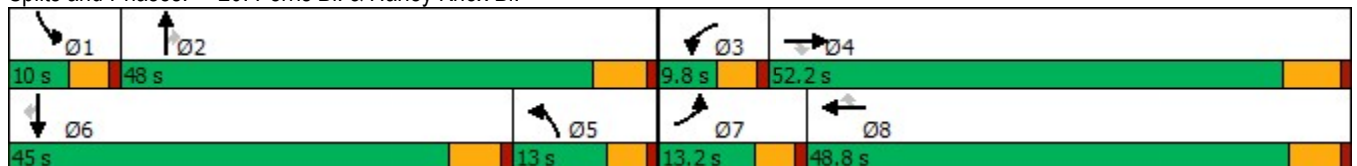
02/19/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	447	500	157	14	850	140	108	1265	19	177	1533	430
Future Volume (vph)	447	500	157	14	850	140	108	1265	19	177	1533	430
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	47.8	47.8	9.6	42.8	42.8
Total Split (s)	13.2	52.2	52.2	9.8	48.8	48.8	13.0	48.0	48.0	10.0	45.0	45.0
Total Split (%)	11.0%	43.5%	43.5%	8.2%	40.7%	40.7%	10.8%	40.0%	40.0%	8.3%	37.5%	37.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.7	37.3	37.3	5.1	28.1	28.1	7.4	41.4	41.4	5.4	39.5	39.5
Actuated g/C Ratio	0.08	0.36	0.36	0.05	0.27	0.27	0.07	0.40	0.40	0.05	0.38	0.38
v/c Ratio	1.68	0.42	0.25	0.09	0.66	0.28	0.48	0.67	0.03	1.05	0.85	0.67
Control Delay	350.7	27.1	4.8	52.5	36.1	5.0	55.2	28.9	0.1	131.6	36.1	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	350.7	27.1	4.8	52.5	36.1	5.0	55.2	28.9	0.1	131.6	36.1	25.5
LOS	F	C	A	D	D	A	E	C	A	F	D	C
Approach Delay		155.0			32.0			30.5			41.9	
Approach LOS		F			C			C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.68
 Intersection Signal Delay: 59.4
 Intersection LOS: E
 Intersection Capacity Utilization 80.3%
 ICU Level of Service D
 Analysis Period (min) 15

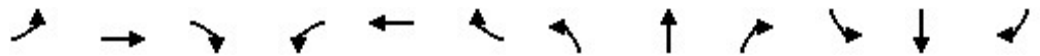
Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	447	500	157	14	850	140	108	1265	19	177	1533	430
Future Volume (veh/h)	447	500	157	14	850	140	108	1265	19	177	1533	430
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	486	543	110	15	924	98	117	1375	17	192	1666	337
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1162	518	60	1303	399	180	2018	626	194	1974	612
Arrive On Green	0.09	0.32	0.32	0.02	0.25	0.25	0.05	0.39	0.39	0.06	0.38	0.38
Sat Flow, veh/h	3510	3610	1610	3510	5187	1589	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	486	543	110	15	924	98	117	1375	17	192	1666	337
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1589	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	8.6	11.7	3.6	0.4	15.9	4.8	3.2	21.6	0.6	5.3	28.7	11.0
Cycle Q Clear(g_c), s	8.6	11.7	3.6	0.4	15.9	4.8	3.2	21.6	0.6	5.3	28.7	11.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	1162	518	60	1303	399	180	2018	626	194	1974	612
V/C Ratio(X)	1.58	0.47	0.21	0.25	0.71	0.25	0.65	0.68	0.03	0.99	0.84	0.55
Avail Cap(c_a), veh/h	309	1697	757	187	2279	698	301	2237	694	194	2078	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	26.5	13.3	47.5	33.4	29.2	45.5	24.8	18.5	46.2	27.7	11.2
Incr Delay (d2), s/veh	273.9	0.3	0.2	0.8	0.7	0.3	1.5	0.8	0.0	61.9	3.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	4.7	1.7	0.2	6.4	1.8	1.4	8.3	0.2	3.9	11.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	318.6	26.8	13.5	48.3	34.1	29.5	47.0	25.6	18.5	108.1	30.9	12.1
LnGrp LOS	F	C	B	D	C	C	D	C	B	F	C	B
Approach Vol, veh/h		1139			1037			1509			2195	
Approach Delay, s/veh		150.0			33.9			27.2			34.8	
Approach LOS		F			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	43.9	6.3	37.7	10.8	43.0	13.2	30.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	42.2	5.2	46.0	8.4	* 39	8.6	* 43				
Max Q Clear Time (g_c+I1), s	7.3	23.6	2.4	13.7	5.2	30.7	10.6	17.9				
Green Ext Time (p_c), s	0.0	8.9	0.0	3.8	0.0	6.6	0.0	6.7				

Intersection Summary

HCM 6th Ctrl Delay	55.0
HCM 6th LOS	D

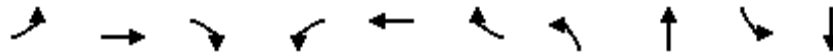
Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

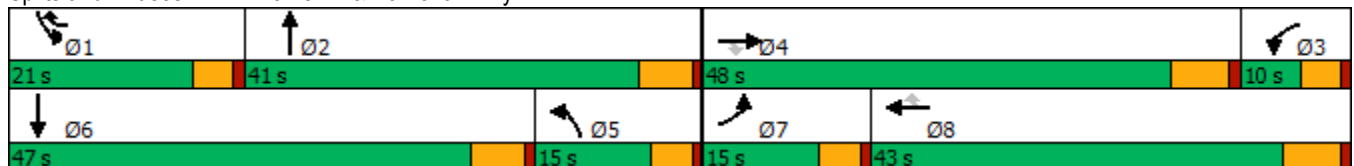


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔↔	↑↑↑
Traffic Volume (vph)	382	3064	459	182	2323	423	420	609	609	918
Future Volume (vph)	382	3064	459	182	2323	423	420	609	609	918
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	7	4		3	8	1	5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	4	3	8	1	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	34.2	9.6	9.6	38.8	9.6	41.8
Total Split (s)	15.0	48.0	48.0	10.0	43.0	21.0	15.0	41.0	21.0	47.0
Total Split (%)	12.5%	40.0%	40.0%	8.3%	35.8%	17.5%	12.5%	34.2%	17.5%	39.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	10.4	41.9	41.9	5.4	36.9	54.9	10.4	26.7	16.4	32.7
Actuated g/C Ratio	0.09	0.38	0.38	0.05	0.33	0.49	0.09	0.24	0.15	0.29
v/c Ratio	1.17	1.11	0.64	1.08	0.95	0.52	1.28	0.64	1.18	0.75
Control Delay	148.7	88.1	20.1	141.2	47.3	14.8	190.7	36.8	142.5	36.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	148.7	88.1	20.1	141.2	47.3	14.8	190.7	36.8	142.5	36.5
LOS	F	F	C	F	D	B	F	D	F	D
Approach Delay		86.1			48.5			88.0		72.2
Approach LOS		F			D			F		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 72.7
 Intersection LOS: E
 Intersection Capacity Utilization 103.8%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 22: Perris Bl. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 22: Perris Bl. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔↔	↑↑↑	
Traffic Volume (veh/h)	382	3064	459	182	2323	423	420	609	233	609	918	279
Future Volume (veh/h)	382	3064	459	182	2323	423	420	609	233	609	918	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	394	3159	349	188	2395	312	433	628	189	628	946	214
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	2822	597	174	2592	781	334	983	290	527	1238	279
Arrive On Green	0.09	0.37	0.37	0.05	0.34	0.34	0.09	0.23	0.23	0.15	0.28	0.28
Sat Flow, veh/h	3619	7600	1608	3619	7600	1603	3619	4228	1246	3619	4499	1014
Grp Volume(v), veh/h	394	3159	349	188	2395	312	433	563	254	628	798	362
Grp Sat Flow(s),veh/h/ln	1810	1900	1608	1810	1900	1603	1810	1900	1674	1810	1900	1714
Q Serve(g_s), s	10.4	41.8	19.6	5.4	34.1	14.0	10.4	15.0	15.4	16.4	21.7	21.8
Cycle Q Clear(g_c), s	10.4	41.8	19.6	5.4	34.1	14.0	10.4	15.0	15.4	16.4	21.7	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.74	1.00		0.59
Lane Grp Cap(c), veh/h	334	2822	597	174	2592	781	334	884	389	527	1046	472
V/C Ratio(X)	1.18	1.12	0.58	1.08	0.92	0.40	1.30	0.64	0.65	1.19	0.76	0.77
Avail Cap(c_a), veh/h	334	2822	597	174	2592	781	334	1188	523	527	1391	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	35.4	28.4	53.6	35.7	18.4	51.1	38.9	39.1	48.1	37.4	37.5
Incr Delay (d2), s/veh	107.0	59.2	1.5	92.2	6.3	0.3	153.3	0.8	1.9	103.7	1.8	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	29.4	7.3	4.6	15.8	4.8	11.7	6.9	6.3	14.7	9.9	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	158.1	94.6	29.9	145.8	42.0	18.7	204.4	39.7	40.9	151.8	39.3	41.5
LnGrp LOS	F	F	C	F	D	B	F	D	D	F	D	D
Approach Vol, veh/h		3902			2895			1250			1788	
Approach Delay, s/veh		95.3			46.2			97.0			79.3	
Approach LOS		F			D			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	32.0	11.6	48.0	16.2	36.8	15.0	44.6				
Change Period (Y+Rc), s	4.6	5.8	6.2	* 6.2	5.8	* 5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.4	35.2	5.4	* 42	10.4	* 41	10.4	36.8				
Max Q Clear Time (g_c+I1), s	18.4	17.4	7.4	43.8	12.4	23.8	12.4	36.1				
Green Ext Time (p_c), s	0.0	4.7	0.0	0.0	0.0	6.8	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	78.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022

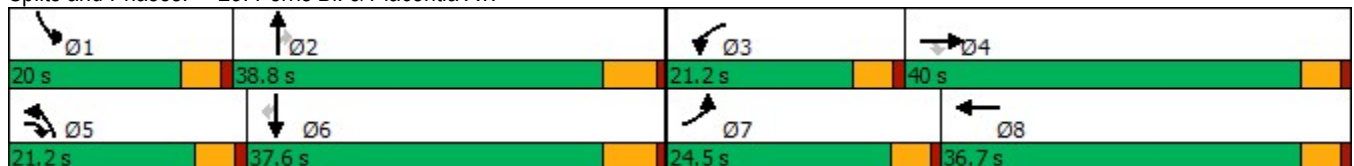


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (vph)	37	305	187	105	322	185	1134	147	197	1551	28
Future Volume (vph)	37	305	187	105	322	185	1134	147	197	1551	28
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	9.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	24.5	40.0	21.2	21.2	36.7	21.2	38.8	38.8	20.0	37.6	37.6
Total Split (%)	20.4%	33.3%	17.7%	17.7%	30.6%	17.7%	32.3%	32.3%	16.7%	31.3%	31.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.7	15.0	33.8	10.2	22.9	14.1	31.5	31.5	14.8	32.2	32.2
Actuated g/C Ratio	0.07	0.16	0.37	0.11	0.25	0.15	0.35	0.35	0.16	0.35	0.35
v/c Ratio	0.30	0.55	0.30	0.56	0.56	0.72	0.68	0.26	0.73	0.91	0.05
Control Delay	49.2	39.3	8.8	51.3	29.9	53.5	29.1	11.6	54.1	38.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	39.3	8.8	51.3	29.9	53.5	29.1	11.6	54.1	38.8	0.1
LOS	D	D	A	D	C	D	C	B	D	D	A
Approach Delay		29.2			33.8		30.4			39.9	
Approach LOS		C			C		C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 91.3
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 34.6
 Intersection LOS: C
 Intersection Capacity Utilization 74.7%
 ICU Level of Service D
 Analysis Period (min) 15

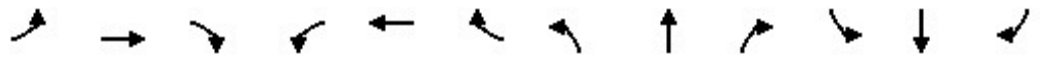
Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

02/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	37	305	187	105	322	147	185	1134	147	197	1551	28
Future Volume (veh/h)	37	305	187	105	322	147	185	1134	147	197	1551	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	328	40	113	346	82	199	1219	77	212	1668	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	518	445	146	542	127	241	1975	612	254	2013	623
Arrive On Green	0.04	0.14	0.14	0.08	0.19	0.19	0.13	0.38	0.38	0.14	0.39	0.39
Sat Flow, veh/h	1810	3610	1610	1810	2902	679	1810	5187	1606	1810	5187	1606
Grp Volume(v), veh/h	40	328	40	113	214	214	199	1219	77	212	1668	7
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1776	1810	1729	1606	1810	1729	1606
Q Serve(g_s), s	1.7	6.6	1.4	4.7	8.4	8.6	8.2	14.6	2.4	8.8	22.3	0.2
Cycle Q Clear(g_c), s	1.7	6.6	1.4	4.7	8.4	8.6	8.2	14.6	2.4	8.8	22.3	0.2
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	518	445	146	337	332	241	1975	612	254	2013	623
V/C Ratio(X)	0.59	0.63	0.09	0.78	0.63	0.65	0.83	0.62	0.13	0.84	0.83	0.01
Avail Cap(c_a), veh/h	469	1663	956	391	754	742	391	2227	690	363	2146	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	31.0	20.6	34.7	28.8	28.9	32.5	19.3	15.5	32.2	21.2	14.5
Incr Delay (d2), s/veh	3.0	1.3	0.1	3.3	2.0	2.1	3.3	0.4	0.1	7.7	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.9	0.5	2.2	3.7	3.8	3.6	5.2	0.9	4.1	8.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	32.3	20.7	38.0	30.8	31.0	35.8	19.7	15.6	39.9	23.9	14.5
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		408			541			1495			1887	
Approach Delay, s/veh		31.9			32.4			21.6			25.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	35.1	10.8	15.6	14.8	35.6	7.5	18.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	15.4	33.0	16.6	35.4	16.6	31.8	19.9	32.1				
Max Q Clear Time (g_c+I1), s	10.8	16.6	6.7	8.6	10.2	24.3	3.7	10.6				
Green Ext Time (p_c), s	0.1	7.5	0.1	2.4	0.1	5.5	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay			25.7									
HCM 6th LOS			C									

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

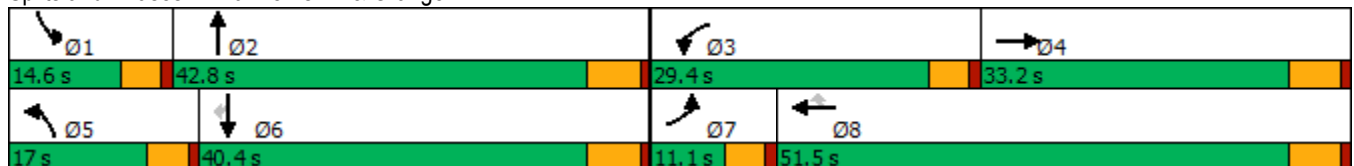


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	32	456	329	337	111	300	926	238	1264	66
Future Volume (vph)	32	456	329	337	111	300	926	238	1264	66
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	9.6	36.8	36.8
Total Split (s)	11.1	33.2	29.4	51.5	51.5	17.0	42.8	14.6	40.4	40.4
Total Split (%)	9.3%	27.7%	24.5%	42.9%	42.9%	14.2%	35.7%	12.2%	33.7%	33.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.0	27.4	24.3	49.7	49.7	12.3	36.5	10.0	34.2	34.2
Actuated g/C Ratio	0.05	0.23	0.20	0.42	0.42	0.10	0.31	0.08	0.29	0.29
v/c Ratio	0.37	0.96	0.95	0.24	0.16	0.88	0.82	0.86	0.90	0.12
Control Delay	66.9	60.6	83.5	24.0	4.9	78.8	41.4	81.1	50.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.9	60.6	83.5	24.0	4.9	78.8	41.4	81.1	50.2	0.5
LOS	E	E	F	C	A	E	D	F	D	A
Approach Delay		60.9		46.5			48.8		52.8	
Approach LOS		E		D			D		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 51.9
 Intersection LOS: D
 Intersection Capacity Utilization 92.5%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖↗	↖↗↘		↖↗	↖↗↘	↖
Traffic Volume (veh/h)	32	456	347	329	337	111	300	926	290	238	1264	66
Future Volume (veh/h)	32	456	347	329	337	111	300	926	290	238	1264	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	485	236	350	359	91	319	985	176	253	1345	47
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	530	256	375	1458	646	369	1356	242	298	1484	460
Arrive On Green	0.03	0.23	0.23	0.21	0.40	0.40	0.11	0.31	0.31	0.08	0.29	0.29
Sat Flow, veh/h	1810	2355	1139	1810	3610	1601	3510	4425	789	3510	5187	1608
Grp Volume(v), veh/h	34	371	350	350	359	91	319	769	392	253	1345	47
Grp Sat Flow(s),veh/h/ln	1810	1805	1690	1810	1805	1601	1755	1729	1755	1755	1729	1608
Q Serve(g_s), s	2.2	23.6	23.9	22.4	7.8	4.2	10.5	23.4	23.5	8.4	29.5	2.5
Cycle Q Clear(g_c), s	2.2	23.6	23.9	22.4	7.8	4.2	10.5	23.4	23.5	8.4	29.5	2.5
Prop In Lane	1.00		0.67	1.00		1.00	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	52	406	380	375	1458	646	369	1060	538	298	1484	460
V/C Ratio(X)	0.66	0.91	0.92	0.93	0.25	0.14	0.86	0.73	0.73	0.85	0.91	0.10
Avail Cap(c_a), veh/h	100	420	393	381	1458	646	369	1085	551	298	1522	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	44.6	44.6	45.9	23.3	22.2	51.9	36.5	36.5	53.2	40.6	31.0
Incr Delay (d2), s/veh	5.3	23.8	26.2	29.0	0.1	0.1	17.9	2.4	4.7	19.2	8.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	12.9	12.4	12.7	3.2	1.6	5.4	9.8	10.4	4.4	13.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	68.3	70.8	74.9	23.3	22.3	69.9	38.9	41.2	72.4	48.6	31.0
LnGrp LOS	E	E	E	E	C	C	E	D	D	E	D	C
Approach Vol, veh/h		755			800			1480			1645	
Approach Delay, s/veh		69.2			45.8			46.2			51.8	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	41.9	29.0	32.3	17.0	39.5	8.0	53.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	10.0	37.0	24.8	27.4	12.4	34.6	6.5	45.7				
Max Q Clear Time (g_c+I1), s	10.4	25.5	24.4	25.9	12.5	31.5	4.2	9.8				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.7	0.0	2.3	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

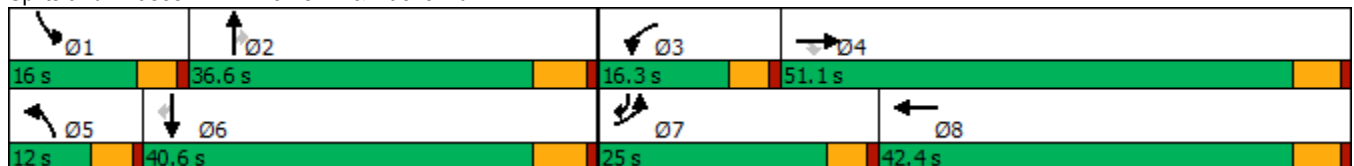
06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	592	1107	197	239	908	215	762	136	324	979	487	
Future Volume (vph)	592	1107	197	239	908	215	762	136	324	979	487	
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov	
Protected Phases	7	4		3	8	5	2		1	6	7	
Permitted Phases			4					2			6	
Detector Phase	7	4	4	3	8	5	2	2	1	6	7	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	9.6	35.8	35.8	9.6	39.8	9.6	
Total Split (s)	25.0	51.1	51.1	16.3	42.4	12.0	36.6	36.6	16.0	40.6	25.0	
Total Split (%)	20.8%	42.6%	42.6%	13.6%	35.3%	10.0%	30.5%	30.5%	13.3%	33.8%	20.8%	
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	3.6	4.8	4.8	3.6	4.8	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	4.6	5.8	5.8	4.6	5.8	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	20.4	44.3	44.3	11.2	35.0	7.4	30.8	30.8	11.4	34.8	56.4	
Actuated g/C Ratio	0.17	0.38	0.38	0.09	0.30	0.06	0.26	0.26	0.10	0.29	0.48	
v/c Ratio	1.02	0.88	0.31	0.78	0.80	1.05	0.87	0.29	1.00	0.99	0.38	
Control Delay	90.2	43.2	7.3	69.1	41.2	129.5	53.3	7.1	102.3	67.4	16.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	90.2	43.2	7.3	69.1	41.2	129.5	53.3	7.1	102.3	67.4	16.0	
LOS	F	D	A	E	D	F	D	A	F	E	B	
Approach Delay		54.2			46.1		62.4			59.7		
Approach LOS		D			D		E			E		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.1	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 55.5	Intersection LOS: E
Intersection Capacity Utilization 94.0%	ICU Level of Service F
Analysis Period (min) 15	


































Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	  		 	 		 	 	 
Traffic Volume (veh/h)	592	1107	197	239	908	224	215	762	136	324	979	487
Future Volume (veh/h)	592	1107	197	239	908	224	215	762	136	324	979	487
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	637	1190	185	257	976	128	231	819	113	348	1053	390
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	634	1345	588	315	1329	174	223	955	406	354	1079	1332
Arrive On Green	0.18	0.37	0.37	0.09	0.29	0.29	0.06	0.26	0.26	0.10	0.30	0.30
Sat Flow, veh/h	3619	3610	1579	3510	4630	605	3510	3610	1535	3619	3610	2794
Grp Volume(v), veh/h	637	1190	185	257	728	376	231	819	113	348	1053	390
Grp Sat Flow(s),veh/h/ln	1810	1805	1579	1755	1729	1777	1755	1805	1535	1810	1805	1397
Q Serve(g_s), s	20.4	35.9	9.7	8.4	22.1	22.3	7.4	25.1	6.8	11.2	33.6	9.9
Cycle Q Clear(g_c), s	20.4	35.9	9.7	8.4	22.1	22.3	7.4	25.1	6.8	11.2	33.6	9.9
Prop In Lane	1.00		1.00	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	634	1345	588	315	993	510	223	955	406	354	1079	1332
V/C Ratio(X)	1.00	0.88	0.31	0.82	0.73	0.74	1.04	0.86	0.28	0.98	0.98	0.29
Avail Cap(c_a), veh/h	634	1417	620	353	1099	565	223	955	406	354	1079	1332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	34.2	26.0	52.1	37.5	37.5	54.5	40.7	34.0	52.4	40.4	18.7
Incr Delay (d2), s/veh	36.9	6.8	0.3	11.2	2.3	4.5	69.8	7.9	0.4	42.7	21.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	16.3	3.6	4.1	9.4	10.0	5.3	11.7	2.5	7.0	17.4	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.9	41.0	26.3	63.3	39.8	42.0	124.3	48.6	34.4	95.1	62.1	18.8
LnGrp LOS	F	D	C	E	D	D	F	D	C	F	E	B
Approach Vol, veh/h		2012			1361			1163			1791	
Approach Delay, s/veh		53.5			44.8			62.2			59.1	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	36.6	15.0	48.8	12.0	40.6	25.0	38.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	11.4	30.8	11.7	45.7	7.4	34.8	20.4	37.0				
Max Q Clear Time (g_c+1), s	13.2	27.1	10.4	37.9	9.4	35.6	22.4	24.3				
Green Ext Time (p_c), s	0.0	1.9	0.1	4.8	0.0	0.0	0.0	5.6				
Intersection Summary												
HCM 6th Ctrl Delay			54.8									
HCM 6th LOS			D									

Timings
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	Ø3	Ø8
Lane Configurations	↖	↗	↖↗	↖	↗		
Traffic Volume (vph)	55	639	947	13	5		
Future Volume (vph)	55	639	947	13	5		
Turn Type	Prot	Perm	Prot	NA	NA		
Protected Phases	7		5	2	6	3	8
Permitted Phases		4					
Detector Phase	7	4	5	2	6		
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	31.8	9.6	42.4	42.4	9.6	30.6
Total Split (s)	9.6	31.8	36.0	78.6	42.6	9.6	31.8
Total Split (%)	8.0%	26.5%	30.0%	65.5%	35.5%	8%	27%
Yellow Time (s)	3.6	4.8	3.6	4.4	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.6	5.8	4.6	5.4	5.4		
Lead/Lag	Lead	Lag	Lead		Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	10.1	13.9	31.6	42.3	14.2		
Actuated g/C Ratio	0.15	0.20	0.46	0.62	0.21		
v/c Ratio	0.22	0.57	0.63	0.01	0.07		
Control Delay	37.5	2.0	21.9	6.2	10.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	37.5	2.0	21.9	6.2	10.1		
LOS	D	A	C	A	B		
Approach Delay				21.7	10.1		
Approach LOS				C	B		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 68.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 14.5	Intersection LOS: B
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 28: Redlands Av. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
28: Redlands Av. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖↗	↗			↖↗	
Traffic Volume (veh/h)	55	0	639	0	0	0	947	13	0	0	5	41
Future Volume (veh/h)	55	0	639	0	0	0	947	13	0	0	5	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	59	0	521	0	0	0	1007	14	0	0	5	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	89	662	561	3	442	0	1144	929	0	0	174	155
Arrive On Green	0.05	0.00	0.35	0.00	0.00	0.00	0.33	0.49	0.00	0.00	0.10	0.10
Sat Flow, veh/h	1810	1900	1610	1810	1900	0	3510	1900	0	0	1900	1610
Grp Volume(v), veh/h	59	0	521	0	0	0	1007	14	0	0	5	38
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1755	1900	0	0	1805	1610
Q Serve(g_s), s	2.2	0.0	21.5	0.0	0.0	0.0	18.7	0.3	0.0	0.0	0.2	1.5
Cycle Q Clear(g_c), s	2.2	0.0	21.5	0.0	0.0	0.0	18.7	0.3	0.0	0.0	0.2	1.5
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	89	662	561	3	442	0	1144	929	0	0	174	155
V/C Ratio(X)	0.66	0.00	0.93	0.00	0.00	0.00	0.88	0.02	0.00	0.00	0.03	0.24
Avail Cap(c_a), veh/h	131	717	607	131	750	0	1599	2017	0	0	974	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	21.6	0.0	0.0	0.0	22.0	9.1	0.0	0.0	28.2	28.8
Incr Delay (d2), s/veh	3.1	0.0	20.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	10.7	0.0	0.0	0.0	7.3	0.1	0.0	0.0	0.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	41.6	0.0	0.0	0.0	25.4	9.1	0.0	0.0	28.3	29.6
LnGrp LOS	D	A	D	A	A	A	C	A	A	A	C	C
Approach Vol, veh/h		580			0			1021			43	
Approach Delay, s/veh		41.0			0.0			25.2			29.5	
Approach LOS		D						C			C	
Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		39.1	0.0	29.8	27.1	12.0	8.0	21.8				
Change Period (Y+Rc), s		5.4	4.6	5.8	4.6	5.4	4.6	* 5.8				
Max Green Setting (Gmax), s		73.2	5.0	26.0	31.4	37.2	5.0	* 27				
Max Q Clear Time (g_c+I1), s		2.3	0.0	23.5	20.7	3.5	4.2	0.0				
Green Ext Time (p_c), s		0.1	0.0	0.5	1.8	0.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

Stoneridge Commerce Center SP (JN 13265)

30: Redlands Av. & Ramona Exwy.

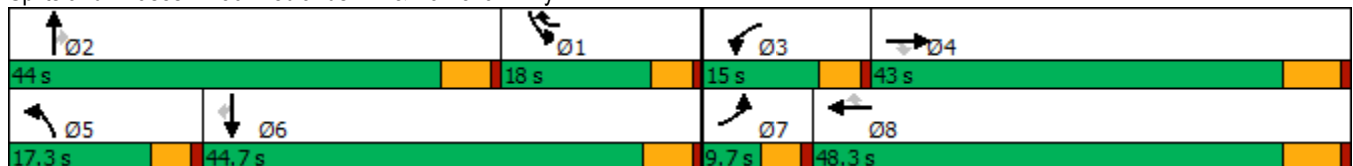
06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	4036	70	427	2949	700	86	93	292	561	49	102
Future Volume (vph)	85	4036	70	427	2949	700	86	93	292	561	49	102
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	24.2	24.2	9.6	27.2	9.6	9.6	41.4	41.4	9.6	23.4	23.4
Total Split (s)	9.7	43.0	43.0	15.0	48.3	18.0	17.3	44.0	44.0	18.0	44.7	44.7
Total Split (%)	8.1%	35.8%	35.8%	12.5%	40.3%	15.0%	14.4%	36.7%	36.7%	15.0%	37.3%	37.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	3.6	4.4	4.4	3.6	4.4	4.4
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	4.6	5.4	5.4	4.6	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.1	37.1	37.1	10.5	42.4	57.5	9.2	17.9	17.9	13.5	24.5	24.5
Actuated g/C Ratio	0.05	0.37	0.37	0.11	0.42	0.58	0.09	0.18	0.18	0.14	0.25	0.25
v/c Ratio	0.51	1.24	0.11	1.23	0.79	0.63	0.56	0.30	0.75	1.25	0.11	0.22
Control Delay	59.0	142.1	0.3	162.8	27.9	4.6	58.4	36.5	29.6	166.5	31.4	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	142.1	0.3	162.8	27.9	4.6	58.4	36.5	29.6	166.5	31.4	2.6
LOS	E	F	A	F	C	A	E	D	C	F	C	A
Approach Delay		138.0			38.0			36.2			133.7	
Approach LOS		F			D			D			F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 99.9	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 89.5	Intersection LOS: F
Intersection Capacity Utilization 95.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 30: Redlands Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
30: Redlands Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑	↔	↔↔	↑↑↑↑	↔	↔	↑	↔	↔↔	↑	↔
Traffic Volume (veh/h)	85	4036	70	427	2949	700	86	93	292	561	49	102
Future Volume (veh/h)	85	4036	70	427	2949	700	86	93	292	561	49	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	92	4387	65	464	3205	625	93	101	258	610	53	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	3649	618	393	4228	942	119	270	229	506	426	361
Arrive On Green	0.07	0.58	0.38	0.16	0.67	0.45	0.07	0.14	0.14	0.14	0.22	0.22
Sat Flow, veh/h	3510	9500	1608	3619	9500	1610	1810	1900	1610	3619	1900	1610
Grp Volume(v), veh/h	92	4387	65	464	3205	625	93	101	258	610	53	84
Grp Sat Flow(s),veh/h/ln	1755	1900	1608	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	2.4	36.8	2.5	10.4	21.8	5.8	4.8	4.6	10.2	13.4	2.1	4.1
Cycle Q Clear(g_c), s	2.4	36.8	2.5	10.4	21.8	5.8	4.8	4.6	10.2	13.4	2.1	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	3649	618	393	4228	942	119	270	229	506	426	361
V/C Ratio(X)	0.55	1.20	0.11	1.18	0.76	0.66	0.78	0.37	1.13	1.21	0.12	0.23
Avail Cap(c_a), veh/h	187	3649	618	393	4228	942	240	766	649	506	779	661
HCM Platoon Ratio	1.50	1.50	1.00	1.50	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	20.3	18.9	40.1	12.5	3.8	44.1	37.2	23.2	41.2	29.6	30.4
Incr Delay (d2), s/veh	1.0	93.8	0.1	104.7	0.8	1.8	4.1	0.9	70.2	109.8	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	28.7	0.9	9.8	5.5	2.0	2.2	2.1	8.0	13.5	1.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	114.1	19.0	144.8	13.3	5.6	48.2	38.1	93.4	151.0	29.8	30.7
LnGrp LOS	D	F	B	F	B	A	D	D	F	F	C	C
Approach Vol, veh/h		4544			4294			452			747	
Approach Delay, s/veh		111.4			26.4			71.7			128.9	
Approach LOS		F			C			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	19.0	15.0	43.0	10.9	26.9	9.2	48.8				
Change Period (Y+Rc), s	5.4	* 5.4	4.6	6.2	4.6	5.4	4.6	6.2				
Max Green Setting (Gmax), s	13.4	* 39	10.4	36.8	12.7	39.3	5.1	42.1				
Max Q Clear Time (g_c+I1), s	15.4	12.2	12.4	38.8	6.8	6.1	4.4	23.8				
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	0.5	0.0	17.8				

Intersection Summary

HCM 6th Ctrl Delay	74.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

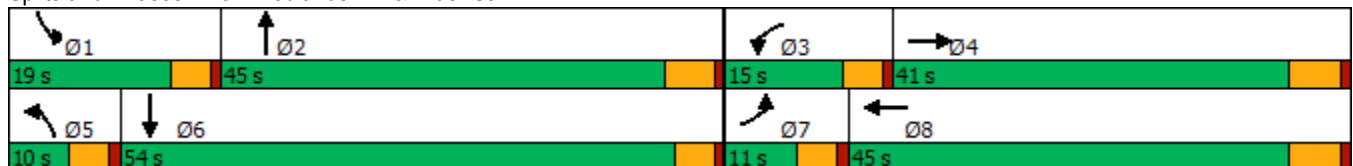


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	56	796	56	702	7	69	7	59
Future Volume (vph)	56	796	56	702	7	69	7	59
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	9.6	27.4	9.6	26.6
Total Split (s)	11.0	41.0	15.0	45.0	10.0	45.0	19.0	54.0
Total Split (%)	9.2%	34.2%	12.5%	37.5%	8.3%	37.5%	15.8%	45.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.6	25.4	7.4	23.6	5.7	14.8	5.7	15.8
Actuated g/C Ratio	0.11	0.42	0.12	0.39	0.09	0.24	0.09	0.26
v/c Ratio	0.31	0.61	0.27	0.55	0.04	0.61	0.05	0.23
Control Delay	37.6	18.0	34.4	17.0	36.6	19.3	36.1	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	18.0	34.4	17.0	36.6	19.3	36.1	17.1
LOS	D	B	C	B	D	B	D	B
Approach Delay		19.2		18.2		19.7		18.4
Approach LOS		B		B		B		B

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 60.7	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	56	796	65	56	702	19	7	69	227	7	59	47
Future Volume (veh/h)	56	796	65	56	702	19	7	69	227	7	59	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	847	69	60	747	21	7	75	241	8	64	51
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	97	1163	95	96	1232	35	17	97	311	19	240	191
Arrive On Green	0.05	0.34	0.34	0.05	0.34	0.34	0.01	0.24	0.24	0.01	0.25	0.25
Sat Flow, veh/h	1810	3380	275	1810	3586	101	1810	397	1274	1810	979	780
Grp Volume(v), veh/h	61	452	464	60	376	392	7	0	316	8	0	115
Grp Sat Flow(s),veh/h/ln	1810	1805	1850	1810	1805	1882	1810	0	1671	1810	0	1760
Q Serve(g_s), s	1.9	12.8	12.9	1.9	10.1	10.1	0.2	0.0	10.3	0.3	0.0	3.1
Cycle Q Clear(g_c), s	1.9	12.8	12.9	1.9	10.1	10.1	0.2	0.0	10.3	0.3	0.0	3.1
Prop In Lane	1.00		0.15	1.00		0.05	1.00		0.76	1.00		0.44
Lane Grp Cap(c), veh/h	97	621	636	96	620	646	17	0	408	19	0	432
V/C Ratio(X)	0.63	0.73	0.73	0.62	0.61	0.61	0.42	0.00	0.78	0.42	0.00	0.27
Avail Cap(c_a), veh/h	198	1085	1112	321	1208	1259	167	0	1129	445	0	1484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	16.8	16.8	27.2	15.9	15.9	28.9	0.0	20.6	28.8	0.0	17.8
Incr Delay (d2), s/veh	2.5	1.7	1.6	2.4	1.0	0.9	6.2	0.0	3.2	5.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.6	4.7	0.8	3.5	3.7	0.1	0.0	3.9	0.1	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	18.5	18.4	29.6	16.9	16.9	35.0	0.0	23.8	34.3	0.0	18.2
LnGrp LOS	C	B	B	C	B	B	D	A	C	C	A	B
Approach Vol, veh/h		977			828			323				123
Approach Delay, s/veh		19.1			17.8			24.1				19.2
Approach LOS		B			B			C				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	19.7	7.7	26.0	5.1	19.8	7.7	25.9				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	5.8				
Max Green Setting (Gmax), s	14.4	39.6	10.4	35.2	5.4	* 49	6.4	39.2				
Max Q Clear Time (g_c+I1), s	2.3	12.3	3.9	14.9	2.2	5.1	3.9	12.1				
Green Ext Time (p_c), s	0.0	2.0	0.0	5.3	0.0	0.7	0.0	4.5				

Intersection Summary

HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

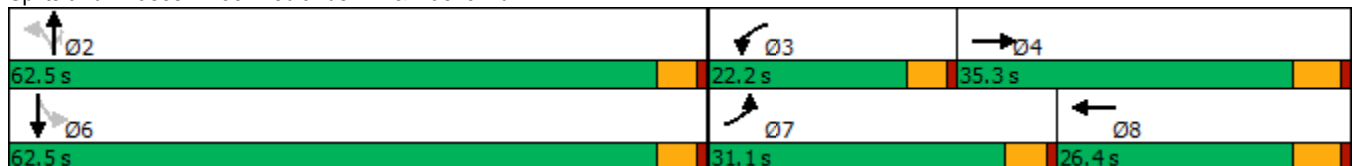


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗↗↗	↖	↗↗↗	↖	↗	↗		↕
Traffic Volume (vph)	81	1498	263	1404	152	306	256	37	238
Future Volume (vph)	81	1498	263	1404	152	306	256	37	238
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	31.1	35.3	22.2	26.4	62.5	62.5	62.5	62.5	62.5
Total Split (%)	25.9%	29.4%	18.5%	22.0%	52.1%	52.1%	52.1%	52.1%	52.1%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.3	30.1	17.7	41.7	22.9	22.9	22.9		22.9
Actuated g/C Ratio	0.10	0.35	0.21	0.49	0.27	0.27	0.27		0.27
v/c Ratio	0.48	0.99	0.72	0.59	0.92	0.62	0.43		0.88
Control Delay	46.9	47.3	46.0	19.6	81.3	32.6	5.2		51.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	46.9	47.3	46.0	19.6	81.3	32.6	5.2		51.4
LOS	D	D	D	B	F	C	A		D
Approach Delay		47.3		23.6		33.2			51.4
Approach LOS		D		C		C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 85.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 36.5
 Intersection LOS: D
 Intersection Capacity Utilization 100.4%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑	↗		↕	
Traffic Volume (veh/h)	81	1498	219	263	1404	50	152	306	256	37	238	71
Future Volume (veh/h)	81	1498	219	263	1404	50	152	306	256	37	238	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	1544	181	271	1447	50	157	315	210	38	245	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	1652	193	309	2378	82	306	579	490	78	374	77
Arrive On Green	0.06	0.35	0.35	0.17	0.46	0.46	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1810	4699	550	1810	5148	178	1096	1900	1605	101	1228	254
Grp Volume(v), veh/h	84	1136	589	271	972	525	157	315	210	337	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1792	1810	1729	1867	1096	1900	1605	1583	0	0
Q Serve(g_s), s	3.9	26.8	26.9	12.4	17.8	17.8	3.7	11.7	8.9	4.7	0.0	0.0
Cycle Q Clear(g_c), s	3.9	26.8	26.9	12.4	17.8	17.8	20.1	11.7	8.9	16.4	0.0	0.0
Prop In Lane	1.00		0.31	1.00		0.10	1.00		1.00	0.11		0.16
Lane Grp Cap(c), veh/h	110	1216	630	309	1597	863	306	579	490	530	0	0
V/C Ratio(X)	0.77	0.93	0.94	0.88	0.61	0.61	0.51	0.54	0.43	0.64	0.00	0.00
Avail Cap(c_a), veh/h	567	1222	633	376	1597	863	722	1300	1098	1153	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.2	26.5	26.5	34.2	17.0	17.0	28.7	24.5	23.5	25.6	0.0	0.0
Incr Delay (d2), s/veh	4.2	13.0	21.4	15.6	0.7	1.2	1.3	0.8	0.6	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	12.2	14.2	6.5	6.4	7.1	3.1	5.3	3.2	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	39.5	47.9	49.8	17.7	18.3	30.1	25.3	24.1	26.9	0.0	0.0
LnGrp LOS	D	D	D	D	B	B	C	C	C	C	A	A
Approach Vol, veh/h		1809			1768			682			337	
Approach Delay, s/veh		42.4			22.8			26.0			26.9	
Approach LOS		D			C			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.4	19.1	35.2		30.4	9.7	44.5				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		57.9	17.6	29.9		57.9	26.5	21.0				
Max Q Clear Time (g_c+I1), s		22.1	14.4	28.9		18.4	5.9	19.8				
Green Ext Time (p_c), s		3.7	0.1	0.9		2.6	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			31.3									
HCM 6th LOS			C									

Timings
37: Lasselle St. & Iris Av.

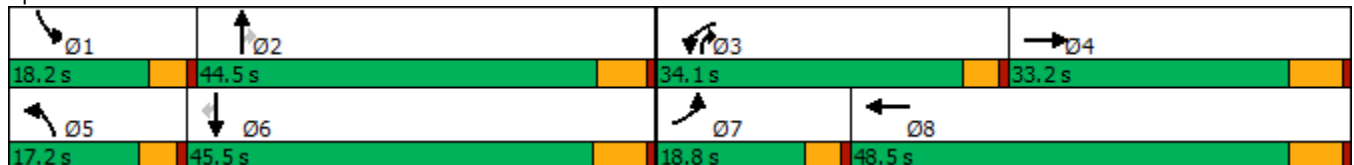


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕↔	↔↔	↕↕↔	↔↔	↕↕	↔	↔↔	↕↕	↔
Traffic Volume (vph)	233	647	766	933	321	852	784	350	986	131
Future Volume (vph)	233	647	766	933	321	852	784	350	986	131
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	3	1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.2	9.6	36.2	9.6	41.8	9.6	9.6	40.2	40.2
Total Split (s)	18.8	33.2	34.1	48.5	17.2	44.5	34.1	18.2	45.5	45.5
Total Split (%)	14.5%	25.5%	26.2%	37.3%	13.2%	34.2%	26.2%	14.0%	35.0%	35.0%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	3.6	5.2	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.2	-0.6	-2.2	-0.6	-1.8	-0.6	-0.6	-2.2	-2.2
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.1	29.2	30.1	46.2	13.2	39.5	69.6	14.2	40.5	40.5
Actuated g/C Ratio	0.10	0.23	0.23	0.36	0.10	0.31	0.54	0.11	0.31	0.31
v/c Ratio	0.67	1.02dr	0.96	0.69	0.92	0.79	0.90	0.93	0.89	0.23
Control Delay	65.8	60.3	71.8	36.0	88.0	46.9	36.5	87.7	52.8	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	60.3	71.8	36.0	88.0	46.9	36.5	87.7	52.8	5.2
LOS	E	E	E	D	F	D	D	F	D	A
Approach Delay		61.2		49.7		49.5			56.9	
Approach LOS		E		D		D			E	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 129
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 53.5
 Intersection LOS: D
 Intersection Capacity Utilization 94.9%
 ICU Level of Service F
 Analysis Period (min) 15
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 37: Lasselle St. & Iris Av.



HCM 6th Signalized Intersection Summary
37: Lasselie St. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔↔	↑↑↔		↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	233	647	458	766	933	296	321	852	784	350	986	131
Future Volume (veh/h)	233	647	458	766	933	296	321	852	784	350	986	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	238	660	339	782	952	246	328	869	596	357	1006	97
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	774	360	810	1503	387	355	1121	849	382	1160	511
Arrive On Green	0.09	0.22	0.21	0.23	0.37	0.35	0.10	0.31	0.30	0.11	0.32	0.32
Sat Flow, veh/h	3510	3458	1606	3510	4093	1054	3510	3610	1583	3510	3610	1589
Grp Volume(v), veh/h	238	660	339	782	804	394	328	869	596	357	1006	97
Grp Sat Flow(s),veh/h/ln	1755	1729	1606	1755	1729	1689	1755	1805	1583	1755	1805	1589
Q Serve(g_s), s	8.7	23.9	27.1	28.7	25.0	25.3	12.1	28.5	36.8	13.2	34.2	5.8
Cycle Q Clear(g_c), s	8.7	23.9	27.1	28.7	25.0	25.3	12.1	28.5	36.8	13.2	34.2	5.8
Prop In Lane	1.00		1.00	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	774	360	810	1270	620	355	1121	849	382	1160	511
V/C Ratio(X)	0.78	0.85	0.94	0.97	0.63	0.64	0.92	0.78	0.70	0.93	0.87	0.19
Avail Cap(c_a), veh/h	398	774	360	810	1270	620	355	1121	849	382	1160	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.3	48.5	50.9	49.6	34.0	34.7	58.1	40.8	22.9	57.6	41.6	32.0
Incr Delay (d2), s/veh	5.0	9.1	33.0	23.2	1.0	2.1	28.6	3.5	2.6	29.4	7.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	10.9	13.9	14.7	10.2	10.4	6.7	12.8	13.2	7.2	15.7	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	57.6	83.9	72.8	35.0	36.8	86.7	44.3	25.5	87.0	48.8	32.2
LnGrp LOS	E	E	F	E	D	D	F	D	C	F	D	C
Approach Vol, veh/h		1237			1980			1793			1460	
Approach Delay, s/veh		65.9			50.3			45.8			57.0	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	44.9	34.1	33.2	17.2	45.9	15.4	51.9				
Change Period (Y+Rc), s	4.6	* 6.2	4.6	6.2	4.6	6.2	4.6	6.2				
Max Green Setting (Gmax), s	13.6	* 39	29.5	27.0	12.6	39.3	14.2	42.3				
Max Q Clear Time (g_c+I1), s	15.2	38.8	30.7	29.1	14.1	36.2	10.7	27.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.8	0.1	6.4				

Intersection Summary

HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

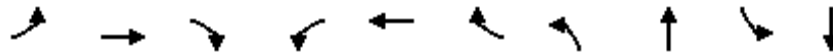
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

38: Lasselle St. & Krameria Av.

06/01/2020

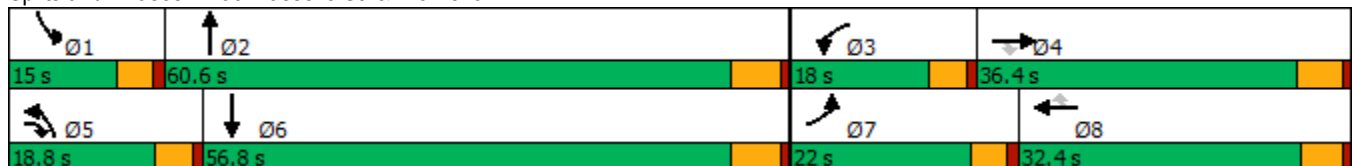


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔↔	↑	↔	↔	↑	↔	↔↔	↔↔	↔↔	↔↔
Traffic Volume (vph)	428	351	301	240	240	164	287	1408	301	816
Future Volume (vph)	428	351	301	240	240	164	287	1408	301	816
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8		5	2	1	6
Permitted Phases			4			8				
Detector Phase	7	4	5	3	8	8	5	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	34.4	9.6	9.6	31.1	31.1	9.6	26.8	9.6	32.8
Total Split (s)	22.0	36.4	18.8	18.0	32.4	32.4	18.8	60.6	15.0	56.8
Total Split (%)	16.9%	28.0%	14.5%	13.8%	24.9%	24.9%	14.5%	46.6%	11.5%	43.7%
Yellow Time (s)	3.6	4.4	3.6	3.6	4.1	4.1	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	4.6	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	17.8	29.5	42.3	14.0	25.8	24.7	13.9	56.6	11.0	53.7
Actuated g/C Ratio	0.14	0.23	0.33	0.11	0.20	0.19	0.11	0.44	0.09	0.42
v/c Ratio	0.91	0.85	0.57	1.30	0.67	0.40	0.78	1.12	1.04	0.70
Control Delay	77.8	65.8	29.0	211.1	56.1	11.3	69.9	96.4	117.4	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.8	65.8	29.0	211.1	56.1	11.3	69.9	96.4	117.4	32.8
LOS	E	E	C	F	E	B	E	F	F	C
Approach Delay		60.3			102.5			92.7		52.1
Approach LOS		E			F			F		D

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 127.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 76.4
 Intersection LOS: E
 Intersection Capacity Utilization 103.5%
 ICU Level of Service G
 Analysis Period (min) 15





























Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 						 	 		 	 	
Traffic Volume (veh/h)	428	351	301	240	240	164	287	1408	318	301	816	204
Future Volume (veh/h)	428	351	301	240	240	164	287	1408	318	301	816	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	460	377	163	258	258	90	309	1514	79	324	877	109
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	522	428	502	203	363	292	378	1597	83	319	1424	177
Arrive On Green	0.14	0.34	0.21	0.11	0.29	0.18	0.16	0.67	0.44	0.13	0.64	0.42
Sat Flow, veh/h	3619	1900	1597	1810	1900	1605	3619	3580	186	3619	3313	412
Grp Volume(v), veh/h	460	377	163	258	258	90	309	801	792	324	503	483
Grp Sat Flow(s),veh/h/ln	1810	1900	1597	1810	1900	1605	1810	1900	1866	1810	1900	1825
Q Serve(g_s), s	15.5	23.3	9.7	14.0	15.2	6.1	10.3	47.3	48.7	11.0	19.5	21.2
Cycle Q Clear(g_c), s	15.5	23.3	9.7	14.0	15.2	6.1	10.3	47.3	48.7	11.0	19.5	21.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.23
Lane Grp Cap(c), veh/h	522	428	502	203	363	292	378	847	832	319	816	784
V/C Ratio(X)	0.88	0.88	0.32	1.27	0.71	0.31	0.82	0.95	0.95	1.02	0.62	0.62
Avail Cap(c_a), veh/h	522	493	557	203	433	351	429	862	847	319	816	784
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	1.00	1.50	1.50	1.00	1.50	1.50	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	39.7	32.7	55.4	41.4	44.2	51.5	19.3	20.9	54.1	16.1	18.8
Incr Delay (d2), s/veh	15.5	15.2	0.4	154.5	4.3	0.6	9.3	18.5	20.0	54.3	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	11.4	3.8	15.0	6.9	2.5	4.8	17.7	19.3	7.1	6.4	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	54.9	33.1	209.9	45.8	44.8	60.7	37.8	40.9	108.5	17.5	20.3
LnGrp LOS	E	D	C	F	D	D	E	D	D	F	B	C
Approach Vol, veh/h		1000			606			1902			1310	
Approach Delay, s/veh		57.3			115.5			42.8			41.0	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	59.6	18.0	32.1	17.0	57.6	22.0	28.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	10.4	54.8	13.4	31.0	14.2	51.0	17.4	* 27				
Max Q Clear Time (g_c+I1), s	13.0	50.7	16.0	25.3	12.3	23.2	17.5	17.2				
Green Ext Time (p_c), s	0.0	3.1	0.0	1.4	0.1	6.4	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

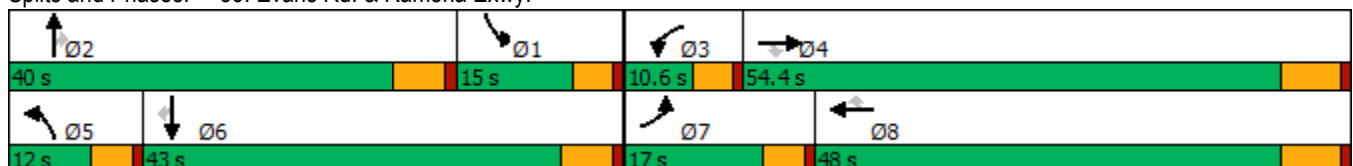
06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	579	3757	618	71	3261	574	321	468	75	584	759	495
Future Volume (vph)	579	3757	618	71	3261	574	321	468	75	584	759	495
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	17.0	54.4	54.4	10.6	48.0	48.0	12.0	40.0	40.0	15.0	43.0	43.0
Total Split (%)	14.2%	45.3%	45.3%	8.8%	40.0%	40.0%	10.0%	33.3%	33.3%	12.5%	35.8%	35.8%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.0	52.9	52.9	6.4	44.1	44.1	8.0	23.6	23.6	19.4	35.0	35.0
Actuated g/C Ratio	0.11	0.46	0.46	0.06	0.38	0.38	0.07	0.20	0.20	0.17	0.30	0.30
v/c Ratio	1.46	1.11	0.74	0.36	1.15	0.73	1.32	0.62	0.17	0.99	0.68	0.86
Control Delay	257.7	85.4	23.3	59.6	107.6	21.3	211.8	45.5	0.8	82.4	38.7	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	257.7	85.4	23.3	59.6	107.6	21.3	211.8	45.5	0.8	82.4	38.7	41.2
LOS	F	F	C	E	F	C	F	D	A	F	D	D
Approach Delay		97.8			94.1			103.4			53.3	
Approach LOS		F			F			F			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.2
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 89.9
 Intersection LOS: F
 Intersection Capacity Utilization 107.2%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑	↔	↔↔	↑↑	↔
Traffic Volume (veh/h)	579	3757	618	71	3261	574	321	468	75	584	759	495
Future Volume (veh/h)	579	3757	618	71	3261	574	321	468	75	584	759	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	591	3834	0	72	3328	300	328	478	41	596	774	250
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	426	3573		165	3026	641	262	677	287	544	1015	424
Arrive On Green	0.15	0.61	0.00	0.06	0.52	0.52	0.07	0.18	0.18	0.15	0.27	0.27
Sat Flow, veh/h	3619	7600	1610	3619	7600	1610	3619	3800	1610	3619	3800	1587
Grp Volume(v), veh/h	591	3834	0	72	3328	300	328	478	41	596	774	250
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1587
Q Serve(g_s), s	13.0	51.9	0.0	2.1	44.0	7.0	8.0	13.1	1.9	16.6	20.7	15.1
Cycle Q Clear(g_c), s	13.0	51.9	0.0	2.1	44.0	7.0	8.0	13.1	1.9	16.6	20.7	15.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	3573		165	3026	641	262	677	287	544	1015	424
V/C Ratio(X)	1.39	1.07		0.44	1.10	0.47	1.25	0.71	0.14	1.10	0.76	0.59
Avail Cap(c_a), veh/h	426	3573		216	3026	641	262	1238	525	544	1341	560
HCM Platoon Ratio	1.30	1.30	1.30	1.30	1.30	1.30	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	21.5	0.0	50.6	26.7	5.5	51.3	42.7	25.5	46.9	37.3	35.2
Incr Delay (d2), s/veh	188.7	39.1	0.0	0.7	50.7	0.5	140.8	1.4	0.2	67.3	1.9	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	25.2	0.0	0.9	25.7	3.8	8.6	6.1	0.9	12.3	9.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	235.5	60.6	0.0	51.3	77.3	6.1	192.1	44.0	25.8	114.3	39.2	36.6
LnGrp LOS	F	F		D	F	A	F	D	C	F	D	D
Approach Vol, veh/h		4425	A		3700			847			1620	
Approach Delay, s/veh		84.0			71.1			100.5			66.4	
Approach LOS		F			E			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.8	23.7	9.1	55.9	12.0	33.5	17.0	48.0				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	10.4	* 34	6.0	47.9	7.4	37.2	12.4	41.5				
Max Q Clear Time (g_c+I1), s	18.6	15.1	4.1	53.9	10.0	22.7	15.0	46.0				
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	5.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	78.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

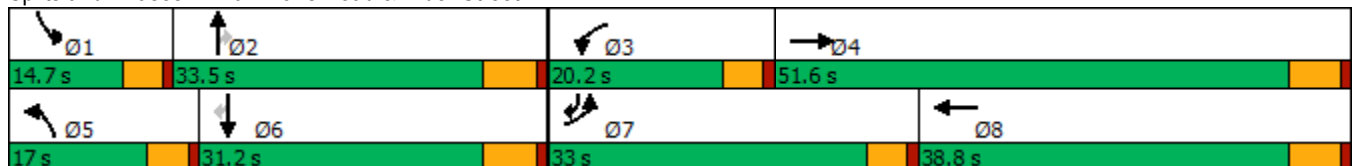


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	371	527	115	417	147	445	72	65	614	347
Future Volume (vph)	371	527	115	417	147	445	72	65	614	347
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	37.8	9.6	38.8	9.6	30.8	30.8	9.6	29.8	9.6
Total Split (s)	33.0	51.6	20.2	38.8	17.0	33.5	33.5	14.7	31.2	33.0
Total Split (%)	27.5%	43.0%	16.8%	32.3%	14.2%	27.9%	27.9%	12.3%	26.0%	27.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	26.8	37.5	11.3	22.1	11.8	29.6	29.6	8.1	23.4	51.4
Actuated g/C Ratio	0.25	0.36	0.11	0.21	0.11	0.28	0.28	0.08	0.22	0.49
v/c Ratio	0.87	0.66	0.64	0.72	0.78	0.47	0.14	0.51	0.82	0.44
Control Delay	59.2	29.0	62.3	43.4	73.7	35.8	0.5	63.0	49.7	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.2	29.0	62.3	43.4	73.7	35.8	0.5	63.0	49.7	11.8
LOS	E	C	E	D	E	D	A	E	D	B
Approach Delay		38.8		46.9		40.4			37.7	
Approach LOS		D		D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.2
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 40.2
 Intersection LOS: D
 Intersection Capacity Utilization 77.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 40: Evans Road & Rider Street



HCM 6th Signalized Intersection Summary
40: Evans Road & Rider Street

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	371	527	245	115	417	87	147	445	72	65	614	347
Future Volume (veh/h)	371	527	245	115	417	87	147	445	72	65	614	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	399	567	241	124	448	80	158	478	72	70	660	233
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	436	851	361	156	587	104	192	1034	461	91	831	757
Arrive On Green	0.24	0.35	0.35	0.09	0.19	0.19	0.11	0.29	0.29	0.05	0.23	0.23
Sat Flow, veh/h	1810	2459	1043	1810	3064	544	1810	3610	1610	1810	3610	1600
Grp Volume(v), veh/h	399	416	392	124	263	265	158	478	72	70	660	233
Grp Sat Flow(s),veh/h/ln	1810	1805	1697	1810	1805	1802	1810	1805	1610	1810	1805	1600
Q Serve(g_s), s	19.3	17.6	17.7	6.1	12.4	12.6	7.7	9.8	3.0	3.4	15.5	8.1
Cycle Q Clear(g_c), s	19.3	17.6	17.7	6.1	12.4	12.6	7.7	9.8	3.0	3.4	15.5	8.1
Prop In Lane	1.00		0.61	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	436	625	587	156	346	345	192	1034	461	91	831	757
V/C Ratio(X)	0.91	0.67	0.67	0.79	0.76	0.77	0.82	0.46	0.16	0.77	0.79	0.31
Avail Cap(c_a), veh/h	571	918	863	314	662	661	249	1111	495	203	1018	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	25.0	25.0	40.4	34.4	34.5	39.4	26.4	24.0	42.3	32.6	14.7
Incr Delay (d2), s/veh	14.4	1.2	1.3	3.5	3.5	3.6	12.3	0.3	0.2	5.1	3.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	7.1	6.7	2.7	5.4	5.5	3.9	4.0	1.1	1.6	6.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	26.2	26.3	43.8	37.9	38.1	51.7	26.8	24.2	47.4	36.2	15.0
LnGrp LOS	D	C	C	D	D	D	D	C	C	D	D	B
Approach Vol, veh/h		1207			652			708			963	
Approach Delay, s/veh		33.3			39.1			32.1			31.9	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	31.6	12.4	37.0	14.2	26.5	26.3	23.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	10.1	27.7	15.6	45.8	12.4	25.4	28.4	33.0				
Max Q Clear Time (g_c+I1), s	5.4	11.8	8.1	19.7	9.7	17.5	21.3	14.6				
Green Ext Time (p_c), s	0.0	2.7	0.1	5.0	0.0	3.0	0.4	2.7				

Intersection Summary

HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	166	425	99	517	157	373	108	122	372	154
Future Volume (vph)	166	425	99	517	157	373	108	122	372	154
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	20.0	26.4	17.6	24.0	19.0	53.1	53.1	22.9	57.0	57.0
Total Split (%)	16.7%	22.0%	14.7%	20.0%	15.8%	44.3%	44.3%	19.1%	47.5%	47.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.4	24.5	9.0	18.6	11.9	18.5	18.5	10.3	17.0	17.0
Actuated g/C Ratio	0.15	0.30	0.11	0.23	0.15	0.23	0.23	0.13	0.21	0.21
v/c Ratio	0.64	0.53	0.53	0.83	0.63	0.48	0.25	0.57	0.53	0.35
Control Delay	46.1	28.5	46.6	41.3	46.5	29.4	6.9	45.4	31.0	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	28.5	46.6	41.3	46.5	29.4	6.9	45.4	31.0	6.7
LOS	D	C	D	D	D	C	A	D	C	A
Approach Delay		32.6		42.0		29.8			28.0	
Approach LOS		C		D		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 81.1
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 33.4
 Intersection LOS: C
 Intersection Capacity Utilization 63.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕		↵	↕	↕	↵	↕	↕
Traffic Volume (veh/h)	166	425	110	99	517	121	157	373	108	122	372	154
Future Volume (veh/h)	166	425	110	99	517	121	157	373	108	122	372	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	452	89	105	550	122	167	397	86	130	396	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	223	862	168	136	702	155	212	737	329	169	651	291
Arrive On Green	0.12	0.29	0.29	0.08	0.24	0.24	0.12	0.20	0.20	0.09	0.18	0.18
Sat Flow, veh/h	1810	3002	587	1810	2939	649	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	177	270	271	105	337	335	167	397	86	130	396	105
Grp Sat Flow(s),veh/h/ln	1810	1805	1784	1810	1805	1783	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	5.8	7.7	7.8	3.5	10.7	10.8	5.5	6.0	2.7	4.3	6.2	3.5
Cycle Q Clear(g_c), s	5.8	7.7	7.8	3.5	10.7	10.8	5.5	6.0	2.7	4.3	6.2	3.5
Prop In Lane	1.00		0.33	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	518	512	136	431	426	212	737	329	169	651	291
V/C Ratio(X)	0.79	0.52	0.53	0.77	0.78	0.79	0.79	0.54	0.26	0.77	0.61	0.36
Avail Cap(c_a), veh/h	456	608	601	385	537	531	426	2792	1245	541	3022	1348
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	18.3	18.3	27.8	21.8	21.8	26.3	21.8	20.5	27.1	23.1	22.0
Incr Delay (d2), s/veh	2.4	0.8	0.8	3.4	5.9	6.1	2.5	0.6	0.4	2.8	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.8	2.8	1.5	4.6	4.6	2.2	2.3	0.9	1.8	2.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	19.1	19.2	31.2	27.6	28.0	28.7	22.4	20.9	29.9	24.0	22.7
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		718			777			650			631	
Approach Delay, s/veh		21.4			28.2			23.8			25.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	18.3	9.2	23.4	11.8	16.8	12.2	20.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	18.3	47.3	13.0	20.6	14.4	51.2	15.4	18.2				
Max Q Clear Time (g_c+I1), s	6.3	8.0	5.5	9.8	7.5	8.2	7.8	12.8				
Green Ext Time (p_c), s	0.1	2.8	0.1	2.2	0.1	2.9	0.1	1.8				

Intersection Summary

HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

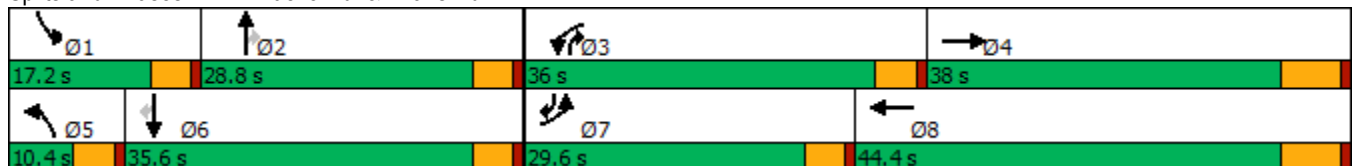


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔	↖↗	↕↔	↖	↕↔↔	↖	↖	↕↔↔	↖
Traffic Volume (vph)	592	1252	450	1244	45	771	778	174	972	411
Future Volume (vph)	592	1252	450	1244	45	771	778	174	972	411
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	9.6	26.6	9.6
Total Split (s)	29.6	38.0	36.0	44.4	10.4	28.8	36.0	17.2	35.6	29.6
Total Split (%)	24.7%	31.7%	30.0%	37.0%	8.7%	24.0%	30.0%	14.3%	29.7%	24.7%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None	None	None
Act Effct Green (s)	23.3	31.5	30.6	38.8	5.6	23.2	58.5	12.6	32.2	60.2
Actuated g/C Ratio	0.20	0.27	0.26	0.33	0.05	0.20	0.49	0.11	0.27	0.51
v/c Ratio	0.89	1.02	0.52	0.83	0.55	0.79	0.95	0.94	0.72	0.49
Control Delay	62.8	71.6	40.0	42.0	79.5	51.6	45.3	105.2	43.0	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	71.6	40.0	42.0	79.5	51.6	45.3	105.2	43.0	15.8
LOS	E	E	D	D	E	D	D	F	D	B
Approach Delay		68.9		41.5		49.3			42.8	
Approach LOS		E		D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.3
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 51.3
 Intersection LOS: D
 Intersection Capacity Utilization 97.1%
 ICU Level of Service F
 Analysis Period (min) 15



































Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			  		  	  	
Traffic Volume (veh/h)	592	1252	89	450	1244	99	45	771	778	174	972	411
Future Volume (veh/h)	592	1252	89	450	1244	99	45	771	778	174	972	411
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	617	1304	51	469	1296	46	47	803	628	181	1012	208
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	677	1850	72	539	1656	59	61	1067	579	194	1448	760
Arrive On Green	0.19	0.36	0.36	0.15	0.32	0.32	0.03	0.21	0.21	0.11	0.28	0.28
Sat Flow, veh/h	3510	5122	200	3510	5143	183	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	617	880	475	469	871	471	47	803	628	181	1012	208
Grp Sat Flow(s),veh/h/ln	1755	1729	1864	1755	1729	1867	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	20.3	25.7	25.7	15.4	26.9	26.9	3.0	17.1	24.2	11.7	20.6	9.2
Cycle Q Clear(g_c), s	20.3	25.7	25.7	15.4	26.9	26.9	3.0	17.1	24.2	11.7	20.6	9.2
Prop In Lane	1.00		0.11	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	677	1249	673	539	1114	601	61	1067	579	194	1448	760
V/C Ratio(X)	0.91	0.70	0.71	0.87	0.78	0.78	0.77	0.75	1.09	0.93	0.70	0.27
Avail Cap(c_a), veh/h	746	1249	673	937	1114	601	89	1067	579	194	1448	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	32.2	32.2	48.6	36.2	36.2	56.4	43.9	37.7	52.1	38.0	18.8
Incr Delay (d2), s/veh	13.9	3.4	6.1	1.8	5.5	9.8	11.8	3.1	62.7	45.6	1.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	10.5	11.9	6.5	11.4	13.0	1.6	7.7	25.4	7.8	9.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	35.6	38.3	50.4	41.7	45.9	68.2	47.0	100.4	97.8	39.5	19.0
LnGrp LOS	E	D	D	D	D	D	E	D	F	F	D	B
Approach Vol, veh/h		1972			1811			1478			1401	
Approach Delay, s/veh		44.0			45.0			70.4			44.0	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	28.8	22.7	49.0	8.6	37.4	27.3	44.4				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	12.6	24.2	31.4	31.5	5.8	31.0	25.0	37.9				
Max Q Clear Time (g_c+I1), s	13.7	26.2	17.4	27.7	5.0	22.6	22.3	28.9				
Green Ext Time (p_c), s	0.0	0.0	0.7	2.5	0.0	4.9	0.4	5.0				
Intersection Summary												
HCM 6th Ctrl Delay			50.1									
HCM 6th LOS			D									

Timings
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↓	
Traffic Volume (vph)	3689	281	78	3392	108	37	
Future Volume (vph)	3689	281	78	3392	108	37	
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov	
Protected Phases	4		3	8	5	3	2
Permitted Phases		4				2	
Detector Phase	4	4	3	8	5	3	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	38.5	38.5	9.6	24.5	9.5	9.6	22.6
Total Split (s)	83.0	83.0	13.1	96.1	23.9	13.1	23.9
Total Split (%)	69.2%	69.2%	10.9%	80.1%	19.9%	10.9%	20%
Yellow Time (s)	5.5	5.5	3.6	5.5	3.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	4.6	6.5	4.5	4.6	
Lead/Lag	Lag	Lag	Lead			Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	None	None	None
Act Effct Green (s)	78.3	78.3	7.9	88.6	12.9	25.3	
Actuated g/C Ratio	0.70	0.70	0.07	0.79	0.11	0.22	
v/c Ratio	0.85	0.25	0.66	0.69	0.55	0.11	
Control Delay	16.6	2.3	76.1	6.7	57.8	35.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	16.6	2.3	76.1	6.7	57.8	35.1	
LOS	B	A	E	A	E	D	
Approach Delay	15.6			8.3	52.0		
Approach LOS	B			A	D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 112.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 13.0
 Intersection LOS: B
 Intersection Capacity Utilization 76.8%
 ICU Level of Service D
 Analysis Period (min) 15

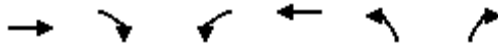
Splits and Phases: 43: Bradley St. & Ramona Expy



HCM 6th Signalized Intersection Summary
43: Bradley St. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖	↑↑↑↑	↗	↖
Traffic Volume (veh/h)	3689	281	78	3392	108	37
Future Volume (veh/h)	3689	281	78	3392	108	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3883	276	82	3571	114	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	4666	1149	105	5327	148	225
Arrive On Green	0.71	0.71	0.06	0.82	0.08	0.08
Sat Flow, veh/h	6802	1609	1810	6802	1810	1610
Grp Volume(v), veh/h	3883	276	82	3571	114	27
Grp Sat Flow(s),veh/h/ln	1634	1609	1810	1634	1810	1610
Q Serve(g_s), s	44.6	6.3	4.8	23.7	6.6	1.6
Cycle Q Clear(g_c), s	44.6	6.3	4.8	23.7	6.6	1.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	4666	1149	105	5327	148	225
V/C Ratio(X)	0.83	0.24	0.78	0.67	0.77	0.12
Avail Cap(c_a), veh/h	4694	1156	144	5498	330	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	5.3	49.5	4.0	47.9	40.1
Incr Delay (d2), s/veh	1.4	0.1	11.3	0.3	8.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	1.5	2.4	3.0	3.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.1	5.4	60.8	4.3	56.2	40.3
LnGrp LOS	B	A	E	A	E	D
Approach Vol, veh/h	4159			3653	141	
Approach Delay, s/veh	11.7			5.6	53.1	
Approach LOS	B			A	D	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.2	10.8	82.5		93.3
Change Period (Y+Rc), s		4.5	4.6	6.5		6.5
Max Green Setting (Gmax), s		19.4	8.5	76.5		89.6
Max Q Clear Time (g_c+I1), s		8.6	6.8	46.6		25.7
Green Ext Time (p_c), s		0.3	0.0	29.4		58.8
Intersection Summary						
HCM 6th Ctrl Delay			9.6			
HCM 6th LOS			A			

Timings
45: Dunlap Dr. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)
06/01/2020

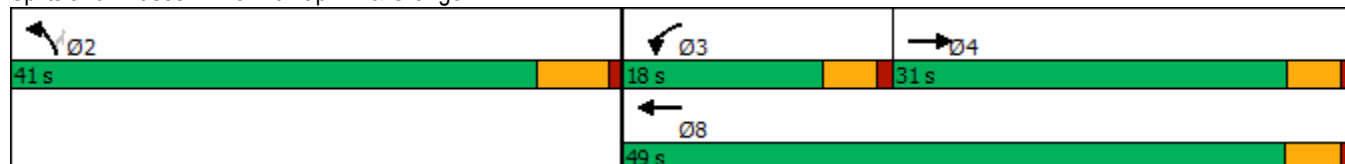


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑
Traffic Volume (vph)	280	93	543	302	37
Future Volume (vph)	280	93	543	302	37
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	21.6	9.6	14.7	27.8	27.8
Total Split (s)	31.0	18.0	49.0	41.0	41.0
Total Split (%)	34.4%	20.0%	54.4%	45.6%	45.6%
Yellow Time (s)	3.6	3.6	3.7	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.7	5.8	5.8
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	33.8	8.3	44.5	17.8	17.8
Actuated g/C Ratio	0.46	0.11	0.61	0.24	0.24
v/c Ratio	0.39	0.48	0.26	0.72	0.09
Control Delay	7.8	38.8	7.6	35.0	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	38.8	7.6	35.0	7.7
LOS	A	D	A	D	A
Approach Delay	7.8		12.2	32.0	
Approach LOS	A		B	C	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 72.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 14.6
 Intersection LOS: B
 Intersection Capacity Utilization 53.7%
 ICU Level of Service A
 Analysis Period (min) 15

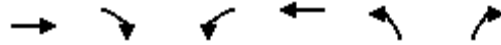
Splits and Phases: 45: Dunlap Dr. & Orange Av.



HCM 6th Signalized Intersection Summary
45: Dunlap Dr. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↙	↗
Traffic Volume (veh/h)	280	361	93	543	302	37
Future Volume (veh/h)	280	361	93	543	302	37
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	295	380	98	572	318	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	905	807	127	2302	382	340
Arrive On Green	0.50	0.50	0.07	0.64	0.21	0.21
Sat Flow, veh/h	1900	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	295	380	98	572	318	39
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	6.8	10.7	3.7	4.7	11.7	1.4
Cycle Q Clear(g_c), s	6.8	10.7	3.7	4.7	11.7	1.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	905	807	127	2302	382	340
V/C Ratio(X)	0.33	0.47	0.77	0.25	0.83	0.11
Avail Cap(c_a), veh/h	905	807	349	2302	917	816
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	11.3	31.7	5.4	26.2	22.2
Incr Delay (d2), s/veh	1.0	2.0	3.7	0.3	4.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.9	1.7	1.5	5.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.3	13.3	35.4	5.7	31.0	22.3
LnGrp LOS	B	B	D	A	C	C
Approach Vol, veh/h	675			670	357	
Approach Delay, s/veh	12.4			10.0	30.0	
Approach LOS	B			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		20.5	9.5	39.5		49.0
Change Period (Y+Rc), s		5.8	4.6	* 4.7		* 4.7
Max Green Setting (Gmax), s		35.2	13.4	* 26		* 44
Max Q Clear Time (g_c+I1), s		13.7	5.7	12.7		6.7
Green Ext Time (p_c), s		1.0	0.1	3.9		4.4
Intersection Summary						
HCM 6th Ctrl Delay			15.2			
HCM 6th LOS			B			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

Timings
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

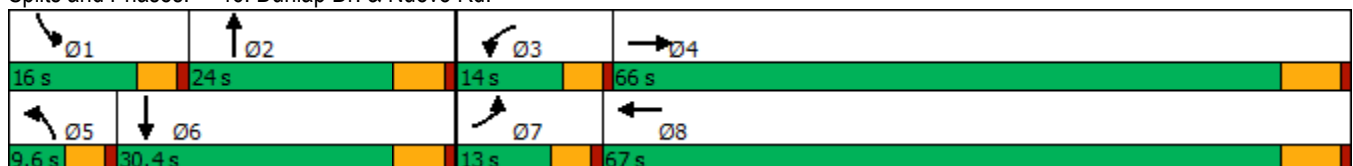


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↑↔	↙	↑↔	↙	↔	↙	↔
Traffic Volume (vph)	87	2046	21	1658	9	48	225	31
Future Volume (vph)	87	2046	21	1658	9	48	225	31
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	37.5	9.6	24.5	9.6	23.8	9.6	29.8
Total Split (s)	13.0	66.0	14.0	67.0	9.6	24.0	16.0	30.4
Total Split (%)	10.8%	55.0%	11.7%	55.8%	8.0%	20.0%	13.3%	25.3%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Act Effct Green (s)	8.0	69.0	6.1	60.9	5.0	11.5	11.5	22.2
Actuated g/C Ratio	0.07	0.63	0.06	0.55	0.05	0.10	0.10	0.20
v/c Ratio	0.73	0.94	0.23	0.94	0.12	0.31	1.30	0.26
Control Delay	81.4	30.2	57.3	34.8	56.8	46.7	209.4	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.4	30.2	57.3	34.8	56.8	46.7	209.4	16.7
LOS	F	C	E	C	E	D	F	B
Approach Delay		32.3		35.0		48.1		151.6
Approach LOS		C		D		D		F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 42.5
 Intersection LOS: D
 Intersection Capacity Utilization 94.3%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 46: Dunlap Dr. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
46: Dunlap Dr. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	87	2046	9	21	1658	150	9	48	9	225	31	65
Future Volume (veh/h)	87	2046	9	21	1658	150	9	48	9	225	31	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	95	2224	8	23	1802	81	10	52	9	245	34	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	2205	8	42	1948	87	22	146	25	189	119	196
Arrive On Green	0.07	0.58	0.58	0.02	0.54	0.54	0.01	0.09	0.09	0.10	0.18	0.18
Sat Flow, veh/h	1810	3784	14	1810	3610	161	1810	1578	273	1810	645	1062
Grp Volume(v), veh/h	95	1116	1116	23	942	941	10	0	61	245	0	90
Grp Sat Flow(s),veh/h/ln	1810	1900	1898	1810	1900	1871	1810	0	1851	1810	0	1707
Q Serve(g_s), s	5.6	63.5	63.5	1.4	49.4	50.7	0.6	0.0	3.4	11.4	0.0	4.9
Cycle Q Clear(g_c), s	5.6	63.5	63.5	1.4	49.4	50.7	0.6	0.0	3.4	11.4	0.0	4.9
Prop In Lane	1.00		0.01	1.00		0.09	1.00		0.15	1.00		0.62
Lane Grp Cap(c), veh/h	120	1107	1106	42	1025	1010	22	0	171	189	0	316
V/C Ratio(X)	0.79	1.01	1.01	0.55	0.92	0.93	0.46	0.00	0.36	1.29	0.00	0.29
Avail Cap(c_a), veh/h	140	1107	1106	156	1055	1039	83	0	309	189	0	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.1	22.7	22.7	52.7	22.9	23.2	53.5	0.0	46.4	48.8	0.0	38.2
Incr Delay (d2), s/veh	19.6	29.0	29.3	4.2	12.4	14.2	5.6	0.0	1.3	165.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	31.8	31.9	0.6	22.1	22.7	0.3	0.0	1.6	13.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	51.7	52.1	56.9	35.3	37.4	59.0	0.0	47.7	214.4	0.0	38.7
LnGrp LOS	E	F	F	E	D	D	E	A	D	F	A	D
Approach Vol, veh/h		2327			1906			71				335
Approach Delay, s/veh		52.6			36.6			49.3				167.2
Approach LOS		D			D			D				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	15.8	7.1	70.0	5.9	25.9	11.8	65.3				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	11.4	18.2	9.4	59.5	5.0	24.6	8.4	60.5				
Max Q Clear Time (g_c+1), s	13.4	5.4	3.4	65.5	2.6	6.9	7.6	52.7				
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	0.3	0.0	6.1				

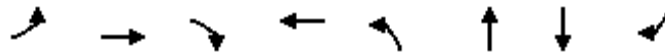
Intersection Summary

HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Timings
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR	Ø1
Lane Configurations		↕	↗	↔	↖	↗	↖	↗	↖
Traffic Volume (vph)	51	0	450	0	458	3418	3591	134	
Future Volume (vph)	51	0	450	0	458	3418	3591	134	
Turn Type	Perm	NA	Perm	NA	Prot	NA	NA	Perm	
Protected Phases		4		8	5	2	6		1
Permitted Phases	4		4					6	
Detector Phase	4	4	4	8	5	2	6	6	
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	5.0
Minimum Split (s)	34.6	34.6	34.6	34.6	9.6	16.5	47.5	47.5	9.6
Total Split (s)	34.6	34.6	34.6	34.6	18.0	75.8	67.4	67.4	9.6
Total Split (%)	28.8%	28.8%	28.8%	28.8%	15.0%	63.2%	56.2%	56.2%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	5.5	5.5	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6	4.6	4.6	4.6	6.5	6.5	6.5	
Lead/Lag					Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		29.3	29.3	29.3	13.4	78.9	60.9	60.9	
Actuated g/C Ratio		0.25	0.25	0.25	0.11	0.66	0.51	0.51	
v/c Ratio		0.15	0.97	0.00	1.20	0.72	0.98	0.17	
Control Delay		36.6	65.8	0.0	157.1	14.3	40.2	6.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		36.6	65.8	0.0	157.1	14.3	40.2	6.2	
LOS		D	E	A	F	B	D	A	
Approach Delay		62.8				31.1	39.0		
Approach LOS		E				C	D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 119.3	
Natural Cycle: 125	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 36.7	Intersection LOS: D
Intersection Capacity Utilization 101.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 47: Ramona Expy & Rider St.



HCM 6th Signalized Intersection Summary
47: Ramona Expy & Rider St.

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

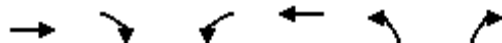


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔		↖	↑↑↑		↗	↑↑↑	↗
Traffic Volume (veh/h)	51	0	450	0	0	1	458	3418	1	0	3591	134
Future Volume (veh/h)	51	0	450	0	0	1	458	3418	1	0	3591	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	0	319	0	0	1	487	3636	1	0	3820	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	376	0	351	0	0	352	421	5205	1	2	4018	851
Arrive On Green	0.22	0.00	0.22	0.00	0.00	0.22	0.12	0.69	0.69	0.00	0.53	0.53
Sat Flow, veh/h	1436	0	1606	0	0	1610	3619	7597	2	1810	7600	1609
Grp Volume(v), veh/h	54	0	319	0	0	1	487	2728	909	0	3820	90
Grp Sat Flow(s),veh/h/ln	1436	0	1606	0	0	1610	1810	1900	1900	1810	1900	1609
Q Serve(g_s), s	3.5	0.0	22.3	0.0	0.0	0.1	13.4	33.3	33.3	0.0	54.8	3.2
Cycle Q Clear(g_c), s	3.6	0.0	22.3	0.0	0.0	0.1	13.4	33.3	33.3	0.0	54.8	3.2
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	376	0	351	0	0	352	421	3905	1301	2	4018	851
V/C Ratio(X)	0.14	0.00	0.91	0.00	0.00	0.00	1.16	0.70	0.70	0.00	0.95	0.11
Avail Cap(c_a), veh/h	437	0	418	0	0	420	421	3905	1301	79	4020	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	43.9	0.0	0.0	35.2	50.9	11.0	11.0	0.0	25.7	13.5
Incr Delay (d2), s/veh	0.2	0.0	21.2	0.0	0.0	0.0	94.0	0.6	1.7	0.0	6.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	10.7	0.0	0.0	0.0	11.3	10.8	11.2	0.0	23.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	0.0	65.1	0.0	0.0	35.2	144.9	11.5	12.6	0.0	31.9	13.6
LnGrp LOS	D	A	E	A	A	D	F	B	B	A	C	B
Approach Vol, veh/h		373			1			4124			3910	
Approach Delay, s/veh		61.0			35.2			27.5			31.5	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	85.4		29.8	18.0	67.4		29.8				
Change Period (Y+Rc), s	4.6	6.5		4.6	4.6	6.5		4.6				
Max Green Setting (Gmax), s	5.0	69.3		30.0	13.4	60.9		30.0				
Max Q Clear Time (g_c+I1), s	0.0	35.3		24.3	15.4	56.8		2.1				
Green Ext Time (p_c), s	0.0	31.2		0.7	0.0	4.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Timings
48: Antelope Rd. & Ramona Expy

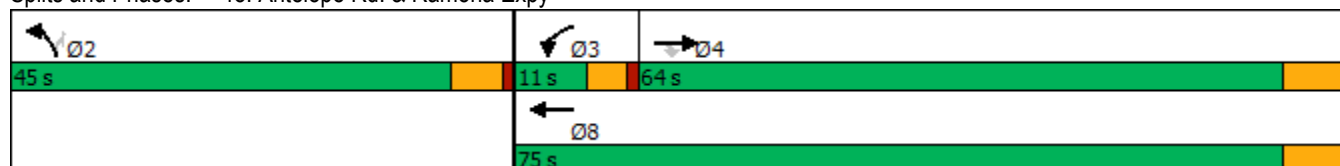


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↑	↙↘	↑↑↑↑	↙↘	↑
Traffic Volume (vph)	3410	631	247	2309	1412	294
Future Volume (vph)	3410	631	247	2309	1412	294
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Detector Phase	4	4	3	8	2	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	28.5	9.6	16.5	15.8	15.8
Total Split (s)	64.0	64.0	11.0	75.0	45.0	45.0
Total Split (%)	53.3%	53.3%	9.2%	62.5%	37.5%	37.5%
Yellow Time (s)	5.5	5.5	3.6	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.5	0.0	0.0	-0.5	0.0	0.0
Total Lost Time (s)	6.0	6.5	4.6	6.0	5.8	5.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	58.0	57.5	6.4	69.0	39.2	39.2
Actuated g/C Ratio	0.48	0.48	0.05	0.58	0.33	0.33
v/c Ratio	1.01	0.71	1.40	0.57	1.30	0.53
Control Delay	48.2	14.5	248.0	16.8	176.7	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	14.5	248.0	16.8	176.7	24.9
LOS	D	B	F	B	F	C
Approach Delay	43.0			39.1	150.5	
Approach LOS	D			D	F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.40	
Intersection Signal Delay: 63.9	Intersection LOS: E
Intersection Capacity Utilization 110.4%	ICU Level of Service H
Analysis Period (min) 15	

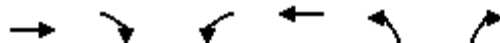
Splits and Phases: 48: Antelope Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
48: Antelope Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

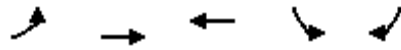


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↗	↖↗	↑↑↑↑	↖↗	↗
Traffic Volume (veh/h)	3410	631	247	2309	1412	294
Future Volume (veh/h)	3410	631	247	2309	1412	294
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3707	632	268	2510	1535	266
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3673	772	193	4370	1182	526
Arrive On Green	0.73	0.72	0.08	0.86	0.49	0.49
Sat Flow, veh/h	7600	1610	3619	7600	3619	1610
Grp Volume(v), veh/h	3707	632	268	2510	1535	266
Grp Sat Flow(s),veh/h/ln	1900	1610	1810	1900	1810	1610
Q Serve(g_s), s	58.0	32.2	6.4	10.8	39.2	13.4
Cycle Q Clear(g_c), s	58.0	32.2	6.4	10.8	39.2	13.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3673	772	193	4370	1182	526
V/C Ratio(X)	1.01	0.82	1.39	0.57	1.30	0.51
Avail Cap(c_a), veh/h	3673	772	193	4370	1182	526
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	13.3	55.2	4.2	30.6	24.0
Incr Delay (d2), s/veh	17.1	7.0	203.5	0.2	140.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.9	7.3	8.2	2.4	36.6	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.6	20.3	258.7	4.4	171.2	24.8
LnGrp LOS	F	C	F	A	F	C
Approach Vol, veh/h	4339			2778	1801	
Approach Delay, s/veh	31.7			29.0	149.6	
Approach LOS	C			C	F	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		45.0	11.0	64.0		75.0
Change Period (Y+Rc), s		5.8	4.6	6.5		6.5
Max Green Setting (Gmax), s		39.2	6.4	57.5		68.5
Max Q Clear Time (g_c+I1), s		41.2	8.4	60.0		12.8
Green Ext Time (p_c), s		0.0	0.0	0.0		34.3
Intersection Summary						
HCM 6th Ctrl Delay			54.6			
HCM 6th LOS			D			

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

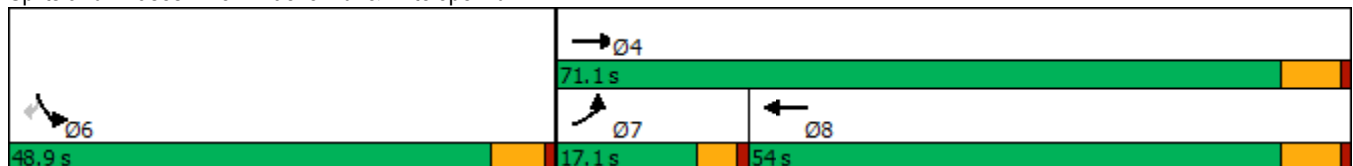


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖↖	↑↑	↑↔	↖↖	↖
Traffic Volume (vph)	321	1735	1120	490	707
Future Volume (vph)	321	1735	1120	490	707
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	17.1	71.1	54.0	48.9	48.9
Total Split (%)	14.3%	59.3%	45.0%	40.8%	40.8%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	12.5	64.6	47.5	43.1	43.1
Actuated g/C Ratio	0.10	0.54	0.40	0.36	0.36
v/c Ratio	0.96	0.97	1.05	0.42	1.05
Control Delay	91.6	41.8	72.1	30.4	73.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	91.6	41.8	72.1	30.4	73.0
LOS	F	D	E	C	E
Approach Delay		49.6	72.1	55.5	
Approach LOS		D	E	E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 57.7
 Intersection LOS: E
 Intersection Capacity Utilization 92.4%
 ICU Level of Service F
 Analysis Period (min) 15

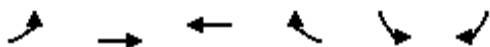
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖↗	↑↑	↖↗		↖↗	↖↗	
Traffic Volume (veh/h)	321	1735	1120	233	490	707	
Future Volume (veh/h)	321	1735	1120	233	490	707	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	349	1886	1217	144	533	578	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	366	1943	1287	152	1261	578	
Arrive On Green	0.10	0.54	0.40	0.40	0.36	0.36	
Sat Flow, veh/h	3510	3705	3347	384	3510	1610	
Grp Volume(v), veh/h	349	1886	674	687	533	578	
Grp Sat Flow(s),veh/h/ln	1755	1805	1805	1831	1755	1610	
Q Serve(g_s), s	11.9	60.6	43.2	43.6	13.8	43.1	
Cycle Q Clear(g_c), s	11.9	60.6	43.2	43.6	13.8	43.1	
Prop In Lane	1.00			0.21	1.00	1.00	
Lane Grp Cap(c), veh/h	366	1943	714	725	1261	578	
V/C Ratio(X)	0.95	0.97	0.94	0.95	0.42	1.00	
Avail Cap(c_a), veh/h	366	1943	714	725	1261	578	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	53.5	26.8	34.9	35.1	29.1	38.4	
Incr Delay (d2), s/veh	34.9	14.5	22.3	22.9	0.2	37.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.8	26.8	22.0	22.6	5.6	37.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	88.4	41.3	57.2	58.0	29.3	75.7	
LnGrp LOS	F	D	E	E	C	E	
Approach Vol, veh/h		2235	1361		1111		
Approach Delay, s/veh		48.7	57.6		53.4		
Approach LOS		D	E		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				71.1	48.9	17.1	54.0
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				64.6	43.1	12.5	47.5
Max Q Clear Time (g_c+11), s				62.6	45.1	13.9	45.6
Green Ext Time (p_c), s				1.8	0.0	0.0	1.4
Intersection Summary							
HCM 6th Ctrl Delay			52.4				
HCM 6th LOS			D				

Timings
52: Street A & Ramona Expy

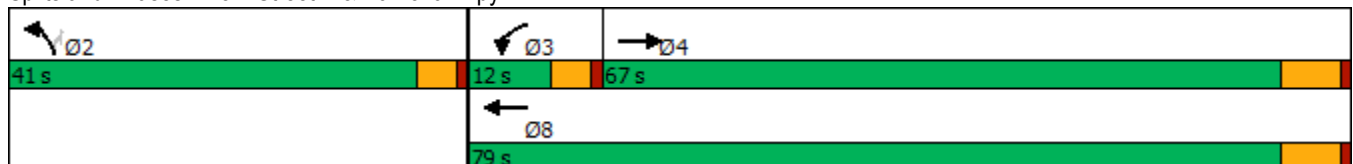


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑	↙	↑↑↑↑	↘	↗
Traffic Volume (vph)	3465	113	1988	568	190
Future Volume (vph)	3465	113	1988	568	190
Turn Type	NA	Prot	NA	Prot	Perm
Protected Phases	4	3	8	2	
Permitted Phases					2
Detector Phase	4	3	8	2	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	10.0	10.0	10.0
Minimum Split (s)	28.5	9.6	16.5	14.6	14.6
Total Split (s)	67.0	12.0	79.0	41.0	41.0
Total Split (%)	55.8%	10.0%	65.8%	34.2%	34.2%
Yellow Time (s)	5.5	3.6	5.5	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.6	6.5	4.6	4.6
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	Max	None	Max	None	None
Act Effct Green (s)	60.5	7.4	72.5	36.4	36.4
Actuated g/C Ratio	0.50	0.06	0.60	0.30	0.30
v/c Ratio	1.06	1.11	0.47	1.13	0.36
Control Delay	62.7	168.8	13.6	117.8	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	62.7	168.8	13.6	117.8	15.8
LOS	E	F	B	F	B
Approach Delay	62.7		21.9	92.2	
Approach LOS	E		C	F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 53.1
 Intersection LOS: D
 Intersection Capacity Utilization 105.0%
 ICU Level of Service G
 Analysis Period (min) 15

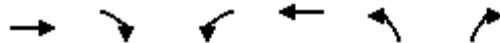
Splits and Phases: 52: Street A & Ramona Expy



HCM 6th Signalized Intersection Summary
52: Street A & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/04/2020

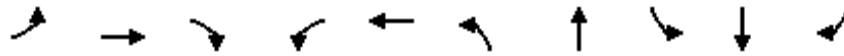


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↙	↑↑↑↑	↙	↗
Traffic Volume (veh/h)	3465	239	113	1988	568	190
Future Volume (veh/h)	3465	239	113	1988	568	190
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3766	146	123	2161	617	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3667	139	112	4592	549	488
Arrive On Green	0.50	0.50	0.06	0.60	0.30	0.30
Sat Flow, veh/h	7274	276	1810	7600	1810	1610
Grp Volume(v), veh/h	2934	978	123	2161	617	98
Grp Sat Flow(s),veh/h/ln	1900	1850	1810	1900	1810	1610
Q Serve(g_s), s	60.5	60.5	7.4	18.9	36.4	5.4
Cycle Q Clear(g_c), s	60.5	60.5	7.4	18.9	36.4	5.4
Prop In Lane		0.15	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2874	933	112	4592	549	488
V/C Ratio(X)	1.02	1.05	1.10	0.47	1.12	0.20
Avail Cap(c_a), veh/h	2874	933	112	4592	549	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	29.8	56.3	13.1	41.8	31.0
Incr Delay (d2), s/veh	22.3	43.0	115.4	0.3	77.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.1	34.7	6.8	7.0	28.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.1	72.7	171.7	13.5	119.1	31.2
LnGrp LOS	F	F	F	B	F	C
Approach Vol, veh/h	3912			2284	715	
Approach Delay, s/veh	57.2			22.0	107.1	
Approach LOS	E			C	F	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		41.0	12.0	67.0		79.0
Change Period (Y+Rc), s		4.6	4.6	6.5		6.5
Max Green Setting (Gmax), s		36.4	7.4	60.5		72.5
Max Q Clear Time (g_c+I1), s		38.4	9.4	62.5		20.9
Green Ext Time (p_c), s		0.0	0.0	0.0		25.5
Intersection Summary						
HCM 6th Ctrl Delay			50.7			
HCM 6th LOS			D			

Timings
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↔↔	↑↑	↗	↑↑	↗
Traffic Volume (vph)	1454	380	391	358	322	236	513	9	267	795
Future Volume (vph)	1454	380	391	358	322	236	513	9	267	795
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA	Free
Protected Phases	7	4	5	3	8	5	2	1	6	
Permitted Phases			4							Free
Detector Phase	7	4	5	3	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0	
Minimum Split (s)	9.6	28.5	9.6	9.6	28.5	9.6	28.5	9.6	28.5	
Total Split (s)	49.9	51.5	12.0	26.9	28.5	12.0	32.0	9.6	29.6	
Total Split (%)	41.6%	42.9%	10.0%	22.4%	23.8%	10.0%	26.7%	8.0%	24.7%	
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	5.5	3.6	5.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	6.5	4.6	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Max	None	Max	
Act Effct Green (s)	45.3	44.9	58.8	16.2	15.8	7.4	33.3	5.0	23.1	113.8
Actuated g/C Ratio	0.40	0.39	0.52	0.14	0.14	0.07	0.29	0.04	0.20	1.00
v/c Ratio	1.04	0.28	0.45	0.74	0.67	1.07	0.85	0.11	0.38	0.51
Control Delay	70.0	24.6	13.9	56.2	53.4	129.9	41.0	57.1	41.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.0	24.6	13.9	56.2	53.4	129.9	41.0	57.1	41.4	1.1
LOS	E	C	B	E	D	F	D	E	D	A
Approach Delay		52.4			54.9		59.6		11.6	
Approach LOS		D			D		E		B	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.8
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 45.8
 Intersection LOS: D
 Intersection Capacity Utilization 99.5%
 ICU Level of Service F
 Analysis Period (min) 15






























Splits and Phases: 53: Meniffee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 			 	
Traffic Volume (veh/h)	1454	380	391	358	322	4	236	513	379	9	267	795
Future Volume (veh/h)	1454	380	391	358	322	4	236	513	379	9	267	795
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1499	392	197	369	332	3	243	529	211	9	275	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1479	1443	751	439	426	4	234	666	265	20	752	
Arrive On Green	0.41	0.40	0.40	0.12	0.12	0.12	0.07	0.26	0.26	0.01	0.21	0.00
Sat Flow, veh/h	3619	3610	1610	3510	3666	33	3510	2522	1002	1810	3610	1610
Grp Volume(v), veh/h	1499	392	197	369	163	172	243	378	362	9	275	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1894	1755	1805	1720	1810	1805	1610
Q Serve(g_s), s	45.3	8.1	8.2	11.4	9.8	9.8	7.4	21.6	21.8	0.5	7.2	0.0
Cycle Q Clear(g_c), s	45.3	8.1	8.2	11.4	9.8	9.8	7.4	21.6	21.8	0.5	7.2	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	1479	1443	751	439	210	220	234	477	454	20	752	
V/C Ratio(X)	1.01	0.27	0.26	0.84	0.78	0.78	1.04	0.79	0.80	0.46	0.37	
Avail Cap(c_a), veh/h	1479	1465	761	706	358	376	234	477	454	82	752	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.8	22.4	18.0	47.4	47.6	47.6	51.7	38.0	38.0	54.5	37.6	0.0
Incr Delay (d2), s/veh	26.9	0.1	0.2	2.6	6.2	5.9	68.8	12.7	13.5	6.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.3	3.2	2.8	4.9	4.5	4.7	5.3	10.6	10.3	0.3	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	22.5	18.2	50.0	53.8	53.6	120.5	50.7	51.6	60.5	39.0	0.0
LnGrp LOS	F	C	B	D	D	D	F	D	D	E	D	
Approach Vol, veh/h		2088			704			983			284	A
Approach Delay, s/veh		48.8			51.7			68.3			39.7	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	35.8	18.5	50.8	12.0	29.6	49.9	19.4				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	5.0	25.5	22.3	45.0	7.4	23.1	45.3	22.0				
Max Q Clear Time (g_c+I1), s	2.5	23.8	13.4	10.2	9.4	9.2	47.3	11.8				
Green Ext Time (p_c), s	0.0	0.7	0.5	2.9	0.0	1.2	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

06/01/2020

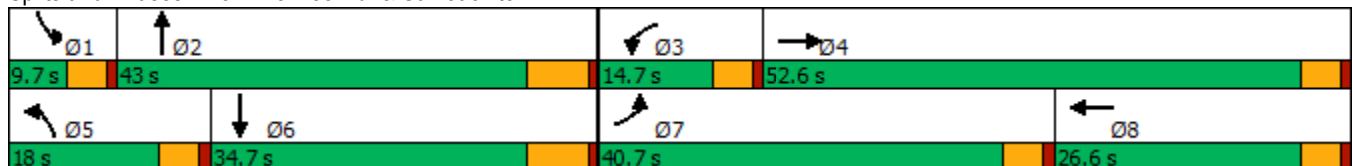


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	424	26	10	17	120	844	34	773
Future Volume (vph)	424	26	10	17	120	844	34	773
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	9.6	26.6	9.6	26.6	9.6	28.5	9.6	28.5
Total Split (s)	40.7	52.6	14.7	26.6	18.0	43.0	9.7	34.7
Total Split (%)	33.9%	43.8%	12.3%	22.2%	15.0%	35.8%	8.1%	28.9%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	4.6	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	26.9	34.5	5.6	12.4	10.6	40.4	5.3	30.0
Actuated g/C Ratio	0.29	0.37	0.06	0.13	0.11	0.43	0.06	0.32
v/c Ratio	0.85	0.28	0.09	0.14	0.61	0.55	0.34	0.88
Control Delay	49.4	5.4	52.8	28.7	57.6	26.6	59.9	42.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	5.4	52.8	28.7	57.6	26.6	59.9	42.2
LOS	D	A	D	C	E	C	E	D
Approach Delay		35.5		34.2		30.4		42.8
Approach LOS		D		C		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 93.4	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 36.5	Intersection LOS: D
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	























Splits and Phases: 54: Meniffee Rd. & San Jacinto Av.



HCM 6th Signalized Intersection Summary
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

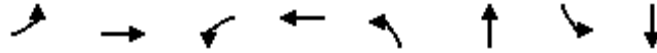
06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	26	170	10	17	15	120	844	19	34	773	239
Future Volume (veh/h)	424	26	170	10	17	15	120	844	19	34	773	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	442	27	125	10	18	12	125	879	16	35	805	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	479	106	490	22	114	76	156	1424	26	57	1091	133
Arrive On Green	0.26	0.36	0.36	0.01	0.11	0.11	0.09	0.38	0.38	0.03	0.33	0.33
Sat Flow, veh/h	1810	294	1361	1810	1061	707	1810	3720	68	1810	3323	404
Grp Volume(v), veh/h	442	0	152	10	0	30	125	449	446	35	460	443
Grp Sat Flow(s),veh/h/ln	1810	0	1655	1810	0	1768	1810	1900	1888	1810	1900	1827
Q Serve(g_s), s	22.7	0.0	6.2	0.5	0.0	1.5	6.5	18.2	18.2	1.8	20.5	20.5
Cycle Q Clear(g_c), s	22.7	0.0	6.2	0.5	0.0	1.5	6.5	18.2	18.2	1.8	20.5	20.5
Prop In Lane	1.00		0.82	1.00		0.40	1.00		0.04	1.00		0.22
Lane Grp Cap(c), veh/h	479	0	596	22	0	190	156	727	723	57	624	600
V/C Ratio(X)	0.92	0.00	0.25	0.45	0.00	0.16	0.80	0.62	0.62	0.61	0.74	0.74
Avail Cap(c_a), veh/h	685	0	833	192	0	408	254	727	723	97	624	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	21.5	46.8	0.0	38.6	42.8	23.8	23.8	45.6	28.4	28.4
Incr Delay (d2), s/veh	11.6	0.0	0.2	5.3	0.0	0.4	3.6	3.9	3.9	3.9	7.6	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	0.0	2.4	0.3	0.0	0.7	2.9	8.0	8.0	0.8	9.7	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	0.0	21.7	52.1	0.0	39.0	46.4	27.7	27.7	49.4	36.0	36.3
LnGrp LOS	D	A	C	D	A	D	D	C	C	D	D	D
Approach Vol, veh/h		594			40			1020			938	
Approach Delay, s/veh		39.6			42.3			30.0			36.6	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	43.0	5.8	38.9	12.8	37.8	29.8	14.9				
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6				
Max Green Setting (Gmax), s	5.1	36.5	10.1	48.0	13.4	28.2	36.1	22.0				
Max Q Clear Time (g_c+I1), s	3.8	20.2	2.5	8.2	8.5	22.5	24.7	3.5				
Green Ext Time (p_c), s	0.0	4.4	0.0	1.1	0.1	2.4	0.6	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			34.8									
HCM 6th LOS			C									

Timings
55: Menifee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↕	↗	↕
Traffic Volume (vph)	42	0	1	1	26	956	1	906
Future Volume (vph)	42	0	1	1	26	956	1	906
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	26.7	28.5	28.5	28.5	28.5
Total Split (s)	29.0	29.0	29.0	29.0	61.0	61.0	61.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	67.8%	67.8%	67.8%	67.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.7		4.7	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		12.4		12.4	68.3	68.3	68.3	68.3
Actuated g/C Ratio		0.14		0.14	0.78	0.78	0.78	0.78
v/c Ratio		0.26		0.01	0.07	0.37	0.00	0.36
Control Delay		17.9		26.7	5.0	4.9	5.0	4.8
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		17.9		26.7	5.0	4.9	5.0	4.8
LOS		B		C	A	A	A	A
Approach Delay		17.9		26.7		4.9		4.8
Approach LOS		B		C		A		A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 87.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 5.3
 Intersection Capacity Utilization 44.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 55: Menifee Rd. & Ellis Av./Driveway



HCM 6th Signalized Intersection Summary
55: Meniffee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	42	0	16	1	1	1	26	956	3	1	906	37
Future Volume (veh/h)	42	0	16	1	1	1	26	956	3	1	906	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	0	17	1	1	1	28	1039	3	1	985	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	13	41	97	82	57	460	2754	8	454	2637	107
Arrive On Green	0.10	0.00	0.10	0.10	0.10	0.10	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	973	131	408	313	815	564	559	3692	11	550	3536	144
Grp Volume(v), veh/h	63	0	0	3	0	0	28	508	534	1	503	522
Grp Sat Flow(s),veh/h/ln	1513	0	0	1692	0	0	559	1805	1898	550	1805	1874
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.0	1.4	7.3	7.3	0.0	7.2	7.2
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.1	0.0	0.0	8.5	7.3	7.3	7.3	7.2	7.2
Prop In Lane	0.73		0.27	0.33		0.33	1.00		0.01	1.00		0.08
Lane Grp Cap(c), veh/h	238	0	0	237	0	0	460	1346	1415	454	1346	1398
V/C Ratio(X)	0.26	0.00	0.00	0.01	0.00	0.00	0.06	0.38	0.38	0.00	0.37	0.37
Avail Cap(c_a), veh/h	581	0	0	611	0	0	460	1346	1415	454	1346	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	0.0	29.6	0.0	0.0	4.8	3.3	3.3	4.6	3.3	3.3
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.0	0.3	0.8	0.8	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.0	0.0	0.0	0.1	1.1	1.1	0.0	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	0.0	29.6	0.0	0.0	5.0	4.1	4.1	4.6	4.1	4.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		63			3			1070			1026	
Approach Delay, s/veh		31.3			29.6			4.1			4.1	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		12.1		61.0		12.1				
Change Period (Y+Rc), s		6.5		* 4.7		6.5		* 4.7				
Max Green Setting (Gmax), s		54.5		* 24		54.5		* 24				
Max Q Clear Time (g_c+I1), s		10.5		4.7		9.3		2.1				
Green Ext Time (p_c), s		7.1		0.2		6.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
56: Menifee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/01/2020

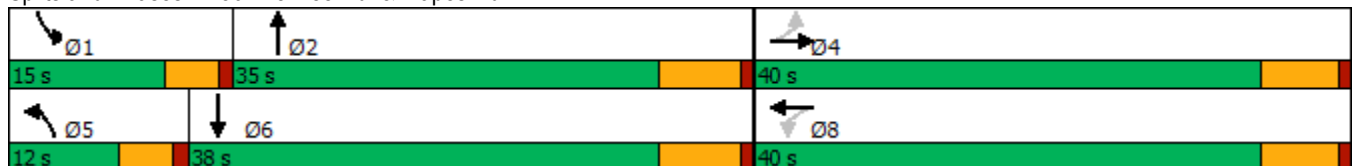


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	64	164	9	51	23	831	106	756
Future Volume (vph)	64	164	9	51	23	831	106	756
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	40.0	40.0	40.0	40.0	12.0	35.0	15.0	38.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	13.3%	38.9%	16.7%	42.2%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	13.6	13.6	13.6	13.6	5.7	29.7	8.2	36.1
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.09	0.45	0.12	0.54
v/c Ratio	0.29	0.53	0.04	0.41	0.16	0.57	0.52	0.46
Control Delay	26.3	28.4	22.0	11.4	33.6	17.4	37.9	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.3	28.4	22.0	11.4	33.6	17.4	37.9	12.1
LOS	C	C	C	B	C	B	D	B
Approach Delay		27.9		11.9		17.9		15.1
Approach LOS		C		B		B		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 66.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 17.4
 Intersection LOS: B
 Intersection Capacity Utilization 67.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 56: Menifee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	64	164	26	9	51	120	23	831	12	106	756	64
Future Volume (veh/h)	64	164	26	9	51	120	23	831	12	106	756	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	178	28	10	55	130	25	903	13	115	822	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	239	325	51	235	102	240	51	1622	23	148	1681	143
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.03	0.45	0.45	0.08	0.50	0.50
Sat Flow, veh/h	1218	1603	252	1195	501	1185	1810	3643	52	1810	3367	287
Grp Volume(v), veh/h	70	0	206	10	0	185	25	447	469	115	441	451
Grp Sat Flow(s),veh/h/ln	1218	0	1855	1195	0	1687	1810	1805	1891	1810	1805	1848
Q Serve(g_s), s	3.5	0.0	6.4	0.5	0.0	6.3	0.9	11.7	11.7	4.0	10.4	10.4
Cycle Q Clear(g_c), s	9.8	0.0	6.4	6.9	0.0	6.3	0.9	11.7	11.7	4.0	10.4	10.4
Prop In Lane	1.00		0.14	1.00		0.70	1.00		0.03	1.00		0.16
Lane Grp Cap(c), veh/h	239	0	376	235	0	342	51	804	842	148	901	923
V/C Ratio(X)	0.29	0.00	0.55	0.04	0.00	0.54	0.49	0.56	0.56	0.77	0.49	0.49
Avail Cap(c_a), veh/h	636	0	979	624	0	891	209	804	842	294	901	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	22.9	26.0	0.0	22.9	30.7	13.1	13.1	28.8	10.6	10.6
Incr Delay (d2), s/veh	0.7	0.0	1.2	0.1	0.0	1.3	2.7	2.8	2.7	3.2	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.5	0.1	0.0	2.3	0.4	4.1	4.3	1.6	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	0.0	24.1	26.1	0.0	24.2	33.4	15.9	15.8	32.0	12.5	12.5
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		276			195			941			1007	
Approach Delay, s/veh		25.1			24.3			16.3			14.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	35.0		19.2	6.4	38.5		19.2				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	10.4	28.5		33.8	7.4	31.5		33.8				
Max Q Clear Time (g_c+I1), s	6.0	13.7		11.8	2.9	12.4		8.9				
Green Ext Time (p_c), s	0.0	4.3		1.2	0.0	4.7		1.0				

Intersection Summary

HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Timings
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	37	220	13	99	10	789	103	652
Future Volume (vph)	37	220	13	99	10	789	103	652
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	33.0	33.0	33.0	33.0	57.0	57.0	57.0	57.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	63.3%	63.3%	63.3%	63.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	15.3	15.3	15.3	15.3	50.8	50.8	50.8	50.8
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.65	0.65	0.65	0.65
v/c Ratio	0.16	0.66	0.09	0.38	0.02	0.46	0.38	0.32
Control Delay	26.8	37.6	25.9	26.3	6.4	7.7	12.3	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	37.6	25.9	26.3	6.4	7.7	12.3	6.9
LOS	C	D	C	C	A	A	B	A
Approach Delay		36.1		26.2		7.7		7.6
Approach LOS		D		C		A		A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 78.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	























Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	220	7	13	99	29	10	789	185	103	652	39
Future Volume (veh/h)	37	220	7	13	99	29	10	789	185	103	652	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	239	8	14	108	32	11	858	201	112	709	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	225	312	10	149	241	71	519	1948	456	384	2324	138
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1269	1828	61	1151	1408	417	723	2903	680	541	3463	205
Grp Volume(v), veh/h	40	0	247	14	0	140	11	533	526	112	369	382
Grp Sat Flow(s),veh/h/ln	1269	0	1889	1151	0	1825	723	1805	1778	541	1805	1863
Q Serve(g_s), s	2.2	0.0	9.4	0.9	0.0	5.2	0.5	10.4	10.4	9.2	6.4	6.4
Cycle Q Clear(g_c), s	7.4	0.0	9.4	10.3	0.0	5.2	6.9	10.4	10.4	19.6	6.4	6.4
Prop In Lane	1.00		0.03	1.00		0.23	1.00		0.38	1.00		0.11
Lane Grp Cap(c), veh/h	225	0	323	149	0	312	519	1211	1193	384	1211	1250
V/C Ratio(X)	0.18	0.00	0.77	0.09	0.00	0.45	0.02	0.44	0.44	0.29	0.30	0.31
Avail Cap(c_a), veh/h	474	0	693	374	0	669	519	1211	1193	384	1211	1250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	29.8	34.7	0.0	28.0	6.5	5.8	5.8	10.4	5.1	5.1
Incr Delay (d2), s/veh	0.4	0.0	3.8	0.3	0.0	1.0	0.1	1.2	1.2	1.9	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.3	0.2	0.0	2.2	0.1	2.6	2.5	1.0	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	0.0	33.6	34.9	0.0	29.0	6.6	6.9	7.0	12.3	5.8	5.8
LnGrp LOS	C	A	C	C	A	C	A	A	A	B	A	A
Approach Vol, veh/h		287			154			1070			863	
Approach Delay, s/veh		33.3			29.6			7.0			6.6	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		18.3		57.0		18.3				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		50.5		27.6		50.5		27.6				
Max Q Clear Time (g_c+I1), s		12.4		11.4		21.6		12.3				
Green Ext Time (p_c), s		7.1		1.2		5.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				11.5								
HCM 6th LOS				B								

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

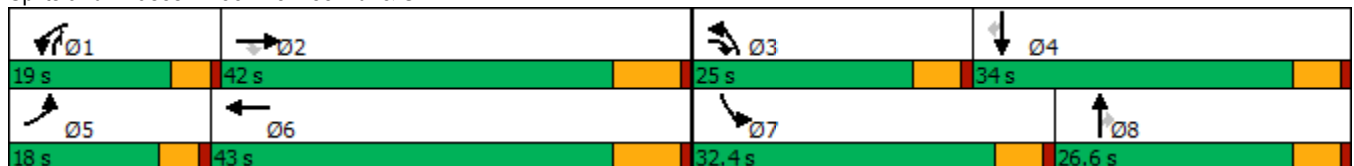
06/01/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	234	1155	283	295	1043	270	720	252	100	574	95	
Future Volume (vph)	234	1155	283	295	1043	270	720	252	100	574	95	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm	
Protected Phases	5	2	3	1	6	3	8	1	7	4		
Permitted Phases			2					8			4	
Detector Phase	5	2	3	1	6	3	8	1	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.0	15.3	9.6	29.0	15.3	15.3	9.6	32.3	32.3	32.3	
Total Split (s)	18.0	42.0	25.0	19.0	43.0	25.0	26.6	19.0	32.4	34.0	34.0	
Total Split (%)	15.0%	35.0%	20.8%	15.8%	35.8%	20.8%	22.2%	15.8%	27.0%	28.3%	28.3%	
Yellow Time (s)	3.6	6.0	4.3	3.6	6.0	4.3	4.3	3.6	4.3	4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	7.0	5.3	4.6	7.0	5.3	5.3	4.6	5.3	5.3	5.3	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	
Act Effct Green (s)	11.2	35.3	56.4	12.7	36.8	14.0	21.8	39.9	11.3	19.2	19.2	
Actuated g/C Ratio	0.11	0.34	0.54	0.12	0.36	0.14	0.21	0.39	0.11	0.19	0.19	
v/c Ratio	0.66	0.70	0.32	0.73	0.66	0.61	0.70	0.35	0.28	0.64	0.25	
Control Delay	54.5	33.5	9.8	55.7	31.5	48.9	42.7	6.4	44.1	42.4	5.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	54.5	33.5	9.8	55.7	31.5	48.9	42.7	6.4	44.1	42.4	5.2	
LOS	D	C	A	E	C	D	D	A	D	D	A	
Approach Delay		32.4			36.5		36.7			38.1		
Approach LOS		C			D		D			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.6
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 35.4
 Intersection LOS: D
 Intersection Capacity Utilization 68.0%
 ICU Level of Service C
 Analysis Period (min) 15




































Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

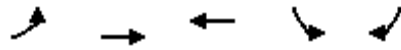
06/01/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (veh/h)	234	1155	283	295	1043	92	270	720	252	100	574	95
Future Volume (veh/h)	234	1155	283	295	1043	92	270	720	252	100	574	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	249	1229	281	314	1110	83	287	766	214	106	611	81
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	325	1941	776	391	1934	145	379	1159	539	189	878	273
Arrive On Green	0.09	0.37	0.37	0.11	0.39	0.39	0.11	0.22	0.22	0.05	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	3510	4924	368	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	249	1229	281	314	779	414	287	766	214	106	611	81
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1834	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	6.5	18.2	10.2	8.2	16.5	16.5	7.4	12.6	9.5	2.8	10.4	4.1
Cycle Q Clear(g_c), s	6.5	18.2	10.2	8.2	16.5	16.5	7.4	12.6	9.5	2.8	10.4	4.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	1941	776	391	1358	720	379	1159	539	189	878	273
V/C Ratio(X)	0.77	0.63	0.36	0.80	0.57	0.57	0.76	0.66	0.40	0.56	0.70	0.30
Avail Cap(c_a), veh/h	503	1941	776	541	1358	720	739	1181	546	1017	1592	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	24.0	15.2	40.6	22.3	22.3	40.5	33.1	23.9	43.2	36.6	34.0
Incr Delay (d2), s/veh	1.4	1.6	1.3	4.1	1.8	3.3	3.1	1.3	0.5	2.6	1.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	7.1	3.5	3.6	6.4	7.1	3.2	5.0	3.3	1.2	4.1	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	25.6	16.5	44.7	24.0	25.6	43.7	34.4	24.3	45.8	37.6	34.6
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	D	C
Approach Vol, veh/h		1759			1507			1267			798	
Approach Delay, s/veh		26.6			28.8			34.8			38.4	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	42.0	15.4	21.1	13.3	43.7	10.3	26.2				
Change Period (Y+Rc), s	4.6	7.0	5.3	5.3	4.6	7.0	5.3	5.3				
Max Green Setting (Gmax), s	14.4	35.0	19.7	28.7	13.4	36.0	27.1	21.3				
Max Q Clear Time (g_c+I1), s	10.2	20.2	9.4	12.4	8.5	18.5	4.8	14.6				
Green Ext Time (p_c), s	0.2	7.8	0.7	3.5	0.2	6.7	0.3	2.9				
Intersection Summary												
HCM 6th Ctrl Delay			30.9									
HCM 6th LOS			C									

Timings
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

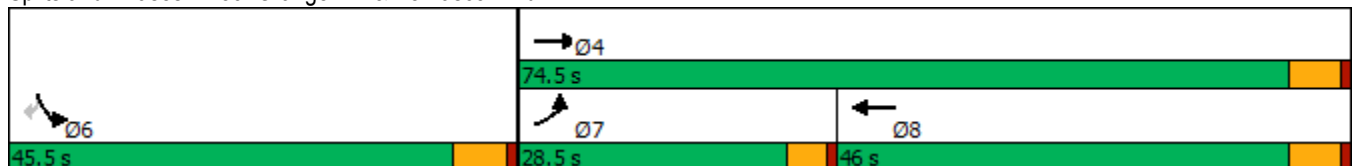


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖↖	↑↑	↑↗	↖↖	↗
Traffic Volume (vph)	602	758	544	952	428
Future Volume (vph)	602	758	544	952	428
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.8	22.8	22.8	22.8
Total Split (s)	28.5	74.5	46.0	45.5	45.5
Total Split (%)	23.8%	62.1%	38.3%	37.9%	37.9%
Yellow Time (s)	3.6	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	23.4	68.8	40.7	38.4	38.4
Actuated g/C Ratio	0.20	0.58	0.34	0.32	0.32
v/c Ratio	0.95	0.39	0.97	0.91	0.57
Control Delay	71.0	14.5	49.7	51.6	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	71.0	14.5	49.7	51.6	7.2
LOS	E	B	D	D	A
Approach Delay		39.5	49.7	37.8	
Approach LOS		D	D	D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.8
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 41.9
 Intersection LOS: D
 Intersection Capacity Utilization 92.9%
 ICU Level of Service F
 Analysis Period (min) 15

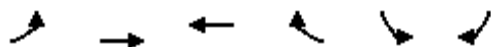
Splits and Phases: 59: Orange Av. & Bernasconi Rd.



HCM 6th Signalized Intersection Summary
59: Orange Av. & Bernasconi Rd.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	602	758	544	622	952	428	
Future Volume (veh/h)	602	758	544	622	952	428	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	654	824	591	513	1035	345	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	704	2101	628	543	1123	515	
Arrive On Green	0.20	0.58	0.34	0.34	0.32	0.32	
Sat Flow, veh/h	3510	3705	1928	1587	3510	1610	
Grp Volume(v), veh/h	654	824	582	522	1035	345	
Grp Sat Flow(s),veh/h/ln	1755	1805	1805	1614	1755	1610	
Q Serve(g_s), s	21.6	14.6	36.9	37.1	33.6	21.9	
Cycle Q Clear(g_c), s	21.6	14.6	36.9	37.1	33.6	21.9	
Prop In Lane	1.00			0.98	1.00	1.00	
Lane Grp Cap(c), veh/h	704	2101	618	553	1123	515	
V/C Ratio(X)	0.93	0.39	0.94	0.94	0.92	0.67	
Avail Cap(c_a), veh/h	711	2101	618	553	1181	541	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	46.4	13.4	37.7	37.7	38.7	34.8	
Incr Delay (d2), s/veh	18.2	0.6	24.4	26.7	11.5	3.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	10.9	5.6	19.6	18.0	15.5	19.4	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	64.6	13.9	62.0	64.4	50.2	37.8	
LnGrp LOS	E	B	E	E	D	D	
Approach Vol, veh/h		1478	1104		1380		
Approach Delay, s/veh		36.3	63.1		47.1		
Approach LOS		D	E		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				74.5	43.6	28.3	46.2
Change Period (Y+Rc), s				5.8	5.8	4.6	5.8
Max Green Setting (Gmax), s				68.7	39.7	23.9	40.2
Max Q Clear Time (g_c+I1), s				16.6	35.6	23.6	39.1
Green Ext Time (p_c), s				6.1	2.2	0.1	0.7
Intersection Summary							
HCM 6th Ctrl Delay			47.6				
HCM 6th LOS			D				

Timings
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

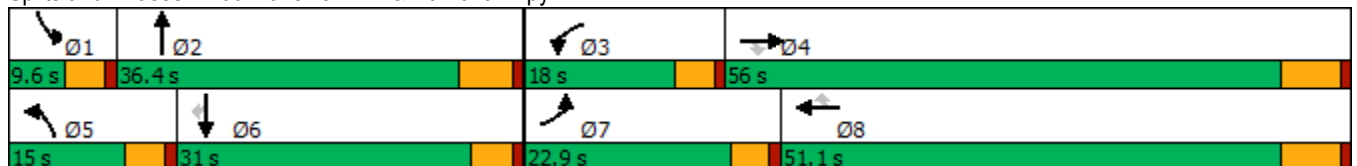
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	3259	321	472	1920	102	159	210	657	53	92	86
Future Volume (vph)	197	3259	321	472	1920	102	159	210	657	53	92	86
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	9.5	29.5	29.5	9.6	28.5	28.5	9.6	22.8		9.6	26.7	26.7
Total Split (s)	22.9	56.0	56.0	18.0	51.1	51.1	15.0	36.4		9.6	31.0	31.0
Total Split (%)	19.1%	46.7%	46.7%	15.0%	42.6%	42.6%	12.5%	30.3%		8.0%	25.8%	25.8%
Yellow Time (s)	3.5	5.5	5.5	3.6	5.5	5.5	3.6	4.8		3.6	3.7	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.5	6.5	4.6	6.5	6.5	4.6	5.8		4.6	4.7	4.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Act Effct Green (s)	15.8	49.5	49.5	13.4	47.2	47.2	8.9	15.3	102.8	5.0	10.5	10.5
Actuated g/C Ratio	0.15	0.48	0.48	0.13	0.46	0.46	0.09	0.15	1.00	0.05	0.10	0.10
v/c Ratio	0.77	1.09	0.39	1.09	0.67	0.13	0.55	0.42	0.43	0.66	0.27	0.27
Control Delay	60.5	73.5	10.8	111.4	23.8	0.3	52.3	43.1	0.8	83.3	44.9	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	73.5	10.8	111.4	23.8	0.3	52.3	43.1	0.8	83.3	44.9	1.9
LOS	E	E	B	F	C	A	D	D	A	F	D	A
Approach Delay		67.5			39.4			17.6			37.8	
Approach LOS		E			D			B			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 102.8
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 50.4
 Intersection LOS: D
 Intersection Capacity Utilization 91.1%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 60: Lakeview Av. & Ramona Expy



HCM 6th Signalized Intersection Summary
60: Lakeview Av. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	3259	321	472	1920	102	159	210	657	53	92	86
Future Volume (veh/h)	197	3259	321	472	1920	102	159	210	657	53	92	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	214	3431	180	497	2021	84	167	228	0	58	100	93
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	3197	788	465	3177	783	236	450		75	357	159
Arrive On Green	0.14	0.49	0.49	0.13	0.49	0.49	0.07	0.12	0.00	0.04	0.10	0.10
Sat Flow, veh/h	1810	6536	1610	3510	6536	1610	3510	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	214	3431	180	497	2021	84	167	228	0	58	100	93
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1755	1634	1610	1755	1805	1610	1810	1805	1610
Q Serve(g_s), s	11.7	49.5	6.5	13.4	23.3	2.9	4.7	6.0	0.0	3.2	2.6	5.6
Cycle Q Clear(g_c), s	11.7	49.5	6.5	13.4	23.3	2.9	4.7	6.0	0.0	3.2	2.6	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	3197	788	465	3177	783	236	450		75	357	159
V/C Ratio(X)	0.87	1.07	0.23	1.07	0.64	0.11	0.71	0.51		0.77	0.28	0.58
Avail Cap(c_a), veh/h	329	3197	788	465	3177	783	361	1092		89	938	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	25.9	14.9	43.9	19.3	14.1	46.2	41.4	0.0	48.0	42.3	43.6
Incr Delay (d2), s/veh	13.8	39.8	0.1	61.5	0.4	0.1	1.5	0.9	0.0	28.8	0.4	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	25.1	2.1	9.4	7.7	0.9	2.0	2.6	0.0	2.0	1.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	65.7	15.0	105.4	19.8	14.2	47.7	42.3	0.0	76.8	42.7	47.0
LnGrp LOS	E	F	B	F	B	B	D	D		E	D	D
Approach Vol, veh/h		3825			2602			395	A		251	
Approach Delay, s/veh		62.8			35.9			44.6			52.2	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	18.4	18.0	56.0	11.4	15.8	18.3	55.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	* 5.8	4.5	6.5				
Max Green Setting (Gmax), s	5.0	30.6	13.4	49.5	10.4	* 26	18.4	44.6				
Max Q Clear Time (g_c+I1), s	5.2	8.0	15.4	51.5	6.7	7.6	13.7	25.3				
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.1	0.8	0.1	13.3				

Intersection Summary

HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

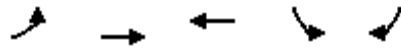
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Timings
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗	↔	↘	↙
Traffic Volume (vph)	464	305	229	19	455
Future Volume (vph)	464	305	229	19	455
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	15.1	27.1	27.8	27.8
Total Split (s)	34.0	61.1	27.1	28.9	28.9
Total Split (%)	37.8%	67.9%	30.1%	32.1%	32.1%
Yellow Time (s)	3.6	4.1	4.1	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.1	5.1	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	24.0	56.1	27.5	11.5	11.5
Actuated g/C Ratio	0.31	0.71	0.35	0.15	0.15
v/c Ratio	0.87	0.23	0.40	0.08	0.74
Control Delay	42.7	4.7	23.1	28.9	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	4.7	23.1	28.9	10.9
LOS	D	A	C	C	B
Approach Delay		27.7	23.1	11.6	
Approach LOS		C	C	B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 78.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 21.8
 Intersection LOS: C
 Intersection Capacity Utilization 60.5%
 ICU Level of Service B
 Analysis Period (min) 15

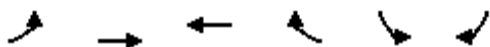
Splits and Phases: 61: Nuevo Rd. & Lakeview Av.



HCM 6th Signalized Intersection Summary
61: Nuevo Rd. & Lakeview Av.

Stoneridge Commerce Center SP (JN 13265)

06/01/2020

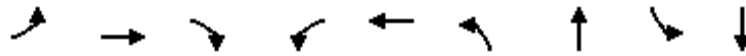


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗		↙	↘	
Traffic Volume (veh/h)	464	305	229	25	19	455	
Future Volume (veh/h)	464	305	229	25	19	455	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	478	314	236	26	20	340	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	515	1220	513	56	421	375	
Arrive On Green	0.28	0.64	0.30	0.30	0.23	0.23	
Sat Flow, veh/h	1810	1900	1681	185	1810	1610	
Grp Volume(v), veh/h	478	314	0	262	20	340	
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1867	1810	1610	
Q Serve(g_s), s	22.4	6.2	0.0	9.9	0.7	17.9	
Cycle Q Clear(g_c), s	22.4	6.2	0.0	9.9	0.7	17.9	
Prop In Lane	1.00			0.10	1.00	1.00	
Lane Grp Cap(c), veh/h	515	1220	0	569	421	375	
V/C Ratio(X)	0.93	0.26	0.00	0.46	0.05	0.91	
Avail Cap(c_a), veh/h	610	1220	0	569	479	427	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	30.3	6.7	0.0	24.5	25.9	32.5	
Incr Delay (d2), s/veh	17.6	0.5	0.0	2.7	0.0	21.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	11.7	2.3	0.0	4.6	0.3	2.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	48.0	7.2	0.0	27.2	26.0	53.7	
LnGrp LOS	D	A	A	C	C	D	
Approach Vol, veh/h		792	262		360		
Approach Delay, s/veh		31.8	27.2		52.2		
Approach LOS		C	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				61.1	26.1	29.4	31.7
Change Period (Y+Rc), s				5.1	5.8	4.6	5.1
Max Green Setting (Gmax), s				56.0	23.1	29.4	22.0
Max Q Clear Time (g_c+I1), s				8.2	19.9	24.4	11.9
Green Ext Time (p_c), s				2.0	0.4	0.4	1.0
Intersection Summary							
HCM 6th Ctrl Delay			36.1				
HCM 6th LOS			D				

Timings
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

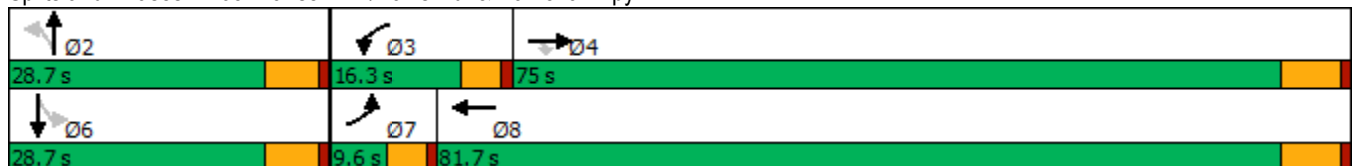


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↑↑↑	↷	↶	↑↑↑		↕		↕
Traffic Volume (vph)	3	3831	135	165	2401	86	6	3	3
Future Volume (vph)	3	3831	135	165	2401	86	6	3	3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	24.5	24.5	9.6	31.5	24.8	24.8	27.8	27.8
Total Split (s)	9.6	75.0	75.0	16.3	81.7	28.7	28.7	28.7	28.7
Total Split (%)	8.0%	62.5%	62.5%	13.6%	68.1%	23.9%	23.9%	23.9%	23.9%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5		5.8		5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	68.6	68.6	11.7	83.1		18.1		18.1
Actuated g/C Ratio	0.04	0.59	0.59	0.10	0.72		0.16		0.16
v/c Ratio	0.04	1.02	0.14	0.93	0.53		0.82		0.05
Control Delay	56.0	42.9	3.7	103.4	8.6		58.6		29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	56.0	42.9	3.7	103.4	8.6		58.6		29.2
LOS	E	D	A	F	A		E		C
Approach Delay		41.5			14.7		58.6		29.2
Approach LOS		D			B		E		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 115.4	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 98.5%	ICU Level of Service F
Analysis Period (min) 15	

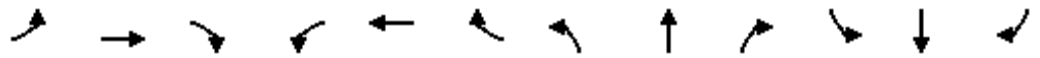
Splits and Phases: 63: Hansen Av./Davis Rd. & Ramona Expy



HCM 6th Signalized Intersection Summary
63: Hansen Av./Davis Rd. & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3831	135	165	2401	3	86	6	131	3	3	6
Future Volume (veh/h)	3	3831	135	165	2401	3	86	6	131	3	3	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	3949	130	170	2475	3	89	6	96	3	3	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	3949	973	187	4778	6	141	15	111	84	85	107
Arrive On Green	0.00	0.60	0.60	0.10	0.70	0.70	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1810	6536	1610	1810	6792	8	658	105	770	303	594	747
Grp Volume(v), veh/h	3	3949	130	170	1786	692	191	0	0	11	0	0
Grp Sat Flow(s),veh/h/ln	1810	1634	1610	1810	1634	1898	1533	0	0	1644	0	0
Q Serve(g_s), s	0.2	68.5	3.9	10.5	19.3	19.3	12.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	68.5	3.9	10.5	19.3	19.3	13.8	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	0.47		0.50	0.27		0.45
Lane Grp Cap(c), veh/h	7	3949	973	187	3448	1335	266	0	0	276	0	0
V/C Ratio(X)	0.42	1.00	0.13	0.91	0.52	0.52	0.72	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	80	3949	973	187	3448	1335	355	0	0	369	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.3	22.4	9.7	50.3	7.8	7.8	47.4	0.0	0.0	41.8	0.0	0.0
Incr Delay (d2), s/veh	13.6	14.3	0.1	40.7	0.1	0.4	4.5	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	25.0	1.2	6.7	5.0	5.9	5.4	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	36.7	9.7	91.0	8.0	8.2	52.0	0.0	0.0	41.9	0.0	0.0
LnGrp LOS	E	D	A	F	A	A	D	A	A	D	A	A
Approach Vol, veh/h		4082			2648			191				11
Approach Delay, s/veh		35.9			13.4			52.0				41.9
Approach LOS		D			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.1	16.3	75.0		22.1	5.1	86.2				
Change Period (Y+Rc), s		5.8	4.6	6.5		5.8	4.6	6.5				
Max Green Setting (Gmax), s		22.9	11.7	68.5		22.9	5.0	75.2				
Max Q Clear Time (g_c+11), s		15.8	12.5	70.5		2.6	2.2	21.3				
Green Ext Time (p_c), s		0.5	0.0	0.0		0.0	0.0	28.9				

Intersection Summary

HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Timings
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

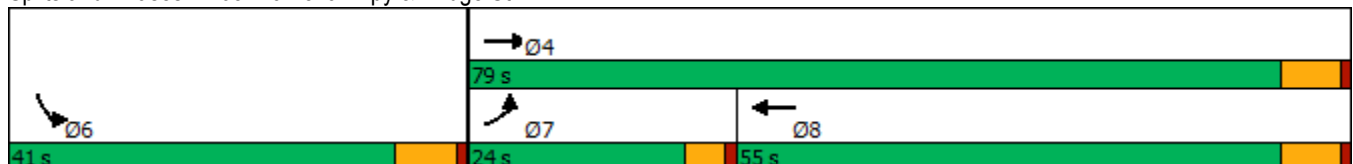


Lane Group	EBL	EBT	WBT	SBL
Lane Configurations				
Traffic Volume (vph)	283	2517	2760	95
Future Volume (vph)	283	2517	2760	95
Turn Type	Prot	NA	NA	Prot
Protected Phases	7	4	8	6
Permitted Phases				
Detector Phase	7	4	8	6
Switch Phase				
Minimum Initial (s)	5.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	23.5	28.5
Total Split (s)	24.0	79.0	55.0	41.0
Total Split (%)	20.0%	65.8%	45.8%	34.2%
Yellow Time (s)	3.6	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	6.5
Lead/Lag	Lead		Lag	
Lead-Lag Optimize?	Yes		Yes	
Recall Mode	None	Max	Max	Min
Act Effct Green (s)	19.4	72.5	48.5	34.5
Actuated g/C Ratio	0.16	0.60	0.40	0.29
v/c Ratio	1.00	0.57	0.95	1.00
Control Delay	104.2	14.9	42.7	63.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	104.2	14.9	42.7	63.2
LOS	F	B	D	E
Approach Delay		23.9	42.7	63.2
Approach LOS		C	D	E

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 109.4%	ICU Level of Service H
Analysis Period (min) 15	

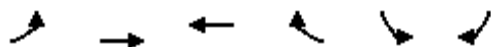
Splits and Phases: 65: Ramona Expy & Bridge St



HCM 6th Signalized Intersection Summary
65: Ramona Expy & Bridge St

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	283	2517	2760	57	95	532	
Future Volume (veh/h)	283	2517	2760	57	95	532	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	292	2595	2845	44	98	290	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	307	4815	3163	49	106	312	
Arrive On Green	0.17	0.63	0.42	0.42	0.25	0.25	
Sat Flow, veh/h	1810	7600	7464	115	417	1235	
Grp Volume(v), veh/h	292	2595	2171	718	389	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	1900	1879	1657	0	
Q Serve(g_s), s	18.3	21.7	40.6	40.7	26.2	0.0	
Cycle Q Clear(g_c), s	18.3	21.7	40.6	40.7	26.2	0.0	
Prop In Lane	1.00			0.06	0.25	0.75	
Lane Grp Cap(c), veh/h	307	4815	2416	796	419	0	
V/C Ratio(X)	0.95	0.54	0.90	0.90	0.93	0.00	
Avail Cap(c_a), veh/h	307	4815	2416	796	500	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	47.1	11.7	30.7	30.7	41.7	0.0	
Incr Delay (d2), s/veh	38.2	0.4	5.9	15.3	21.8	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	11.1	7.7	18.0	20.0	12.6	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	85.3	12.1	36.5	46.0	63.5	0.0	
LnGrp LOS	F	B	D	D	E	A	
Approach Vol, veh/h		2887	2889		389		
Approach Delay, s/veh		19.5	38.9		63.5		
Approach LOS		B	D		E		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				79.0	35.4	24.0	55.0
Change Period (Y+Rc), s				6.5	6.5	4.6	6.5
Max Green Setting (Gmax), s				72.5	34.5	19.4	48.5
Max Q Clear Time (g_c+I1), s				23.7	28.2	20.3	42.7
Green Ext Time (p_c), s				33.2	0.7	0.0	5.4

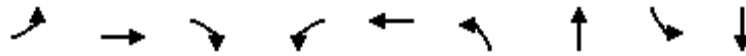
Intersection Summary

HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
66: Warren Rd & Ramona Expy

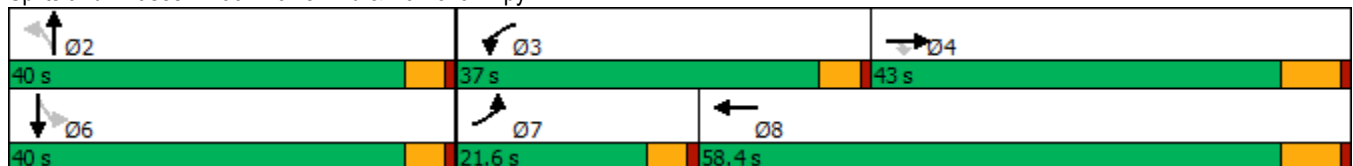


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑	↖↗	↗		↕
Traffic Volume (vph)	1	1854	758	447	1860	954	1	1	1
Future Volume (vph)	1	1854	758	447	1860	954	1	1	1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4		3	8		2		6
Permitted Phases			4			2		6	
Detector Phase	7	4	4	3	8	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.6	34.5	34.5	9.6	24.5	25.6	25.6	22.6	22.6
Total Split (s)	21.6	43.0	43.0	37.0	58.4	40.0	40.0	40.0	40.0
Total Split (%)	18.0%	35.8%	35.8%	30.8%	48.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	6.5	6.5	4.6	6.5	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.0	36.5	36.5	18.0	57.3	35.4	35.4		35.4
Actuated g/C Ratio	0.05	0.35	0.35	0.17	0.54	0.33	0.33		0.33
v/c Ratio	0.01	0.74	0.81	0.77	0.48	1.05	0.44		0.01
Control Delay	50.0	32.9	13.6	50.7	15.7	77.1	5.0		18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	50.0	32.9	13.6	50.7	15.7	77.1	5.0		18.3
LOS	D	C	B	D	B	E	A		B
Approach Delay		27.3			22.4		59.1		18.3
Approach LOS		C			C		E		B

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.7
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 32.0
 Intersection LOS: C
 Intersection Capacity Utilization 86.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 66: Warren Rd & Ramona Expy



HCM 6th Signalized Intersection Summary
66: Warren Rd & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑		↖↗	↑			↕	
Traffic Volume (veh/h)	1	1854	758	447	1860	0	954	1	318	1	1	4
Future Volume (veh/h)	1	1854	758	447	1860	0	954	1	318	1	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	1952	535	471	1958	0	1004	1	177	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	2	2677	567	555	3833	0	1046	3	549	144	151	252
Arrive On Green	0.00	0.35	0.35	0.15	0.50	0.00	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	7600	1610	3619	7600	0	2872	9	1602	295	442	736
Grp Volume(v), veh/h	1	1952	535	471	1958	0	1004	0	178	4	0	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	0	1436	0	1612	1472	0	0
Q Serve(g_s), s	0.1	23.1	33.3	13.1	17.8	0.0	27.0	0.0	8.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	23.1	33.3	13.1	17.8	0.0	35.4	0.0	8.4	8.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	0.25		0.50
Lane Grp Cap(c), veh/h	2	2677	567	555	3833	0	1046	0	552	548	0	0
V/C Ratio(X)	0.40	0.73	0.94	0.85	0.51	0.00	0.96	0.00	0.32	0.01	0.00	0.00
Avail Cap(c_a), veh/h	298	2684	569	1134	3833	0	1046	0	552	548	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.6	29.2	32.5	42.6	17.1	0.0	36.7	0.0	25.1	22.4	0.0	0.0
Incr Delay (d2), s/veh	34.9	1.0	24.4	1.4	0.1	0.0	18.6	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.8	15.5	5.6	6.8	0.0	14.8	0.0	3.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.5	30.2	56.9	44.0	17.2	0.0	55.4	0.0	25.2	22.4	0.0	0.0
LnGrp LOS	F	C	E	D	B	A	E	A	C	C	A	A
Approach Vol, veh/h		2488			2429			1182				4
Approach Delay, s/veh		36.0			22.4			50.8				22.4
Approach LOS		D			C			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.0	20.5	42.9		40.0	4.7	58.6				
Change Period (Y+Rc), s		4.6	4.6	6.5		4.6	4.6	6.5				
Max Green Setting (Gmax), s		35.4	32.4	36.5		35.4	17.0	51.9				
Max Q Clear Time (g_c+I1), s		37.4	15.1	35.3		10.4	2.1	19.8				
Green Ext Time (p_c), s		0.0	0.8	1.1		0.0	0.0	17.3				
Intersection Summary												
HCM 6th Ctrl Delay			33.4									
HCM 6th LOS			C									

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

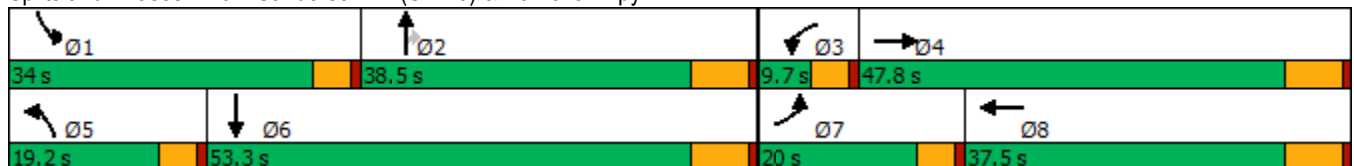
06/02/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	825	965	280	52	752	809	243	923	44	1074	1703	1131
Future Volume (vph)	825	965	280	52	752	809	243	923	44	1074	1703	1131
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			2			Free
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.6	38.5		9.6	37.5		9.6	36.5	36.5	9.6	38.5	
Total Split (s)	20.0	47.8		9.7	37.5		19.2	38.5	38.5	34.0	53.3	
Total Split (%)	15.4%	36.8%		7.5%	28.8%		14.8%	29.6%	29.6%	26.2%	41.0%	
Yellow Time (s)	3.6	5.5		3.6	5.5		3.6	5.5	5.5	3.6	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5		4.6	6.5		4.6	6.5	6.5	4.6	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	None	None	None	None	
Act Effct Green (s)	15.6	34.3	111.6	5.1	21.7	111.6	11.7	22.2	22.2	29.7	40.3	111.6
Actuated g/C Ratio	0.14	0.31	1.00	0.05	0.19	1.00	0.10	0.20	0.20	0.27	0.36	1.00
v/c Ratio	1.10	0.56	0.18	0.32	0.69	0.51	0.65	0.62	0.09	1.13	0.63	0.72
Control Delay	109.9	34.6	0.2	60.7	45.5	1.1	57.8	42.7	0.4	110.2	31.2	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.9	34.6	0.2	60.7	45.5	1.1	57.8	42.7	0.4	110.2	31.2	2.8
LOS	F	C	A	E	D	A	E	D	A	F	C	A
Approach Delay		59.9			23.7			44.2			44.7	
Approach LOS		E			C			D			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 111.6
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 44.4
 Intersection LOS: D
 Intersection Capacity Utilization 92.7%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

06/02/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	825	965	280	52	752	809	243	923	44	1074	1703	1131
Future Volume (veh/h)	825	965	280	52	752	809	243	923	44	1074	1703	1131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	833	975	0	53	760	0	245	932	4	1085	1720	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	794	1655		135	1035		314	1386	294	1010	2847	
Arrive On Green	0.18	0.35	0.00	0.04	0.22	0.00	0.10	0.22	0.18	0.33	0.45	0.00
Sat Flow, veh/h	5429	5700	1610	3619	5700	1610	3619	7600	1610	3619	7600	1610
Grp Volume(v), veh/h	833	975	0	53	760	0	245	932	4	1085	1720	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	15.4	14.8	0.0	1.5	13.1	0.0	7.0	11.8	0.2	29.4	18.0	0.0
Cycle Q Clear(g_c), s	15.4	14.8	0.0	1.5	13.1	0.0	7.0	11.8	0.2	29.4	18.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	794	1655		135	1035		314	1386	294	1010	2847	
V/C Ratio(X)	1.05	0.59		0.39	0.73		0.78	0.67	0.01	1.07	0.60	
Avail Cap(c_a), veh/h	794	2235		175	1678		502	2309	489	1010	3377	
HCM Platoon Ratio	1.20	1.20	1.00	1.20	1.20	1.00	1.20	1.20	1.00	1.20	1.20	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.4	29.2	0.0	49.1	38.8	0.0	46.2	38.3	35.3	35.0	23.1	0.0
Incr Delay (d2), s/veh	45.7	0.3	0.0	0.7	1.0	0.0	1.6	0.6	0.0	50.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	6.0	0.0	0.7	5.6	0.0	3.0	5.1	0.1	18.2	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.1	29.5	0.0	49.8	39.9	0.0	47.8	38.8	35.3	85.4	23.3	0.0
LnGrp LOS	F	C		D	D		D	D	D	F	C	
Approach Vol, veh/h		1808	A		813	A		1181			2805	A
Approach Delay, s/veh		57.0			40.5			40.7			47.3	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	25.7	8.5	37.1	13.8	46.0	20.0	25.6				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	29.4	32.0	5.1	41.3	14.6	46.8	15.4	31.0				
Max Q Clear Time (g_c+I1), s	31.4	13.8	3.5	16.8	9.0	20.0	17.4	15.1				
Green Ext Time (p_c), s	0.0	5.4	0.0	6.3	0.2	13.3	0.0	4.0				

Intersection Summary

HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 7.19:

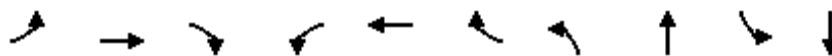
**HORIZON YEAR (2040) WITH MCP WITHOUT PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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Timings
1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

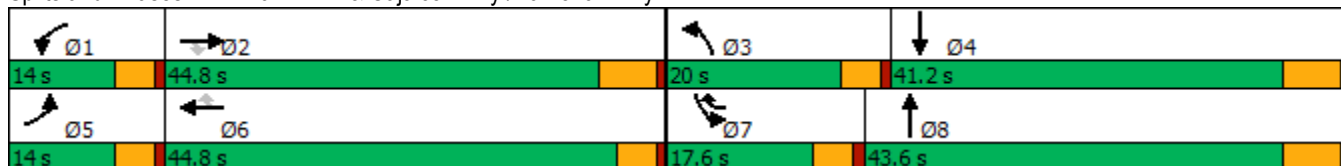


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↘	↘↗	↑↘
Traffic Volume (vph)	112	1340	181	224	1498	224	393	371	193	157
Future Volume (vph)	112	1340	181	224	1498	224	393	371	193	157
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	14.0	44.8	44.8	14.0	44.8	17.6	20.0	43.6	17.6	41.2
Total Split (%)	11.7%	37.3%	37.3%	11.7%	37.3%	14.7%	16.7%	36.3%	14.7%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	9.2	38.2	38.2	9.4	40.1	55.5	15.4	39.4	11.0	35.0
Actuated g/C Ratio	0.08	0.32	0.32	0.08	0.34	0.46	0.13	0.33	0.09	0.29
v/c Ratio	0.86	0.86	0.30	0.87	0.92	0.28	0.93	0.59	0.64	0.20
Control Delay	100.5	44.6	6.6	83.6	47.8	5.0	79.6	27.1	61.6	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.5	44.6	6.6	83.6	47.8	5.0	79.6	27.1	61.6	28.5
LOS	F	D	A	F	D	A	E	C	E	C
Approach Delay		44.2			47.0			46.3		45.0
Approach LOS		D			D			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 45.8
 Intersection LOS: D
 Intersection Capacity Utilization 77.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑	↗	↖↗	↑↑		↖↗	↑↑	
Traffic Volume (veh/h)	112	1340	181	224	1498	224	393	371	313	193	157	38
Future Volume (veh/h)	112	1340	181	224	1498	224	393	371	313	193	157	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	1426	128	238	1594	183	418	395	305	205	167	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	1707	530	272	1707	650	446	660	504	263	856	180
Arrive On Green	0.08	0.33	0.33	0.08	0.33	0.33	0.13	0.34	0.34	0.07	0.29	0.29
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1937	1479	3510	2967	625
Grp Volume(v), veh/h	119	1426	128	238	1594	183	418	368	332	205	100	103
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1805	1611	1755	1805	1787
Q Serve(g_s), s	7.9	30.9	7.0	8.1	36.1	9.3	14.3	20.5	20.8	7.0	5.1	5.3
Cycle Q Clear(g_c), s	7.9	30.9	7.0	8.1	36.1	9.3	14.3	20.5	20.8	7.0	5.1	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.92	1.00		0.35
Lane Grp Cap(c), veh/h	140	1707	530	272	1707	650	446	615	549	263	521	516
V/C Ratio(X)	0.85	0.84	0.24	0.87	0.93	0.28	0.94	0.60	0.61	0.78	0.19	0.20
Avail Cap(c_a), veh/h	140	1707	530	272	1723	655	446	615	549	376	521	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	37.7	29.7	55.4	39.4	24.3	52.5	33.1	33.2	55.1	32.5	32.6
Incr Delay (d2), s/veh	34.5	3.8	0.2	24.8	9.9	0.2	27.3	4.3	4.9	3.8	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	12.9	2.6	4.4	16.0	3.4	7.8	9.2	8.5	3.1	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.8	41.4	29.9	80.1	49.3	24.6	79.8	37.4	38.1	59.0	33.3	33.5
LnGrp LOS	F	D	C	F	D	C	E	D	D	E	C	C
Approach Vol, veh/h		1673			2015			1118			408	
Approach Delay, s/veh		44.0			50.7			53.5			46.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	46.1	20.0	41.2	14.0	46.1	13.7	47.5				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	9.4	38.6	15.4	35.0	9.4	* 40	13.0	37.4				
Max Q Clear Time (g_c+I1), s	10.1	32.9	16.3	7.3	9.9	38.1	9.0	22.8				
Green Ext Time (p_c), s	0.0	4.0	0.0	1.0	0.0	1.8	0.1	3.4				

Intersection Summary

HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

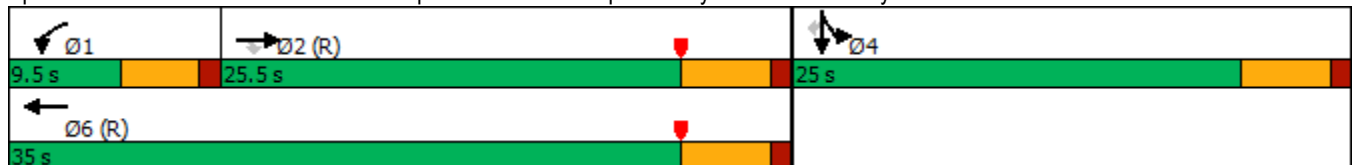


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↖↗	↑	↖	↗
Traffic Volume (vph)	606	62	151	589	11	219
Future Volume (vph)	606	62	151	589	11	219
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.5	25.5	9.5	35.0	25.0	25.0
Total Split (%)	42.5%	42.5%	15.8%	58.3%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	22.9	22.9	5.0	30.5	19.5	19.5
Actuated g/C Ratio	0.38	0.38	0.08	0.51	0.32	0.32
v/c Ratio	0.47	0.10	0.55	0.65	0.92	0.35
Control Delay	16.3	1.4	51.6	15.4	43.5	4.9
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0
Total Delay	16.3	1.4	51.6	15.8	43.5	4.9
LOS	B	A	D	B	D	A
Approach Delay	15.0			23.1	31.9	
Approach LOS	B			C	C	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 23.5
 Intersection LOS: C
 Intersection Capacity Utilization 128.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 06/03/2020

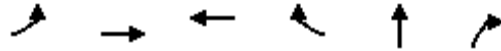


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑						↖	↗
Traffic Volume (veh/h)	0	606	62	151	589	0	0	0	0	495	11	219
Future Volume (veh/h)	0	606	62	151	589	0	0	0	0	495	11	219
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	645	66	161	627	0				527	12	174
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1283	572	273	965	0				576	13	524
Arrive On Green	0.00	0.36	0.36	0.16	1.00	0.00				0.33	0.33	0.33
Sat Flow, veh/h	0	3705	1610	3510	1900	0				1771	40	1610
Grp Volume(v), veh/h	0	645	66	161	627	0				539	0	174
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1900	0				1811	0	1610
Q Serve(g_s), s	0.0	8.4	1.7	2.6	0.0	0.0				17.2	0.0	4.9
Cycle Q Clear(g_c), s	0.0	8.4	1.7	2.6	0.0	0.0				17.2	0.0	4.9
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	1283	572	273	965	0				589	0	524
V/C Ratio(X)	0.00	0.50	0.12	0.59	0.65	0.00				0.91	0.00	0.33
Avail Cap(c_a), veh/h	0	1283	572	293	965	0				604	0	537
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.2	13.0	24.5	0.0	0.0				19.4	0.0	15.3
Incr Delay (d2), s/veh	0.0	1.4	0.4	1.6	3.2	0.0				18.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.6	1.0	0.9	0.0				8.9	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.6	13.4	26.0	3.2	0.0				37.9	0.0	15.7
LnGrp LOS	A	B	B	C	A	A				D	A	B
Approach Vol, veh/h		711			788						713	
Approach Delay, s/veh		16.3			7.9						32.5	
Approach LOS		B			A						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.2	26.3		24.5		35.5						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	5.0	20.5		20.0		30.0						
Max Q Clear Time (g_c+I1), s	4.6	10.4		19.2		2.0						
Green Ext Time (p_c), s	0.0	2.0		0.4		2.4						

Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Timings

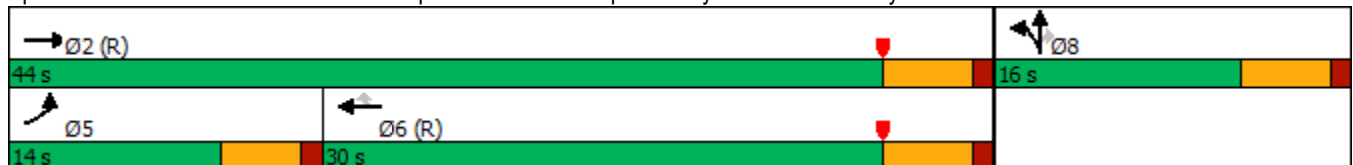


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↔↔	↑↑	↑↑	↔	↔	↔
Traffic Volume (vph)	474	628	439	956	5	98
Future Volume (vph)	474	628	439	956	5	98
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	14.0	44.0	30.0	30.0	16.0	16.0
Total Split (%)	23.3%	73.3%	50.0%	50.0%	26.7%	26.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	9.5	39.0	25.0	25.0	11.0	11.0
Actuated g/C Ratio	0.16	0.65	0.42	0.42	0.18	0.18
v/c Ratio	0.91	0.28	0.31	1.01	0.98	0.27
Control Delay	56.4	5.8	12.5	42.3	73.6	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	5.8	12.5	42.3	73.6	6.3
LOS	E	A	B	D	E	A
Approach Delay		27.6	32.9		57.3	
Approach LOS		C	C		E	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 34.3
 Intersection LOS: C
 Intersection Capacity Utilization 128.7%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 05/29/2020

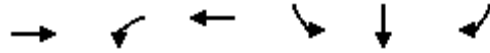


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↗		↖	↗			
Traffic Volume (veh/h)	474	628	0	0	439	956	301	5	98	0	0	0
Future Volume (veh/h)	474	628	0	0	439	956	301	5	98	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	504	668	0	0	467	804	320	5	40			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	556	2346	0	0	1504	671	327	5	295			
Arrive On Green	0.32	1.00	0.00	0.00	0.42	0.42	0.18	0.18	0.18			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1783	28	1610			
Grp Volume(v), veh/h	504	668	0	0	467	804	325	0	40			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	8.3	0.0	0.0	0.0	5.2	25.0	10.7	0.0	1.2			
Cycle Q Clear(g_c), s	8.3	0.0	0.0	0.0	5.2	25.0	10.7	0.0	1.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	556	2347	0	0	1504	671	332	0	295			
V/C Ratio(X)	0.91	0.28	0.00	0.00	0.31	1.20	0.98	0.00	0.14			
Avail Cap(c_a), veh/h	556	2347	0	0	1504	671	332	0	295			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.88	0.88	0.00	0.00	0.88	0.88	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.1	0.0	0.0	0.0	11.7	17.5	24.4	0.0	20.5			
Incr Delay (d2), s/veh	16.5	0.3	0.0	0.0	0.5	101.8	44.4	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	0.1	0.0	0.0	1.7	26.0	8.1	0.0	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.3	0.0	0.0	12.2	119.3	68.7	0.0	21.5			
LnGrp LOS	D	A	A	A	B	F	E	A	C			
Approach Vol, veh/h		1172			1271			365				
Approach Delay, s/veh		15.9			79.9			63.6				
Approach LOS		B			E			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		44.0			14.0	30.0		16.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		39.0			9.5	25.0		11.0				
Max Q Clear Time (g_c+I1), s		2.0			10.3	27.0		12.7				
Green Ext Time (p_c), s		2.8			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					51.1							
HCM 6th LOS					D							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

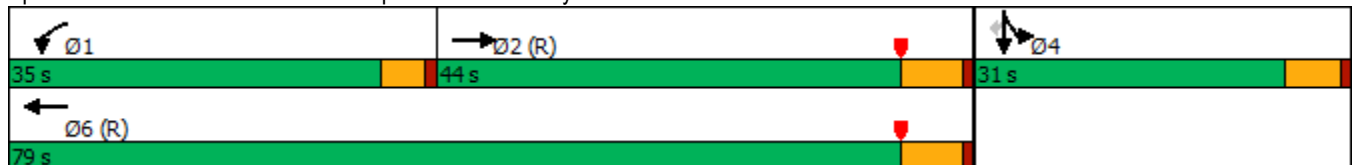


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↵	↑↑↑	↵	↵	↵
Traffic Volume (vph)	1049	368	1195	563	0	264
Future Volume (vph)	1049	368	1195	563	0	264
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	35.0	79.0	31.0	31.0	31.0
Total Split (%)	40.0%	31.8%	71.8%	28.2%	28.2%	28.2%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	41.4	27.1	73.0	25.5	25.5	25.5
Actuated g/C Ratio	0.38	0.25	0.66	0.23	0.23	0.23
v/c Ratio	0.75	0.86	0.36	0.74	0.74	0.62
Control Delay	31.6	34.6	1.7	51.7	51.7	32.0
Queue Delay	0.0	0.0	0.3	3.8	3.8	0.0
Total Delay	31.6	34.7	2.0	55.4	55.4	32.0
LOS	C	C	A	E	E	C
Approach Delay	31.6		9.7		48.0	
Approach LOS	C		A		D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 26.1
 Intersection LOS: C
 Intersection Capacity Utilization 77.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↖	↑↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	1049	338	368	1195	0	0	0	0	563	0	264
Future Volume (veh/h)	0	1049	338	368	1195	0	0	0	0	563	0	264
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1093	255	383	1245	0				586	0	202
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1637	382	420	3442	0				839	0	373
Arrive On Green	0.00	0.39	0.39	0.14	0.40	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	4361	977	1810	5358	0				3619	0	1610
Grp Volume(v), veh/h	0	902	446	383	1245	0				586	0	202
Grp Sat Flow(s),veh/h/ln	0	1729	1709	1810	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	23.7	23.7	23.0	18.6	0.0				16.3	0.0	12.1
Cycle Q Clear(g_c), s	0.0	23.7	23.7	23.0	18.6	0.0				16.3	0.0	12.1
Prop In Lane	0.00		0.57	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1351	668	420	3442	0				839	0	373
V/C Ratio(X)	0.00	0.67	0.67	0.91	0.36	0.00				0.70	0.00	0.54
Avail Cap(c_a), veh/h	0	1351	668	502	3442	0				839	0	373
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.44	0.44	0.16	0.16	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.6	27.6	46.2	16.7	0.0				38.7	0.0	37.1
Incr Delay (d2), s/veh	0.0	1.2	2.4	4.0	0.0	0.0				4.8	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.3	9.4	11.0	7.8	0.0				7.5	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.8	30.0	50.3	16.8	0.0				43.5	0.0	42.7
LnGrp LOS	A	C	C	D	B	A				D	A	D
Approach Vol, veh/h		1348			1628						788	
Approach Delay, s/veh		29.2			24.6						43.3	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.0	49.0		31.0		79.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	30.5	38.0		25.5		73.0						
Max Q Clear Time (g_c+I1), s	25.0	25.7		18.3		20.6						
Green Ext Time (p_c), s	0.6	4.5		1.8		6.0						

Intersection Summary

HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

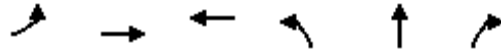
Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

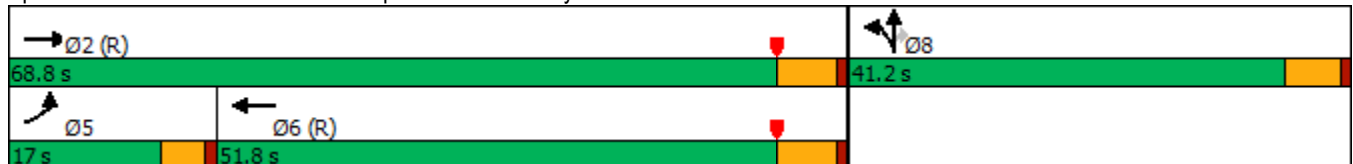


Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations	↖	↗↗↗	↖↖↖	↖	↕	↗
Traffic Volume (vph)	197	1415	1233	329	4	564
Future Volume (vph)	197	1415	1233	329	4	564
Turn Type	Prot	NA	NA	Split	NA	Perm
Protected Phases	5	2	6	8	8	
Permitted Phases						8
Detector Phase	5	2	6	8	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	10.5	10.5	10.5
Total Split (s)	17.0	68.8	51.8	41.2	41.2	41.2
Total Split (%)	15.5%	62.5%	47.1%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	12.5	62.8	45.8	35.7	35.7	35.7
Actuated g/C Ratio	0.11	0.57	0.42	0.32	0.32	0.32
v/c Ratio	1.00	0.50	1.08dr	0.31	0.31	1.02
Control Delay	90.9	27.4	49.7	29.9	29.8	76.9
Queue Delay	0.0	11.0	1.5	0.0	0.0	0.0
Total Delay	90.9	38.4	51.2	29.9	29.8	76.9
LOS	F	D	D	C	C	E
Approach Delay		44.8	51.2		59.5	
Approach LOS		D	D		E	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 50.6
 Intersection LOS: D
 Intersection Capacity Utilization 77.1%
 ICU Level of Service D
 Analysis Period (min) 15
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

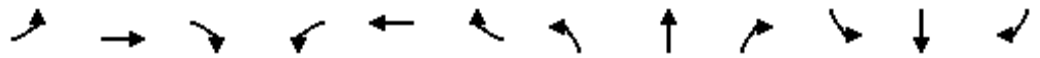
Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑			↑↑↑		↗	↖	↗			
Traffic Volume (veh/h)	197	1415	0	0	1233	827	329	4	564	0	0	0
Future Volume (veh/h)	197	1415	0	0	1233	827	329	4	564	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	205	1474	0	0	1284	699	346	0	427			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	206	3149	0	0	1565	729	1044	0	464			
Arrive On Green	0.23	1.00	0.00	0.00	0.45	0.45	0.29	0.00	0.29			
Sat Flow, veh/h	1810	5358	0	0	3629	1610	3619	0	1610			
Grp Volume(v), veh/h	205	1474	0	0	1284	699	346	0	427			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	12.5	0.0	0.0	0.0	35.6	46.2	8.3	0.0	28.2			
Cycle Q Clear(g_c), s	12.5	0.0	0.0	0.0	35.6	46.2	8.3	0.0	28.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	206	3149	0	0	1565	729	1044	0	464			
V/C Ratio(X)	1.00	0.47	0.00	0.00	0.82	0.96	0.33	0.00	0.92			
Avail Cap(c_a), veh/h	206	3149	0	0	1565	729	1175	0	523			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.58	0.58	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	42.5	0.0	0.0	0.0	26.2	29.1	30.8	0.0	37.9			
Incr Delay (d2), s/veh	46.9	0.3	0.0	0.0	5.0	24.8	0.2	0.0	20.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.3	0.1	0.0	0.0	14.3	21.0	3.5	0.0	13.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.4	0.3	0.0	0.0	31.2	53.9	31.0	0.0	58.1			
LnGrp LOS	F	A	A	A	C	D	C	A	E			
Approach Vol, veh/h		1679			1983			773				
Approach Delay, s/veh		11.2			39.2			46.0				
Approach LOS		B			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.8			17.0	55.8		37.2				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.8			12.5	45.8		35.7				
Max Q Clear Time (g_c+I1), s		2.0			14.5	48.2		30.2				
Green Ext Time (p_c), s		7.8			0.0	0.0		1.5				

Intersection Summary

HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

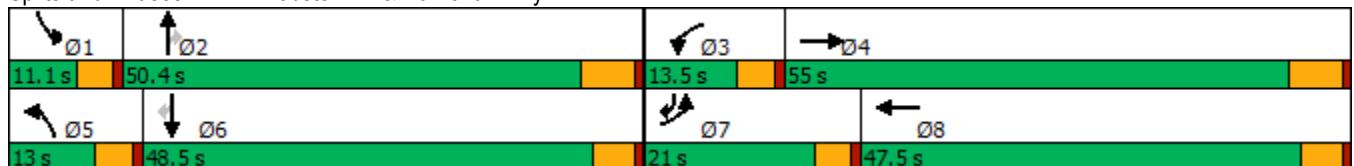


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	618	1397	45	1909	146	76	38	50	40	396
Future Volume (vph)	618	1397	45	1909	146	76	38	50	40	396
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	47.5	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	21.0	55.0	13.5	47.5	13.0	50.4	50.4	11.1	48.5	21.0
Total Split (%)	16.2%	42.3%	10.4%	36.5%	10.0%	38.8%	38.8%	8.5%	37.3%	16.2%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.7	54.1	6.9	43.2	12.3	15.4	15.4	6.2	14.9	30.1
Actuated g/C Ratio	0.17	0.54	0.07	0.43	0.12	0.15	0.15	0.06	0.15	0.30
v/c Ratio	1.12	0.44	0.39	0.77	0.70	0.28	0.11	0.47	0.15	0.79
Control Delay	116.4	17.4	57.6	28.2	63.9	39.1	0.6	63.6	37.4	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.4	17.4	57.6	28.2	63.9	39.1	0.6	63.6	37.4	37.0
LOS	F	B	E	C	E	D	A	E	D	D
Approach Delay		46.8		28.9		47.4			39.8	
Approach LOS		D		C		D			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 100.1
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 38.6
 Intersection LOS: D
 Intersection Capacity Utilization 75.1%
 ICU Level of Service D
 Analysis Period (min) 15























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	618	1397	66	45	1909	109	146	76	38	50	40	396
Future Volume (veh/h)	618	1397	66	45	1909	109	146	76	38	50	40	396
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	657	1486	44	48	2031	84	155	81	25	53	43	315
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	538	3245	96	64	2438	101	142	439	372	69	362	553
Arrive On Green	0.15	0.49	0.49	0.04	0.38	0.38	0.08	0.23	0.23	0.04	0.19	0.19
Sat Flow, veh/h	3510	6573	194	1810	6486	268	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	657	1108	422	48	1535	580	155	81	25	53	43	315
Grp Sat Flow(s),veh/h/ln	1755	1634	1865	1810	1634	1852	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	16.4	15.8	15.8	2.8	30.4	30.4	8.4	3.7	1.3	3.1	2.0	17.1
Cycle Q Clear(g_c), s	16.4	15.8	15.8	2.8	30.4	30.4	8.4	3.7	1.3	3.1	2.0	17.1
Prop In Lane	1.00		0.10	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	538	2420	921	64	1843	696	142	439	372	69	362	553
V/C Ratio(X)	1.22	0.46	0.46	0.75	0.83	0.83	1.09	0.18	0.07	0.77	0.12	0.57
Avail Cap(c_a), veh/h	538	2420	921	151	1943	734	142	785	665	110	771	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.3	17.7	17.7	51.1	30.3	30.3	49.3	33.0	32.1	51.0	35.9	28.7
Incr Delay (d2), s/veh	115.4	0.1	0.4	6.3	3.1	7.8	102.0	0.2	0.1	6.7	0.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	5.4	6.2	1.3	11.5	14.0	7.8	1.7	0.5	1.5	0.9	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	160.7	17.9	18.1	57.4	33.5	38.2	151.3	33.2	32.2	57.8	36.0	29.6
LnGrp LOS	F	B	B	E	C	D	F	C	C	E	D	C
Approach Vol, veh/h		2187			2163			261			411	
Approach Delay, s/veh		60.8			35.3			103.2			33.9	
Approach LOS		E			D			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	30.9	8.4	59.0	13.0	26.6	21.0	46.4				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	6.5	44.2	8.9	48.8	8.4	* 43	16.4	* 42				
Max Q Clear Time (g_c+I1), s	5.1	5.7	4.8	17.8	10.4	19.1	18.4	32.4				
Green Ext Time (p_c), s	0.0	0.5	0.0	11.5	0.0	1.3	0.0	7.8				

Intersection Summary

HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

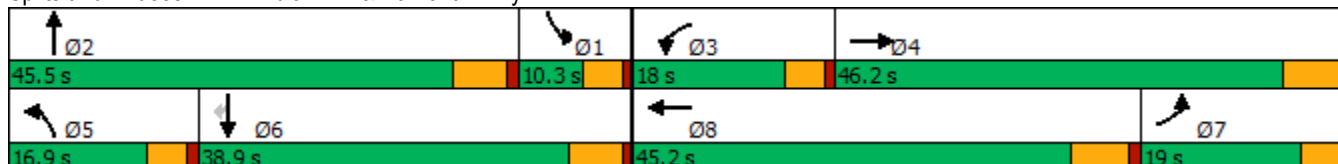


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑↑	↖	↑↑↑↑	↖	↑↑	↖	↑↑	↖
Traffic Volume (vph)	195	1191	177	1765	131	190	58	143	149
Future Volume (vph)	195	1191	177	1765	131	190	58	143	149
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	19.0	46.2	18.0	45.2	16.9	45.5	10.3	38.9	38.9
Total Split (%)	15.8%	38.5%	15.0%	37.7%	14.1%	37.9%	8.6%	32.4%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.1	39.6	13.0	38.6	10.8	18.4	8.4	13.7	13.7
Actuated g/C Ratio	0.14	0.40	0.13	0.39	0.11	0.19	0.09	0.14	0.14
v/c Ratio	0.77	0.55	0.76	0.78	0.68	0.37	0.39	0.29	0.41
Control Delay	63.4	24.0	64.1	29.9	61.7	32.7	53.9	39.4	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	24.0	64.1	29.9	61.7	32.7	53.9	39.4	7.7
LOS	E	C	E	C	E	C	D	D	A
Approach Delay		28.9		32.7		42.9		28.3	
Approach LOS		C		C		D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 31.9
 Intersection LOS: C
 Intersection Capacity Utilization 72.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑↑		↖	↑↑	↖
Traffic Volume (veh/h)	195	1191	192	177	1765	179	131	190	51	58	143	149
Future Volume (veh/h)	195	1191	192	177	1765	179	131	190	51	58	143	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	1215	194	181	1801	154	134	194	41	59	146	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	2415	383	217	2427	208	167	367	76	138	436	195
Arrive On Green	0.13	0.42	0.42	0.12	0.39	0.39	0.09	0.12	0.12	0.08	0.12	0.12
Sat Flow, veh/h	1810	5728	909	1810	6179	528	1810	2975	616	1810	3610	1610
Grp Volume(v), veh/h	199	1039	370	181	1429	526	134	116	119	59	146	145
Grp Sat Flow(s),veh/h/ln	1810	1634	1736	1810	1634	1805	1810	1805	1786	1810	1805	1610
Q Serve(g_s), s	9.3	13.5	13.6	8.5	21.6	21.6	6.3	5.2	5.4	2.7	3.2	5.2
Cycle Q Clear(g_c), s	9.3	13.5	13.6	8.5	21.6	21.6	6.3	5.2	5.4	2.7	3.2	5.2
Prop In Lane	1.00		0.52	1.00		0.29	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	236	2067	732	217	1926	709	167	223	220	138	436	195
V/C Ratio(X)	0.84	0.50	0.51	0.83	0.74	0.74	0.80	0.52	0.54	0.43	0.33	0.75
Avail Cap(c_a), veh/h	301	2266	802	280	2209	813	257	828	819	138	1381	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	18.4	18.4	37.2	22.5	22.5	38.5	35.5	35.6	38.2	34.9	17.7
Incr Delay (d2), s/veh	13.1	0.2	0.5	12.4	1.2	3.2	4.9	1.9	2.1	0.8	0.4	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	4.5	4.9	4.2	7.5	8.6	2.9	2.3	2.4	1.2	1.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	18.6	18.9	49.6	23.7	25.7	43.4	37.4	37.7	39.0	35.3	23.3
LnGrp LOS	D	B	B	D	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1608			2136			369			350	
Approach Delay, s/veh		22.5			26.4			39.7			30.9	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	16.5	15.0	42.7	12.6	16.3	17.5	40.2				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	5.7	* 40	13.4	40.0	12.3	33.1	14.4	* 39				
Max Q Clear Time (g_c+I1), s	4.7	7.4	10.5	15.6	8.3	7.2	11.3	23.6				
Green Ext Time (p_c), s	0.0	1.3	0.1	9.6	0.1	1.3	0.1	10.4				

Intersection Summary

HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

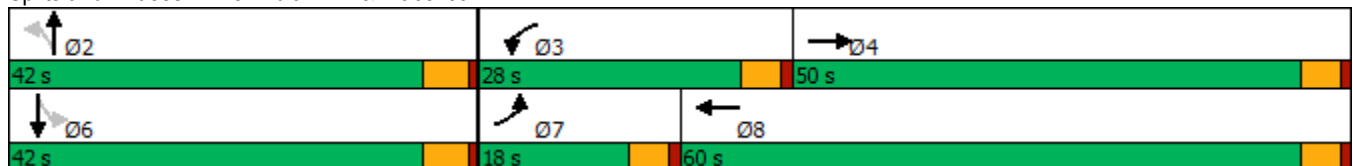


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	79	198	167	993	68	175	30	146
Future Volume (vph)	79	198	167	993	68	175	30	146
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	18.0	50.0	28.0	60.0	42.0	42.0	42.0	42.0
Total Split (%)	15.0%	41.7%	23.3%	50.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	9.1	49.3	14.2	56.9	20.3	20.3	20.3	20.3
Actuated g/C Ratio	0.09	0.50	0.14	0.58	0.21	0.21	0.21	0.21
v/c Ratio	0.52	0.18	0.70	0.56	0.39	0.75	0.29	0.52
Control Delay	56.1	11.9	55.6	16.5	40.9	46.7	41.0	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	11.9	55.6	16.5	40.9	46.7	41.0	38.0
LOS	E	B	E	B	D	D	D	D
Approach Delay		21.3		21.7		45.6		38.4
Approach LOS		C		C		D		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 98.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 15: Indian Av. & Placentia Av.



HCM 6th Signalized Intersection Summary
15: Indian Av. & Placentia Av.

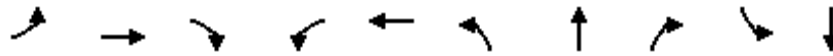
Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕		↖	↕	
Traffic Volume (veh/h)	79	198	97	167	993	81	68	175	96	30	146	39
Future Volume (veh/h)	79	198	97	167	993	81	68	175	96	30	146	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	215	79	182	1079	66	74	190	77	33	159	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	1378	491	218	2030	124	207	256	104	145	308	60
Arrive On Green	0.06	0.53	0.53	0.12	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	2608	930	1810	3456	211	1212	1285	521	1130	1545	301
Grp Volume(v), veh/h	86	147	147	182	563	582	74	0	267	33	0	190
Grp Sat Flow(s),veh/h/ln	1810	1805	1733	1810	1805	1862	1212	0	1806	1130	0	1846
Q Serve(g_s), s	4.4	3.9	4.1	9.3	17.6	17.7	5.5	0.0	13.1	2.7	0.0	8.7
Cycle Q Clear(g_c), s	4.4	3.9	4.1	9.3	17.6	17.7	14.1	0.0	13.1	15.8	0.0	8.7
Prop In Lane	1.00		0.54	1.00		0.11	1.00		0.29	1.00		0.16
Lane Grp Cap(c), veh/h	111	954	915	218	1061	1094	207	0	360	145	0	368
V/C Ratio(X)	0.77	0.15	0.16	0.83	0.53	0.53	0.36	0.00	0.74	0.23	0.00	0.52
Avail Cap(c_a), veh/h	257	954	915	449	1061	1094	439	0	707	362	0	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	11.4	11.5	40.5	11.7	11.7	40.0	0.0	35.5	42.9	0.0	33.7
Incr Delay (d2), s/veh	4.3	0.3	0.4	3.2	1.9	1.9	1.0	0.0	3.0	0.8	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.6	1.7	4.3	7.2	7.4	1.7	0.0	5.9	0.8	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	11.8	11.8	43.7	13.6	13.5	41.0	0.0	38.5	43.6	0.0	34.8
LnGrp LOS	D	B	B	D	B	B	D	A	D	D	A	C
Approach Vol, veh/h		380			1327			341				223
Approach Delay, s/veh		20.0			17.7			39.0				36.1
Approach LOS		B			B			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.9	16.0	54.4		23.9	10.4	60.0				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		36.9	23.4	45.4		36.9	13.4	55.4				
Max Q Clear Time (g_c+1), s		16.1	11.3	6.1		17.8	6.4	19.7				
Green Ext Time (p_c), s		1.7	0.2	2.0		1.0	0.0	10.3				
Intersection Summary												
HCM 6th Ctrl Delay				23.1								
HCM 6th LOS				C								

Timings
16: Perris Bl. & Iris Av.

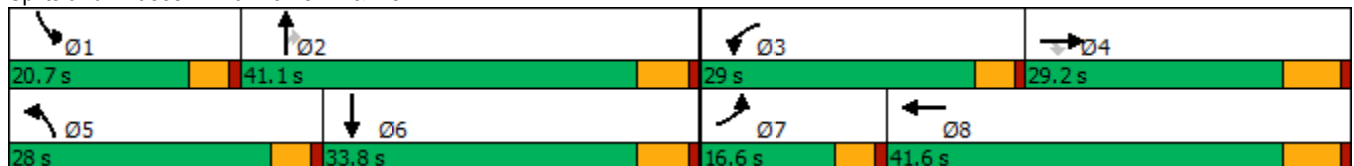


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑
Traffic Volume (vph)	76	352	137	301	540	290	878	292	169	800
Future Volume (vph)	76	352	137	301	540	290	878	292	169	800
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	16.6	29.2	29.2	29.0	41.6	28.0	41.1	41.1	20.7	33.8
Total Split (%)	13.8%	24.3%	24.3%	24.2%	34.7%	23.3%	34.3%	34.3%	17.3%	28.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.1	17.6	17.6	22.6	33.6	21.9	34.3	34.3	14.3	26.7
Actuated g/C Ratio	0.08	0.16	0.16	0.21	0.30	0.20	0.31	0.31	0.13	0.24
v/c Ratio	0.56	0.67	0.36	0.88	0.71	0.88	0.59	0.48	0.79	0.83
Control Delay	65.3	50.3	4.7	69.4	38.3	70.2	34.8	11.6	71.8	46.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	50.3	4.7	69.4	38.3	70.2	34.8	11.6	71.8	46.0
LOS	E	D	A	E	D	E	C	B	E	D
Approach Delay		41.3			47.6		37.2			49.9
Approach LOS		D			D		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 110.2
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 43.7
 Intersection LOS: D
 Intersection Capacity Utilization 79.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	
Traffic Volume (veh/h)	76	352	137	301	540	162	290	878	292	169	800	150
Future Volume (veh/h)	76	352	137	301	540	162	290	878	292	169	800	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	383	114	327	587	98	315	954	193	184	870	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	552	246	360	905	151	348	1638	506	217	1082	187
Arrive On Green	0.06	0.15	0.15	0.20	0.29	0.29	0.19	0.32	0.32	0.12	0.24	0.24
Sat Flow, veh/h	1810	3610	1607	1810	3091	515	1810	5187	1603	1810	4448	768
Grp Volume(v), veh/h	83	383	114	327	342	343	315	954	193	184	675	346
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1801	1810	1729	1603	1810	1729	1758
Q Serve(g_s), s	4.5	10.0	6.4	17.6	16.5	16.6	17.0	15.4	9.3	9.9	18.3	18.5
Cycle Q Clear(g_c), s	4.5	10.0	6.4	17.6	16.5	16.6	17.0	15.4	9.3	9.9	18.3	18.5
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	107	552	246	360	528	527	348	1638	506	217	841	428
V/C Ratio(X)	0.78	0.69	0.46	0.91	0.65	0.65	0.91	0.58	0.38	0.85	0.80	0.81
Avail Cap(c_a), veh/h	218	833	371	443	641	640	425	1837	567	292	971	494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	40.0	38.5	39.0	30.8	30.8	39.4	28.6	26.5	43.0	35.5	35.5
Incr Delay (d2), s/veh	4.5	1.6	1.4	17.9	1.7	1.7	18.2	0.4	0.5	12.5	4.3	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.3	2.5	9.1	6.9	7.0	8.9	6.1	3.4	5.0	7.8	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	41.6	39.9	57.0	32.4	32.5	57.5	29.0	27.0	55.5	39.8	44.1
LnGrp LOS	D	D	D	E	C	C	E	C	C	E	D	D
Approach Vol, veh/h		580			1012			1462			1205	
Approach Delay, s/veh		42.6			40.4			34.9			43.4	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	37.3	24.4	21.4	23.8	30.1	10.5	35.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.1	35.3	24.4	23.0	23.4	28.0	12.0	35.4				
Max Q Clear Time (g_c+I1), s	11.9	17.4	19.6	12.0	19.0	20.5	6.5	18.6				
Green Ext Time (p_c), s	0.1	6.5	0.2	1.9	0.2	3.6	0.0	3.4				

Intersection Summary

HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

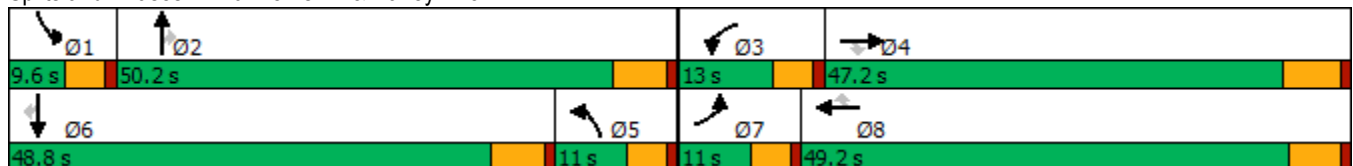
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	656	86	373	676	284	254	1200	23	105	751	283
Future Volume (vph)	247	656	86	373	676	284	254	1200	23	105	751	283
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	47.2	47.2	13.0	49.2	49.2	11.0	50.2	50.2	9.6	48.8	48.8
Total Split (%)	9.2%	39.3%	39.3%	10.8%	41.0%	41.0%	9.2%	41.8%	41.8%	8.0%	40.7%	40.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	26.3	26.3	8.6	28.8	28.8	13.4	33.0	33.0	5.1	24.8	24.8
Actuated g/C Ratio	0.07	0.28	0.28	0.09	0.30	0.30	0.14	0.35	0.35	0.05	0.26	0.26
v/c Ratio	1.11	0.71	0.16	1.27	0.47	0.51	0.56	0.72	0.04	0.60	0.60	0.55
Control Delay	133.3	35.4	0.6	182.9	28.0	16.0	46.0	29.9	0.1	62.1	33.0	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	133.3	35.4	0.6	182.9	28.0	16.0	46.0	29.9	0.1	62.1	33.0	16.2
LOS	F	D	A	F	C	B	D	C	A	E	C	B
Approach Delay		56.8			68.7			32.2			31.5	
Approach LOS		E			E			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 94.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.27
 Intersection Signal Delay: 46.8
 Intersection LOS: D
 Intersection Capacity Utilization 73.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	247	656	86	373	676	284	254	1200	23	105	751	283
Future Volume (veh/h)	247	656	86	373	676	284	254	1200	23	105	751	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	713	88	405	735	217	276	1304	22	114	816	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	934	416	336	1460	453	525	1816	564	188	1247	387
Arrive On Green	0.07	0.26	0.26	0.10	0.28	0.28	0.15	0.35	0.35	0.05	0.24	0.24
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1608
Grp Volume(v), veh/h	268	713	88	405	735	217	276	1304	22	114	816	201
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1608
Q Serve(g_s), s	6.4	16.0	2.3	8.4	10.4	9.8	6.4	19.1	0.8	2.8	12.4	7.1
Cycle Q Clear(g_c), s	6.4	16.0	2.3	8.4	10.4	9.8	6.4	19.1	0.8	2.8	12.4	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	934	416	336	1460	453	525	1816	564	188	1247	387
V/C Ratio(X)	1.05	0.76	0.21	1.20	0.50	0.48	0.53	0.72	0.04	0.61	0.65	0.52
Avail Cap(c_a), veh/h	256	1689	753	336	2568	797	525	2627	816	200	2544	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	30.0	9.6	39.6	26.4	26.2	34.4	24.7	18.8	40.6	30.0	16.2
Incr Delay (d2), s/veh	68.7	1.3	0.2	116.6	0.3	0.8	0.5	0.5	0.0	3.0	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	6.5	1.3	8.9	4.0	3.6	2.6	7.2	0.3	1.2	4.9	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.3	31.3	9.8	156.2	26.6	26.9	34.9	25.3	18.8	43.6	30.6	17.2
LnGrp LOS	F	C	A	F	C	C	C	C	B	D	C	B
Approach Vol, veh/h		1069			1357			1602			1131	
Approach Delay, s/veh		49.1			65.4			26.8			29.5	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	36.5	13.0	28.9	18.9	26.9	11.0	30.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	44.4	8.4	41.0	6.4	* 43	6.4	* 43				
Max Q Clear Time (g_c+I1), s	4.8	21.1	10.4	18.0	8.4	14.4	8.4	12.4				
Green Ext Time (p_c), s	0.0	9.4	0.0	4.7	0.0	6.4	0.0	5.9				

Intersection Summary

HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (vph)	66	80	106	215	584	518	1070	144	47	588	168
Future Volume (vph)	66	80	106	215	584	518	1070	144	47	588	168
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	9.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	10.0	23.4	40.0	21.2	34.6	40.0	62.0	62.0	13.4	35.4	35.4
Total Split (%)	8.3%	19.5%	33.3%	17.7%	28.8%	33.3%	51.7%	51.7%	11.2%	29.5%	29.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	17.0	54.0	21.6	30.1	35.5	50.7	50.7	7.2	20.4	20.4
Actuated g/C Ratio	0.05	0.15	0.49	0.19	0.27	0.32	0.46	0.46	0.06	0.18	0.18
v/c Ratio	0.83	0.16	0.14	0.67	0.92	0.98	0.49	0.19	0.44	0.67	0.41
Control Delay	110.8	41.5	3.6	55.5	53.6	70.9	22.5	4.8	62.5	45.6	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.8	41.5	3.6	55.5	53.6	70.9	22.5	4.8	62.5	45.6	8.6
LOS	F	D	A	E	D	E	C	A	E	D	A
Approach Delay		43.8			54.0		35.5			38.9	
Approach LOS		D			D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 41.8
 Intersection LOS: D
 Intersection Capacity Utilization 84.5%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
 25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	66	80	106	215	584	240	518	1070	144	47	588	168
Future Volume (veh/h)	66	80	106	215	584	240	518	1070	144	47	588	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	87	111	234	635	147	563	1163	148	51	639	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	577	783	266	743	172	591	2410	748	68	910	282
Arrive On Green	0.05	0.16	0.16	0.15	0.26	0.26	0.33	0.46	0.46	0.04	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	2911	673	1810	5187	1610	1810	5187	1607
Grp Volume(v), veh/h	72	87	111	234	393	389	563	1163	148	51	639	178
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1779	1810	1729	1610	1810	1729	1607
Q Serve(g_s), s	4.0	2.1	3.9	13.0	21.2	21.3	31.1	15.8	5.5	2.9	11.9	10.5
Cycle Q Clear(g_c), s	4.0	2.1	3.9	13.0	21.2	21.3	31.1	15.8	5.5	2.9	11.9	10.5
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	577	783	266	461	454	591	2410	748	68	910	282
V/C Ratio(X)	0.78	0.15	0.14	0.88	0.85	0.86	0.95	0.48	0.20	0.75	0.70	0.63
Avail Cap(c_a), veh/h	96	663	822	294	529	522	626	2849	885	156	1501	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	37.0	14.5	42.8	36.3	36.3	33.7	18.9	16.1	48.8	39.7	39.1
Incr Delay (d2), s/veh	28.7	0.1	0.1	22.3	11.6	12.0	23.7	0.2	0.1	6.2	1.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.0	1.4	7.4	10.8	10.7	16.6	5.8	2.1	1.4	4.9	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	37.1	14.6	65.0	47.9	48.3	57.4	19.1	16.3	55.0	40.7	41.4
LnGrp LOS	E	D	B	E	D	D	E	B	B	D	D	D
Approach Vol, veh/h		270			1016			1874			868	
Approach Delay, s/veh		38.4			52.0			30.4			41.7	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	53.3	19.6	20.9	38.0	23.8	9.8	30.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	8.8	56.2	16.6	18.8	35.4	29.6	5.4	30.0				
Max Q Clear Time (g_c+I1), s	4.9	17.8	15.0	5.9	33.1	13.9	6.0	23.3				
Green Ext Time (p_c), s	0.0	10.1	0.1	0.7	0.3	4.1	0.0	2.8				

Intersection Summary

HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

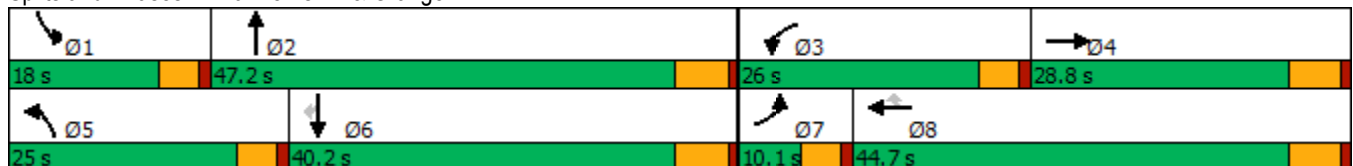


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↖	↕	↖	↕	↖
Traffic Volume (vph)	19	258	178	463	227	182	1184	102	935	66
Future Volume (vph)	19	258	178	463	227	182	1184	102	935	66
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	9.6	36.8	36.8
Total Split (s)	10.1	28.8	26.0	44.7	44.7	25.0	47.2	18.0	40.2	40.2
Total Split (%)	8.4%	24.0%	21.7%	37.3%	37.3%	20.8%	39.3%	15.0%	33.5%	33.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	16.2	14.9	32.5	32.5	14.9	34.7	10.2	29.9	29.9
Actuated g/C Ratio	0.06	0.17	0.15	0.33	0.33	0.15	0.36	0.10	0.31	0.31
v/c Ratio	0.20	0.68	0.69	0.41	0.35	0.71	0.76	0.59	0.63	0.11
Control Delay	56.5	39.1	55.6	28.3	5.4	56.8	31.6	58.9	32.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.5	39.1	55.6	28.3	5.4	56.8	31.6	58.9	32.5	0.4
LOS	E	D	E	C	A	E	C	E	C	A
Approach Delay		39.9		27.9			34.7		33.0	
Approach LOS		D		C			C		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 33.2
 Intersection LOS: C
 Intersection Capacity Utilization 69.5%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	↗
Traffic Volume (veh/h)	19	258	138	178	463	227	182	1184	99	102	935	66
Future Volume (veh/h)	19	258	138	178	463	227	182	1184	99	102	935	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	277	107	191	498	193	196	1273	82	110	1005	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	403	152	233	951	423	239	1811	117	142	1609	498
Arrive On Green	0.02	0.16	0.16	0.13	0.26	0.26	0.13	0.36	0.36	0.08	0.31	0.31
Sat Flow, veh/h	1810	2564	967	1810	3610	1605	1810	4979	321	1810	5187	1607
Grp Volume(v), veh/h	20	193	191	191	498	193	196	884	471	110	1005	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1726	1810	1805	1605	1810	1729	1842	1810	1729	1607
Q Serve(g_s), s	0.8	7.7	8.0	7.9	9.0	7.7	8.1	16.7	16.7	4.6	12.7	2.0
Cycle Q Clear(g_c), s	0.8	7.7	8.0	7.9	9.0	7.7	8.1	16.7	16.7	4.6	12.7	2.0
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	41	284	271	233	951	423	239	1258	670	142	1609	498
V/C Ratio(X)	0.49	0.68	0.70	0.82	0.52	0.46	0.82	0.70	0.70	0.78	0.62	0.12
Avail Cap(c_a), veh/h	130	543	519	506	1836	816	483	1871	997	317	2333	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	30.4	30.6	32.4	24.1	23.6	32.3	20.8	20.8	34.6	22.6	18.9
Incr Delay (d2), s/veh	3.3	2.9	3.3	2.7	0.4	0.8	2.7	0.7	1.4	3.4	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.3	3.3	3.4	3.6	2.7	3.5	6.0	6.6	2.0	4.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.3	33.3	33.9	35.1	24.5	24.4	35.0	21.5	22.2	38.0	23.0	19.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		404			882			1551			1174	
Approach Delay, s/veh		33.9			26.8			23.4			24.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	33.6	14.5	17.8	14.7	29.5	6.3	26.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	13.4	41.4	21.4	23.0	20.4	34.4	5.5	38.9				
Max Q Clear Time (g_c+I1), s	6.6	18.7	9.9	10.0	10.1	14.7	2.8	11.0				
Green Ext Time (p_c), s	0.1	9.1	0.2	1.6	0.2	6.6	0.0	3.8				

Intersection Summary

HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	429	522	152	272	626	192	351	965	221	139	729	266
Future Volume (vph)	429	522	152	272	626	192	351	965	221	139	729	266
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	20.0	41.1	41.1	21.3	42.4	42.4	17.4	45.8	45.8	11.8	40.2	20.0
Total Split (%)	16.7%	34.3%	34.3%	17.8%	35.3%	35.3%	14.5%	38.2%	38.2%	9.8%	33.5%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.6	30.1	30.1	13.2	27.7	27.7	12.9	36.7	36.7	7.1	30.9	47.7
Actuated g/C Ratio	0.14	0.28	0.28	0.12	0.26	0.26	0.12	0.34	0.34	0.07	0.29	0.44
v/c Ratio	0.92	0.56	0.32	0.69	0.73	0.40	0.91	0.85	0.40	0.66	0.77	0.22
Control Delay	72.0	36.4	6.7	55.3	41.9	12.7	75.1	41.4	15.9	65.5	41.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	36.4	6.7	55.3	41.9	12.7	75.1	41.4	15.9	65.5	41.2	10.9
LOS	E	D	A	E	D	B	E	D	B	E	D	B
Approach Delay		46.2			40.1			45.4			37.1	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.7
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 42.4
 Intersection LOS: D
 Intersection Capacity Utilization 82.4%
 ICU Level of Service E
 Analysis Period (min) 15





























Splits and Phases: 27: Perris Bl. & Nuevo Rd.

Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
11.8 s	45.8 s	21.3 s	41.1 s	17.4 s	40.2 s
Ø7	Ø8	Ø9	Ø10	Ø11	Ø12
20 s	42.4 s				

HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 				
Traffic Volume (veh/h)	429	522	152	272	626	192	351	965	221	139	729	266
Future Volume (veh/h)	429	522	152	272	626	192	351	965	221	139	729	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.98	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	466	567	130	296	680	143	382	1049	147	151	792	185
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	468	1212	488	359	1100	481	389	1178	501	208	992	1145
Arrive On Green	0.13	0.34	0.34	0.10	0.30	0.30	0.11	0.33	0.33	0.06	0.27	0.27
Sat Flow, veh/h	3510	3610	1455	3510	3610	1577	3510	3610	1536	3510	3610	2793
Grp Volume(v), veh/h	466	567	130	296	680	143	382	1049	147	151	792	185
Grp Sat Flow(s),veh/h/ln	1755	1805	1455	1755	1805	1577	1755	1805	1536	1755	1805	1396
Q Serve(g_s), s	15.3	14.3	7.5	9.6	18.6	8.0	12.5	31.9	8.2	4.9	23.6	4.9
Cycle Q Clear(g_c), s	15.3	14.3	7.5	9.6	18.6	8.0	12.5	31.9	8.2	4.9	23.6	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	468	1212	488	359	1100	481	389	1178	501	208	992	1145
V/C Ratio(X)	1.00	0.47	0.27	0.82	0.62	0.30	0.98	0.89	0.29	0.73	0.80	0.16
Avail Cap(c_a), veh/h	468	1212	488	507	1156	505	389	1250	532	219	1075	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	30.2	28.0	50.9	34.4	30.7	51.3	37.0	29.0	53.4	38.9	21.7
Incr Delay (d2), s/veh	40.5	0.3	0.3	5.2	0.9	0.3	40.7	8.0	0.3	9.2	4.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	6.1	2.6	4.4	8.1	3.0	7.5	14.7	3.0	2.4	10.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.6	30.5	28.3	56.0	35.3	31.1	92.0	45.0	29.3	62.7	43.0	21.8
LnGrp LOS	F	C	C	E	D	C	F	D	C	E	D	C
Approach Vol, veh/h		1163			1119			1578			1128	
Approach Delay, s/veh		54.3			40.3			54.9			42.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	43.5	16.4	44.2	17.4	37.5	20.0	40.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.2	40.0	16.7	35.7	12.8	34.4	15.4	37.0				
Max Q Clear Time (g_c+I1), s	6.9	33.9	11.6	16.3	14.5	25.6	17.3	20.6				
Green Ext Time (p_c), s	0.0	3.5	0.3	3.9	0.0	3.7	0.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			48.6									
HCM 6th LOS			D									

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

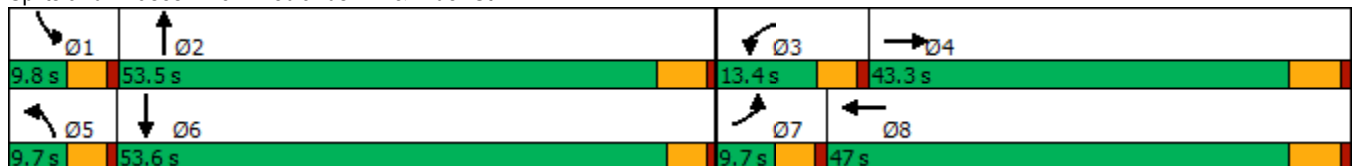


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↗	↘	↗
Traffic Volume (vph)	2	379	43	947	5	293	22	77
Future Volume (vph)	2	379	43	947	5	293	22	77
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	9.6	27.4	9.6	26.6
Total Split (s)	9.7	43.3	13.4	47.0	9.7	53.5	9.8	53.6
Total Split (%)	8.1%	36.1%	11.2%	39.2%	8.1%	44.6%	8.2%	44.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	5.2	39.7	7.1	47.3	5.2	39.6	5.3	43.9
Actuated g/C Ratio	0.05	0.38	0.07	0.45	0.05	0.38	0.05	0.42
v/c Ratio	0.02	0.33	0.39	0.71	0.06	0.91	0.27	0.11
Control Delay	55.5	27.6	61.4	29.4	56.4	47.9	62.2	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	27.6	61.4	29.4	56.4	47.9	62.2	18.9
LOS	E	C	E	C	E	D	E	B
Approach Delay		27.7		30.7		47.9		28.3
Approach LOS		C		C		D		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	2	379	32	43	947	97	5	293	286	22	77	3
Future Volume (veh/h)	2	379	32	43	947	97	5	293	286	22	77	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	412	35	47	1029	105	5	318	311	24	84	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	1204	102	64	1290	132	12	344	337	43	743	27
Arrive On Green	0.00	0.36	0.36	0.04	0.39	0.39	0.01	0.39	0.39	0.02	0.41	0.41
Sat Flow, veh/h	1810	3369	285	1810	3307	337	1810	882	863	1810	1823	65
Grp Volume(v), veh/h	2	220	227	47	561	573	5	0	629	24	0	87
Grp Sat Flow(s),veh/h/ln	1810	1805	1849	1810	1805	1839	1810	0	1745	1810	0	1888
Q Serve(g_s), s	0.1	9.4	9.5	2.7	29.1	29.1	0.3	0.0	36.3	1.4	0.0	3.0
Cycle Q Clear(g_c), s	0.1	9.4	9.5	2.7	29.1	29.1	0.3	0.0	36.3	1.4	0.0	3.0
Prop In Lane	1.00		0.15	1.00		0.18	1.00		0.49	1.00		0.03
Lane Grp Cap(c), veh/h	5	645	660	64	704	717	12	0	681	43	0	770
V/C Ratio(X)	0.41	0.34	0.34	0.73	0.80	0.80	0.43	0.00	0.92	0.55	0.00	0.11
Avail Cap(c_a), veh/h	87	645	660	151	704	717	87	0	794	89	0	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.6	24.8	24.9	50.5	28.5	28.5	52.3	0.0	30.7	51.0	0.0	19.4
Incr Delay (d2), s/veh	19.2	1.4	1.4	5.9	9.2	9.0	8.9	0.0	15.0	4.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.1	4.2	1.3	13.5	13.7	0.2	0.0	17.1	0.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.7	26.3	26.3	56.4	37.7	37.6	61.2	0.0	45.7	55.1	0.0	19.5
LnGrp LOS	E	C	C	E	D	D	E	A	D	E	A	B
Approach Vol, veh/h		449			1181			634			111	
Approach Delay, s/veh		26.5			38.4			45.8			27.2	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	46.6	8.3	43.5	5.3	48.5	4.9	47.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	5.8				
Max Green Setting (Gmax), s	5.2	48.1	8.8	37.5	5.1	* 49	5.1	41.2				
Max Q Clear Time (g_c+I1), s	3.4	38.3	4.7	11.5	2.3	5.0	2.1	31.1				
Green Ext Time (p_c), s	0.0	2.9	0.0	2.4	0.0	0.5	0.0	4.8				

Intersection Summary

HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

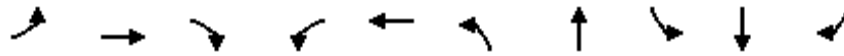
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
33: Redlands Av. & Placentia St.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗	↖	↕	↖	↑	↗
Traffic Volume (vph)	42	81	196	140	159	702	282	5	78	21
Future Volume (vph)	42	81	196	140	159	702	282	5	78	21
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4			8		2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6	27.0	27.0	27.0	27.0	27.0
Total Split (s)	26.6	26.6	26.6	26.6	26.6	63.4	63.4	63.4	63.4	63.4
Total Split (%)	29.6%	29.6%	29.6%	29.6%	29.6%	70.4%	70.4%	70.4%	70.4%	70.4%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	15.0	15.0	15.0	15.0	15.0	58.6	58.6	58.6	58.6	58.6
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.70	0.70	0.70	0.70	0.70
v/c Ratio	0.26	0.26	0.46	0.64	0.53	0.81	0.15	0.01	0.06	0.02
Control Delay	32.6	30.6	7.7	43.8	36.1	19.1	3.9	5.0	4.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	30.6	7.7	43.8	36.1	19.1	3.9	5.0	4.8	2.3
LOS	C	C	A	D	D	B	A	A	A	A
Approach Delay		16.8			39.6		14.0		4.3	
Approach LOS		B			D		B		A	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 83.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 18.3
 Intersection Capacity Utilization 78.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
























Splits and Phases: 33: Redlands Av. & Placentia St.



HCM 6th Signalized Intersection Summary
 33: Redlands Av. & Placentia St.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	81	196	140	159	7	702	282	71	5	78	21
Future Volume (veh/h)	42	81	196	140	159	7	702	282	71	5	78	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	88	159	152	173	6	763	307	50	5	85	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	379	322	270	365	13	966	2140	345	764	1306	1082
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1224	1900	1610	1151	1825	63	1310	3113	501	1041	1900	1575
Grp Volume(v), veh/h	46	88	159	152	0	179	763	177	180	5	85	18
Grp Sat Flow(s),veh/h/ln	1224	1900	1610	1151	0	1889	1310	1805	1810	1041	1900	1575
Q Serve(g_s), s	2.9	3.3	7.5	10.9	0.0	7.1	38.8	2.9	2.9	0.1	1.2	0.3
Cycle Q Clear(g_c), s	10.1	3.3	7.5	14.2	0.0	7.1	40.0	2.9	2.9	3.1	1.2	0.3
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	227	379	322	270	0	377	966	1241	1244	764	1306	1082
V/C Ratio(X)	0.20	0.23	0.49	0.56	0.00	0.47	0.79	0.14	0.15	0.01	0.07	0.02
Avail Cap(c_a), veh/h	299	492	417	338	0	489	966	1241	1244	764	1306	1082
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	28.5	30.2	34.5	0.0	30.1	10.9	4.6	4.6	5.1	4.3	4.2
Incr Delay (d2), s/veh	0.4	0.3	1.2	1.8	0.0	0.9	6.5	0.2	0.2	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	3.0	3.1	0.0	3.3	9.8	0.9	0.9	0.0	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	28.8	31.4	36.3	0.0	31.0	17.4	4.8	4.9	5.2	4.4	4.2
LnGrp LOS	C	C	C	D	A	C	B	A	A	A	A	A
Approach Vol, veh/h		293			331			1120				108
Approach Delay, s/veh		31.2			33.4			13.4				4.4
Approach LOS		C			C			B				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.4		21.6		63.4		21.6				
Change Period (Y+Rc), s		5.0		4.6		5.0		4.6				
Max Green Setting (Gmax), s		58.4		22.0		58.4		22.0				
Max Q Clear Time (g_c+I1), s		42.0		12.1		5.1		16.2				
Green Ext Time (p_c), s		4.7		0.8		0.5		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				19.3								
HCM 6th LOS				B								

Timings

35: Redlands Av. & Nuevo Rd.

05/29/2020

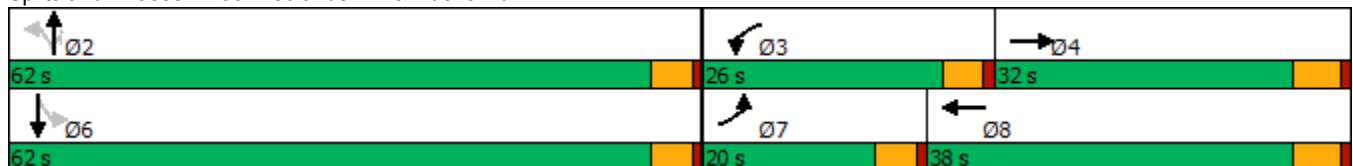


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↗		↕
Traffic Volume (vph)	143	545	211	1007	140	252	131	54	252
Future Volume (vph)	143	545	211	1007	140	252	131	54	252
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	20.0	32.0	26.0	38.0	62.0	62.0	62.0	62.0	62.0
Total Split (%)	16.7%	26.7%	21.7%	31.7%	51.7%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.4	25.6	16.7	29.9	42.9	42.9	42.9		42.9
Actuated g/C Ratio	0.12	0.25	0.17	0.30	0.43	0.43	0.43		0.43
v/c Ratio	0.70	0.61	0.77	0.80	0.64	0.34	0.19		0.87
Control Delay	62.8	34.8	59.8	38.5	37.1	20.6	3.6		37.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	62.8	34.8	59.8	38.5	37.1	20.6	3.6		37.8
LOS	E	C	E	D	D	C	A		D
Approach Delay		39.4		41.8		20.8			37.8
Approach LOS		D		D		C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 37.2
 Intersection LOS: D
 Intersection Capacity Utilization 93.9%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑	↗		↕	
Traffic Volume (veh/h)	143	545	169	211	1007	113	140	252	131	54	252	287
Future Volume (veh/h)	143	545	169	211	1007	113	140	252	131	54	252	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	592	143	229	1095	116	152	274	89	59	274	292
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	190	1051	247	267	1411	149	270	829	702	92	337	337
Arrive On Green	0.10	0.25	0.25	0.15	0.30	0.30	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1810	4130	969	1810	4749	502	858	1900	1608	110	772	773
Grp Volume(v), veh/h	155	493	242	229	797	414	152	274	89	625	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1641	1810	1729	1793	858	1900	1608	1655	0	0
Q Serve(g_s), s	7.6	11.2	11.7	11.2	19.0	19.1	3.9	8.6	3.0	19.5	0.0	0.0
Cycle Q Clear(g_c), s	7.6	11.2	11.7	11.2	19.0	19.1	34.5	8.6	3.0	30.6	0.0	0.0
Prop In Lane	1.00		0.59	1.00		0.28	1.00		1.00	0.09		0.47
Lane Grp Cap(c), veh/h	190	880	418	267	1027	533	270	829	702	766	0	0
V/C Ratio(X)	0.82	0.56	0.58	0.86	0.78	0.78	0.56	0.33	0.13	0.82	0.00	0.00
Avail Cap(c_a), veh/h	308	1018	483	429	1248	647	441	1207	1022	1088	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.6	29.3	29.4	37.6	29.0	29.0	26.4	16.8	15.2	22.7	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.6	1.3	5.4	2.6	4.9	1.8	0.2	0.1	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	4.5	4.5	5.1	7.8	8.4	3.3	3.7	1.0	12.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	29.8	30.7	43.0	31.6	33.9	28.3	17.0	15.3	26.1	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	B	B	C	A	A
Approach Vol, veh/h		890			1440			515			625	
Approach Delay, s/veh		32.4			34.1			20.0			26.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		44.0	17.9	28.4		44.0	14.1	32.2				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		57.4	21.4	26.6		57.4	15.4	32.6				
Max Q Clear Time (g_c+I1), s		36.5	13.2	13.7		32.6	9.6	21.1				
Green Ext Time (p_c), s		2.9	0.2	3.7		5.3	0.1	5.8				
Intersection Summary												
HCM 6th Ctrl Delay			30.1									
HCM 6th LOS			C									

Timings
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	176	49	172	73	30	59	108	1075	55	106	1272
Future Volume (vph)	176	49	172	73	30	59	108	1075	55	106	1272
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	20.0	36.3	36.3	14.8	31.1	31.1	14.2	62.1	14.8	16.8	64.7
Total Split (%)	15.4%	27.9%	27.9%	11.4%	23.9%	23.9%	10.9%	47.8%	11.4%	12.9%	49.8%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.2	18.7	17.3	9.1	14.2	13.1	10.1	54.1	63.2	11.1	55.0
Actuated g/C Ratio	0.14	0.18	0.16	0.09	0.13	0.12	0.09	0.51	0.59	0.10	0.52
v/c Ratio	0.72	0.16	0.44	0.50	0.13	0.20	0.67	0.62	0.06	0.60	0.82
Control Delay	64.1	41.4	9.7	63.7	45.8	1.4	71.4	22.6	0.7	64.4	27.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.1	41.4	9.7	63.7	45.8	1.4	71.4	22.6	0.7	64.4	27.8
LOS	E	D	A	E	D	A	E	C	A	E	C
Approach Delay		37.8			37.7			25.9			30.3
Approach LOS		D			D			C			C

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 106.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 29.9
 Intersection LOS: C
 Intersection Capacity Utilization 73.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	49	172	73	30	59	108	1075	55	106	1272	160
Future Volume (veh/h)	176	49	172	73	30	59	108	1075	55	106	1272	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	185	52	83	77	32	15	114	1132	34	112	1339	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	368	282	110	238	183	153	1806	883	151	1624	187
Arrive On Green	0.13	0.19	0.18	0.06	0.13	0.11	0.08	0.50	0.49	0.08	0.50	0.48
Sat Flow, veh/h	1810	1900	1574	1810	1900	1602	1810	3610	1609	1810	3253	374
Grp Volume(v), veh/h	185	52	83	77	32	15	114	1132	34	112	739	755
Grp Sat Flow(s),veh/h/ln	1810	1900	1574	1810	1900	1602	1810	1805	1609	1810	1805	1822
Q Serve(g_s), s	9.8	2.2	4.5	4.1	1.5	0.8	6.1	22.6	1.0	6.0	34.3	35.1
Cycle Q Clear(g_c), s	9.8	2.2	4.5	4.1	1.5	0.8	6.1	22.6	1.0	6.0	34.3	35.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	228	368	282	110	238	183	153	1806	883	151	901	910
V/C Ratio(X)	0.81	0.14	0.29	0.70	0.13	0.08	0.75	0.63	0.04	0.74	0.82	0.83
Avail Cap(c_a), veh/h	293	621	493	198	521	422	187	2123	1024	234	1109	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	33.0	35.1	45.5	38.4	39.1	44.2	18.0	10.3	44.2	21.0	21.3
Incr Delay (d2), s/veh	9.8	0.2	0.6	3.0	0.3	0.2	9.1	0.4	0.0	2.7	4.1	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.0	1.7	1.9	0.7	0.3	3.0	8.5	0.3	2.7	13.8	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	33.2	35.7	48.5	38.7	39.3	53.2	18.4	10.3	46.9	25.1	25.8
LnGrp LOS	D	C	D	D	D	D	D	B	B	D	C	C
Approach Vol, veh/h		320			124			1280			1606	
Approach Delay, s/veh		44.6			44.9			21.3			26.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	53.4	10.0	23.1	12.3	53.3	16.4	16.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.2	56.3	10.2	30.9	9.6	58.9	15.4	* 26				
Max Q Clear Time (g_c+I1), s	8.0	24.6	6.1	6.5	8.1	37.1	11.8	3.5				
Green Ext Time (p_c), s	0.0	9.1	0.0	0.5	0.0	10.5	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

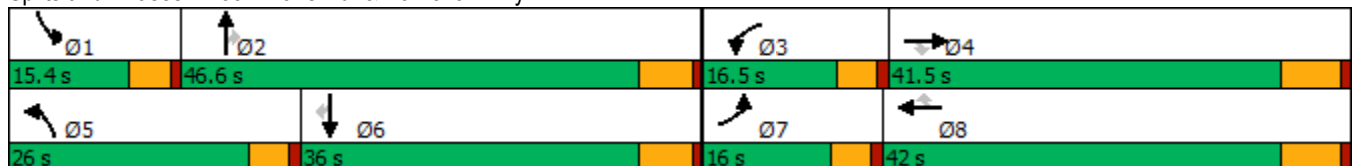
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	539	179	194	1407	372	546	976	191	149	389	431
Future Volume (vph)	294	539	179	194	1407	372	546	976	191	149	389	431
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	16.0	41.5	41.5	16.5	42.0	42.0	26.0	46.6	46.6	15.4	36.0	36.0
Total Split (%)	13.3%	34.6%	34.6%	13.8%	35.0%	35.0%	21.7%	38.8%	38.8%	12.8%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.0	39.0	39.0	11.0	38.0	38.0	21.3	39.7	39.7	9.8	28.2	28.2
Actuated g/C Ratio	0.10	0.34	0.34	0.10	0.33	0.33	0.18	0.34	0.34	0.08	0.24	0.24
v/c Ratio	0.86	0.33	0.28	0.62	0.88	0.59	0.90	0.84	0.30	0.54	0.47	0.85
Control Delay	74.9	30.2	5.4	59.3	44.3	18.5	65.0	42.1	5.9	58.3	39.1	38.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.9	30.2	5.4	59.3	44.3	18.5	65.0	42.1	5.9	58.3	39.1	38.6
LOS	E	C	A	E	D	B	E	D	A	E	D	D
Approach Delay		38.8			40.9			45.4			41.8	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.6
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 42.0
 Intersection LOS: D
 Intersection Capacity Utilization 80.1%
 ICU Level of Service D
 Analysis Period (min) 15



































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	294	539	179	194	1407	372	546	976	191	149	389	431
Future Volume (veh/h)	294	539	179	194	1407	372	546	976	191	149	389	431
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	573	0	206	1497	260	581	1038	184	159	414	287
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	379	1874		286	1737	539	656	1246	556	238	817	360
Arrive On Green	0.11	0.36	0.00	0.08	0.33	0.33	0.19	0.35	0.35	0.07	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	3610	1610	3510	3610	1589
Grp Volume(v), veh/h	313	573	0	206	1497	260	581	1038	184	159	414	287
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1805	1610	1755	1805	1589
Q Serve(g_s), s	9.7	8.8	0.0	6.4	30.0	14.2	17.9	29.4	9.4	4.9	11.1	19.0
Cycle Q Clear(g_c), s	9.7	8.8	0.0	6.4	30.0	14.2	17.9	29.4	9.4	4.9	11.1	19.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	379	1874		286	1737	539	656	1246	556	238	817	360
V/C Ratio(X)	0.83	0.31		0.72	0.86	0.48	0.89	0.83	0.33	0.67	0.51	0.80
Avail Cap(c_a), veh/h	379	1874		395	1773	550	695	1384	617	360	1039	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	25.5	0.0	49.8	34.6	29.3	44.0	33.4	26.9	50.6	37.6	40.6
Incr Delay (d2), s/veh	13.1	0.1	0.0	1.9	4.6	0.7	12.0	4.1	0.3	1.2	0.5	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.4	0.0	2.7	12.3	5.2	8.6	12.8	3.4	2.1	4.8	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	25.6	0.0	51.7	39.1	30.0	56.1	37.6	27.2	51.8	38.1	48.2
LnGrp LOS	E	C		D	D	C	E	D	C	D	D	D
Approach Vol, veh/h		886	A		1963			1803			860	
Approach Delay, s/veh		38.3			39.2			42.5			44.0	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	42.4	13.1	44.2	24.8	29.2	16.0	41.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	10.8	40.8	11.9	35.0	21.4	30.2	11.4	35.5				
Max Q Clear Time (g_c+I1), s	6.9	31.4	8.4	10.8	19.9	21.0	11.7	32.0				
Green Ext Time (p_c), s	0.1	4.9	0.1	3.4	0.2	2.4	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	144	279	74	253	261	982	194	202	732	159
Future Volume (vph)	144	279	74	253	261	982	194	202	732	159
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	20.0	30.0	14.0	24.0	29.0	50.0	50.0	26.0	47.0	47.0
Total Split (%)	16.7%	25.0%	11.7%	20.0%	24.2%	41.7%	41.7%	21.7%	39.2%	39.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.7	22.9	8.2	15.6	20.2	37.8	37.8	16.7	34.3	34.3
Actuated g/C Ratio	0.12	0.22	0.08	0.15	0.19	0.36	0.36	0.16	0.33	0.33
v/c Ratio	0.71	0.56	0.57	0.74	0.82	0.82	0.31	0.76	0.67	0.28
Control Delay	65.5	37.1	67.5	46.4	61.4	37.0	9.7	61.6	34.1	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	37.1	67.5	46.4	61.4	37.0	9.7	61.6	34.1	7.5
LOS	E	D	E	D	E	D	A	E	C	A
Approach Delay		44.5		49.8		37.7			35.3	
Approach LOS		D		D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.3
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 39.6
 Intersection LOS: D
 Intersection Capacity Utilization 75.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↗	↖
Traffic Volume (veh/h)	144	279	132	74	253	126	261	982	194	202	732	159
Future Volume (veh/h)	144	279	132	74	253	126	261	982	194	202	732	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	303	92	80	275	104	284	1067	138	220	796	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	528	157	103	372	137	323	1337	594	259	1208	538
Arrive On Green	0.11	0.19	0.19	0.06	0.14	0.14	0.18	0.37	0.37	0.14	0.33	0.33
Sat Flow, veh/h	1810	2730	812	1810	2576	950	1810	3610	1604	1810	3610	1609
Grp Volume(v), veh/h	157	198	197	80	191	188	284	1067	138	220	796	113
Grp Sat Flow(s),veh/h/ln	1810	1805	1737	1810	1805	1722	1810	1805	1604	1810	1805	1609
Q Serve(g_s), s	7.5	8.8	9.1	3.8	8.9	9.3	13.5	23.3	5.2	10.4	16.6	4.4
Cycle Q Clear(g_c), s	7.5	8.8	9.1	3.8	8.9	9.3	13.5	23.3	5.2	10.4	16.6	4.4
Prop In Lane	1.00		0.47	1.00		0.55	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	349	336	103	261	249	323	1337	594	259	1208	538
V/C Ratio(X)	0.82	0.57	0.59	0.77	0.73	0.76	0.88	0.80	0.23	0.85	0.66	0.21
Avail Cap(c_a), veh/h	316	496	477	193	373	356	501	1812	805	440	1689	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	32.2	32.3	41.0	36.1	36.2	35.3	24.8	19.1	36.8	25.0	21.0
Incr Delay (d2), s/veh	3.2	1.5	1.6	4.6	4.2	5.7	7.2	1.9	0.2	3.1	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.7	3.7	1.8	4.0	4.1	6.2	9.3	1.8	4.6	6.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	33.6	33.9	45.5	40.3	41.9	42.5	26.6	19.3	39.9	25.6	21.2
LnGrp LOS	D	C	C	D	D	D	D	C	B	D	C	C
Approach Vol, veh/h		552			459			1489			1129	
Approach Delay, s/veh		36.0			41.9			29.0			28.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	38.4	9.6	22.8	20.3	35.3	14.0	18.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	21.4	44.2	9.4	24.2	24.4	41.2	15.4	18.2				
Max Q Clear Time (g_c+I1), s	12.4	25.3	5.8	11.1	15.5	18.6	9.5	11.3				
Green Ext Time (p_c), s	0.2	7.3	0.0	1.7	0.3	5.6	0.1	1.1				

Intersection Summary

HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			C									

Timings
42: Nuevo Rd. & Evans Rd.

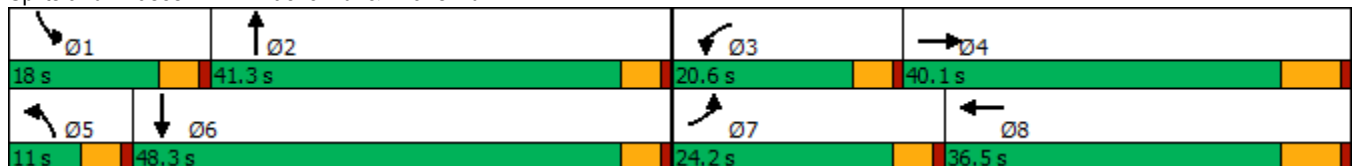


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖↖	↗↗	↖	↗↗	↖	↗↗	↖	↗↗
Traffic Volume (vph)	485	332	113	552	70	690	131	627
Future Volume (vph)	485	332	113	552	70	690	131	627
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	24.2	40.1	20.6	36.5	11.0	41.3	18.0	48.3
Total Split (%)	20.2%	33.4%	17.2%	30.4%	9.2%	34.4%	15.0%	40.3%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	19.3	37.2	12.2	30.0	6.4	38.0	12.1	43.7
Actuated g/C Ratio	0.16	0.31	0.10	0.25	0.05	0.32	0.10	0.37
v/c Ratio	0.93	0.25	0.67	0.63	0.79	0.74	0.78	0.96
Control Delay	74.4	31.0	69.3	38.8	103.7	41.1	80.0	48.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	31.0	69.3	38.8	103.7	41.1	80.0	48.5
LOS	E	C	E	D	F	D	F	D
Approach Delay		55.8		42.8		46.3		51.6
Approach LOS		E		D		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.7
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 49.4
 Intersection LOS: D
 Intersection Capacity Utilization 95.8%
 ICU Level of Service F
 Analysis Period (min) 15


































Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

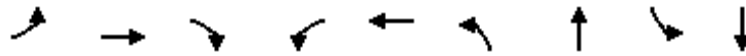
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	  	 
Traffic Volume (veh/h)	485	332	30	113	552	197	70	690	83	131	627	579
Future Volume (veh/h)	485	332	30	113	552	197	70	690	83	131	627	579
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	527	361	33	123	600	198	76	750	90	142	682	231
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	588	1740	157	152	1065	343	97	892	107	173	839	284
Arrive On Green	0.17	0.36	0.36	0.08	0.28	0.28	0.05	0.27	0.27	0.10	0.32	0.32
Sat Flow, veh/h	3510	4844	436	1810	3865	1245	1810	3246	389	1810	2647	896
Grp Volume(v), veh/h	527	256	138	123	535	263	76	417	423	142	465	448
Grp Sat Flow(s),veh/h/ln	1755	1729	1822	1810	1729	1652	1810	1805	1830	1810	1805	1739
Q Serve(g_s), s	16.0	5.6	5.7	7.3	14.5	14.9	4.5	23.7	23.7	8.4	25.8	25.8
Cycle Q Clear(g_c), s	16.0	5.6	5.7	7.3	14.5	14.9	4.5	23.7	23.7	8.4	25.8	25.8
Prop In Lane	1.00		0.24	1.00		0.75	1.00		0.21	1.00		0.52
Lane Grp Cap(c), veh/h	588	1242	654	152	952	455	97	496	503	173	572	551
V/C Ratio(X)	0.90	0.21	0.21	0.81	0.56	0.58	0.78	0.84	0.84	0.82	0.81	0.81
Avail Cap(c_a), veh/h	632	1242	654	266	952	455	106	608	617	223	724	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	24.2	24.2	49.1	33.8	34.0	50.9	37.2	37.2	48.3	34.2	34.2
Incr Delay (d2), s/veh	14.2	0.4	0.7	3.9	2.4	5.3	24.9	8.6	8.6	13.4	5.6	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	2.2	2.4	3.3	6.0	6.3	2.7	11.6	11.8	4.4	12.2	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	24.5	24.9	53.0	36.2	39.3	75.8	45.9	45.8	61.8	39.9	40.1
LnGrp LOS	E	C	C	D	D	D	E	D	D	E	D	D
Approach Vol, veh/h		921			921			916			1055	
Approach Delay, s/veh		44.1			39.3			48.3			42.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	34.5	13.7	45.6	10.5	39.1	22.8	36.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	13.4	36.7	16.0	33.6	6.4	43.7	19.6	30.0				
Max Q Clear Time (g_c+I1), s	10.4	25.7	9.3	7.7	6.5	27.8	18.0	16.9				
Green Ext Time (p_c), s	0.1	4.2	0.1	2.1	0.0	5.8	0.2	3.7				
Intersection Summary												
HCM 6th Ctrl Delay				43.6								
HCM 6th LOS				D								

Timings
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

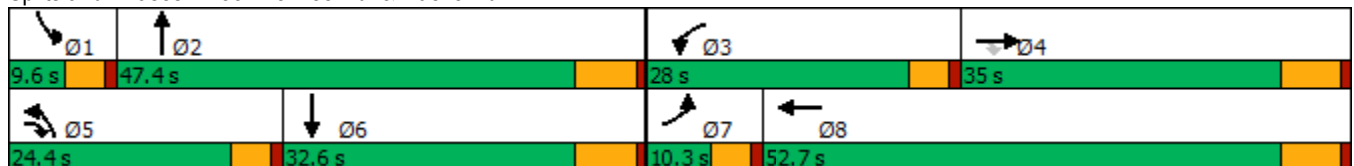


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↑	↖	↖	↖	↖↗	↖↗	↖	↖↗
Traffic Volume (vph)	70	155	225	307	322	412	174	3	412
Future Volume (vph)	70	155	225	307	322	412	174	3	412
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	9.6	28.5	9.6	28.5	9.6	28.5
Total Split (s)	10.3	35.0	24.4	28.0	52.7	24.4	47.4	9.6	32.6
Total Split (%)	8.6%	29.2%	20.3%	23.3%	43.9%	20.3%	39.5%	8.0%	27.2%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	6.5	4.6	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.6	14.0	36.6	21.2	31.8	16.0	45.2	5.0	26.3
Actuated g/C Ratio	0.06	0.14	0.37	0.21	0.32	0.16	0.45	0.05	0.26
v/c Ratio	0.36	0.59	0.35	0.82	0.55	0.75	0.30	0.03	0.72
Control Delay	53.9	50.9	12.6	56.9	33.2	49.9	7.3	50.3	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	50.9	12.6	56.9	33.2	49.9	7.3	50.3	32.9
LOS	D	D	B	E	C	D	A	D	C
Approach Delay		32.2			44.6		26.7		33.0
Approach LOS		C			D		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 99.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 33.5	Intersection LOS: C
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	























Splits and Phases: 53: Meniffee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	155	225	307	322	6	412	174	316	3	412	283
Future Volume (veh/h)	70	155	225	307	322	6	412	174	316	3	412	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	158	153	313	329	5	420	178	245	3	420	212
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	160	217	415	349	488	7	504	806	719	7	715	357
Arrive On Green	0.05	0.11	0.11	0.19	0.26	0.26	0.14	0.45	0.45	0.00	0.31	0.31
Sat Flow, veh/h	3510	1900	1610	1810	1867	28	3510	1805	1610	1810	2331	1164
Grp Volume(v), veh/h	71	158	153	313	0	334	420	178	245	3	324	308
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	0	1895	1755	1805	1610	1810	1805	1690
Q Serve(g_s), s	1.8	7.4	7.1	15.5	0.0	14.5	10.7	5.5	9.1	0.2	13.9	14.1
Cycle Q Clear(g_c), s	1.8	7.4	7.1	15.5	0.0	14.5	10.7	5.5	9.1	0.2	13.9	14.1
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	160	217	415	349	0	496	504	806	719	7	554	519
V/C Ratio(X)	0.44	0.73	0.37	0.90	0.00	0.67	0.83	0.22	0.34	0.41	0.59	0.59
Avail Cap(c_a), veh/h	218	591	732	462	0	956	759	806	719	99	554	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	39.2	27.9	36.1	0.0	30.3	38.2	15.6	16.6	45.5	26.8	26.9
Incr Delay (d2), s/veh	0.7	4.6	0.5	13.9	0.0	1.6	3.1	0.6	1.3	13.3	4.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.5	2.6	7.6	0.0	6.2	4.5	2.1	3.2	0.1	6.1	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	43.8	28.4	50.0	0.0	31.9	41.2	16.2	17.8	58.9	31.3	31.8
LnGrp LOS	D	D	C	D	A	C	D	B	B	E	C	C
Approach Vol, veh/h		382			647			843			635	
Approach Delay, s/veh		37.6			40.6			29.2			31.7	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	47.4	22.3	17.0	17.7	34.6	8.8	30.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	5.0	40.9	23.4	28.5	19.8	26.1	5.7	46.2				
Max Q Clear Time (g_c+I1), s	2.2	11.1	17.5	9.4	12.7	16.1	3.8	16.5				
Green Ext Time (p_c), s	0.0	2.3	0.2	1.1	0.5	2.4	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			34.0									
HCM 6th LOS			C									

Timings
54: Meniffee Rd. & San Jacinto Av.

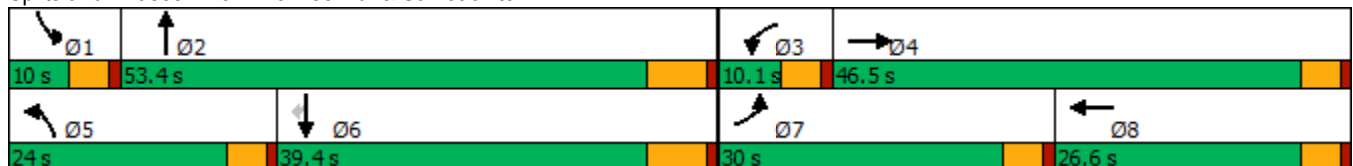


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↘	↘	↘	↘	↗	↘	↗	↗
Traffic Volume (vph)	182	6	18	17	143	566	6	545	220
Future Volume (vph)	182	6	18	17	143	566	6	545	220
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	9.6	28.5	9.6	28.5	28.5
Total Split (s)	30.0	46.5	10.1	26.6	24.0	53.4	10.0	39.4	39.4
Total Split (%)	25.0%	38.8%	8.4%	22.2%	20.0%	44.5%	8.3%	32.8%	32.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)	14.7	20.9	5.5	12.2	12.0	50.5	5.3	35.1	35.1
Actuated g/C Ratio	0.17	0.24	0.06	0.14	0.14	0.58	0.06	0.40	0.40
v/c Ratio	0.66	0.27	0.18	0.12	0.63	0.31	0.06	0.41	0.30
Control Delay	47.5	7.5	51.3	28.7	50.3	13.7	49.7	24.2	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	7.5	51.3	28.7	50.3	13.7	49.7	24.2	5.1
LOS	D	A	D	C	D	B	D	C	A
Approach Delay		31.5		37.8		20.9		19.0	
Approach LOS		C		D		C		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 87.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	























Splits and Phases: 54: Meniffee Rd. & San Jacinto Av.



HCM 6th Signalized Intersection Summary
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

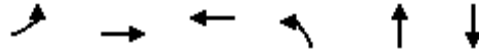
05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	6	115	18	17	11	143	566	16	6	545	220
Future Volume (veh/h)	182	6	115	18	17	11	143	566	16	6	545	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	198	7	98	20	18	7	155	615	13	7	592	179
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	24	331	40	142	55	190	1895	40	16	1545	689
Arrive On Green	0.13	0.22	0.22	0.02	0.11	0.11	0.11	0.52	0.52	0.01	0.43	0.43
Sat Flow, veh/h	1810	108	1518	1810	1302	506	1810	3615	76	1810	3610	1610
Grp Volume(v), veh/h	198	0	105	20	0	25	155	307	321	7	592	179
Grp Sat Flow(s),veh/h/ln	1810	0	1627	1810	0	1809	1810	1805	1886	1810	1805	1610
Q Serve(g_s), s	9.6	0.0	4.8	1.0	0.0	1.1	7.5	8.7	8.7	0.3	10.0	6.4
Cycle Q Clear(g_c), s	9.6	0.0	4.8	1.0	0.0	1.1	7.5	8.7	8.7	0.3	10.0	6.4
Prop In Lane	1.00		0.93	1.00		0.28	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	237	0	355	40	0	197	190	946	989	16	1545	689
V/C Ratio(X)	0.84	0.00	0.30	0.50	0.00	0.13	0.81	0.32	0.32	0.43	0.38	0.26
Avail Cap(c_a), veh/h	514	0	762	111	0	445	392	946	989	109	1545	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	29.2	43.3	0.0	36.0	39.2	12.2	12.2	44.1	17.5	16.5
Incr Delay (d2), s/veh	3.0	0.0	0.5	3.7	0.0	0.3	3.2	0.9	0.9	6.7	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	1.9	0.5	0.0	0.5	3.3	3.1	3.3	0.2	3.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	29.7	46.9	0.0	36.3	42.4	13.1	13.1	50.8	18.2	17.4
LnGrp LOS	D	A	C	D	A	D	D	B	B	D	B	B
Approach Vol, veh/h		303			45			783			778	
Approach Delay, s/veh		37.1			41.0			18.9			18.3	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	53.4	6.6	24.1	14.0	44.8	16.3	14.4				
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6				
Max Green Setting (Gmax), s	5.4	46.9	5.5	41.9	19.4	32.9	25.4	22.0				
Max Q Clear Time (g_c+I1), s	2.3	10.7	3.0	6.8	9.5	12.0	11.6	3.1				
Green Ext Time (p_c), s	0.0	3.4	0.0	0.7	0.1	3.9	0.2	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				22.1								
HCM 6th LOS				C								

Timings
55: Menifee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations		↕	↕	↖	↕	↕
Traffic Volume (vph)	8	1	4	47	714	726
Future Volume (vph)	8	1	4	47	714	726
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		4	8		2	6
Permitted Phases	4			2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	28.5	28.5	28.5
Total Split (s)	31.0	31.0	31.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	3.7	3.7	3.7	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.7	4.7	6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)		12.3	12.3	67.8	67.8	67.8
Actuated g/C Ratio		0.15	0.15	0.83	0.83	0.83
v/c Ratio		0.22	0.01	0.09	0.26	0.27
Control Delay		13.2	29.0	4.9	3.9	3.9
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		13.2	29.0	4.9	3.9	3.9
LOS		B	C	A	A	A
Approach Delay		13.2	29.0		3.9	3.9
Approach LOS		B	C		A	A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 82	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.27	
Intersection Signal Delay: 4.3	Intersection LOS: A
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 55: Menifee Rd. & Ellis Av./Driveway



HCM 6th Signalized Intersection Summary
55: Meniffee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)
05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	8	1	48	0	4	0	47	714	0	0	726	23
Future Volume (veh/h)	8	1	48	0	4	0	47	714	0	0	726	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	1	52	0	4	0	51	776	0	0	789	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	14	139	0	195	0	555	2670	0	101	2642	84
Arrive On Green	0.10	0.10	0.10	0.00	0.10	0.00	0.74	0.74	0.00	0.00	0.74	0.74
Sat Flow, veh/h	121	140	1356	0	1900	0	681	3705	0	706	3571	113
Grp Volume(v), veh/h	62	0	0	0	4	0	51	776	0	0	399	415
Grp Sat Flow(s),veh/h/ln	1617	0	0	0	1900	0	681	1805	0	706	1805	1880
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.1	0.0	1.9	5.1	0.0	0.0	5.2	5.2
Cycle Q Clear(g_c), s	2.5	0.0	0.0	0.0	0.1	0.0	7.2	5.1	0.0	0.0	5.2	5.2
Prop In Lane	0.15		0.84	0.00		0.00	1.00		0.00	1.00		0.06
Lane Grp Cap(c), veh/h	224	0	0	0	195	0	555	2670	0	101	1335	1390
V/C Ratio(X)	0.28	0.00	0.00	0.00	0.02	0.00	0.09	0.29	0.00	0.00	0.30	0.30
Avail Cap(c_a), veh/h	649	0	0	0	704	0	555	2670	0	101	1335	1390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	0.0	0.0	28.6	0.0	4.3	3.1	0.0	0.0	3.1	3.1
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.0	0.1	0.0	0.2	0.7	0.0	0.0	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	0.0	0.0	0.0	28.7	0.0	4.6	3.3	0.0	0.0	3.7	3.6
LnGrp LOS	C	A	A	A	C	A	A	A	A	A	A	A
Approach Vol, veh/h		62			4			827			814	
Approach Delay, s/veh		30.4			28.7			3.4			3.6	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.0		12.0		59.0		12.0				
Change Period (Y+Rc), s		6.5		* 4.7		6.5		* 4.7				
Max Green Setting (Gmax), s		52.5		* 26		52.5		* 26				
Max Q Clear Time (g_c+I1), s		9.2		4.5		7.2		2.1				
Green Ext Time (p_c), s		5.7		0.3		4.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
56: Menifee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↕	↘	↕
Traffic Volume (vph)	23	53	18	111	73	562	160	584
Future Volume (vph)	23	53	18	111	73	562	160	584
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	31.0	31.0	31.0	31.0	15.0	36.0	23.0	44.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	16.7%	40.0%	25.6%	48.9%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	15.1	15.1	15.1	15.1	7.6	32.5	11.5	38.7
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.10	0.42	0.15	0.51
v/c Ratio	0.17	0.29	0.07	0.69	0.44	0.41	0.63	0.40
Control Delay	28.9	16.8	26.1	30.7	42.2	17.8	42.0	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	16.8	26.1	30.7	42.2	17.8	42.0	13.9
LOS	C	B	C	C	D	B	D	B
Approach Delay		18.9		30.4		20.5		19.3
Approach LOS		B		C		C		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 76.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 21.3
 Intersection LOS: C
 Intersection Capacity Utilization 58.8%
 ICU Level of Service B
 Analysis Period (min) 15

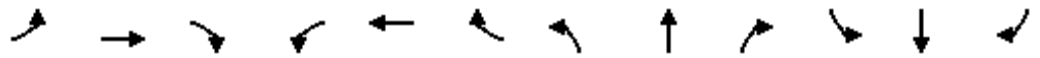
Splits and Phases: 56: Menifee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	23	53	55	18	111	150	73	562	26	160	584	91
Future Volume (veh/h)	23	53	55	18	111	150	73	562	26	160	584	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	56	59	19	118	160	78	598	28	170	621	97
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	174	184	291	150	204	101	1561	73	211	1581	247
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.44	0.44	0.12	0.51	0.51
Sat Flow, veh/h	1119	847	892	1298	731	991	1810	3511	164	1810	3129	488
Grp Volume(v), veh/h	24	0	115	19	0	278	78	307	319	170	358	360
Grp Sat Flow(s),veh/h/ln	1119	0	1739	1298	0	1722	1810	1805	1870	1810	1805	1812
Q Serve(g_s), s	1.5	0.0	4.2	0.9	0.0	11.4	3.2	8.5	8.5	6.8	9.1	9.1
Cycle Q Clear(g_c), s	12.9	0.0	4.2	5.1	0.0	11.4	3.2	8.5	8.5	6.8	9.1	9.1
Prop In Lane	1.00		0.51	1.00		0.58	1.00		0.09	1.00		0.27
Lane Grp Cap(c), veh/h	156	0	358	291	0	354	101	802	831	211	912	916
V/C Ratio(X)	0.15	0.00	0.32	0.07	0.00	0.79	0.77	0.38	0.38	0.80	0.39	0.39
Avail Cap(c_a), veh/h	300	0	581	458	0	575	254	802	831	449	912	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	25.1	27.2	0.0	27.9	34.6	13.8	13.8	31.9	11.3	11.3
Incr Delay (d2), s/veh	0.5	0.0	0.5	0.1	0.0	3.9	4.6	1.4	1.3	2.7	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.6	0.3	0.0	4.5	1.4	3.1	3.2	2.8	3.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	0.0	25.6	27.3	0.0	31.8	39.2	15.2	15.1	34.7	12.6	12.6
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	B	B
Approach Vol, veh/h		139			297			704			888	
Approach Delay, s/veh		27.1			31.5			17.8			16.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	39.5		21.5	8.7	44.0		21.5				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	18.4	29.5		24.8	10.4	37.5		24.8				
Max Q Clear Time (g_c+I1), s	8.8	10.5		14.9	5.2	11.1		13.4				
Green Ext Time (p_c), s	0.1	3.0		0.4	0.0	3.9		1.1				

Intersection Summary

HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

Timings
57: Menifee Rd. & Watson Rd.

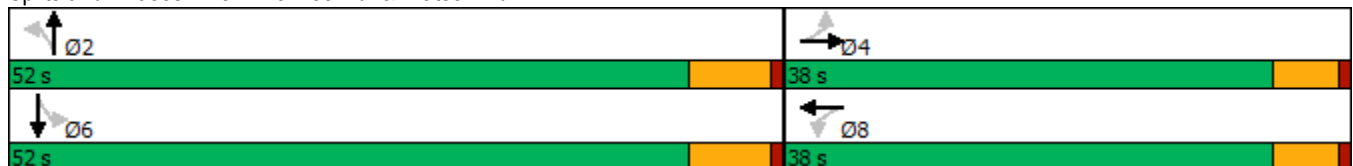


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	32	139	56	208	47	588	82	521
Future Volume (vph)	32	139	56	208	47	588	82	521
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	38.0	38.0	38.0	38.0	52.0	52.0	52.0	52.0
Total Split (%)	42.2%	42.2%	42.2%	42.2%	57.8%	57.8%	57.8%	57.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	16.6	16.6	16.6	16.6	45.7	45.7	45.7	45.7
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.62	0.62	0.62	0.62
v/c Ratio	0.23	0.41	0.23	0.70	0.10	0.36	0.22	0.28
Control Delay	26.6	25.7	25.1	33.9	8.0	7.9	9.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	25.7	25.1	33.9	8.0	7.9	9.7	7.5
LOS	C	C	C	C	A	A	A	A
Approach Delay		25.9		32.4		7.9		7.8
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 74.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 72.1%	ICU Level of Service C
Analysis Period (min) 15	






















Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	139	19	56	208	68	47	588	134	82	521	50
Future Volume (veh/h)	32	139	19	56	208	68	47	588	134	82	521	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	151	21	61	226	74	51	639	146	89	566	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	174	364	51	275	306	100	536	1798	410	453	2052	195
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1096	1632	227	1232	1370	449	816	2919	666	700	3331	317
Grp Volume(v), veh/h	35	0	172	61	0	300	51	395	390	89	306	314
Grp Sat Flow(s),veh/h/ln	1096	0	1859	1232	0	1819	816	1805	1780	700	1805	1843
Q Serve(g_s), s	2.3	0.0	5.9	3.3	0.0	11.3	2.3	7.9	8.0	5.3	5.8	5.8
Cycle Q Clear(g_c), s	13.6	0.0	5.9	9.1	0.0	11.3	8.1	7.9	8.0	13.3	5.8	5.8
Prop In Lane	1.00		0.12	1.00		0.25	1.00		0.37	1.00		0.17
Lane Grp Cap(c), veh/h	174	0	415	275	0	406	536	1112	1096	453	1112	1135
V/C Ratio(X)	0.20	0.00	0.41	0.22	0.00	0.74	0.10	0.36	0.36	0.20	0.28	0.28
Avail Cap(c_a), veh/h	413	0	820	544	0	803	536	1112	1096	453	1112	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	24.6	28.5	0.0	26.7	8.4	7.0	7.0	10.2	6.6	6.6
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.4	0.0	2.7	0.4	0.9	0.9	1.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.5	0.9	0.0	4.8	0.4	2.2	2.2	0.7	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	0.0	25.2	28.9	0.0	29.4	8.8	7.9	7.9	11.2	7.2	7.2
LnGrp LOS	C	A	C	C	A	C	A	A	A	B	A	A
Approach Vol, veh/h		207			361			836			709	
Approach Delay, s/veh		26.7			29.3			7.9			7.7	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		21.9		52.0		21.9				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		45.5		32.6		45.5		32.6				
Max Q Clear Time (g_c+I1), s		10.1		15.6		15.3		13.3				
Green Ext Time (p_c), s		5.0		0.9		4.1		1.8				
Intersection Summary												
HCM 6th Ctrl Delay				13.3								
HCM 6th LOS				B								

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

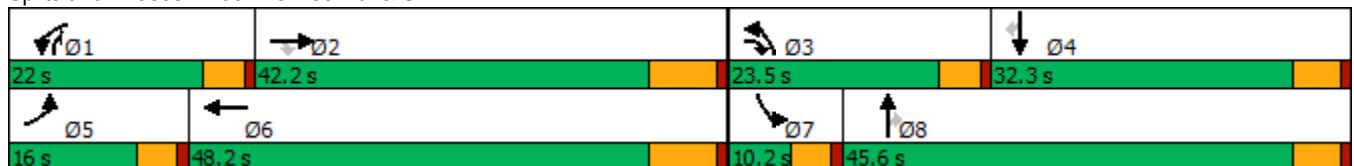
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	162	1053	214	289	919	325	496	240	56	511	54	
Future Volume (vph)	162	1053	214	289	919	325	496	240	56	511	54	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm	
Protected Phases	5	2	3	1	6	3	8	1	7	4		
Permitted Phases			2					8			4	
Detector Phase	5	2	3	1	6	3	8	1	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.0	9.6	9.6	29.0	9.6	15.3	9.6	9.6	32.3	32.3	
Total Split (s)	16.0	42.2	23.5	22.0	48.2	23.5	45.6	22.0	10.2	32.3	32.3	
Total Split (%)	13.3%	35.2%	19.6%	18.3%	40.2%	19.6%	38.0%	18.3%	8.5%	26.9%	26.9%	
Yellow Time (s)	3.6	6.0	3.6	3.6	6.0	3.6	4.3	3.6	3.6	4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	7.0	4.6	4.6	7.0	4.6	5.3	4.6	4.6	5.3	5.3	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	
Act Effct Green (s)	9.3	37.4	59.1	13.5	41.5	14.6	29.1	48.0	5.5	17.8	17.8	
Actuated g/C Ratio	0.09	0.36	0.56	0.13	0.40	0.14	0.28	0.46	0.05	0.17	0.17	
v/c Ratio	0.57	0.62	0.24	0.70	0.55	0.72	0.37	0.33	0.33	0.63	0.13	
Control Delay	54.9	31.4	7.9	53.6	26.7	53.3	31.7	13.6	56.4	44.1	0.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	54.9	31.4	7.9	53.6	26.7	53.3	31.7	13.6	56.4	44.1	0.6	
LOS	D	C	A	D	C	D	C	B	E	D	A	
Approach Delay		30.5			32.6		34.2			41.4		
Approach LOS		C			C		C			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 33.5	Intersection LOS: C
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	










































Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/29/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	  	  		  	  			  	  		  	  	  
Traffic Volume (veh/h)	162	1053	214	289	919	113	325	496	240	56	511	54	
Future Volume (veh/h)	162	1053	214	289	919	113	325	496	240	56	511	54	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	176	1145	211	314	999	106	353	539	154	61	555	57	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0	
Cap, veh/h	247	2013	823	392	2044	216	432	1216	557	147	795	247	
Arrive On Green	0.07	0.39	0.39	0.11	0.43	0.43	0.12	0.23	0.23	0.04	0.15	0.15	
Sat Flow, veh/h	3510	5187	1610	3510	4763	504	3510	5187	1610	3510	5187	1610	
Grp Volume(v), veh/h	176	1145	211	314	725	380	353	539	154	61	555	57	
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1809	1755	1729	1610	1755	1729	1610	
Q Serve(g_s), s	4.7	16.6	7.1	8.4	14.5	14.6	9.4	8.5	6.6	1.6	9.7	3.0	
Cycle Q Clear(g_c), s	4.7	16.6	7.1	8.4	14.5	14.6	9.4	8.5	6.6	1.6	9.7	3.0	
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	247	2013	823	392	1484	777	432	1216	557	147	795	247	
V/C Ratio(X)	0.71	0.57	0.26	0.80	0.49	0.49	0.82	0.44	0.28	0.42	0.70	0.23	
Avail Cap(c_a), veh/h	417	2013	823	636	1484	777	691	2178	856	205	1459	453	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	43.7	23.1	13.2	41.6	19.8	19.8	41.0	31.4	22.7	44.8	38.5	35.7	
Incr Delay (d2), s/veh	1.4	1.2	0.8	1.5	1.2	2.2	1.8	0.3	0.3	0.7	1.1	0.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.0	6.5	2.4	3.5	5.5	6.0	3.9	3.3	2.3	0.7	3.9	1.1	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	45.1	24.2	14.0	43.1	20.9	22.0	42.9	31.6	23.0	45.5	39.6	36.1	
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	D	D	
Approach Vol, veh/h		1532			1419			1046			673		
Approach Delay, s/veh		25.2			26.1			34.1			39.9		
Approach LOS		C			C			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	15.3	44.3	16.4	20.0	11.4	48.2	8.6	27.8					
Change Period (Y+Rc), s	4.6	7.0	4.6	5.3	4.6	7.0	4.6	5.3					
Max Green Setting (Gmax), s	17.4	35.2	18.9	27.0	11.4	41.2	5.6	40.3					
Max Q Clear Time (g_c+1), s	10.4	18.6	11.4	11.7	6.7	16.6	3.6	10.5					
Green Ext Time (p_c), s	0.3	7.5	0.4	3.0	0.1	7.1	0.0	3.8					
Intersection Summary													
HCM 6th Ctrl Delay				29.6									
HCM 6th LOS				C									

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

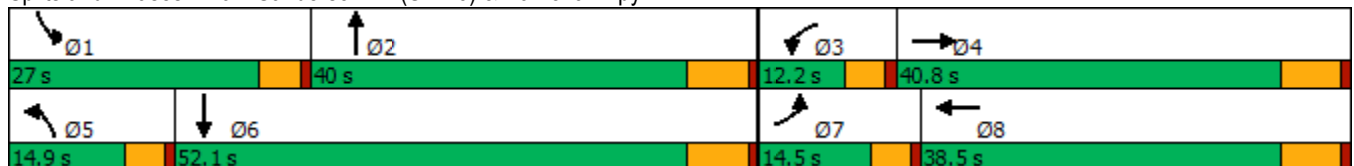
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	571	384	71	78	641	815	163	2401	114	863	1872	360
Future Volume (vph)	571	384	71	78	641	815	163	2401	114	863	1872	360
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.6	38.5		9.6	38.5		9.6	38.5		9.6	38.5	
Total Split (s)	14.5	40.8		12.2	38.5		14.9	40.0		27.0	52.1	
Total Split (%)	12.1%	34.0%		10.2%	32.1%		12.4%	33.3%		22.5%	43.4%	
Yellow Time (s)	3.6	5.5		3.6	5.5		3.6	5.5		3.6	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.6	6.5		4.6	6.5		4.6	6.5		4.6	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	9.9	24.9	107.7	6.5	19.4	107.7	8.8	33.6	107.7	22.5	47.3	107.7
Actuated g/C Ratio	0.09	0.23	1.00	0.06	0.18	1.00	0.08	0.31	1.00	0.21	0.44	1.00
v/c Ratio	1.16	0.29	0.04	0.36	0.63	0.51	0.56	1.02	0.07	1.16	0.57	0.23
Control Delay	135.0	35.3	0.1	54.7	43.3	1.2	56.0	61.7	0.1	124.9	24.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	135.0	35.3	0.1	54.7	43.3	1.2	56.0	61.7	0.1	124.9	24.3	0.3
LOS	F	D	A	D	D	A	E	E	A	F	C	A
Approach Delay		88.3			21.5			58.7			49.6	
Approach LOS		F			C			E			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.7
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 52.1
 Intersection LOS: D
 Intersection Capacity Utilization 101.2%
 ICU Level of Service G
 Analysis Period (min) 15








































Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		  	  		 	  		  	  	
Traffic Volume (veh/h)	571	384	71	78	641	815	163	2401	114	863	1872	360
Future Volume (veh/h)	571	384	71	78	641	815	163	2401	114	863	1872	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	577	388	0	79	647	0	165	2425	0	872	1891	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	512	1210		155	917		232	2428		773	3564	
Arrive On Green	0.09	0.21	0.00	0.04	0.16	0.00	0.06	0.38	0.00	0.21	0.56	0.00
Sat Flow, veh/h	5429	5700	1610	3619	5700	1610	3619	7600	1610	3619	7600	1610
Grp Volume(v), veh/h	577	388	0	79	647	0	165	2425	0	872	1891	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	9.9	6.0	0.0	2.2	11.3	0.0	4.7	33.4	0.0	22.4	16.3	0.0
Cycle Q Clear(g_c), s	9.9	6.0	0.0	2.2	11.3	0.0	4.7	33.4	0.0	22.4	16.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	512	1210		155	917		232	2428		773	3564	
V/C Ratio(X)	1.13	0.32		0.51	0.71		0.71	1.00		1.13	0.53	
Avail Cap(c_a), veh/h	512	1864		262	1739		355	2428		773	3564	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.5	34.9	0.0	49.1	41.7	0.0	48.1	32.3	0.0	41.2	15.7	0.0
Incr Delay (d2), s/veh	79.1	0.2	0.0	1.0	1.0	0.0	1.5	18.0	0.0	73.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	2.6	0.0	1.0	5.1	0.0	2.1	16.0	0.0	17.2	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.6	35.1	0.0	50.1	42.7	0.0	49.6	50.3	0.0	114.9	15.9	0.0
LnGrp LOS	F	D		D	D		D	D		F	B	
Approach Vol, veh/h		965	A		726	A		2590	A		2763	A
Approach Delay, s/veh		89.8			43.5			50.3			47.1	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	40.0	9.1	28.8	11.3	55.7	14.5	23.4				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	22.4	33.5	7.6	34.3	10.3	45.6	9.9	32.0				
Max Q Clear Time (g_c+I1), s	24.4	35.4	4.2	8.0	6.7	18.3	11.9	13.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.1	15.1	0.0	3.6				

Intersection Summary

HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

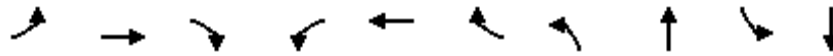
Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

05/29/2020

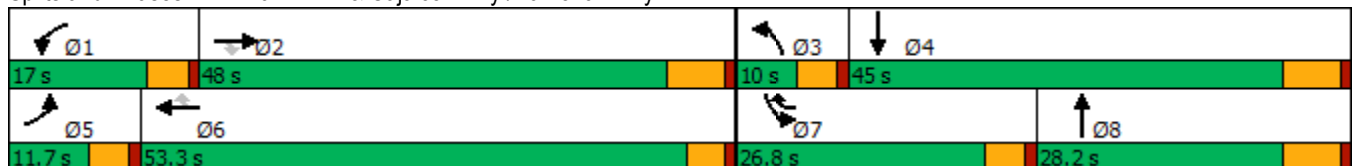


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑	↘↗	↑↑
Traffic Volume (vph)	43	1791	232	393	1536	97	249	164	414	417
Future Volume (vph)	43	1791	232	393	1536	97	249	164	414	417
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	11.7	48.0	48.0	17.0	53.3	26.8	10.0	28.2	26.8	45.0
Total Split (%)	9.8%	40.0%	40.0%	14.2%	44.4%	22.3%	8.3%	23.5%	22.3%	37.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	41.9	41.9	12.4	53.9	70.8	5.4	12.4	16.9	23.9
Actuated g/C Ratio	0.06	0.40	0.40	0.12	0.51	0.67	0.05	0.12	0.16	0.23
v/c Ratio	0.40	0.89	0.31	0.95	0.60	0.09	1.44	0.61	0.76	0.75
Control Delay	60.9	37.3	6.9	80.7	21.3	1.6	260.8	30.0	52.0	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	37.3	6.9	80.7	21.3	1.6	260.8	30.0	52.0	39.9
LOS	E	D	A	F	C	A	F	C	D	D
Approach Delay		34.4			31.9			133.2		44.8
Approach LOS		C			C			F		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.4
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 45.1
 Intersection LOS: D
 Intersection Capacity Utilization 89.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	43	1791	232	393	1536	97	249	164	145	414	417	181
Future Volume (veh/h)	43	1791	232	393	1536	97	249	164	145	414	417	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	1846	164	405	1584	52	257	169	101	427	430	141
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	2080	646	443	2533	1017	187	266	151	504	562	183
Arrive On Green	0.04	0.40	0.40	0.12	0.49	0.49	0.05	0.12	0.12	0.14	0.21	0.21
Sat Flow, veh/h	1810	5187	1610	3619	5187	1608	3510	2219	1259	3510	2674	868
Grp Volume(v), veh/h	44	1846	164	405	1584	52	257	136	134	427	289	282
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1608	1755	1805	1673	1755	1805	1738
Q Serve(g_s), s	2.4	33.5	6.9	11.2	22.8	1.2	5.4	7.3	7.8	12.0	15.2	15.5
Cycle Q Clear(g_c), s	2.4	33.5	6.9	11.2	22.8	1.2	5.4	7.3	7.8	12.0	15.2	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.75	1.00		0.50
Lane Grp Cap(c), veh/h	63	2080	646	443	2533	1017	187	216	201	504	380	365
V/C Ratio(X)	0.69	0.89	0.25	0.91	0.63	0.05	1.37	0.63	0.67	0.85	0.76	0.77
Avail Cap(c_a), veh/h	127	2139	664	443	2533	1017	187	392	363	769	691	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	28.2	20.2	43.9	19.1	7.1	48.0	42.4	42.7	42.3	37.6	37.7
Incr Delay (d2), s/veh	5.0	4.9	0.2	23.0	0.5	0.0	198.3	3.0	3.8	3.4	3.2	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	13.4	2.4	6.2	8.2	0.4	7.4	3.3	3.3	5.2	6.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	33.1	20.5	66.9	19.6	7.1	246.3	45.4	46.5	45.7	40.8	41.2
LnGrp LOS	D	C	C	E	B	A	F	D	D	D	D	D
Approach Vol, veh/h		2054			2041			527				998
Approach Delay, s/veh		32.5			28.7			143.6				43.0
Approach LOS		C			C			F				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	46.8	10.0	27.5	8.2	55.7	19.2	18.4				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	12.4	41.8	5.4	38.8	7.1	* 49	22.2	22.0				
Max Q Clear Time (g_c+I1), s	13.2	35.5	7.4	17.5	4.4	24.8	14.0	9.8				
Green Ext Time (p_c), s	0.0	5.1	0.0	3.0	0.0	11.8	0.5	1.0				

Intersection Summary

HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

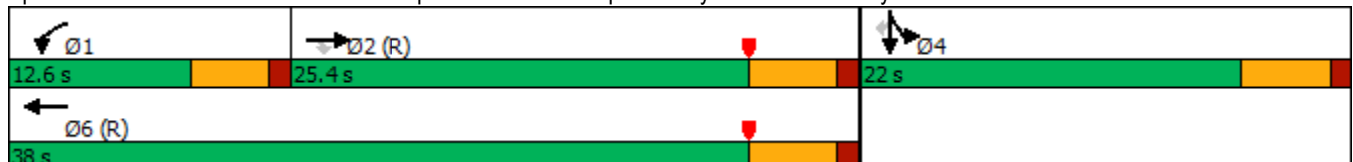


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↖↗	↑	↖	↗
Traffic Volume (vph)	555	106	381	345	0	435
Future Volume (vph)	555	106	381	345	0	435
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.4	25.4	12.6	38.0	22.0	22.0
Total Split (%)	42.3%	42.3%	21.0%	63.3%	36.7%	36.7%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.4	20.4	8.1	33.0	17.0	17.0
Actuated g/C Ratio	0.34	0.34	0.14	0.55	0.28	0.28
v/c Ratio	0.49	0.18	0.88	0.36	0.93	0.61
Control Delay	17.4	4.1	63.6	7.7	50.8	6.4
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	17.4	4.1	63.6	7.9	50.8	6.4
LOS	B	A	E	A	D	A
Approach Delay	15.2			37.1	28.7	
Approach LOS	B			D	C	

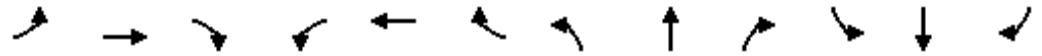
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 27.5
 Intersection LOS: C
 Intersection Capacity Utilization 68.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 06/03/2020

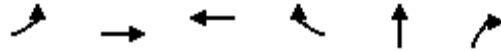


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑						↑	↑
Traffic Volume (veh/h)	0	555	106	381	345	0	0	0	0	439	0	435
Future Volume (veh/h)	0	555	106	381	345	0	0	0	0	439	0	435
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	603	101	414	375	0				477	0	400
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1227	547	474	1045	0				513	0	456
Arrive On Green	0.00	0.34	0.34	0.23	0.92	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	3705	1610	3510	1900	0				1810	0	1610
Grp Volume(v), veh/h	0	603	101	414	375	0				477	0	400
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	7.9	2.7	6.8	1.4	0.0				15.4	0.0	14.2
Cycle Q Clear(g_c), s	0.0	7.9	2.7	6.8	1.4	0.0				15.4	0.0	14.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1227	547	474	1045	0				513	0	456
V/C Ratio(X)	0.00	0.49	0.18	0.87	0.36	0.00				0.93	0.00	0.88
Avail Cap(c_a), veh/h	0	1227	547	474	1045	0				513	0	456
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.93	0.93	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.7	13.9	22.7	1.2	0.0				20.9	0.0	20.5
Incr Delay (d2), s/veh	0.0	1.4	0.7	14.9	0.9	0.0				23.8	0.0	17.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.9	3.2	0.5	0.0				8.8	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	14.7	37.6	2.1	0.0				44.7	0.0	37.8
LnGrp LOS	A	B	B	D	A	A				D	A	D
Approach Vol, veh/h		704			789						877	
Approach Delay, s/veh		16.8			20.7						41.5	
Approach LOS		B			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.6	25.4		22.0		38.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	8.1	20.4		17.0		33.0						
Max Q Clear Time (g_c+I1), s	8.8	9.9		17.4		3.4						
Green Ext Time (p_c), s	0.0	2.0		0.0		1.2						

Intersection Summary

HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Timings

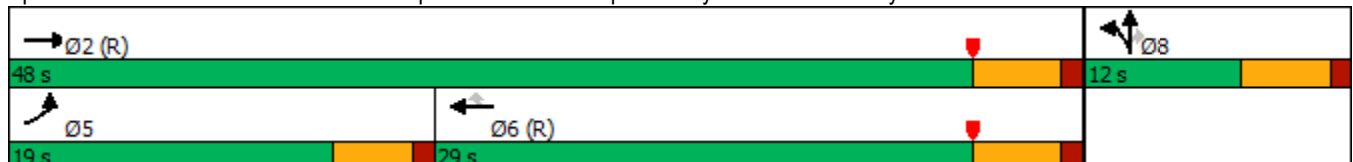


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↗↗	↑↑	↑↑	↖	↖	↖
Traffic Volume (vph)	297	697	617	671	1	221
Future Volume (vph)	297	697	617	671	1	221
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	19.0	48.0	29.0	29.0	12.0	12.0
Total Split (%)	31.7%	80.0%	48.3%	48.3%	20.0%	20.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	9.9	43.0	28.6	28.6	7.0	7.0
Actuated g/C Ratio	0.16	0.72	0.48	0.48	0.12	0.12
v/c Ratio	0.56	0.29	0.39	0.71	0.56	0.60
Control Delay	32.3	3.1	11.4	9.4	37.0	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	3.1	11.4	9.4	37.0	11.2
LOS	C	A	B	A	D	B
Approach Delay		11.8	10.3		19.7	
Approach LOS		B	B		B	

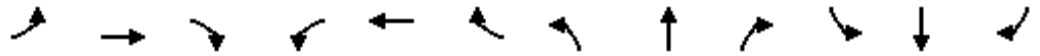
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 12.1
 Intersection LOS: B
 Intersection Capacity Utilization 68.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 05/29/2020

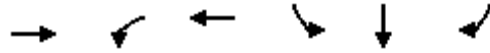


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↗		↖	↗			
Traffic Volume (veh/h)	297	697	0	0	617	671	109	1	221	0	0	0
Future Volume (veh/h)	297	697	0	0	617	671	109	1	221	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	323	758	0	0	671	639	118	1	100			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	434	2587	0	0	1870	834	209	2	188			
Arrive On Green	0.25	1.00	0.00	0.00	0.52	0.52	0.12	0.12	0.12			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1795	15	1610			
Grp Volume(v), veh/h	323	758	0	0	671	639	119	0	100			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	5.1	0.0	0.0	0.0	6.6	19.0	3.7	0.0	3.5			
Cycle Q Clear(g_c), s	5.1	0.0	0.0	0.0	6.6	19.0	3.7	0.0	3.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	434	2587	0	0	1870	834	211	0	188			
V/C Ratio(X)	0.74	0.29	0.00	0.00	0.36	0.77	0.56	0.00	0.53			
Avail Cap(c_a), veh/h	848	2587	0	0	1870	834	211	0	188			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	0.90	0.90	1.00	0.00	1.00			
Uniform Delay (d), s/veh	21.7	0.0	0.0	0.0	8.6	11.6	25.1	0.0	25.0			
Incr Delay (d2), s/veh	0.8	0.2	0.0	0.0	0.5	6.0	10.4	0.0	10.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	0.0	2.0	6.1	2.0	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.2	0.0	0.0	9.0	17.6	35.5	0.0	35.4			
LnGrp LOS	C	A	A	A	A	B	D	A	D			
Approach Vol, veh/h		1081			1310			219				
Approach Delay, s/veh		6.9			13.2			35.4				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		48.0			11.9	36.1		12.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		43.0			14.5	24.0		7.0				
Max Q Clear Time (g_c+I1), s		2.0			7.1	21.0		5.7				
Green Ext Time (p_c), s		3.3			0.4	1.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Timings
4: I-215 SB Ramps & Ramona Exwy.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↵	↑↑↑	↵	↵	↵
Traffic Volume (vph)	1658	288	1425	1179	2	281
Future Volume (vph)	1658	288	1425	1179	2	281
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	47.2	21.8	69.0	41.0	41.0	41.0
Total Split (%)	42.9%	19.8%	62.7%	37.3%	37.3%	37.3%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	41.2	17.3	63.0	35.5	35.5	35.5
Actuated g/C Ratio	0.37	0.16	0.57	0.32	0.32	0.32
v/c Ratio	1.10	1.03	0.48	1.08	1.08	0.50
Control Delay	87.4	64.8	3.1	96.9	97.3	25.3
Queue Delay	0.0	0.0	0.3	15.5	14.9	0.0
Total Delay	87.4	64.8	3.5	112.4	112.3	25.3
LOS	F	E	A	F	F	C
Approach Delay	87.4		13.8		95.6	
Approach LOS	F		B		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 65.8
 Intersection LOS: E
 Intersection Capacity Utilization 160.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↖	↑↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	1658	444	288	1425	0	0	0	0	1179	2	281
Future Volume (veh/h)	0	1658	444	288	1425	0	0	0	0	1179	2	281
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1675	317	291	1439	0				1192	0	215
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1643	308	285	2971	0				1168	0	520
Arrive On Green	0.00	0.37	0.37	0.09	0.34	0.00				0.32	0.00	0.32
Sat Flow, veh/h	0	4557	823	1810	5358	0				3619	0	1610
Grp Volume(v), veh/h	0	1318	674	291	1439	0				1192	0	215
Grp Sat Flow(s),veh/h/ln	0	1729	1752	1810	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	41.2	41.2	17.3	24.0	0.0				35.5	0.0	11.5
Cycle Q Clear(g_c), s	0.0	41.2	41.2	17.3	24.0	0.0				35.5	0.0	11.5
Prop In Lane	0.00		0.47	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1295	656	285	2971	0				1168	0	520
V/C Ratio(X)	0.00	1.02	1.03	1.02	0.48	0.00				1.02	0.00	0.41
Avail Cap(c_a), veh/h	0	1295	656	285	2971	0				1168	0	520
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.37	0.37	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.4	34.4	49.8	23.3	0.0				37.3	0.0	29.1
Incr Delay (d2), s/veh	0.0	19.7	28.8	22.0	0.1	0.0				31.6	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.4	21.3	9.7	10.2	0.0				19.9	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.1	63.2	71.8	23.4	0.0				68.9	0.0	31.5
LnGrp LOS	A	F	F	F	C	A				F	A	C
Approach Vol, veh/h		1992			1730						1407	
Approach Delay, s/veh		57.2			31.5						63.2	
Approach LOS		E			C						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	21.8	47.2		41.0		69.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	17.3	41.2		35.5		63.0						
Max Q Clear Time (g_c+I1), s	19.3	43.2		37.5		26.0						
Green Ext Time (p_c), s	0.0	0.0		0.0		7.3						

Intersection Summary

HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D

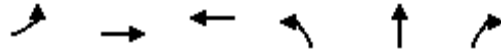
Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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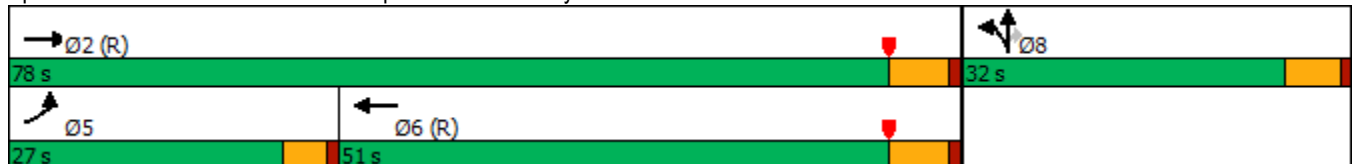


Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations	↘	↑↑↑	↑↑↑↔	↘	↙	↗
Traffic Volume (vph)	416	2421	1339	375	2	526
Future Volume (vph)	416	2421	1339	375	2	526
Turn Type	Prot	NA	NA	Split	NA	Perm
Protected Phases	5	2	6	8	8	
Permitted Phases						8
Detector Phase	5	2	6	8	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	10.5	10.5	10.5
Total Split (s)	27.0	78.0	51.0	32.0	32.0	32.0
Total Split (%)	24.5%	70.9%	46.4%	29.1%	29.1%	29.1%
Yellow Time (s)	3.5	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	22.5	72.0	45.0	26.5	26.5	26.5
Actuated g/C Ratio	0.20	0.65	0.41	0.24	0.24	0.24
v/c Ratio	1.16	0.74	1.14dr	0.47	0.47	1.22
Control Delay	106.4	22.0	74.6	40.1	40.3	149.5
Queue Delay	0.0	47.5	0.0	0.0	0.0	0.0
Total Delay	106.4	69.5	74.6	40.1	40.3	149.5
LOS	F	E	E	D	D	F
Approach Delay		74.9	74.6		103.8	
Approach LOS		E	E		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 79.2
 Intersection LOS: E
 Intersection Capacity Utilization 160.9%
 ICU Level of Service H
 Analysis Period (min) 15
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑			↑↑↑		↘	↙	↗			
Traffic Volume (veh/h)	416	2421	0	0	1339	860	375	2	526	0	0	0
Future Volume (veh/h)	416	2421	0	0	1339	860	375	2	526	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	429	2496	0	0	1380	691	388	0	455			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	370	3395	0	0	1415	659	872	0	388			
Arrive On Green	0.41	1.00	0.00	0.00	0.41	0.41	0.24	0.00	0.24			
Sat Flow, veh/h	1810	5358	0	0	3629	1610	3619	0	1610			
Grp Volume(v), veh/h	429	2496	0	0	1380	691	388	0	455			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	22.5	0.0	0.0	0.0	43.2	45.0	10.0	0.0	26.5			
Cycle Q Clear(g_c), s	22.5	0.0	0.0	0.0	43.2	45.0	10.0	0.0	26.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	370	3395	0	0	1415	659	872	0	388			
V/C Ratio(X)	1.16	0.74	0.00	0.00	0.98	1.05	0.45	0.00	1.17			
Avail Cap(c_a), veh/h	370	3395	0	0	1415	659	872	0	388			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.5	0.0	0.0	0.0	32.0	32.5	35.5	0.0	41.7			
Incr Delay (d2), s/veh	74.6	0.1	0.0	0.0	18.8	48.6	0.4	0.0	101.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.3	0.0	0.0	0.0	20.1	24.8	4.3	0.0	21.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.1	0.1	0.0	0.0	50.7	81.1	35.9	0.0	143.6			
LnGrp LOS	F	A	A	A	D	F	D	A	F			
Approach Vol, veh/h		2925			2071			843				
Approach Delay, s/veh		15.8			60.9			94.0				
Approach LOS		B			E			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		78.0			27.0	51.0		32.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		72.0			22.5	45.0		26.5				
Max Q Clear Time (g_c+I1), s		2.0			24.5	47.0		28.5				
Green Ext Time (p_c), s		22.6			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

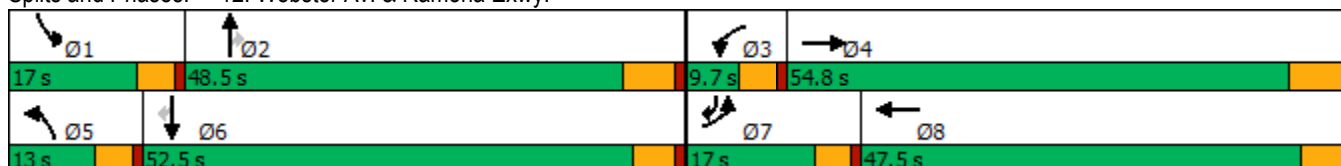


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	474	1891	30	1503	179	28	19	273	52	890
Future Volume (vph)	474	1891	30	1503	179	28	19	273	52	890
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	47.5	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	17.0	54.8	9.7	47.5	13.0	48.5	48.5	17.0	52.5	17.0
Total Split (%)	13.1%	42.2%	7.5%	36.5%	10.0%	37.3%	37.3%	13.1%	40.4%	13.1%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.1	45.8	5.4	34.1	10.1	15.0	15.0	15.7	17.7	31.8
Actuated g/C Ratio	0.14	0.50	0.06	0.37	0.11	0.16	0.16	0.17	0.19	0.35
v/c Ratio	0.98	0.55	0.30	0.61	0.96	0.10	0.05	0.95	0.15	1.58
Control Delay	77.6	19.3	57.5	25.3	102.0	35.2	0.3	82.7	32.3	293.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.6	19.3	57.5	25.3	102.0	35.2	0.3	82.7	32.3	293.6
LOS	E	B	E	C	F	D	A	F	C	F
Approach Delay		30.8		25.8		85.3			234.9	
Approach LOS		C		C		F			F	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 91.1
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.58
 Intersection Signal Delay: 76.8
 Intersection LOS: E
 Intersection Capacity Utilization 100.5%
 ICU Level of Service G
 Analysis Period (min) 15























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	1891	40	30	1503	107	179	28	19	273	52	890
Future Volume (veh/h)	474	1891	40	30	1503	107	179	28	19	273	52	890
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	510	2033	32	32	1616	87	192	30	15	294	56	575
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	379	2825	44	50	2153	116	128	582	493	190	647	717
Arrive On Green	0.10	0.38	0.38	0.03	0.30	0.30	0.07	0.31	0.31	0.10	0.34	0.34
Sat Flow, veh/h	3619	7461	117	1810	7146	385	1810	1900	1609	1810	1900	1610
Grp Volume(v), veh/h	510	1553	512	32	1289	414	192	30	15	294	56	575
Grp Sat Flow(s),veh/h/ln	1810	1900	1879	1810	1900	1831	1810	1900	1609	1810	1900	1610
Q Serve(g_s), s	12.4	27.5	27.5	2.1	24.1	24.2	8.4	1.3	0.8	12.4	2.4	36.5
Cycle Q Clear(g_c), s	12.4	27.5	27.5	2.1	24.1	24.2	8.4	1.3	0.8	12.4	2.4	36.5
Prop In Lane	1.00		0.06	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	379	2158	711	50	1717	552	128	582	493	190	647	717
V/C Ratio(X)	1.34	0.72	0.72	0.64	0.75	0.75	1.49	0.05	0.03	1.55	0.09	0.80
Avail Cap(c_a), veh/h	379	2342	772	78	2043	656	128	679	575	190	761	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	31.4	31.4	56.9	37.3	37.3	54.9	28.9	28.7	52.9	26.5	28.3
Incr Delay (d2), s/veh	171.7	1.0	3.0	5.1	1.3	4.0	258.8	0.0	0.0	271.8	0.1	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	12.0	12.3	1.0	10.9	10.9	13.0	0.6	0.3	19.9	1.1	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	224.6	32.4	34.4	62.0	38.6	41.3	313.7	28.9	28.7	324.8	26.6	33.5
LnGrp LOS	F	C	C	E	D	D	F	C	C	F	C	C
Approach Vol, veh/h		2575			1735			237			925	
Approach Delay, s/veh		70.9			39.7			259.7			125.7	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	42.5	7.9	51.0	13.0	46.5	17.0	41.8				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	12.4	42.3	5.1	48.6	8.4	* 47	12.4	* 42				
Max Q Clear Time (g_c+I1), s	14.4	3.3	4.1	29.5	10.4	38.5	14.4	26.2				
Green Ext Time (p_c), s	0.0	0.2	0.0	12.7	0.0	1.8	0.0	9.5				

Intersection Summary

HCM 6th Ctrl Delay	78.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	236	1795	134	1287	252	249	292	341	368
Future Volume (vph)	236	1795	134	1287	252	249	292	341	368
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	17.0	46.2	12.0	41.2	22.7	44.8	17.0	39.1	39.1
Total Split (%)	14.2%	38.5%	10.0%	34.3%	18.9%	37.3%	14.2%	32.6%	32.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.5	38.8	7.5	33.8	17.7	25.6	12.5	20.5	20.5
Actuated g/C Ratio	0.12	0.37	0.07	0.32	0.17	0.24	0.12	0.19	0.19
v/c Ratio	1.13	0.75	1.08	0.59	0.85	0.49	1.40	0.50	0.80
Control Delay	145.4	31.6	151.4	31.8	70.4	23.9	241.5	40.3	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	145.4	31.6	151.4	31.8	70.4	23.9	241.5	40.3	32.3
LOS	F	C	F	C	E	C	F	D	C
Approach Delay		43.6		42.4		40.6		96.0	
Approach LOS		D		D		D		F	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 105.9

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.40

Intersection Signal Delay: 52.5

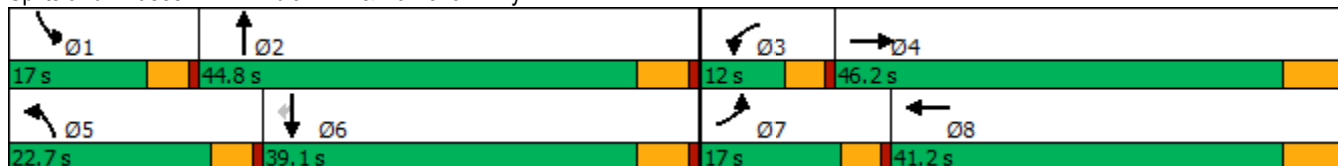
Intersection LOS: D

Intersection Capacity Utilization 84.3%

ICU Level of Service E

Analysis Period (min) 15






















Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	1795	220	134	1287	95	252	249	200	292	341	368
Future Volume (veh/h)	236	1795	220	134	1287	95	252	249	200	292	341	368
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	1832	173	137	1313	70	257	254	153	298	348	274
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	220	2410	228	131	2171	115	288	540	315	220	751	335
Arrive On Green	0.12	0.35	0.35	0.07	0.30	0.30	0.16	0.25	0.25	0.12	0.21	0.21
Sat Flow, veh/h	1810	6838	646	1810	7151	380	1810	2196	1278	1810	3610	1610
Grp Volume(v), veh/h	241	1527	478	137	1046	337	257	207	200	298	348	274
Grp Sat Flow(s),veh/h/ln	1810	1900	1784	1810	1900	1832	1810	1805	1670	1810	1805	1610
Q Serve(g_s), s	12.4	24.2	24.2	7.4	16.0	16.0	14.2	10.0	10.5	12.4	8.6	16.6
Cycle Q Clear(g_c), s	12.4	24.2	24.2	7.4	16.0	16.0	14.2	10.0	10.5	12.4	8.6	16.6
Prop In Lane	1.00		0.36	1.00		0.21	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	220	2009	629	131	1730	556	288	444	411	220	751	335
V/C Ratio(X)	1.10	0.76	0.76	1.04	0.60	0.61	0.89	0.47	0.49	1.36	0.46	0.82
Avail Cap(c_a), veh/h	220	2233	699	131	1954	628	321	689	638	220	1177	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	29.2	29.2	47.4	30.3	30.4	42.1	32.8	33.0	44.9	35.4	38.6
Incr Delay (d2), s/veh	89.0	1.4	4.4	91.0	0.4	1.4	22.3	0.8	0.9	187.0	0.4	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	10.4	10.3	6.5	6.9	6.8	7.9	4.3	4.2	16.8	3.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	133.9	30.7	33.6	138.4	30.8	31.7	64.3	33.6	33.9	231.9	35.9	44.2
LnGrp LOS	F	C	C	F	C	C	E	C	C	F	D	D
Approach Vol, veh/h		2246			1520			664			920	
Approach Delay, s/veh		42.4			40.7			45.6			101.9	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	30.9	12.0	42.2	20.9	27.0	17.0	37.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	12.4	39.0	7.4	40.0	18.1	33.3	12.4	35.0				
Max Q Clear Time (g_c+I1), s	14.4	12.5	9.4	26.2	16.2	18.6	14.4	18.0				
Green Ext Time (p_c), s	0.0	2.3	0.0	9.8	0.1	2.7	0.0	7.8				
Intersection Summary												
HCM 6th Ctrl Delay			52.5									
HCM 6th LOS			D									

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

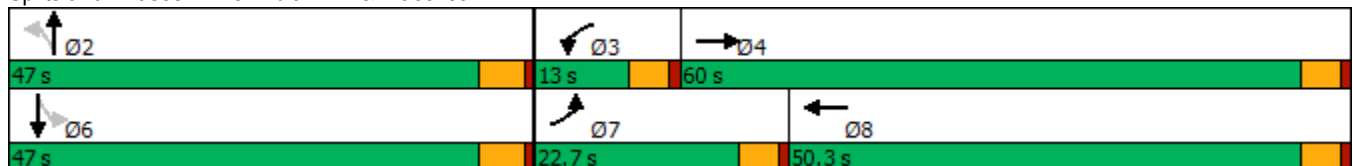


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	129	1078	54	312	95	96	137	253
Future Volume (vph)	129	1078	54	312	95	96	137	253
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	22.7	60.0	13.0	50.3	47.0	47.0	47.0	47.0
Total Split (%)	18.9%	50.0%	10.8%	41.9%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	12.4	56.7	7.2	49.1	29.4	29.4	29.4	29.4
Actuated g/C Ratio	0.12	0.54	0.07	0.47	0.28	0.28	0.28	0.28
v/c Ratio	0.66	0.73	0.48	0.23	1.11	0.38	0.53	0.83
Control Delay	61.3	23.6	64.3	18.8	165.1	25.7	39.4	48.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	23.6	64.3	18.8	165.1	25.7	39.4	48.1
LOS	E	C	E	B	F	C	D	D
Approach Delay		27.1		24.9		72.9		45.9
Approach LOS		C		C		E		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 35.5	Intersection LOS: D
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	






















Splits and Phases: 15: Indian Av. & Placentia Av.



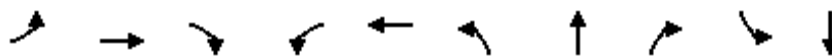
HCM 6th Signalized Intersection Summary
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	1078	199	54	312	41	95	96	89	137	253	145
Future Volume (veh/h)	129	1078	199	54	312	41	95	96	89	137	253	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	1172	162	59	339	34	103	104	75	149	275	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	1628	224	76	1522	152	194	323	233	358	401	168
Arrive On Green	0.09	0.51	0.51	0.04	0.46	0.46	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3187	439	1810	3315	330	1010	1026	740	1224	1272	532
Grp Volume(v), veh/h	140	662	672	59	184	189	103	0	179	149	0	390
Grp Sat Flow(s),veh/h/ln	1810	1805	1821	1810	1805	1841	1010	0	1767	1224	0	1804
Q Serve(g_s), s	8.2	30.7	31.0	3.5	6.6	6.7	10.8	0.0	8.4	11.5	0.0	20.5
Cycle Q Clear(g_c), s	8.2	30.7	31.0	3.5	6.6	6.7	31.3	0.0	8.4	19.8	0.0	20.5
Prop In Lane	1.00		0.24	1.00		0.18	1.00		0.42	1.00		0.29
Lane Grp Cap(c), veh/h	170	922	930	76	829	845	194	0	557	358	0	568
V/C Ratio(X)	0.82	0.72	0.72	0.77	0.22	0.22	0.53	0.00	0.32	0.42	0.00	0.69
Avail Cap(c_a), veh/h	302	922	930	140	829	845	266	0	683	445	0	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.2	20.5	20.6	51.4	17.7	17.7	46.1	0.0	28.3	35.9	0.0	32.5
Incr Delay (d2), s/veh	3.8	4.8	4.8	6.0	0.6	0.6	2.3	0.0	0.3	0.8	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	13.9	14.1	1.7	2.9	3.0	2.8	0.0	3.5	3.4	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	25.3	25.4	57.5	18.3	18.3	48.4	0.0	28.6	36.6	0.0	34.6
LnGrp LOS	D	C	C	E	B	B	D	A	C	D	A	C
Approach Vol, veh/h		1474			432			282				539
Approach Delay, s/veh		27.9			23.6			35.8				35.1
Approach LOS		C			C			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.3	9.2	60.0		39.3	14.8	54.4				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		41.9	8.4	55.4		41.9	18.1	45.7				
Max Q Clear Time (g_c+I1), s		33.3	5.5	33.0		22.5	10.2	8.7				
Green Ext Time (p_c), s		0.9	0.0	10.7		2.8	0.1	2.5				
Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

Timings
16: Perris Bl. & Iris Av.

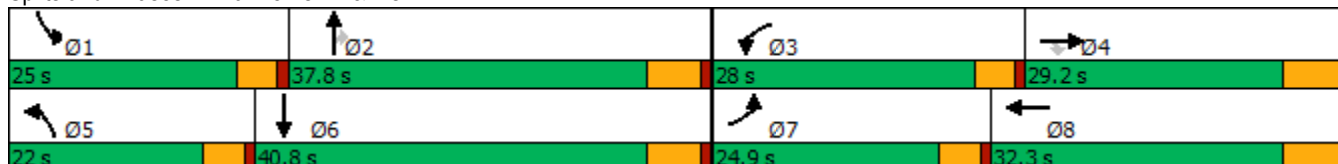


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑
Traffic Volume (vph)	169	472	303	319	352	210	950	295	265	1064
Future Volume (vph)	169	472	303	319	352	210	950	295	265	1064
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	24.9	29.2	29.2	28.0	32.3	22.0	37.8	37.8	25.0	40.8
Total Split (%)	20.8%	24.3%	24.3%	23.3%	26.9%	18.3%	31.5%	31.5%	20.8%	34.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.2	20.5	20.5	22.7	28.0	16.2	29.5	29.5	19.4	32.8
Actuated g/C Ratio	0.13	0.18	0.18	0.20	0.25	0.14	0.26	0.26	0.17	0.29
v/c Ratio	0.73	0.76	0.67	0.92	0.57	0.85	0.73	0.54	0.90	0.83
Control Delay	65.8	52.9	21.1	77.7	38.7	77.9	42.5	15.3	78.5	43.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.8	52.9	21.1	77.7	38.7	77.9	42.5	15.3	78.5	43.5
LOS	E	D	C	E	D	E	D	B	E	D
Approach Delay		45.0			54.3		42.1			49.9
Approach LOS		D			D		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.5
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 47.2
 Intersection LOS: D
 Intersection Capacity Utilization 83.5%
 ICU Level of Service E
 Analysis Period (min) 15






























Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  			  	
Traffic Volume (veh/h)	169	472	303	319	352	125	210	950	295	265	1064	120
Future Volume (veh/h)	169	472	303	319	352	125	210	950	295	265	1064	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	492	283	332	367	55	219	990	188	276	1108	114
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	713	318	359	888	132	248	1278	394	304	1325	136
Arrive On Green	0.11	0.20	0.20	0.20	0.28	0.28	0.14	0.25	0.25	0.17	0.28	0.28
Sat Flow, veh/h	1810	3610	1608	1810	3147	468	1810	5187	1600	1810	4777	491
Grp Volume(v), veh/h	176	492	283	332	209	213	219	990	188	276	802	420
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1810	1810	1729	1600	1810	1729	1810
Q Serve(g_s), s	10.7	14.2	19.2	20.2	10.5	10.7	13.3	19.9	11.2	16.8	24.4	24.5
Cycle Q Clear(g_c), s	10.7	14.2	19.2	20.2	10.5	10.7	13.3	19.9	11.2	16.8	24.4	24.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	206	713	318	359	509	511	248	1278	394	304	959	502
V/C Ratio(X)	0.85	0.69	0.89	0.92	0.41	0.42	0.88	0.77	0.48	0.91	0.84	0.84
Avail Cap(c_a), veh/h	328	741	330	378	509	511	281	1482	457	330	1081	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	41.7	43.8	44.0	32.6	32.7	47.4	39.3	36.0	45.7	38.1	38.1
Incr Delay (d2), s/veh	6.8	2.6	24.1	26.6	0.5	0.5	22.7	2.3	0.9	25.2	5.3	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	6.3	9.4	11.3	4.5	4.6	7.4	8.4	4.3	9.4	10.6	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	44.4	67.9	70.6	33.2	33.2	70.1	41.6	36.9	70.9	43.4	47.8
LnGrp LOS	E	D	E	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		951			754			1397			1498	
Approach Delay, s/veh		53.4			49.7			45.4			49.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.4	33.4	26.8	28.3	20.0	36.9	17.4	37.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	20.4	32.0	23.4	23.0	17.4	35.0	20.3	26.1				
Max Q Clear Time (g_c+I1), s	18.8	21.9	22.2	21.2	15.3	26.5	12.7	12.7				
Green Ext Time (p_c), s	0.1	4.9	0.1	0.8	0.1	4.6	0.1	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			49.2									
HCM 6th LOS			D									

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

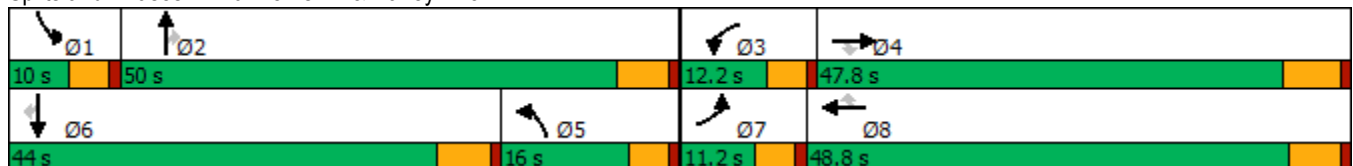
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	401	228	419	538	273	155	891	19	181	1120	333
Future Volume (vph)	316	401	228	419	538	273	155	891	19	181	1120	333
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.2	47.8	47.8	12.2	48.8	48.8	16.0	50.0	50.0	10.0	44.0	44.0
Total Split (%)	9.3%	39.8%	39.8%	10.2%	40.7%	40.7%	13.3%	41.7%	41.7%	8.3%	36.7%	36.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	20.2	20.2	7.9	21.6	21.6	8.8	34.9	34.9	5.6	31.7	31.7
Actuated g/C Ratio	0.08	0.22	0.22	0.09	0.24	0.24	0.10	0.39	0.39	0.06	0.35	0.35
v/c Ratio	1.30	0.54	0.47	1.50	0.47	0.59	0.50	0.48	0.03	0.91	0.67	0.51
Control Delay	195.6	33.7	8.6	271.2	30.7	18.9	47.5	22.5	0.1	88.8	28.1	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	195.6	33.7	8.6	271.2	30.7	18.9	47.5	22.5	0.1	88.8	28.1	12.1
LOS	F	C	A	F	C	B	D	C	A	F	C	B
Approach Delay		81.7			110.0			25.7			31.6	
Approach LOS		F			F			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 90.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.50
 Intersection Signal Delay: 59.8
 Intersection LOS: E
 Intersection Capacity Utilization 67.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (veh/h)	316	401	228	419	538	273	155	891	19	181	1120	333
Future Volume (veh/h)	316	401	228	419	538	273	155	891	19	181	1120	333
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	343	436	187	455	585	243	168	968	17	197	1217	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	289	766	342	333	1165	357	251	1872	581	237	1773	550
Arrive On Green	0.08	0.21	0.21	0.09	0.22	0.22	0.07	0.36	0.36	0.07	0.34	0.34
Sat Flow, veh/h	3510	3610	1610	3510	5187	1589	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	343	436	187	455	585	243	168	968	17	197	1217	280
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1589	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	6.6	8.7	6.0	7.6	7.9	11.2	3.7	11.7	0.5	4.4	16.2	7.5
Cycle Q Clear(g_c), s	6.6	8.7	6.0	7.6	7.9	11.2	3.7	11.7	0.5	4.4	16.2	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	766	342	333	1165	357	251	1872	581	237	1773	550
V/C Ratio(X)	1.19	0.57	0.55	1.37	0.50	0.68	0.67	0.52	0.03	0.83	0.69	0.51
Avail Cap(c_a), veh/h	289	1875	836	333	2785	853	500	2862	889	237	2474	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	28.3	14.5	36.3	27.1	28.4	36.3	20.1	16.5	36.9	22.7	9.6
Incr Delay (d2), s/veh	113.0	0.7	1.4	182.9	0.3	2.3	1.2	0.2	0.0	20.5	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	3.5	3.0	11.5	3.0	4.2	1.5	4.3	0.2	2.5	6.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	149.8	28.9	15.9	219.1	27.5	30.7	37.4	20.3	16.6	57.4	23.1	10.4
LnGrp LOS	F	C	B	F	C	C	D	C	B	E	C	B
Approach Vol, veh/h		966			1283			1153			1694	
Approach Delay, s/veh		69.3			96.1			22.8			25.0	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	34.7	12.2	23.2	11.5	33.2	11.2	24.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	44.2	7.6	41.6	11.4	* 38	6.6	* 43				
Max Q Clear Time (g_c+I1), s	6.4	13.7	9.6	10.7	5.7	18.2	8.6	13.2				
Green Ext Time (p_c), s	0.0	7.1	0.0	3.3	0.1	9.1	0.0	4.8				

Intersection Summary

HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

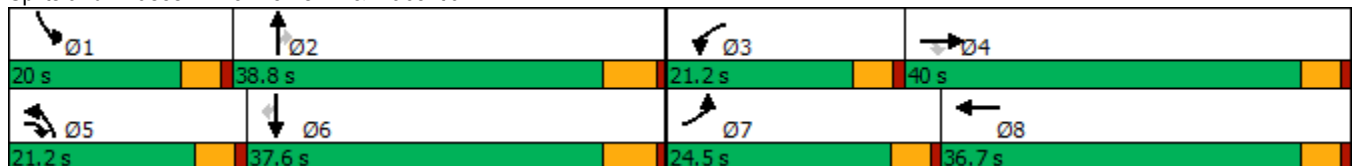


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (vph)	162	624	654	226	148	226	803	330	162	1190	86
Future Volume (vph)	162	624	654	226	148	226	803	330	162	1190	86
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	9.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	24.5	40.0	21.2	21.2	36.7	21.2	38.8	38.8	20.0	37.6	37.6
Total Split (%)	20.4%	33.3%	17.7%	17.7%	30.6%	17.7%	32.3%	32.3%	16.7%	31.3%	31.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.7	27.5	48.8	16.7	29.5	16.7	34.2	34.2	13.7	31.2	31.2
Actuated g/C Ratio	0.13	0.25	0.44	0.15	0.26	0.15	0.31	0.31	0.12	0.28	0.28
v/c Ratio	0.74	0.75	0.95	0.91	0.30	0.91	0.54	0.55	0.79	0.88	0.18
Control Delay	65.5	44.8	50.3	83.7	19.0	83.7	34.9	15.5	72.9	47.4	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	44.8	50.3	83.7	19.0	83.7	34.9	15.5	72.9	47.4	6.8
LOS	E	D	D	F	B	F	C	B	E	D	A
Approach Delay		49.6			48.6		38.3			47.9	
Approach LOS		D			D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111.7
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 45.7
 Intersection LOS: D
 Intersection Capacity Utilization 88.5%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	162	624	654	226	148	121	226	803	330	162	1190	86
Future Volume (veh/h)	162	624	654	226	148	121	226	803	330	162	1190	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	671	542	243	159	54	243	863	274	174	1280	69
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	1067	699	251	861	282	251	1509	467	201	1367	423
Arrive On Green	0.11	0.30	0.30	0.14	0.32	0.32	0.14	0.29	0.29	0.11	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	2671	876	1810	5187	1605	1810	5187	1605
Grp Volume(v), veh/h	174	671	542	243	106	107	243	863	274	174	1280	69
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1741	1810	1729	1605	1810	1729	1605
Q Serve(g_s), s	11.3	19.3	34.4	16.0	5.0	5.3	16.0	17.0	17.5	11.3	28.9	4.0
Cycle Q Clear(g_c), s	11.3	19.3	34.4	16.0	5.0	5.3	16.0	17.0	17.5	11.3	28.9	4.0
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	1067	699	251	582	561	251	1509	467	201	1367	423
V/C Ratio(X)	0.86	0.63	0.78	0.97	0.18	0.19	0.97	0.57	0.59	0.86	0.94	0.16
Avail Cap(c_a), veh/h	301	1067	699	251	582	561	251	1509	467	233	1377	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	36.5	28.9	51.3	29.2	29.3	51.3	36.1	36.3	52.3	43.1	33.9
Incr Delay (d2), s/veh	10.5	1.2	5.5	47.8	0.1	0.2	47.8	0.5	1.9	22.3	12.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	8.7	14.3	10.6	2.3	2.3	10.4	7.0	7.2	6.3	13.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	37.7	34.4	99.1	29.4	29.5	99.1	36.6	38.2	74.7	55.2	34.1
LnGrp LOS	E	D	C	F	C	C	F	D	D	E	E	C
Approach Vol, veh/h		1387			456			1380			1523	
Approach Delay, s/veh		39.5			66.6			48.0			56.5	
Approach LOS		D			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	40.6	21.2	40.0	21.2	37.4	18.0	43.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	15.4	33.0	16.6	35.4	16.6	31.8	19.9	32.1				
Max Q Clear Time (g_c+I1), s	13.3	19.5	18.0	36.4	18.0	30.9	13.3	7.3				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.0	0.0	0.7	0.1	1.3				

Intersection Summary

HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

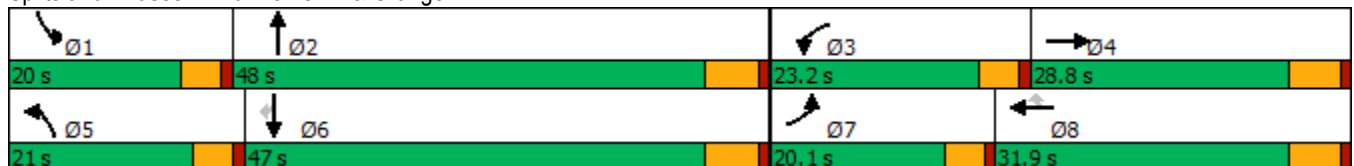


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕	↙	↕	↗	↙	↕	↙	↕	↗
Traffic Volume (vph)	131	364	247	255	91	246	1118	195	1410	54
Future Volume (vph)	131	364	247	255	91	246	1118	195	1410	54
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	9.6	36.8	36.8
Total Split (s)	20.1	28.8	23.2	31.9	31.9	21.0	48.0	20.0	47.0	47.0
Total Split (%)	16.8%	24.0%	19.3%	26.6%	26.6%	17.5%	40.0%	16.7%	39.2%	39.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.7	22.2	18.3	27.8	27.8	16.4	41.3	14.9	39.8	39.8
Actuated g/C Ratio	0.11	0.19	0.16	0.24	0.24	0.14	0.35	0.13	0.34	0.34
v/c Ratio	0.72	0.92	0.94	0.32	0.21	1.04	0.80	0.90	0.85	0.09
Control Delay	71.4	55.7	90.1	39.2	6.8	117.7	37.5	90.9	42.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.4	55.7	90.1	39.2	6.8	117.7	37.5	90.9	42.0	0.4
LOS	E	E	F	D	A	F	D	F	D	A
Approach Delay		58.3		55.4			49.9		46.4	
Approach LOS		E		E			D		D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 117.6	
Natural Cycle: 105	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 50.8	Intersection LOS: D
Intersection Capacity Utilization 91.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘	↗	↗	↗↘↙		↗	↗↘↙	↗
Traffic Volume (veh/h)	131	364	285	247	255	91	246	1118	228	195	1410	54
Future Volume (veh/h)	131	364	285	247	255	91	246	1118	228	195	1410	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	387	216	263	271	70	262	1189	158	207	1500	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	431	237	287	934	413	253	1586	211	234	1722	534
Arrive On Green	0.09	0.19	0.19	0.16	0.26	0.26	0.14	0.34	0.34	0.13	0.33	0.33
Sat Flow, veh/h	1810	2242	1234	1810	3610	1595	1810	4630	615	1810	5187	1609
Grp Volume(v), veh/h	139	310	293	263	271	70	262	888	459	207	1500	34
Grp Sat Flow(s),veh/h/ln	1810	1805	1671	1810	1805	1595	1810	1729	1787	1810	1729	1609
Q Serve(g_s), s	8.9	19.7	20.1	16.8	7.1	4.0	16.4	26.6	26.7	13.2	31.9	1.7
Cycle Q Clear(g_c), s	8.9	19.7	20.1	16.8	7.1	4.0	16.4	26.6	26.7	13.2	31.9	1.7
Prop In Lane	1.00		0.74	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	167	347	321	287	934	413	253	1184	612	234	1722	534
V/C Ratio(X)	0.83	0.90	0.91	0.92	0.29	0.17	1.04	0.75	0.75	0.88	0.87	0.06
Avail Cap(c_a), veh/h	239	354	328	287	934	413	253	1244	643	238	1823	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	46.2	46.4	48.6	34.8	33.7	50.4	34.1	34.1	50.2	36.8	26.7
Incr Delay (d2), s/veh	10.8	23.8	28.1	31.6	0.2	0.2	66.0	2.5	4.7	28.8	4.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	10.8	10.6	9.9	3.0	1.5	11.8	11.1	11.8	7.7	13.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	70.0	74.4	80.1	35.0	33.9	116.5	36.6	38.8	79.0	41.5	26.8
LnGrp LOS	E	E	E	F	D	C	F	D	D	E	D	C
Approach Vol, veh/h		742			604			1609			1741	
Approach Delay, s/veh		70.5			54.5			50.2			45.7	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	46.0	23.2	28.3	21.0	44.7	15.4	36.1				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	15.4	42.2	18.6	23.0	16.4	41.2	15.5	26.1				
Max Q Clear Time (g_c+I1), s	15.2	28.7	18.8	22.1	18.4	33.9	10.9	9.1				
Green Ext Time (p_c), s	0.0	6.9	0.0	0.3	0.0	5.1	0.1	1.6				

Intersection Summary

HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

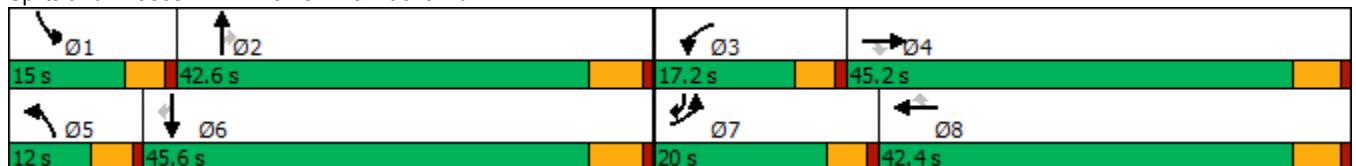
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	485	548	297	171	308	157	217	887	256	254	1206	399
Future Volume (vph)	485	548	297	171	308	157	217	887	256	254	1206	399
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	20.0	45.2	45.2	17.2	42.4	42.4	12.0	42.6	42.6	15.0	45.6	20.0
Total Split (%)	16.7%	37.7%	37.7%	14.3%	35.3%	35.3%	10.0%	35.5%	35.5%	12.5%	38.0%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.5	25.9	25.9	9.6	20.0	20.0	7.5	37.2	37.2	10.3	40.1	56.9
Actuated g/C Ratio	0.15	0.25	0.25	0.09	0.19	0.19	0.07	0.36	0.36	0.10	0.39	0.55
v/c Ratio	1.00	0.65	0.62	0.57	0.47	0.40	0.93	0.74	0.43	0.78	0.93	0.26
Control Delay	84.1	38.3	21.0	53.4	38.5	10.1	90.5	34.6	15.1	63.3	44.2	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.1	38.3	21.0	53.4	38.5	10.1	90.5	34.6	15.1	63.3	44.2	3.3
LOS	F	D	C	D	D	B	F	C	B	E	D	A
Approach Delay		51.1			35.5			39.8			38.1	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.7
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 41.6
 Intersection LOS: D
 Intersection Capacity Utilization 88.9%
 ICU Level of Service E
 Analysis Period (min) 15

























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	485	548	297	171	308	157	217	887	256	254	1206	399
Future Volume (veh/h)	485	548	297	171	308	157	217	887	256	254	1206	399
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	522	589	259	184	331	106	233	954	242	273	1297	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	504	1077	469	249	815	355	242	1246	536	334	1340	1439
Arrive On Green	0.14	0.30	0.30	0.07	0.23	0.23	0.07	0.35	0.35	0.10	0.37	0.37
Sat Flow, veh/h	3510	3610	1571	3510	3610	1572	3510	3610	1553	3510	3610	2780
Grp Volume(v), veh/h	522	589	259	184	331	106	233	954	242	273	1297	240
Grp Sat Flow(s),veh/h/ln	1755	1805	1571	1755	1805	1572	1755	1805	1553	1755	1805	1390
Q Serve(g_s), s	15.4	14.7	14.8	5.5	8.4	6.0	7.1	25.2	13.0	8.2	37.8	4.9
Cycle Q Clear(g_c), s	15.4	14.7	14.8	5.5	8.4	6.0	7.1	25.2	13.0	8.2	37.8	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	504	1077	469	249	815	355	242	1246	536	334	1340	1439
V/C Ratio(X)	1.04	0.55	0.55	0.74	0.41	0.30	0.96	0.77	0.45	0.82	0.97	0.17
Avail Cap(c_a), veh/h	504	1340	583	413	1246	542	242	1246	536	341	1340	1440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	31.5	31.6	48.8	35.4	34.5	49.8	31.2	27.2	47.6	33.1	13.8
Incr Delay (d2), s/veh	49.4	0.4	1.0	1.6	0.3	0.5	46.6	2.9	0.6	13.3	17.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	6.2	5.6	2.4	3.6	2.3	4.6	10.8	4.7	4.1	18.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.3	32.0	32.6	50.4	35.7	34.9	96.4	34.1	27.8	60.8	50.4	13.9
LnGrp LOS	F	C	C	D	D	C	F	C	C	E	D	B
Approach Vol, veh/h		1370			621			1429			1810	
Approach Delay, s/veh		56.2			39.9			43.2			47.2	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	42.8	12.2	37.4	12.0	45.6	20.0	29.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	10.4	36.8	12.6	39.8	7.4	39.8	15.4	37.0				
Max Q Clear Time (g_c+I1), s	10.2	27.2	7.5	16.8	9.1	39.8	17.4	10.4				
Green Ext Time (p_c), s	0.0	4.7	0.1	4.8	0.0	0.0	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay				47.6								
HCM 6th LOS				D								

Timings
32: Redlands Av. & Rider St.

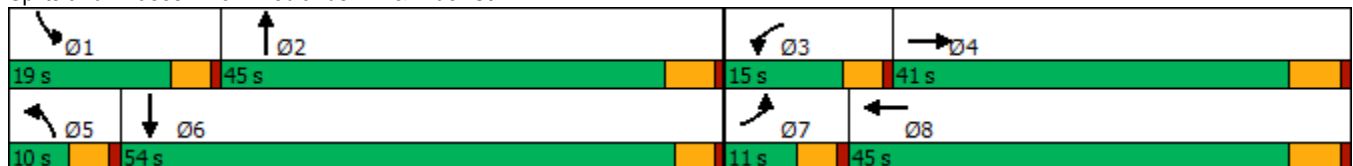


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	19	628	58	518	6	134	93	353
Future Volume (vph)	19	628	58	518	6	134	93	353
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	9.6	27.4	9.6	26.6
Total Split (s)	11.0	41.0	15.0	45.0	10.0	45.0	19.0	54.0
Total Split (%)	9.2%	34.2%	12.5%	37.5%	8.3%	37.5%	15.8%	45.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.4	23.3	8.0	29.1	6.0	19.8	9.8	30.1
Actuated g/C Ratio	0.08	0.31	0.10	0.38	0.08	0.26	0.13	0.40
v/c Ratio	0.14	0.66	0.33	0.42	0.04	0.66	0.44	0.52
Control Delay	45.7	28.9	45.0	21.0	45.8	31.3	44.3	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	28.9	45.0	21.0	45.8	31.3	44.3	22.5
LOS	D	C	D	C	D	C	D	C
Approach Delay		29.4		23.3		31.6		27.0
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 76.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 27.4	Intersection LOS: C
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕		↖	↕	
Traffic Volume (veh/h)	19	628	47	58	518	28	6	134	167	93	353	3
Future Volume (veh/h)	19	628	47	58	518	28	6	134	167	93	353	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	668	50	62	551	30	6	146	178	101	384	3
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	954	71	98	1079	59	14	189	231	132	579	5
Arrive On Green	0.02	0.28	0.28	0.05	0.31	0.31	0.01	0.24	0.24	0.07	0.31	0.31
Sat Flow, veh/h	1810	3404	255	1810	3482	189	1810	779	950	1810	1883	15
Grp Volume(v), veh/h	21	354	364	62	285	296	6	0	324	101	0	387
Grp Sat Flow(s),veh/h/ln	1810	1805	1854	1810	1805	1866	1810	0	1729	1810	0	1897
Q Serve(g_s), s	0.7	10.2	10.3	2.0	7.6	7.6	0.2	0.0	10.2	3.2	0.0	10.3
Cycle Q Clear(g_c), s	0.7	10.2	10.3	2.0	7.6	7.6	0.2	0.0	10.2	3.2	0.0	10.3
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.55	1.00		0.01
Lane Grp Cap(c), veh/h	45	506	520	98	560	578	14	0	420	132	0	583
V/C Ratio(X)	0.47	0.70	0.70	0.63	0.51	0.51	0.42	0.00	0.77	0.77	0.00	0.66
Avail Cap(c_a), veh/h	199	1089	1119	323	1213	1254	168	0	1174	447	0	1607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	18.8	18.8	27.0	16.5	16.5	28.8	0.0	20.6	26.6	0.0	17.6
Incr Delay (d2), s/veh	2.8	1.8	1.7	2.5	0.7	0.7	7.0	0.0	3.1	3.5	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.8	3.9	0.8	2.7	2.8	0.1	0.0	3.9	1.4	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	20.5	20.5	29.5	17.2	17.2	35.8	0.0	23.6	30.0	0.0	18.9
LnGrp LOS	C	C	C	C	B	B	D	A	C	C	A	B
Approach Vol, veh/h		739			643			330			488	
Approach Delay, s/veh		20.8			18.4			23.9			21.2	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	19.6	7.8	22.2	5.1	23.3	6.0	23.9				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	5.8				
Max Green Setting (Gmax), s	14.4	39.6	10.4	35.2	5.4	* 49	6.4	39.2				
Max Q Clear Time (g_c+I1), s	5.2	12.2	4.0	12.3	2.2	12.3	2.7	9.6				
Green Ext Time (p_c), s	0.1	2.0	0.0	4.0	0.0	2.8	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

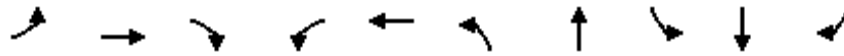
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
33: Redlands Av. & Placentia St.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

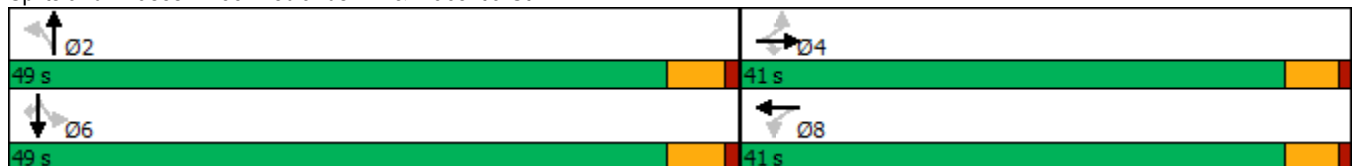


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗	↖	↕	↖	↑	↗
Traffic Volume (vph)	37	288	729	75	100	300	135	16	366	39
Future Volume (vph)	37	288	729	75	100	300	135	16	366	39
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4			8		2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6	27.0	27.0	27.0	27.0	27.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	45.6%	45.6%	45.6%	45.6%	45.6%	54.4%	54.4%	54.4%	54.4%	54.4%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	33.2	33.2	33.2	33.2	33.2	44.2	44.2	44.2	44.2	44.2
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38	0.51	0.51	0.51	0.51	0.51
v/c Ratio	0.08	0.43	0.93	0.25	0.16	0.77	0.16	0.03	0.41	0.05
Control Delay	17.1	21.8	32.8	20.3	17.5	33.1	6.7	12.2	15.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	21.8	32.8	20.3	17.5	33.1	6.7	12.2	15.8	4.2
LOS	B	C	C	C	B	C	A	B	B	A
Approach Delay		29.2			18.7		20.8		14.6	
Approach LOS		C			B		C		B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 87
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 23.5
 Intersection LOS: C
 Intersection Capacity Utilization 84.6%
 ICU Level of Service E
 Analysis Period (min) 15
























Splits and Phases: 33: Redlands Av. & Placentia St.



HCM 6th Signalized Intersection Summary
 33: Redlands Av. & Placentia St.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	288	729	75	100	3	300	135	125	16	366	39
Future Volume (veh/h)	37	288	729	75	100	3	300	135	125	16	366	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	313	575	82	109	3	326	147	103	17	398	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	535	734	622	251	710	20	445	1046	681	614	957	810
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1301	1900	1610	636	1839	51	973	2075	1352	1148	1900	1607
Grp Volume(v), veh/h	40	313	575	82	0	112	326	126	124	17	398	31
Grp Sat Flow(s),veh/h/ln	1301	1900	1610	636	0	1890	973	1805	1623	1148	1900	1607
Q Serve(g_s), s	1.8	10.6	29.8	9.5	0.0	3.4	27.6	3.3	3.6	0.7	11.5	0.9
Cycle Q Clear(g_c), s	5.2	10.6	29.8	20.1	0.0	3.4	39.1	3.3	3.6	4.3	11.5	0.9
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.83	1.00		1.00
Lane Grp Cap(c), veh/h	535	734	622	251	0	730	445	909	818	614	957	810
V/C Ratio(X)	0.07	0.43	0.92	0.33	0.00	0.15	0.73	0.14	0.15	0.03	0.42	0.04
Avail Cap(c_a), veh/h	574	792	671	270	0	788	445	909	818	614	957	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	19.7	25.6	27.1	0.0	17.5	25.9	11.6	11.6	12.8	13.6	11.0
Incr Delay (d2), s/veh	0.1	0.4	18.0	0.7	0.0	0.1	10.2	0.3	0.4	0.1	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.7	14.0	1.5	0.0	1.5	7.1	1.3	1.2	0.2	4.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	20.1	43.5	27.8	0.0	17.6	36.1	11.9	12.0	12.9	14.9	11.1
LnGrp LOS	B	C	D	C	A	B	D	B	B	B	B	B
Approach Vol, veh/h		928			194			576			446	
Approach Delay, s/veh		34.6			21.9			25.6			14.6	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		38.3		49.0		38.3				
Change Period (Y+Rc), s		5.0		4.6		5.0		4.6				
Max Green Setting (Gmax), s		44.0		36.4		44.0		36.4				
Max Q Clear Time (g_c+I1), s		41.1		31.8		13.5		22.1				
Green Ext Time (p_c), s		0.9		2.0		2.5		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				26.9								
HCM 6th LOS				C								

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

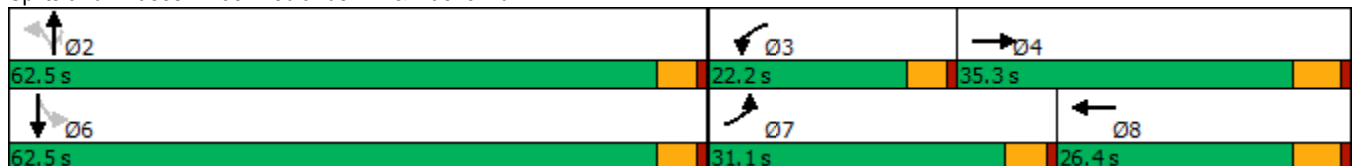


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↗		↕↕
Traffic Volume (vph)	310	835	167	640	124	253	188	117	309
Future Volume (vph)	310	835	167	640	124	253	188	117	309
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	31.1	35.3	22.2	26.4	62.5	62.5	62.5	62.5	62.5
Total Split (%)	25.9%	29.4%	18.5%	22.0%	52.1%	52.1%	52.1%	52.1%	52.1%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.3	28.2	13.9	19.8	48.6	48.6	48.6		48.6
Actuated g/C Ratio	0.21	0.27	0.13	0.19	0.46	0.46	0.46		0.46
v/c Ratio	0.84	0.77	0.73	0.79	0.43	0.30	0.23		0.90
Control Delay	62.1	40.5	65.0	48.5	25.2	19.3	3.2		42.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	62.1	40.5	65.0	48.5	25.2	19.3	3.2		42.8
LOS	E	D	E	D	C	B	A		D
Approach Delay		45.5		51.5		15.2			42.8
Approach LOS		D		D		B			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.8
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 41.6
 Intersection LOS: D
 Intersection Capacity Utilization 96.2%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑	↗		↕	
Traffic Volume (veh/h)	310	835	179	167	640	97	124	253	188	117	309	187
Future Volume (veh/h)	310	835	179	167	640	97	124	253	188	117	309	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	320	861	140	172	660	98	128	261	140	121	319	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	357	1206	195	207	848	125	307	874	740	160	375	193
Arrive On Green	0.20	0.27	0.27	0.11	0.19	0.19	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1810	4486	725	1810	4563	670	918	1900	1607	248	815	420
Grp Volume(v), veh/h	320	663	338	172	498	260	128	261	140	614	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1753	1810	1729	1774	918	1900	1607	1482	0	0
Q Serve(g_s), s	16.1	16.2	16.3	8.7	12.8	13.0	0.0	8.0	4.8	28.1	0.0	0.0
Cycle Q Clear(g_c), s	16.1	16.2	16.3	8.7	12.8	13.0	22.0	8.0	4.8	36.1	0.0	0.0
Prop In Lane	1.00		0.41	1.00		0.38	1.00		1.00	0.20		0.28
Lane Grp Cap(c), veh/h	357	929	471	207	643	330	307	874	740	728	0	0
V/C Ratio(X)	0.90	0.71	0.72	0.83	0.78	0.79	0.42	0.30	0.19	0.84	0.00	0.00
Avail Cap(c_a), veh/h	514	1109	562	342	779	400	455	1180	998	977	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.5	30.8	30.9	40.4	36.1	36.2	19.5	15.7	14.9	23.8	0.0	0.0
Incr Delay (d2), s/veh	10.8	1.7	3.6	3.5	4.0	8.4	0.9	0.2	0.1	5.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	6.6	7.0	3.9	5.5	6.2	2.2	3.5	1.7	13.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.3	32.6	34.5	43.9	40.1	44.6	20.4	15.9	15.0	28.9	0.0	0.0
LnGrp LOS	D	C	C	D	D	D	C	B	B	C	A	A
Approach Vol, veh/h		1321			930			529			614	
Approach Delay, s/veh		36.6			42.1			16.8			28.9	
Approach LOS		D			D			B			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		47.5	15.3	30.5		47.5	23.0	22.7				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		57.9	17.6	29.9		57.9	26.5	21.0				
Max Q Clear Time (g_c+I1), s		24.0	10.7	18.3		38.1	18.1	15.0				
Green Ext Time (p_c), s		3.0	0.1	4.8		4.8	0.3	2.3				
Intersection Summary												
HCM 6th Ctrl Delay			33.6									
HCM 6th LOS			C									

Timings

Stoneridge Commerce Center SP (JN 13265)

38: Lasselle St. & Krameria Av.

05/29/2020

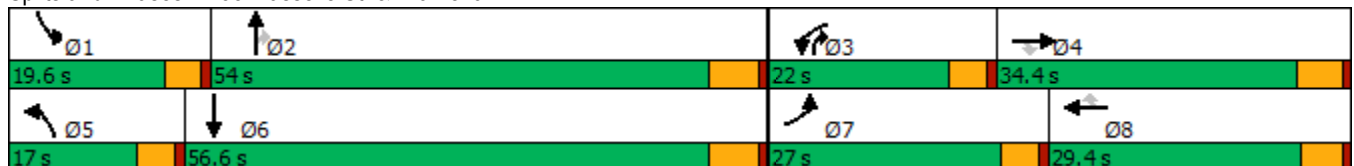


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	331	271	197	172	169	135	168	1005	261	187	1258
Future Volume (vph)	331	271	197	172	169	135	168	1005	261	187	1258
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	27.0	34.4	34.4	22.0	29.4	29.4	17.0	54.0	22.0	19.6	56.6
Total Split (%)	20.8%	26.5%	26.5%	16.9%	22.6%	22.6%	13.1%	41.5%	16.9%	15.1%	43.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	23.0	26.9	25.5	16.1	20.0	18.9	13.0	50.2	66.3	15.6	52.7
Actuated g/C Ratio	0.18	0.22	0.20	0.13	0.16	0.15	0.10	0.40	0.53	0.12	0.42
v/c Ratio	1.08	0.72	0.43	0.81	0.61	0.40	0.97	0.72	0.31	0.90	0.94
Control Delay	120.9	56.5	8.1	78.6	57.1	10.3	115.4	35.3	6.8	94.3	47.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.9	56.5	8.1	78.6	57.1	10.3	115.4	35.3	6.8	94.3	47.9
LOS	F	E	A	E	E	B	F	D	A	F	D
Approach Delay		71.2			51.6			39.5			53.5
Approach LOS		E			D			D			D

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 124.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 51.9
 Intersection LOS: D
 Intersection Capacity Utilization 89.3%
 ICU Level of Service E
 Analysis Period (min) 15

























Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	271	197	172	169	135	168	1005	261	187	1258	120
Future Volume (veh/h)	331	271	197	172	169	135	168	1005	261	187	1258	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	360	295	111	187	184	87	183	1092	174	203	1367	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	348	396	314	223	260	205	197	1537	833	236	1506	96
Arrive On Green	0.19	0.21	0.20	0.12	0.14	0.13	0.11	0.40	0.39	0.13	0.43	0.41
Sat Flow, veh/h	1810	1900	1595	1810	1900	1603	1810	3800	1608	1810	3534	224
Grp Volume(v), veh/h	360	295	111	187	184	87	183	1092	174	203	733	721
Grp Sat Flow(s),veh/h/ln	1810	1900	1595	1810	1900	1603	1810	1900	1608	1810	1900	1859
Q Serve(g_s), s	23.0	17.4	7.2	12.1	11.1	6.0	12.0	28.8	7.0	13.2	43.2	43.6
Cycle Q Clear(g_c), s	23.0	17.4	7.2	12.1	11.1	6.0	12.0	28.8	7.0	13.2	43.2	43.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	348	396	314	223	260	205	197	1537	833	236	810	792
V/C Ratio(X)	1.04	0.74	0.35	0.84	0.71	0.42	0.93	0.71	0.21	0.86	0.91	0.91
Avail Cap(c_a), veh/h	348	483	387	272	403	325	197	1587	854	236	835	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	44.4	41.5	51.3	49.4	48.1	52.9	29.8	15.6	51.0	32.1	32.3
Incr Delay (d2), s/veh	57.7	5.0	0.7	14.8	3.5	1.4	44.4	1.5	0.1	25.1	13.2	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.7	8.6	2.9	6.4	5.5	2.5	7.7	12.7	0.0	7.4	21.5	21.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.1	49.4	42.2	66.1	52.9	49.5	97.4	31.3	15.7	76.1	45.3	46.3
LnGrp LOS	F	D	D	E	D	D	F	C	B	E	D	D
Approach Vol, veh/h		766			458			1449			1657	
Approach Delay, s/veh		75.0			57.6			37.7			49.5	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.6	52.4	18.7	29.0	17.0	55.0	27.0	20.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	15.0	48.2	17.4	29.0	12.4	50.8	22.4	* 24				
Max Q Clear Time (g_c+I1), s	15.2	30.8	14.1	19.4	14.0	45.6	25.0	13.1				
Green Ext Time (p_c), s	0.0	7.4	0.1	1.4	0.0	3.6	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

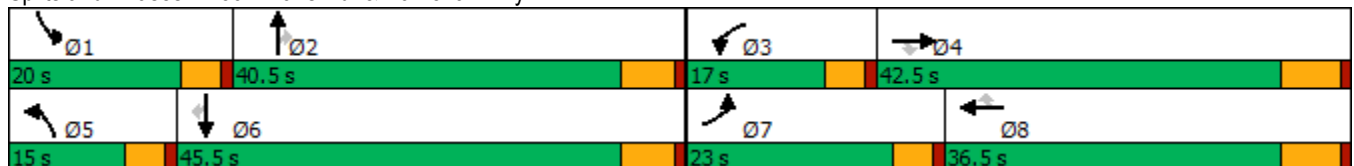
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	475	1444	507	296	751	235	273	545	253	363	1050	428
Future Volume (vph)	475	1444	507	296	751	235	273	545	253	363	1050	428
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	23.0	42.5	42.5	17.0	36.5	36.5	15.0	40.5	40.5	20.0	45.5	45.5
Total Split (%)	19.2%	35.4%	35.4%	14.2%	30.4%	30.4%	12.5%	33.8%	33.8%	16.7%	37.9%	37.9%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.5	38.5	38.5	12.6	32.7	32.7	11.0	36.1	36.1	15.4	40.5	40.5
Actuated g/C Ratio	0.16	0.32	0.32	0.11	0.28	0.28	0.09	0.30	0.30	0.13	0.34	0.34
v/c Ratio	0.89	0.87	0.79	0.81	0.54	0.39	0.86	0.51	0.39	0.82	0.87	0.59
Control Delay	68.7	45.0	31.0	69.6	38.5	6.2	78.1	36.0	5.8	65.7	45.5	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	45.0	31.0	69.6	38.5	6.2	78.1	36.0	5.8	65.7	45.5	13.7
LOS	E	D	C	E	D	A	E	D	A	E	D	B
Approach Delay		46.7			39.7			39.6			42.1	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.6
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 42.9
 Intersection LOS: D
 Intersection Capacity Utilization 86.5%
 ICU Level of Service E
 Analysis Period (min) 15

























Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	475	1444	507	296	751	235	273	545	253	363	1050	428
Future Volume (veh/h)	475	1444	507	296	751	235	273	545	253	363	1050	428
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	485	1473	0	302	766	133	279	556	257	370	1071	263
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	554	1678		374	1412	438	330	1107	494	443	1223	538
Arrive On Green	0.16	0.32	0.00	0.11	0.27	0.27	0.09	0.31	0.31	0.13	0.34	0.34
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	3610	1610	3510	3610	1588
Grp Volume(v), veh/h	485	1473	0	302	766	133	279	556	257	370	1071	263
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1805	1610	1755	1805	1588
Q Serve(g_s), s	15.8	31.4	0.0	9.8	14.7	7.7	9.1	14.8	15.4	12.0	32.6	15.3
Cycle Q Clear(g_c), s	15.8	31.4	0.0	9.8	14.7	7.7	9.1	14.8	15.4	12.0	32.6	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	554	1678		374	1412	438	330	1107	494	443	1223	538
V/C Ratio(X)	0.87	0.88		0.81	0.54	0.30	0.84	0.50	0.52	0.84	0.88	0.49
Avail Cap(c_a), veh/h	570	1708		390	1442	448	330	1127	503	480	1281	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	37.4	0.0	51.0	36.3	33.7	52.1	33.2	33.4	49.9	36.3	30.6
Incr Delay (d2), s/veh	13.3	5.5	0.0	10.5	0.4	0.4	17.0	0.4	0.9	10.4	6.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	13.2	0.0	4.7	5.9	2.9	4.7	6.3	5.8	5.8	14.8	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	42.9	0.0	61.5	36.7	34.1	69.2	33.6	34.4	60.3	43.2	31.3
LnGrp LOS	E	D		E	D	C	E	C	C	E	D	C
Approach Vol, veh/h		1958	A		1201			1092			1704	
Approach Delay, s/veh		47.4			42.7			42.8			45.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	39.9	16.5	41.8	15.0	43.6	22.5	35.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	15.4	34.7	12.4	36.0	10.4	39.7	18.4	30.0				
Max Q Clear Time (g_c+I1), s	14.0	17.4	11.8	33.4	11.1	34.6	17.8	16.7				
Green Ext Time (p_c), s	0.1	4.0	0.0	2.0	0.0	3.2	0.1	4.1				

Intersection Summary

HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	136	217	65	134	129	886	93	133	1173	126
Future Volume (vph)	136	217	65	134	129	886	93	133	1173	126
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	20.0	26.4	17.6	24.0	19.0	53.1	53.1	22.9	57.0	57.0
Total Split (%)	16.7%	22.0%	14.7%	20.0%	15.8%	44.3%	44.3%	19.1%	47.5%	47.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.0	18.1	8.4	11.9	11.4	40.7	40.7	12.3	41.6	41.6
Actuated g/C Ratio	0.12	0.18	0.09	0.12	0.12	0.41	0.41	0.12	0.42	0.42
v/c Ratio	0.66	0.49	0.45	0.46	0.66	0.63	0.14	0.63	0.82	0.18
Control Delay	59.6	37.1	56.6	31.0	60.6	25.9	4.0	56.5	30.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	37.1	56.6	31.0	60.6	25.9	4.0	56.5	30.8	6.3
LOS	E	D	E	C	E	C	A	E	C	A
Approach Delay		44.0		37.0		28.1			31.1	
Approach LOS		D		D		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 98.4
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 32.3
 Intersection LOS: C
 Intersection Capacity Utilization 72.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	217	90	65	134	77	129	886	93	133	1173	126
Future Volume (veh/h)	136	217	90	65	134	77	129	886	93	133	1173	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	231	68	69	143	75	137	943	70	141	1248	75
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	473	136	90	283	141	172	1564	698	177	1574	702
Arrive On Green	0.10	0.17	0.17	0.05	0.12	0.12	0.09	0.43	0.43	0.10	0.44	0.44
Sat Flow, veh/h	1810	2757	790	1810	2334	1162	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	145	149	150	69	109	109	137	943	70	141	1248	75
Grp Sat Flow(s),veh/h/ln	1810	1805	1742	1810	1805	1691	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	6.6	6.3	6.5	3.2	4.7	5.1	6.2	16.8	2.2	6.4	25.0	2.3
Cycle Q Clear(g_c), s	6.6	6.3	6.5	3.2	4.7	5.1	6.2	16.8	2.2	6.4	25.0	2.3
Prop In Lane	1.00		0.45	1.00		0.69	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	310	299	90	219	205	172	1564	698	177	1574	702
V/C Ratio(X)	0.80	0.48	0.50	0.77	0.50	0.53	0.80	0.60	0.10	0.80	0.79	0.11
Avail Cap(c_a), veh/h	332	443	428	280	392	367	311	2035	908	395	2203	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	31.4	31.5	39.4	34.5	34.6	37.2	18.2	14.1	37.0	20.4	14.0
Incr Delay (d2), s/veh	3.1	1.2	1.3	5.1	1.7	2.1	3.2	0.4	0.1	3.1	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.7	2.7	1.5	2.1	2.1	2.7	6.2	0.7	2.8	9.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	32.5	32.8	44.6	36.2	36.7	40.4	18.6	14.1	40.2	21.8	14.1
LnGrp LOS	D	C	C	D	D	D	D	B	B	D	C	B
Approach Vol, veh/h		444			287			1150			1464	
Approach Delay, s/veh		35.1			38.4			20.9			23.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	42.2	8.8	20.2	12.6	42.4	13.0	16.0				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	18.3	47.3	13.0	20.6	14.4	51.2	15.4	18.2				
Max Q Clear Time (g_c+I1), s	8.4	18.8	5.2	8.5	8.2	27.0	8.6	7.1				
Green Ext Time (p_c), s	0.1	7.1	0.0	1.2	0.1	9.6	0.1	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			25.3									
HCM 6th LOS			C									

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

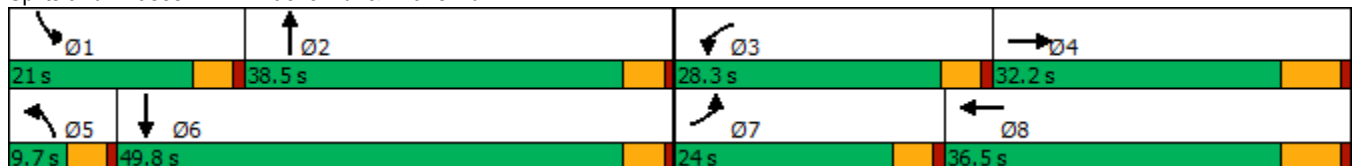


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↑↑↓	↖	↑↑↓	↖	↑↓	↖	↑↓
Traffic Volume (vph)	486	526	181	357	40	685	211	864
Future Volume (vph)	486	526	181	357	40	685	211	864
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	24.0	32.2	28.3	36.5	9.7	38.5	21.0	49.8
Total Split (%)	20.0%	26.8%	23.6%	30.4%	8.1%	32.1%	17.5%	41.5%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	18.7	32.2	16.6	30.1	5.1	32.3	15.8	45.2
Actuated g/C Ratio	0.16	0.27	0.14	0.26	0.04	0.28	0.13	0.39
v/c Ratio	0.91	0.45	0.74	0.45	0.54	0.87	0.91	0.92
Control Delay	69.7	36.5	65.6	30.4	81.5	50.3	88.9	44.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.7	36.5	65.6	30.4	81.5	50.3	88.9	44.8
LOS	E	D	E	C	F	D	F	D
Approach Delay		51.3		38.8		51.8		51.4
Approach LOS		D		D		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.3
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 49.1
 Intersection LOS: D
 Intersection Capacity Utilization 81.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↔		↔	↑↑↔		↔	↑↔		↔	↑↔	
Traffic Volume (veh/h)	486	526	79	181	357	222	40	685	136	211	864	337
Future Volume (veh/h)	486	526	79	181	357	222	40	685	136	211	864	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	506	548	61	189	372	174	42	714	80	220	900	131
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	565	1450	159	220	938	414	59	836	94	249	1139	166
Arrive On Green	0.16	0.31	0.31	0.12	0.27	0.27	0.03	0.26	0.26	0.14	0.36	0.36
Sat Flow, veh/h	3510	4743	521	1810	3523	1555	1810	3273	366	1810	3162	460
Grp Volume(v), veh/h	506	398	211	189	365	181	42	394	400	220	514	517
Grp Sat Flow(s),veh/h/ln	1755	1729	1806	1810	1729	1620	1810	1805	1834	1810	1805	1817
Q Serve(g_s), s	15.9	10.2	10.4	11.5	9.7	10.4	2.6	23.4	23.4	13.5	28.7	28.7
Cycle Q Clear(g_c), s	15.9	10.2	10.4	11.5	9.7	10.4	2.6	23.4	23.4	13.5	28.7	28.7
Prop In Lane	1.00		0.29	1.00		0.96	1.00		0.20	1.00		0.25
Lane Grp Cap(c), veh/h	565	1057	552	220	921	431	59	461	468	249	650	655
V/C Ratio(X)	0.90	0.38	0.38	0.86	0.40	0.42	0.72	0.85	0.85	0.89	0.79	0.79
Avail Cap(c_a), veh/h	604	1057	552	381	921	431	82	543	552	263	724	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	30.7	30.7	48.6	33.9	34.1	54.0	39.9	40.0	47.7	32.2	32.2
Incr Delay (d2), s/veh	14.7	1.0	2.0	3.8	1.3	3.0	7.5	11.1	11.0	25.9	5.4	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.1	4.5	5.2	4.0	4.2	1.3	11.8	12.0	7.9	13.4	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	31.7	32.7	52.4	35.2	37.1	61.5	51.0	51.0	73.7	37.6	37.6
LnGrp LOS	E	C	C	D	D	D	E	D	D	E	D	D
Approach Vol, veh/h		1115			735			836			1251	
Approach Delay, s/veh		45.2			40.1			51.5			43.9	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.1	33.4	18.3	40.9	8.3	45.2	22.7	36.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	16.4	33.9	23.7	25.7	5.1	45.2	19.4	30.0				
Max Q Clear Time (g_c+I1), s	15.5	25.4	13.5	12.4	4.6	30.7	17.9	12.4				
Green Ext Time (p_c), s	0.0	3.3	0.2	2.7	0.0	6.2	0.2	2.8				

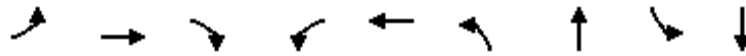
Intersection Summary

HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Timings
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

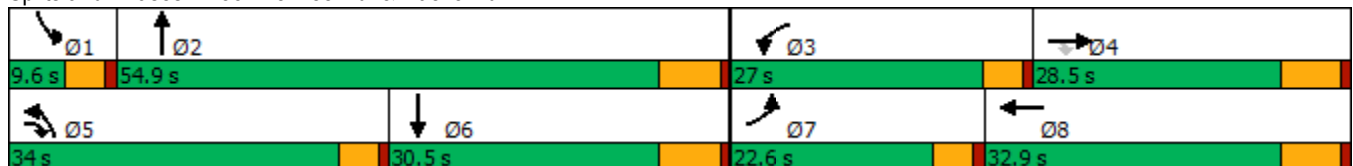


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↑	↖	↖	↗	↖↗	↖↗	↖	↖↗
Traffic Volume (vph)	328	240	604	294	227	306	485	9	411
Future Volume (vph)	328	240	604	294	227	306	485	9	411
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases	4								
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	9.6	28.5	9.6	28.5	9.6	28.5
Total Split (s)	22.6	28.5	34.0	27.0	32.9	34.0	54.9	9.6	30.5
Total Split (%)	18.8%	23.8%	28.3%	22.5%	27.4%	28.3%	45.8%	8.0%	25.4%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	6.5	4.6	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	14.4	18.2	45.6	20.9	24.7	20.8	50.0	5.0	26.3
Actuated g/C Ratio	0.13	0.17	0.42	0.19	0.23	0.19	0.46	0.05	0.24
v/c Ratio	0.73	0.78	0.85	0.87	0.55	0.47	0.50	0.11	0.70
Control Delay	55.7	61.2	36.0	68.9	43.4	41.2	18.8	56.9	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	61.2	36.0	68.9	43.4	41.2	18.8	56.9	41.3
LOS	E	E	D	E	D	D	B	E	D
Approach Delay	46.7		57.7			25.0		41.5	
Approach LOS	D		E			C		D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 40.5
 Intersection LOS: D
 Intersection Capacity Utilization 83.8%
 ICU Level of Service E
 Analysis Period (min) 15


























Splits and Phases: 53: Meniffee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 						 	 			 	
Traffic Volume (veh/h)	328	240	604	294	227	4	306	485	311	9	411	178
Future Volume (veh/h)	328	240	604	294	227	4	306	485	311	9	411	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	338	247	417	303	234	3	315	500	239	9	424	143
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	402	364	485	330	486	6	384	1000	476	20	859	287
Arrive On Green	0.11	0.19	0.19	0.18	0.26	0.26	0.11	0.42	0.42	0.01	0.32	0.32
Sat Flow, veh/h	3510	1900	1610	1810	1872	24	3510	2373	1129	1810	2658	887
Grp Volume(v), veh/h	338	247	417	303	0	237	315	380	359	9	287	280
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	0	1896	1755	1805	1697	1810	1805	1740
Q Serve(g_s), s	10.8	13.9	22.0	18.9	0.0	12.1	10.1	17.7	17.8	0.6	14.7	14.9
Cycle Q Clear(g_c), s	10.8	13.9	22.0	18.9	0.0	12.1	10.1	17.7	17.8	0.6	14.7	14.9
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.67	1.00		0.51
Lane Grp Cap(c), veh/h	402	364	485	330	0	492	384	761	715	20	583	562
V/C Ratio(X)	0.84	0.68	0.86	0.92	0.00	0.48	0.82	0.50	0.50	0.46	0.49	0.50
Avail Cap(c_a), veh/h	550	364	485	353	0	492	899	761	715	79	583	562
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	43.1	37.8	46.1	0.0	35.9	50.0	24.3	24.4	56.4	31.3	31.4
Incr Delay (d2), s/veh	6.3	5.0	14.5	26.2	0.0	0.7	1.7	2.3	2.5	6.1	2.9	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	6.7	12.2	10.4	0.0	5.4	4.3	7.4	7.1	0.3	6.5	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	48.1	52.4	72.3	0.0	36.7	51.7	26.7	26.9	62.5	34.2	34.5
LnGrp LOS	E	D	D	E	A	D	D	C	C	E	C	C
Approach Vol, veh/h		1002			540			1054			576	
Approach Delay, s/veh		52.6			56.7			34.2			34.8	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	54.9	25.6	28.5	17.2	43.6	17.7	36.3				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	5.0	48.4	22.4	22.0	29.4	24.0	18.0	26.4				
Max Q Clear Time (g_c+I1), s	2.6	19.8	20.9	24.0	12.1	16.9	12.8	14.1				
Green Ext Time (p_c), s	0.0	4.2	0.1	0.0	0.5	1.7	0.3	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			43.9									
HCM 6th LOS			D									

Timings
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

05/29/2020

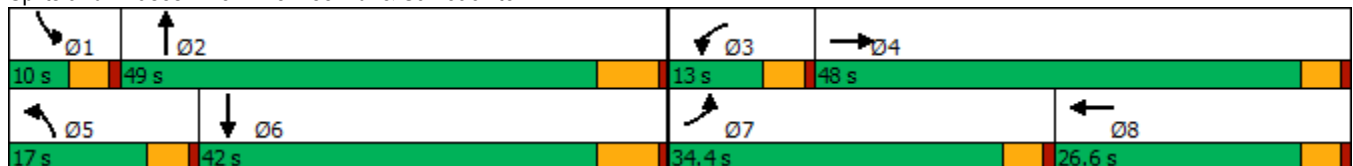


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↕	↘	↕
Traffic Volume (vph)	346	22	10	14	128	552	4	752
Future Volume (vph)	346	22	10	14	128	552	4	752
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	9.6	26.6	9.6	26.6	9.6	28.5	9.6	28.5
Total Split (s)	34.4	48.0	13.0	26.6	17.0	49.0	10.0	42.0
Total Split (%)	28.7%	40.0%	10.8%	22.2%	14.2%	40.8%	8.3%	35.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	4.6	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	22.5	27.4	5.5	12.2	10.6	50.6	5.2	36.8
Actuated g/C Ratio	0.24	0.30	0.06	0.13	0.11	0.55	0.06	0.40
v/c Ratio	0.82	0.36	0.09	0.06	0.65	0.30	0.04	0.71
Control Delay	51.3	6.3	51.8	39.4	58.4	16.0	51.8	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	6.3	51.8	39.4	58.4	16.0	51.8	29.8
LOS	D	A	D	D	E	B	D	C
Approach Delay		33.9		44.2		23.8		29.9
Approach LOS		C		D		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 92.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 54: Meniffee Rd. & San Jacinto Av.



HCM 6th Signalized Intersection Summary
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↕	
Traffic Volume (veh/h)	346	22	197	10	14	1	128	552	16	4	752	203
Future Volume (veh/h)	346	22	197	10	14	1	128	552	16	4	752	203
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	360	23	153	10	15	0	133	575	13	4	783	154
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	397	67	449	22	204	0	164	1646	37	10	1115	219
Arrive On Green	0.22	0.31	0.31	0.01	0.11	0.00	0.09	0.46	0.46	0.01	0.37	0.37
Sat Flow, veh/h	1810	215	1428	1810	1900	0	1810	3609	82	1810	3007	591
Grp Volume(v), veh/h	360	0	176	10	15	0	133	287	301	4	470	467
Grp Sat Flow(s),veh/h/ln	1810	0	1643	1810	1900	0	1810	1805	1885	1810	1805	1794
Q Serve(g_s), s	18.6	0.0	7.9	0.5	0.7	0.0	6.9	9.9	9.9	0.2	21.2	21.2
Cycle Q Clear(g_c), s	18.6	0.0	7.9	0.5	0.7	0.0	6.9	9.9	9.9	0.2	21.2	21.2
Prop In Lane	1.00		0.87	1.00		0.00	1.00		0.04	1.00		0.33
Lane Grp Cap(c), veh/h	397	0	516	22	204	0	164	823	860	10	669	665
V/C Ratio(X)	0.91	0.00	0.34	0.45	0.07	0.00	0.81	0.35	0.35	0.42	0.70	0.70
Avail Cap(c_a), veh/h	563	0	745	159	437	0	234	823	860	102	669	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	25.2	47.0	38.5	0.0	42.7	16.8	16.8	47.5	25.6	25.6
Incr Delay (d2), s/veh	11.7	0.0	0.4	5.3	0.2	0.0	8.7	1.2	1.1	10.5	6.1	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	3.1	0.3	0.3	0.0	3.3	3.8	4.0	0.1	9.2	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	0.0	25.6	52.3	38.6	0.0	51.4	18.0	18.0	58.0	31.7	31.7
LnGrp LOS	D	A	C	D	D	A	D	B	B	E	C	C
Approach Vol, veh/h		536			25			721			941	
Approach Delay, s/veh		40.7			44.1			24.1			31.8	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.1	50.2	5.8	34.7	13.3	42.0	25.6	14.9				
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6				
Max Green Setting (Gmax), s	5.4	42.5	8.4	43.4	12.4	35.5	29.8	22.0				
Max Q Clear Time (g_c+I1), s	2.2	11.9	2.5	9.9	8.9	23.2	20.6	2.7				
Green Ext Time (p_c), s	0.0	3.1	0.0	1.2	0.0	4.1	0.4	0.0				

Intersection Summary

HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C

Timings
55: Menifee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↕	↗	↕
Traffic Volume (vph)	24	0	1	1	22	754	1	923
Future Volume (vph)	24	0	1	1	22	754	1	923
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	26.7	28.5	28.5	28.5	28.5
Total Split (s)	29.0	29.0	29.0	29.0	61.0	61.0	61.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	67.8%	67.8%	67.8%	67.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.7		4.7	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		12.2		12.2	72.1	72.1	72.1	72.1
Actuated g/C Ratio		0.14		0.14	0.84	0.84	0.84	0.84
v/c Ratio		0.17		0.01	0.05	0.27	0.00	0.33
Control Delay		11.6		28.7	4.5	3.7	5.0	4.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		11.6		28.7	4.5	3.7	5.0	4.0
LOS		B		C	A	A	A	A
Approach Delay		11.6		28.7		3.7		4.0
Approach LOS		B		C		A		A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 86
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.33
 Intersection Signal Delay: 4.1
 Intersection Capacity Utilization 43.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 55: Menifee Rd. & Ellis Av./Driveway



HCM 6th Signalized Intersection Summary
55: Meniffee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	24	0	13	1	1	1	22	754	2	1	923	8
Future Volume (veh/h)	24	0	13	1	1	1	22	754	2	1	923	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	0	14	1	1	1	24	820	2	1	1003	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	147	17	43	90	69	46	482	2818	7	571	2797	25
Arrive On Green	0.08	0.00	0.08	0.08	0.08	0.08	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	798	207	541	281	854	568	566	3694	9	676	3666	33
Grp Volume(v), veh/h	40	0	0	3	0	0	24	401	421	1	494	518
Grp Sat Flow(s),veh/h/ln	1546	0	0	1703	0	0	566	1805	1898	676	1805	1894
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0	1.0	4.8	4.8	0.0	6.4	6.4
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.1	0.0	0.0	7.4	4.8	4.8	4.9	6.4	6.4
Prop In Lane	0.65		0.35	0.33		0.33	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	207	0	0	204	0	0	482	1377	1448	571	1377	1445
V/C Ratio(X)	0.19	0.00	0.00	0.01	0.00	0.00	0.05	0.29	0.29	0.00	0.36	0.36
Avail Cap(c_a), veh/h	595	0	0	625	0	0	482	1377	1448	571	1377	1445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	0.0	0.0	30.3	0.0	0.0	4.0	2.6	2.6	3.3	2.8	2.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.5	0.5	0.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.6	0.0	0.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	0.0	30.3	0.0	0.0	4.2	3.1	3.1	3.3	3.5	3.5
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		40			3			846			1013	
Approach Delay, s/veh		31.4			30.3			3.1			3.5	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		10.4		61.0		10.4				
Change Period (Y+Rc), s		6.5		* 4.7		6.5		* 4.7				
Max Green Setting (Gmax), s		54.5		* 24		54.5		* 24				
Max Q Clear Time (g_c+I1), s		9.4		3.6		8.4		2.1				
Green Ext Time (p_c), s		5.1		0.1		6.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	4.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
56: Menifee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

05/29/2020



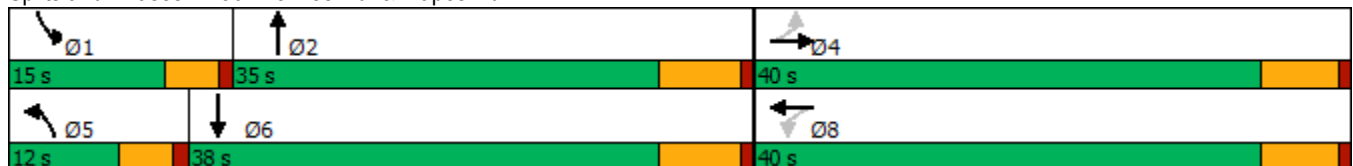
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↗	↘	↗
Traffic Volume (vph)	88	151	28	55	70	546	87	720
Future Volume (vph)	88	151	28	55	70	546	87	720
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	40.0	40.0	40.0	40.0	12.0	35.0	15.0	38.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	13.3%	38.9%	16.7%	42.2%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	18.1	18.1	18.1	18.1	6.7	31.0	7.9	32.2
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.09	0.43	0.11	0.45
v/c Ratio	0.31	0.75	0.21	0.33	0.46	0.39	0.48	0.52
Control Delay	25.0	29.4	25.3	10.8	43.5	17.6	41.2	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	29.4	25.3	10.8	43.5	17.6	41.2	17.8
LOS	C	C	C	B	D	B	D	B
Approach Delay		28.5		13.0		20.5		20.2
Approach LOS		C		B		C		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 72.2
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 21.4
 Intersection Capacity Utilization 73.0%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 56: Menifee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↘	
Traffic Volume (veh/h)	88	151	192	28	55	98	70	546	13	87	720	41
Future Volume (veh/h)	88	151	192	28	55	98	70	546	13	87	720	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	164	209	30	60	107	76	593	14	95	783	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	204	260	168	164	293	98	1526	36	123	1517	87
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.42	0.42	0.07	0.44	0.44
Sat Flow, veh/h	1238	759	967	1025	612	1091	1810	3605	85	1810	3470	199
Grp Volume(v), veh/h	96	0	373	30	0	167	76	297	310	95	407	421
Grp Sat Flow(s),veh/h/ln	1238	0	1726	1025	0	1704	1810	1805	1885	1810	1805	1864
Q Serve(g_s), s	4.9	0.0	14.5	2.0	0.0	5.7	3.0	8.2	8.2	3.7	11.8	11.8
Cycle Q Clear(g_c), s	10.6	0.0	14.5	16.6	0.0	5.7	3.0	8.2	8.2	3.7	11.8	11.8
Prop In Lane	1.00		0.56	1.00		0.64	1.00		0.05	1.00		0.11
Lane Grp Cap(c), veh/h	334	0	463	168	0	457	98	764	798	123	789	815
V/C Ratio(X)	0.29	0.00	0.80	0.18	0.00	0.37	0.77	0.39	0.39	0.77	0.52	0.52
Avail Cap(c_a), veh/h	582	0	810	374	0	799	186	764	798	261	789	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	24.6	32.3	0.0	21.4	33.6	14.3	14.3	33.0	14.7	14.7
Incr Delay (d2), s/veh	0.5	0.0	3.3	0.5	0.0	0.5	4.8	1.5	1.4	3.8	2.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	5.6	0.5	0.0	2.1	1.3	3.0	3.1	1.6	4.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	0.0	27.9	32.8	0.0	21.9	38.5	15.8	15.8	36.9	17.1	17.1
LnGrp LOS	C	A	C	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		469			197			683			923	
Approach Delay, s/veh		27.6			23.5			18.3			19.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	37.0		25.5	8.5	38.0		25.5				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	10.4	28.5		33.8	7.4	31.5		33.8				
Max Q Clear Time (g_c+I1), s	5.7	10.2		16.5	5.0	13.8		18.6				
Green Ext Time (p_c), s	0.0	2.9		2.2	0.0	4.1		0.8				

Intersection Summary

HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Timings
57: Menifee Rd. & Watson Rd.

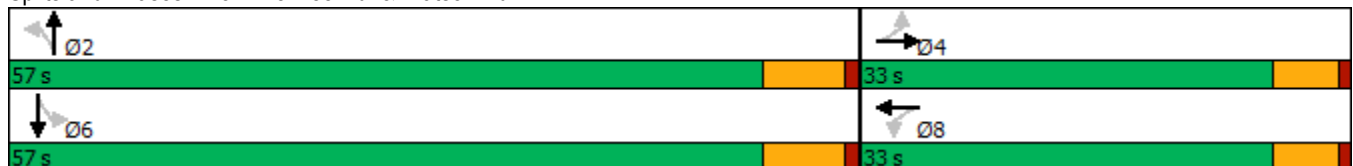


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	52	181	22	101	13	587	83	840
Future Volume (vph)	52	181	22	101	13	587	83	840
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	33.0	33.0	33.0	33.0	57.0	57.0	57.0	57.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	63.3%	63.3%	63.3%	63.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	14.3	14.3	14.3	14.3	51.4	51.4	51.4	51.4
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.66	0.66	0.66	0.66
v/c Ratio	0.24	0.60	0.14	0.40	0.04	0.34	0.21	0.40
Control Delay	28.7	35.5	27.2	27.5	6.4	6.3	7.9	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	35.5	27.2	27.5	6.4	6.3	7.9	7.2
LOS	C	D	C	C	A	A	A	A
Approach Delay		34.0		27.4		6.3		7.2
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 77.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 71.3%	ICU Level of Service C
Analysis Period (min) 15	























Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	181	12	22	101	27	13	587	152	83	840	42
Future Volume (veh/h)	52	181	12	22	101	27	13	587	152	83	840	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	197	13	24	110	29	14	638	165	90	913	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	213	283	19	162	233	61	434	1929	498	501	2376	120
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1270	1763	116	1190	1449	382	595	2840	733	689	3497	176
Grp Volume(v), veh/h	57	0	210	24	0	139	14	405	398	90	471	488
Grp Sat Flow(s),veh/h/ln	1270	0	1879	1190	0	1831	595	1805	1768	689	1805	1868
Q Serve(g_s), s	3.2	0.0	7.9	1.4	0.0	5.1	0.8	6.9	6.9	4.6	8.4	8.4
Cycle Q Clear(g_c), s	8.3	0.0	7.9	9.3	0.0	5.1	9.2	6.9	6.9	11.5	8.4	8.4
Prop In Lane	1.00		0.06	1.00		0.21	1.00		0.41	1.00		0.09
Lane Grp Cap(c), veh/h	213	0	302	162	0	294	434	1226	1201	501	1226	1269
V/C Ratio(X)	0.27	0.00	0.70	0.15	0.00	0.47	0.03	0.33	0.33	0.18	0.38	0.38
Avail Cap(c_a), veh/h	481	0	698	413	0	680	434	1226	1201	501	1226	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	29.5	33.9	0.0	28.3	7.2	4.9	4.9	7.3	5.2	5.2
Incr Delay (d2), s/veh	0.7	0.0	2.9	0.4	0.0	1.2	0.1	0.7	0.7	0.8	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.5	0.4	0.0	2.2	0.1	1.6	1.6	0.6	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	32.4	34.3	0.0	29.5	7.3	5.6	5.7	8.1	6.1	6.1
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		267			163			817			1049	
Approach Delay, s/veh		32.5			30.2			5.7			6.2	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		17.3		57.0		17.3				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		50.5		27.6		50.5		27.6				
Max Q Clear Time (g_c+I1), s		11.2		10.3		13.5		11.3				
Green Ext Time (p_c), s		4.9		1.1		6.9		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				10.8								
HCM 6th LOS				B								

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

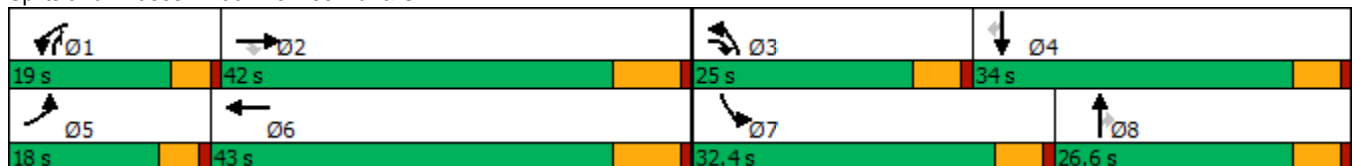
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	197	847	156	218	897	332	453	195	136	724	80	
Future Volume (vph)	197	847	156	218	897	332	453	195	136	724	80	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm	
Protected Phases	5	2	3	1	6	3	8	1	7	4		
Permitted Phases			2					8			4	
Detector Phase	5	2	3	1	6	3	8	1	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.0	15.3	9.6	29.0	15.3	15.3	9.6	32.3	32.3	32.3	
Total Split (s)	18.0	42.0	25.0	19.0	43.0	25.0	26.6	19.0	32.4	34.0	34.0	
Total Split (%)	15.0%	35.0%	20.8%	15.8%	35.8%	20.8%	22.2%	15.8%	27.0%	28.3%	28.3%	
Yellow Time (s)	3.6	6.0	4.3	3.6	6.0	4.3	4.3	3.6	4.3	4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	7.0	5.3	4.6	7.0	5.3	5.3	4.6	5.3	5.3	5.3	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	
Act Effct Green (s)	10.6	35.6	58.4	11.3	36.3	15.8	25.9	42.5	12.4	22.5	22.5	
Actuated g/C Ratio	0.10	0.33	0.54	0.11	0.34	0.15	0.24	0.40	0.12	0.21	0.21	
v/c Ratio	0.61	0.52	0.18	0.63	0.60	0.69	0.39	0.27	0.36	0.71	0.19	
Control Delay	55.6	31.8	5.8	55.4	32.3	51.8	36.4	5.3	46.3	43.8	3.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.6	31.8	5.8	55.4	32.3	51.8	36.4	5.3	46.3	43.8	3.0	
LOS	E	C	A	E	C	D	D	A	D	D	A	
Approach Delay		32.3			36.5		35.4			40.7		
Approach LOS		C			D		D			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.5
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 36.0
 Intersection LOS: D
 Intersection Capacity Utilization 66.8%
 ICU Level of Service C
 Analysis Period (min) 15





































Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		  	  	
Traffic Volume (veh/h)	197	847	156	218	897	85	332	453	195	136	724	80
Future Volume (veh/h)	197	847	156	218	897	85	332	453	195	136	724	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	901	146	232	954	75	353	482	153	145	770	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	282	1872	784	305	1801	141	442	1354	560	227	1037	322
Arrive On Green	0.08	0.36	0.36	0.09	0.37	0.37	0.13	0.26	0.26	0.06	0.20	0.20
Sat Flow, veh/h	3510	5187	1610	3510	4904	385	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	210	901	146	232	672	357	353	482	153	145	770	65
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1831	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	5.7	13.2	5.0	6.3	15.0	15.0	9.6	7.4	6.7	3.9	13.7	3.3
Cycle Q Clear(g_c), s	5.7	13.2	5.0	6.3	15.0	15.0	9.6	7.4	6.7	3.9	13.7	3.3
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	1872	784	305	1270	673	442	1354	560	227	1037	322
V/C Ratio(X)	0.74	0.48	0.19	0.76	0.53	0.53	0.80	0.36	0.27	0.64	0.74	0.20
Avail Cap(c_a), veh/h	480	1872	784	516	1270	673	706	1354	560	971	1519	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	24.2	14.2	43.7	24.3	24.4	41.6	29.5	23.0	44.7	36.8	32.7
Incr Delay (d2), s/veh	1.5	0.9	0.5	1.5	1.6	3.0	3.4	0.2	0.3	3.0	1.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.2	1.7	2.7	5.9	6.5	4.1	2.9	2.4	1.7	5.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	25.1	14.7	45.2	25.9	27.3	45.0	29.7	23.3	47.7	38.0	33.0
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	D	C
Approach Vol, veh/h		1257			1261			988			980	
Approach Delay, s/veh		27.3			29.9			34.2			39.1	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	42.4	17.6	24.9	12.5	43.0	11.6	30.9				
Change Period (Y+Rc), s	4.6	7.0	5.3	5.3	4.6	7.0	5.3	5.3				
Max Green Setting (Gmax), s	14.4	35.0	19.7	28.7	13.4	36.0	27.1	21.3				
Max Q Clear Time (g_c+1), s	8.3	15.2	11.6	15.7	7.7	17.0	5.9	9.4				
Green Ext Time (p_c), s	0.2	6.2	0.7	3.9	0.2	5.9	0.4	2.6				
Intersection Summary												
HCM 6th Ctrl Delay				32.1								
HCM 6th LOS				C								

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

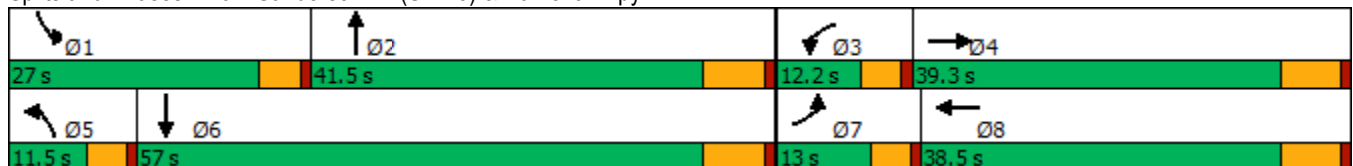
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	469	645	164	116	426	699	135	2283	104	881	2643	640
Future Volume (vph)	469	645	164	116	426	699	135	2283	104	881	2643	640
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.6	38.5		9.6	38.5		9.6	38.5		9.6	38.5	
Total Split (s)	13.0	39.3		12.2	38.5		11.5	41.5		27.0	57.0	
Total Split (%)	10.8%	32.8%		10.2%	32.1%		9.6%	34.6%		22.5%	47.5%	
Yellow Time (s)	3.6	5.5		3.6	5.5		3.6	5.5		3.6	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.6	6.5		4.6	6.5		4.6	6.5		4.6	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	8.4	19.5	106.5	7.0	18.1	106.5	6.7	35.2	106.5	22.5	50.9	106.5
Actuated g/C Ratio	0.08	0.18	1.00	0.07	0.17	1.00	0.06	0.33	1.00	0.21	0.48	1.00
v/c Ratio	1.10	0.62	0.10	0.49	0.44	0.44	0.60	0.92	0.07	1.17	0.73	0.41
Control Delay	121.3	42.5	0.1	56.9	40.5	0.9	61.4	42.0	0.1	127.8	24.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.3	42.5	0.1	56.9	40.5	0.9	61.4	42.0	0.1	127.8	24.8	0.8
LOS	F	D	A	E	D	A	E	D	A	F	C	A
Approach Delay		66.0			19.7			41.3			42.9	
Approach LOS		E			B			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.5
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 42.5
 Intersection LOS: D
 Intersection Capacity Utilization 94.0%
 ICU Level of Service F
 Analysis Period (min) 15











































Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	  		  	  		  	  	  		  	  
Traffic Volume (veh/h)	469	645	164	116	426	699	135	2283	104	881	2643	640
Future Volume (veh/h)	469	645	164	116	426	699	135	2283	104	881	2643	640
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	474	652	0	117	430	0	136	2306	0	890	2670	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	452	938		181	747		201	2608		804	3874	
Arrive On Green	0.08	0.16	0.00	0.05	0.13	0.00	0.06	0.34	0.00	0.22	0.51	0.00
Sat Flow, veh/h	5429	5700	1610	3619	5700	1610	3619	7600	1610	3619	7600	1610
Grp Volume(v), veh/h	474	652	0	117	430	0	136	2306	0	890	2670	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	8.4	10.9	0.0	3.2	7.1	0.0	3.7	28.8	0.0	22.4	26.8	0.0
Cycle Q Clear(g_c), s	8.4	10.9	0.0	3.2	7.1	0.0	3.7	28.8	0.0	22.4	26.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	452	938		181	747		201	2608		804	3874	
V/C Ratio(X)	1.05	0.70		0.65	0.58		0.67	0.88		1.11	0.69	
Avail Cap(c_a), veh/h	452	1854		273	1809		248	2638		804	3874	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.2	39.7	0.0	47.0	41.2	0.0	46.7	31.2	0.0	39.2	18.7	0.0
Incr Delay (d2), s/veh	55.4	0.9	0.0	1.5	0.7	0.0	3.1	3.9	0.0	65.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	4.8	0.0	1.4	3.2	0.0	1.7	12.6	0.0	16.5	10.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.6	40.7	0.0	48.5	41.9	0.0	49.8	35.2	0.0	104.4	19.2	0.0
LnGrp LOS	F	D		D	D		D	D		F	B	
Approach Vol, veh/h		1126	A		547	A		2442	A		3560	A
Approach Delay, s/veh		66.3			43.3			36.0			40.5	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	41.1	9.6	23.1	10.2	57.9	13.0	19.7				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	22.4	35.0	7.6	32.8	6.9	50.5	8.4	32.0				
Max Q Clear Time (g_c+I1), s	24.4	30.8	5.2	12.9	5.7	28.8	10.4	9.1				
Green Ext Time (p_c), s	0.0	3.8	0.0	3.7	0.0	18.3	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 7.20:

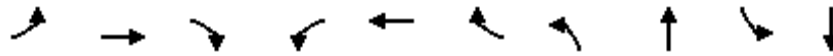
**HORIZON YEAR (2040) WITH MCP WITH PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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Timings

1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

05/28/2020

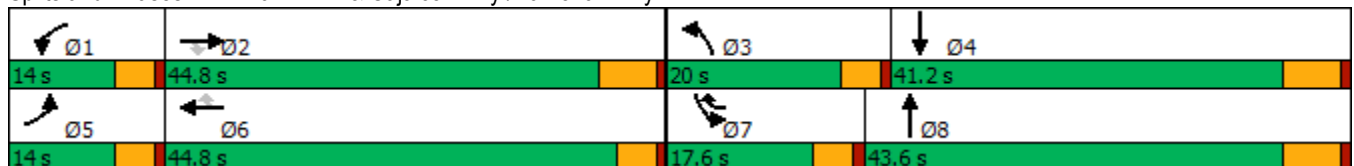


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑	↘↗	↑↑
Traffic Volume (vph)	112	1371	181	227	1507	227	393	371	204	157
Future Volume (vph)	112	1371	181	227	1507	227	393	371	204	157
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	14.0	44.8	44.8	14.0	44.8	17.6	20.0	43.6	17.6	41.2
Total Split (%)	11.7%	37.3%	37.3%	11.7%	37.3%	14.7%	16.7%	36.3%	14.7%	34.3%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	9.2	38.3	38.3	9.4	40.1	55.9	15.4	39.1	11.3	35.0
Actuated g/C Ratio	0.08	0.32	0.32	0.08	0.34	0.47	0.13	0.33	0.09	0.29
v/c Ratio	0.86	0.88	0.30	0.88	0.92	0.28	0.93	0.61	0.66	0.20
Control Delay	100.5	45.8	7.0	85.1	48.2	5.1	79.8	27.7	62.1	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.5	45.8	7.0	85.1	48.2	5.1	79.8	27.7	62.1	28.5
LOS	F	D	A	F	D	A	E	C	E	C
Approach Delay		45.3			47.5			46.5		45.7
Approach LOS		D			D			D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 46.4
 Intersection LOS: D
 Intersection Capacity Utilization 78.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑		↘↗	↑↑	
Traffic Volume (veh/h)	112	1371	181	227	1507	227	393	371	324	204	157	38
Future Volume (veh/h)	112	1371	181	227	1507	227	393	371	324	204	157	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	119	1459	128	241	1603	186	418	395	317	217	167	36
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	140	1709	530	272	1709	656	445	641	509	275	856	180
Arrive On Green	0.08	0.33	0.33	0.08	0.33	0.33	0.13	0.34	0.34	0.08	0.29	0.29
Sat Flow, veh/h	1810	5187	1610	3510	5187	1610	3510	1901	1509	3510	2967	625
Grp Volume(v), veh/h	119	1459	128	241	1603	186	418	375	337	217	100	103
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1755	1729	1610	1755	1805	1605	1755	1805	1787
Q Serve(g_s), s	7.9	31.9	7.0	8.3	36.4	9.4	14.3	21.1	21.4	7.4	5.1	5.3
Cycle Q Clear(g_c), s	7.9	31.9	7.0	8.3	36.4	9.4	14.3	21.1	21.4	7.4	5.1	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.35
Lane Grp Cap(c), veh/h	140	1709	530	272	1709	656	445	608	541	275	520	515
V/C Ratio(X)	0.85	0.85	0.24	0.89	0.94	0.28	0.94	0.62	0.62	0.79	0.19	0.20
Avail Cap(c_a), veh/h	140	1709	530	272	1722	661	445	608	541	376	520	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	38.0	29.7	55.5	39.5	24.1	52.5	33.7	33.8	55.0	32.5	32.6
Incr Delay (d2), s/veh	34.6	4.4	0.2	26.8	10.4	0.2	27.5	4.6	5.3	5.2	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	13.5	2.7	4.5	16.2	3.4	7.8	9.6	8.7	3.4	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.9	42.4	29.9	82.3	49.9	24.3	80.0	38.3	39.1	60.2	33.4	33.5
LnGrp LOS	F	D	C	F	D	C	E	D	D	E	C	C
Approach Vol, veh/h		1706			2030			1130			420	
Approach Delay, s/veh		44.8			51.4			54.0			47.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	46.2	20.0	41.2	14.0	46.2	14.1	47.1				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	9.4	38.6	15.4	35.0	9.4	* 40	13.0	37.4				
Max Q Clear Time (g_c+I1), s	10.3	33.9	16.3	7.3	9.9	38.4	9.4	23.4				
Green Ext Time (p_c), s	0.0	3.5	0.0	1.0	0.0	1.6	0.1	3.4				

Intersection Summary

HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings



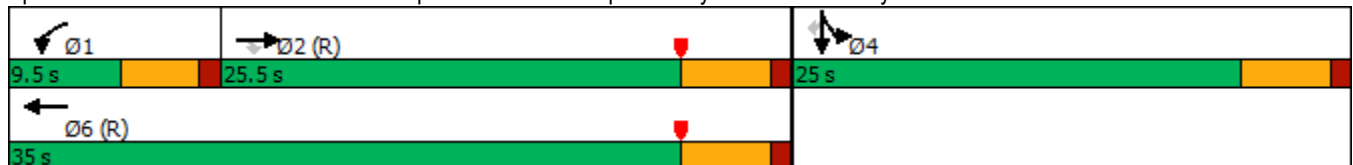
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↖↗	↑	↖	↗
Traffic Volume (vph)	606	62	151	589	11	219
Future Volume (vph)	606	62	151	589	11	219
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.5	25.5	9.5	35.0	25.0	25.0
Total Split (%)	42.5%	42.5%	15.8%	58.3%	41.7%	41.7%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	22.6	22.6	5.0	30.2	19.8	19.8
Actuated g/C Ratio	0.38	0.38	0.08	0.50	0.33	0.33
v/c Ratio	0.47	0.10	0.55	0.66	0.94	0.35
Control Delay	16.5	1.4	51.6	15.6	46.8	4.9
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0
Total Delay	16.5	1.4	51.6	16.1	46.8	4.9
LOS	B	A	D	B	D	A
Approach Delay	15.1			23.3	34.5	
Approach LOS	B			C	C	

Intersection Summary

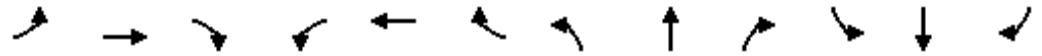
Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 24.6
 Intersection Capacity Utilization 130.2%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service H

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 06/03/2020

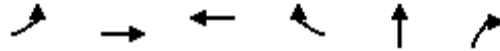


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑						↖	↗
Traffic Volume (veh/h)	0	606	62	151	589	0	0	0	0	515	11	219
Future Volume (veh/h)	0	606	62	151	589	0	0	0	0	515	11	219
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	645	66	161	627	0				548	12	174
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1257	560	273	951	0				590	13	536
Arrive On Green	0.00	0.35	0.35	0.16	1.00	0.00				0.33	0.33	0.33
Sat Flow, veh/h	0	3705	1610	3510	1900	0				1773	39	1610
Grp Volume(v), veh/h	0	645	66	161	627	0				560	0	174
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1900	0				1811	0	1610
Q Serve(g_s), s	0.0	8.5	1.7	2.6	0.0	0.0				17.9	0.0	4.9
Cycle Q Clear(g_c), s	0.0	8.5	1.7	2.6	0.0	0.0				17.9	0.0	4.9
Prop In Lane	0.00		1.00	1.00		0.00				0.98		1.00
Lane Grp Cap(c), veh/h	0	1257	560	273	951	0				602	0	536
V/C Ratio(X)	0.00	0.51	0.12	0.59	0.66	0.00				0.93	0.00	0.32
Avail Cap(c_a), veh/h	0	1257	560	293	951	0				604	0	537
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.5	13.3	24.5	0.0	0.0				19.3	0.0	15.0
Incr Delay (d2), s/veh	0.0	1.5	0.4	1.6	3.4	0.0				21.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.6	1.0	0.9	0.0				9.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.0	13.7	26.0	3.4	0.0				40.3	0.0	15.3
LnGrp LOS	A	B	B	C	A	A				D	A	B
Approach Vol, veh/h		711			788						734	
Approach Delay, s/veh		16.7			8.0						34.4	
Approach LOS		B			A						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.2	25.9		25.0		35.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	5.0	20.5		20.0		30.0						
Max Q Clear Time (g_c+I1), s	4.6	10.5		19.9		2.0						
Green Ext Time (p_c), s	0.0	2.0		0.0		2.4						

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Timings

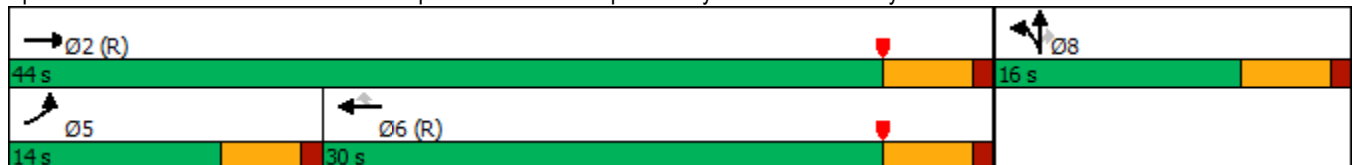


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↖↖	↗↗	↗↗	↖	↖	↖
Traffic Volume (vph)	474	648	439	962	5	98
Future Volume (vph)	474	648	439	962	5	98
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	14.0	44.0	30.0	30.0	16.0	16.0
Total Split (%)	23.3%	73.3%	50.0%	50.0%	26.7%	26.7%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	9.5	39.0	25.0	25.0	11.0	11.0
Actuated g/C Ratio	0.16	0.65	0.42	0.42	0.18	0.18
v/c Ratio	0.91	0.29	0.31	1.02	0.98	0.27
Control Delay	56.3	5.8	12.5	44.0	73.6	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.3	5.8	12.5	44.0	73.6	6.3
LOS	E	A	B	D	E	A
Approach Delay		27.2	34.1		57.3	
Approach LOS		C	C		E	

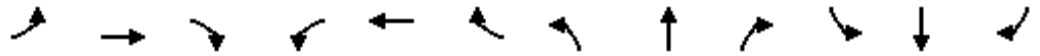
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 34.6
 Intersection LOS: C
 Intersection Capacity Utilization 130.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 05/28/2020

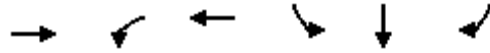


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↗		↖	↗			
Traffic Volume (veh/h)	474	648	0	0	439	962	301	5	98	0	0	0
Future Volume (veh/h)	474	648	0	0	439	962	301	5	98	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	504	689	0	0	467	810	320	5	40			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	556	2346	0	0	1504	671	327	5	295			
Arrive On Green	0.32	1.00	0.00	0.00	0.42	0.42	0.18	0.18	0.18			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1783	28	1610			
Grp Volume(v), veh/h	504	689	0	0	467	810	325	0	40			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1811	0	1610			
Q Serve(g_s), s	8.3	0.0	0.0	0.0	5.2	25.0	10.7	0.0	1.2			
Cycle Q Clear(g_c), s	8.3	0.0	0.0	0.0	5.2	25.0	10.7	0.0	1.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	556	2347	0	0	1504	671	332	0	295			
V/C Ratio(X)	0.91	0.29	0.00	0.00	0.31	1.21	0.98	0.00	0.14			
Avail Cap(c_a), veh/h	556	2347	0	0	1504	671	332	0	295			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.88	0.88	0.00	0.00	0.88	0.88	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.1	0.0	0.0	0.0	11.7	17.5	24.4	0.0	20.5			
Incr Delay (d2), s/veh	16.5	0.3	0.0	0.0	0.5	105.5	44.4	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	0.1	0.0	0.0	1.7	26.7	8.1	0.0	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.3	0.0	0.0	12.2	123.0	68.7	0.0	21.5			
LnGrp LOS	D	A	A	A	B	F	E	A	C			
Approach Vol, veh/h		1193			1277			365				
Approach Delay, s/veh		15.6			82.5			63.6				
Approach LOS		B			F			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		44.0			14.0	30.0		16.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		39.0			9.5	25.0		11.0				
Max Q Clear Time (g_c+I1), s		2.0			10.3	27.0		12.7				
Green Ext Time (p_c), s		2.9			0.0	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay					51.9							
HCM 6th LOS					D							

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

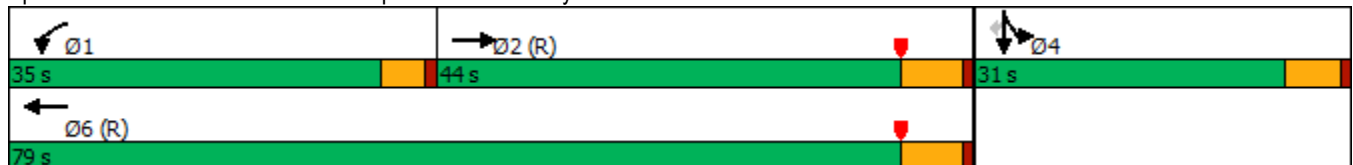


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↖	↑↑↑	↖	↖	↖
Traffic Volume (vph)	1094	368	1211	563	0	264
Future Volume (vph)	1094	368	1211	563	0	264
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	44.0	35.0	79.0	31.0	31.0	31.0
Total Split (%)	40.0%	31.8%	71.8%	28.2%	28.2%	28.2%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	41.4	27.1	73.0	25.5	25.5	25.5
Actuated g/C Ratio	0.38	0.25	0.66	0.23	0.23	0.23
v/c Ratio	0.78	0.86	0.37	0.74	0.74	0.62
Control Delay	32.6	34.7	1.7	51.7	51.7	32.6
Queue Delay	0.0	0.0	0.3	42.4	42.4	0.0
Total Delay	32.7	34.8	2.0	94.1	94.1	32.6
LOS	C	C	A	F	F	C
Approach Delay	32.7		9.6		74.4	
Approach LOS	C		A		E	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 32.2
 Intersection LOS: C
 Intersection Capacity Utilization 78.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↖	↑↑↑					↖	↖	↖
Traffic Volume (veh/h)	0	1094	347	368	1211	0	0	0	0	563	0	264
Future Volume (veh/h)	0	1094	347	368	1211	0	0	0	0	563	0	264
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1140	264	383	1261	0				586	0	202
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1639	380	420	3442	0				839	0	373
Arrive On Green	0.00	0.39	0.39	0.14	0.40	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	4368	972	1810	5358	0				3619	0	1610
Grp Volume(v), veh/h	0	939	465	383	1261	0				586	0	202
Grp Sat Flow(s),veh/h/ln	0	1729	1710	1810	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	25.0	25.0	23.0	18.8	0.0				16.3	0.0	12.1
Cycle Q Clear(g_c), s	0.0	25.0	25.0	23.0	18.8	0.0				16.3	0.0	12.1
Prop In Lane	0.00		0.57	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1351	668	420	3442	0				839	0	373
V/C Ratio(X)	0.00	0.70	0.70	0.91	0.37	0.00				0.70	0.00	0.54
Avail Cap(c_a), veh/h	0	1351	668	502	3442	0				839	0	373
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.41	0.41	0.14	0.14	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.0	28.0	46.2	16.8	0.0				38.7	0.0	37.1
Incr Delay (d2), s/veh	0.0	1.2	2.5	3.6	0.0	0.0				4.8	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.8	9.9	11.0	7.9	0.0				7.5	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.3	30.5	49.8	16.8	0.0				43.5	0.0	42.7
LnGrp LOS	A	C	C	D	B	A				D	A	D
Approach Vol, veh/h		1404			1644						788	
Approach Delay, s/veh		29.7			24.5						43.3	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.0	49.0		31.0		79.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	30.5	38.0		25.5		73.0						
Max Q Clear Time (g_c+I1), s	25.0	27.0		18.3		20.8						
Green Ext Time (p_c), s	0.6	4.5		1.8		6.1						

Intersection Summary

HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

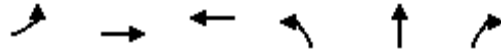
Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

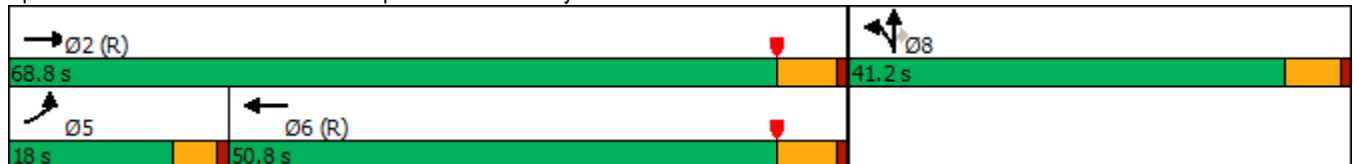


Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations	↘	↑↑↑	↑↑↑	↘	↙	↗
Traffic Volume (vph)	197	1460	1246	332	4	564
Future Volume (vph)	197	1460	1246	332	4	564
Turn Type	Prot	NA	NA	Split	NA	Perm
Protected Phases	5	2	6	8	8	
Permitted Phases						8
Detector Phase	5	2	6	8	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	10.5	10.5	10.5
Total Split (s)	18.0	68.8	50.8	41.2	41.2	41.2
Total Split (%)	16.4%	62.5%	46.2%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	13.5	62.8	44.8	35.7	35.7	35.7
Actuated g/C Ratio	0.12	0.57	0.41	0.32	0.32	0.32
v/c Ratio	0.93	0.51	1.11dr	0.32	0.31	1.02
Control Delay	71.2	28.2	58.1	29.9	29.9	76.9
Queue Delay	0.0	19.3	2.0	0.0	0.0	0.0
Total Delay	71.2	47.5	60.1	29.9	29.9	76.9
LOS	E	D	E	C	C	E
Approach Delay		50.3	60.1		59.4	
Approach LOS		D	E		E	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 56.5
 Intersection LOS: E
 Intersection Capacity Utilization 78.2%
 ICU Level of Service D
 Analysis Period (min) 15
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑			↑↑↑		↗	↖	↗			
Traffic Volume (veh/h)	197	1460	0	0	1246	827	332	4	564	0	0	0
Future Volume (veh/h)	197	1460	0	0	1246	827	332	4	564	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	205	1521	0	0	1298	699	349	0	427			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	222	3148	0	0	1533	714	1044	0	464			
Arrive On Green	0.25	1.00	0.00	0.00	0.44	0.44	0.29	0.00	0.29			
Sat Flow, veh/h	1810	5358	0	0	3629	1610	3619	0	1610			
Grp Volume(v), veh/h	205	1521	0	0	1298	699	349	0	427			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	12.2	0.0	0.0	0.0	36.8	47.0	8.4	0.0	28.2			
Cycle Q Clear(g_c), s	12.2	0.0	0.0	0.0	36.8	47.0	8.4	0.0	28.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	222	3148	0	0	1533	714	1044	0	464			
V/C Ratio(X)	0.92	0.48	0.00	0.00	0.85	0.98	0.33	0.00	0.92			
Avail Cap(c_a), veh/h	222	3148	0	0	1533	714	1175	0	523			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.54	0.54	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.0	0.0	0.0	0.0	27.3	30.1	30.8	0.0	37.9			
Incr Delay (d2), s/veh	26.3	0.3	0.0	0.0	6.0	29.0	0.2	0.0	20.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.1	0.1	0.0	0.0	15.0	22.1	3.5	0.0	13.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.3	0.3	0.0	0.0	33.3	59.1	31.0	0.0	58.1			
LnGrp LOS	E	A	A	A	C	E	C	A	E			
Approach Vol, veh/h		1726			1997			776				
Approach Delay, s/veh		8.2			42.3			45.9				
Approach LOS		A			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.8			18.0	54.8		37.2				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		62.8			13.5	44.8		35.7				
Max Q Clear Time (g_c+I1), s		2.0			14.2	49.0		30.2				
Green Ext Time (p_c), s		8.2			0.0	0.0		1.5				

Intersection Summary

HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

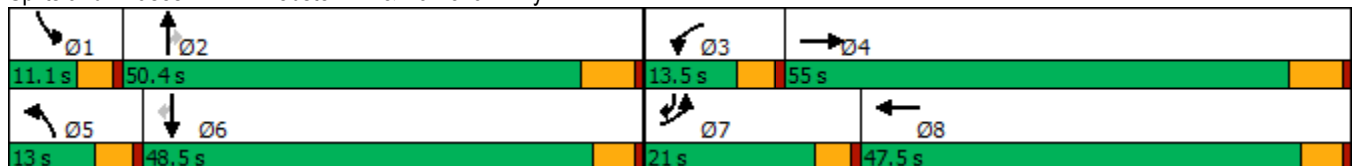


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	618	1442	45	1922	146	76	38	50	40	396
Future Volume (vph)	618	1442	45	1922	146	76	38	50	40	396
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	47.5	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	21.0	55.0	13.5	47.5	13.0	50.4	50.4	11.1	48.5	21.0
Total Split (%)	16.2%	42.3%	10.4%	36.5%	10.0%	38.8%	38.8%	8.5%	37.3%	16.2%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	16.7	54.1	6.9	43.2	12.3	15.4	15.4	6.2	14.9	30.1
Actuated g/C Ratio	0.17	0.54	0.07	0.43	0.12	0.15	0.15	0.06	0.15	0.30
v/c Ratio	1.12	0.46	0.39	0.77	0.70	0.28	0.11	0.47	0.15	0.79
Control Delay	116.4	17.6	57.6	28.3	63.9	39.1	0.6	63.6	37.4	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.4	17.6	57.6	28.3	63.9	39.1	0.6	63.6	37.4	37.0
LOS	F	B	E	C	E	D	A	E	D	D
Approach Delay		46.3		29.0		47.4			39.8	
Approach LOS		D		C		D			D	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 100.1
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 38.4
 Intersection LOS: D
 Intersection Capacity Utilization 75.3%
 ICU Level of Service D
 Analysis Period (min) 15























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	618	1442	66	45	1922	109	146	76	38	50	40	396
Future Volume (veh/h)	618	1442	66	45	1922	109	146	76	38	50	40	396
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	657	1534	44	48	2045	84	155	81	25	53	43	315
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	537	3252	93	64	2444	100	142	439	372	69	362	553
Arrive On Green	0.15	0.49	0.49	0.04	0.38	0.38	0.08	0.23	0.23	0.04	0.19	0.19
Sat Flow, veh/h	3510	6579	189	1810	6488	266	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	657	1143	435	48	1545	584	155	81	25	53	43	315
Grp Sat Flow(s),veh/h/ln	1755	1634	1866	1810	1634	1852	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	16.4	16.5	16.5	2.8	30.7	30.8	8.4	3.7	1.3	3.1	2.0	17.1
Cycle Q Clear(g_c), s	16.4	16.5	16.5	2.8	30.7	30.8	8.4	3.7	1.3	3.1	2.0	17.1
Prop In Lane	1.00		0.10	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	537	2423	922	64	1846	698	142	439	372	69	362	553
V/C Ratio(X)	1.22	0.47	0.47	0.75	0.84	0.84	1.09	0.18	0.07	0.77	0.12	0.57
Avail Cap(c_a), veh/h	537	2423	922	150	1940	733	142	784	664	110	769	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	17.9	17.9	51.2	30.4	30.4	49.4	33.1	32.2	51.1	35.9	28.7
Incr Delay (d2), s/veh	116.2	0.1	0.4	6.3	3.3	8.1	102.6	0.2	0.1	6.7	0.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	5.6	6.5	1.3	11.6	14.1	7.8	1.7	0.5	1.5	0.9	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	161.6	18.0	18.3	57.5	33.7	38.5	152.0	33.3	32.3	57.8	36.1	29.6
LnGrp LOS	F	B	B	E	C	D	F	C	C	E	D	C
Approach Vol, veh/h		2235			2177			261			411	
Approach Delay, s/veh		60.3			35.5			103.7			34.0	
Approach LOS		E			D			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	30.9	8.4	59.2	13.0	26.6	21.0	46.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	6.5	44.2	8.9	48.8	8.4	* 43	16.4	* 42				
Max Q Clear Time (g_c+I1), s	5.1	5.7	4.8	18.5	10.4	19.1	18.4	32.8				
Green Ext Time (p_c), s	0.0	0.5	0.0	11.9	0.0	1.3	0.0	7.6				

Intersection Summary

HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

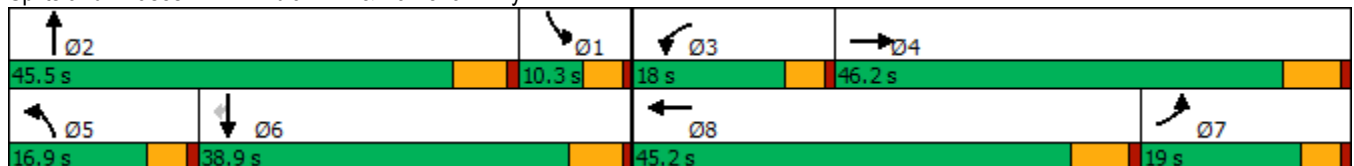


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑↑	↖	↑↑↑↑	↖	↑↑	↖	↑↑	↗
Traffic Volume (vph)	195	1236	180	1778	131	190	69	143	149
Future Volume (vph)	195	1236	180	1778	131	190	69	143	149
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	19.0	46.2	18.0	45.2	16.9	45.5	10.3	38.9	38.9
Total Split (%)	15.8%	38.5%	15.0%	37.7%	14.1%	37.9%	8.6%	32.4%	32.4%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	14.1	39.8	13.1	38.9	10.8	15.7	8.9	13.7	13.7
Actuated g/C Ratio	0.14	0.40	0.13	0.39	0.11	0.16	0.09	0.14	0.14
v/c Ratio	0.78	0.56	0.77	0.79	0.68	0.44	0.43	0.29	0.41
Control Delay	63.7	24.3	64.9	29.9	61.9	33.3	55.1	39.4	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	24.3	64.9	29.9	61.9	33.3	55.1	39.4	7.7
LOS	E	C	E	C	E	C	E	D	A
Approach Delay		29.0		32.9		43.1		29.3	
Approach LOS		C		C		D		C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 98.9	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 32.1	Intersection LOS: C
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1236	192	180	1778	182	131	190	62	69	143	149
Future Volume (veh/h)	195	1236	192	180	1778	182	131	190	62	69	143	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	1261	194	184	1814	157	134	194	52	70	146	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	2426	371	220	2432	211	167	348	91	138	435	194
Arrive On Green	0.13	0.42	0.42	0.12	0.39	0.39	0.09	0.12	0.12	0.08	0.12	0.12
Sat Flow, veh/h	1810	5760	882	1810	6172	534	1810	2829	739	1810	3610	1610
Grp Volume(v), veh/h	199	1072	383	184	1441	530	134	122	124	70	146	145
Grp Sat Flow(s),veh/h/ln	1810	1634	1740	1810	1634	1804	1810	1805	1763	1810	1805	1610
Q Serve(g_s), s	9.3	14.1	14.2	8.6	21.9	21.9	6.3	5.5	5.8	3.2	3.2	5.2
Cycle Q Clear(g_c), s	9.3	14.1	14.2	8.6	21.9	21.9	6.3	5.5	5.8	3.2	3.2	5.2
Prop In Lane	1.00		0.51	1.00		0.30	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	236	2064	733	220	1932	711	167	222	217	138	435	194
V/C Ratio(X)	0.84	0.52	0.52	0.84	0.75	0.75	0.80	0.55	0.57	0.51	0.34	0.75
Avail Cap(c_a), veh/h	300	2259	802	279	2202	810	256	825	806	138	1376	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	18.6	18.6	37.3	22.6	22.6	38.6	35.8	35.9	38.5	35.0	17.8
Incr Delay (d2), s/veh	13.2	0.2	0.6	13.1	1.2	3.3	5.0	2.1	2.4	1.3	0.5	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	4.7	5.1	4.4	7.6	8.8	2.9	2.5	2.5	1.4	1.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	18.8	19.2	50.4	23.8	25.9	43.6	37.9	38.3	39.8	35.4	23.4
LnGrp LOS	D	B	B	D	C	C	D	D	D	D	D	C
Approach Vol, veh/h		1654			2155			380			361	
Approach Delay, s/veh		22.7			26.6			40.0			31.5	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	16.5	15.2	42.8	12.6	16.3	17.5	40.4				
Change Period (Y+Rc), s	5.8	* 5.8	4.6	6.2	4.6	5.8	6.2	* 6.2				
Max Green Setting (Gmax), s	5.7	* 40	13.4	40.0	12.3	33.1	14.4	* 39				
Max Q Clear Time (g_c+I1), s	5.2	7.8	10.6	16.2	8.3	7.2	11.3	23.9				
Green Ext Time (p_c), s	0.0	1.3	0.1	9.9	0.1	1.3	0.1	10.3				

Intersection Summary

HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

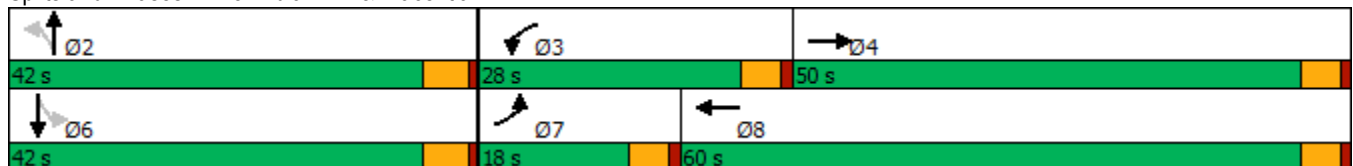


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	79	198	167	993	68	175	30	146
Future Volume (vph)	79	198	167	993	68	175	30	146
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	18.0	50.0	28.0	60.0	42.0	42.0	42.0	42.0
Total Split (%)	15.0%	41.7%	23.3%	50.0%	35.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	9.1	49.3	14.2	56.9	20.3	20.3	20.3	20.3
Actuated g/C Ratio	0.09	0.50	0.14	0.58	0.21	0.21	0.21	0.21
v/c Ratio	0.52	0.18	0.70	0.56	0.39	0.75	0.29	0.52
Control Delay	56.1	11.9	55.6	16.5	40.9	46.7	41.0	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	11.9	55.6	16.5	40.9	46.7	41.0	38.0
LOS	E	B	E	B	D	D	D	D
Approach Delay		21.3		21.7		45.6		38.4
Approach LOS		C		C		D		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 98.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 27.0	Intersection LOS: C
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	





















Splits and Phases: 15: Indian Av. & Placentia Av.



HCM 6th Signalized Intersection Summary
 15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

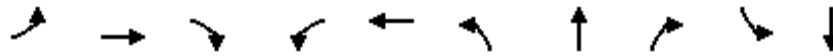
05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	198	97	167	993	81	68	175	96	30	146	39
Future Volume (veh/h)	79	198	97	167	993	81	68	175	96	30	146	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	86	215	79	182	1079	66	74	190	77	33	159	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	111	1378	491	218	2030	124	207	256	104	145	308	60
Arrive On Green	0.06	0.53	0.53	0.12	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1810	2608	930	1810	3456	211	1212	1285	521	1130	1545	301
Grp Volume(v), veh/h	86	147	147	182	563	582	74	0	267	33	0	190
Grp Sat Flow(s),veh/h/ln	1810	1805	1733	1810	1805	1862	1212	0	1806	1130	0	1846
Q Serve(g_s), s	4.4	3.9	4.1	9.3	17.6	17.7	5.5	0.0	13.1	2.7	0.0	8.7
Cycle Q Clear(g_c), s	4.4	3.9	4.1	9.3	17.6	17.7	14.1	0.0	13.1	15.8	0.0	8.7
Prop In Lane	1.00		0.54	1.00		0.11	1.00		0.29	1.00		0.16
Lane Grp Cap(c), veh/h	111	954	915	218	1061	1094	207	0	360	145	0	368
V/C Ratio(X)	0.77	0.15	0.16	0.83	0.53	0.53	0.36	0.00	0.74	0.23	0.00	0.52
Avail Cap(c_a), veh/h	257	954	915	449	1061	1094	439	0	707	362	0	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	11.4	11.5	40.5	11.7	11.7	40.0	0.0	35.5	42.9	0.0	33.7
Incr Delay (d2), s/veh	4.3	0.3	0.4	3.2	1.9	1.9	1.0	0.0	3.0	0.8	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.6	1.7	4.3	7.2	7.4	1.7	0.0	5.9	0.8	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	11.8	11.8	43.7	13.6	13.5	41.0	0.0	38.5	43.6	0.0	34.8
LnGrp LOS	D	B	B	D	B	B	D	A	D	D	A	C
Approach Vol, veh/h		380			1327			341			223	
Approach Delay, s/veh		20.0			17.7			39.0			36.1	
Approach LOS		B			B			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.9	16.0	54.4		23.9	10.4	60.0				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		36.9	23.4	45.4		36.9	13.4	55.4				
Max Q Clear Time (g_c+1), s		16.1	11.3	6.1		17.8	6.4	19.7				
Green Ext Time (p_c), s		1.7	0.2	2.0		1.0	0.0	10.3				
Intersection Summary												
HCM 6th Ctrl Delay				23.1								
HCM 6th LOS				C								

Timings
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

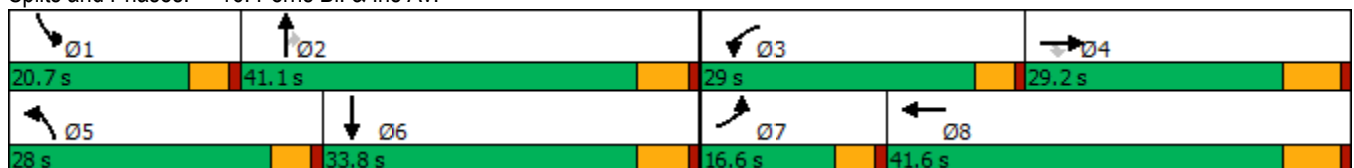


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑
Traffic Volume (vph)	76	352	148	301	540	293	884	292	169	820
Future Volume (vph)	76	352	148	301	540	293	884	292	169	820
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	16.6	29.2	29.2	29.0	41.6	28.0	41.1	41.1	20.7	33.8
Total Split (%)	13.8%	24.3%	24.3%	24.2%	34.7%	23.3%	34.3%	34.3%	17.3%	28.2%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	9.2	17.6	17.6	22.7	33.6	22.1	34.6	34.6	14.3	26.9
Actuated g/C Ratio	0.08	0.16	0.16	0.21	0.30	0.20	0.31	0.31	0.13	0.24
v/c Ratio	0.56	0.67	0.39	0.89	0.71	0.88	0.59	0.48	0.79	0.84
Control Delay	65.3	50.5	5.9	69.7	38.4	70.6	34.8	11.8	72.1	46.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	50.5	5.9	69.7	38.4	70.6	34.8	11.8	72.1	46.9
LOS	E	D	A	E	D	E	C	B	E	D
Approach Delay		41.0			47.8		37.3			50.6
Approach LOS		D			D		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 110.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 44.0
 Intersection LOS: D
 Intersection Capacity Utilization 80.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	
Traffic Volume (veh/h)	76	352	148	301	540	162	293	884	292	169	820	150
Future Volume (veh/h)	76	352	148	301	540	162	293	884	292	169	820	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	383	126	327	587	98	318	961	193	184	891	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	107	550	245	360	903	150	350	1654	511	217	1093	184
Arrive On Green	0.06	0.15	0.15	0.20	0.29	0.29	0.19	0.32	0.32	0.12	0.24	0.24
Sat Flow, veh/h	1810	3610	1607	1810	3091	515	1810	5187	1603	1810	4466	753
Grp Volume(v), veh/h	83	383	126	327	342	343	318	961	193	184	689	353
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1801	1810	1729	1603	1810	1729	1761
Q Serve(g_s), s	4.6	10.1	7.3	17.8	16.7	16.8	17.3	15.6	9.4	10.0	18.9	19.1
Cycle Q Clear(g_c), s	4.6	10.1	7.3	17.8	16.7	16.8	17.3	15.6	9.4	10.0	18.9	19.1
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	107	550	245	360	527	526	350	1654	511	217	847	431
V/C Ratio(X)	0.78	0.70	0.51	0.91	0.65	0.65	0.91	0.58	0.38	0.85	0.81	0.82
Avail Cap(c_a), veh/h	215	824	367	438	634	633	420	1817	561	289	961	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	40.5	39.3	39.5	31.2	31.2	39.7	28.7	26.6	43.5	35.9	35.9
Incr Delay (d2), s/veh	4.5	1.6	1.7	18.5	1.7	1.8	19.1	0.4	0.5	13.1	4.9	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.4	2.8	9.3	7.0	7.1	9.2	6.2	3.4	5.1	8.1	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	42.1	40.9	58.0	32.9	33.0	58.8	29.1	27.0	56.5	40.8	45.5
LnGrp LOS	D	D	D	E	C	C	E	C	C	E	D	D
Approach Vol, veh/h		592			1012			1472			1226	
Approach Delay, s/veh		43.1			41.0			35.2			44.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	37.9	24.6	21.6	24.1	30.5	10.5	35.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	16.1	35.3	24.4	23.0	23.4	28.0	12.0	35.4				
Max Q Clear Time (g_c+I1), s	12.0	17.6	19.8	12.1	19.3	21.1	6.6	18.8				
Green Ext Time (p_c), s	0.1	6.5	0.2	1.9	0.2	3.4	0.0	3.4				

Intersection Summary

HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

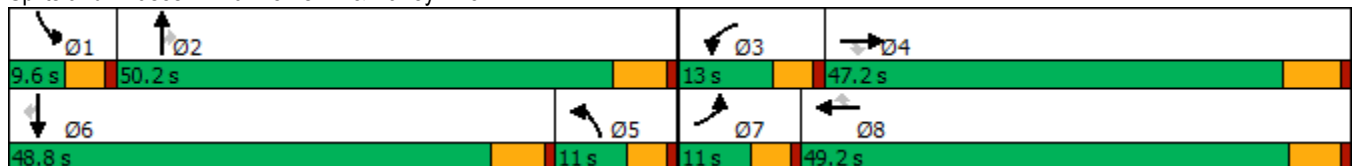
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	665	97	373	679	287	257	1210	23	114	784	283
Future Volume (vph)	247	665	97	373	679	287	257	1210	23	114	784	283
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.0	47.2	47.2	13.0	49.2	49.2	11.0	50.2	50.2	9.6	48.8	48.8
Total Split (%)	9.2%	39.3%	39.3%	10.8%	41.0%	41.0%	9.2%	41.8%	41.8%	8.0%	40.7%	40.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.6	26.9	26.9	8.6	29.3	29.3	13.0	33.4	33.4	5.1	25.5	25.5
Actuated g/C Ratio	0.07	0.28	0.28	0.09	0.31	0.31	0.14	0.35	0.35	0.05	0.27	0.27
v/c Ratio	1.12	0.71	0.18	1.29	0.46	0.51	0.58	0.73	0.04	0.66	0.62	0.55
Control Delay	137.2	35.5	1.5	188.6	28.0	16.2	47.2	30.2	0.1	65.8	33.2	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	137.2	35.5	1.5	188.6	28.0	16.2	47.2	30.2	0.1	65.8	33.2	16.0
LOS	F	D	A	F	C	B	D	C	A	E	C	B
Approach Delay		57.1			70.2			32.7			32.2	
Approach LOS		E			E			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 95.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 47.5
 Intersection LOS: D
 Intersection Capacity Utilization 74.2%
 ICU Level of Service D
 Analysis Period (min) 15






































Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		  	  		 	  		  	  	
Traffic Volume (veh/h)	247	665	97	373	679	287	257	1210	23	114	784	283
Future Volume (veh/h)	247	665	97	373	679	287	257	1210	23	114	784	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	268	723	100	405	738	220	279	1315	22	124	852	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	943	421	332	1472	457	504	1820	565	191	1287	399
Arrive On Green	0.07	0.26	0.26	0.09	0.28	0.28	0.14	0.35	0.35	0.05	0.25	0.25
Sat Flow, veh/h	3510	3610	1610	3510	5187	1610	3510	5187	1610	3510	5187	1608
Grp Volume(v), veh/h	268	723	100	405	738	220	279	1315	22	124	852	201
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1610	1755	1729	1610	1755	1729	1608
Q Serve(g_s), s	6.4	16.4	2.7	8.4	10.5	10.1	6.6	19.6	0.8	3.1	13.1	7.1
Cycle Q Clear(g_c), s	6.4	16.4	2.7	8.4	10.5	10.1	6.6	19.6	0.8	3.1	13.1	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	943	421	332	1472	457	504	1820	565	191	1287	399
V/C Ratio(X)	1.06	0.77	0.24	1.22	0.50	0.48	0.55	0.72	0.04	0.65	0.66	0.50
Avail Cap(c_a), veh/h	253	1667	744	332	2536	787	504	2594	805	198	2512	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	30.3	10.0	40.2	26.5	26.4	35.4	25.1	19.0	41.1	30.0	16.1
Incr Delay (d2), s/veh	73.0	1.3	0.3	122.9	0.3	0.8	0.8	0.6	0.0	5.3	0.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	6.7	1.6	9.1	4.1	3.7	2.7	7.4	0.3	1.4	5.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.2	31.6	10.3	163.1	26.8	27.2	36.1	25.6	19.0	46.4	30.6	17.0
LnGrp LOS	F	C	B	F	C	C	D	C	B	D	C	B
Approach Vol, veh/h		1091			1363			1616			1177	
Approach Delay, s/veh		50.0			67.4			27.4			30.0	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	36.9	13.0	29.4	18.6	27.8	11.0	31.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.0	44.4	8.4	41.0	6.4	* 43	6.4	* 43				
Max Q Clear Time (g_c+I1), s	5.1	21.6	10.4	18.4	8.6	15.1	8.4	12.5				
Green Ext Time (p_c), s	0.0	9.4	0.0	4.8	0.0	6.7	0.0	5.9				

Intersection Summary

HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (vph)	66	80	106	215	584	518	1070	144	47	588	168
Future Volume (vph)	66	80	106	215	584	518	1070	144	47	588	168
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	5	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	22.6	9.6	9.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8
Total Split (s)	10.0	23.4	40.0	21.2	34.6	40.0	62.0	62.0	13.4	35.4	35.4
Total Split (%)	8.3%	19.5%	33.3%	17.7%	28.8%	33.3%	51.7%	51.7%	11.2%	29.5%	29.5%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.4	17.0	54.0	21.6	30.1	35.5	50.7	50.7	7.2	20.4	20.4
Actuated g/C Ratio	0.05	0.15	0.49	0.19	0.27	0.32	0.46	0.46	0.06	0.18	0.18
v/c Ratio	0.83	0.16	0.14	0.67	0.92	0.98	0.49	0.19	0.44	0.67	0.41
Control Delay	110.8	41.5	3.6	55.5	53.6	70.9	22.5	4.8	62.5	45.6	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.8	41.5	3.6	55.5	53.6	70.9	22.5	4.8	62.5	45.6	8.6
LOS	F	D	A	E	D	E	C	A	E	D	A
Approach Delay		43.8			54.0		35.5			38.9	
Approach LOS		D			D		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 111
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 41.8
 Intersection LOS: D
 Intersection Capacity Utilization 84.5%
 ICU Level of Service E
 Analysis Period (min) 15

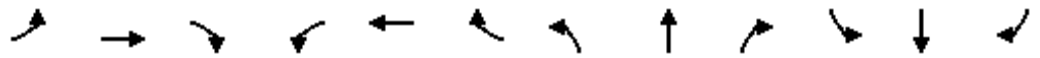
Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	66	80	106	215	584	240	518	1070	144	47	588	168
Future Volume (veh/h)	66	80	106	215	584	240	518	1070	144	47	588	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	87	111	234	635	147	563	1163	148	51	639	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	93	577	783	266	743	172	591	2410	748	68	910	282
Arrive On Green	0.05	0.16	0.16	0.15	0.26	0.26	0.33	0.46	0.46	0.04	0.18	0.18
Sat Flow, veh/h	1810	3610	1610	1810	2911	673	1810	5187	1610	1810	5187	1607
Grp Volume(v), veh/h	72	87	111	234	393	389	563	1163	148	51	639	178
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1779	1810	1729	1610	1810	1729	1607
Q Serve(g_s), s	4.0	2.1	3.9	13.0	21.2	21.3	31.1	15.8	5.5	2.9	11.9	10.5
Cycle Q Clear(g_c), s	4.0	2.1	3.9	13.0	21.2	21.3	31.1	15.8	5.5	2.9	11.9	10.5
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	577	783	266	461	454	591	2410	748	68	910	282
V/C Ratio(X)	0.78	0.15	0.14	0.88	0.85	0.86	0.95	0.48	0.20	0.75	0.70	0.63
Avail Cap(c_a), veh/h	96	663	822	294	529	522	626	2849	885	156	1501	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	37.0	14.5	42.8	36.3	36.3	33.7	18.9	16.1	48.8	39.7	39.1
Incr Delay (d2), s/veh	28.7	0.1	0.1	22.3	11.6	12.0	23.7	0.2	0.1	6.2	1.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.0	1.4	7.4	10.8	10.7	16.6	5.8	2.1	1.4	4.9	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	37.1	14.6	65.0	47.9	48.3	57.4	19.1	16.3	55.0	40.7	41.4
LnGrp LOS	E	D	B	E	D	D	E	B	B	D	D	D
Approach Vol, veh/h		270			1016			1874			868	
Approach Delay, s/veh		38.4			52.0			30.4			41.7	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	53.3	19.6	20.9	38.0	23.8	9.8	30.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	8.8	56.2	16.6	18.8	35.4	29.6	5.4	30.0				
Max Q Clear Time (g_c+I1), s	4.9	17.8	15.0	5.9	33.1	13.9	6.0	23.3				
Green Ext Time (p_c), s	0.0	10.1	0.1	0.7	0.3	4.1	0.0	2.8				

Intersection Summary

HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

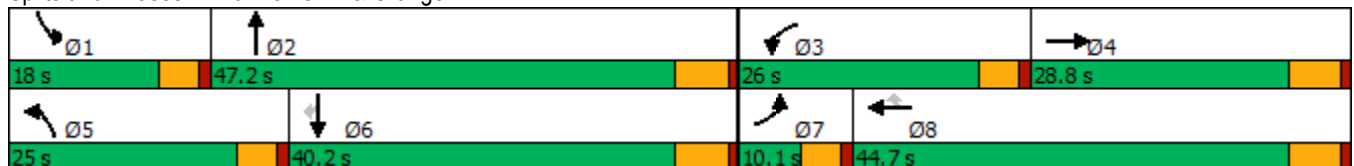


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↕	↖	↕	↗	↖	↕	↖	↕	↗
Traffic Volume (vph)	19	280	185	470	227	182	1184	102	935	66
Future Volume (vph)	19	280	185	470	227	182	1184	102	935	66
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	9.6	36.8	36.8
Total Split (s)	10.1	28.8	26.0	44.7	44.7	25.0	47.2	18.0	40.2	40.2
Total Split (%)	8.4%	24.0%	21.7%	37.3%	37.3%	20.8%	39.3%	15.0%	33.5%	33.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	5.5	17.1	15.4	33.9	33.9	15.1	35.5	10.3	30.7	30.7
Actuated g/C Ratio	0.06	0.17	0.15	0.34	0.34	0.15	0.36	0.10	0.31	0.31
v/c Ratio	0.20	0.70	0.72	0.41	0.35	0.72	0.77	0.59	0.63	0.11
Control Delay	57.6	41.5	57.4	28.4	5.3	58.4	32.5	60.4	33.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	41.5	57.4	28.4	5.3	58.4	32.5	60.4	33.1	0.4
LOS	E	D	E	C	A	E	C	E	C	A
Approach Delay		42.2		28.5			35.7		33.7	
Approach LOS		D		C			D		C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 99.9
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 34.3
 Intersection LOS: C
 Intersection Capacity Utilization 71.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	↗
Traffic Volume (veh/h)	19	280	138	185	470	227	182	1184	121	102	935	66
Future Volume (veh/h)	19	280	138	185	470	227	182	1184	121	102	935	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	301	107	199	505	193	196	1273	106	110	1005	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	425	148	241	984	437	237	1779	148	141	1616	501
Arrive On Green	0.02	0.16	0.16	0.13	0.27	0.27	0.13	0.36	0.36	0.08	0.31	0.31
Sat Flow, veh/h	1810	2626	915	1810	3610	1605	1810	4878	406	1810	5187	1607
Grp Volume(v), veh/h	20	205	203	199	505	193	196	902	477	110	1005	59
Grp Sat Flow(s),veh/h/ln	1810	1805	1735	1810	1805	1605	1810	1729	1826	1810	1729	1607
Q Serve(g_s), s	0.9	8.5	8.8	8.5	9.4	7.9	8.4	17.8	17.8	4.7	13.1	2.1
Cycle Q Clear(g_c), s	0.9	8.5	8.8	8.5	9.4	7.9	8.4	17.8	17.8	4.7	13.1	2.1
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	41	292	281	241	984	437	237	1261	666	141	1616	501
V/C Ratio(X)	0.49	0.70	0.72	0.83	0.51	0.44	0.83	0.72	0.72	0.78	0.62	0.12
Avail Cap(c_a), veh/h	126	524	503	488	1771	787	465	1805	953	306	2250	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	31.4	31.5	33.5	24.4	23.8	33.6	21.7	21.7	35.9	23.3	19.5
Incr Delay (d2), s/veh	3.4	3.0	3.5	2.8	0.4	0.7	2.8	0.8	1.5	3.5	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.7	3.7	3.7	3.7	2.8	3.6	6.5	7.0	2.1	4.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	34.5	35.0	36.3	24.8	24.5	36.3	22.4	23.1	39.4	23.7	19.6
LnGrp LOS	D	C	D	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		428			897			1575			1174	
Approach Delay, s/veh		35.1			27.3			24.4			25.0	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	34.7	15.1	18.6	15.0	30.5	6.4	27.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	13.4	41.4	21.4	23.0	20.4	34.4	5.5	38.9				
Max Q Clear Time (g_c+I1), s	6.7	19.8	10.5	10.8	10.4	15.1	2.9	11.4				
Green Ext Time (p_c), s	0.1	9.1	0.2	1.7	0.2	6.6	0.0	3.8				

Intersection Summary

HCM 6th Ctrl Delay			26.3									
HCM 6th LOS			C									

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

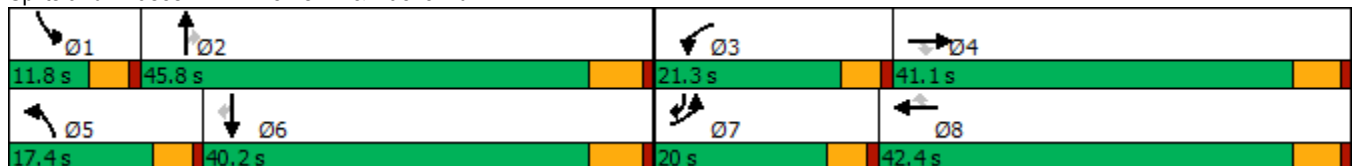
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	429	522	152	279	626	192	351	965	243	139	729	266
Future Volume (vph)	429	522	152	279	626	192	351	965	243	139	729	266
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	20.0	41.1	41.1	21.3	42.4	42.4	17.4	45.8	45.8	11.8	40.2	20.0
Total Split (%)	16.7%	34.3%	34.3%	17.8%	35.3%	35.3%	14.5%	38.2%	38.2%	9.8%	33.5%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.6	29.9	29.9	13.4	27.7	27.7	12.9	36.7	36.7	7.1	30.9	47.7
Actuated g/C Ratio	0.14	0.28	0.28	0.12	0.26	0.26	0.12	0.34	0.34	0.07	0.29	0.44
v/c Ratio	0.92	0.57	0.33	0.70	0.73	0.40	0.91	0.85	0.43	0.66	0.77	0.22
Control Delay	72.0	36.6	6.7	55.3	41.9	12.7	75.1	41.4	16.2	65.5	41.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	36.6	6.7	55.3	41.9	12.7	75.1	41.4	16.2	65.5	41.2	10.9
LOS	E	D	A	E	D	B	E	D	B	E	D	B
Approach Delay		46.3			40.2			45.1			37.1	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.7
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 42.4
 Intersection LOS: D
 Intersection Capacity Utilization 82.6%
 ICU Level of Service E
 Analysis Period (min) 15

























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	429	522	152	279	626	192	351	965	243	139	729	266
Future Volume (veh/h)	429	522	152	279	626	192	351	965	243	139	729	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.98	1.00		0.95	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	466	567	130	303	680	143	382	1049	171	151	792	185
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	468	1205	485	366	1100	481	389	1178	501	208	992	1145
Arrive On Green	0.13	0.33	0.33	0.10	0.30	0.30	0.11	0.33	0.33	0.06	0.27	0.27
Sat Flow, veh/h	3510	3610	1454	3510	3610	1577	3510	3610	1536	3510	3610	2793
Grp Volume(v), veh/h	466	567	130	303	680	143	382	1049	171	151	792	185
Grp Sat Flow(s),veh/h/ln	1755	1805	1454	1755	1805	1577	1755	1805	1536	1755	1805	1396
Q Serve(g_s), s	15.3	14.3	7.6	9.8	18.6	8.0	12.5	31.9	9.8	4.9	23.6	4.9
Cycle Q Clear(g_c), s	15.3	14.3	7.6	9.8	18.6	8.0	12.5	31.9	9.8	4.9	23.6	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	468	1205	485	366	1100	481	389	1178	501	208	992	1145
V/C Ratio(X)	1.00	0.47	0.27	0.83	0.62	0.30	0.98	0.89	0.34	0.73	0.80	0.16
Avail Cap(c_a), veh/h	468	1205	485	507	1156	505	389	1250	532	219	1075	1209
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.1	30.4	28.2	50.7	34.4	30.7	51.3	37.0	29.5	53.4	38.9	21.7
Incr Delay (d2), s/veh	40.5	0.3	0.3	5.7	0.9	0.3	40.7	8.0	0.4	9.2	4.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	6.1	2.6	4.5	8.1	3.0	7.5	14.7	3.6	2.4	10.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.6	30.7	28.5	56.5	35.3	31.1	92.0	45.0	29.9	62.7	43.0	21.8
LnGrp LOS	F	C	C	E	D	C	F	D	C	E	D	C
Approach Vol, veh/h		1163			1126			1602			1128	
Approach Delay, s/veh		54.4			40.5			54.6			42.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	43.5	16.6	44.0	17.4	37.5	20.0	40.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	7.2	40.0	16.7	35.7	12.8	34.4	15.4	37.0				
Max Q Clear Time (g_c+I1), s	6.9	33.9	11.8	16.3	14.5	25.6	17.3	20.6				
Green Ext Time (p_c), s	0.0	3.5	0.3	3.9	0.0	3.7	0.0	4.4				
Intersection Summary												
HCM 6th Ctrl Delay			48.6									
HCM 6th LOS			D									

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

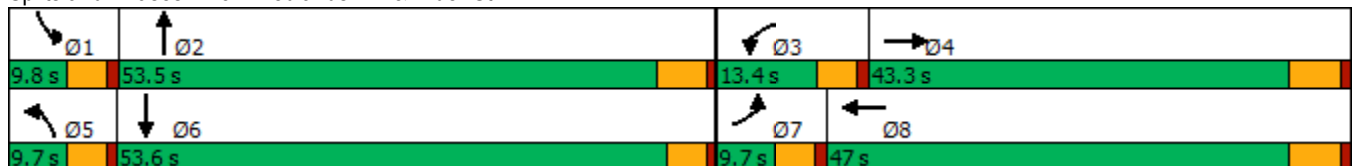


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	2	379	43	947	5	293	22	77
Future Volume (vph)	2	379	43	947	5	293	22	77
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	9.6	27.4	9.6	26.6
Total Split (s)	9.7	43.3	13.4	47.0	9.7	53.5	9.8	53.6
Total Split (%)	8.1%	36.1%	11.2%	39.2%	8.1%	44.6%	8.2%	44.7%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	5.2	39.7	7.1	47.3	5.2	39.6	5.3	43.9
Actuated g/C Ratio	0.05	0.38	0.07	0.45	0.05	0.38	0.05	0.42
v/c Ratio	0.02	0.33	0.39	0.71	0.06	0.91	0.27	0.11
Control Delay	55.5	27.6	61.4	29.4	56.4	47.9	62.2	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	27.6	61.4	29.4	56.4	47.9	62.2	18.9
LOS	E	C	E	C	E	D	E	B
Approach Delay		27.7		30.7		47.9		28.3
Approach LOS		C		C		D		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	2	379	32	43	947	97	5	293	286	22	77	3
Future Volume (veh/h)	2	379	32	43	947	97	5	293	286	22	77	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	412	35	47	1029	105	5	318	311	24	84	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	1204	102	64	1290	132	12	344	337	43	743	27
Arrive On Green	0.00	0.36	0.36	0.04	0.39	0.39	0.01	0.39	0.39	0.02	0.41	0.41
Sat Flow, veh/h	1810	3369	285	1810	3307	337	1810	882	863	1810	1823	65
Grp Volume(v), veh/h	2	220	227	47	561	573	5	0	629	24	0	87
Grp Sat Flow(s),veh/h/ln	1810	1805	1849	1810	1805	1839	1810	0	1745	1810	0	1888
Q Serve(g_s), s	0.1	9.4	9.5	2.7	29.1	29.1	0.3	0.0	36.3	1.4	0.0	3.0
Cycle Q Clear(g_c), s	0.1	9.4	9.5	2.7	29.1	29.1	0.3	0.0	36.3	1.4	0.0	3.0
Prop In Lane	1.00		0.15	1.00		0.18	1.00		0.49	1.00		0.03
Lane Grp Cap(c), veh/h	5	645	660	64	704	717	12	0	681	43	0	770
V/C Ratio(X)	0.41	0.34	0.34	0.73	0.80	0.80	0.43	0.00	0.92	0.55	0.00	0.11
Avail Cap(c_a), veh/h	87	645	660	151	704	717	87	0	794	89	0	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.6	24.8	24.9	50.5	28.5	28.5	52.3	0.0	30.7	51.0	0.0	19.4
Incr Delay (d2), s/veh	19.2	1.4	1.4	5.9	9.2	9.0	8.9	0.0	15.0	4.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.1	4.2	1.3	13.5	13.7	0.2	0.0	17.1	0.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.7	26.3	26.3	56.4	37.7	37.6	61.2	0.0	45.7	55.1	0.0	19.5
LnGrp LOS	E	C	C	E	D	D	E	A	D	E	A	B
Approach Vol, veh/h		449			1181			634				111
Approach Delay, s/veh		26.5			38.4			45.8				27.2
Approach LOS		C			D			D				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	46.6	8.3	43.5	5.3	48.5	4.9	47.0				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	5.8				
Max Green Setting (Gmax), s	5.2	48.1	8.8	37.5	5.1	* 49	5.1	41.2				
Max Q Clear Time (g_c+I1), s	3.4	38.3	4.7	11.5	2.3	5.0	2.1	31.1				
Green Ext Time (p_c), s	0.0	2.9	0.0	2.4	0.0	0.5	0.0	4.8				

Intersection Summary

HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

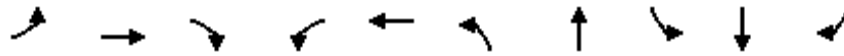
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
33: Redlands Av. & Placentia St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗	↖	↕	↖	↑	↗
Traffic Volume (vph)	42	81	196	140	159	702	282	5	78	21
Future Volume (vph)	42	81	196	140	159	702	282	5	78	21
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4			8		2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6	27.0	27.0	27.0	27.0	27.0
Total Split (s)	26.6	26.6	26.6	26.6	26.6	63.4	63.4	63.4	63.4	63.4
Total Split (%)	29.6%	29.6%	29.6%	29.6%	29.6%	70.4%	70.4%	70.4%	70.4%	70.4%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	15.0	15.0	15.0	15.0	15.0	58.6	58.6	58.6	58.6	58.6
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.18	0.70	0.70	0.70	0.70	0.70
v/c Ratio	0.26	0.26	0.46	0.64	0.53	0.81	0.15	0.01	0.06	0.02
Control Delay	32.6	30.6	7.7	43.8	36.1	19.1	3.9	5.0	4.8	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	30.6	7.7	43.8	36.1	19.1	3.9	5.0	4.8	2.3
LOS	C	C	A	D	D	B	A	A	A	A
Approach Delay		16.8			39.6		14.0		4.3	
Approach LOS		B			D		B		A	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 83.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 18.3
 Intersection Capacity Utilization 78.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
























Splits and Phases: 33: Redlands Av. & Placentia St.



HCM 6th Signalized Intersection Summary
 33: Redlands Av. & Placentia St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	81	196	140	159	7	702	282	71	5	78	21
Future Volume (veh/h)	42	81	196	140	159	7	702	282	71	5	78	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	88	159	152	173	6	763	307	50	5	85	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	379	322	270	365	13	966	2140	345	764	1306	1082
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1224	1900	1610	1151	1825	63	1310	3113	501	1041	1900	1575
Grp Volume(v), veh/h	46	88	159	152	0	179	763	177	180	5	85	18
Grp Sat Flow(s),veh/h/ln	1224	1900	1610	1151	0	1889	1310	1805	1810	1041	1900	1575
Q Serve(g_s), s	2.9	3.3	7.5	10.9	0.0	7.1	38.8	2.9	2.9	0.1	1.2	0.3
Cycle Q Clear(g_c), s	10.1	3.3	7.5	14.2	0.0	7.1	40.0	2.9	2.9	3.1	1.2	0.3
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	227	379	322	270	0	377	966	1241	1244	764	1306	1082
V/C Ratio(X)	0.20	0.23	0.49	0.56	0.00	0.47	0.79	0.14	0.15	0.01	0.07	0.02
Avail Cap(c_a), veh/h	299	492	417	338	0	489	966	1241	1244	764	1306	1082
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	28.5	30.2	34.5	0.0	30.1	10.9	4.6	4.6	5.1	4.3	4.2
Incr Delay (d2), s/veh	0.4	0.3	1.2	1.8	0.0	0.9	6.5	0.2	0.2	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	3.0	3.1	0.0	3.3	9.8	0.9	0.9	0.0	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	28.8	31.4	36.3	0.0	31.0	17.4	4.8	4.9	5.2	4.4	4.2
LnGrp LOS	C	C	C	D	A	C	B	A	A	A	A	A
Approach Vol, veh/h		293			331			1120				108
Approach Delay, s/veh		31.2			33.4			13.4				4.4
Approach LOS		C			C			B				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.4		21.6		63.4		21.6				
Change Period (Y+Rc), s		5.0		4.6		5.0		4.6				
Max Green Setting (Gmax), s		58.4		22.0		58.4		22.0				
Max Q Clear Time (g_c+I1), s		42.0		12.1		5.1		16.2				
Green Ext Time (p_c), s		4.7		0.8		0.5		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				19.3								
HCM 6th LOS				B								

Timings

35: Redlands Av. & Nuevo Rd.

05/29/2020

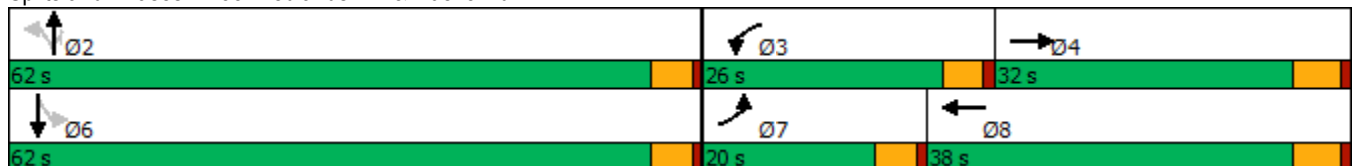


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗↘	↖	↗↘	↖	↗	↗		↕
Traffic Volume (vph)	143	567	218	1014	140	252	153	54	252
Future Volume (vph)	143	567	218	1014	140	252	153	54	252
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	20.0	32.0	26.0	38.0	62.0	62.0	62.0	62.0	62.0
Total Split (%)	16.7%	26.7%	21.7%	31.7%	51.7%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.4	25.3	17.1	30.0	42.9	42.9	42.9		42.9
Actuated g/C Ratio	0.12	0.25	0.17	0.30	0.43	0.43	0.43		0.43
v/c Ratio	0.70	0.63	0.77	0.80	0.64	0.34	0.21		0.87
Control Delay	62.8	35.5	60.2	38.6	37.1	20.7	3.4		37.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	62.8	35.5	60.2	38.6	37.1	20.7	3.4		37.9
LOS	E	D	E	D	D	C	A		D
Approach Delay		40.0		42.1		20.1			37.9
Approach LOS		D		D		C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 100.5
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 37.2
 Intersection LOS: D
 Intersection Capacity Utilization 94.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↕↕↕		↰	↕↕↕		↰	↕	↰		↕↕	
Traffic Volume (veh/h)	143	567	169	218	1014	113	140	252	153	54	252	287
Future Volume (veh/h)	143	567	169	218	1014	113	140	252	153	54	252	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	616	143	237	1102	116	152	274	113	59	274	292
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	189	1042	236	274	1412	148	270	832	704	91	337	338
Arrive On Green	0.10	0.25	0.25	0.15	0.30	0.30	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1810	4163	942	1810	4752	500	858	1900	1608	110	770	771
Grp Volume(v), veh/h	155	509	250	237	802	416	152	274	113	625	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1647	1810	1729	1794	858	1900	1608	1651	0	0
Q Serve(g_s), s	7.6	11.8	12.2	11.6	19.3	19.4	4.0	8.6	3.9	19.7	0.0	0.0
Cycle Q Clear(g_c), s	7.6	11.8	12.2	11.6	19.3	19.4	34.9	8.6	3.9	30.9	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.28	1.00		1.00	0.09		0.47
Lane Grp Cap(c), veh/h	189	865	412	274	1028	533	270	832	704	766	0	0
V/C Ratio(X)	0.82	0.59	0.61	0.86	0.78	0.78	0.56	0.33	0.16	0.82	0.00	0.00
Avail Cap(c_a), veh/h	306	1010	481	425	1238	642	435	1198	1014	1077	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.9	30.0	30.2	37.7	29.3	29.3	26.6	16.8	15.5	22.8	0.0	0.0
Incr Delay (d2), s/veh	3.8	0.7	1.6	6.9	2.7	5.1	1.8	0.2	0.1	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.7	4.8	5.5	7.9	8.6	3.3	3.8	1.3	12.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	30.7	31.8	44.6	32.0	34.4	28.5	17.0	15.6	26.3	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	C	B	B	C	A	A
Approach Vol, veh/h		914			1455			539			625	
Approach Delay, s/veh		33.2			34.7			20.0			26.3	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		44.5	18.4	28.2		44.5	14.1	32.5				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		57.4	21.4	26.6		57.4	15.4	32.6				
Max Q Clear Time (g_c+I1), s		36.9	13.6	14.2		32.9	9.6	21.4				
Green Ext Time (p_c), s		3.0	0.2	3.8		5.3	0.1	5.7				
Intersection Summary												
HCM 6th Ctrl Delay				30.6								
HCM 6th LOS				C								

Timings
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔
Traffic Volume (vph)	176	49	183	73	30	59	111	1085	55	106	1305
Future Volume (vph)	176	49	183	73	30	59	111	1085	55	106	1305
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	20.0	36.3	36.3	14.8	31.1	31.1	14.2	62.1	14.8	16.8	64.7
Total Split (%)	15.4%	27.9%	27.9%	11.4%	23.9%	23.9%	10.9%	47.8%	11.4%	12.9%	49.8%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.2	18.7	17.3	9.1	14.2	13.0	10.1	55.4	64.5	11.1	56.3
Actuated g/C Ratio	0.14	0.17	0.16	0.08	0.13	0.12	0.09	0.51	0.60	0.10	0.52
v/c Ratio	0.73	0.16	0.47	0.51	0.13	0.20	0.69	0.62	0.06	0.61	0.83
Control Delay	65.5	41.8	9.7	64.5	46.0	1.4	73.4	22.5	0.7	65.1	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	41.8	9.7	64.5	46.0	1.4	73.4	22.5	0.7	65.1	28.2
LOS	E	D	A	E	D	A	E	C	A	E	C
Approach Delay		37.6			38.2			26.1			30.7
Approach LOS		D			D			C			C

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 108
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 30.2
 Intersection LOS: C
 Intersection Capacity Utilization 74.7%
 ICU Level of Service D
 Analysis Period (min) 15

























Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselie St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	49	183	73	30	59	111	1085	55	106	1305	160
Future Volume (veh/h)	176	49	183	73	30	59	111	1085	55	106	1305	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	185	52	95	77	32	15	117	1142	34	112	1374	155
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	362	278	110	233	179	156	1832	895	150	1647	184
Arrive On Green	0.13	0.19	0.18	0.06	0.12	0.11	0.09	0.51	0.50	0.08	0.50	0.49
Sat Flow, veh/h	1810	1900	1574	1810	1900	1602	1810	3610	1609	1810	3264	366
Grp Volume(v), veh/h	185	52	95	77	32	15	117	1142	34	112	755	774
Grp Sat Flow(s),veh/h/ln	1810	1900	1574	1810	1900	1602	1810	1805	1609	1810	1805	1824
Q Serve(g_s), s	10.1	2.3	5.3	4.2	1.5	0.8	6.4	23.0	1.0	6.1	36.0	36.9
Cycle Q Clear(g_c), s	10.1	2.3	5.3	4.2	1.5	0.8	6.4	23.0	1.0	6.1	36.0	36.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	227	362	278	110	233	179	156	1832	895	150	911	920
V/C Ratio(X)	0.82	0.14	0.34	0.70	0.14	0.08	0.75	0.62	0.04	0.74	0.83	0.84
Avail Cap(c_a), veh/h	286	607	481	193	509	412	183	2075	1003	229	1084	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	34.0	36.5	46.6	39.6	40.2	45.1	17.9	10.2	45.3	21.3	21.7
Incr Delay (d2), s/veh	10.8	0.2	0.7	3.0	0.3	0.2	10.9	0.5	0.0	2.7	4.8	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	1.1	2.1	2.0	0.7	0.3	3.2	8.7	0.3	2.8	14.7	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.9	34.2	37.2	49.6	39.8	40.4	56.0	18.4	10.2	48.0	26.1	26.9
LnGrp LOS	D	C	D	D	D	D	E	B	B	D	C	C
Approach Vol, veh/h		332			124			1293			1641	
Approach Delay, s/veh		46.0			46.0			21.6			28.0	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	55.3	10.1	23.3	12.7	55.0	16.7	16.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	12.2	56.3	10.2	30.9	9.6	58.9	15.4	* 26				
Max Q Clear Time (g_c+I1), s	8.1	25.0	6.2	7.3	8.4	38.9	12.1	3.5				
Green Ext Time (p_c), s	0.0	9.1	0.0	0.5	0.0	10.3	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

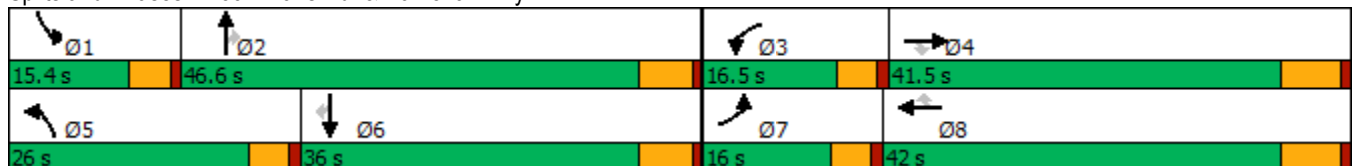
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	669	179	197	1446	399	546	976	202	238	389	431
Future Volume (vph)	294	669	179	197	1446	399	546	976	202	238	389	431
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	16.0	41.5	41.5	16.5	42.0	42.0	26.0	46.6	46.6	15.4	36.0	36.0
Total Split (%)	13.3%	34.6%	34.6%	13.8%	35.0%	35.0%	21.7%	38.8%	38.8%	12.8%	30.0%	30.0%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.0	38.9	38.9	11.2	38.1	38.1	21.4	40.3	40.3	11.1	29.9	29.9
Actuated g/C Ratio	0.10	0.33	0.33	0.10	0.32	0.32	0.18	0.34	0.34	0.09	0.25	0.25
v/c Ratio	0.87	0.41	0.29	0.63	0.91	0.63	0.91	0.84	0.31	0.77	0.45	0.83
Control Delay	77.1	32.0	5.4	60.4	48.1	21.1	67.1	42.8	5.9	68.5	38.5	36.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.1	32.0	5.4	60.4	48.1	21.1	67.1	42.8	5.9	68.5	38.5	36.5
LOS	E	C	A	E	D	C	E	D	A	E	D	D
Approach Delay		39.5			44.0			46.1			44.4	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.4
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 43.8
 Intersection LOS: D
 Intersection Capacity Utilization 83.4%
 ICU Level of Service E
 Analysis Period (min) 15



































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (veh/h)	294	669	179	197	1446	399	546	976	202	238	389	431
Future Volume (veh/h)	294	669	179	197	1446	399	546	976	202	238	389	431
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	313	712	0	210	1538	288	581	1038	196	253	414	287
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	364	1813		287	1699	527	650	1218	543	327	886	390
Arrive On Green	0.10	0.35	0.00	0.08	0.33	0.33	0.19	0.34	0.34	0.09	0.25	0.25
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	3610	1610	3510	3610	1589
Grp Volume(v), veh/h	313	712	0	210	1538	288	581	1038	196	253	414	287
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1805	1610	1755	1805	1589
Q Serve(g_s), s	10.2	12.0	0.0	6.8	32.8	17.0	18.7	30.9	10.6	8.1	11.3	19.2
Cycle Q Clear(g_c), s	10.2	12.0	0.0	6.8	32.8	17.0	18.7	30.9	10.6	8.1	11.3	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	1813		287	1699	527	650	1218	543	327	886	390
V/C Ratio(X)	0.86	0.39		0.73	0.91	0.55	0.89	0.85	0.36	0.77	0.47	0.74
Avail Cap(c_a), veh/h	364	1813		379	1703	529	667	1329	593	346	998	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	28.4	0.0	51.9	37.2	31.9	46.0	35.7	28.9	51.3	37.2	40.2
Incr Delay (d2), s/veh	17.6	0.1	0.0	3.0	7.3	1.2	13.8	5.2	0.4	8.8	0.4	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	4.7	0.0	3.0	14.0	6.3	9.1	13.8	3.9	3.9	4.9	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.6	28.5	0.0	54.9	44.5	33.0	59.8	40.8	29.3	60.0	37.6	45.8
LnGrp LOS	E	C		D	D	C	E	D	C	E	D	D
Approach Vol, veh/h		1025	A		2036			1815			954	
Approach Delay, s/veh		40.8			44.0			45.7			46.0	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	43.0	13.5	44.4	25.4	32.4	16.0	41.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	10.8	40.8	11.9	35.0	21.4	30.2	11.4	35.5				
Max Q Clear Time (g_c+I1), s	10.1	32.9	8.8	14.0	20.7	21.2	12.2	34.8				
Green Ext Time (p_c), s	0.0	4.3	0.1	4.2	0.1	2.4	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

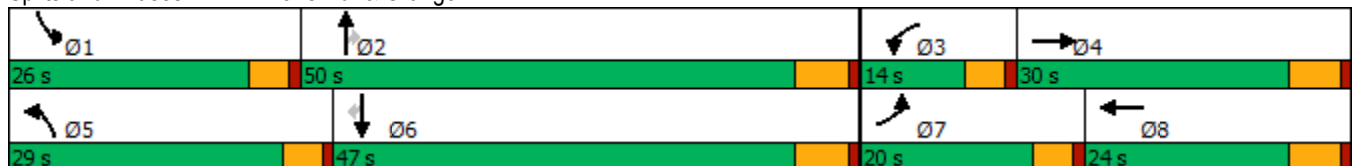


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	144	413	81	293	261	982	216	224	732	159
Future Volume (vph)	144	413	81	293	261	982	216	224	732	159
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	20.0	30.0	14.0	24.0	29.0	50.0	50.0	26.0	47.0	47.0
Total Split (%)	16.7%	25.0%	11.7%	20.0%	24.2%	41.7%	41.7%	21.7%	39.2%	39.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.9	24.3	8.4	16.9	20.6	38.9	38.9	18.1	36.4	36.4
Actuated g/C Ratio	0.12	0.22	0.08	0.16	0.19	0.36	0.36	0.17	0.34	0.34
v/c Ratio	0.73	0.74	0.63	0.80	0.83	0.82	0.35	0.81	0.66	0.27
Control Delay	68.4	45.9	72.6	51.9	64.2	38.4	11.5	66.0	34.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	45.9	72.6	51.9	64.2	38.4	11.5	66.0	34.2	7.5
LOS	E	D	E	D	E	D	B	E	C	A
Approach Delay		50.6		55.2		39.0			36.8	
Approach LOS		D		E		D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.1
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 42.6
 Intersection LOS: D
 Intersection Capacity Utilization 77.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	413	132	81	293	133	261	982	216	224	732	159
Future Volume (veh/h)	144	413	132	81	293	133	261	982	216	224	732	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	157	449	92	88	318	112	284	1067	162	243	796	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	191	587	119	113	405	140	321	1314	584	279	1232	549
Arrive On Green	0.11	0.20	0.20	0.06	0.15	0.15	0.18	0.36	0.36	0.15	0.34	0.34
Sat Flow, veh/h	1810	2978	606	1810	2628	908	1810	3610	1604	1810	3610	1609
Grp Volume(v), veh/h	157	271	270	88	217	213	284	1067	162	243	796	113
Grp Sat Flow(s),veh/h/ln	1810	1805	1778	1810	1805	1730	1810	1805	1604	1810	1805	1609
Q Serve(g_s), s	8.0	13.3	13.5	4.5	10.8	11.1	14.3	25.0	6.7	12.3	17.4	4.7
Cycle Q Clear(g_c), s	8.0	13.3	13.5	4.5	10.8	11.1	14.3	25.0	6.7	12.3	17.4	4.7
Prop In Lane	1.00		0.34	1.00		0.52	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	356	350	113	278	267	321	1314	584	279	1232	549
V/C Ratio(X)	0.82	0.76	0.77	0.78	0.78	0.80	0.89	0.81	0.28	0.87	0.65	0.21
Avail Cap(c_a), veh/h	298	466	460	182	351	336	472	1704	757	414	1588	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	35.5	35.6	43.3	38.1	38.2	37.6	26.9	21.1	38.7	26.1	21.9
Incr Delay (d2), s/veh	5.4	5.3	5.8	4.3	8.4	10.4	9.8	2.4	0.3	9.0	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	6.0	6.1	2.1	5.2	5.3	6.9	10.3	2.4	5.9	7.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	40.8	41.4	47.6	46.5	48.6	47.4	29.3	21.3	47.7	26.6	22.0
LnGrp LOS	D	D	D	D	D	D	D	C	C	D	C	C
Approach Vol, veh/h		698			518			1513			1152	
Approach Delay, s/veh		42.3			47.5			31.8			30.6	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	39.9	10.4	24.2	21.2	37.8	14.5	20.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	21.4	44.2	9.4	24.2	24.4	41.2	15.4	18.2				
Max Q Clear Time (g_c+I1), s	14.3	27.0	6.5	15.5	16.3	19.4	10.0	13.1				
Green Ext Time (p_c), s	0.2	7.1	0.0	1.9	0.3	5.5	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay			35.4									
HCM 6th LOS			D									

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

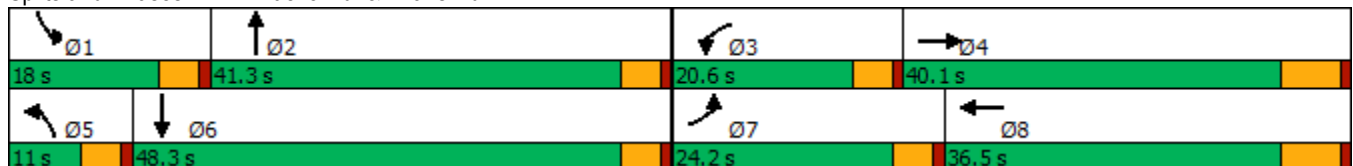


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖↖	↕↕↗	↖	↕↕↗	↖	↕↗	↖	↕↗
Traffic Volume (vph)	485	399	120	572	70	690	131	627
Future Volume (vph)	485	399	120	572	70	690	131	627
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	24.2	40.1	20.6	36.5	11.0	41.3	18.0	48.3
Total Split (%)	20.2%	33.4%	17.2%	30.4%	9.2%	34.4%	15.0%	40.3%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	19.3	36.8	12.5	30.0	6.4	38.0	12.1	43.7
Actuated g/C Ratio	0.16	0.31	0.10	0.25	0.05	0.32	0.10	0.37
v/c Ratio	0.93	0.29	0.69	0.64	0.79	0.76	0.78	0.96
Control Delay	74.4	32.0	70.1	39.4	103.7	41.9	80.0	48.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	32.0	70.1	39.4	103.7	41.9	80.0	48.5
LOS	E	C	E	D	F	D	F	D
Approach Delay		54.5		43.5		46.9		51.6
Approach LOS		D		D		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.7
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 49.4
 Intersection LOS: D
 Intersection Capacity Utilization 95.8%
 ICU Level of Service F
 Analysis Period (min) 15




























Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 			 	
Traffic Volume (veh/h)	485	399	30	120	572	197	70	690	105	131	627	579
Future Volume (veh/h)	485	399	30	120	572	197	70	690	105	131	627	579
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	527	434	33	130	622	198	76	750	114	142	682	231
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	586	1731	130	159	1063	331	97	882	134	173	854	289
Arrive On Green	0.17	0.35	0.35	0.09	0.27	0.27	0.05	0.28	0.28	0.10	0.32	0.32
Sat Flow, veh/h	3510	4921	370	1810	3901	1215	1810	3142	477	1810	2647	896
Grp Volume(v), veh/h	527	303	164	130	550	270	76	431	433	142	465	448
Grp Sat Flow(s),veh/h/ln	1755	1729	1833	1810	1729	1658	1810	1805	1814	1810	1805	1739
Q Serve(g_s), s	16.2	6.9	7.0	7.8	15.2	15.6	4.6	24.8	24.9	8.5	25.9	25.9
Cycle Q Clear(g_c), s	16.2	6.9	7.0	7.8	15.2	15.6	4.6	24.8	24.9	8.5	25.9	25.9
Prop In Lane	1.00		0.20	1.00		0.73	1.00		0.26	1.00		0.52
Lane Grp Cap(c), veh/h	586	1216	645	159	942	452	97	507	509	173	582	561
V/C Ratio(X)	0.90	0.25	0.25	0.82	0.58	0.60	0.78	0.85	0.85	0.82	0.80	0.80
Avail Cap(c_a), veh/h	625	1216	645	263	942	452	105	601	604	220	716	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	25.4	25.4	49.4	34.7	34.8	51.5	37.4	37.4	48.9	34.1	34.1
Incr Delay (d2), s/veh	14.7	0.5	0.9	3.9	2.6	5.8	25.6	9.8	9.8	14.1	5.2	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	2.7	3.0	3.5	6.3	6.6	2.8	12.3	12.4	4.5	12.2	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	25.9	26.4	53.3	37.3	40.6	77.1	47.2	47.2	62.9	39.3	39.5
LnGrp LOS	E	C	C	D	D	D	E	D	D	E	D	D
Approach Vol, veh/h		994			950			940			1055	
Approach Delay, s/veh		43.8			40.4			49.6			42.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	35.5	14.3	45.2	10.5	40.1	23.0	36.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	13.4	36.7	16.0	33.6	6.4	43.7	19.6	30.0				
Max Q Clear Time (g_c+I1), s	10.5	26.9	9.8	9.0	6.6	27.9	18.2	17.6				
Green Ext Time (p_c), s	0.1	4.0	0.1	2.5	0.0	5.7	0.2	3.8				
Intersection Summary												
HCM 6th Ctrl Delay			44.1									
HCM 6th LOS			D									

Intersection						
Int Delay, s/veh	9.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	344	176	22	118	328	97
Future Vol, veh/h	344	176	22	118	328	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	374	191	24	128	357	105

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	565	0	582 283
Stage 1	-	-	-	-	470 -
Stage 2	-	-	-	-	112 -
Critical Hdwy	-	-	4.1	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1017	-	449 720
Stage 1	-	-	-	-	601 -
Stage 2	-	-	-	-	906 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1017	-	438 720
Mov Cap-2 Maneuver	-	-	-	-	509 -
Stage 1	-	-	-	-	601 -
Stage 2	-	-	-	-	884 -

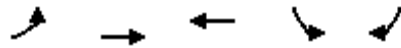
Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	509	720	-	-	1017	-
HCM Lane V/C Ratio	0.7	0.146	-	-	0.024	-
HCM Control Delay (s)	27	10.9	-	-	8.6	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	5.5	0.5	-	-	0.1	-

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

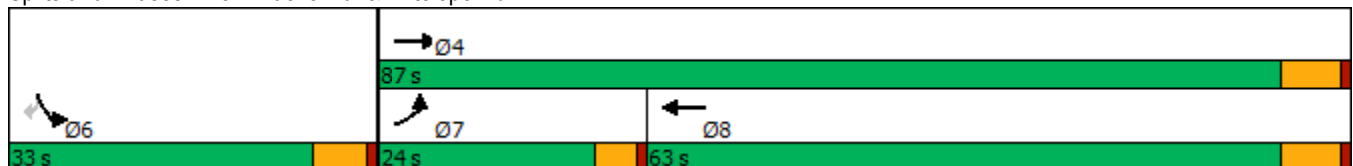


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↑↑	↑↑	↖	↗
Traffic Volume (vph)	133	298	600	195	54
Future Volume (vph)	133	298	600	195	54
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	24.0	87.0	63.0	33.0	33.0
Total Split (%)	20.0%	72.5%	52.5%	27.5%	27.5%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	13.2	80.6	62.8	18.2	18.2
Actuated g/C Ratio	0.12	0.73	0.57	0.16	0.16
v/c Ratio	0.68	0.12	0.63	0.72	0.19
Control Delay	62.8	5.2	15.4	58.1	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	5.2	15.4	58.1	11.4
LOS	E	A	B	E	B
Approach Delay		23.0	15.4	47.9	
Approach LOS		C	B	D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

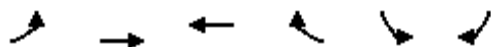
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

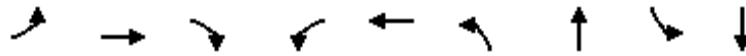


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↙	↑↑	↑↑		↙	↗	
Traffic Volume (veh/h)	133	298	600	562	195	54	
Future Volume (veh/h)	133	298	600	562	195	54	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	145	324	652	475	212	59	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	175	2698	1212	881	251	223	
Arrive On Green	0.10	0.75	0.61	0.61	0.14	0.14	
Sat Flow, veh/h	1810	3705	2090	1449	1810	1610	
Grp Volume(v), veh/h	145	324	590	537	212	59	
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1639	1810	1610	
Q Serve(g_s), s	8.5	2.7	20.5	20.6	12.3	3.5	
Cycle Q Clear(g_c), s	8.5	2.7	20.5	20.6	12.3	3.5	
Prop In Lane	1.00			0.88	1.00	1.00	
Lane Grp Cap(c), veh/h	175	2698	1097	996	251	223	
V/C Ratio(X)	0.83	0.12	0.54	0.54	0.85	0.26	
Avail Cap(c_a), veh/h	326	2698	1097	996	457	407	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	47.8	3.8	12.3	12.3	45.3	41.5	
Incr Delay (d2), s/veh	3.7	0.1	1.9	2.1	7.7	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.8	0.7	7.5	6.9	5.9	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	51.5	3.9	14.2	14.4	52.9	42.1	
LnGrp LOS	D	A	B	B	D	D	
Approach Vol, veh/h		469	1127		271		
Approach Delay, s/veh		18.6	14.3		50.6		
Approach LOS		B	B		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				87.0	20.7	15.0	72.0
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				80.5	27.2	19.4	56.5
Max Q Clear Time (g_c+11), s				4.7	14.3	10.5	22.6
Green Ext Time (p_c), s				2.0	0.6	0.1	8.1
Intersection Summary							
HCM 6th Ctrl Delay			20.7				
HCM 6th LOS			C				

Timings
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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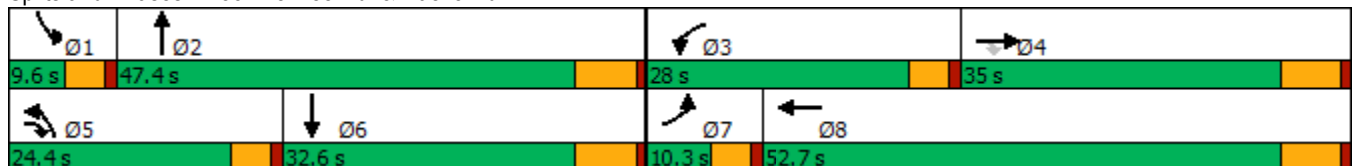


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↑	↖	↖	↖	↖↗	↖↗	↖	↖↗
Traffic Volume (vph)	70	165	258	307	355	524	174	3	412
Future Volume (vph)	70	165	258	307	355	524	174	3	412
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	9.6	28.5	9.6	28.5	9.6	28.5
Total Split (s)	10.3	35.0	24.4	28.0	52.7	24.4	47.4	9.6	32.6
Total Split (%)	8.6%	29.2%	20.3%	23.3%	43.9%	20.3%	39.5%	8.0%	27.2%
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	6.5	4.6	6.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	5.6	14.6	40.2	21.4	32.7	19.0	48.1	5.0	26.2
Actuated g/C Ratio	0.05	0.14	0.39	0.21	0.32	0.18	0.46	0.05	0.25
v/c Ratio	0.38	0.63	0.38	0.84	0.62	0.83	0.30	0.03	0.74
Control Delay	55.6	53.3	14.0	60.8	35.8	54.1	7.3	51.3	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	53.3	14.0	60.8	35.8	54.1	7.3	51.3	35.2
LOS	E	D	B	E	D	D	A	D	D
Approach Delay		33.0			47.3		31.5		35.2
Approach LOS		C			D		C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.6
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 36.3
 Intersection LOS: D
 Intersection Capacity Utilization 79.6%
 ICU Level of Service D
 Analysis Period (min) 15























Splits and Phases: 53: Meniffee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	165	258	307	355	6	524	174	316	3	412	283
Future Volume (veh/h)	70	165	258	307	355	6	524	174	316	3	412	283
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	71	168	186	313	362	5	535	178	245	3	420	212
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	238	482	348	511	7	611	803	716	7	640	320
Arrive On Green	0.04	0.13	0.13	0.19	0.27	0.27	0.17	0.44	0.44	0.00	0.27	0.27
Sat Flow, veh/h	3510	1900	1610	1810	1870	26	3510	1805	1610	1810	2331	1164
Grp Volume(v), veh/h	71	168	186	313	0	367	535	178	245	3	324	308
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	0	1895	1755	1805	1610	1810	1805	1690
Q Serve(g_s), s	1.9	8.1	8.7	16.1	0.0	16.6	14.1	5.8	9.5	0.2	15.1	15.4
Cycle Q Clear(g_c), s	1.9	8.1	8.7	16.1	0.0	16.6	14.1	5.8	9.5	0.2	15.1	15.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	156	238	482	348	0	518	611	803	716	7	496	464
V/C Ratio(X)	0.45	0.70	0.39	0.90	0.00	0.71	0.88	0.22	0.34	0.41	0.65	0.66
Avail Cap(c_a), veh/h	211	570	763	445	0	921	731	803	716	95	496	464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	39.9	26.4	37.5	0.0	31.1	38.2	16.3	17.3	47.2	30.5	30.6
Incr Delay (d2), s/veh	0.8	3.8	0.5	15.6	0.0	1.8	9.0	0.6	1.3	13.4	6.6	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.8	3.1	8.1	0.0	7.2	6.4	2.2	3.3	0.1	6.9	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	43.7	26.9	53.1	0.0	32.9	47.3	16.9	18.6	60.6	37.1	37.9
LnGrp LOS	D	D	C	D	A	C	D	B	B	E	D	D
Approach Vol, veh/h		425			680			958			635	
Approach Delay, s/veh		36.5			42.2			34.3			37.6	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	48.8	22.9	18.4	21.2	32.6	8.8	32.5				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	5.0	40.9	23.4	28.5	19.8	26.1	5.7	46.2				
Max Q Clear Time (g_c+I1), s	2.2	11.5	18.1	10.7	16.1	17.4	3.9	18.6				
Green Ext Time (p_c), s	0.0	2.3	0.2	1.2	0.4	2.2	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay				37.4								
HCM 6th LOS				D								

Timings
54: Meniffee Rd. & San Jacinto Av.

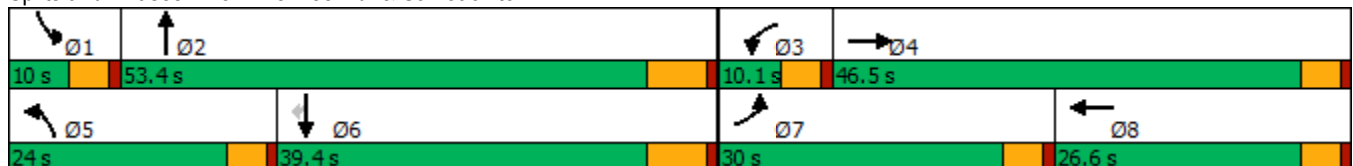


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↘	↘	↘	↘	↗	↘	↗	↗
Traffic Volume (vph)	193	6	18	17	143	655	9	572	223
Future Volume (vph)	193	6	18	17	143	655	9	572	223
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	9.6	28.5	9.6	28.5	28.5
Total Split (s)	30.0	46.5	10.1	26.6	24.0	53.4	10.0	39.4	39.4
Total Split (%)	25.0%	38.8%	8.4%	22.2%	20.0%	44.5%	8.3%	32.8%	32.8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	4.6	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)	15.3	21.4	5.5	12.2	12.1	50.5	5.4	35.1	35.1
Actuated g/C Ratio	0.17	0.24	0.06	0.14	0.14	0.57	0.06	0.40	0.40
v/c Ratio	0.67	0.27	0.18	0.16	0.63	0.35	0.09	0.43	0.31
Control Delay	47.9	7.4	51.8	24.3	50.8	14.6	50.7	24.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	7.4	51.8	24.3	50.8	14.6	50.7	24.9	5.1
LOS	D	A	D	C	D	B	D	C	A
Approach Delay		32.3		33.1		20.9		19.7	
Approach LOS		C		C		C		B	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 88.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

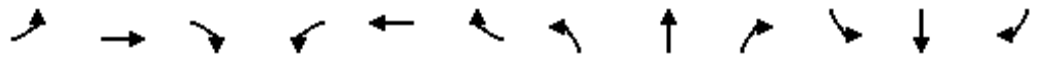
Splits and Phases: 54: Meniffee Rd. & San Jacinto Av.



HCM 6th Signalized Intersection Summary
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

05/28/2020

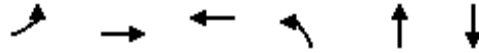


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	↷
Traffic Volume (veh/h)	193	6	115	18	17	22	143	655	16	9	572	223
Future Volume (veh/h)	193	6	115	18	17	22	143	655	16	9	572	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	7	98	20	18	19	155	712	13	10	622	182
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	24	340	39	92	97	190	1878	34	22	1534	684
Arrive On Green	0.14	0.22	0.22	0.02	0.11	0.11	0.11	0.52	0.52	0.01	0.42	0.42
Sat Flow, veh/h	1810	108	1518	1810	846	893	1810	3627	66	1810	3610	1610
Grp Volume(v), veh/h	210	0	105	20	0	37	155	354	371	10	622	182
Grp Sat Flow(s),veh/h/ln	1810	0	1627	1810	0	1739	1810	1805	1888	1810	1805	1610
Q Serve(g_s), s	10.3	0.0	4.9	1.0	0.0	1.8	7.6	10.7	10.7	0.5	10.8	6.6
Cycle Q Clear(g_c), s	10.3	0.0	4.9	1.0	0.0	1.8	7.6	10.7	10.7	0.5	10.8	6.6
Prop In Lane	1.00		0.93	1.00		0.51	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	249	0	364	39	0	189	190	935	978	22	1534	684
V/C Ratio(X)	0.84	0.00	0.29	0.51	0.00	0.20	0.82	0.38	0.38	0.45	0.41	0.27
Avail Cap(c_a), veh/h	507	0	752	110	0	422	388	935	978	108	1534	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	29.2	43.8	0.0	36.8	39.7	13.1	13.1	44.4	18.1	16.9
Incr Delay (d2), s/veh	3.0	0.0	0.4	3.7	0.0	0.5	3.2	1.2	1.1	5.2	0.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	1.9	0.5	0.0	0.8	3.3	3.9	4.0	0.2	4.1	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	0.0	29.6	47.5	0.0	37.3	42.9	14.3	14.2	49.6	18.9	17.8
LnGrp LOS	D	A	C	D	A	D	D	B	B	D	B	B
Approach Vol, veh/h		315			57			880			814	
Approach Delay, s/veh		37.3			40.9			19.3			19.0	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.7	53.4	6.6	24.9	14.1	45.0	17.0	14.4				
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6				
Max Green Setting (Gmax), s	5.4	46.9	5.5	41.9	19.4	32.9	25.4	22.0				
Max Q Clear Time (g_c+I1), s	2.5	12.7	3.0	6.9	9.6	12.8	12.3	3.8				
Green Ext Time (p_c), s	0.0	4.0	0.0	0.7	0.1	4.1	0.2	0.1				
Intersection Summary												
HCM 6th Ctrl Delay				22.5								
HCM 6th LOS				C								

Timings
55: Menifee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations		↕	↕	↙	↕	↕
Traffic Volume (vph)	19	1	4	47	792	749
Future Volume (vph)	19	1	4	47	792	749
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		4	8		2	6
Permitted Phases	4			2		
Detector Phase	4	4	8	2	2	6
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	28.5	28.5	28.5
Total Split (s)	31.0	31.0	31.0	59.0	59.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	3.7	3.7	3.7	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.7	4.7	6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)		12.4	12.4	65.1	65.1	65.1
Actuated g/C Ratio		0.15	0.15	0.78	0.78	0.78
v/c Ratio		0.27	0.01	0.10	0.31	0.30
Control Delay		15.6	27.8	5.3	4.7	4.7
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		15.6	27.8	5.3	4.7	4.7
LOS		B	C	A	A	A
Approach Delay		15.6	27.8		4.8	4.7
Approach LOS		B	C		A	A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 83.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 5.2	Intersection LOS: A
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 55: Menifee Rd. & Ellis Av./Driveway



HCM 6th Signalized Intersection Summary
55: Menifee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	19	1	48	0	4	0	47	792	0	0	749	26
Future Volume (veh/h)	19	1	48	0	4	0	47	792	0	0	749	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	1	52	0	4	0	51	861	0	0	814	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	96	21	124	0	209	0	535	2648	0	101	2611	90
Arrive On Green	0.11	0.11	0.11	0.00	0.11	0.00	0.73	0.73	0.00	0.00	0.73	0.73
Sat Flow, veh/h	285	192	1127	0	1900	0	664	3705	0	652	3560	122
Grp Volume(v), veh/h	74	0	0	0	4	0	51	861	0	0	413	429
Grp Sat Flow(s),veh/h/ln	1604	0	0	0	1900	0	664	1805	0	652	1805	1878
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.1	0.0	2.1	6.0	0.0	0.0	5.7	5.7
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	0.1	0.0	7.7	6.0	0.0	0.0	5.7	5.7
Prop In Lane	0.28		0.70	0.00		0.00	1.00		0.00	1.00		0.07
Lane Grp Cap(c), veh/h	241	0	0	0	209	0	535	2648	0	101	1324	1377
V/C Ratio(X)	0.31	0.00	0.00	0.00	0.02	0.00	0.10	0.33	0.00	0.00	0.31	0.31
Avail Cap(c_a), veh/h	642	0	0	0	698	0	535	2648	0	101	1324	1377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	0.0	28.4	0.0	4.6	3.3	0.0	0.0	3.3	3.3
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	0.1	0.0	0.2	0.8	0.0	0.0	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	0.0	0.0	0.0	28.4	0.0	5.0	3.7	0.0	0.0	3.9	3.9
LnGrp LOS	C	A	A	A	C	A	A	A	A	A	A	A
Approach Vol, veh/h		74			4			912			842	
Approach Delay, s/veh		30.4			28.4			3.7			3.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.0		12.6		59.0		12.6				
Change Period (Y+Rc), s		6.5		* 4.7		6.5		* 4.7				
Max Green Setting (Gmax), s		52.5		* 26		52.5		* 26				
Max Q Clear Time (g_c+I1), s		9.7		4.9		7.7		2.1				
Green Ext Time (p_c), s		6.5		0.3		5.0		0.0				

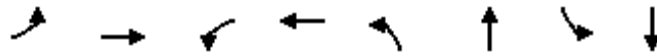
Intersection Summary

HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
56: Menifee Rd. & Mapes Rd.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↗	↘	↗	↘	↕	↘	↕
Traffic Volume (vph)	34	53	18	111	73	629	160	604
Future Volume (vph)	34	53	18	111	73	629	160	604
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	31.0	31.0	31.0	31.0	15.0	36.0	23.0	44.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	16.7%	40.0%	25.6%	48.9%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	15.1	15.1	15.1	15.1	7.6	32.5	11.5	38.7
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.10	0.42	0.15	0.51
v/c Ratio	0.25	0.29	0.07	0.69	0.44	0.46	0.63	0.41
Control Delay	31.2	16.8	26.1	30.7	42.2	18.4	42.0	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	16.8	26.1	30.7	42.2	18.4	42.0	14.1
LOS	C	B	C	C	D	B	D	B
Approach Delay		20.2		30.4		20.8		19.2
Approach LOS		C		C		C		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 76.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 21.4
 Intersection Capacity Utilization 69.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 56: Menifee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	53	55	18	111	150	73	629	26	160	604	94
Future Volume (veh/h)	34	53	55	18	111	150	73	629	26	160	604	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	56	59	19	118	160	78	669	28	170	643	100
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	181	191	302	157	212	101	1549	65	211	1564	243
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.44	0.44	0.12	0.50	0.50
Sat Flow, veh/h	1119	847	892	1298	731	991	1810	3531	148	1810	3131	486
Grp Volume(v), veh/h	36	0	115	19	0	278	78	342	355	170	370	373
Grp Sat Flow(s),veh/h/ln	1119	0	1739	1298	0	1722	1810	1805	1873	1810	1805	1812
Q Serve(g_s), s	2.3	0.0	4.2	0.9	0.0	11.4	3.2	9.8	9.9	6.9	9.7	9.7
Cycle Q Clear(g_c), s	13.7	0.0	4.2	5.1	0.0	11.4	3.2	9.8	9.9	6.9	9.7	9.7
Prop In Lane	1.00		0.51	1.00		0.58	1.00		0.08	1.00		0.27
Lane Grp Cap(c), veh/h	166	0	373	302	0	369	101	792	822	211	902	905
V/C Ratio(X)	0.22	0.00	0.31	0.06	0.00	0.75	0.77	0.43	0.43	0.81	0.41	0.41
Avail Cap(c_a), veh/h	296	0	575	452	0	569	251	792	822	443	902	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	24.8	27.0	0.0	27.6	35.0	14.6	14.6	32.3	11.8	11.8
Incr Delay (d2), s/veh	0.6	0.0	0.5	0.1	0.0	3.1	4.6	1.7	1.7	2.8	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.6	0.3	0.0	4.5	1.4	3.6	3.8	2.9	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	25.3	27.1	0.0	30.8	39.6	16.3	16.2	35.1	13.2	13.2
LnGrp LOS	C	A	C	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		151			297			775				913
Approach Delay, s/veh		27.5			30.5			18.6				17.3
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	39.4		22.3	8.8	44.0		22.3				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	18.4	29.5		24.8	10.4	37.5		24.8				
Max Q Clear Time (g_c+I1), s	8.9	11.9		15.7	5.2	11.7		13.4				
Green Ext Time (p_c), s	0.1	3.3		0.4	0.0	4.0		1.1				

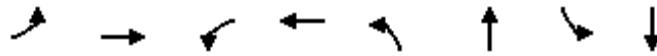
Intersection Summary

HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Timings
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

05/28/2020

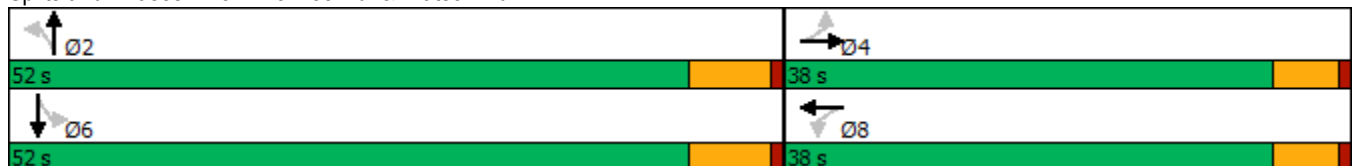


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	32	139	56	208	47	644	85	538
Future Volume (vph)	32	139	56	208	47	644	85	538
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	38.0	38.0	38.0	38.0	52.0	52.0	52.0	52.0
Total Split (%)	42.2%	42.2%	42.2%	42.2%	57.8%	57.8%	57.8%	57.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	17.1	17.1	17.1	17.1	45.7	45.7	45.7	45.7
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.61	0.61	0.61	0.61
v/c Ratio	0.23	0.40	0.23	0.72	0.11	0.39	0.25	0.29
Control Delay	26.7	25.4	24.8	34.0	8.3	8.4	10.6	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	25.4	24.8	34.0	8.3	8.4	10.6	7.9
LOS	C	C	C	C	A	A	B	A
Approach Delay		25.6		32.5		8.4		8.2
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 74.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 14.0
 Intersection LOS: B
 Intersection Capacity Utilization 74.3%
 ICU Level of Service D
 Analysis Period (min) 15























Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	139	19	56	208	79	47	644	134	85	538	50
Future Volume (veh/h)	32	139	19	56	208	79	47	644	134	85	538	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	151	21	61	226	86	51	700	146	92	585	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	172	375	52	283	301	115	520	1816	378	421	2040	188
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1084	1632	227	1232	1311	499	802	2974	620	661	3342	308
Grp Volume(v), veh/h	35	0	172	61	0	312	51	425	421	92	315	324
Grp Sat Flow(s),veh/h/ln	1084	0	1859	1232	0	1810	802	1805	1788	661	1805	1845
Q Serve(g_s), s	2.3	0.0	5.9	3.3	0.0	12.0	2.4	8.9	8.9	6.1	6.1	6.2
Cycle Q Clear(g_c), s	14.3	0.0	5.9	9.1	0.0	12.0	8.6	8.9	8.9	15.1	6.1	6.2
Prop In Lane	1.00		0.12	1.00		0.28	1.00		0.35	1.00		0.17
Lane Grp Cap(c), veh/h	172	0	427	283	0	416	520	1102	1092	421	1102	1126
V/C Ratio(X)	0.20	0.00	0.40	0.22	0.00	0.75	0.10	0.39	0.39	0.22	0.29	0.29
Avail Cap(c_a), veh/h	397	0	813	539	0	792	520	1102	1092	421	1102	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	24.4	28.2	0.0	26.7	8.9	7.4	7.4	11.2	6.8	6.9
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.4	0.0	2.7	0.4	1.0	1.0	1.2	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.5	0.9	0.0	5.1	0.4	2.6	2.5	0.8	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	25.0	28.6	0.0	29.4	9.3	8.4	8.4	12.4	7.5	7.5
LnGrp LOS	C	A	C	C	A	C	A	A	A	B	A	A
Approach Vol, veh/h		207			373			897			731	
Approach Delay, s/veh		26.5			29.3			8.5			8.1	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.0		22.5		52.0		22.5				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		45.5		32.6		45.5		32.6				
Max Q Clear Time (g_c+I1), s		10.9		16.3		17.1		14.0				
Green Ext Time (p_c), s		5.4		0.9		4.3		1.8				
Intersection Summary												
HCM 6th Ctrl Delay				13.6								
HCM 6th LOS				B								

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

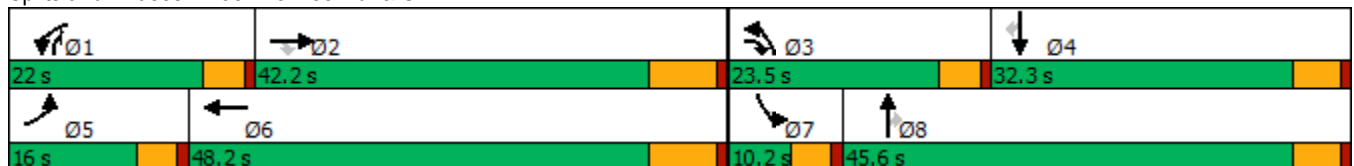
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	173	1053	214	289	919	325	518	240	63	518	57	
Future Volume (vph)	173	1053	214	289	919	325	518	240	63	518	57	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm	
Protected Phases	5	2	3	1	6	3	8	1	7	4		
Permitted Phases			2					8			4	
Detector Phase	5	2	3	1	6	3	8	1	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.0	9.6	9.6	29.0	9.6	15.3	9.6	9.6	32.3	32.3	
Total Split (s)	16.0	42.2	23.5	22.0	48.2	23.5	45.6	22.0	10.2	32.3	32.3	
Total Split (%)	13.3%	35.2%	19.6%	18.3%	40.2%	19.6%	38.0%	18.3%	8.5%	26.9%	26.9%	
Yellow Time (s)	3.6	6.0	3.6	3.6	6.0	3.6	4.3	3.6	3.6	4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	7.0	4.6	4.6	7.0	4.6	5.3	4.6	4.6	5.3	5.3	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	
Act Effct Green (s)	9.6	37.6	59.4	13.5	41.5	14.7	29.4	48.2	5.5	18.0	18.0	
Actuated g/C Ratio	0.09	0.36	0.56	0.13	0.39	0.14	0.28	0.46	0.05	0.17	0.17	
v/c Ratio	0.59	0.62	0.24	0.70	0.57	0.73	0.39	0.33	0.37	0.64	0.14	
Control Delay	55.4	31.4	7.9	53.9	27.0	53.5	31.9	13.6	57.5	44.3	0.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.4	31.4	7.9	53.9	27.0	53.5	31.9	13.6	57.5	44.3	0.6	
LOS	E	C	A	D	C	D	C	B	E	D	A	
Approach Delay		30.8			32.8		34.4			41.7		
Approach LOS		C			C		C			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 33.8	Intersection LOS: C
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

























Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	1053	214	289	919	135	325	518	240	63	518	57
Future Volume (veh/h)	173	1053	214	289	919	135	325	518	240	63	518	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	1145	211	314	999	130	353	563	154	68	563	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	259	2015	823	391	1980	257	431	1215	557	152	803	249
Arrive On Green	0.07	0.39	0.39	0.11	0.43	0.43	0.12	0.23	0.23	0.04	0.15	0.15
Sat Flow, veh/h	3510	5187	1610	3510	4646	603	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	188	1145	211	314	743	386	353	563	154	68	563	60
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1791	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	5.1	16.7	7.1	8.4	15.2	15.2	9.5	9.0	6.7	1.8	9.9	3.2
Cycle Q Clear(g_c), s	5.1	16.7	7.1	8.4	15.2	15.2	9.5	9.0	6.7	1.8	9.9	3.2
Prop In Lane	1.00		1.00	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	2015	823	391	1474	763	431	1215	557	152	803	249
V/C Ratio(X)	0.72	0.57	0.26	0.80	0.50	0.51	0.82	0.46	0.28	0.45	0.70	0.24
Avail Cap(c_a), veh/h	414	2015	823	632	1474	763	686	2162	851	203	1448	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	23.2	13.3	41.9	20.3	20.3	41.4	31.8	22.9	45.1	38.7	35.9
Incr Delay (d2), s/veh	1.5	1.2	0.8	1.5	1.2	2.4	2.0	0.3	0.3	0.8	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	6.5	2.4	3.5	5.8	6.2	4.0	3.5	2.3	0.8	4.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	24.4	14.0	43.4	21.5	22.7	43.3	32.1	23.2	45.9	39.9	36.4
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1544			1443			1070			691	
Approach Delay, s/veh		25.5			26.6			34.5			40.2	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	44.6	16.5	20.3	11.7	48.2	8.8	27.9				
Change Period (Y+Rc), s	4.6	7.0	4.6	5.3	4.6	7.0	4.6	5.3				
Max Green Setting (Gmax), s	17.4	35.2	18.9	27.0	11.4	41.2	5.6	40.3				
Max Q Clear Time (g_c+I1), s	10.4	18.7	11.5	11.9	7.1	17.2	3.8	11.0				
Green Ext Time (p_c), s	0.3	7.5	0.4	3.0	0.1	7.2	0.0	4.0				
Intersection Summary												
HCM 6th Ctrl Delay			30.0									
HCM 6th LOS			C									

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

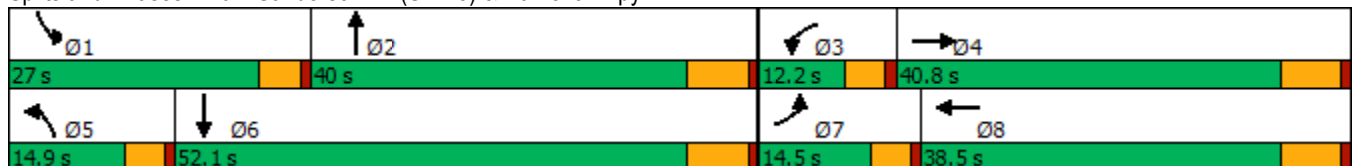
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	571	384	71	100	641	815	163	2407	121	863	1892	360
Future Volume (vph)	571	384	71	100	641	815	163	2407	121	863	1892	360
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.6	38.5		9.6	38.5		9.6	38.5		9.6	38.5	
Total Split (s)	14.5	40.8		12.2	38.5		14.9	40.0		27.0	52.1	
Total Split (%)	12.1%	34.0%		10.2%	32.1%		12.4%	33.3%		22.5%	43.4%	
Yellow Time (s)	3.6	5.5		3.6	5.5		3.6	5.5		3.6	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.6	6.5		4.6	6.5		4.6	6.5		4.6	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	9.9	22.5	107.7	6.9	19.4	107.7	8.8	33.6	107.7	22.5	47.3	107.7
Actuated g/C Ratio	0.09	0.21	1.00	0.06	0.18	1.00	0.08	0.31	1.00	0.21	0.44	1.00
v/c Ratio	1.16	0.33	0.04	0.44	0.63	0.51	0.56	1.03	0.08	1.16	0.57	0.23
Control Delay	135.0	36.6	0.1	56.0	43.3	1.2	56.0	62.4	0.1	124.9	24.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	135.0	36.6	0.1	56.0	43.3	1.2	56.0	62.4	0.1	124.9	24.4	0.3
LOS	F	D	A	E	D	A	E	E	A	F	C	A
Approach Delay		88.8			22.1			59.2			49.5	
Approach LOS		F			C			E			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 107.7
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 52.3
 Intersection LOS: D
 Intersection Capacity Utilization 101.2%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	571	384	71	100	641	815	163	2407	121	863	1892	360
Future Volume (veh/h)	571	384	71	100	641	815	163	2407	121	863	1892	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	577	388	0	101	647	0	165	2431	0	872	1911	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	512	1197		163	917		232	2428		773	3564	
Arrive On Green	0.09	0.21	0.00	0.05	0.16	0.00	0.06	0.38	0.00	0.21	0.56	0.00
Sat Flow, veh/h	5429	5700	1610	3619	5700	1610	3619	7600	1610	3619	7600	1610
Grp Volume(v), veh/h	577	388	0	101	647	0	165	2431	0	872	1911	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	9.9	6.1	0.0	2.9	11.3	0.0	4.7	33.5	0.0	22.4	16.5	0.0
Cycle Q Clear(g_c), s	9.9	6.1	0.0	2.9	11.3	0.0	4.7	33.5	0.0	22.4	16.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	512	1197		163	917		232	2428		773	3564	
V/C Ratio(X)	1.13	0.32		0.62	0.71		0.71	1.00		1.13	0.54	
Avail Cap(c_a), veh/h	512	1864		262	1739		355	2428		773	3564	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.5	35.1	0.0	49.2	41.7	0.0	48.1	32.3	0.0	41.2	15.8	0.0
Incr Delay (d2), s/veh	79.1	0.2	0.0	1.4	1.0	0.0	1.5	18.6	0.0	73.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	2.7	0.0	1.3	5.1	0.0	2.1	16.1	0.0	17.2	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.6	35.3	0.0	50.6	42.7	0.0	49.6	50.9	0.0	114.9	15.9	0.0
LnGrp LOS	F	D		D	D		D	F		F	B	
Approach Vol, veh/h		965	A		748	A		2596	A		2783	A
Approach Delay, s/veh		89.9			43.7			50.8			46.9	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	40.0	9.3	28.5	11.3	55.7	14.5	23.4				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	22.4	33.5	7.6	34.3	10.3	45.6	9.9	32.0				
Max Q Clear Time (g_c+I1), s	24.4	35.5	4.9	8.1	6.7	18.5	11.9	13.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.1	15.3	0.0	3.6				

Intersection Summary

HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

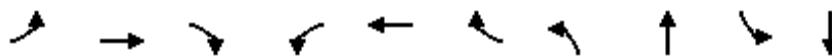
Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings
1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

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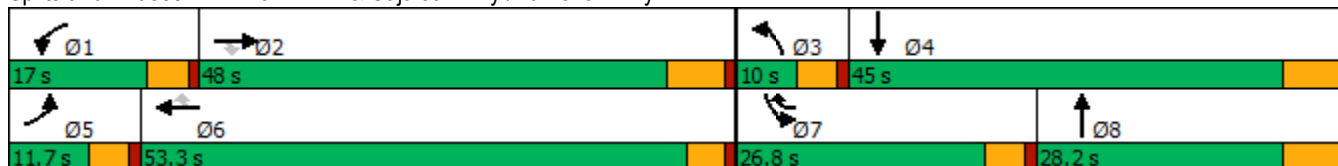


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↑	↘↗	↑↑
Traffic Volume (vph)	43	1806	232	406	1571	110	249	164	420	417
Future Volume (vph)	43	1806	232	406	1571	110	249	164	420	417
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Prot	NA
Protected Phases	5	2		1	6	7	3	8	7	4
Permitted Phases			2			6				
Detector Phase	5	2	2	1	6	7	3	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	36.2	36.2	9.6	32.5	9.6	9.6	16.2	9.6	41.2
Total Split (s)	11.7	48.0	48.0	17.0	53.3	26.8	10.0	28.2	26.8	45.0
Total Split (%)	9.8%	40.0%	40.0%	14.2%	44.4%	22.3%	8.3%	23.5%	22.3%	37.5%
Yellow Time (s)	3.6	5.2	5.2	3.6	3.5	3.6	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	4.5	4.6	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.4	41.9	41.9	12.4	54.0	70.9	5.4	12.5	17.1	24.1
Actuated g/C Ratio	0.06	0.40	0.40	0.12	0.51	0.67	0.05	0.12	0.16	0.23
v/c Ratio	0.41	0.90	0.31	0.99	0.61	0.10	1.44	0.63	0.77	0.74
Control Delay	61.1	38.1	6.9	88.2	21.7	1.6	262.2	31.0	52.1	39.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	38.1	6.9	88.2	21.7	1.6	262.2	31.0	52.1	39.7
LOS	E	D	A	F	C	A	F	C	D	D
Approach Delay		35.1			33.6			133.1		44.8
Approach LOS		D			C			F		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.6
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 45.9
 Intersection LOS: D
 Intersection Capacity Utilization 90.5%
 ICU Level of Service E
 Analysis Period (min) 15

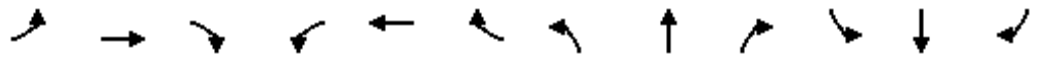
Splits and Phases: 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.



HCM 6th Signalized Intersection Summary
 1: Harvill Av. & Cajalco Exwy./Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑	↗	↘↗	↑↘		↘↗	↑↘	
Traffic Volume (veh/h)	43	1806	232	406	1571	110	249	164	151	420	417	181
Future Volume (veh/h)	43	1806	232	406	1571	110	249	164	151	420	417	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	1862	164	419	1620	65	257	169	108	433	430	141
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	2084	647	442	2536	1020	187	255	154	510	562	183
Arrive On Green	0.04	0.40	0.40	0.12	0.49	0.49	0.05	0.12	0.12	0.15	0.21	0.21
Sat Flow, veh/h	1810	5187	1610	3619	5187	1608	3510	2161	1308	3510	2674	868
Grp Volume(v), veh/h	44	1862	164	419	1620	65	257	140	137	433	289	282
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1729	1608	1755	1805	1665	1755	1805	1738
Q Serve(g_s), s	2.4	34.0	6.9	11.7	23.6	1.6	5.4	7.5	8.1	12.2	15.3	15.5
Cycle Q Clear(g_c), s	2.4	34.0	6.9	11.7	23.6	1.6	5.4	7.5	8.1	12.2	15.3	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		0.50
Lane Grp Cap(c), veh/h	63	2084	647	442	2536	1020	187	213	197	510	379	365
V/C Ratio(X)	0.69	0.89	0.25	0.95	0.64	0.06	1.38	0.65	0.70	0.85	0.76	0.77
Avail Cap(c_a), veh/h	127	2136	663	442	2536	1020	187	391	361	768	690	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	28.3	20.2	44.2	19.3	7.1	48.1	42.8	43.0	42.3	37.7	37.8
Incr Delay (d2), s/veh	5.0	5.2	0.2	29.6	0.5	0.0	199.3	3.4	4.5	3.7	3.2	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	13.7	2.4	6.8	8.5	0.4	7.4	3.4	3.4	5.3	6.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	33.6	20.4	73.8	19.8	7.1	247.4	46.2	47.5	46.0	40.9	41.3
LnGrp LOS	D	C	C	E	B	A	F	D	D	D	D	D
Approach Vol, veh/h		2070			2104			534			1004	
Approach Delay, s/veh		33.0			30.2			143.3			43.2	
Approach LOS		C			C			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	47.0	10.0	27.5	8.2	55.8	19.4	18.2				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	6.2				
Max Green Setting (Gmax), s	12.4	41.8	5.4	38.8	7.1	* 49	22.2	22.0				
Max Q Clear Time (g_c+I1), s	13.7	36.0	7.4	17.5	4.4	25.6	14.2	10.1				
Green Ext Time (p_c), s	0.0	4.8	0.0	3.0	0.0	12.0	0.5	1.0				

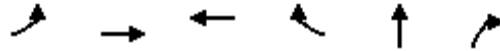
Intersection Summary

HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

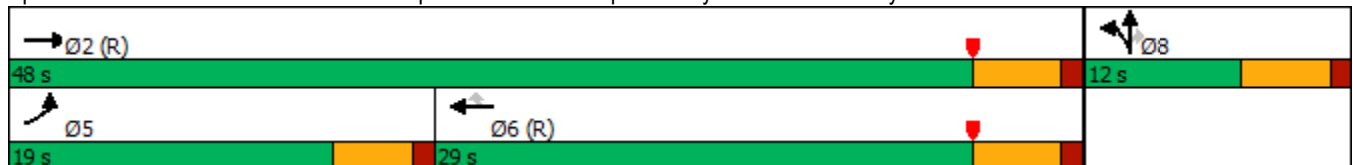


Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Configurations	↖↖	↑↑	↑↑	↗	↖	↗
Traffic Volume (vph)	297	706	617	693	1	221
Future Volume (vph)	297	706	617	693	1	221
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	5	2	6		8	
Permitted Phases				6		8
Detector Phase	5	2	6	6	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	26.0	24.0	24.0	10.0	10.0
Total Split (s)	19.0	48.0	29.0	29.0	12.0	12.0
Total Split (%)	31.7%	80.0%	48.3%	48.3%	20.0%	20.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	Max	Max
Act Effct Green (s)	9.9	43.0	28.6	28.6	7.0	7.0
Actuated g/C Ratio	0.16	0.72	0.48	0.48	0.12	0.12
v/c Ratio	0.56	0.30	0.39	0.74	0.56	0.60
Control Delay	32.3	3.1	11.4	10.5	37.0	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	3.1	11.4	10.5	37.0	11.2
LOS	C	A	B	B	D	B
Approach Delay		11.7	10.9		19.7	
Approach LOS		B	B		B	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 12.3
 Intersection LOS: B
 Intersection Capacity Utilization 69.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd.



Timings

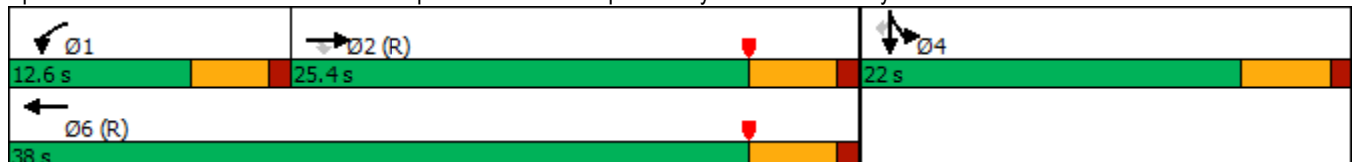


Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations	↑↑	↑	↖↗	↑	↖	↗
Traffic Volume (vph)	555	106	381	345	0	435
Future Volume (vph)	555	106	381	345	0	435
Turn Type	NA	Perm	Prot	NA	NA	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	9.5	25.0	10.0	10.0
Total Split (s)	25.4	25.4	12.6	38.0	22.0	22.0
Total Split (%)	42.3%	42.3%	21.0%	63.3%	36.7%	36.7%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.5	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	20.4	20.4	8.1	33.0	17.0	17.0
Actuated g/C Ratio	0.34	0.34	0.14	0.55	0.28	0.28
v/c Ratio	0.49	0.18	0.88	0.36	0.95	0.61
Control Delay	17.4	4.1	63.6	7.7	54.6	6.4
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	17.4	4.1	63.6	7.9	54.6	6.4
LOS	B	A	E	A	D	A
Approach Delay	15.2			37.1	30.9	
Approach LOS	B			D	C	

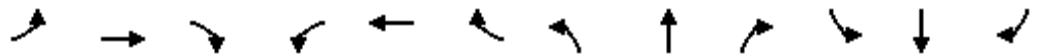
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 28.3
 Intersection LOS: C
 Intersection Capacity Utilization 69.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd.



HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox Blvd. 06/03/2020

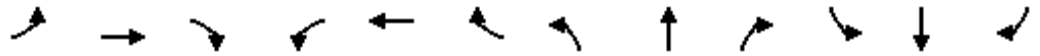


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑						↑	↑
Traffic Volume (veh/h)	0	555	106	381	345	0	0	0	0	448	0	435
Future Volume (veh/h)	0	555	106	381	345	0	0	0	0	448	0	435
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	603	101	414	375	0				487	0	400
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1227	547	474	1045	0				513	0	456
Arrive On Green	0.00	0.34	0.34	0.23	0.92	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	3705	1610	3510	1900	0				1810	0	1610
Grp Volume(v), veh/h	0	603	101	414	375	0				487	0	400
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1755	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	7.9	2.7	6.8	1.4	0.0				15.8	0.0	14.2
Cycle Q Clear(g_c), s	0.0	7.9	2.7	6.8	1.4	0.0				15.8	0.0	14.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1227	547	474	1045	0				513	0	456
V/C Ratio(X)	0.00	0.49	0.18	0.87	0.36	0.00				0.95	0.00	0.88
Avail Cap(c_a), veh/h	0	1227	547	474	1045	0				513	0	456
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.93	0.93	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.7	13.9	22.7	1.2	0.0				21.1	0.0	20.5
Incr Delay (d2), s/veh	0.0	1.4	0.7	14.9	0.9	0.0				27.6	0.0	17.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.9	3.2	0.5	0.0				9.5	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	14.7	37.6	2.1	0.0				48.7	0.0	37.8
LnGrp LOS	A	B	B	D	A	A				D	A	D
Approach Vol, veh/h		704			789						887	
Approach Delay, s/veh		16.8			20.7						43.8	
Approach LOS		B			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.6	25.4		22.0		38.0						
Change Period (Y+Rc), s	4.5	5.0		5.0		5.0						
Max Green Setting (Gmax), s	8.1	20.4		17.0		33.0						
Max Q Clear Time (g_c+I1), s	8.8	9.9		17.8		3.4						
Green Ext Time (p_c), s	0.0	2.0		0.0		1.2						

Intersection Summary

HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary Stoneridge Commerce Center SP (JN 13265)
 3: I-215 NB Off Ramp/I-215 NB On Ramp & Harley Knox. Blvd./Harley Knox Blvd. 05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑			↑↑	↔		↔	↔			
Traffic Volume (veh/h)	297	706	0	0	617	693	109	1	221	0	0	0
Future Volume (veh/h)	297	706	0	0	617	693	109	1	221	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	323	767	0	0	671	663	118	1	100			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	434	2587	0	0	1870	834	209	2	188			
Arrive On Green	0.25	1.00	0.00	0.00	0.52	0.52	0.12	0.12	0.12			
Sat Flow, veh/h	3510	3705	0	0	3705	1610	1795	15	1610			
Grp Volume(v), veh/h	323	767	0	0	671	663	119	0	100			
Grp Sat Flow(s),veh/h/ln	1755	1805	0	0	1805	1610	1810	0	1610			
Q Serve(g_s), s	5.1	0.0	0.0	0.0	6.6	20.2	3.7	0.0	3.5			
Cycle Q Clear(g_c), s	5.1	0.0	0.0	0.0	6.6	20.2	3.7	0.0	3.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	434	2587	0	0	1870	834	211	0	188			
V/C Ratio(X)	0.74	0.30	0.00	0.00	0.36	0.80	0.56	0.00	0.53			
Avail Cap(c_a), veh/h	848	2587	0	0	1870	834	211	0	188			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	0.90	0.90	1.00	0.00	1.00			
Uniform Delay (d), s/veh	21.7	0.0	0.0	0.0	8.6	11.9	25.1	0.0	25.0			
Incr Delay (d2), s/veh	0.8	0.3	0.0	0.0	0.5	7.0	10.4	0.0	10.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	0.0	2.0	6.7	2.0	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.3	0.0	0.0	9.0	18.9	35.5	0.0	35.4			
LnGrp LOS	C	A	A	A	A	B	D	A	D			
Approach Vol, veh/h		1090			1334			219				
Approach Delay, s/veh		6.9			13.9			35.4				
Approach LOS		A			B			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		48.0			11.9	36.1		12.0				
Change Period (Y+Rc), s		5.0			4.5	5.0		5.0				
Max Green Setting (Gmax), s		43.0			14.5	24.0		7.0				
Max Q Clear Time (g_c+1), s		2.0			7.1	22.2		5.7				
Green Ext Time (p_c), s		3.3			0.4	0.9		0.1				

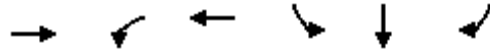
Intersection Summary

HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Timings
4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

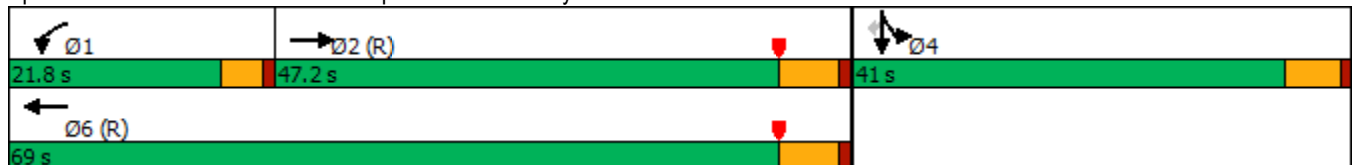


Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations	↑↑↑	↵	↑↑↑	↵	↵	↵
Traffic Volume (vph)	1682	288	1487	1179	2	281
Future Volume (vph)	1682	288	1487	1179	2	281
Turn Type	NA	Prot	NA	Split	NA	Perm
Protected Phases	2	1	6	4	4	
Permitted Phases						4
Detector Phase	2	1	6	4	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	9.5	31.0	10.5	10.5	10.5
Total Split (s)	47.2	21.8	69.0	41.0	41.0	41.0
Total Split (%)	42.9%	19.8%	62.7%	37.3%	37.3%	37.3%
Yellow Time (s)	5.0	3.5	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	6.0	5.5	5.5	5.5
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	Max	Max	Max
Act Effct Green (s)	41.2	17.3	63.0	35.5	35.5	35.5
Actuated g/C Ratio	0.37	0.16	0.57	0.32	0.32	0.32
v/c Ratio	1.12	1.03	0.51	1.08	1.08	0.50
Control Delay	93.1	64.9	3.2	96.9	97.3	25.3
Queue Delay	0.0	0.0	0.4	16.0	15.4	0.0
Total Delay	93.1	64.9	3.6	112.9	112.7	25.3
LOS	F	E	A	F	F	C
Approach Delay	93.1		13.5		96.0	
Approach LOS	F		B		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 34 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.12
 Intersection Signal Delay: 67.6
 Intersection LOS: E
 Intersection Capacity Utilization 162.4%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 4: I-215 SB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 4: I-215 SB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	1682	447	288	1487	0	0	0	0	1179	2	281
Future Volume (veh/h)	0	1682	447	288	1487	0	0	0	0	1179	2	281
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1699	321	291	1502	0				1192	0	215
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1644	308	285	2971	0				1168	0	520
Arrive On Green	0.00	0.37	0.37	0.09	0.34	0.00				0.32	0.00	0.32
Sat Flow, veh/h	0	4559	822	1810	5358	0				3619	0	1610
Grp Volume(v), veh/h	0	1335	685	291	1502	0				1192	0	215
Grp Sat Flow(s),veh/h/ln	0	1729	1752	1810	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	41.2	41.2	17.3	25.3	0.0				35.5	0.0	11.5
Cycle Q Clear(g_c), s	0.0	41.2	41.2	17.3	25.3	0.0				35.5	0.0	11.5
Prop In Lane	0.00		0.47	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1295	656	285	2971	0				1168	0	520
V/C Ratio(X)	0.00	1.03	1.04	1.02	0.51	0.00				1.02	0.00	0.41
Avail Cap(c_a), veh/h	0	1295	656	285	2971	0				1168	0	520
HCM Platoon Ratio	1.00	1.00	1.00	0.60	0.60	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.36	0.36	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.4	34.4	49.8	23.7	0.0				37.3	0.0	29.1
Incr Delay (d2), s/veh	0.0	23.8	33.3	22.0	0.1	0.0				31.6	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.1	22.1	9.7	10.8	0.0				19.9	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	58.2	67.7	71.8	23.8	0.0				68.9	0.0	31.5
LnGrp LOS	A	F	F	F	C	A				F	A	C
Approach Vol, veh/h		2020			1793						1407	
Approach Delay, s/veh		61.4			31.6						63.2	
Approach LOS		E			C						E	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	21.8	47.2		41.0		69.0						
Change Period (Y+Rc), s	4.5	6.0		5.5		6.0						
Max Green Setting (Gmax), s	17.3	41.2		35.5		63.0						
Max Q Clear Time (g_c+I1), s	19.3	43.2		37.5		27.3						
Green Ext Time (p_c), s	0.0	0.0		0.0		7.7						

Intersection Summary

HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D

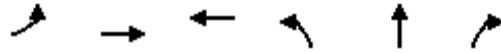
Notes

User approved volume balancing among the lanes for turning movement.

Timings
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

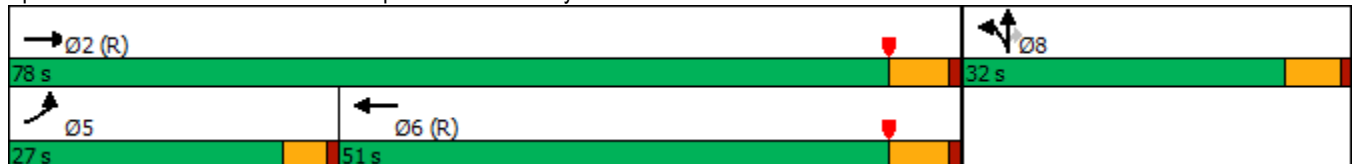


Lane Group	EBL	EBT	WBT	NBL	NBT	NBR
Lane Configurations	↘	↑↑↑	↑↑↑	↘	↙	↗
Traffic Volume (vph)	416	2445	1393	383	2	526
Future Volume (vph)	416	2445	1393	383	2	526
Turn Type	Prot	NA	NA	Split	NA	Perm
Protected Phases	5	2	6	8	8	
Permitted Phases						8
Detector Phase	5	2	6	8	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	11.0	26.0	10.5	10.5	10.5
Total Split (s)	27.0	78.0	51.0	32.0	32.0	32.0
Total Split (%)	24.5%	70.9%	46.4%	29.1%	29.1%	29.1%
Yellow Time (s)	3.5	5.0	5.0	4.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	5.5	5.5	5.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None	None	None
Act Effct Green (s)	22.5	72.0	45.0	26.5	26.5	26.5
Actuated g/C Ratio	0.20	0.65	0.41	0.24	0.24	0.24
v/c Ratio	1.16	0.74	1.15dr	0.48	0.48	1.22
Control Delay	106.3	22.4	84.9	40.4	40.5	149.5
Queue Delay	0.0	47.5	0.0	0.0	0.0	0.0
Total Delay	106.3	69.9	84.9	40.4	40.5	149.5
LOS	F	E	F	D	D	F
Approach Delay		75.2	84.9		103.4	
Approach LOS		E	F		F	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 83.1
 Intersection LOS: F
 Intersection Capacity Utilization 162.4%
 ICU Level of Service H
 Analysis Period (min) 15
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 5: I-215 NB Ramps & Ramona Exwy.



HCM 6th Signalized Intersection Summary
5: I-215 NB Ramps & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑			↑↑↑		↘	↙	↗			
Traffic Volume (veh/h)	416	2445	0	0	1393	860	383	2	526	0	0	0
Future Volume (veh/h)	416	2445	0	0	1393	860	383	2	526	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	429	2521	0	0	1436	691	396	0	455			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	370	3395	0	0	1415	659	872	0	388			
Arrive On Green	0.41	1.00	0.00	0.00	0.41	0.41	0.24	0.00	0.24			
Sat Flow, veh/h	1810	5358	0	0	3629	1610	3619	0	1610			
Grp Volume(v), veh/h	429	2521	0	0	1436	691	396	0	455			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1610	1810	0	1610			
Q Serve(g_s), s	22.5	0.0	0.0	0.0	45.0	45.0	10.3	0.0	26.5			
Cycle Q Clear(g_c), s	22.5	0.0	0.0	0.0	45.0	45.0	10.3	0.0	26.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	370	3395	0	0	1415	659	872	0	388			
V/C Ratio(X)	1.16	0.74	0.00	0.00	1.02	1.05	0.45	0.00	1.17			
Avail Cap(c_a), veh/h	370	3395	0	0	1415	659	872	0	388			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.5	0.0	0.0	0.0	32.5	32.5	35.6	0.0	41.7			
Incr Delay (d2), s/veh	74.6	0.1	0.0	0.0	27.7	48.6	0.4	0.0	101.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.3	0.0	0.0	0.0	22.5	24.8	4.4	0.0	21.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.1	0.1	0.0	0.0	60.2	81.1	36.0	0.0	143.6			
LnGrp LOS	F	A	A	A	F	F	D	A	F			
Approach Vol, veh/h		2950			2127			851				
Approach Delay, s/veh		15.7			67.0			93.5				
Approach LOS		B			E			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		78.0			27.0	51.0		32.0				
Change Period (Y+Rc), s		6.0			4.5	6.0		5.5				
Max Green Setting (Gmax), s		72.0			22.5	45.0		26.5				
Max Q Clear Time (g_c+I1), s		2.0			24.5	47.0		28.5				
Green Ext Time (p_c), s		23.2			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Timings
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

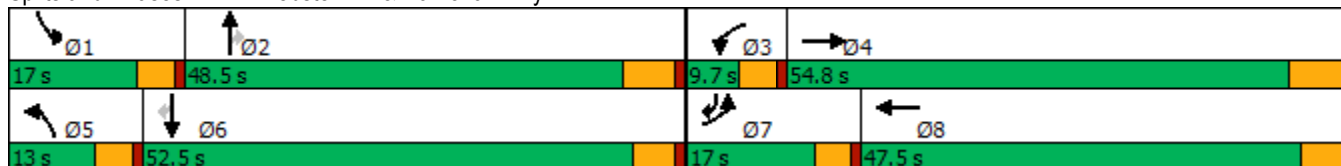


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑↑	↔	↑↑↑↑	↔	↑	↔	↔	↑	↔
Traffic Volume (vph)	474	1915	30	1557	179	28	19	273	52	890
Future Volume (vph)	474	1915	30	1557	179	28	19	273	52	890
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2		1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	42.5	9.6	47.5	9.6	47.2	47.2	9.6	47.5	9.6
Total Split (s)	17.0	54.8	9.7	47.5	13.0	48.5	48.5	17.0	52.5	17.0
Total Split (%)	13.1%	42.2%	7.5%	36.5%	10.0%	37.3%	37.3%	13.1%	40.4%	13.1%
Yellow Time (s)	3.6	5.2	3.6	4.1	3.6	5.2	5.2	3.6	4.1	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	5.1	4.6	6.2	6.2	4.6	5.1	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	13.1	46.6	5.4	34.9	10.1	15.0	15.0	15.7	17.7	31.8
Actuated g/C Ratio	0.14	0.51	0.06	0.38	0.11	0.16	0.16	0.17	0.19	0.35
v/c Ratio	0.99	0.55	0.30	0.62	0.97	0.10	0.05	0.95	0.15	1.59
Control Delay	80.2	19.3	58.1	25.4	104.5	35.6	0.3	84.9	32.7	299.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.2	19.3	58.1	25.4	104.5	35.6	0.3	84.9	32.7	299.0
LOS	F	B	E	C	F	D	A	F	C	F
Approach Delay		31.2		26.0		87.3			239.4	
Approach LOS		C		C		F			F	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 91.9
 Natural Cycle: 115
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.59
 Intersection Signal Delay: 77.4
 Intersection LOS: E
 Intersection Capacity Utilization 101.3%
 ICU Level of Service G
 Analysis Period (min) 15























Splits and Phases: 12: Webster Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
12: Webster Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	1915	40	30	1557	107	179	28	19	273	52	890
Future Volume (veh/h)	474	1915	40	30	1557	107	179	28	19	273	52	890
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	510	2059	32	32	1674	87	192	30	15	294	56	575
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	375	2852	44	49	2191	114	127	583	494	187	646	714
Arrive On Green	0.10	0.38	0.38	0.03	0.31	0.31	0.07	0.31	0.31	0.10	0.34	0.34
Sat Flow, veh/h	3619	7463	116	1810	7161	372	1810	1900	1609	1810	1900	1610
Grp Volume(v), veh/h	510	1573	518	32	1332	429	192	30	15	294	56	575
Grp Sat Flow(s),veh/h/ln	1810	1900	1879	1810	1900	1833	1810	1900	1609	1810	1900	1610
Q Serve(g_s), s	12.4	28.2	28.2	2.1	25.4	25.4	8.4	1.3	0.8	12.4	2.4	37.0
Cycle Q Clear(g_c), s	12.4	28.2	28.2	2.1	25.4	25.4	8.4	1.3	0.8	12.4	2.4	37.0
Prop In Lane	1.00		0.06	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	2178	718	49	1744	561	127	583	494	187	646	714
V/C Ratio(X)	1.36	0.72	0.72	0.65	0.76	0.76	1.51	0.05	0.03	1.57	0.09	0.80
Avail Cap(c_a), veh/h	375	2312	762	77	2017	649	127	671	568	187	752	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	31.6	31.6	57.7	37.7	37.7	55.7	29.3	29.1	53.7	26.9	28.8
Incr Delay (d2), s/veh	179.2	1.1	3.2	5.2	1.5	4.7	267.3	0.0	0.0	280.7	0.1	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	12.4	12.6	1.0	11.4	11.5	13.2	0.6	0.3	20.2	1.1	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	232.9	32.6	34.8	62.9	39.2	42.3	323.0	29.3	29.1	334.4	26.9	34.3
LnGrp LOS	F	C	C	E	D	D	F	C	C	F	C	C
Approach Vol, veh/h		2601			1793			237			925	
Approach Delay, s/veh		72.3			40.4			267.2			129.2	
Approach LOS		E			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	43.0	7.9	52.0	13.0	47.0	17.0	42.9				
Change Period (Y+Rc), s	4.6	6.2	4.6	6.2	4.6	* 6.2	4.6	* 6.2				
Max Green Setting (Gmax), s	12.4	42.3	5.1	48.6	8.4	* 47	12.4	* 42				
Max Q Clear Time (g_c+I1), s	14.4	3.3	4.1	30.2	10.4	39.0	14.4	27.4				
Green Ext Time (p_c), s	0.0	0.2	0.0	12.5	0.0	1.7	0.0	9.3				

Intersection Summary

HCM 6th Ctrl Delay	79.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

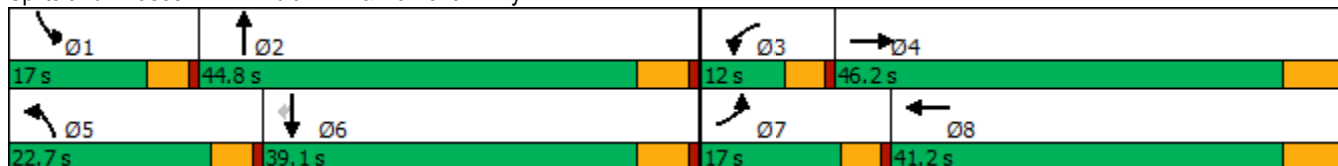


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	236	1819	147	1341	252	249	298	341	368
Future Volume (vph)	236	1819	147	1341	252	249	298	341	368
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases									6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	46.2	9.6	40.2	9.6	43.8	9.6	34.8	34.8
Total Split (s)	17.0	46.2	12.0	41.2	22.7	44.8	17.0	39.1	39.1
Total Split (%)	14.2%	38.5%	10.0%	34.3%	18.9%	37.3%	14.2%	32.6%	32.6%
Yellow Time (s)	3.6	5.2	3.6	5.2	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	4.6	6.2	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.5	39.1	7.5	34.0	17.7	25.6	12.5	20.5	20.5
Actuated g/C Ratio	0.12	0.37	0.07	0.32	0.17	0.24	0.12	0.19	0.19
v/c Ratio	1.14	0.75	1.18	0.61	0.85	0.50	1.43	0.50	0.80
Control Delay	146.9	31.8	182.8	32.2	70.8	24.2	254.8	40.3	32.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	146.9	31.8	182.8	32.2	70.8	24.2	254.8	40.3	32.4
LOS	F	C	F	C	E	C	F	D	C
Approach Delay		43.7		46.0		40.8		100.9	
Approach LOS		D		D		D		F	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.43
 Intersection Signal Delay: 54.3
 Intersection LOS: D
 Intersection Capacity Utilization 85.8%
 ICU Level of Service E
 Analysis Period (min) 15




























Splits and Phases: 14: Indian Av. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
 14: Indian Av. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

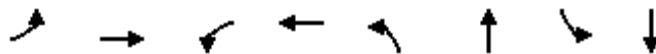
05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	236	1819	220	147	1341	108	252	249	206	298	341	368
Future Volume (veh/h)	236	1819	220	147	1341	108	252	249	206	298	341	368
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	1856	173	150	1368	83	257	254	159	304	348	274
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	2423	226	131	2164	131	288	532	322	219	750	335
Arrive On Green	0.12	0.35	0.35	0.07	0.31	0.31	0.16	0.25	0.25	0.12	0.21	0.21
Sat Flow, veh/h	1810	6847	638	1810	7093	429	1810	2162	1307	1810	3610	1610
Grp Volume(v), veh/h	241	1545	484	150	1099	352	257	211	202	304	348	274
Grp Sat Flow(s),veh/h/ln	1810	1900	1785	1810	1900	1823	1810	1805	1665	1810	1805	1610
Q Serve(g_s), s	12.4	24.6	24.6	7.4	17.0	17.1	14.3	10.2	10.7	12.4	8.7	16.7
Cycle Q Clear(g_c), s	12.4	24.6	24.6	7.4	17.0	17.1	14.3	10.2	10.7	12.4	8.7	16.7
Prop In Lane	1.00		0.36	1.00		0.24	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	219	2017	632	131	1739	556	288	444	410	219	750	335
V/C Ratio(X)	1.10	0.77	0.77	1.15	0.63	0.63	0.89	0.47	0.49	1.39	0.46	0.82
Avail Cap(c_a), veh/h	219	2224	696	131	1946	622	319	687	633	219	1173	523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	29.4	29.4	47.6	30.7	30.7	42.2	33.0	33.2	45.1	35.6	38.8
Incr Delay (d2), s/veh	90.5	1.5	4.7	124.2	0.6	1.8	22.5	0.8	0.9	200.7	0.4	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	10.6	10.5	7.7	7.3	7.3	8.0	4.4	4.3	17.6	3.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	135.6	30.9	34.0	171.7	31.2	32.5	64.7	33.8	34.1	245.8	36.0	44.5
LnGrp LOS	F	C	C	F	C	C	E	C	C	F	D	D
Approach Vol, veh/h		2270			1601			670			926	
Approach Delay, s/veh		42.7			44.7			45.7			107.4	
Approach LOS		D			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	31.0	12.0	42.5	20.9	27.1	17.0	37.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	12.4	39.0	7.4	40.0	18.1	33.3	12.4	35.0				
Max Q Clear Time (g_c+I1), s	14.4	12.7	9.4	26.6	16.3	18.7	14.4	19.1				
Green Ext Time (p_c), s	0.0	2.4	0.0	9.6	0.1	2.7	0.0	8.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.6									
HCM 6th LOS			D									

Timings
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

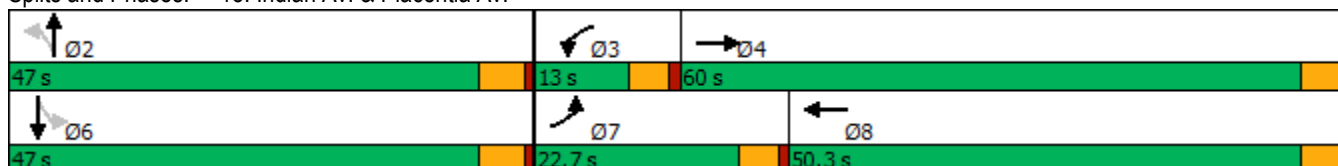


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	129	1078	54	312	95	96	137	253
Future Volume (vph)	129	1078	54	312	95	96	137	253
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA
Protected Phases	7	4	3	8		2		6
Permitted Phases					2		6	
Detector Phase	7	4	3	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	26.6	9.6	26.6	27.1	27.1	27.1	27.1
Total Split (s)	22.7	60.0	13.0	50.3	47.0	47.0	47.0	47.0
Total Split (%)	18.9%	50.0%	10.8%	41.9%	39.2%	39.2%	39.2%	39.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	5.1	5.1	5.1	5.1
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	12.4	56.7	7.2	49.1	29.4	29.4	29.4	29.4
Actuated g/C Ratio	0.12	0.54	0.07	0.47	0.28	0.28	0.28	0.28
v/c Ratio	0.66	0.73	0.48	0.23	1.11	0.38	0.53	0.83
Control Delay	61.3	23.6	64.3	18.8	165.1	25.7	39.4	48.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	23.6	64.3	18.8	165.1	25.7	39.4	48.1
LOS	E	C	E	B	F	C	D	D
Approach Delay		27.1		24.9		72.9		45.9
Approach LOS		C		C		E		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 105.4	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 35.5	Intersection LOS: D
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	






















Splits and Phases: 15: Indian Av. & Placentia Av.



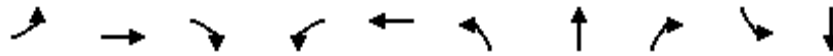
HCM 6th Signalized Intersection Summary
15: Indian Av. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	1078	199	54	312	41	95	96	89	137	253	145
Future Volume (veh/h)	129	1078	199	54	312	41	95	96	89	137	253	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	1172	162	59	339	34	103	104	75	149	275	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	170	1628	224	76	1522	152	194	323	233	358	401	168
Arrive On Green	0.09	0.51	0.51	0.04	0.46	0.46	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1810	3187	439	1810	3315	330	1010	1026	740	1224	1272	532
Grp Volume(v), veh/h	140	662	672	59	184	189	103	0	179	149	0	390
Grp Sat Flow(s),veh/h/ln	1810	1805	1821	1810	1805	1841	1010	0	1767	1224	0	1804
Q Serve(g_s), s	8.2	30.7	31.0	3.5	6.6	6.7	10.8	0.0	8.4	11.5	0.0	20.5
Cycle Q Clear(g_c), s	8.2	30.7	31.0	3.5	6.6	6.7	31.3	0.0	8.4	19.8	0.0	20.5
Prop In Lane	1.00		0.24	1.00		0.18	1.00		0.42	1.00		0.29
Lane Grp Cap(c), veh/h	170	922	930	76	829	845	194	0	557	358	0	568
V/C Ratio(X)	0.82	0.72	0.72	0.77	0.22	0.22	0.53	0.00	0.32	0.42	0.00	0.69
Avail Cap(c_a), veh/h	302	922	930	140	829	845	266	0	683	445	0	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.2	20.5	20.6	51.4	17.7	17.7	46.1	0.0	28.3	35.9	0.0	32.5
Incr Delay (d2), s/veh	3.8	4.8	4.8	6.0	0.6	0.6	2.3	0.0	0.3	0.8	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	13.9	14.1	1.7	2.9	3.0	2.8	0.0	3.5	3.4	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	25.3	25.4	57.5	18.3	18.3	48.4	0.0	28.6	36.6	0.0	34.6
LnGrp LOS	D	C	C	E	B	B	D	A	C	D	A	C
Approach Vol, veh/h		1474			432			282			539	
Approach Delay, s/veh		27.9			23.6			35.8			35.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.3	9.2	60.0		39.3	14.8	54.4				
Change Period (Y+Rc), s		5.1	4.6	4.6		5.1	4.6	4.6				
Max Green Setting (Gmax), s		41.9	8.4	55.4		41.9	18.1	45.7				
Max Q Clear Time (g_c+I1), s		33.3	5.5	33.0		22.5	10.2	8.7				
Green Ext Time (p_c), s		0.9	0.0	10.7		2.8	0.1	2.5				
Intersection Summary												
HCM 6th Ctrl Delay				29.5								
HCM 6th LOS				C								

Timings
16: Perris Bl. & Iris Av.

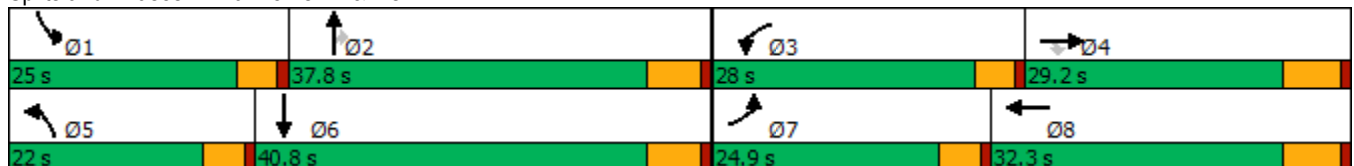


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑↑↑	↗	↘	↑↑↑
Traffic Volume (vph)	169	472	309	319	352	223	972	295	265	1073
Future Volume (vph)	169	472	309	319	352	223	972	295	265	1073
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	7	4		3	8	5	2		1	6
Permitted Phases			4					2		
Detector Phase	7	4	4	3	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	9.6	29.2	29.2	9.6	32.2	9.6	36.8	36.8	9.6	31.8
Total Split (s)	24.9	29.2	29.2	28.0	32.3	22.0	37.8	37.8	25.0	40.8
Total Split (%)	20.8%	24.3%	24.3%	23.3%	26.9%	18.3%	31.5%	31.5%	20.8%	34.0%
Yellow Time (s)	3.6	5.2	5.2	3.6	5.2	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	6.2	4.6	5.8	5.8	4.6	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.2	20.5	20.5	22.7	28.0	16.6	30.1	30.1	19.4	32.9
Actuated g/C Ratio	0.13	0.18	0.18	0.20	0.25	0.15	0.26	0.26	0.17	0.29
v/c Ratio	0.73	0.76	0.68	0.93	0.57	0.89	0.74	0.54	0.90	0.84
Control Delay	66.2	53.2	21.2	78.8	38.9	82.2	42.7	15.8	79.3	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.2	53.2	21.2	78.8	38.9	82.2	42.7	15.8	79.3	44.0
LOS	E	D	C	E	D	F	D	B	E	D
Approach Delay		45.1			54.8		43.3			50.4
Approach LOS		D			D		D			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.1
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 47.8
 Intersection LOS: D
 Intersection Capacity Utilization 84.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 16: Perris Bl. & Iris Av.



HCM 6th Signalized Intersection Summary
16: Perris Bl. & Iris Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	
Traffic Volume (veh/h)	169	472	309	319	352	125	223	972	295	265	1073	120
Future Volume (veh/h)	169	472	309	319	352	125	223	972	295	265	1073	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	492	289	332	367	55	232	1012	188	276	1118	114
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	712	317	358	887	132	260	1307	403	304	1320	134
Arrive On Green	0.11	0.20	0.20	0.20	0.28	0.28	0.14	0.25	0.25	0.17	0.28	0.28
Sat Flow, veh/h	1810	3610	1608	1810	3147	468	1810	5187	1601	1810	4781	487
Grp Volume(v), veh/h	176	492	289	332	209	213	232	1012	188	276	808	424
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1810	1810	1729	1601	1810	1729	1810
Q Serve(g_s), s	10.9	14.5	20.2	20.6	10.8	11.0	14.4	20.8	11.4	17.2	25.3	25.3
Cycle Q Clear(g_c), s	10.9	14.5	20.2	20.6	10.8	11.0	14.4	20.8	11.4	17.2	25.3	25.3
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	206	712	317	358	509	510	260	1307	403	304	954	500
V/C Ratio(X)	0.86	0.69	0.91	0.93	0.41	0.42	0.89	0.77	0.47	0.91	0.85	0.85
Avail Cap(c_a), veh/h	321	725	323	370	509	510	275	1449	447	322	1056	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	42.7	45.0	45.1	33.4	33.5	48.2	39.8	36.3	46.8	39.2	39.2
Incr Delay (d2), s/veh	7.9	2.8	28.4	27.9	0.5	0.5	26.5	2.4	0.8	26.5	6.1	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	6.5	10.2	11.6	4.6	4.7	8.2	8.8	4.4	9.7	11.1	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	45.5	73.4	73.0	34.0	34.0	74.7	42.3	37.2	73.4	45.3	50.2
LnGrp LOS	E	D	E	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		957			754			1432			1508	
Approach Delay, s/veh		56.2			51.2			46.9			51.8	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.8	34.7	27.3	28.8	21.1	37.4	17.6	38.5				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	4.6	5.8	4.6	6.2				
Max Green Setting (Gmax), s	20.4	32.0	23.4	23.0	17.4	35.0	20.3	26.1				
Max Q Clear Time (g_c+I1), s	19.2	22.8	22.6	22.2	16.4	27.3	12.9	13.0				
Green Ext Time (p_c), s	0.1	4.7	0.0	0.4	0.0	4.3	0.1	1.7				

Intersection Summary

HCM 6th Ctrl Delay	51.1
HCM 6th LOS	D

Timings
20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

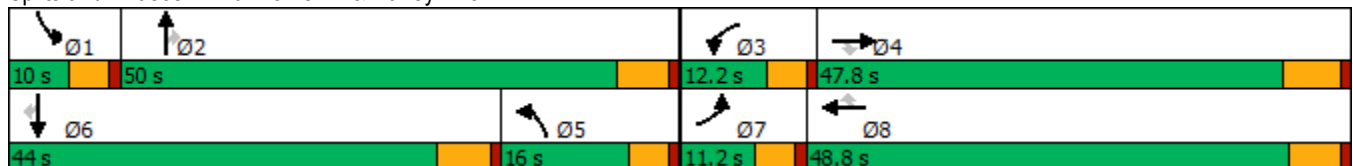
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	404	234	419	546	281	168	931	19	184	1138	333
Future Volume (vph)	316	404	234	419	546	281	168	931	19	184	1138	333
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	47.2	47.2	9.6	48.8	48.8	9.6	48.8	48.8	9.6	43.8	43.8
Total Split (s)	11.2	47.8	47.8	12.2	48.8	48.8	16.0	50.0	50.0	10.0	44.0	44.0
Total Split (%)	9.3%	39.8%	39.8%	10.2%	40.7%	40.7%	13.3%	41.7%	41.7%	8.3%	36.7%	36.7%
Yellow Time (s)	3.6	5.2	5.2	3.6	4.8	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.2	6.2	4.6	5.8	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	6.8	20.3	20.3	7.9	21.7	21.7	9.1	35.6	35.6	5.6	32.1	32.1
Actuated g/C Ratio	0.07	0.22	0.22	0.09	0.24	0.24	0.10	0.39	0.39	0.06	0.35	0.35
v/c Ratio	1.31	0.55	0.48	1.51	0.48	0.61	0.52	0.50	0.03	0.93	0.68	0.51
Control Delay	200.6	34.1	9.2	278.1	31.2	19.8	48.0	22.7	0.1	93.7	28.4	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	200.6	34.1	9.2	278.1	31.2	19.8	48.0	22.7	0.1	93.7	28.4	12.6
LOS	F	C	A	F	C	B	D	C	A	F	C	B
Approach Delay		83.1			111.7			26.1			32.5	
Approach LOS		F			F			C			C	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 91.3	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.51	
Intersection Signal Delay: 60.6	Intersection LOS: E
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	




































Splits and Phases: 20: Perris Bl. & Harley Knox Bl.



HCM 6th Signalized Intersection Summary
 20: Perris Bl. & Harley Knox Bl.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	  		 	  		 	  	
Traffic Volume (veh/h)	316	404	234	419	546	281	168	931	19	184	1138	333
Future Volume (veh/h)	316	404	234	419	546	281	168	931	19	184	1138	333
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	343	439	193	455	593	251	183	1012	17	200	1237	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	282	780	348	325	1185	363	266	1903	591	231	1776	551
Arrive On Green	0.08	0.22	0.22	0.09	0.23	0.23	0.08	0.37	0.37	0.07	0.34	0.34
Sat Flow, veh/h	3510	3610	1610	3510	5187	1589	3510	5187	1610	3510	5187	1609
Grp Volume(v), veh/h	343	439	193	455	593	251	183	1012	17	200	1237	280
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1729	1589	1755	1729	1610	1755	1729	1609
Q Serve(g_s), s	6.6	8.9	6.3	7.6	8.2	11.9	4.2	12.6	0.6	4.6	16.9	7.8
Cycle Q Clear(g_c), s	6.6	8.9	6.3	7.6	8.2	11.9	4.2	12.6	0.6	4.6	16.9	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	780	348	325	1185	363	266	1903	591	231	1776	551
V/C Ratio(X)	1.21	0.56	0.55	1.40	0.50	0.69	0.69	0.53	0.03	0.87	0.70	0.51
Avail Cap(c_a), veh/h	282	1831	817	325	2719	833	488	2795	868	231	2416	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	28.7	14.7	37.2	27.6	29.0	37.0	20.4	16.6	38.0	23.3	10.1
Incr Delay (d2), s/veh	124.4	0.6	1.4	197.2	0.3	2.4	1.2	0.2	0.0	26.3	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	3.6	3.1	12.0	3.2	4.4	1.7	4.6	0.2	2.7	6.3	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	162.1	29.3	16.1	234.4	27.9	31.4	38.2	20.7	16.6	64.2	23.8	10.8
LnGrp LOS	F	C	B	F	C	C	D	C	B	E	C	B
Approach Vol, veh/h		975			1299			1212			1717	
Approach Delay, s/veh		73.4			100.9			23.2			26.4	
Approach LOS		E			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	35.9	12.2	23.9	12.0	33.9	11.2	24.9				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.2	5.8	* 5.8	4.6	* 6.2				
Max Green Setting (Gmax), s	5.4	44.2	7.6	41.6	11.4	* 38	6.6	* 43				
Max Q Clear Time (g_c+I1), s	6.6	14.6	9.6	10.9	6.2	18.9	8.6	13.9				
Green Ext Time (p_c), s	0.0	7.5	0.0	3.3	0.1	9.1	0.0	4.9				

Intersection Summary

HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

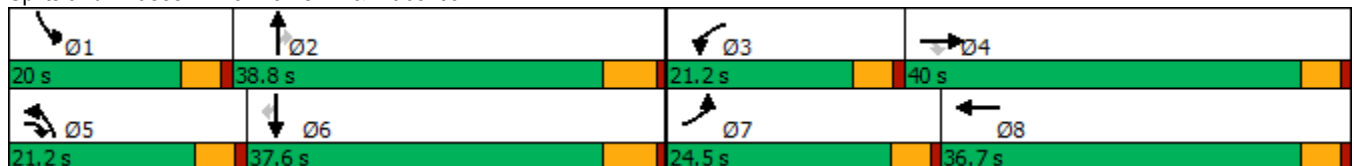
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	162	624	654	226	148	226	803	330	162	1190	86	
Future Volume (vph)	162	624	654	226	148	226	803	330	162	1190	86	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases	7	4	5	3	8	5	2		1	6		
Permitted Phases			4					2			6	
Detector Phase	7	4	5	3	8	5	2	2	1	6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	22.6	9.6	9.6	34.6	9.6	36.8	36.8	9.6	34.8	34.8	
Total Split (s)	24.5	40.0	21.2	21.2	36.7	21.2	38.8	38.8	20.0	37.6	37.6	
Total Split (%)	20.4%	33.3%	17.7%	17.7%	30.6%	17.7%	32.3%	32.3%	16.7%	31.3%	31.3%	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	4.8	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	5.8	5.8	4.6	5.8	5.8	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	
Act Effct Green (s)	14.7	27.5	48.8	16.7	29.5	16.7	34.2	34.2	13.7	31.2	31.2	
Actuated g/C Ratio	0.13	0.25	0.44	0.15	0.26	0.15	0.31	0.31	0.12	0.28	0.28	
v/c Ratio	0.74	0.75	0.95	0.91	0.30	0.91	0.54	0.55	0.79	0.88	0.18	
Control Delay	65.5	44.8	50.3	83.7	19.0	83.7	34.9	15.5	72.9	47.4	6.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.5	44.8	50.3	83.7	19.0	83.7	34.9	15.5	72.9	47.4	6.8	
LOS	E	D	D	F	B	F	C	B	E	D	A	
Approach Delay		49.6			48.6		38.3			47.9		
Approach LOS		D			D		D			D		

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 45.7	Intersection LOS: D
Intersection Capacity Utilization 88.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 25: Perris Bl. & Placentia Av.



HCM 6th Signalized Intersection Summary
 25: Perris Bl. & Placentia Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	162	624	654	226	148	121	226	803	330	162	1190	86
Future Volume (veh/h)	162	624	654	226	148	121	226	803	330	162	1190	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	671	542	243	159	54	243	863	274	174	1280	69
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	1067	699	251	861	282	251	1509	467	201	1367	423
Arrive On Green	0.11	0.30	0.30	0.14	0.32	0.32	0.14	0.29	0.29	0.11	0.26	0.26
Sat Flow, veh/h	1810	3610	1610	1810	2671	876	1810	5187	1605	1810	5187	1605
Grp Volume(v), veh/h	174	671	542	243	106	107	243	863	274	174	1280	69
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1741	1810	1729	1605	1810	1729	1605
Q Serve(g_s), s	11.3	19.3	34.4	16.0	5.0	5.3	16.0	17.0	17.5	11.3	28.9	4.0
Cycle Q Clear(g_c), s	11.3	19.3	34.4	16.0	5.0	5.3	16.0	17.0	17.5	11.3	28.9	4.0
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	1067	699	251	582	561	251	1509	467	201	1367	423
V/C Ratio(X)	0.86	0.63	0.78	0.97	0.18	0.19	0.97	0.57	0.59	0.86	0.94	0.16
Avail Cap(c_a), veh/h	301	1067	699	251	582	561	251	1509	467	233	1377	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	36.5	28.9	51.3	29.2	29.3	51.3	36.1	36.3	52.3	43.1	33.9
Incr Delay (d2), s/veh	10.5	1.2	5.5	47.8	0.1	0.2	47.8	0.5	1.9	22.3	12.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	8.7	14.3	10.6	2.3	2.3	10.4	7.0	7.2	6.3	13.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	37.7	34.4	99.1	29.4	29.5	99.1	36.6	38.2	74.7	55.2	34.1
LnGrp LOS	E	D	C	F	C	C	F	D	D	E	E	C
Approach Vol, veh/h		1387			456			1380			1523	
Approach Delay, s/veh		39.5			66.6			48.0			56.5	
Approach LOS		D			E			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	40.6	21.2	40.0	21.2	37.4	18.0	43.2				
Change Period (Y+Rc), s	4.6	5.8	4.6	4.6	4.6	5.8	4.6	4.6				
Max Green Setting (Gmax), s	15.4	33.0	16.6	35.4	16.6	31.8	19.9	32.1				
Max Q Clear Time (g_c+I1), s	13.3	19.5	18.0	36.4	18.0	30.9	13.3	7.3				
Green Ext Time (p_c), s	0.0	5.4	0.0	0.0	0.0	0.7	0.1	1.3				

Intersection Summary

HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Timings
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

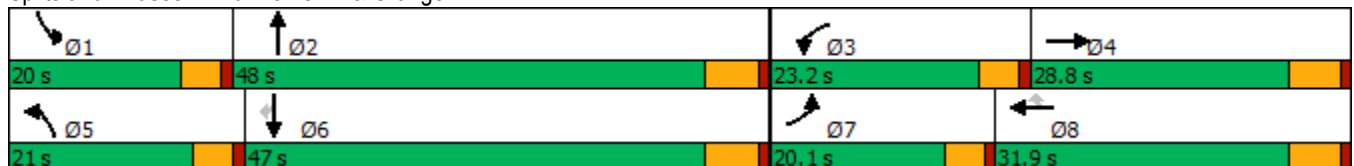


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↖↗	↖	↖↗	↖	↖	↖↗↘	↖	↖↗↘	↖
Traffic Volume (vph)	131	376	274	282	91	246	1118	195	1410	54
Future Volume (vph)	131	376	274	282	91	246	1118	195	1410	54
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	28.8	9.6	23.8	23.8	9.6	32.8	9.6	36.8	36.8
Total Split (s)	20.1	28.8	23.2	31.9	31.9	21.0	48.0	20.0	47.0	47.0
Total Split (%)	16.8%	24.0%	19.3%	26.6%	26.6%	17.5%	40.0%	16.7%	39.2%	39.2%
Yellow Time (s)	3.6	4.8	3.6	4.8	4.8	3.6	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	5.8	4.6	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	12.7	22.4	18.6	28.3	28.3	16.4	41.4	14.9	39.9	39.9
Actuated g/C Ratio	0.11	0.19	0.16	0.24	0.24	0.14	0.35	0.13	0.34	0.34
v/c Ratio	0.72	0.94	1.02	0.35	0.21	1.05	0.81	0.91	0.86	0.09
Control Delay	71.6	58.9	109.8	39.6	6.8	119.7	38.0	91.9	42.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	58.9	109.8	39.6	6.8	119.7	38.0	91.9	42.3	0.4
LOS	E	E	F	D	A	F	D	F	D	A
Approach Delay		61.0		64.7			50.6		46.8	
Approach LOS		E		E			D		D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 118.2	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 52.9	Intersection LOS: D
Intersection Capacity Utilization 93.1%	ICU Level of Service F
Analysis Period (min) 15	
























Splits and Phases: 26: Perris Bl. & Orange Av.



HCM 6th Signalized Intersection Summary
26: Perris Bl. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	376	285	274	282	91	246	1118	240	195	1410	54
Future Volume (veh/h)	131	376	285	274	282	91	246	1118	240	195	1410	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	139	400	216	291	300	70	262	1189	170	207	1500	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	440	235	286	938	415	252	1566	224	234	1720	533
Arrive On Green	0.09	0.19	0.19	0.16	0.26	0.26	0.14	0.34	0.34	0.13	0.33	0.33
Sat Flow, veh/h	1810	2270	1210	1810	3610	1595	1810	4583	655	1810	5187	1609
Grp Volume(v), veh/h	139	317	299	291	300	70	262	897	462	207	1500	34
Grp Sat Flow(s),veh/h/ln	1810	1805	1675	1810	1805	1595	1810	1729	1780	1810	1729	1609
Q Serve(g_s), s	8.9	20.2	20.6	18.6	7.9	4.0	16.4	27.1	27.1	13.2	32.0	1.7
Cycle Q Clear(g_c), s	8.9	20.2	20.6	18.6	7.9	4.0	16.4	27.1	27.1	13.2	32.0	1.7
Prop In Lane	1.00		0.72	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	167	350	325	286	938	415	252	1181	608	234	1720	533
V/C Ratio(X)	0.83	0.91	0.92	1.02	0.32	0.17	1.04	0.76	0.76	0.88	0.87	0.06
Avail Cap(c_a), veh/h	239	353	328	286	938	415	252	1241	639	237	1818	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	46.3	46.5	49.5	35.1	33.7	50.6	34.4	34.4	50.3	37.0	26.8
Incr Delay (d2), s/veh	11.0	25.8	30.1	57.5	0.2	0.2	66.9	2.7	5.1	29.0	4.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	11.3	11.0	12.7	3.4	1.5	11.9	11.3	12.0	7.7	13.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	72.2	76.6	106.9	35.3	33.9	117.5	37.1	39.5	79.3	41.7	26.9
LnGrp LOS	E	E	E	F	D	C	F	D	D	E	D	C
Approach Vol, veh/h		755			661			1621			1741	
Approach Delay, s/veh		72.3			66.7			50.7			45.9	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	46.0	23.2	28.6	21.0	44.8	15.4	36.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	15.4	42.2	18.6	23.0	16.4	41.2	15.5	26.1				
Max Q Clear Time (g_c+I1), s	15.2	29.1	20.6	22.6	18.4	34.0	10.9	9.9				
Green Ext Time (p_c), s	0.0	6.8	0.0	0.2	0.0	5.0	0.1	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			54.6									
HCM 6th LOS			D									

Timings
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

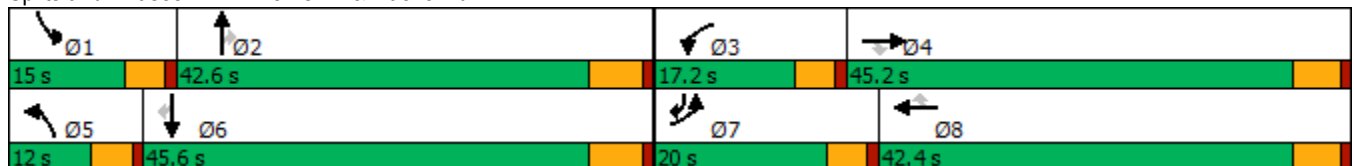
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	485	548	297	198	308	157	217	887	268	254	1206	399
Future Volume (vph)	485	548	297	198	308	157	217	887	268	254	1206	399
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	9.6	36.4	36.4	9.6	42.4	42.4	9.6	35.8	35.8	9.6	39.8	9.6
Total Split (s)	20.0	45.2	45.2	17.2	42.4	42.4	12.0	42.6	42.6	15.0	45.6	20.0
Total Split (%)	16.7%	37.7%	37.7%	14.3%	35.3%	35.3%	10.0%	35.5%	35.5%	12.5%	38.0%	16.7%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.4	4.4	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.4	5.4	4.6	5.4	5.4	4.6	5.8	5.8	4.6	5.8	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	15.5	25.9	25.9	10.3	20.6	20.6	7.5	37.2	37.2	10.3	40.1	56.8
Actuated g/C Ratio	0.15	0.25	0.25	0.10	0.20	0.20	0.07	0.36	0.36	0.10	0.38	0.54
v/c Ratio	1.00	0.66	0.63	0.62	0.46	0.39	0.93	0.74	0.45	0.79	0.93	0.26
Control Delay	85.9	38.7	22.4	54.6	38.1	9.9	92.1	35.0	15.4	64.1	45.3	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.9	38.7	22.4	54.6	38.1	9.9	92.1	35.0	15.4	64.1	45.3	3.4
LOS	F	D	C	D	D	A	F	D	B	E	D	A
Approach Delay		52.3			36.3			40.2			38.9	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 104.3	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 42.3	Intersection LOS: D
Intersection Capacity Utilization 88.9%	ICU Level of Service E
Analysis Period (min) 15	





























Splits and Phases: 27: Perris Bl. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
27: Perris Bl. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

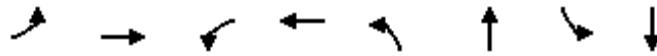
05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 				
Traffic Volume (veh/h)	485	548	297	198	308	157	217	887	268	254	1206	399
Future Volume (veh/h)	485	548	297	198	308	157	217	887	268	254	1206	399
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	522	589	259	213	331	106	233	954	255	273	1297	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	504	1047	455	279	815	355	242	1246	536	334	1340	1439
Arrive On Green	0.14	0.29	0.29	0.08	0.23	0.23	0.07	0.35	0.35	0.10	0.37	0.37
Sat Flow, veh/h	3510	3610	1570	3510	3610	1572	3510	3610	1553	3510	3610	2780
Grp Volume(v), veh/h	522	589	259	213	331	106	233	954	255	273	1297	240
Grp Sat Flow(s),veh/h/ln	1755	1805	1570	1755	1805	1572	1755	1805	1553	1755	1805	1390
Q Serve(g_s), s	15.4	14.8	15.0	6.4	8.4	6.0	7.1	25.2	13.8	8.2	37.8	4.9
Cycle Q Clear(g_c), s	15.4	14.8	15.0	6.4	8.4	6.0	7.1	25.2	13.8	8.2	37.8	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	504	1047	455	279	815	355	242	1246	536	334	1340	1439
V/C Ratio(X)	1.04	0.56	0.57	0.76	0.41	0.30	0.96	0.77	0.48	0.82	0.97	0.17
Avail Cap(c_a), veh/h	504	1340	583	413	1246	542	242	1246	536	341	1340	1440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	32.3	32.4	48.4	35.4	34.5	49.8	31.2	27.5	47.6	33.1	13.8
Incr Delay (d2), s/veh	49.4	0.5	1.1	2.3	0.3	0.5	46.6	2.9	0.7	13.3	17.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	6.3	5.7	2.8	3.6	2.3	4.6	10.8	5.0	4.1	18.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.3	32.8	33.5	50.6	35.7	34.9	96.4	34.1	28.1	60.8	50.4	13.9
LnGrp LOS	F	C	C	D	D	C	F	C	C	E	D	B
Approach Vol, veh/h		1370			650			1442			1810	
Approach Delay, s/veh		56.7			40.5			43.1			47.2	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	42.8	13.1	36.5	12.0	45.6	20.0	29.6				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	5.4				
Max Green Setting (Gmax), s	10.4	36.8	12.6	39.8	7.4	39.8	15.4	37.0				
Max Q Clear Time (g_c+I1), s	10.2	27.2	8.4	17.0	9.1	39.8	17.4	10.4				
Green Ext Time (p_c), s	0.0	4.8	0.1	4.7	0.0	0.0	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay			47.7									
HCM 6th LOS			D									

Timings
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

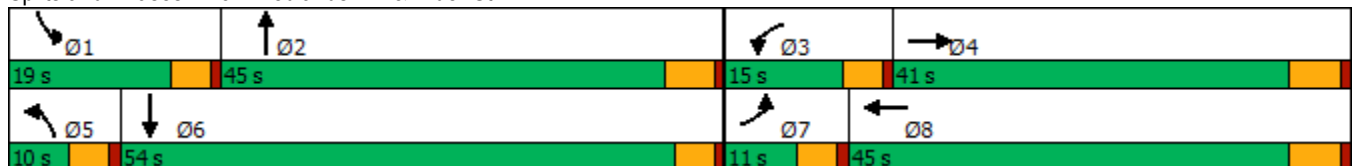


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	19	628	58	518	6	134	93	353
Future Volume (vph)	19	628	58	518	6	134	93	353
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	27.8	9.6	27.8	9.6	27.4	9.6	26.6
Total Split (s)	11.0	41.0	15.0	45.0	10.0	45.0	19.0	54.0
Total Split (%)	9.2%	34.2%	12.5%	37.5%	8.3%	37.5%	15.8%	45.0%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.4	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.4	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	6.4	23.3	8.0	29.1	6.0	19.8	9.8	30.1
Actuated g/C Ratio	0.08	0.31	0.10	0.38	0.08	0.26	0.13	0.40
v/c Ratio	0.14	0.66	0.33	0.42	0.04	0.66	0.44	0.52
Control Delay	45.7	28.9	45.0	21.0	45.8	31.3	44.3	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	28.9	45.0	21.0	45.8	31.3	44.3	22.5
LOS	D	C	D	C	D	C	D	C
Approach Delay		29.4		23.3		31.6		27.0
Approach LOS		C		C		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 76.2	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 27.4	Intersection LOS: C
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 32: Redlands Av. & Rider St.



HCM 6th Signalized Intersection Summary
32: Redlands Av. & Rider St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕		↖	↕	
Traffic Volume (veh/h)	19	628	47	58	518	28	6	134	167	93	353	3
Future Volume (veh/h)	19	628	47	58	518	28	6	134	167	93	353	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	668	50	62	551	30	6	146	178	101	384	3
Peak Hour Factor	0.92	0.94	0.94	0.94	0.94	0.92	0.94	0.92	0.94	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	45	954	71	98	1079	59	14	189	231	132	579	5
Arrive On Green	0.02	0.28	0.28	0.05	0.31	0.31	0.01	0.24	0.24	0.07	0.31	0.31
Sat Flow, veh/h	1810	3404	255	1810	3482	189	1810	779	950	1810	1883	15
Grp Volume(v), veh/h	21	354	364	62	285	296	6	0	324	101	0	387
Grp Sat Flow(s),veh/h/ln	1810	1805	1854	1810	1805	1866	1810	0	1729	1810	0	1897
Q Serve(g_s), s	0.7	10.2	10.3	2.0	7.6	7.6	0.2	0.0	10.2	3.2	0.0	10.3
Cycle Q Clear(g_c), s	0.7	10.2	10.3	2.0	7.6	7.6	0.2	0.0	10.2	3.2	0.0	10.3
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.55	1.00		0.01
Lane Grp Cap(c), veh/h	45	506	520	98	560	578	14	0	420	132	0	583
V/C Ratio(X)	0.47	0.70	0.70	0.63	0.51	0.51	0.42	0.00	0.77	0.77	0.00	0.66
Avail Cap(c_a), veh/h	199	1089	1119	323	1213	1254	168	0	1174	447	0	1607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.1	18.8	18.8	27.0	16.5	16.5	28.8	0.0	20.6	26.6	0.0	17.6
Incr Delay (d2), s/veh	2.8	1.8	1.7	2.5	0.7	0.7	7.0	0.0	3.1	3.5	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.8	3.9	0.8	2.7	2.8	0.1	0.0	3.9	1.4	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	20.5	20.5	29.5	17.2	17.2	35.8	0.0	23.6	30.0	0.0	18.9
LnGrp LOS	C	C	C	C	B	B	D	A	C	C	A	B
Approach Vol, veh/h		739			643			330				488
Approach Delay, s/veh		20.8			18.4			23.9				21.2
Approach LOS		C			B			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	19.6	7.8	22.2	5.1	23.3	6.0	23.9				
Change Period (Y+Rc), s	4.6	5.4	4.6	5.8	4.6	* 5.4	4.6	5.8				
Max Green Setting (Gmax), s	14.4	39.6	10.4	35.2	5.4	* 49	6.4	39.2				
Max Q Clear Time (g_c+I1), s	5.2	12.2	4.0	12.3	2.2	12.3	2.7	9.6				
Green Ext Time (p_c), s	0.1	2.0	0.0	4.0	0.0	2.8	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

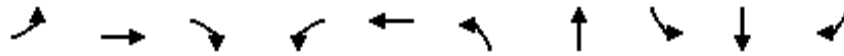
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
33: Redlands Av. & Placentia St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

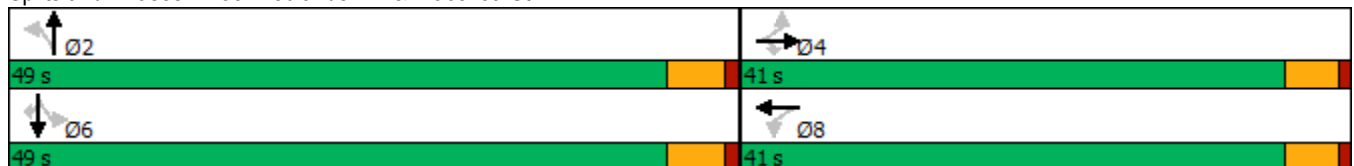


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗	↖	↕	↖	↑	↗
Traffic Volume (vph)	37	288	729	75	100	300	135	16	366	39
Future Volume (vph)	37	288	729	75	100	300	135	16	366	39
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4			8		2		6	
Permitted Phases	4		4	8		2		6		6
Detector Phase	4	4	4	8	8	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.6	26.6	26.6	26.6	26.6	27.0	27.0	27.0	27.0	27.0
Total Split (s)	41.0	41.0	41.0	41.0	41.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	45.6%	45.6%	45.6%	45.6%	45.6%	54.4%	54.4%	54.4%	54.4%	54.4%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.0	5.0	5.0	5.0	5.0
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	33.2	33.2	33.2	33.2	33.2	44.2	44.2	44.2	44.2	44.2
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38	0.51	0.51	0.51	0.51	0.51
v/c Ratio	0.08	0.43	0.93	0.25	0.16	0.77	0.16	0.03	0.41	0.05
Control Delay	17.1	21.8	32.8	20.3	17.5	33.1	6.7	12.2	15.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	21.8	32.8	20.3	17.5	33.1	6.7	12.2	15.8	4.2
LOS	B	C	C	C	B	C	A	B	B	A
Approach Delay		29.2			18.7		20.8		14.6	
Approach LOS		C			B		C		B	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 87
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 23.5
 Intersection LOS: C
 Intersection Capacity Utilization 84.6%
 ICU Level of Service E
 Analysis Period (min) 15























Splits and Phases: 33: Redlands Av. & Placentia St.



HCM 6th Signalized Intersection Summary
33: Redlands Av. & Placentia St.

Stoneridge Commerce Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	288	729	75	100	3	300	135	125	16	366	39
Future Volume (veh/h)	37	288	729	75	100	3	300	135	125	16	366	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	313	575	82	109	3	326	147	103	17	398	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	535	734	622	251	710	20	445	1046	681	614	957	810
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1301	1900	1610	636	1839	51	973	2075	1352	1148	1900	1607
Grp Volume(v), veh/h	40	313	575	82	0	112	326	126	124	17	398	31
Grp Sat Flow(s),veh/h/ln	1301	1900	1610	636	0	1890	973	1805	1623	1148	1900	1607
Q Serve(g_s), s	1.8	10.6	29.8	9.5	0.0	3.4	27.6	3.3	3.6	0.7	11.5	0.9
Cycle Q Clear(g_c), s	5.2	10.6	29.8	20.1	0.0	3.4	39.1	3.3	3.6	4.3	11.5	0.9
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.83	1.00		1.00
Lane Grp Cap(c), veh/h	535	734	622	251	0	730	445	909	818	614	957	810
V/C Ratio(X)	0.07	0.43	0.92	0.33	0.00	0.15	0.73	0.14	0.15	0.03	0.42	0.04
Avail Cap(c_a), veh/h	574	792	671	270	0	788	445	909	818	614	957	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	19.7	25.6	27.1	0.0	17.5	25.9	11.6	11.6	12.8	13.6	11.0
Incr Delay (d2), s/veh	0.1	0.4	18.0	0.7	0.0	0.1	10.2	0.3	0.4	0.1	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.7	14.0	1.5	0.0	1.5	7.1	1.3	1.2	0.2	4.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	20.1	43.5	27.8	0.0	17.6	36.1	11.9	12.0	12.9	14.9	11.1
LnGrp LOS	B	C	D	C	A	B	D	B	B	B	B	B
Approach Vol, veh/h		928			194			576			446	
Approach Delay, s/veh		34.6			21.9			25.6			14.6	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		38.3		49.0		38.3				
Change Period (Y+Rc), s		5.0		4.6		5.0		4.6				
Max Green Setting (Gmax), s		44.0		36.4		44.0		36.4				
Max Q Clear Time (g_c+I1), s		41.1		31.8		13.5		22.1				
Green Ext Time (p_c), s		0.9		2.0		2.5		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				26.9								
HCM 6th LOS				C								

Timings
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

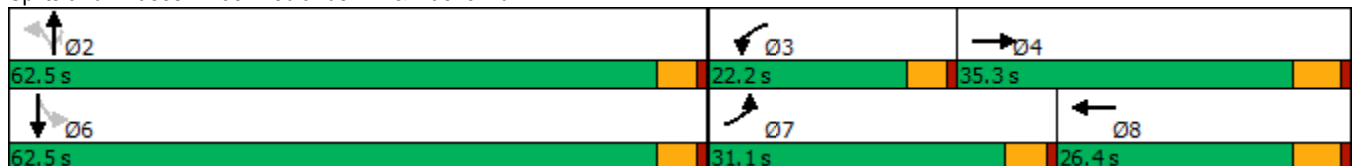


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↕↕↕	↖	↕↕↕	↖	↕	↗		↕
Traffic Volume (vph)	310	847	194	667	124	253	200	117	309
Future Volume (vph)	310	847	194	667	124	253	200	117	309
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases					2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.4	9.6	22.4	31.6	31.6	31.6	31.6	31.6
Total Split (s)	31.1	35.3	22.2	26.4	62.5	62.5	62.5	62.5	62.5
Total Split (%)	25.9%	29.4%	18.5%	22.0%	52.1%	52.1%	52.1%	52.1%	52.1%
Yellow Time (s)	3.6	4.4	3.6	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.6	5.4	4.6	5.4	4.6	4.6	4.6		4.6
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	22.4	27.5	15.2	20.3	48.9	48.9	48.9		48.9
Actuated g/C Ratio	0.21	0.26	0.14	0.19	0.46	0.46	0.46		0.46
v/c Ratio	0.84	0.80	0.78	0.80	0.43	0.30	0.25		0.90
Control Delay	62.8	42.7	67.8	49.4	25.4	19.5	3.1		43.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	62.8	42.7	67.8	49.4	25.4	19.5	3.1		43.5
LOS	E	D	E	D	C	B	A		D
Approach Delay		47.3		53.1		15.1			43.5
Approach LOS		D		D		B			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 42.9
 Intersection LOS: D
 Intersection Capacity Utilization 96.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 35: Redlands Av. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
35: Redlands Av. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑	↗		↕	
Traffic Volume (veh/h)	310	847	179	194	667	97	124	253	200	117	309	187
Future Volume (veh/h)	310	847	179	194	667	97	124	253	200	117	309	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	320	873	140	200	688	98	128	261	152	121	319	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	356	1149	183	235	866	122	304	876	741	159	373	193
Arrive On Green	0.20	0.26	0.26	0.13	0.19	0.19	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1810	4495	717	1810	4590	647	918	1900	1607	247	809	418
Grp Volume(v), veh/h	320	670	343	200	517	269	128	261	152	614	0	0
Grp Sat Flow(s),veh/h/ln	1810	1729	1754	1810	1729	1779	918	1900	1607	1474	0	0
Q Serve(g_s), s	16.4	17.0	17.2	10.3	13.6	13.8	0.0	8.2	5.4	29.0	0.0	0.0
Cycle Q Clear(g_c), s	16.4	17.0	17.2	10.3	13.6	13.8	22.6	8.2	5.4	37.1	0.0	0.0
Prop In Lane	1.00		0.41	1.00		0.36	1.00		1.00	0.20		0.28
Lane Grp Cap(c), veh/h	356	884	448	235	652	336	304	876	741	725	0	0
V/C Ratio(X)	0.90	0.76	0.76	0.85	0.79	0.80	0.42	0.30	0.21	0.85	0.00	0.00
Avail Cap(c_a), veh/h	504	1087	551	335	764	393	439	1157	978	952	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.3	32.7	32.7	40.5	36.8	36.9	19.9	16.0	15.3	24.3	0.0	0.0
Incr Delay (d2), s/veh	11.7	2.5	5.0	9.9	4.9	10.0	0.9	0.2	0.1	5.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	7.1	7.6	5.1	5.9	6.7	2.2	3.5	1.9	13.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	35.2	37.8	50.4	41.7	46.9	20.8	16.2	15.4	29.9	0.0	0.0
LnGrp LOS	D	D	D	D	D	D	C	B	B	C	A	A
Approach Vol, veh/h		1333			986			541			614	
Approach Delay, s/veh		39.2			44.9			17.1			29.9	
Approach LOS		D			D			B			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.5	16.9	29.7		48.5	23.3	23.3				
Change Period (Y+Rc), s		4.6	4.6	5.4		4.6	4.6	5.4				
Max Green Setting (Gmax), s		57.9	17.6	29.9		57.9	26.5	21.0				
Max Q Clear Time (g_c+I1), s		24.6	12.3	19.2		39.1	18.4	15.8				
Green Ext Time (p_c), s		3.1	0.1	4.6		4.7	0.3	2.2				
Intersection Summary												
HCM 6th Ctrl Delay				35.7								
HCM 6th LOS				D								

Timings
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

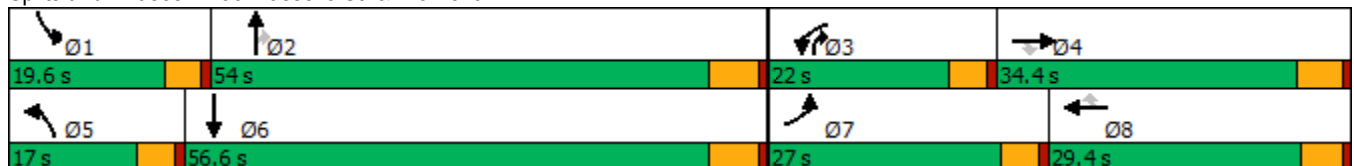


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↗
Traffic Volume (vph)	331	271	203	172	169	135	181	1045	261	187	1276
Future Volume (vph)	331	271	203	172	169	135	181	1045	261	187	1276
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4		3	8		5	2	3	1	6
Permitted Phases			4			8			2		
Detector Phase	7	4	4	3	8	8	5	2	3	1	6
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0
Minimum Split (s)	9.6	34.4	34.4	9.6	31.1	31.1	9.6	26.8	9.6	9.6	32.8
Total Split (s)	27.0	34.4	34.4	22.0	29.4	29.4	17.0	54.0	22.0	19.6	56.6
Total Split (%)	20.8%	26.5%	26.5%	16.9%	22.6%	22.6%	13.1%	41.5%	16.9%	15.1%	43.5%
Yellow Time (s)	3.6	4.4	4.4	3.6	4.1	4.1	3.6	4.8	3.6	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-1.4	0.0	-0.6	-1.1	0.0	-0.6	-1.8	-0.6	-0.6	-1.8
Total Lost Time (s)	4.0	4.0	5.4	4.0	4.0	5.1	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	23.0	26.9	25.5	16.1	20.0	18.9	13.0	50.2	66.3	15.6	52.7
Actuated g/C Ratio	0.18	0.22	0.20	0.13	0.16	0.15	0.10	0.40	0.53	0.12	0.42
v/c Ratio	1.08	0.72	0.44	0.81	0.61	0.40	1.05	0.74	0.31	0.90	0.96
Control Delay	120.9	56.5	8.3	78.6	57.1	10.3	132.8	36.3	6.8	94.3	49.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.9	56.5	8.3	78.6	57.1	10.3	132.8	36.3	6.8	94.3	49.9
LOS	F	E	A	E	E	B	F	D	A	F	D
Approach Delay		70.8			51.6			42.9			55.1
Approach LOS		E			D			D			E

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 124.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 53.4
 Intersection LOS: D
 Intersection Capacity Utilization 90.5%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 38: Lasselle St. & Krameria Av.



HCM 6th Signalized Intersection Summary
38: Lasselle St. & Krameria Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖	↑↔	↗
Traffic Volume (veh/h)	331	271	203	172	169	135	181	1045	261	187	1276	120
Future Volume (veh/h)	331	271	203	172	169	135	181	1045	261	187	1276	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	360	295	118	187	184	87	197	1136	174	203	1387	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	346	394	313	223	260	205	196	1544	836	235	1514	95
Arrive On Green	0.19	0.21	0.20	0.12	0.14	0.13	0.11	0.41	0.40	0.13	0.43	0.41
Sat Flow, veh/h	1810	1900	1595	1810	1900	1603	1810	3800	1608	1810	3538	221
Grp Volume(v), veh/h	360	295	118	187	184	87	197	1136	174	203	743	731
Grp Sat Flow(s),veh/h/ln	1810	1900	1595	1810	1900	1603	1810	1900	1608	1810	1900	1859
Q Serve(g_s), s	23.0	17.5	7.7	12.1	11.1	6.0	13.0	30.4	7.0	13.2	44.1	44.6
Cycle Q Clear(g_c), s	23.0	17.5	7.7	12.1	11.1	6.0	13.0	30.4	7.0	13.2	44.1	44.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	346	394	313	223	260	205	196	1544	836	235	813	796
V/C Ratio(X)	1.04	0.75	0.38	0.84	0.71	0.43	1.01	0.74	0.21	0.86	0.91	0.92
Avail Cap(c_a), veh/h	346	481	385	271	402	324	196	1581	851	235	832	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	44.7	41.9	51.5	49.6	48.3	53.6	30.2	15.6	51.2	32.3	32.5
Incr Delay (d2), s/veh	59.0	5.1	0.8	15.0	3.5	1.4	66.0	1.8	0.1	25.7	14.3	15.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	8.6	3.1	6.4	5.5	2.5	9.3	13.5	0.0	7.5	22.2	22.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.5	49.8	42.7	66.5	53.1	49.7	119.6	32.0	15.7	77.0	46.6	47.7
LnGrp LOS	F	D	D	E	D	D	F	C	B	E	D	D
Approach Vol, veh/h		773			458			1507			1677	
Approach Delay, s/veh		75.6			57.9			41.6			50.7	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.6	52.8	18.8	28.9	17.0	55.4	27.0	20.7				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.4	4.6	5.8	4.6	* 5.4				
Max Green Setting (Gmax), s	15.0	48.2	17.4	29.0	12.4	50.8	22.4	* 24				
Max Q Clear Time (g_c+I1), s	15.2	32.4	14.1	19.5	15.0	46.6	25.0	13.1				
Green Ext Time (p_c), s	0.0	7.3	0.1	1.4	0.0	3.1	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

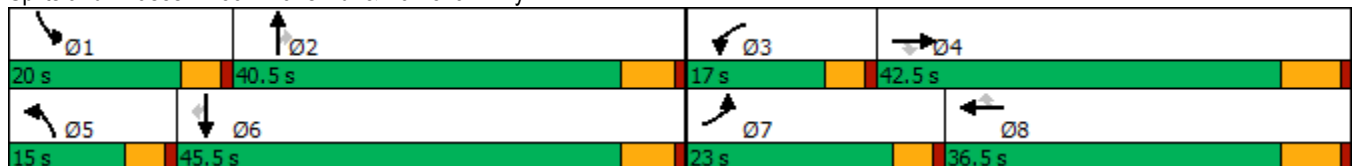
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	475	1511	507	309	901	342	273	545	259	412	1050	428
Future Volume (vph)	475	1511	507	309	901	342	273	545	259	412	1050	428
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	33.5	33.5	9.6	36.5	36.5	9.6	38.8	38.8	9.6	34.8	34.8
Total Split (s)	23.0	42.5	42.5	17.0	36.5	36.5	15.0	40.5	40.5	20.0	45.5	45.5
Total Split (%)	19.2%	35.4%	35.4%	14.2%	30.4%	30.4%	12.5%	33.8%	33.8%	16.7%	37.9%	37.9%
Yellow Time (s)	3.6	5.5	5.5	3.6	5.5	5.5	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.6	-2.5	-2.5	-0.6	-2.5	-2.5	-0.6	-1.8	-1.8	-0.6	-1.8	-1.8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.5	38.5	38.5	12.7	32.8	32.8	11.0	35.7	35.7	15.8	40.5	40.5
Actuated g/C Ratio	0.16	0.32	0.32	0.11	0.28	0.28	0.09	0.30	0.30	0.13	0.34	0.34
v/c Ratio	0.89	0.92	0.79	0.84	0.64	0.55	0.86	0.51	0.40	0.90	0.87	0.60
Control Delay	68.9	48.5	31.1	72.2	40.6	13.7	78.3	36.4	6.6	74.5	45.6	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	48.5	31.1	72.2	40.6	13.7	78.3	36.4	6.6	74.5	45.6	14.2
LOS	E	D	C	E	D	B	E	D	A	E	D	B
Approach Delay		48.8			40.9			39.8			44.8	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118.8
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 44.6
 Intersection LOS: D
 Intersection Capacity Utilization 88.2%
 ICU Level of Service E
 Analysis Period (min) 15




































Splits and Phases: 39: Evans Rd. & Ramona Exwy.



HCM 6th Signalized Intersection Summary
39: Evans Rd. & Ramona Exwy.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	 
Traffic Volume (veh/h)	475	1511	507	309	901	342	273	545	259	412	1050	428
Future Volume (veh/h)	475	1511	507	309	901	342	273	545	259	412	1050	428
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	485	1542	0	315	919	242	279	556	263	420	1071	263
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	553	1686		385	1439	447	326	1064	474	475	1216	535
Arrive On Green	0.16	0.33	0.00	0.11	0.28	0.28	0.09	0.29	0.29	0.14	0.34	0.34
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	3610	1610	3510	3610	1588
Grp Volume(v), veh/h	485	1542	0	315	919	242	279	556	263	420	1071	263
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1805	1610	1755	1805	1588
Q Serve(g_s), s	16.0	33.8	0.0	10.4	18.4	15.1	9.3	15.2	16.3	13.9	33.1	15.6
Cycle Q Clear(g_c), s	16.0	33.8	0.0	10.4	18.4	15.1	9.3	15.2	16.3	13.9	33.1	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	553	1686		385	1439	447	326	1064	474	475	1216	535
V/C Ratio(X)	0.88	0.91		0.82	0.64	0.54	0.85	0.52	0.55	0.88	0.88	0.49
Avail Cap(c_a), veh/h	564	1688		386	1439	447	326	1114	497	475	1267	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	38.3	0.0	51.5	37.5	36.3	52.9	34.8	35.2	50.2	37.0	31.2
Incr Delay (d2), s/veh	13.8	8.1	0.0	12.1	1.0	1.3	18.5	0.4	1.2	17.2	7.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	14.6	0.0	5.0	7.5	5.8	4.8	6.5	6.2	7.1	15.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	46.5	0.0	63.6	38.5	37.7	71.4	35.2	36.4	67.4	44.3	31.9
LnGrp LOS	E	D		E	D	D	E	D	D	E	D	C
Approach Vol, veh/h		2027	A		1476			1098			1754	
Approach Delay, s/veh		50.3			43.7			44.7			48.0	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	38.8	17.0	42.5	15.0	43.8	22.6	36.8				
Change Period (Y+Rc), s	4.6	5.8	4.6	6.5	4.6	5.8	4.6	6.5				
Max Green Setting (Gmax), s	15.4	34.7	12.4	36.0	10.4	39.7	18.4	30.0				
Max Q Clear Time (g_c+I1), s	15.9	18.3	12.4	35.8	11.3	35.1	18.0	20.4				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.2	0.0	3.0	0.1	4.3				
Intersection Summary												
HCM 6th Ctrl Delay			47.2									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

Timings
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

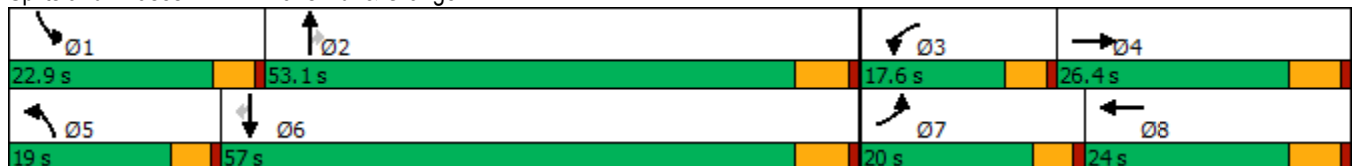


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	136	290	92	295	129	886	105	145	1173	126
Future Volume (vph)	136	290	92	295	129	886	105	145	1173	126
Turn Type	Prot	NA	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8	5	2		1	6	
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	9.6	23.8	9.6	23.8	9.6	37.8	37.8	9.6	32.8	32.8
Total Split (s)	20.0	26.4	17.6	24.0	19.0	53.1	53.1	22.9	57.0	57.0
Total Split (%)	16.7%	22.0%	14.7%	20.0%	15.8%	44.3%	44.3%	19.1%	47.5%	47.5%
Yellow Time (s)	3.6	4.8	3.6	4.8	3.6	4.8	4.8	3.6	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	5.8	4.6	5.8	5.8	4.6	5.8	5.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	12.2	21.4	9.9	16.2	11.7	41.8	41.8	13.3	43.4	43.4
Actuated g/C Ratio	0.12	0.20	0.09	0.15	0.11	0.40	0.40	0.13	0.41	0.41
v/c Ratio	0.69	0.56	0.58	0.75	0.69	0.66	0.16	0.68	0.84	0.18
Control Delay	65.1	41.3	63.2	50.0	65.9	29.0	5.3	61.6	34.1	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	41.3	63.2	50.0	65.9	29.0	5.3	61.6	34.1	6.6
LOS	E	D	E	D	E	C	A	E	C	A
Approach Delay		47.6		52.5		31.0			34.5	
Approach LOS		D		D		C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 104.9
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 37.8
 Intersection LOS: D
 Intersection Capacity Utilization 75.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 41: Evans Rd. & Orange Av.



HCM 6th Signalized Intersection Summary
41: Evans Rd. & Orange Av.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	290	90	92	295	104	129	886	105	145	1173	126
Future Volume (veh/h)	136	290	90	92	295	104	129	886	105	145	1173	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	145	309	68	98	314	104	137	943	83	154	1248	75
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	179	530	115	126	403	131	170	1501	670	189	1539	687
Arrive On Green	0.10	0.18	0.18	0.07	0.15	0.15	0.09	0.42	0.42	0.10	0.43	0.43
Sat Flow, veh/h	1810	2941	637	1810	2677	871	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	145	188	189	98	210	208	137	943	83	154	1248	75
Grp Sat Flow(s),veh/h/ln	1810	1805	1773	1810	1805	1743	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	7.1	8.6	8.9	4.8	10.1	10.4	6.7	18.7	2.9	7.5	27.4	2.5
Cycle Q Clear(g_c), s	7.1	8.6	8.9	4.8	10.1	10.4	6.7	18.7	2.9	7.5	27.4	2.5
Prop In Lane	1.00		0.36	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	325	319	126	272	263	170	1501	670	189	1539	687
V/C Ratio(X)	0.81	0.58	0.59	0.78	0.77	0.79	0.81	0.63	0.12	0.81	0.81	0.11
Avail Cap(c_a), veh/h	308	411	404	260	363	351	288	1888	842	366	2044	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	33.9	34.0	41.4	36.9	37.0	40.2	20.9	16.3	39.6	22.7	15.6
Incr Delay (d2), s/veh	3.3	1.6	1.8	3.9	7.1	8.7	3.4	0.4	0.1	3.2	1.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.7	3.8	2.2	4.8	4.8	3.0	7.2	1.0	3.4	10.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.2	35.5	35.8	45.3	44.0	45.7	43.5	21.3	16.3	42.9	24.6	15.7
LnGrp LOS	D	D	D	D	D	D	D	C	B	D	C	B
Approach Vol, veh/h		522			516			1163				1477
Approach Delay, s/veh		37.8			44.9			23.6				26.1
Approach LOS		D			D			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	43.4	10.9	22.1	13.1	44.4	13.5	19.4				
Change Period (Y+Rc), s	4.6	5.8	4.6	5.8	4.6	5.8	4.6	5.8				
Max Green Setting (Gmax), s	18.3	47.3	13.0	20.6	14.4	51.2	15.4	18.2				
Max Q Clear Time (g_c+I1), s	9.5	20.7	6.8	10.9	8.7	29.4	9.1	12.4				
Green Ext Time (p_c), s	0.1	7.0	0.0	1.4	0.1	9.1	0.1	1.1				

Intersection Summary

HCM 6th Ctrl Delay			29.6									
HCM 6th LOS			C									

Timings
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

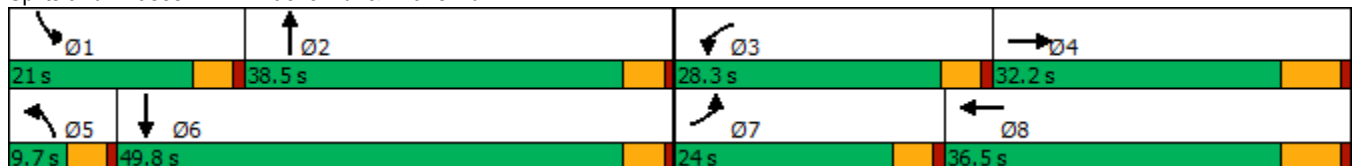


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖↖	↕↕↕	↖	↕↕↕	↖	↕↕	↖	↕↕
Traffic Volume (vph)	486	563	208	437	40	685	211	864
Future Volume (vph)	486	563	208	437	40	685	211	864
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	28.5	9.6	36.5	9.6	26.6	9.6	26.6
Total Split (s)	24.0	32.2	28.3	36.5	9.7	38.5	21.0	49.8
Total Split (%)	20.0%	26.8%	23.6%	30.4%	8.1%	32.1%	17.5%	41.5%
Yellow Time (s)	3.6	5.5	3.6	5.5	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	4.6	6.5	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None
Act Effct Green (s)	18.7	30.7	18.1	30.1	5.1	32.5	15.8	45.3
Actuated g/C Ratio	0.16	0.26	0.15	0.26	0.04	0.28	0.13	0.39
v/c Ratio	0.91	0.50	0.78	0.51	0.54	0.88	0.91	0.92
Control Delay	69.9	38.5	66.9	33.6	81.5	51.2	89.0	44.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.9	38.5	66.9	33.6	81.5	51.2	89.0	44.7
LOS	E	D	E	C	F	D	F	D
Approach Delay		52.0		41.6		52.6		51.3
Approach LOS		D		D		D		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 117.4
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 49.8
 Intersection LOS: D
 Intersection Capacity Utilization 83.0%
 ICU Level of Service E
 Analysis Period (min) 15




























Splits and Phases: 42: Nuevo Rd. & Evans Rd.



HCM 6th Signalized Intersection Summary
42: Nuevo Rd. & Evans Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 			 	
Traffic Volume (veh/h)	486	563	79	208	437	222	40	685	148	211	864	337
Future Volume (veh/h)	486	563	79	208	437	222	40	685	148	211	864	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	506	586	61	217	455	174	42	714	92	220	900	131
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	564	1380	142	247	990	364	59	830	107	248	1148	167
Arrive On Green	0.16	0.29	0.29	0.14	0.26	0.26	0.03	0.26	0.26	0.14	0.36	0.36
Sat Flow, veh/h	3510	4777	492	1810	3737	1373	1810	3216	414	1810	3162	460
Grp Volume(v), veh/h	506	422	225	217	420	209	42	400	406	220	514	517
Grp Sat Flow(s),veh/h/ln	1755	1729	1811	1810	1729	1653	1810	1805	1825	1810	1805	1817
Q Serve(g_s), s	16.0	11.2	11.4	13.3	11.5	12.1	2.6	24.0	24.0	13.5	28.7	28.7
Cycle Q Clear(g_c), s	16.0	11.2	11.4	13.3	11.5	12.1	2.6	24.0	24.0	13.5	28.7	28.7
Prop In Lane	1.00		0.27	1.00		0.83	1.00		0.23	1.00		0.25
Lane Grp Cap(c), veh/h	564	999	523	247	916	438	59	466	471	248	655	660
V/C Ratio(X)	0.90	0.42	0.43	0.88	0.46	0.48	0.72	0.86	0.86	0.89	0.78	0.78
Avail Cap(c_a), veh/h	601	999	523	379	916	438	81	540	546	262	720	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.6	32.6	32.7	48.0	34.8	35.1	54.3	40.1	40.1	48.0	32.1	32.1
Incr Delay (d2), s/veh	14.9	1.3	2.6	9.5	1.7	3.7	8.0	11.8	11.8	26.3	5.2	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	4.6	5.1	6.4	4.8	5.0	1.3	12.2	12.3	7.9	13.4	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	34.0	35.3	57.5	36.5	38.8	62.3	51.9	51.9	74.3	37.3	37.3
LnGrp LOS	E	C	D	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		1153			846			848			1251	
Approach Delay, s/veh		46.3			42.4			52.4			43.8	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.1	33.8	20.1	39.2	8.3	45.7	22.8	36.5				
Change Period (Y+Rc), s	4.6	4.6	4.6	6.5	4.6	4.6	4.6	6.5				
Max Green Setting (Gmax), s	16.4	33.9	23.7	25.7	5.1	45.2	19.4	30.0				
Max Q Clear Time (g_c+I1), s	15.5	26.0	15.3	13.4	4.6	30.7	18.0	14.1				
Green Ext Time (p_c), s	0.0	3.2	0.2	2.8	0.0	6.2	0.2	3.1				
Intersection Summary												
HCM 6th Ctrl Delay			46.0									
HCM 6th LOS			D									

Intersection						
Int Delay, s/veh	5.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↘
Traffic Vol, veh/h	193	354	93	348	247	37
Future Vol, veh/h	193	354	93	348	247	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	203	373	98	366	260	39

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	576	0	769 288
Stage 1	-	-	-	-	390 -
Stage 2	-	-	-	-	379 -
Critical Hdwy	-	-	4.1	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1007	-	342 715
Stage 1	-	-	-	-	659 -
Stage 2	-	-	-	-	668 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1007	-	309 715
Mov Cap-2 Maneuver	-	-	-	-	428 -
Stage 1	-	-	-	-	659 -
Stage 2	-	-	-	-	603 -

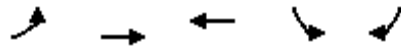
Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	23.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	428	715	-	-	1007	-
HCM Lane V/C Ratio	0.607	0.054	-	-	0.097	-
HCM Control Delay (s)	25.6	10.3	-	-	9	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	3.9	0.2	-	-	0.3	-

Timings
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

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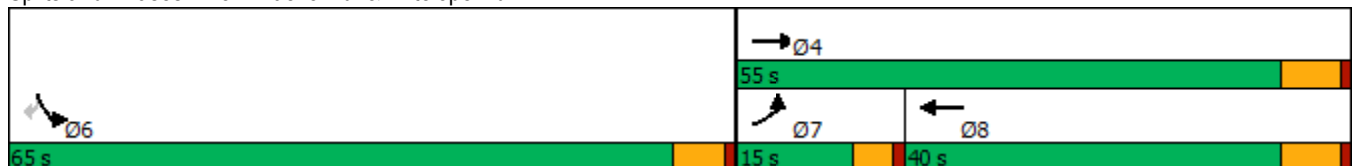


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↗	↑↑	↑↑	↖	↗
Traffic Volume (vph)	82	710	501	636	159
Future Volume (vph)	82	710	501	636	159
Turn Type	Prot	NA	NA	Prot	Perm
Protected Phases	7	4	8	6	
Permitted Phases					6
Detector Phase	7	4	8	6	6
Switch Phase					
Minimum Initial (s)	5.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	16.5	28.5	27.8	27.8
Total Split (s)	15.0	55.0	40.0	65.0	65.0
Total Split (%)	12.5%	45.8%	33.3%	54.2%	54.2%
Yellow Time (s)	3.6	5.5	5.5	4.8	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	6.5	6.5	5.8	5.8
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Max	Max	None	None
Act Effct Green (s)	8.7	49.0	38.1	44.7	44.7
Actuated g/C Ratio	0.08	0.46	0.36	0.42	0.42
v/c Ratio	0.61	0.46	0.67	0.91	0.22
Control Delay	67.0	22.3	31.5	45.4	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	22.3	31.5	45.4	3.8
LOS	E	C	C	D	A
Approach Delay		26.9	31.5	37.1	
Approach LOS		C	C	D	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 106.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

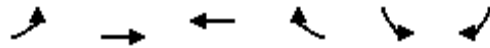
Splits and Phases: 51: Nuevo Rd. & Antelope Rd.



HCM 6th Signalized Intersection Summary
51: Nuevo Rd. & Antelope Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

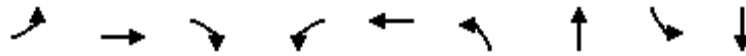


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↶↶	↶↶		↶	↶	
Traffic Volume (veh/h)	82	710	501	289	636	159	
Future Volume (veh/h)	82	710	501	289	636	159	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	
Adj Flow Rate, veh/h	89	772	545	249	691	135	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	0	0	0	0	0	0	
Cap, veh/h	114	1698	875	399	742	661	
Arrive On Green	0.06	0.47	0.36	0.36	0.41	0.41	
Sat Flow, veh/h	1810	3705	2504	1098	1810	1610	
Grp Volume(v), veh/h	89	772	408	386	691	135	
Grp Sat Flow(s),veh/h/ln	1810	1805	1805	1702	1810	1610	
Q Serve(g_s), s	5.0	14.8	19.2	19.3	37.6	5.6	
Cycle Q Clear(g_c), s	5.0	14.8	19.2	19.3	37.6	5.6	
Prop In Lane	1.00			0.64	1.00	1.00	
Lane Grp Cap(c), veh/h	114	1698	655	618	742	661	
V/C Ratio(X)	0.78	0.45	0.62	0.62	0.93	0.20	
Avail Cap(c_a), veh/h	183	1698	655	618	1039	925	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	47.6	18.4	27.0	27.0	29.0	19.6	
Incr Delay (d2), s/veh	4.4	0.9	4.4	4.7	11.4	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.3	5.8	8.4	8.0	17.2	6.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	52.0	19.3	31.4	31.8	40.4	19.7	
LnGrp LOS	D	B	C	C	D	B	
Approach Vol, veh/h		861	794		826		
Approach Delay, s/veh		22.7	31.6		37.0		
Approach LOS		C	C		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				55.0	48.1	11.1	43.9
Change Period (Y+Rc), s				6.5	5.8	4.6	6.5
Max Green Setting (Gmax), s				48.5	59.2	10.4	33.5
Max Q Clear Time (g_c+I1), s				16.8	39.6	7.0	21.3
Green Ext Time (p_c), s				5.2	2.7	0.0	3.6
Intersection Summary							
HCM 6th Ctrl Delay			30.3				
HCM 6th LOS			C				

Timings
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

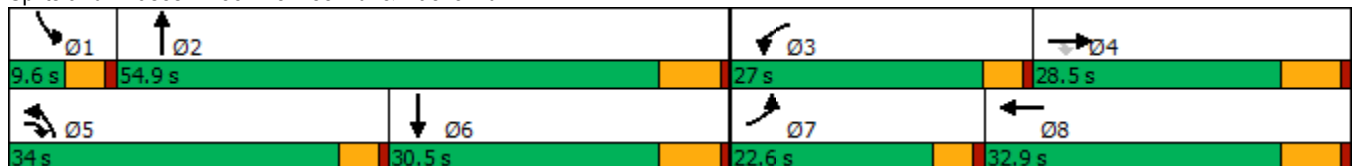


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations										
Traffic Volume (vph)	328	280	738	294	245	367	485	9	411	
Future Volume (vph)	328	280	738	294	245	367	485	9	411	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA	
Protected Phases	7	4	5	3	8	5	2	1	6	
Permitted Phases	4									
Detector Phase	7	4	5	3	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0	
Minimum Split (s)	9.6	28.5	9.6	9.6	28.5	9.6	28.5	9.6	28.5	
Total Split (s)	22.6	28.5	34.0	27.0	32.9	34.0	54.9	9.6	30.5	
Total Split (%)	18.8%	23.8%	28.3%	22.5%	27.4%	28.3%	45.8%	8.0%	25.4%	
Yellow Time (s)	3.6	5.5	3.6	3.6	5.5	3.6	5.5	3.6	5.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	6.5	4.6	4.6	6.5	4.6	6.5	4.6	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Max	None	Max	
Act Effct Green (s)	15.1	20.4	54.8	21.2	26.5	27.9	54.8	5.0	24.1	
Actuated g/C Ratio	0.13	0.18	0.47	0.18	0.23	0.24	0.47	0.04	0.21	
v/c Ratio	0.74	0.87	0.94	0.92	0.59	0.45	0.49	0.12	0.80	
Control Delay	59.5	72.3	45.9	80.6	46.9	39.8	18.9	58.8	49.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	59.5	72.3	45.9	80.6	46.9	39.8	18.9	58.8	49.9	
LOS	E	E	D	F	D	D	B	E	D	
Approach Delay	54.7					65.1		25.5		50.0
Approach LOS	D					E		C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 46.2
 Intersection LOS: D
 Intersection Capacity Utilization 92.1%
 ICU Level of Service F
 Analysis Period (min) 15






























Splits and Phases: 53: Meniffee Rd. & Nuevo Rd.



HCM 6th Signalized Intersection Summary
53: Meniffee Rd. & Nuevo Rd.

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 	 	 		 	 		 	 	
Traffic Volume (veh/h)	328	280	738	294	245	4	367	485	311	9	411	178
Future Volume (veh/h)	328	280	738	294	245	4	367	485	311	9	411	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	338	289	555	303	253	3	378	500	239	9	424	143
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	402	364	514	330	487	6	448	1000	476	20	810	270
Arrive On Green	0.11	0.19	0.19	0.18	0.26	0.26	0.13	0.42	0.42	0.01	0.30	0.30
Sat Flow, veh/h	3510	1900	1610	1810	1874	22	3510	2373	1129	1810	2658	887
Grp Volume(v), veh/h	338	289	555	303	0	256	378	380	359	9	287	280
Grp Sat Flow(s),veh/h/ln	1755	1900	1610	1810	0	1896	1755	1805	1697	1810	1805	1740
Q Serve(g_s), s	10.8	16.6	22.0	18.9	0.0	13.3	12.1	17.7	17.8	0.6	15.1	15.3
Cycle Q Clear(g_c), s	10.8	16.6	22.0	18.9	0.0	13.3	12.1	17.7	17.8	0.6	15.1	15.3
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.67	1.00		0.51
Lane Grp Cap(c), veh/h	402	364	514	330	0	492	448	761	715	20	550	530
V/C Ratio(X)	0.84	0.79	1.08	0.92	0.00	0.52	0.84	0.50	0.50	0.46	0.52	0.53
Avail Cap(c_a), veh/h	550	364	514	353	0	492	899	761	715	79	550	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	44.2	39.1	46.1	0.0	36.4	48.9	24.3	24.4	56.4	33.0	33.1
Incr Delay (d2), s/veh	6.3	11.5	62.8	26.2	0.0	1.0	1.7	2.3	2.5	6.1	3.5	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	8.6	22.3	10.4	0.0	5.9	5.2	7.4	7.1	0.3	6.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	55.7	101.9	72.3	0.0	37.3	50.6	26.7	26.9	62.5	36.5	36.8
LnGrp LOS	E	E	F	E	A	D	D	C	C	E	D	D
Approach Vol, veh/h		1182			559			1117			576	
Approach Delay, s/veh		77.5			56.3			34.8			37.0	
Approach LOS		E			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.8	54.9	25.6	28.5	19.3	41.5	17.7	36.3				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	5.0	48.4	22.4	22.0	29.4	24.0	18.0	26.4				
Max Q Clear Time (g_c+I1), s	2.6	19.8	20.9	24.0	14.1	17.3	12.8	15.3				
Green Ext Time (p_c), s	0.0	4.2	0.1	0.0	0.6	1.6	0.3	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			53.4									
HCM 6th LOS			D									

Timings
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

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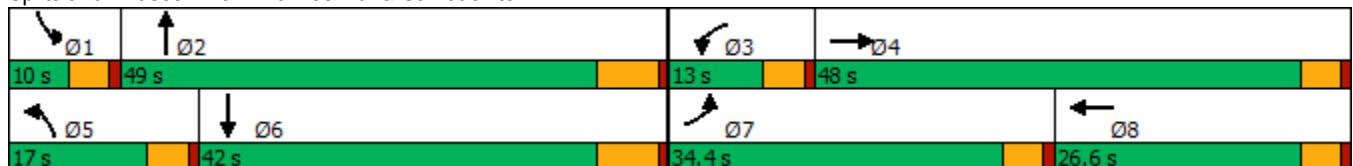


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↘	↙	↘	↙	↕	↙	↕
Traffic Volume (vph)	352	22	10	14	128	601	17	859
Future Volume (vph)	352	22	10	14	128	601	17	859
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	9.6	26.6	9.6	26.6	9.6	28.5	9.6	28.5
Total Split (s)	34.4	48.0	13.0	26.6	17.0	49.0	10.0	42.0
Total Split (%)	28.7%	40.0%	10.8%	22.2%	14.2%	40.8%	8.3%	35.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	6.5	4.6	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	23.6	31.4	5.5	12.3	10.8	48.9	5.4	36.8
Actuated g/C Ratio	0.24	0.32	0.06	0.13	0.11	0.50	0.06	0.38
v/c Ratio	0.84	0.34	0.10	0.09	0.67	0.36	0.18	0.83
Control Delay	54.1	6.0	53.6	34.1	62.2	19.6	55.8	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	6.0	53.6	34.1	62.2	19.6	55.8	36.8
LOS	D	A	D	C	E	B	E	D
Approach Delay		35.7		40.2		26.9		37.1
Approach LOS		D		D		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 97	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 33.7	Intersection LOS: C
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 54: Meniffee Rd. & San Jacinto Av.



HCM 6th Signalized Intersection Summary
54: Meniffee Rd. & San Jacinto Av.

Stoneridge Commercial Center SP (JN 13265)

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↘	
Traffic Volume (veh/h)	352	22	197	10	14	7	128	601	16	17	859	216
Future Volume (veh/h)	352	22	197	10	14	7	128	601	16	17	859	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	367	23	153	10	15	6	133	626	13	18	895	168
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	403	68	453	22	137	55	164	1593	33	36	1121	210
Arrive On Green	0.22	0.32	0.32	0.01	0.11	0.11	0.09	0.44	0.44	0.02	0.37	0.37
Sat Flow, veh/h	1810	215	1428	1810	1288	515	1810	3616	75	1810	3033	569
Grp Volume(v), veh/h	367	0	176	10	0	21	133	312	327	18	532	531
Grp Sat Flow(s),veh/h/ln	1810	0	1643	1810	0	1804	1810	1805	1886	1810	1805	1798
Q Serve(g_s), s	19.1	0.0	7.9	0.5	0.0	1.0	7.0	11.3	11.3	1.0	25.5	25.5
Cycle Q Clear(g_c), s	19.1	0.0	7.9	0.5	0.0	1.0	7.0	11.3	11.3	1.0	25.5	25.5
Prop In Lane	1.00		0.87	1.00		0.29	1.00		0.04	1.00		0.32
Lane Grp Cap(c), veh/h	403	0	521	22	0	192	164	795	831	36	667	664
V/C Ratio(X)	0.91	0.00	0.34	0.45	0.00	0.11	0.81	0.39	0.39	0.50	0.80	0.80
Avail Cap(c_a), veh/h	559	0	739	158	0	411	233	795	831	101	667	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	25.2	47.3	0.0	39.0	43.1	18.3	18.3	46.8	27.2	27.2
Incr Delay (d2), s/veh	12.7	0.0	0.4	5.3	0.0	0.2	9.0	1.5	1.4	4.0	9.7	9.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	0.0	3.1	0.3	0.0	0.5	3.3	4.5	4.7	0.4	11.5	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	0.0	25.6	52.7	0.0	39.2	52.1	19.7	19.7	50.8	36.9	36.9
LnGrp LOS	D	A	C	D	A	D	D	B	B	D	D	D
Approach Vol, veh/h		543			31			772			1081	
Approach Delay, s/veh		41.6			43.6			25.3			37.1	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	49.0	5.8	35.2	13.4	42.2	26.1	14.9				
Change Period (Y+Rc), s	4.6	6.5	4.6	4.6	4.6	6.5	4.6	4.6				
Max Green Setting (Gmax), s	5.4	42.5	8.4	43.4	12.4	35.5	29.8	22.0				
Max Q Clear Time (g_c+I1), s	3.0	13.3	2.5	9.9	9.0	27.5	21.1	3.0				
Green Ext Time (p_c), s	0.0	3.4	0.0	1.2	0.0	3.7	0.4	0.0				

Intersection Summary

HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Timings
55: Menifee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↕	↗	↕
Traffic Volume (vph)	30	0	1	1	22	797	1	1017
Future Volume (vph)	30	0	1	1	22	797	1	1017
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	26.7	28.5	28.5	28.5	28.5
Total Split (s)	29.0	29.0	29.0	29.0	61.0	61.0	61.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	32.2%	67.8%	67.8%	67.8%	67.8%
Yellow Time (s)	3.7	3.7	3.7	3.7	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.7		4.7	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		12.3		12.3	71.6	71.6	71.6	71.6
Actuated g/C Ratio		0.14		0.14	0.84	0.84	0.84	0.84
v/c Ratio		0.19		0.01	0.06	0.29	0.00	0.37
Control Delay		13.9		28.0	4.8	3.8	5.0	4.3
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		13.9		28.0	4.8	3.8	5.0	4.3
LOS		B		C	A	A	A	A
Approach Delay		13.9		28.0		3.8		4.3
Approach LOS		B		C		A		A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 85.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 4.3	Intersection LOS: A
Intersection Capacity Utilization 46.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 55: Menifee Rd. & Ellis Av./Driveway



HCM 6th Signalized Intersection Summary
55: Meniffee Rd. & Ellis Av./Driveway

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↔	
Traffic Volume (veh/h)	30	0	13	1	1	1	22	797	2	1	1017	21
Future Volume (veh/h)	30	0	13	1	1	1	22	797	2	1	1017	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	0	14	1	1	1	24	866	2	1	1105	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	165	15	40	92	74	50	429	2796	6	542	2736	57
Arrive On Green	0.09	0.00	0.09	0.09	0.09	0.09	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	906	166	455	293	840	566	507	3695	9	648	3616	75
Grp Volume(v), veh/h	47	0	0	3	0	0	24	423	445	1	552	576
Grp Sat Flow(s),veh/h/ln	1527	0	0	1699	0	0	507	1805	1898	648	1805	1886
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	0.0	1.3	5.4	5.4	0.0	7.7	7.7
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.1	0.0	0.0	9.0	5.4	5.4	5.4	7.7	7.7
Prop In Lane	0.70		0.30	0.33		0.33	1.00		0.00	1.00		0.04
Lane Grp Cap(c), veh/h	219	0	0	216	0	0	429	1366	1437	542	1366	1427
V/C Ratio(X)	0.21	0.00	0.00	0.01	0.00	0.00	0.06	0.31	0.31	0.00	0.40	0.40
Avail Cap(c_a), veh/h	590	0	0	620	0	0	429	1366	1437	542	1366	1427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	0.0	30.0	0.0	0.0	4.6	2.8	2.8	3.6	3.1	3.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.0	0.2	0.6	0.6	0.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.0	0.0	0.0	0.1	0.7	0.7	0.0	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	0.0	30.0	0.0	0.0	4.9	3.4	3.3	3.6	4.0	3.9
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		47			3			892			1129	
Approach Delay, s/veh		31.3			30.0			3.4			3.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		11.0		61.0		11.0				
Change Period (Y+Rc), s		6.5		* 4.7		6.5		* 4.7				
Max Green Setting (Gmax), s		54.5		* 24		54.5		* 24				
Max Q Clear Time (g_c+I1), s		11.0		4.0		9.7		2.1				
Green Ext Time (p_c), s		5.5		0.2		7.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay	4.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
56: Menifee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

05/28/2020

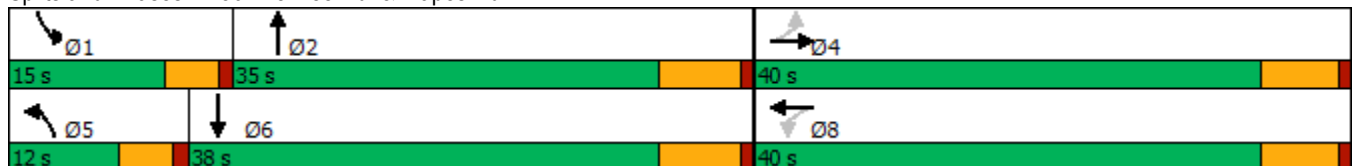


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↘	↙	↘	↙	↕	↙	↕
Traffic Volume (vph)	94	151	28	55	70	583	87	800
Future Volume (vph)	94	151	28	55	70	583	87	800
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	28.2	28.2	28.2	28.2	9.6	28.5	9.6	28.5
Total Split (s)	40.0	40.0	40.0	40.0	12.0	35.0	15.0	38.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	13.3%	38.9%	16.7%	42.2%
Yellow Time (s)	5.2	5.2	5.2	5.2	3.6	5.5	3.6	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.2	6.2	4.6	6.5	4.6	6.5
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	18.1	18.1	18.1	18.1	6.7	31.0	7.9	32.2
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.09	0.43	0.11	0.45
v/c Ratio	0.33	0.75	0.21	0.33	0.46	0.42	0.48	0.58
Control Delay	25.4	29.4	25.3	10.8	43.5	17.9	41.2	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	29.4	25.3	10.8	43.5	17.9	41.2	18.8
LOS	C	C	C	B	D	B	D	B
Approach Delay		28.6		13.0		20.6		20.9
Approach LOS		C		B		C		C

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 72.2	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 56: Menifee Rd. & Mapes Rd.



HCM 6th Signalized Intersection Summary
56: Meniffee Rd. & Mapes Rd.

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	94	151	192	28	55	98	70	583	13	87	800	54
Future Volume (veh/h)	94	151	192	28	55	98	70	583	13	87	800	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	102	164	209	30	60	107	76	634	14	95	870	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	204	260	168	164	293	98	1529	34	123	1500	102
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.05	0.42	0.42	0.07	0.44	0.44
Sat Flow, veh/h	1238	759	967	1025	612	1091	1810	3611	80	1810	3430	233
Grp Volume(v), veh/h	102	0	373	30	0	167	76	317	331	95	458	471
Grp Sat Flow(s),veh/h/ln	1238	0	1726	1025	0	1704	1810	1805	1886	1810	1805	1858
Q Serve(g_s), s	5.2	0.0	14.5	2.0	0.0	5.7	3.0	8.8	8.9	3.7	13.8	13.8
Cycle Q Clear(g_c), s	11.0	0.0	14.5	16.6	0.0	5.7	3.0	8.8	8.9	3.7	13.8	13.8
Prop In Lane	1.00		0.56	1.00		0.64	1.00		0.04	1.00		0.13
Lane Grp Cap(c), veh/h	334	0	463	168	0	457	98	764	799	123	789	812
V/C Ratio(X)	0.31	0.00	0.80	0.18	0.00	0.37	0.77	0.41	0.41	0.77	0.58	0.58
Avail Cap(c_a), veh/h	582	0	810	374	0	799	186	764	799	261	789	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	24.6	32.3	0.0	21.4	33.6	14.5	14.5	33.0	15.3	15.3
Incr Delay (d2), s/veh	0.5	0.0	3.3	0.5	0.0	0.5	4.8	1.7	1.6	3.8	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	5.6	0.5	0.0	2.1	1.3	3.2	3.4	1.6	5.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	0.0	27.9	32.8	0.0	21.9	38.5	16.2	16.1	36.9	18.4	18.3
LnGrp LOS	C	A	C	C	A	C	D	B	B	D	B	B
Approach Vol, veh/h		475			197			724			1024	
Approach Delay, s/veh		27.6			23.5			18.5			20.1	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	37.0		25.5	8.5	38.0		25.5				
Change Period (Y+Rc), s	4.6	6.5		6.2	4.6	6.5		6.2				
Max Green Setting (Gmax), s	10.4	28.5		33.8	7.4	31.5		33.8				
Max Q Clear Time (g_c+I1), s	5.7	10.9		16.5	5.0	15.8		18.6				
Green Ext Time (p_c), s	0.0	3.1		2.2	0.0	4.5		0.8				

Intersection Summary

HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Timings
57: Menifee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

05/28/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	52	181	22	101	13	618	96	907
Future Volume (vph)	52	181	22	101	13	618	96	907
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.4	27.4	27.4	27.4	28.5	28.5	28.5	28.5
Total Split (s)	33.0	33.0	33.0	33.0	57.0	57.0	57.0	57.0
Total Split (%)	36.7%	36.7%	36.7%	36.7%	63.3%	63.3%	63.3%	63.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	5.5	5.5	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	6.5	6.5	6.5	6.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	14.3	14.3	14.3	14.3	51.3	51.3	51.3	51.3
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.66	0.66	0.66	0.66
v/c Ratio	0.25	0.60	0.14	0.41	0.04	0.36	0.26	0.43
Control Delay	28.8	35.4	27.2	27.1	6.5	6.4	8.5	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	35.4	27.2	27.1	6.5	6.4	8.5	7.4
LOS	C	D	C	C	A	A	A	A
Approach Delay		34.0		27.1		6.4		7.5
Approach LOS		C		C		A		A

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 77.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 57: Menifee Rd. & Watson Rd.



HCM 6th Signalized Intersection Summary
57: Meniffee Rd. & Watson Rd.

Stoneridge Commercial Center SP (JN 13265)

05/28/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	181	12	22	101	33	13	618	152	96	907	42
Future Volume (veh/h)	52	181	12	22	101	33	13	618	152	96	907	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	197	13	24	110	36	14	672	165	104	986	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	207	284	19	163	221	72	404	1951	479	484	2385	111
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1262	1763	116	1190	1371	449	555	2873	705	667	3512	164
Grp Volume(v), veh/h	57	0	210	24	0	146	14	422	415	104	507	525
Grp Sat Flow(s),veh/h/ln	1262	0	1879	1190	0	1819	555	1805	1773	667	1805	1871
Q Serve(g_s), s	3.2	0.0	7.9	1.4	0.0	5.4	0.9	7.3	7.3	5.8	9.3	9.3
Cycle Q Clear(g_c), s	8.7	0.0	7.9	9.3	0.0	5.4	10.2	7.3	7.3	13.1	9.3	9.3
Prop In Lane	1.00		0.06	1.00		0.25	1.00		0.40	1.00		0.09
Lane Grp Cap(c), veh/h	207	0	302	163	0	293	404	1226	1204	484	1226	1270
V/C Ratio(X)	0.27	0.00	0.69	0.15	0.00	0.50	0.03	0.34	0.34	0.21	0.41	0.41
Avail Cap(c_a), veh/h	473	0	697	413	0	675	404	1226	1204	484	1226	1270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	0.0	29.5	33.9	0.0	28.5	7.6	5.0	5.0	7.7	5.3	5.3
Incr Delay (d2), s/veh	0.7	0.0	2.9	0.4	0.0	1.3	0.2	0.8	0.8	1.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.5	0.4	0.0	2.3	0.1	1.7	1.7	0.7	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	0.0	32.3	34.3	0.0	29.8	7.8	5.8	5.8	8.7	6.4	6.3
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		267			170			851			1136	
Approach Delay, s/veh		32.5			30.4			5.8			6.6	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		17.4		57.0		17.4				
Change Period (Y+Rc), s		6.5		5.4		6.5		5.4				
Max Green Setting (Gmax), s		50.5		27.6		50.5		27.6				
Max Q Clear Time (g_c+I1), s		12.2		10.7		15.1		11.3				
Green Ext Time (p_c), s		5.2		1.1		7.7		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				10.8								
HCM 6th LOS				B								

Timings
58: Menifee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

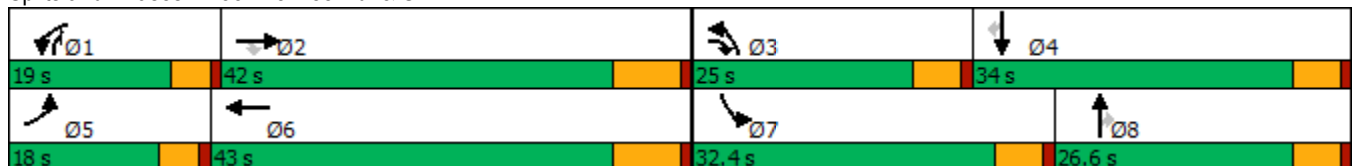
05/28/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	203	847	156	218	897	332	465	195	163	751	93	
Future Volume (vph)	203	847	156	218	897	332	465	195	163	751	93	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	pm+ov	Prot	NA	Perm	
Protected Phases	5	2	3	1	6	3	8	1	7	4		
Permitted Phases			2					8			4	
Detector Phase	5	2	3	1	6	3	8	1	7	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	9.6	36.0	15.3	9.6	29.0	15.3	15.3	9.6	32.3	32.3	32.3	
Total Split (s)	18.0	42.0	25.0	19.0	43.0	25.0	26.6	19.0	32.4	34.0	34.0	
Total Split (%)	15.0%	35.0%	20.8%	15.8%	35.8%	20.8%	22.2%	15.8%	27.0%	28.3%	28.3%	
Yellow Time (s)	3.6	6.0	4.3	3.6	6.0	4.3	4.3	3.6	4.3	4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	7.0	5.3	4.6	7.0	5.3	5.3	4.6	5.3	5.3	5.3	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Max	None	None	Max	None	None	None	None	None	None	
Act Effct Green (s)	10.8	35.7	58.7	11.4	36.3	15.9	26.0	42.7	13.1	23.2	23.2	
Actuated g/C Ratio	0.10	0.33	0.54	0.10	0.33	0.15	0.24	0.39	0.12	0.21	0.21	
v/c Ratio	0.62	0.53	0.18	0.63	0.62	0.69	0.40	0.28	0.41	0.72	0.22	
Control Delay	56.3	32.3	5.8	56.0	33.0	52.3	36.9	7.3	47.1	44.0	4.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.3	32.3	5.8	56.0	33.0	52.3	36.9	7.3	47.1	44.0	4.5	
LOS	E	C	A	E	C	D	D	A	D	D	A	
Approach Delay		32.9			37.1		36.3			40.9		
Approach LOS		C			D		D			D		

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 36.6
 Intersection LOS: D
 Intersection Capacity Utilization 67.8%
 ICU Level of Service C
 Analysis Period (min) 15




































Splits and Phases: 58: Menifee Rd. & SR-74



HCM 6th Signalized Intersection Summary
58: Meniffee Rd. & SR-74

Stoneridge Commercial Center SP (JN 13265)

05/28/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (veh/h)	203	847	156	218	897	97	332	465	195	163	751	93
Future Volume (veh/h)	203	847	156	218	897	97	332	465	195	163	751	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	216	901	146	232	954	88	353	495	153	173	799	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	288	1860	779	304	1756	162	440	1337	555	256	1065	331
Arrive On Green	0.08	0.36	0.36	0.09	0.36	0.36	0.13	0.26	0.26	0.07	0.21	0.21
Sat Flow, veh/h	3510	5187	1610	3510	4833	445	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	216	901	146	232	682	360	353	495	153	173	799	79
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1820	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	6.0	13.4	5.1	6.4	15.5	15.6	9.7	7.8	6.8	4.8	14.3	4.1
Cycle Q Clear(g_c), s	6.0	13.4	5.1	6.4	15.5	15.6	9.7	7.8	6.8	4.8	14.3	4.1
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	1860	779	304	1256	661	440	1337	555	256	1065	331
V/C Ratio(X)	0.75	0.48	0.19	0.76	0.54	0.54	0.80	0.37	0.28	0.67	0.75	0.24
Avail Cap(c_a), veh/h	475	1860	779	510	1256	661	698	1337	555	960	1502	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	24.7	14.5	44.3	25.0	25.0	42.1	30.2	23.5	44.8	37.0	32.9
Incr Delay (d2), s/veh	1.5	0.9	0.5	1.5	1.7	3.2	3.6	0.2	0.3	3.1	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.3	1.7	2.7	6.1	6.8	4.2	3.0	2.4	2.1	5.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.0	25.6	15.0	45.7	26.7	28.2	45.7	30.4	23.8	47.9	38.3	33.3
LnGrp LOS	D	C	B	D	C	C	D	C	C	D	D	C
Approach Vol, veh/h		1263			1274			1001			1051	
Approach Delay, s/veh		27.9			30.6			34.8			39.5	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	42.5	17.7	25.6	12.7	43.0	12.5	30.8				
Change Period (Y+Rc), s	4.6	7.0	5.3	5.3	4.6	7.0	5.3	5.3				
Max Green Setting (Gmax), s	14.4	35.0	19.7	28.7	13.4	36.0	27.1	21.3				
Max Q Clear Time (g_c+11), s	8.4	15.4	11.7	16.3	8.0	17.6	6.8	9.8				
Green Ext Time (p_c), s	0.2	6.2	0.7	4.0	0.2	5.9	0.5	2.6				
Intersection Summary												
HCM 6th Ctrl Delay				32.8								
HCM 6th LOS				C								

Timings
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

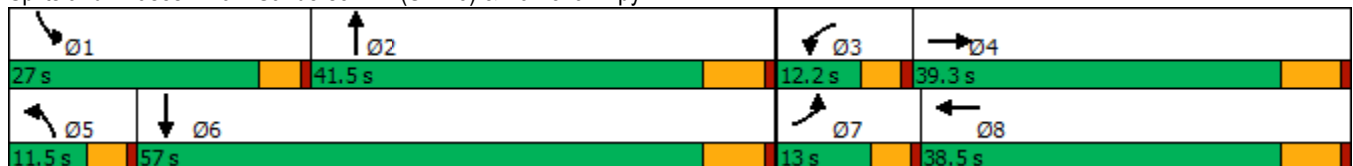
05/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	469	645	164	128	426	699	135	2305	131	881	2652	640
Future Volume (vph)	469	645	164	128	426	699	135	2305	131	881	2652	640
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			Free
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.6	38.5		9.6	38.5		9.6	38.5		9.6	38.5	
Total Split (s)	13.0	39.3		12.2	38.5		11.5	41.5		27.0	57.0	
Total Split (%)	10.8%	32.8%		10.2%	32.1%		9.6%	34.6%		22.5%	47.5%	
Yellow Time (s)	3.6	5.5		3.6	5.5		3.6	5.5		3.6	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.6	6.5		4.6	6.5		4.6	6.5		4.6	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	8.4	19.5	106.6	7.1	18.2	106.6	6.7	35.2	106.6	22.5	50.9	106.6
Actuated g/C Ratio	0.08	0.18	1.00	0.07	0.17	1.00	0.06	0.33	1.00	0.21	0.48	1.00
v/c Ratio	1.11	0.63	0.10	0.54	0.44	0.44	0.60	0.93	0.08	1.17	0.74	0.41
Control Delay	121.6	42.6	0.1	58.1	40.4	0.9	61.5	42.9	0.1	128.3	24.9	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.6	42.6	0.1	58.1	40.4	0.9	61.5	42.9	0.1	128.3	24.9	0.8
LOS	F	D	A	E	D	A	E	D	A	F	C	A
Approach Delay		66.1			20.1			41.7			43.0	
Approach LOS		E			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 106.6
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 42.8
 Intersection LOS: D
 Intersection Capacity Utilization 94.3%
 ICU Level of Service F
 Analysis Period (min) 15

























Splits and Phases: 67: Sanderson Av (SR-79) & Ramona Expy



HCM 6th Signalized Intersection Summary
67: Sanderson Av (SR-79) & Ramona Expy

Stoneridge Commerce Center SP (JN 13265)

05/29/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	469	645	164	128	426	699	135	2305	131	881	2652	640
Future Volume (veh/h)	469	645	164	128	426	699	135	2305	131	881	2652	640
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	474	652	0	129	430	0	136	2328	0	890	2679	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	450	936		194	769		201	2601		800	3858	
Arrive On Green	0.08	0.16	0.00	0.05	0.13	0.00	0.06	0.34	0.00	0.22	0.51	0.00
Sat Flow, veh/h	5429	5700	1610	3619	5700	1610	3619	7600	1610	3619	7600	1610
Grp Volume(v), veh/h	474	652	0	129	430	0	136	2328	0	890	2679	0
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	8.4	10.9	0.0	3.5	7.2	0.0	3.7	29.4	0.0	22.4	27.2	0.0
Cycle Q Clear(g_c), s	8.4	10.9	0.0	3.5	7.2	0.0	3.7	29.4	0.0	22.4	27.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	450	936		194	769		201	2601		800	3858	
V/C Ratio(X)	1.05	0.70		0.67	0.56		0.68	0.90		1.11	0.69	
Avail Cap(c_a), veh/h	450	1844		271	1799		246	2624		800	3858	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.5	40.0	0.0	47.1	41.0	0.0	47.0	31.6	0.0	39.5	19.0	0.0
Incr Delay (d2), s/veh	57.3	0.9	0.0	1.5	0.6	0.0	3.2	4.4	0.0	67.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	4.9	0.0	1.6	3.2	0.0	1.7	13.0	0.0	16.7	10.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.7	40.9	0.0	48.5	41.7	0.0	50.2	36.1	0.0	107.0	19.5	0.0
LnGrp LOS	F	D		D	D		D	D		F	B	
Approach Vol, veh/h		1126	A		559	A		2464	A		3569	A
Approach Delay, s/veh		67.4			43.2			36.8			41.3	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	41.2	10.0	23.1	10.2	58.0	13.0	20.2				
Change Period (Y+Rc), s	4.6	6.5	4.6	6.5	4.6	6.5	4.6	6.5				
Max Green Setting (Gmax), s	22.4	35.0	7.6	32.8	6.9	50.5	8.4	32.0				
Max Q Clear Time (g_c+I1), s	24.4	31.4	5.5	12.9	5.7	29.2	10.4	9.2				
Green Ext Time (p_c), s	0.0	3.2	0.0	3.7	0.0	18.0	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX 7.21:

**HORIZON YEAR (2040) WITHOUT MCP WITHOUT PROJECT CONDITIONS OFF-RAMP
QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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Horizon Year (2040) Without MCP Without Project Conditions With Improvements- AM Peak Hour
 2: I-215 SB On Ramp/I-215 SB Off Ramp & Harley Knox Blvd./Harley Knox. Blvd. 06/02/2020



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	726	43	265	320	1581	693
v/c Ratio	0.82	0.10	0.85	0.24	0.83	0.67
Control Delay	52.1	5.9	63.3	21.4	27.1	12.3
Queue Delay	0.5	0.0	0.0	0.0	49.0	0.0
Total Delay	52.7	5.9	63.3	21.4	76.1	12.3
Queue Length 50th (ft)	285	0	40	53	485	175
Queue Length 95th (ft)	#382	20	#158	59	585	304
Internal Link Dist (ft)	844			267		1109
Turn Bay Length (ft)			60			
Base Capacity (vph)	883	440	312	1340	1955	1056
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	23	0	0	0	929	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.10	0.85	0.24	1.54	0.66

Intersection Summary

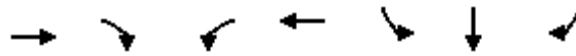
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

Stoneridge Commerce Center SP (JN 13265)

4: I-215 SB Ramps & Ramona Exwy.

06/02/2020



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1239	505	624	1917	1125	554	570
v/c Ratio	0.77	0.32	0.87	0.60	0.85	0.83	0.82
Control Delay	42.8	0.5	14.5	7.6	37.0	42.3	36.4
Queue Delay	0.0	0.0	0.0	0.5	50.5	54.9	0.0
Total Delay	42.8	0.5	14.5	8.1	87.5	97.1	36.4
Queue Length 50th (ft)	240	0	45	134	388	380	312
Queue Length 95th (ft)	284	0	m72	m149	487	#592	#508
Internal Link Dist (ft)	1444			390		1096	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	1601	1595	748	3208	1328	664	697
Starvation Cap Reductn	0	0	0	736	0	0	0
Spillback Cap Reductn	0	0	0	0	666	333	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.32	0.83	0.78	1.70	1.67	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	1052	148	785	304	970	438
v/c Ratio	0.87	0.24	0.96	0.14	0.89	0.49
Control Delay	46.9	7.6	97.9	8.3	51.1	2.2
Queue Delay	48.2	0.0	45.0	0.0	50.6	0.0
Total Delay	95.1	7.6	142.9	8.3	101.7	2.2
Queue Length 50th (ft)	407	9	337	28	364	0
Queue Length 95th (ft)	#528	56	#444	m46	#462	0
Internal Link Dist (ft)	844			267		1109
Turn Bay Length (ft)			60			
Base Capacity (vph)	1208	628	831	2191	1108	897
Starvation Cap Reductn	0	0	230	0	0	0
Spillback Cap Reductn	339	0	0	0	545	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.21	0.24	1.31	0.14	1.72	0.49

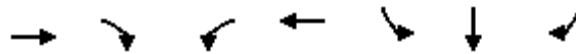
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: I-215 SB Ramps & Ramona Exwy.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1785	791	748	1463	1700	841	368
v/c Ratio	0.99	0.49	1.17	0.42	1.01	1.00	0.42
Control Delay	62.1	1.1	105.9	9.1	56.9	63.9	18.2
Queue Delay	0.0	0.0	0.0	0.0	35.2	38.0	0.0
Total Delay	62.1	1.1	105.9	9.1	92.1	101.9	18.2
Queue Length 50th (ft)	316	0	~316	123	~609	~586	137
Queue Length 95th (ft)	#392	0	#432	141	#767	#860	215
Internal Link Dist (ft)	1444			390		1096	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	1796	1615	639	3454	1675	837	879
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	826	413	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.49	1.17	0.42	2.00	1.98	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

APPENDIX 7.22:

**HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT CONDITIONS OFF-RAMP
QUEUING ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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Queues



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	726	43	265	320	1868	693
v/c Ratio	0.86	0.10	0.87	0.25	0.96	0.66
Control Delay	55.8	5.9	89.9	25.4	37.9	11.9
Queue Delay	11.8	0.0	0.0	0.0	44.1	0.0
Total Delay	67.6	5.9	89.9	25.4	81.9	11.9
Queue Length 50th (ft)	285	0	113	93	673	175
Queue Length 95th (ft)	#382	20	#187	127	#875	304
Internal Link Dist (ft)	844			267		1109
Turn Bay Length (ft)			60			
Base Capacity (vph)	843	422	306	1293	1955	1056
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	108	0	0	0	535	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.10	0.87	0.25	1.32	0.66

Intersection Summary

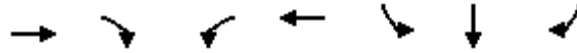
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues

Stoneridge Commerce Center SP (JN 13265)

4: I-215 SB Ramps & Ramona Exwy.

06/01/2020



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1286	505	624	1931	1125	554	570
v/c Ratio	0.80	0.32	0.87	0.60	0.85	0.83	0.82
Control Delay	43.8	0.5	20.8	9.7	37.0	42.3	36.4
Queue Delay	0.0	0.0	0.0	0.4	50.4	54.7	0.0
Total Delay	43.8	0.5	20.8	10.1	87.4	97.0	36.4
Queue Length 50th (ft)	252	0	161	186	388	380	312
Queue Length 95th (ft)	296	0	m69	m136	487	#592	#508
Internal Link Dist (ft)	1444			390		1096	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	1601	1595	748	3208	1328	664	697
Starvation Cap Reductn	0	0	0	616	0	0	0
Spillback Cap Reductn	0	0	0	0	657	328	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.32	0.83	0.74	1.68	1.65	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

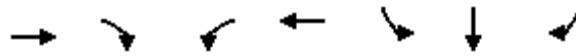


Lane Group	EBT	EBR	WBL	WBT	SBL	SBT
Lane Group Flow (vph)	1052	148	785	304	1074	438
v/c Ratio	0.89	0.24	0.96	0.14	0.97	0.49
Control Delay	48.9	7.6	59.0	6.4	61.3	2.2
Queue Delay	0.0	0.0	45.0	0.0	41.7	0.0
Total Delay	48.9	7.6	104.1	6.4	103.1	2.2
Queue Length 50th (ft)	407	9	337	25	421	0
Queue Length 95th (ft)	#528	56	#444	41	#562	0
Internal Link Dist (ft)	844			267		1109
Turn Bay Length (ft)			60			
Base Capacity (vph)	1184	617	831	2166	1108	897
Starvation Cap Reductn	0	0	230	0	0	0
Spillback Cap Reductn	0	0	0	0	226	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.24	1.31	0.14	1.22	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
4: I-215 SB Ramps & Ramona Exwy.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1810	791	748	1517	1700	841	368
v/c Ratio	1.01	0.49	1.17	0.44	1.01	1.00	0.42
Control Delay	65.3	1.1	105.2	9.1	56.9	63.9	18.2
Queue Delay	0.0	0.0	0.0	0.0	35.3	38.2	0.0
Total Delay	65.3	1.1	105.2	9.1	92.2	102.1	18.2
Queue Length 50th (ft)	~325	0	~316	130	~609	~586	137
Queue Length 95th (ft)	#401	0	#421	146	#767	#860	215
Internal Link Dist (ft)	1444			390		1096	
Turn Bay Length (ft)			100		510		510
Base Capacity (vph)	1796	1615	639	3454	1675	837	879
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	842	421	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.49	1.17	0.44	2.04	2.02	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

APPENDIX 7.23:

**HORIZON YEAR (2040) WITHOUT MCP WITH PROJECT CONDITIONS FREEWAY
FACILITY ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP With Project With Improvements
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

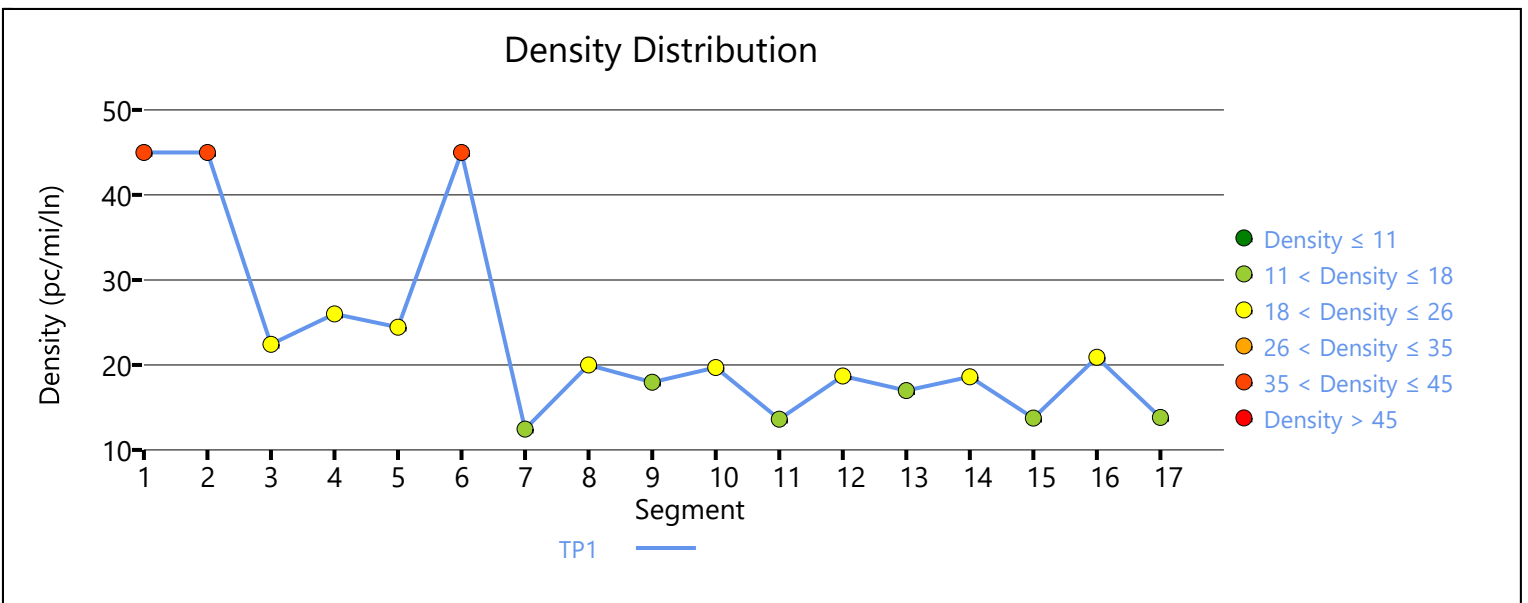
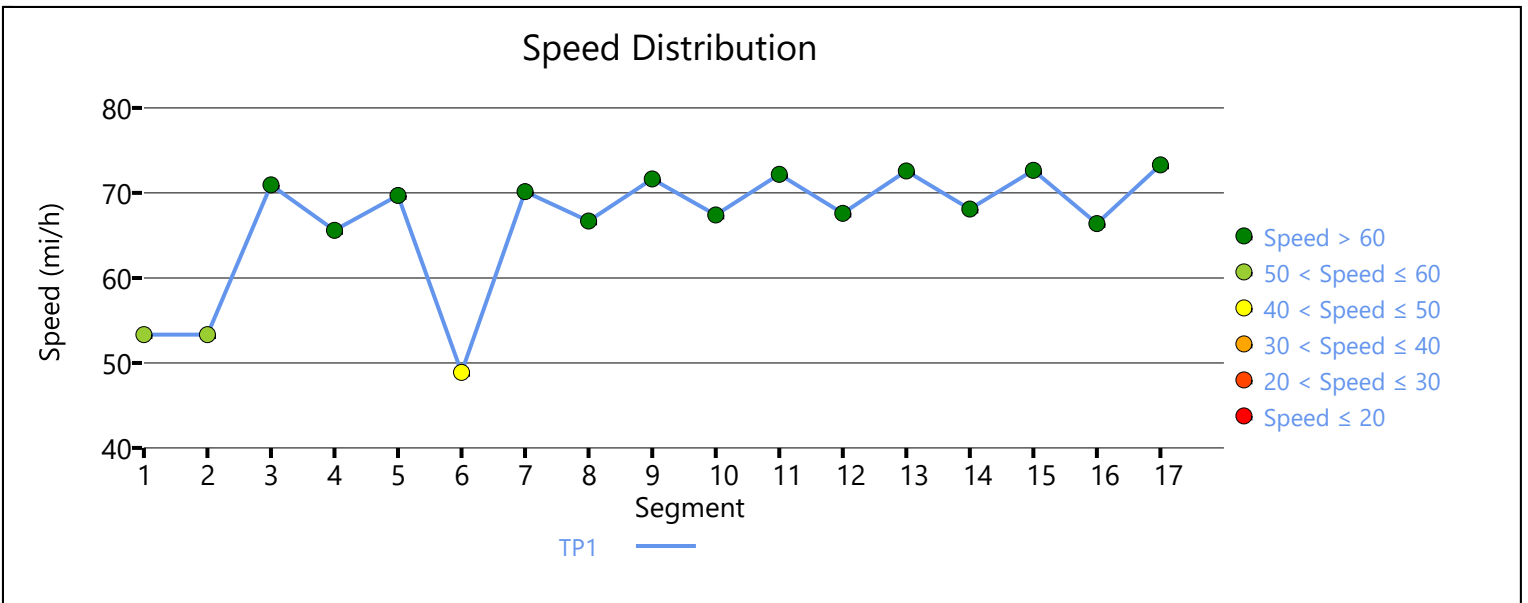
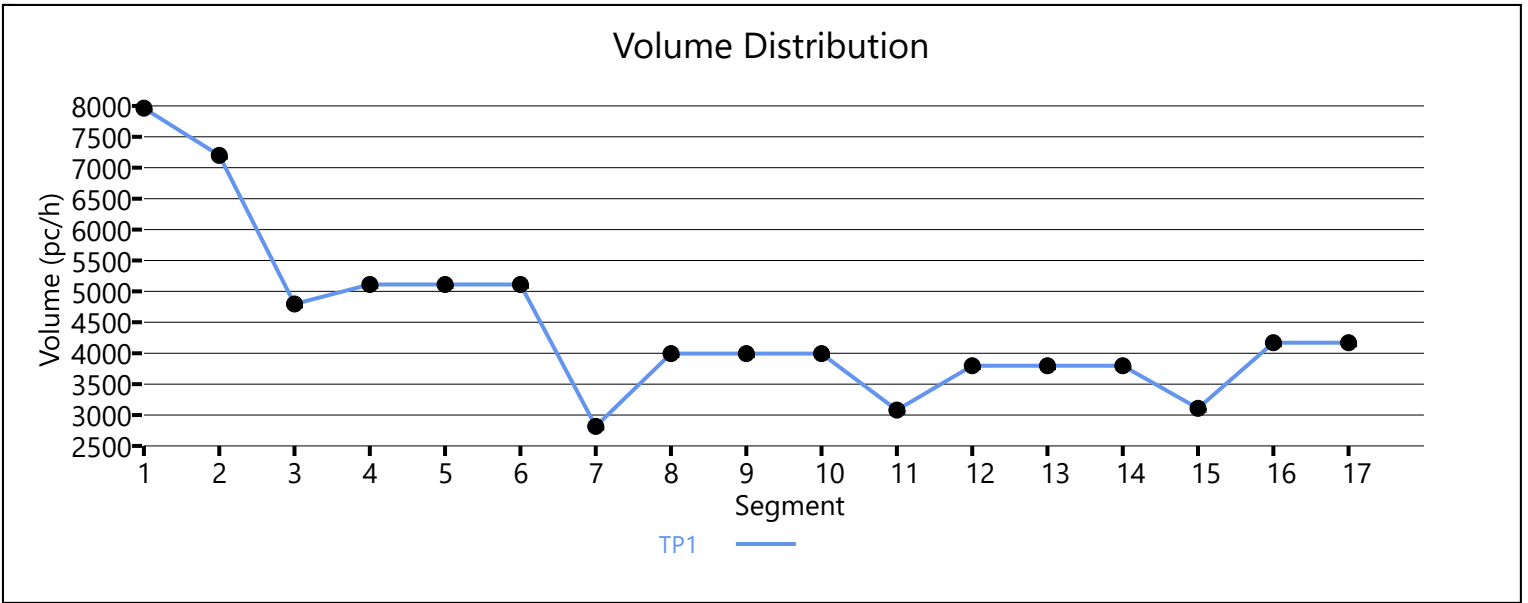
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.917		7965		7200	1.11		53.3		45.0		F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	

1	0.92	0.92	0.917	0.847	7200	2405	7200	2100	1.11	1.15	53.3	58.2	45.0	38.8	F
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4795		7200		0.77		71.0		22.4		C
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.909	5111	316	7200	2100	0.81	0.15	65.6	63.0	26.0	27.2	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		5111		7200		0.81		69.7		24.4		C
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.935	5111	2294	6600	2100	0.88	1.09	48.9	58.6	45.0	33.0	D
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		2817		7200		0.50		70.1		12.5		B
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	3993	1176	7200	2100	0.66	0.56	66.7	64.5	20.0	22.8	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		3993		7200		0.66		71.7		18.0		B
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	3993	913	7200	2100	0.66	0.43	67.4	62.7	19.7	21.3	C
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3080		7200		0.54		72.2		13.6		B
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.971	3993	913	7200	2100	0.66	0.43	67.4	62.7	19.7	21.3	C

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.943	0.935	3796	716	7200	2100	0.64	0.34	67.6	65.4	18.7	20.2	C		
Segment 13: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.943		3796		7200		0.64		72.6		17.0		B		
Segment 14: Diverge																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.943	0.952	3796	688	7200	2100	0.64	0.33	68.1	63.4	18.6	22.4	C		
Segment 15: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.943		3108		7200		0.54		72.7		13.7		B		
Segment 16: Merge																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.943	0.971	4169	1061	7200	2100	0.54	0.51	66.4	-	20.9	-	C		
Segment 17: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.943		4169		9600		0.52		73.3		13.8		B		
Facility Time Period Results																	
T	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min				LOS
1	63.4				24.0				22.5				8.2				F
Facility Overall Results																	
Space Mean Speed, mi/h					63.4					Density, veh/mi/ln					22.5		
Average Travel Time, min					8.2					Density, pc/mi/ln					24.0		



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP With Project With Improvements
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

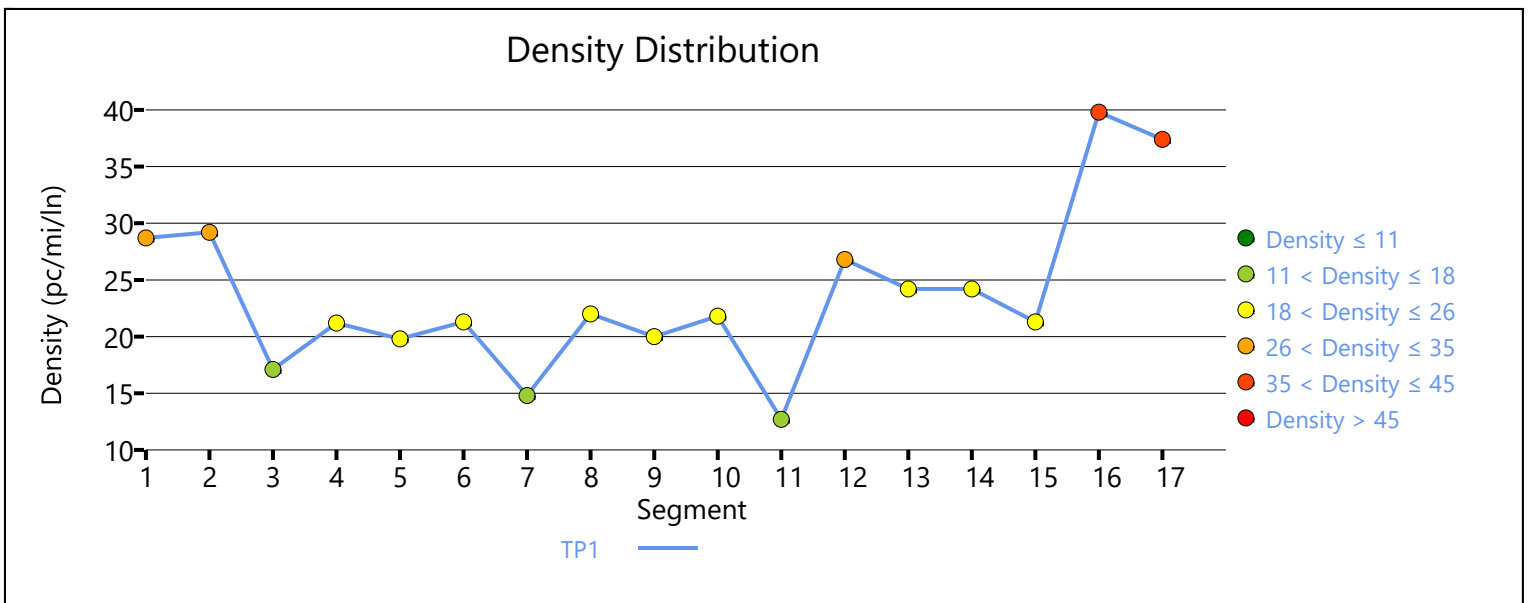
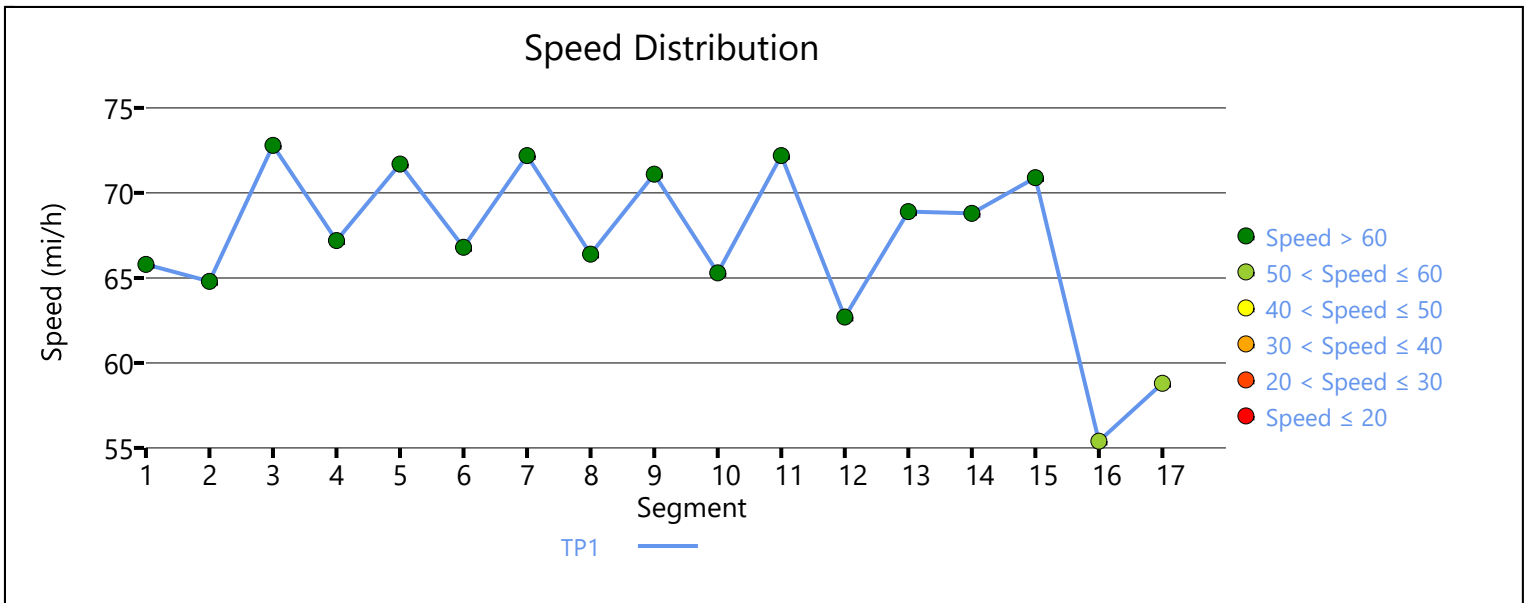
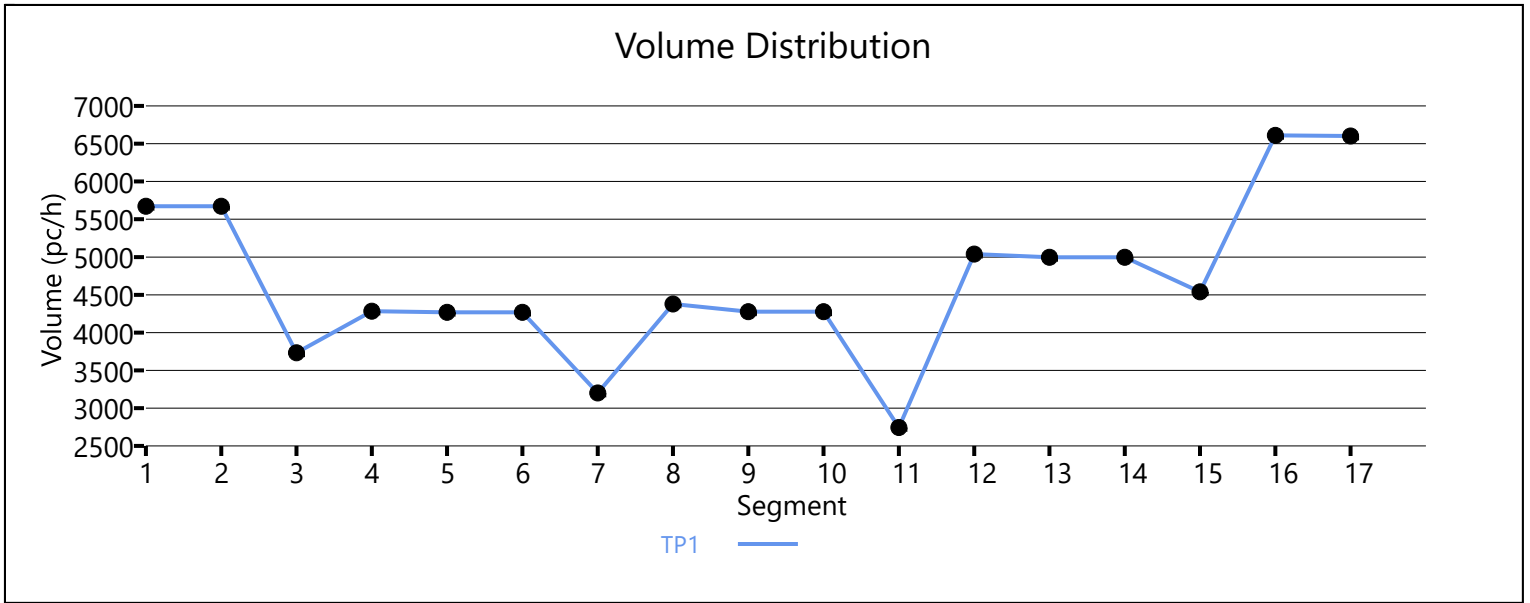
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		5672		7200	0.79		65.8		28.7		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	
							7.25							

1	0.92	0.92	0.935	0.980	5672	1919	7200	2100	0.79	0.91	64.8	59.7	29.2	33.7	D
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.917		3733		7200		0.52		72.8		17.1		B
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.917	0.962	4284	551	7200	2100	0.60	0.26	67.2	64.9	21.2	22.2	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.926		4269		7200		0.59		71.7		19.8		C
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.840	4269	1113	7200	2100	0.59	0.53	66.8	62.1	21.3	23.0	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3201		7200		0.44		72.2		14.8		B
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	4379	1178	7200	2100	0.61	0.56	66.4	64.2	22.0	24.2	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4276		7200		0.59		71.1		20.0		C
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.943	4276	1547	7200	2100	0.59	0.74	65.3	60.8	21.8	26.4	C
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		2744		7200		0.38		72.2		12.7		B
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.943	4276	1547	7200	2100	0.59	0.74	65.3	60.8	21.8	26.4	C

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.952	0.935	5039	2295	7200	2100	0.70	1.09	62.7	60.3	26.8	30.5	D		
Segment 13: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.952		4997		7200		0.69		68.9		24.2		C		
Segment 14: Diverge																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.952	0.971	4997	490	7200	2100	0.69	0.23	68.8	64.0	24.2	26.4	C		
Segment 15: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.943		4540		7200		0.63		70.9		21.3		C		
Segment 16: Merge																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.943	0.885	6610	2070	7200	2100	0.92	0.99	55.4	51.2	39.8	37.8	E		
Segment 17: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.926		6602		7200		0.92		58.8		37.4		E		
Facility Time Period Results																	
T	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min				LOS
1	66.1				23.8				22.3				7.6				C
Facility Overall Results																	
Space Mean Speed, mi/h					66.1					Density, veh/mi/ln					22.3		
Average Travel Time, min					7.6					Density, pc/mi/ln					23.8		



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP With Project With Improvements
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to Nuevo	5280	3
14	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
15	Basic	Basic	Between	1500	3
16	Merge	Basic	On-Ramp at Nuevo	1500	3
17	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

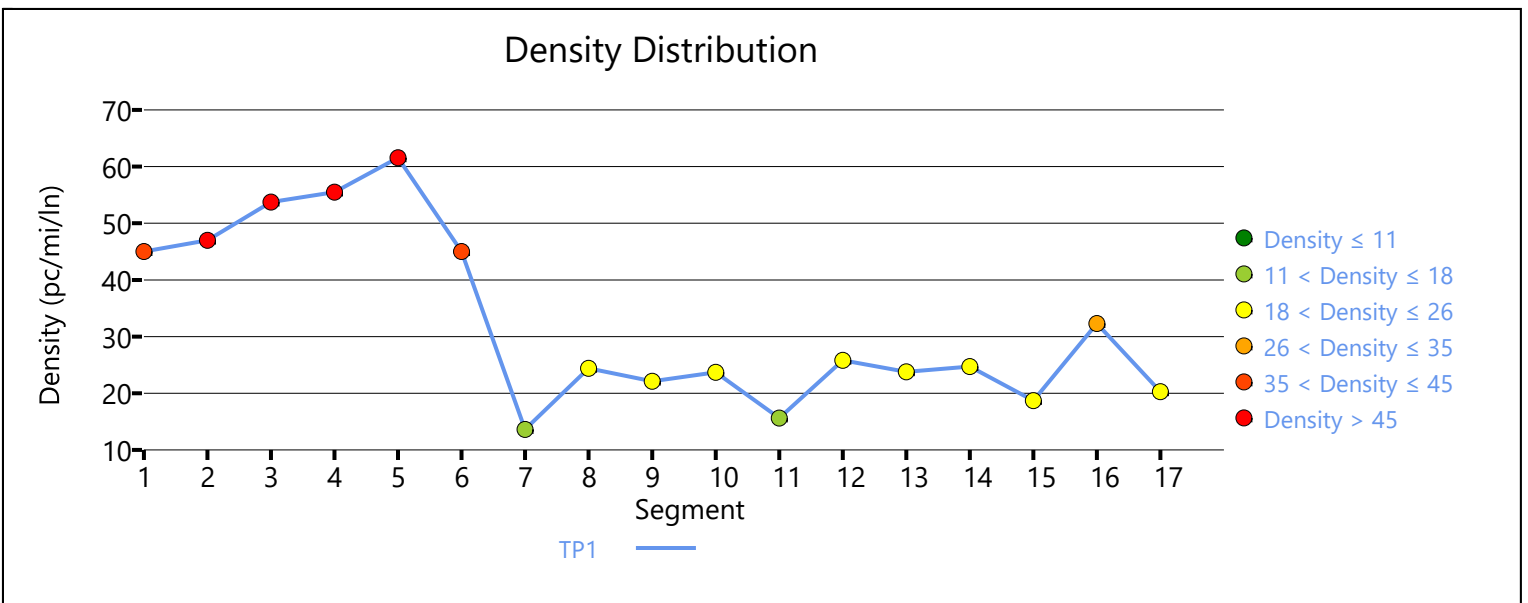
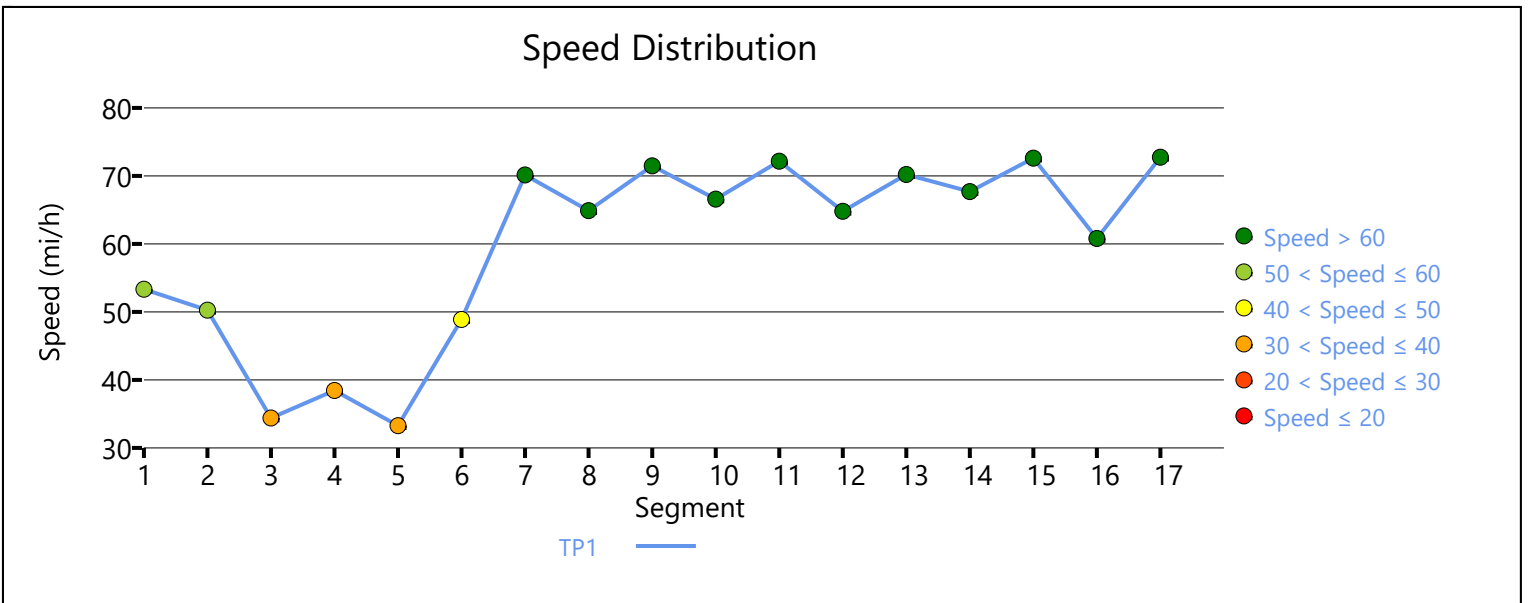
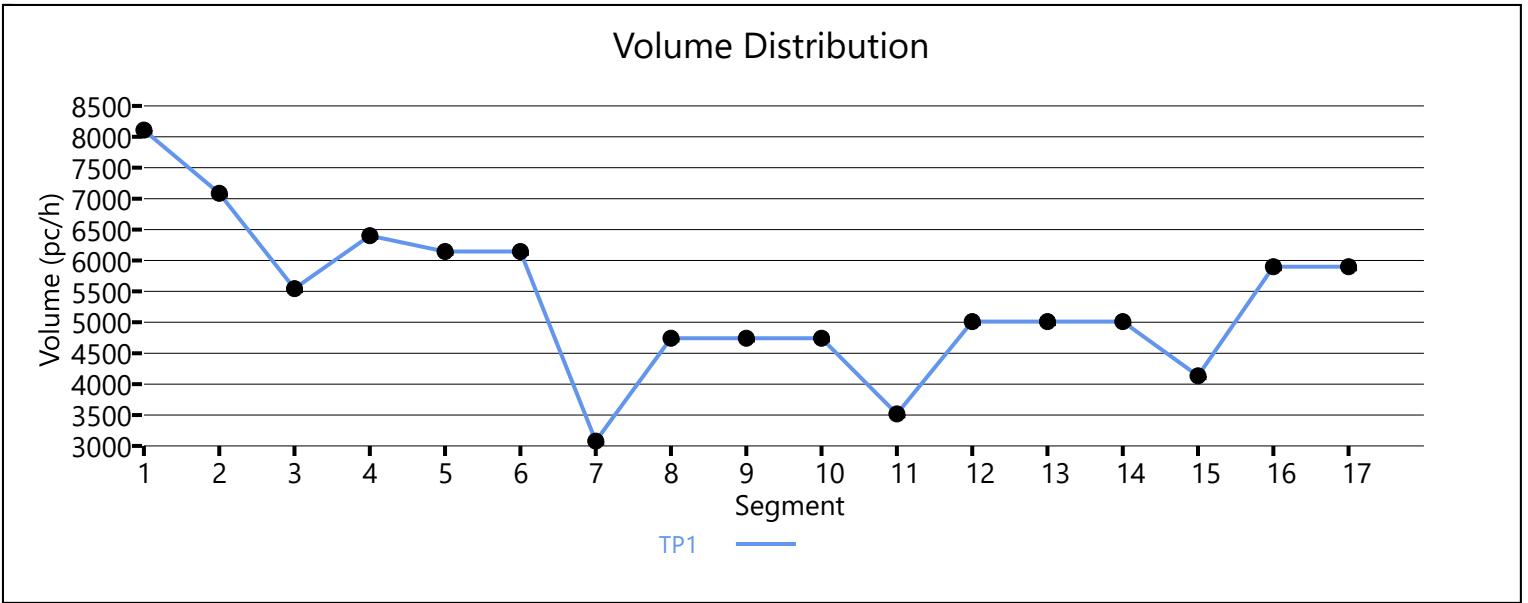
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.935		8110		7200	1.13		53.3		45.0		F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.92	0.92	0.935	0.855	7086	1412	7200	2100	1.13	0.67	50.3	61.2	47.0	45.3	F
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5544		7200		0.94		34.4		53.7		F
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	6402	931	7200	2100	1.07	0.44	38.5	46.8	55.5	41.3	F
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		6146		7200		1.06		33.3		61.6		F
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	6146	3067	6600	2100	1.16	1.46	48.9	56.2	45.0	39.2	F
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3079		7200		0.64		70.1		13.6		B
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	4743	1664	7200	2100	0.87	0.79	64.9	62.5	24.4	27.6	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4743		7200		0.87		71.5		22.1		C
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.943	4743	1226	7200	2100	0.87	0.58	66.6	61.8	23.7	25.3	C
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		3517		7200		0.71		72.2		15.6		B
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	6402	931	7200	2100	1.07	0.44	38.5	46.8	55.5	41.3	F

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.943	0.893	5011	1494	7200	2100	0.92	0.71	64.8	62.3	25.8	28.0	C		
Segment 13: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.935		5011		7200		0.91		70.2		23.8		C		
Segment 14: Diverge																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.935	0.980	5011	876	7200	2100	0.91	0.42	67.7	62.8	24.7	28.3	D		
Segment 15: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.926		4135		7200		0.79		72.6		18.7		C		
Segment 16: Merge																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.926	0.990	5899	1764	7200	2100	0.79	0.84	60.8	-	32.3	-	F		
Segment 17: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.943		5899		9600		0.78		72.7		20.3		C		
Facility Time Period Results																	
T	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min				LOS
1	53.3				33.2				31.3				9.8				F
Facility Overall Results																	
Space Mean Speed, mi/h					53.3					Density, veh/mi/ln					31.3		
Average Travel Time, min					9.8					Density, pc/mi/ln					33.2		



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/12/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) No MCP With Project With Improvements
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Placentia to Nuevo	5280	3
6	Diverge	Diverge	Off-Ramp at Placentia	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at Placentia	1500	3
9	Basic	Basic	Ramona to Placentia	5280	3
10	Diverge	Diverge	Off-Ramp at Ramona	1500	3
11	Basic	Basic	Between	1350	3
12	Merge	Merge	On-Ramp at Ramona	1500	3
13	Basic	Basic	Harley Knox to Ramona	4560	3
14	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
15	Basic	Basic	Between	1430	3
16	Merge	Merge	On-Ramp at Harley Knox	1500	3
17	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

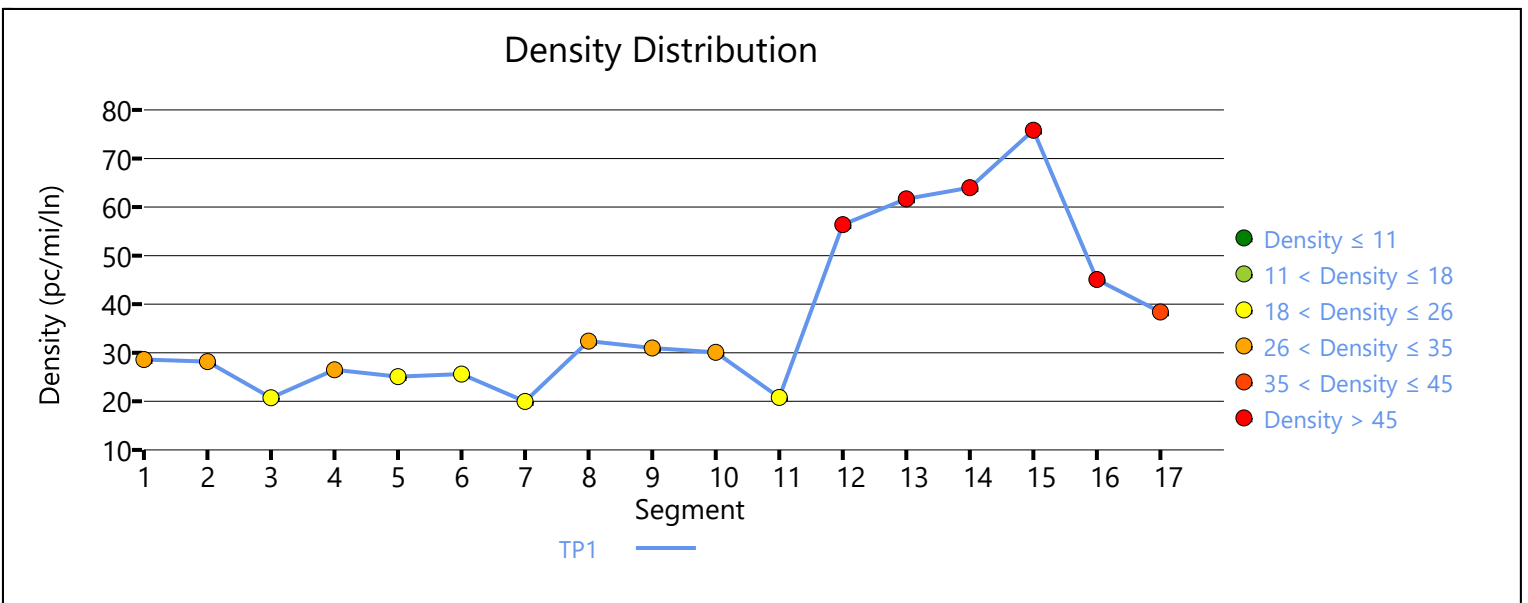
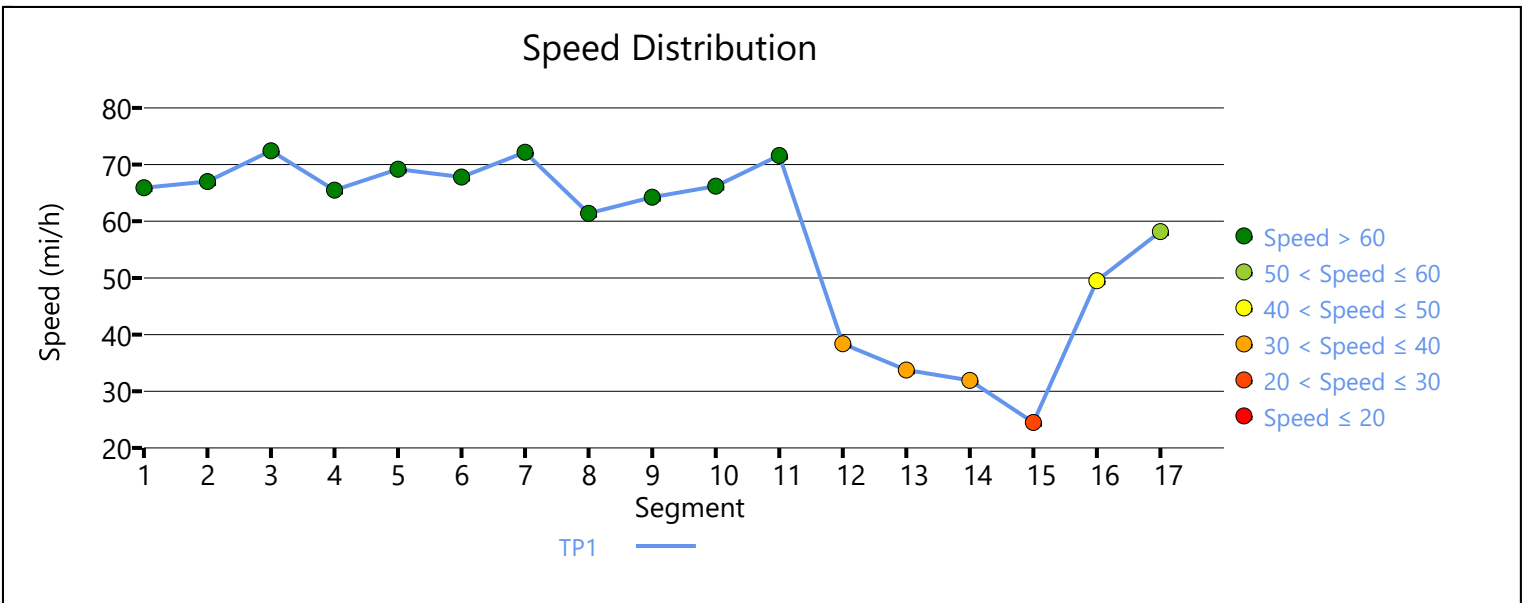
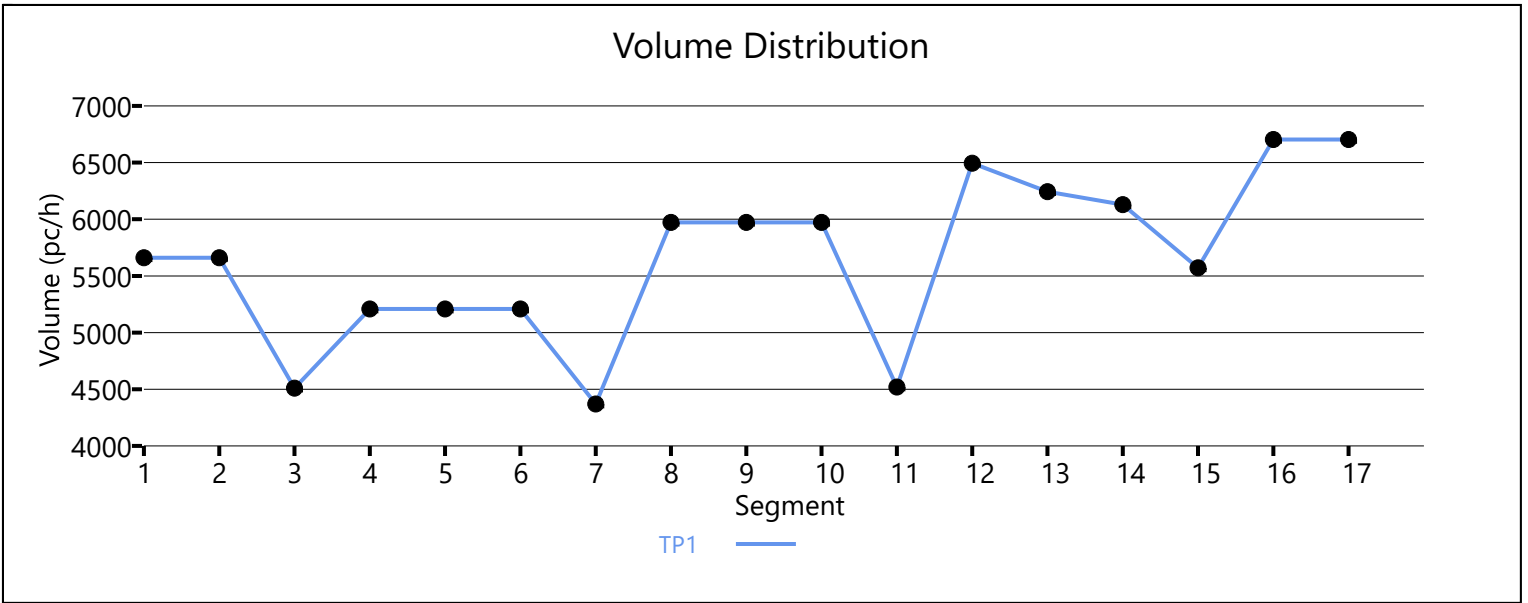
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5661		7200	0.79		65.9		28.6		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)	d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	
							7.25							

1	0.92	0.92	0.943	0.980	5661	1151	7200	2100	0.79	0.55	67.0	62.0	28.2	32.0	D
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4510		7200		0.62		72.4		20.8		C
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	5208	698	7200	2100	0.72	0.33	65.5	63.1	26.5	26.9	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		5208		7200		0.72		69.2		25.1		C
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.926	5208	838	7200	2100	0.72	0.40	67.8	62.9	25.6	26.5	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.943		4370		7200		0.60		72.2		20.0		C
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	5973	1603	7200	2100	0.83	0.76	61.4	58.2	32.4	32.7	D
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.962		5973		7200		0.82		64.2		31.0		D
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.962	0.971	5973	1438	7200	2100	0.82	0.68	66.2	61.1	30.1	33.0	D
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.92		0.952		4520		7200		0.62		71.6		20.8		C
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	5208	698	7200	2100	0.72	0.33	65.5	63.1	26.5	26.9	C

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.952	0.952	6494	2723	7200	2100	1.00	1.30	38.4	38.2	56.4	41.6	F		
Segment 13: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.952		6244		7200		1.00		33.7		61.7		F		
Segment 14: Diverge																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.952	0.885	6129	430	7200	2100	1.00	0.20	31.9	64.1	64.0	37.1	F		
Segment 15: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.962		5572		7200		0.93		24.5		75.8		F		
Segment 16: Merge																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp			
1	0.92	0.92	0.962	0.870	6704	2739	7200	2100	1.31	1.30	49.5	45.2	45.1	40.0	F		
Segment 17: Basic																	
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.92		0.935		6704		7200		1.31		58.2		38.4		F		
Facility Time Period Results																	
T	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min				LOS
1	52.8				35.9				34.0				9.6				F
Facility Overall Results																	
Space Mean Speed, mi/h					52.8					Density, veh/mi/ln					34.0		
Average Travel Time, min					9.6					Density, pc/mi/ln					35.9		



APPENDIX 7.24:

**HORIZON YEAR (2040) WITH MCP WITH PROJECT CONDITIONS FREEWAY FACILITY
ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WMCP WP With Improvements
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to MCP	5280	3
14	Diverge	Diverge	Off-Ramp at MCP	1500	3
15	Basic	Basic	Between	5280	3
16	Merge	Merge	On-Ramp at MCP	1500	3
17	Basic	Basic	MCP to Nuevo	5280	3
18	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
19	Basic	Basic	Between	1500	3
20	Merge	Basic	On-Ramp at Nuevo	1500	3
21	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.926	4179	7200	0.58	69.6	20.0	C

Segment 2: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.877	4179	757	7200	2100	0.58	0.36	63.9	59.8	21.8	23.5	C
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	3367	7200	0.47	70.0	16.0	B						
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.909	3603	236	7200	2100	0.50	0.11	63.2	61.1	19.0	20.0	B
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	3626	7200	0.50	70.0	17.3	B						
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.935	3626	703	6600	2100	0.55	0.33	64.0	59.9	18.9	22.5	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	2901	7200	0.40	70.0	13.8	B						
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	3676	775	7200	2100	0.51	0.37	63.3	61.5	19.4	20.3	C
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	3676	7200	0.51	70.0	17.5	B						
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	3676	434	7200	2100	0.51	0.21	64.7	60.6	18.9	18.9	B
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	3676	7200	0.51	70.0	17.5	B						

1	0.92	0.943	3269	7200	0.45	70.0	15.6	B							
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	3750	481	7200	2100	0.52	0.23	63.6	61.8	19.7	19.4	B
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		3719		7200		0.52		70.0		17.7		B
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	3719	869	7200	2100	0.52	0.41	63.5	59.5	19.5	19.9	B
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		2877		7116		0.40		67.2		14.3		B
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	3100	223	7200	2100	0.43	0.11	64.2	62.3	16.1	15.6	B
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		3102		7131		0.44		67.7		15.3		B
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	3102	403	7200	2100	0.43	0.19	64.6	60.6	16.0	18.5	B
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		2695		7200		0.37		70.0		12.8		B
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.971	3435	740	7200	2100	0.37	0.35	70.0	-	12.8	-	B
Segment 21: Basic															

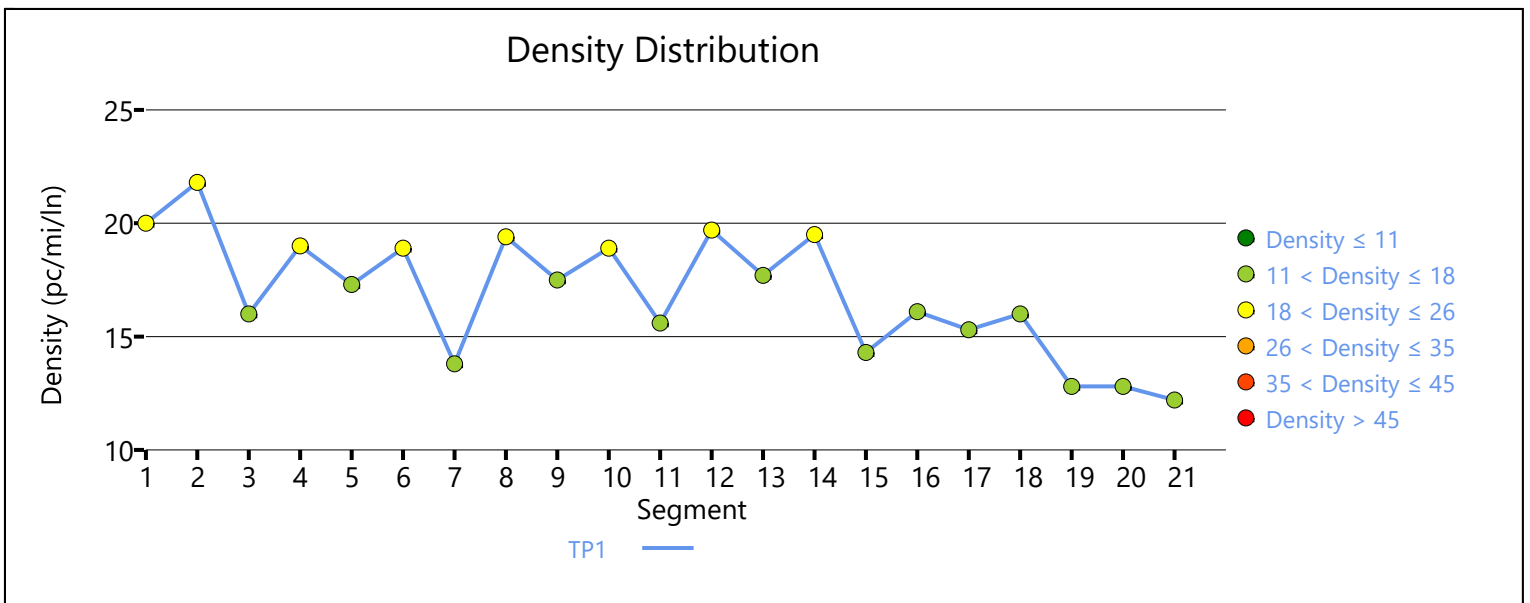
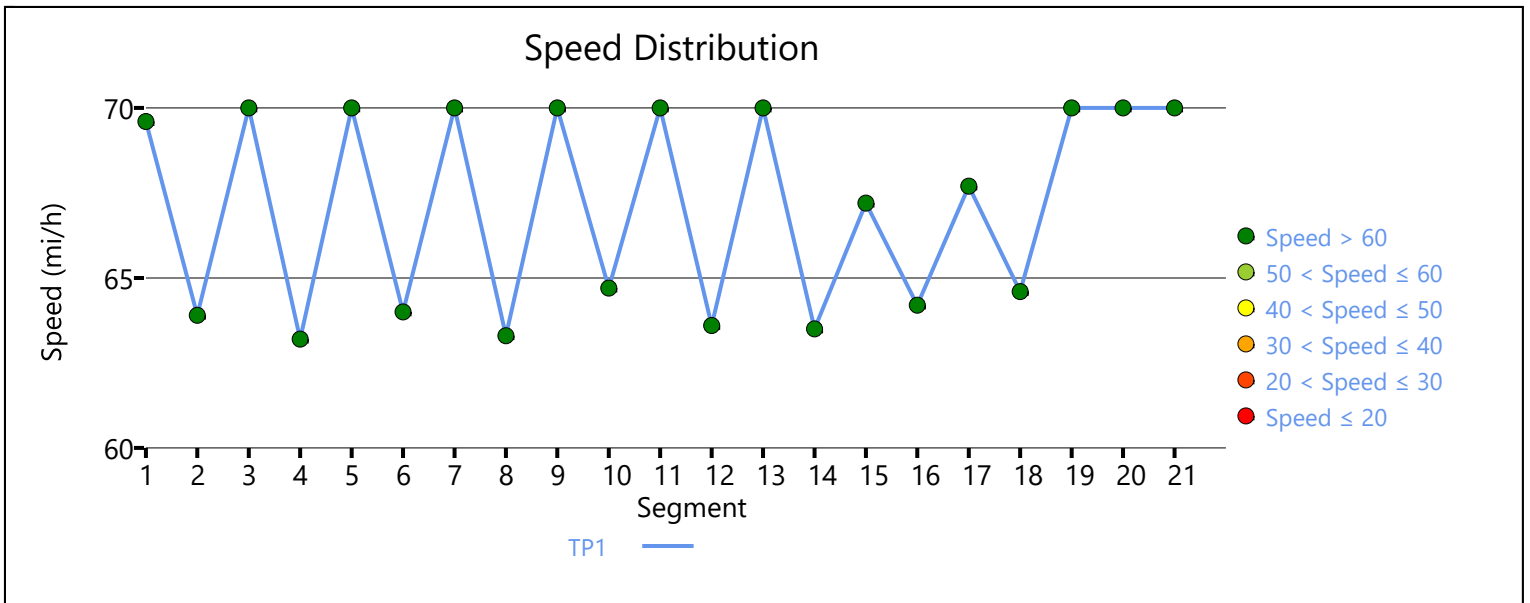
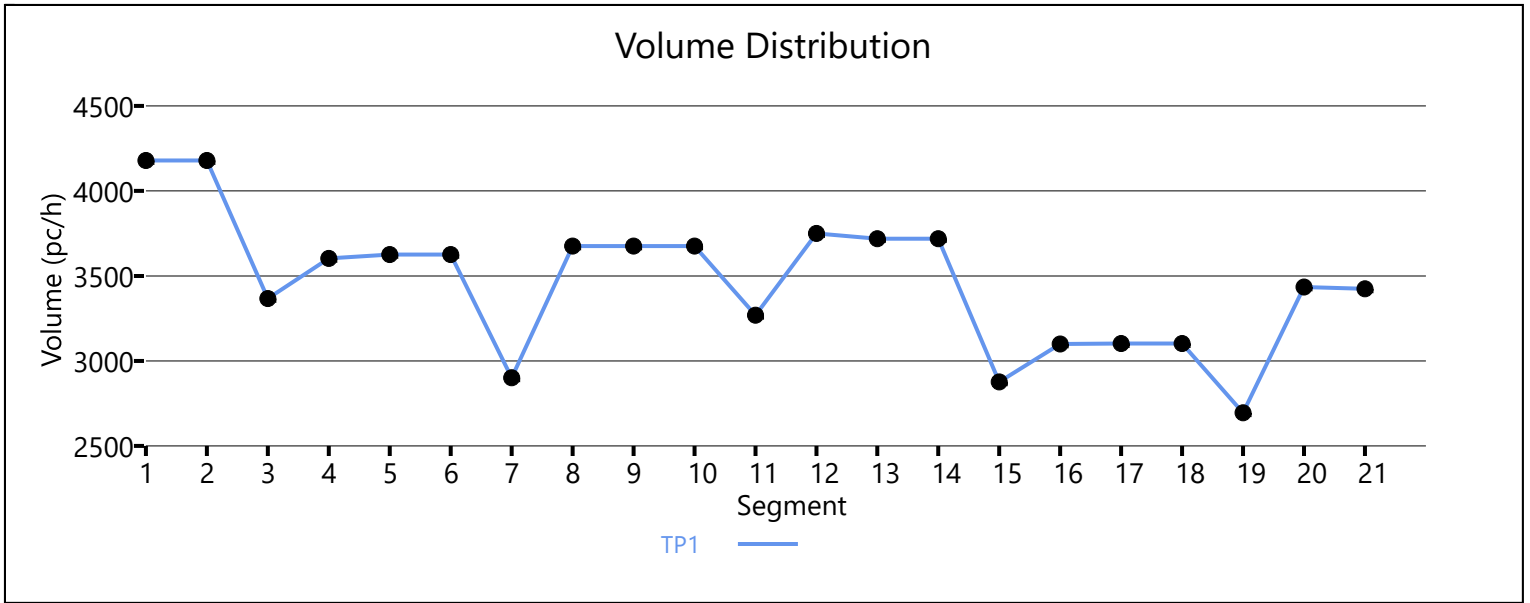
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	3424	9600	0.36	70.0	12.2	B

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	68.0	16.8	15.9	9.9	B

Facility Overall Results

Space Mean Speed, mi/h	68.0	Density, veh/mi/ln	15.9
Average Travel Time, min	9.9	Density, pc/mi/ln	16.8



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WMCP WP With Improvements
Jurisdiction	Caltrans	Time Period Analyzed	AM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Nuevo to MCP	5280	3
6	Diverge	Diverge	Off-Ramp at MCP	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at MCP	1500	3
9	Basic	Basic	Placentia to MCP	5280	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Ramona to Placentia	5280	3
14	Diverge	Diverge	Off-Ramp at Ramona	1500	3
15	Basic	Basic	Between	1350	3
16	Merge	Merge	On-Ramp at Ramona	1500	3
17	Basic	Basic	Harley Knox to Ramona	4560	3
18	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
19	Basic	Basic	Between	1430	3
20	Merge	Merge	On-Ramp at Harley Knox	1500	3
21	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	6587	7246	0.92	57.6	38.1	E

Segment 2: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	6587	1276	7200	2100	0.91	0.61	62.6	58.4	35.1	35.6	E
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5311	7131	0.74	66.2	26.7	D						
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	5954	643	7200	2100	0.82	0.31	60.0	58.0	33.1	30.3	D
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5954	7131	0.83	62.9	31.6	D						
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	5954	217	7200	2100	0.82	0.10	64.8	61.1	30.6	28.6	D
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5561	7116	0.80	65.1	28.5	D						
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.893	6695	2198	7200	2100	1.10	1.05	52.0	48.4	42.9	37.7	F
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.935	6695	7131	1.10	57.7	38.7	F						
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.893	6695	549	7200	2000	1.09	0.27	65.2	59.5	34.2	31.7	F
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.935	6695	7131	1.10	57.7	38.7	F						

1	0.92	0.935	5858	7116	1.03	36.1	54.0	F							
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.893	6621	763	7200	2000	1.12	0.38	60.8	57.2	36.3	33.5	F
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.935		6569		7104		1.14		48.5		45.2	F	
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.943	6467	966	7200	2100	1.12	0.46	44.4	59.2	48.5	45.5	F
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.926		5353		7104		1.01		28.6		62.3	F	
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.935	6361	1101	7200	2100	1.15	0.52	37.5	34.5	56.5	43.7	F
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.926		6093		7116		1.16		34.4		59.1	F	
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.971	6000	415	7200	2100	1.15	0.20	30.4	60.6	65.7	46.4	F
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.926		5473		7131		1.10		23.9		76.3	F	
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.926	0.893	6640	1574	7200	2100	1.31	0.75	39.6	0.0	55.8	53.1	F
Segment 21: Basic															

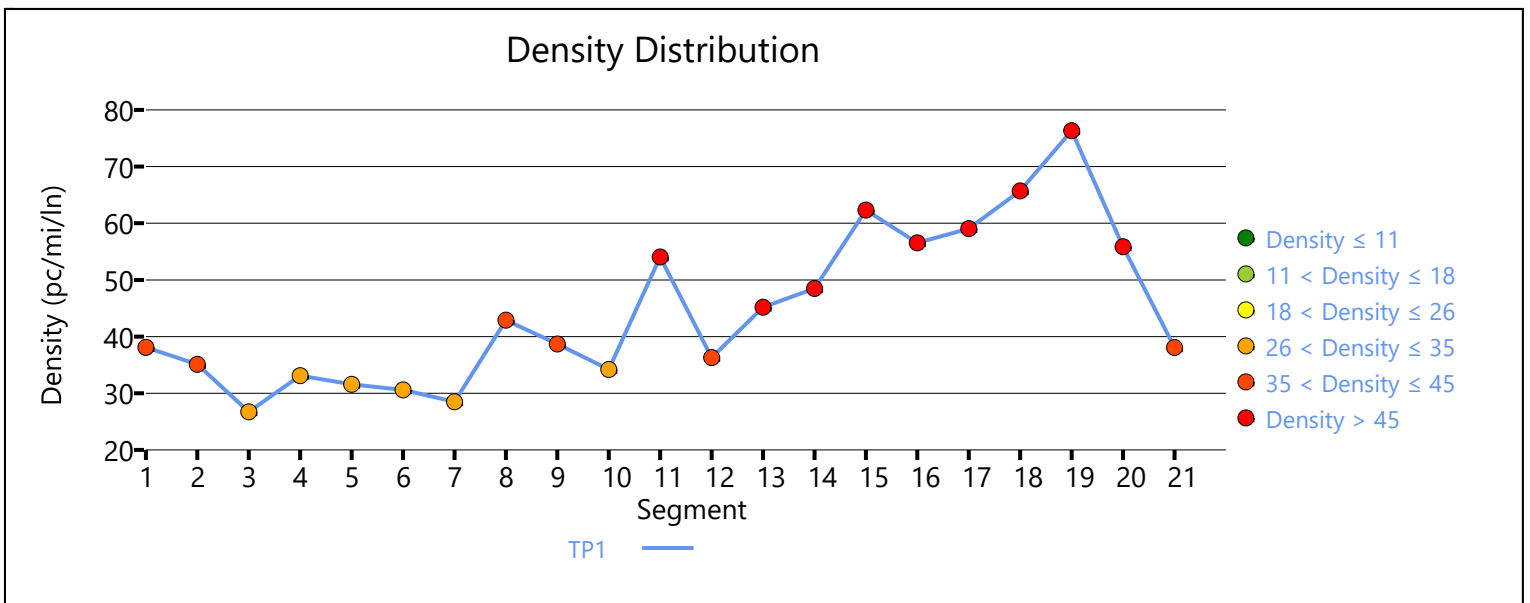
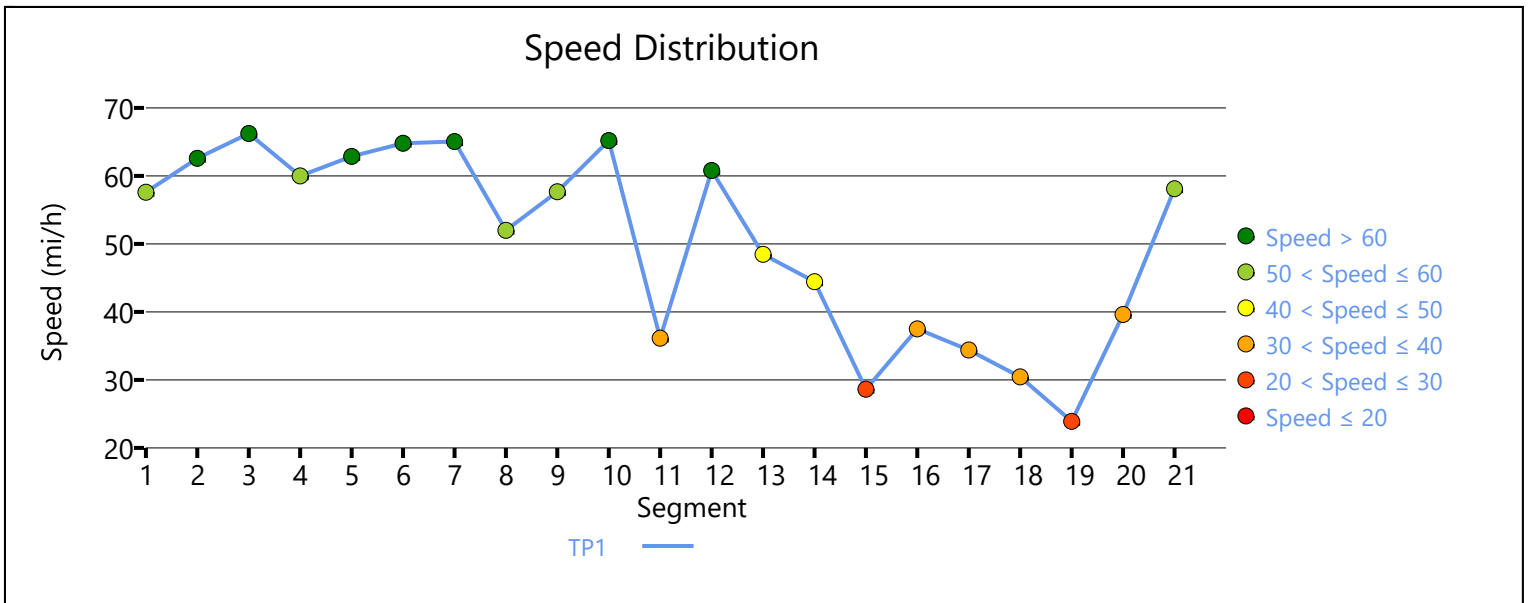
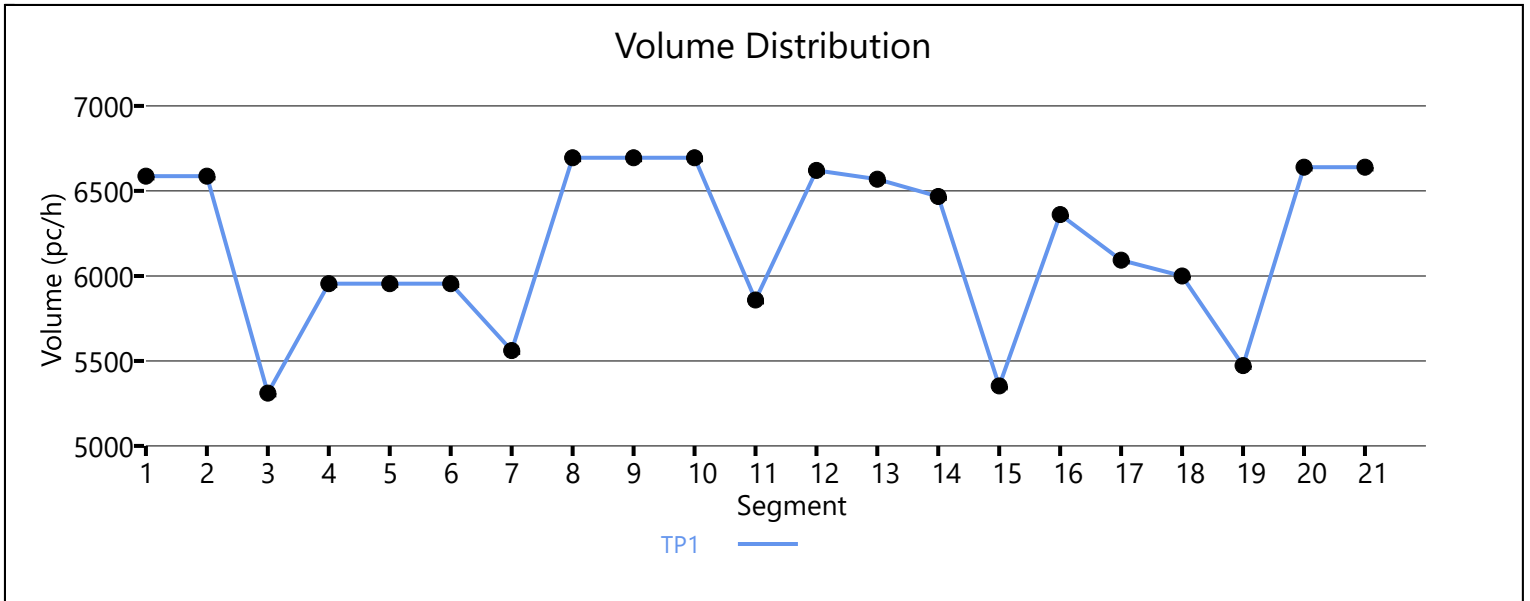
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.926	6640	7131	1.31	58.1	38.1	F

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	48.1	43.1	40.3	13.7	F

Facility Overall Results

Space Mean Speed, mi/h	48.1	Density, veh/mi/ln	40.3
Average Travel Time, min	13.7	Density, pc/mi/ln	43.1



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WMCP WP With Improvements
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 SB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of Harley Knox	7200	3
2	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
3	Basic	Basic	Between	1240	3
4	Merge	Merge	On-Ramp at Harley Knox	1500	3
5	Basic	Basic	Harley Knox to Ramona	5280	3
6	Diverge	Diverge	Off-Ramp at Ramona	1500	3
7	Basic	Basic	Between	1500	3
8	Merge	Merge	On-Ramp at Ramona	1500	3
9	Basic	Basic	Ramona to Placentia	4250	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Placentia to MCP	5280	3
14	Diverge	Diverge	Off-Ramp at MCP	1500	3
15	Basic	Basic	Between	5280	3
16	Merge	Merge	On-Ramp at MCP	1500	3
17	Basic	Basic	MCP to Nuevo	5280	3
18	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
19	Basic	Basic	Between	1500	3
20	Merge	Basic	On-Ramp at Nuevo	1500	3
21	Basic	Basic	South of Nuevo	2400	4

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.935	9631	7.24001	1.34	53.3	45.0	F

Segment 2: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.870	6983	965	7200	2100	1.34	0.46	47.5	59.2	49.0	58.3	F
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5926	7200	1.20	33.8	58.5	F						
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.971	6402	549	7200	2100	1.28	0.26	37.7	0.0	56.6	53.3	F
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	6146	7200	1.28	33.0	62.1	F						
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	6146	1551	6600	2100	1.40	0.74	62.1	57.7	33.0	34.9	F
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	4595	7200	1.06	68.7	22.3	F						
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	5381	786	7200	2100	1.17	0.37	61.0	59.1	29.4	28.3	F
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	5381	7200	1.16	65.9	27.2	F						
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.935	5381	709	7200	2100	1.16	0.34	64.0	59.9	28.0	27.0	F
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	5381	7200	1.16	65.9	27.2	F						

1	0.92	0.952	4672	7200	1.07	68.5	22.7	F							
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.935	5499	827	7200	2100	1.18	0.39	60.9	58.9	30.1	28.5	F
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		5499		7200		1.18		65.4		28.0	F	
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.980	5499	2141	7200	2100	1.18	1.02	53.3	56.3	45.0	30.6	F
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		3358		7116		0.89		67.1		16.0	B	
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	3521	163	7200	2100	0.90	0.08	63.9	62.1	18.4	17.4	B
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		3521		7131		0.91		67.7		16.8	B	
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.980	3521	719	7200	2100	0.91	0.34	63.8	59.8	18.4	21.2	C
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.935		2802		7200		0.81		69.5		13.3	B	
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.935	0.990	3897	1095	7200	2100	0.81	0.52	62.6	-	20.8	-	C
Segment 21: Basic															

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	3897	9600	0.72	69.7	13.9	B

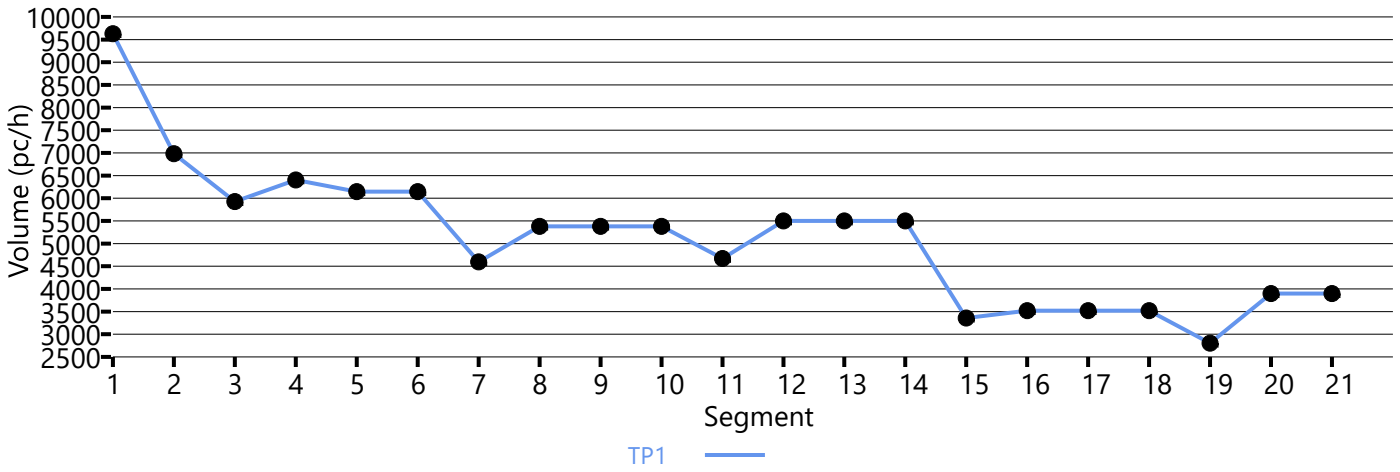
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	53.8	31.2	29.5	12.6	F

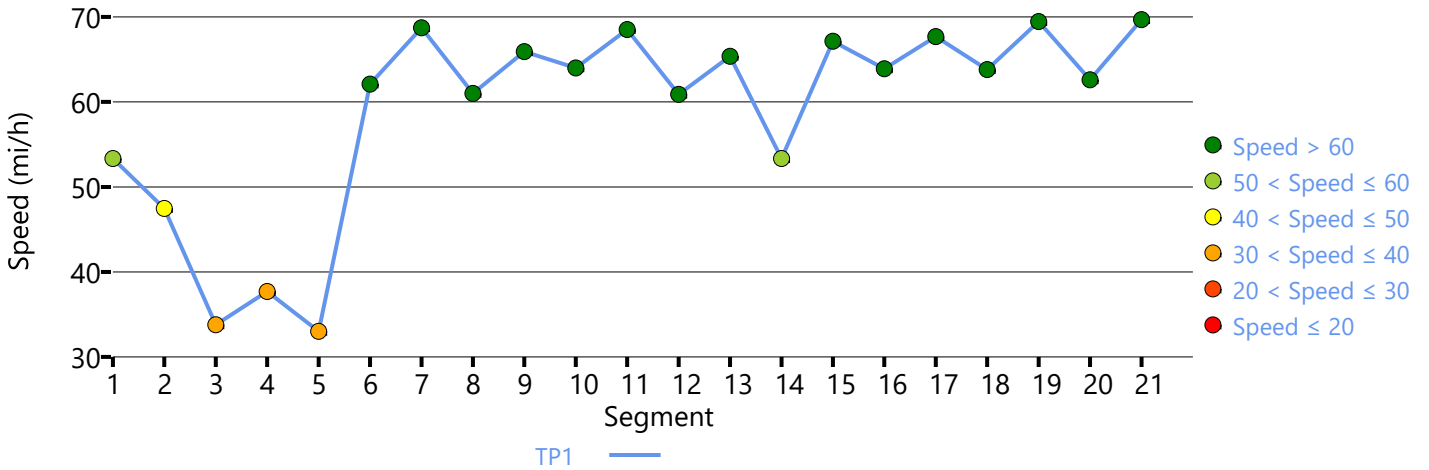
Facility Overall Results

Space Mean Speed, mi/h	53.8	Density, veh/mi/ln	29.5
Average Travel Time, min	12.6	Density, pc/mi/ln	31.2

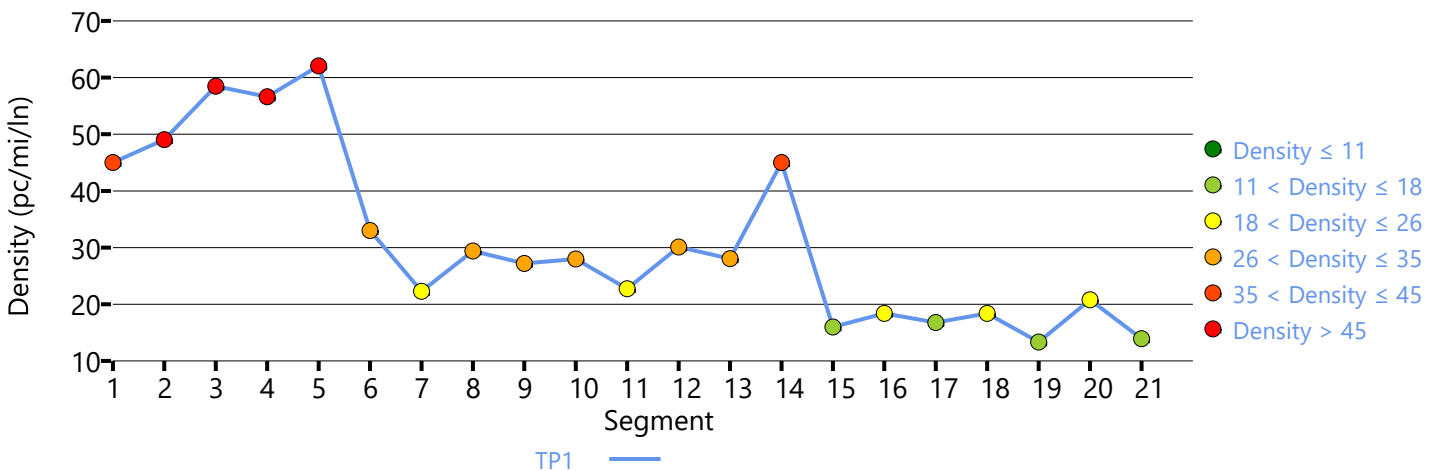
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	CP	Date	5/19/2020
Agency	Urban Crossroads, Inc.	Analysis Year	Horizon Year (2040) WMCP WP With Improvements
Jurisdiction	Caltrans	Time Period Analyzed	PM Peak Hour
Project Description	Stoneridge (JN13265) - I-215 NB w/ Placentia		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Nuevo	1900	3
2	Diverge	Diverge	Off-Ramp at Nuevo	1500	3
3	Basic	Basic	Between	1410	3
4	Merge	Merge	On-Ramp at Nuevo	1500	3
5	Basic	Basic	Nuevo to MCP	5280	3
6	Diverge	Diverge	Off-Ramp at MCP	1500	3
7	Basic	Basic	Between	5280	3
8	Merge	Merge	On-Ramp at MCP	1500	3
9	Basic	Basic	Placentia to MCP	5280	3
10	Diverge	Diverge	Off-Ramp at Placentia	1500	3
11	Basic	Basic	Between	5280	3
12	Merge	Merge	On-Ramp at Placentia	1500	3
13	Basic	Basic	Ramona to Placentia	5280	3
14	Diverge	Diverge	Off-Ramp at Ramona	1500	3
15	Basic	Basic	Between	1350	3
16	Merge	Merge	On-Ramp at Ramona	1500	3
17	Basic	Basic	Harley Knox to Ramona	4560	3
18	Diverge	Diverge	Off-Ramp at Harley Knox	1500	3
19	Basic	Basic	Between	1430	3
20	Merge	Merge	On-Ramp at Harley Knox	1500	3
21	Basic	Basic	North of Harley Knox	6000	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.952	4711	7246	0.66	67.1	23.4	C

Segment 2: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.980	4711	781	7200	2100	0.65	0.37	63.9	59.7	24.6	27.3	C
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	3930	7131	0.55	67.3	18.8	C						
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.962	4507	577	7200	2100	0.63	0.27	62.6	60.9	24.0	23.3	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	4507	7131	0.64	67.7	21.8	C						
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	4507	96	7200	2100	0.63	0.05	65.4	61.4	23.0	22.3	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	4411	7116	0.62	67.2	21.3	C						
Segment 8: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	5731	1320	7200	2100	0.80	0.63	59.6	57.3	32.1	30.9	D
Segment 9: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.952	5731	7131	0.80	64.2	29.8	D						
Segment 10: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	5731	497	7200	2000	0.79	0.25	65.4	59.6	29.2	28.1	D
Segment 11: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	1	0.92	0.943	4507	7131	0.64	67.7	21.8	C						

1	0.92	0.952	5234	7116	0.73	66.6	26.2	D							
Segment 12: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.952	6046	812	7200	2000	0.84	0.41	62.9	59.8	32.0	31.0	D
Segment 13: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		6046		7104		0.85		62.3		32.3		D
Segment 14: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.962	6046	981	7200	2100	0.84	0.47	63.3	59.2	31.8	32.4	D
Segment 15: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.943		5065		7104		0.72		66.5		25.1		C
Segment 16: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.943	0.952	6440	1375	7200	2100	0.90	0.65	56.9	54.0	37.7	34.5	D
Segment 17: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		6440		7116		0.90		59.6		36.0		E
Segment 18: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.885	6440	356	7200	2100	0.89	0.17	64.4	60.8	33.3	32.0	D
Segment 19: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92		0.952		6084		7131		0.85		62.1		32.7		D
Segment 20: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.92	0.92	0.952	0.901	7128	1044	7200	2100	0.99	0.50	54.5	51.0	43.6	37.4	E
Segment 21: Basic															

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.92	0.943	7128	7131	1.00	54.0	44.0	F

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	62.0	30.0	28.4	10.6	F

Facility Overall Results

Space Mean Speed, mi/h	62.0	Density, veh/mi/ln	28.4
Average Travel Time, min	10.6	Density, pc/mi/ln	30.0

